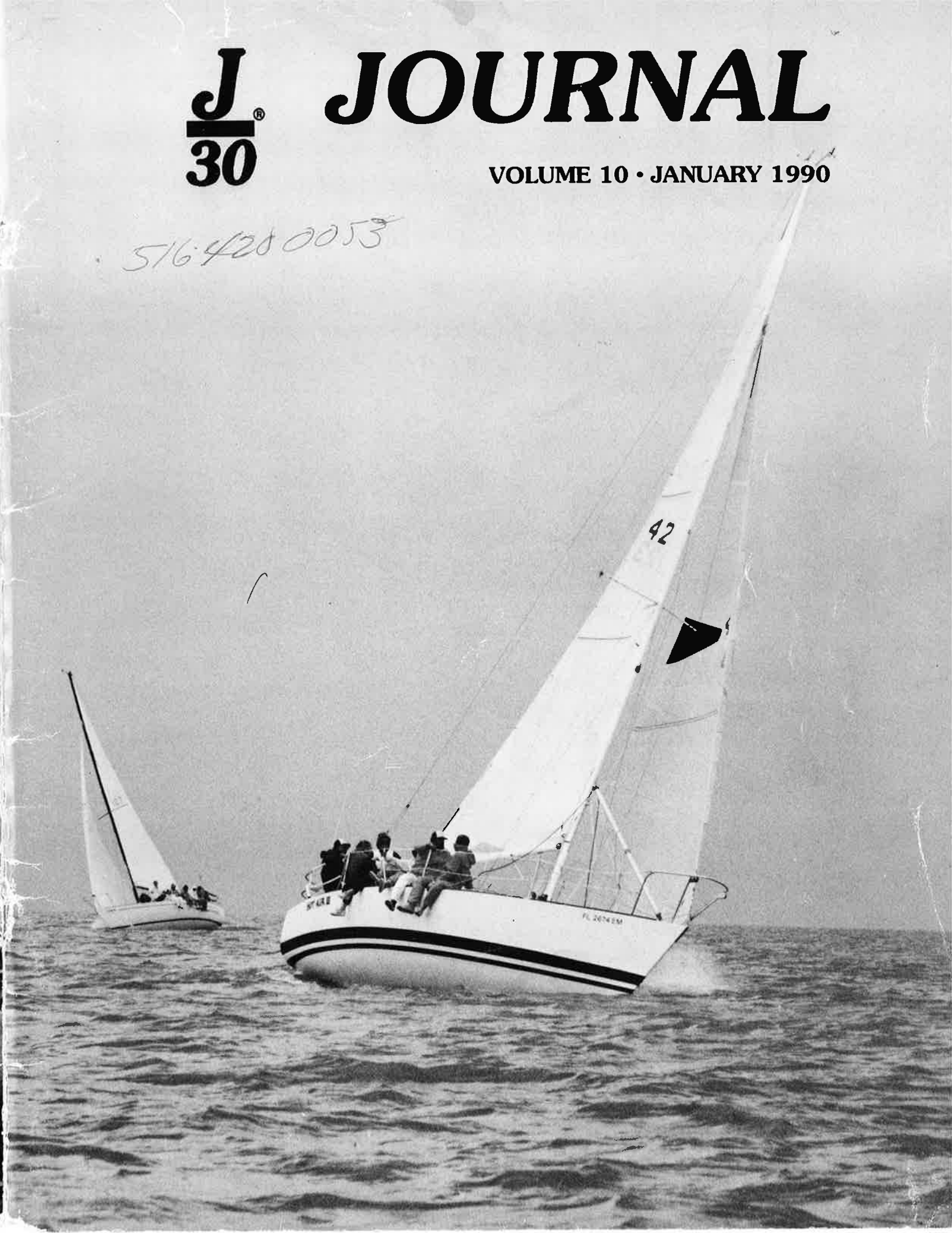


J.
30

JOURNAL

VOLUME 10 • JANUARY 1990

516-428-0053





Ann Peterson and Teri Munz

The ladies who kept the National J/30 Association alive and well. Without them the National Association would not have survived.

My Thanks!

Ron Peterson

Past President

P.S. My congratulations and best wishes to Bill Raney for 1990.

Left to Right:
Ann Peterson and Teri Munz.

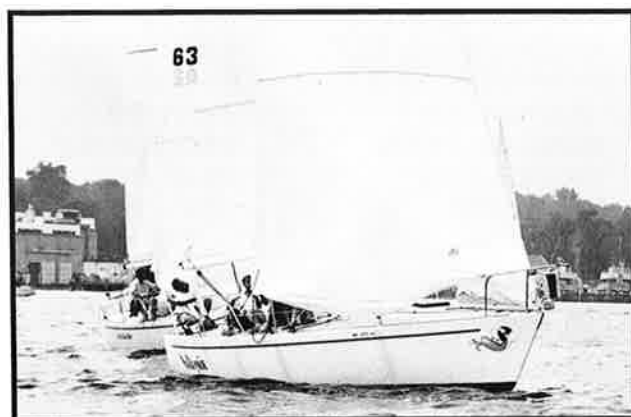
Cover Photo:
Dave Berg's HOT AIR, the 1988 Mid-Winter and North American Champion.

The 1990 J/30 Journal
was typeset and designed by

Creative
Solutions Inc.
Advertising & Publication Design

209 West Street • Suite 301 • Annapolis, Maryland 21401
301-266-5487 • 301-269-5885 (Fax)

A Love Affair. . .



This Journal Is Dedicated To The J/30 Class Past Presidents

Jim Stuursma
Grand Rapids, Michigan

Tom Babbitt
York, Maine

Tom Harrington
New York, New York

Ron Peterson
Annapolis, Maryland

Striving to keep the J/30 Class membership informed of current one-design rules and related activities, these people need to be recognized. On top of that, add the duties of collecting data for the journals, maintaining the membership roster and taking charge of the North Americans.

As the collection of papers related to the above is being transferred, we are impressed with

all that goes into the Class Association. The office of Class President is relocating to Wilmington, North Carolina and getting a refreshing lift. We wish the best to Bill Raney and Gordon Coleman as they take the helm.

At one time we had a journal reporting the number of new J/30's being commissioned to the one-design fleet (350 in one period). Today we see J/30's

joining the association (97 this year). Some with the same owners and many have new owners. The roster of members is outstanding. There are J/30's all over the world!

It is to the credit of the Class Presidents and their dedicated staff who kept the Class strong. We salute you.

Announcing The New Class President

Our Class President for 1990 is Bill Raney and our Class Secretary/Treasurer is Gordon Coleman.

Bill, with his wife Jane, and Gordon, with his wife Jeanie, have sailed their J/30 DOUBLE JEOPARDY (#405) since January 1982.

They race with the Wrightsville Beach Ocean Racing Association under PHRF. The North-South Carolina J/30 District has a J/30 qualifying regatta each year. Since 1982, the event has been at

Wrightsville Beach, NC. DOUBLE JEOPARDY has won the event each year beginning in 1983. The DJ crew has been to the N.A.'s on a borrowed boat (1983 - 1989) and placed in the top five each year except 1983 and 1987.

Their crew consists of Bill, Jane, Gordon and Jeanie and their devoted crew member Spencer Rogers and Steve Johnston. The seventh person has varied over the years.

They have been Boat of the Year in their local fleet three times

and have won the PHRF Class at the North Carolina Yacht Racing Association Offshore Championships every year but one since 1984.

They have cruised the North-South Carolina coast in DOUBLE JEOPARDY and took her to Miami for the Mid-Winters in 1984.

Northern New England

The 1988 season was the best ever for the Maine J/30 fleet! We had four new boats join the fleet, including STILL CRAZY, Deb and Chris Pinkham; J-WALKER, Kurt Miller; JUBILATION, Chip Loheed; KILLARA, Bill Simson; and WINTER'S DREAM, Stafford and Leslie Soule, who returned from the J/35 fleet. The Soules found that J/35 racing and cruising wasn't as much fun.

Most of our races were one-design instead of PHRF, as in years past. What a difference and it makes for so much more interest in the boat. There is no doubt one-design racing is the way to go — we finished our 90 mi. overnight race within 30 min. of each.

Fleet champion for the year was JACKPOT, raced by the Twinean clan, Pat, Sally, Bob and Brenda. They had consistently good races all season to stay in front of the pack. JACKPOT won both the district regatta and the J/30 class — and overall — winner of the 90 mile overnight Manana race in a hard-fought contest over SYNERGY, raced by Frank Ashead and Pete Thaxter.

Our fleet now numbers over 15 boats, and several new prospects are on the horizon for 1989.

Casco Bay Sailing Association will run most of the races next year. There's racing scheduled from the end of May to mid-Oct.

Some Maine sailors would be interested in trading cruising charters this year; call me to see what can be set up.

The District regatta was held in September at Portland Yacht Club with four races sailed:

1. JACKPOT - Pat Twinem
2. IMPULSE - Jack Thomas
3. EYRIE - Tim & Catherine Tolford
4. SYNERGY - F. Adshead
5. ROBIN - Bud Singer
6. DISSIDENT - Tony Armstrong
7. SUMMER - Pete Dupont
8. STILL CRAZY - C. Pinhharn

Frank Adshead

Southern New England

The racing schedule in Southern New England was better than ever in 1988, with four outstanding one-design regattas, plus a continuous offering of PHRF races, Wednesday night beer can races and — a high point of the national sailing scene — Block Island Race Week. Unfortunately, our fleet seems to have hit a peak in turnout two years ago, when we hosted the North Americans. We are looking for new racers among at least 100 J/30's in our area. Since we have about 25 dues-paying members, we know there's lots of potential remaining in our fleet. Maybe more cruising events? Parties? Low-key races? We'll try to provide what our members are looking for.

Visitors are welcome to our big four regattas:

- The Pirates Cove Memorial Day Regatta in Portsmouth, RI.
- The Volvo Regatta at Newport in July.
- The Buzzard's Bay Regatta in early August, this year at Padanaram, MA.
- The National Offshore One-Design Regatta later in August, which was new last year, and immensely successful.

We had a few visitors for these events last year, and we'd like to see more come. Give me a call,

Bill David

Western Long Island

The spring meeting was held on April 14. The following were allowed on District 4 boats except during the North American qualifying series on June 3 & 4:

- Pendants on block and tackles.
- A second spinnaker of at least .75 oz.
- Increased purchase on backstay.

The following were discussed and not allowed:

- Sails of lighter weight than those specified in the J/30 rules.
- More than one #1 Genoa.

Schedule for 1989

Fall (score best 3/5):

- Sep. 16 - Indian Harbor Whitmore.

Continued on next page

Notes

V - Z

VON DER WENSE, BODO

465 Garrison Way • Gulph Mills, PA 19428
215-527-1686 • 215-265-8420
Owner • TURBO DUCK

WARING, WILLIAM

381 SW 8th St. • Oswego, NY 13126
315-343-8794 • 315-343-1212
Owner • FAT CHANCE

WARRINGTON, JOHN

500 Front St. • Beaufort, NC 28516
919-728-6315 • 919-728-3155
Dealer • Beaufort Yacht Sales

WATERSON, BOB

343 South St. • Reading, MA 01867
617-944-1921 • 617-969-2700
Owner • FLOATING RATE

WATSON, DANIEL

2108 Huntington Ave. • Alexandria, VA 22303
703-960-3535 • 703-827-4991
Owner • AVITA

WATSON, GEORGE

2610 Culpeper Rd. • Alexandria, VA 22303
703-780-1996 • 202-646-4097
Owner • AVITA

WATSON, JACK

70 Pines Lake Dr. E. • Wayne, NJ 07470
201-835-8336 • 201-628-2462
Owner • WINDSHADOW

WELLES, PAUL

P.O. Box 10732 • Raleigh, NC 27605
919-833-0438 • 919-828-9847
Owner • IDLE DICE

WHITE, ROGER

c/o G. W. White • P.O. Box 171 • Watertown, NY 13601
315-788-2623 • 315-788-6200
Owner • WHITE WASH

WILLIAMS, CHUCK

4233 Old Forge • Port Huron, MI 48060
313-985-3016 • 313-364-4520
Owner • OZONE 2

WILSON, BOB

10530 Marty • Overland Park, KS 66212
913-888-8231 • 913-642-1500
Associate •

WOODS, RUTH

1624 N. Greenbrier • Arlington, VA 22205
301-823-9550
Associate •

WRIGHT, BOB

3414 Esterbrook • Houston, TX 77082
713-493-6383 • 713-496-8124
Owner • WILD TURKEY

ZACHARIAS, ALFRED

Wallston Rd. • Tents Harbor, ME 04860
207-372-8610
Owner • WAHOO

ZARANSKI, MARK

11900 Scott Rd. • Freeland, MI 48623
517-695-5953 • 517-636-5722
Owner • BONZAI DRAGON

ZIEGEL, ARNOLD

25 Whitston Rd. • Briarcliff, NY 10510
914-941-2168 • 212-702-4815
Owner • METAPHOR

ZOPH, TODD & DIANE

6857 Old Waterloo • Baltimore, MD 21227
301-799-8892 • 301-706-1574
Charter • ROADRUNNER

Western L.I. . .

Continued from previous page

- Sep. 24 - Stamford Denmark Race.
- Sep. 30 - Seawanhaka-PJ Roosevelt.
- Oct. 4 & 5 - Riverside Press-On-Series.

Bill Jorch was elected fleet captain.

Finances

J/30 National has donated \$500 to our cause. Included with a few well thought-out donations from our members, we are now in the black.

Riverside Weekend

We had an excellent turnout for the Riverside Press-On-Regardless Weekend with enough boats for our own division. Competition was excellent and finishes were close. J/30's are definitely strong on Long Island Sound and with the potential of additional boats due to new boat sales from the modified boat (first appearance at Annapolis this Fall). I'm sure that the Class will continue to grow.

Equipment and Sails

Another reminder about equipment and sails. Only class legal sails and equipment will be permitted in the N.A. qualifiers. No light sails, special fabrics or laminates, pendants on blocks, one suit of sails, and only class legal purchases on block and tackles. In addition, only the following exceptions to class rules are permitted in

District 4: Fall qualifiers — pendants on block and tackles, 2nd spinnaker of at least .75 oz., increased purchase on backstay. Anyone found violating these rules will not be scored for the District Series. Yacht racing relies on the honor system.

Results

We had a good turnout for our Spring Series with enough boats for our own start at Riverside. The following are the boats that sailed in the series with the finish positions for those that sailed the minimum number to qualify:

1. STARK TERROR
2. ANTICIPATION
3. TACITURN
4. WIND-CHILL
5. LOLA
6. M & M
7. DOW JONES II
8. FAT CITY
9. DIREWOLF

GUNSMOKE
INCAHOOTS
BOONDOGGLE
DETACHED
NORDIC STAR
LAST FLING

Congratulations to Mike Ingham for winning the Lloyd Harbor Level Race series, our North American Qualifier.

I hope to arrange a dinner get-together right after the season and need a volunteer in the Mamaroneck-Greenwich area to help find a club or restaurant.

PLEASE HELP!

Think of ways to improve our sailing/social program.

Bill Jorch

Phone:
516-261-2935 (H)
516-420-0053 (W)



A five boat J/30 fleet raced in the PHRF B class in the 1989 Volvo Newport Regatta July 14 - 16. Conditions ranged from light and variable winds to heavy line squalls that served up gusts to 30 knots. Three days of superb racing was enhanced by four nights of Volvo's top-notch hospitality. Over 300 boats and 1500 sailors, and their guests, plugged into Volvo's annual sailing headliner organized by Sail Newport.

Great Lakes. . .

Continued from previous page

rounded first. At the jibe mark HULLABALOO put the chute through the forestay which slowed them down. SALACIOUS worked out to a 20 boat length lead with the rest of the boats tightly bunched. At the leeward mark SALACIOUS quickly gave up this lead as she again proved to be seriously lacking speed. PLANXTY went by on one side, PRONTO on another and HULLABALOO went off to the right side of the course while the former group went to the left. At this point the wind died completely and then zephyrs came in from the east, an approximate 140° shift. Darrow was the first up with the chute but PRONTO on the far left was at a better reaching angle for what was to now be the finish of a shortened course. Somehow the initial zephyr skipped over HULLABALOO. PRONTO and SALACIOUS had some tight racing toward the finish. Approx. 100 yards from the finish SALACIOUS jibed to port, crossed two boat lengths in front of PRONTO and was able to jibe back and win by about 1 1/2 - 2 boat lengths with PRONTO second and DICKENS third.

The second race was started in 6 - 8 knot easterly breezes. After a tight start HULLABALOO tacked right, ducked some sterns and broke out into clear air. At the windward mark HULLABALOO rounded first followed by SALACIOUS and PRONTO. Once again PRONTO was able to pick a lower line and keep her speed while HULLABALOO and SALACIOUS duelled on the reach. By the time the boats reached the leeward mark it was HULLABALOO, PRONTO and SALA-

CIOUS. This order was preserved on a shortened course as the race committee decided it was time to get in for another fine round of refreshments. Winners for the day received Timberland boat shoes. All were treated to drinks.

Saturday the wind had switched around to the southwest and puffy. After some consideration most boats went with #3 although Dick Neuman in DICKENS, an ex-J/24 sailor, chose to go with a full #1. The first leg saw HULLABALOO go left, DICKENS right and SALACIOUS up the middle. Half way up it looked liked HULLABALOO was picking huckleberries, but as the boats neared the mark it turned out that both the left side and right side had paid off. DICKENS rounded first followed by HULLABALOO and then an over anxious crew an SALACIOUS hoisted the chute too early. They did an interesting maneuver until things could be brought under control for a screaming reach. At the jibe mark DICKENS had problems enabling SALACIOUS and HULLABALOO to pass. On the second beat all went right but with DICKENS going the farthest right and again making up some distance but not enough. On the run the wind was really puffing with gusts over 30. Some interesting rolls were observed and PLANXTY was seen going bareheaded in order to get things under control. On the final leg SALACIOUS covered and held on for a win, followed by HULLABALOO and DICKENS.

The final order of the regatta saw SALACIOUS, HULLABALOO, and PRONTO finish in that order. All boats enjoyed the

opportunity to sail in a one-design fleet rather than worrying about handicaps. It is hoped that this regatta will be continued in future years and that the non-Chicago J/30s will join the others around the lake for more one-design races.

Dan Darrow

Lake Erie - Lake Ontario

There are eight J/30s on Lake Ontario, scattered from Henderson Harbor in the Thousand Islands to Wayland, Ontario down near Niagara Falls. Oswego, NY is the only location with two boats. Predominant racing on the Lake is PHRF, with the one-design rating at 135. It's competitive in spring and fall, not so good in summer.

From a single one-design regatta in 1988, we expect to have four events in 1989. Lake Ontario district championship at Eastern Yacht Clubs (EYC) Regatta, to be held in 1989 at Sodus Bay YC, NY, July 6, 7 and 8 will be the qualifier for sending Lake Ontario's representative to the North American Championship in Sept.

Other opportunities for J/30 one-design racing are:

- June 24 & 25 - Sodus Bay Challenge Cup Regatta in Sodus Bay YC.
- July 29 & 30 - Level Regatta Youngstown YC.
- Aug. 6 to 12 - Lake Yacht Racing Assoc. Race Week Rochester YC.

*Nancy
and Lory Ghertner*

N - R

NICHOLS, MARK & CATHY

10725 Cavell Rd. • Rochester, MN 55904
612-944-5698 • 800-333-6000
Owner • TOP TICK

NICHOLS, STEPHEN

2500 Lakeview #2803 • Chicago, IL 60614
312-248-8218 • 312-853-3700
Owner • DARK STAR

NORTHUP, SHELLEY & WM.

148 Summer St. • Acton, MA 01720
617-263-5781 • 617-732-9070
Owner • JETSTREAM

NOYES, ANDY & POLLY

452 Fairfield Beach Rd. • Fairfield, CT 06430
303-255-8551
Owner • LOLA

NURSE, DAVID

27 Banford Way • Walton, MA 02154
617-893-5849
Associate •

OETERS, PHILLIS

5830 SW 51 Ter. • Miami, FL 33155
303-666-1684
Associate •

O'NEAL, DENNIS

1 Doctors Park Apts. • Greenville, NC 27834
919-830-1127 • 919-758-0344
Owner • GREEN MACHINE

PAPP, JOHN

P.O. Box 1216 • Miami, FL 33133

Owner • SLIPAWAY

PAVEY, MARTIN

Menotah • Harwich Rd. • Beaumont Eacton • Essex, England
255-861752
Owner • KATLA

PETERSON, RON

P.O. Box 2292 • Annapolis, MD 21404
301-544-5422 • 800-648-0229
Owner • VALKYRIE

PHELPS, ROBERT

Nine Shaw Pl. • Roverside, CT 06878
203-637-5351 • 212-687-1255
Owner • INCAHOOTS

PINHAM, CHRIS & DEB

R.R. #2 Box 145 • Freeport, ME 04032
207-865-3259 • 207-774-5678
Owner • STILL CRAZY

PLESSER, RON

3736 Cumberland St. NW • Washington, DC 20016
202-244-2278 • 202-244-2278
Owner • PEACHES

POOLE, DONALD K.

6480 SW 133 Dr. • Miami, FL 33156
305-667-2045 • 305-447-3603
Owner • CANNONBALL

POTTER, LARRY

5823 Sherier Pl. NW • Washington, DC 20016
202-363-1892 • 202-363-9274
Owner • SPECULATOR

POWERS, ANN

20 Munroe Ct. • Annapolis, MD 21401
301-268-5138 • 301-268-8816
Associate •

RAILTON, R. H.

138 Parkway Dr. • Welland, ONT. • Canada L3C 4C6
416-732-2098
Owner • SAMSON

RANEY, BILL

P.O. Box 864 • Wilmington, NC 28402
919-256-5432 • 919-343-0196
Owner • DOUBLE JEOPARDY

RAPP, TED

38 W. Scott St. • Riverside, NJ 08075
609-235-1332 • 609-461-1700
Owner • WOOLY BEAR

RAPP, TERRY

38 W. Scott St. • Riverside, NJ 08075
609-877-3076 • 609-461-1700
Owner • WOOLY BEAR

RASMUSSEN, STEPHEN & PAM

21 Kirby St. • Ft. Leonard Wood, MO 65473
314-329-4408 • 314-596-5618
Owner • BLACK KNIGHT

REEDY, BOB

P.O. Box 611 • Franklinton, LA 70438
504-892-9131 • 504-837-5983
Owner • JACKPOT

Mc - N

McGUIRK, MICHAEL

2211 Pennington Rd. • Bel Air, MD 21014
301-836-0830
Owner • GUNSMOKE

McINNIS, BILL

19 Surrey Rd. • Barrington, RI 02806
401-841-1879 • 401-245-0115
Owner • SAMURAI

McMAHON, DAVID

112 Wingate Ave. • Buffalo, NY 14216
716-837-8384 • 716-875-4759
Owner •

MEAD, DALE

10094 Liberty Oak Ln. • Cupertino, CA 95014
408-446-4435
Owner • BREAK AWAY

MEAHL, JOHN

1587 Lockport-Olcott Rd. • Olcott, NY 14126
716-778-8233
Owner • FINAL APPROACH

MELLOW, MARK

939 Symphony Isles Blvd. • Apollo Beach, FL 33570
813-645-3917 • 813-626-3191
Owner • SHIBUMI

MERONI, PAUL & DENISE

16 Duck Pond Rd. • Demarest, NJ 07627
201-768-8181 • 201-869-7112
Owner • DIRE WOLF

MILLER, DAVID & KEVIN

1360 Gardenia St. • Oxnard, CA 93030

Owner • MILLER TIME

MILLER, GENE & TISH

12914 Kentbury Rd. • Clarksville, MD 21029
301-854-2350 • 301-276-7454
Owner • COUNTER POINT

MILLER, KURT

54 Turner St. #3 • Portland, ME 04101
207-874-0827 • 207-770-8075
Owner • J WALKER

MILWARD, JOHN

P.O. Box 2155 • Orinda, CA 94563
415-947-7031
Owner • BEAR

MITCHELL, ALAN & SUSAN

33 Galant Fox Dr. • Media, PA 19063
215-566-9195 • 215-841-5040
Owner • CASCADE

MOHNEY, DENNIS

15175 Eagle Nest Ln. • Miami Lakes, FL 33014
305-825-9330 • 305-558-3611
Owner • JENNY LEE

MOORMAN, JOHN

1956 S. Ocean Ln. #2 • Ft. Lauderdale, FL 33316
305-525-2598 • 305-463-3711
Associate •

MOSKOWTIZ, HENRY

135 W. Broad St. • Stamford, CT 06902
203-348-2881 • 203-328-8221
Owner • BOONDOGGLE

MUNZ, BILL & TERI

496 Ixworth Ct. • Severna Park, MD 21146
301-685-0344 • 301-647-0898
Owner • VIVACIOUS

MURPHY, DARRYL

1036 Turke Rd. • N. Dart, MA 02746
617-998-2027 • 617-994-0460
Owner • BREEZIN

MURPHY, JACK & TERRY

7321 Statecrest Dr. • Annandale, VA 22003
703-698-7456 • 202-326-2457
Owner • MISCHIEF

NASSETTA, JR, PAUL

9724 Days Farm Dr. • Vienna, VA 22180
703-759-7937 • 202-333-0880
Owner • AVITA

NEW, JOHN

79 Pompano Rd. • Yarmouthport, MA 02675

Associate •

NEWMAN, DICK & SHIRLEY

38 W. 219 Joan Ct. • St. Charles, IL 60175

Owner • DICKENS

NEWSON, ROGER

61F Channel Pt. Rd. • Hyannis, MA 02601
617-778-1691
Associate •

Gulf Coast



Left to Right:
HALFAGLASS, JACKPOT and LAND SHARK.

New blood is bringing life back to J/30's along the Gulf Coast including Lake Pontchartrain. We have just completed the 1988 Lake Pontchartrain Racing Circuit, a PHRF event sponsored by Pontchartrain Yacht Club, New Orleans Yacht Club, St. Tammany Yacht Club and Southern Yacht Club. The event drew over 120 boats. Five J/30's turned out for Class C and raced for PHRF class trophies as well as a J/30 trophy. Results shown in box to the right.

Pontchartrain Yacht Club will host a regional qualifier for the 1989 nationals tentatively scheduled for the weekend of February 18 and 19, 1989. Call our fleet captain for a definite date.

There seems to be growing recognition that the J/30 is a good all around PHRF 30 footer, with comfortable cruising accommodations. With good sails and technique, the boat performs well over a broad range of conditions.

We believe that the best chance of

building and maintaining the J/30

fleet in our area is to race within the PHRF framework; by doing so, we have a chance to show off the boat to other sailors, and perhaps gain some converts, and regardless of how many J/30's show up for a race, we have competition not only among the J/30's but with the much larger PHRF fleet.

We would appreciate hearing from anyone who could provide us with info on "previously owned" J/30's which might be for sale.

We would also like to receive information regarding J/30's which might be available for charter at the Nationals and the Mid-Winters in Florida.

Gulf Yachting Association News

Seven J/30's met at Pontchartrain Yacht Club on February 11 and 12, 1989 and raced in the first J/30 regatta held on Lake Pontchartrain in several years. Jon Johnson's REDFLASH from Pensacola, FL and Richard Byler's CHASSE from Lake Arthur, LA traveled considerable distances from their home ports contributing to the outstanding

Continued on next page

1988 PONTCHARTRAIN RACING CIRCUIT

BOAT	RACE SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	FINAL RESULT
JACKPOT	Reedy	2	1	2	1	2	1
GRITS	Bishop	3	3	1	3	1	2
ZEPHYR	Tonguis	1	2	3	4	3	3
LAND SHARK	Simpson	4	5	4	2	4	4
CHASSE	Byler	5	4	5	5	5	5

1988 North American Championship

David Berg of Coral Gables, FL and Coconut Grove Sailing Club were the J/30 North American Champion aboard DIRE WOLF. The annual September event was hosted by the American Yacht Club in Rye, NY. Twenty-two boats sailed five Olympic course races in three days.

J/30's from as far away as Annapolis, MD, Maine and Newport, RI arrived to autumn like days of 10 - 15 knot NW winds on Long Island Sound.

The results are shown in the box below.



J/30 1988 trophy winners.

North American 1988 Standing

Rye, New York American Yacht Club

1. Berg • Miami, FL	DIRE WOLF	1	6	6	3	1	16 1/2
2. Rutsch & Aras • Chevy Chase, MD	BE BOP	11	1	5	4	3	23 3/4
3. Raney & Coleman • Wilmington, NC	WINDSHADOW	15	7	1	2	2	26 3/4
4. Ingham • Northport, NY	ANTICIPATION	8	5	8	1	6	27 3/4
5. Jorch • Northport, NY	STARK TERROR	10	2	2	11	4	29
6. Kelly • Larchmont, NY	BANDIT	4	3	3	6	15	31
7. Munz & Peterson • Severna Park, MD	VIVACIOUS	3	13	12	14	5	47
8. Rivkin • New York, NY	LIBERTINE	6	10	17	8	7	48
9. Bardelman • Sherwood Forest, MD	VALHALLA	7	9	9	9	18	52
10. Murphy • Warwick, RI	BREEZIN	13	4	7	19	10	53
11. Oxnam • Scarsdale, NY	WHISPER	12	12	4	20	8	56
12. Graves • Old Greenwich, CT	BABY GRAND	2	8	19	13	20	62
13. McInnis • Barrington, RI	SAMURAI	17	11	20	5	11	64
14. Noyes • Fairfield, CT	LOLA	9	15	14	10	19	67
15. Sherter • Waterbury, CT	FAT CITY	14	17	10	7	21	69
16. Hegreness • Mt. Sinai, NY	M & M	DSQ	14	11	15	12	75
17. Sheparo • Norwalk, CT	DOW JONES II	5	19	21	21	9	75
18. Cope • Miami, FL	WHITE DOLPHIN	20	18	15	16	13	82
19. Dupont • Rockland, DE	SUMMER	18	21	16	12	16	83
20. Bayer • Greenwich, CT	TACITURN	21	16	18	18	14	87
21. Rapp • Riverside, NJ	WOOLEY BEAR	16	22	13	17	22	90

G - I

GRAVES, JOHN

34 Lincoln Ave. • Old Greenwich, CT 06870
203-637-5794 • 212-307-2141
Owner • BABY GRAND

GREEN, JOEL Z.

Green & Gross, PC • 1087 Brd. St. • Bridgeport, CT 06604
203-333-8488 • 203-335-5141
Owner • ATALANTA

GREEVEN, JOHN

298 W. McIntyre St. • Key Biscayne, FL 33149
305-361-7616 • 305-361-5429
Owner • FAST LANE

HABERLIN, MARGO

1200 Mariposa Ave. E102 • Coral Gables, FL 33146
305-661-4364 • 305-577-1537
Associate •

HALES, RAY & TRUDY

105 Pineway St. • Garner, NC 27529
919-772-9522 • 919-553-3034
Owner • HOTROD

HALL, JEFF & JANE

138 East Lake • Annapolis, MD 21403
301-267-0889 • 301-731-3309
Owner • JAZZ

HARRISON, RICHARD G.

Rt. 2 Box 811 • Chester, MD 21619
301-263-4642 • 202-252-7263
Owner • NO RESPECT

HAUSER, MIKE

137 Stetson • Corte Madera, CA 94925
415-924-7132 • 415-927-1102
Owner • ROLLER COASTER

HAWKINS, ANNE

71401 S. Edgewood St. #475 • Arlington, VA 22204
703-920-6444 • 703-769-2720
Owner • AVALANCHE

HEGRENESS, DOLD

12 Eastgate Dr. • Mt. Sinai, NY 11766
515-331-3579
Owner • M & M

HEIMAN, FRED & ANN

7 Hawthorne Rd. • N. Yarmouth, ME 04096
207-846-0902 • 207-772-2827
Owner • MANANA

HEINZ, JOHN

404 George St. • Baltimore, MD 21201
301-522-5453
Owner • ROADRUNNER

HILL, DAVID

439 Lowden Pt. Rd. • Rochester, NY 14612
716-392-7329
Owner • INNISFREE

HOFFMAN, FRANCIS

468 King Ave. • City Island, NY 10464
212-885-1616 • 212-460-3870
Owner • COLD DUCK

HOFFMAN, JOHN F.

95 Winters St. • City Island, NY 10464
212-885-0140
Owner • COLD DUCK

HONIKMAN, BASIL

7745 SW 138 Ter. • Miami, FL 33158
305-255-1405
Owner • ALACRITY

HORNER, M. W.

218 Austin Pt. Dr. • Washinton, NC 27889
919-946-8551 • 919-946-8071
Associate •

HORWITZ, STEPHEN

1300 S. Venetian Way • Miami Beach, FL
305-358-2979 • 305-674-9009
Owner • STARLIGHT EXPRESS

HUGHES, BOB

9331 E. Calusa Club Dr. • Miami, FL 33186
305-386-0200 • 305-592-1923
Owner • TISH

HULL, TEX

5500 S. Harper • Chicago, IL 60637
312-288-6045 • 312-328-3472
Owner • HULLABALOO

HUNT, JEFFORY S.

1800 N. 15th Ave. • Pensacola, FL 32501
904-434-5681 • 904-433-3336
Owner • BAD DOG

INGHAM, HERB & JACKIE

38 Milmohr Ct. • Northport, NY 11768
516-261-6630 • 516-683-2216
Owner • ANTICIPATION

D - G

DUNN, ALAN M.

2707 N. Nelson St. • Arlington, VA 22207
703-524-7232 • 703-442-9559
Owner • DAS BOOT

DU PONT, PETE

Patterns • Rockland, DE 19732
302-656-4503
Owner • SUMMER

ELTING, PHIL & LINDA

122 Willow Hill • Seabrook, TX 77586
713-326-2496 • 4713-470-3675
Owner • MOONRAKER

ELLIS, JIM & LORI

203 Pauline St. • Arnold, MD 21012
301-647-7110 • 703-823-9550
Associate •

ENSOR, DOUGLAS & SHAILJA

4430 Jennings Chapel Rd. • Brookville, MD 20833
301-442-2111 • 301-992-4444
Owner • DECK WORKS

ERICKSON, TOM

3348 T-2 Huntly Sq. Dr. • Temple Hills, MD 20748
Associate •

FINKLE, DON

P.O. Box 399 • Youngstown, NY 14174
716-745-3862 • 716-745-3732
Dealer • RCR Yachts, Inc.

FINN, ED

12300 Fox Lake Pl. • Fairfax, VA 22033
703-385-7437 • 703-486-5645
Owner • DAS BOOT

FISH, ALLAN & JANICE

238 Haruano Rd. • Bolton, MA 01740
508-779-6003 • 617-861-7240
Owner • JAYHAWKER

FLANIGAN, PAUL

615 Poinciana Dr. • Ft. Lauderdale, FL 33301
305-522-4894 • 305-524-6163
Owner •

FLYNN, DAVID A.

108 Severn Ave. • Annapolis, MD 21403
301-268-1175 • 301-263-2638
Sailmaker • Scott Allan Sailmakers

FOLTZ

2480 Moco Dr. • Lagu Beach, CA 92651
714-494-3422 • 714-634-5775
Owner • CHIBASCO II

FORTUNE SAILMAKERS

400 US Rt. 1 • Falmouth, ME 04105

Jan Petersen

FOWLER, CHARLIE

2985 NW 76 St. • Miami, FL 33147
305-836-2653
Sailmaker • Fowler Sails, Inc.

FOWLER, WIN

P.O. Box 634207 • Yarmouth, ME 04096
207-846-6400 • 774-1803
Sailmaker • Fowler Sails, Inc.

FOX, BOB

805 Lincoln Ave. • Falls Church, VA 22046
703-241-2254 • 703-857-3380
Owner •

FRANTZEN, WAYNE

1310 Grove St. • Aurora, IL 60505
312-898-3796 • 312-432-2897
Owner • CRACKER JACK

GAFFNEY, TIM

7215 SW 98 Ave. • Miami, FL 33173
305-271-1101 • 305-591-0090
Associate •

GELDERT, GLEN

1649 Vernon St. • Halifax, N. Scotia CN B3H 3M9
902-429-4758 • 902-421-5264
Owner • PADDY WAGON

GHERTNER, LORY & NCY

6055 Robinson Rd. • Sodus, NY 14551
315-483-6662
Owner • KING PELLINORE

GORDON, WALTER

116 Beacon Ave. • Jamestown, RI 02835
401-423-1722 • 617-674-3114
Owner • KALISA II

GRAUER, WILLIAM

P.O. Box 146 • Babylon, NY 11702
516-277-6212 • 516-581-0892
Owner • AILANTHUS

How We Won The North Americans (How You Can, Too)

Any time you write about your own exploits you run the risk of sounding like you think you know it all. I want to assure you that we on HOT AIR III surely do not think that way. We did manage to win the North American Championship this year, and the way it happened has real lessons of promise for your own chances, the boat itself and the class.

The HOT AIR crew has been around a long time. Dave Berg, Tim Gaffney and myself have been sailing together for 18 years now. The rest of the crew, Irene Hutchinson, Phyllis Oeters and Michael Karsch, have been with the latest Hot Air for 2 to 4 years. If there is any one thing that helps us to go fast, it is the consistency of our crew effort. I can't tell you how to keep a good crew (Dave uses great tuna fish sandwiches!) but it is a vital part of our effort. By the way, guys — bring on the women! The J/30 is truly a family boat. There is nothing to pull that can't be handled by good team-work. On our boat the women handle the halyards, the spinnaker guy, spin winches and any other thing they end up next to. For the record, here is how we divide it. Dave is the helmsman in all but the most extreme condition. Both Tim and I are "qualified", but we rarely steer in big regattas. Tim sits forward of the helmsman and constantly plays the traveler upwind. Tim also tails the jib when we tack and jibes the spinnaker pole. Tim is the largest and strongest of our crew, and everybody should have him, but he's ours. I sit in the area of the companionway. I set the traveler as we begin a new tack and cross

to grind the winch handle for anything Tim didn't get just by tailing. I also adjust the genoa and watch for boats approaching. I am the lightest member of the crew, but I still try to stay toward the high side. Phyllis is forward of Tim. She handles the halyards during turns and is the primary wind seeker and regularly warns Dave of incoming puffs. Irene is next. She is backup to Mike on the foredeck and handles the spinnaker guy on both sets and douses. She also has one more very important job you will read about later. Mike does our



Left to Right:

Crew of DIRE WOLF
1988 J/30 North American Champions
Skipper Dave Berg, Tim Gaffney,
Michael Karsh, Phyllis Oeters,
Irene Hutchinson, Howard Sutter and
owner Denise Meroni.

foredeck, and I'll tell you more about that later, too. Don't worry, I won't forget Paul and Denise Meroni, the very skilled owners of DIRE WOLF who alternated as number seven throughout the regatta. Well, you may be more interested in the race, so...

Sorry, we can't tell this story without some background. This was our fourth trip to the North

Americans and we didn't always win our district to get there. The first time we sailed at Annapolis in light air and warm breezes. Hey, wait a minute, it was blowing 25 - 30 and we froze? We arranged to arrive early and sand all the paint off the boat we borrowed. Dave took the owner to lunch while Tim and I did the bottom. It sounds unkind, but don't worry. When we sand it off, we pay to repaint. We also make two modifications to boats that don't have them. First, we move the traveler blocks and cleats so the traveler can be brought up to the full length.

Second, we either mount a pad-eye forward of the mast or lash a block there for the spinnaker foreguy. We use snatch-blocks forward on the rail for our spinnaker guy, and see no reason in this size boat for the inconvenience of constantly adjusting the foreguy.

Try Number One. We felt pretty good as that first regatta began, but nothing is ever that simple. When we arrived at the first mark in the first race, we tried to take it to the jibe mark with our rudder. I had to go in the water to press the anchor line down with my feet. It's damn embarrassing to hear people yell, "Forget the mark?" around you.

It was also cold, but who can think at a time like that. We clawed our way back to about fifteenth. One of our crew was injured when a ratchet block exploded and we discovered the rickshaw services available to the hospital in Annapolis. Phyllis will tell you a story that will keep you from wanting to go there. Sound local knowledge from our owner representatives and a careful study

Continued on next page

How We Won. . .

Continued from previous page

of the currents helped us to finish that regatta in sixth place — out of the money, but with our pride intact.

Try Number Two. The second time up to bat was less eventful but only slightly more successful. Annapolis is a tricky place. We didn't sail all that badly, but we were nothing spectacular either. An average but consistent effort resulted in fifth place.

Try Number Three. Actually, I would prefer to forget Newport. It rained from the time the plane broke under the clouds until we rose out of them again. It was damp and cold and, oh yes, it blew like _____. That was the first and only time I have ever actually seen a J/30 plane. Of course, I only saw it for a short time. After they set the chute they were gone. The boat wasn't the only thing screaming. We had blown out our chute in the first race, but had no real hope of putting it back up throughout the regatta anyway. We were completely out of control, slipping and falling, injured, cold, wet, etc. We place special emphasis on our crew work and boat handling. Everyone has specific assignments and we have few changes during a season and almost no changes during a race. Under normal conditions, clean boat handling is one of the most important factors in our consistent finishes. All of that fell apart trying to race the boat in those conditions. We finished the fourth, or was it the third, race (40 knots) and sailed by one of the race committee boats. I thanked them for the race, yelling "NO MORE!" and we went into the dock at 11 knots under main alone. We did not come out for the last race. I

had no intention of wrecking the nice man's boat and refused to sail. The rest of the crew were none too happy with me. Very depressing. There were others who had even worse problems. One boat had a man overboard, and there were numerous gear failures. Needless to say, our score was at the bottom. Very, very depressing. The only good part was arriving back in Miami. God, do I like warm weather.

After you do this traveling thing a few times you find a working system. For us, the system is to bring everything but the hull and rig. We bring lines, blocks, winch handles, cushions. . . everything. Especially our sails. This is where I plug our sailmaker. No, no, put the gun down. Charlie Fowler has been working with us for five years on this boat and five more on the last boat, a Ranger 26. I was a sailmaker myself for about ten years, and Tim did a stint in the trade himself, so we have a pretty good idea what we want. Charlie has natural understanding of sail shape (yes he has a computer, but you know about GIGO) and has helped to adjust the sail shape to the way we prefer to trim them. We heartily recommend him. Just be sure to order early. We expect a rush. If you've stuck with my short-winded story this far:

Try Number Four. When we arrived this year we first had to bring the boat down from its home in Connecticut. It's a strange feeling to walk aboard a boat belonging to somebody you never met and just leave the dock without ever seeing them. Not to mention not really knowing the waters. It is a tribute to the organization of the

regatta and Dave's pre-race telephone calling that these things go so smoothly. DIRE WOLF, our assigned boat this year, was really first class. Not that previous years boats were ever a problem (just the opposite) but this year the boat was fully equipped like home, right down to the sail-comp. We really like that system since it frees us to immediately use the information tactically, rather than interpret a compass first.

Our first day was spent on the delivery run. I used the time to study the charts and become familiar with the area landmarks. There is no substitute for feeling comfortable about your location during a race. Mike and Phyllis got involved too, since they and Irene help spot the mark, shifts and puffs on all legs of the races. Irene has the best eyes of anyone on the boat. If you don't know where a mark is, you can't get there and, as you will see, that pays off big time. The air was too light to sail. We put the main up for shade. The second day was for measuring sails and putting finishing touches on the boat, especially the bottom. Tim and Mike spent several hours in that soup they call water (you may have read about the school of syringe fish in the bottom of the sound). We made sure to use ear plugs and later peroxide to try to fight infection. Mike still got something, we don't know what. The so-called "practice" day was not much for wind. We went out and played with our other Miami crew, who were sailing WHITE DOLPHIN. It was one of those days when two boats sail parallel courses, one upwind and one down, fifty feet apart. We came in hoping we would have wind to

Continued on next page

C - D

COPE, GERALD JR.

7261 SW 120 St. • Miami, FL 33156
305-253-5697 • 305-579-0060
Owner • IMPULSIVE

CORBIN, LEO

Rt. 1 Box 126 A • Stokes, NC 27884
919-752-2002 • 919-752-1100
Associate •

COURTNEY, DAN

821 Frances St. • Key West, FL 33040
305-294-3204 • 305-294-5531
Owner • NIGHT NURSE

COVENEY, WM. & PATRICIA

766 Cachuma St. • Ventura, CA 93004
805-647-0145 • 805-485-6781
Owner • SALACIOUS

CULBERTSON, WILLIAM

10100 SW 56 Ave. • Miami, FL 33156
305-666-9251 • 305-326-6364
Owner • CANNONBALL

CURRAN, DAN

245 Club House Dr. • Willingboro, NJ 08046
609-871-3044
Owner • BEAR TRAP

CURTIS, ROBERT

117 Shore Rd. • Old Greenwich, CT 06870
203-637-2629 • 203-637-4581
Owner • GUNSMOKE

DARROW, DAN & ESTHER

15342 W. Clover Ln. • Libertyville, IL 60048
312-367-0913 • 316-677-2600
Owner • SALACIOUS

DAVID, WILLIAM

211 Bay Pt. Rd. • Swansea, MA 02777
617-672-4626 • 617-675-0377
Owner • BLUE JAY

DAVIS, SCOTT

4656 S. Second St. • Arlington, VA 22204
703-486-2773
Owner • NIGHT NURSE

DE FREITAS, PAUL & DEBBIE

978 Greensboro Rd. • Ventura, CA 93004

Owner • LOTTA ZUMA

DESMOND, THOMAS

306 Plainfield Rd. • Edison, NJ 08820
201-494-3564 • 201-321-7677
Owner • THETIS

DEVINE, CHIP

6237 Orchard View Ct. • Gaithersburg, MD 20878
301-869-1485 • 1301-445-3200
Owner • DREAMBOAT ANNIE

DONLAN, TOM & CAROL

6516 Jay Miller Dr. • Falls Church, VA 22041
703-941-0112 • 202-862-6606
Owner • TIGER

DOROW, AL & JODY

7734 13th Ave., NW • Seattle, WA 98117
783-3280 • 206-622-4040
Owner • NASH RAMBLER

DOVALL, DOLD

P.O. Box 3231 • Annapolis, MD 21403
301-268-4199 • 301-355-3200
Owner • VALHALLA

DOWLING, DREW & MARLENE

851 Twin Harbor • Arnold, MD 21012
301-647-6492 • 301-266-4496
Owner • ENCOUNTER

DREHER, CHRIS

420 Holmes Dr. • Vienna, VA 22180
703-255-2958 • 202-268-4181
Associate •

DREWRY, DOUG, JR. & BARB

6311 Lynngate Dr. • Spring, TX 77373
713-821-5270 • 800-231-5787
Owner • STRIKER

DRIES, DENNIS

14 Crescent St. • Plympton, MA 02367
617-585-9497
Associate •

DRYER, BOB

23 Harvey Dr. • Short Hills, NJ 07075
201-467-2976
Owner • BREAK AWAY

DUGGAN, TOM

Box 238 • Sagamore Beach, MA 02562
617-888-5286 • 617-888-6038
Owner • MOGUL BANDIT

B - C

BISHOP, JOE

124 Lisa Ln. • Manderville, LA 70448
504-626-9873 • 504-626-5265
Owner • GRITS

BOOTHMAN, GARY

Bcx 255 • Friday Harbor, WA 98250
206-378-2459
Owner • GRASSHOPPER

BOWEN, AL

13 Franklin St. • Annapolis, MD 21401
301-267-6667
Owner • WHIMSY

BOWEN, DAVID

41-B Nipmul Trail • N. Providence, RI 02904
401-333-2382 • 401-353-8514
Owner • IRIE

BOWER, RON

904 Cedar St. • Riverton, NJ 08077
609-829-4971 • 609-767-2662
Owner • EASY VIRTUE

BOYLES, RANDY

109 Charlotte Pl. • Advance, NC 27006
919-998-8346 • 919-744-4537
Associate •

BREUER, CHUCK

1425 Gwynedale Way • Lordsdale, PA 19446

Associate •

BRISBON, JEFF

2546 County St. • Somerset, MA 02726
617-679-2482
Owner • FLYING HIGH

BRIXIUS, DENNIS

3395 W. 204 St. • Fairview Park, OH 44126
216-356-0484 • 216-586-5031
Owner • QUICKSILVER

BROWN, T. ROBINS

12 1st Ave. • Nyack, NY 10960
914-358-5229 • 201-646-2745
Owner • FERIATION

BUDKLER, STEWART JR.

69 Oakley Rd. • Avenue, MD 20609
301-769-2261 • 301-863-4262
Owner • KESTREL

BURSELL, RUSTY

138 Lor Doone Dr. • Grafton, VA 23692
804-898-2887 • 804-877-3600
Owner • COOL CHANGE

BUSBY, JIM

5924 Masters Ct. • Charlotte, NC 28226
704-542-8069 • 704-523-8500
Owner • J DOE

CARTIER, CW4 HENRY R., JR.

HHC 2D INF Div. • APO SF 96224-0289 • ATTN: G -1

Associate •

CHACE, N. JAMESON

Quaket Rd. • Tiverton, RI 02878
401-624-9555 • 401-683-1400
Owner • JAZADU

CHANDLER, BILL & LYNN

116 Indian Summer Ln. • Williamsburg, VA 23185
804-565-1573 • 804-683-3349
Owner • RHUMLINE

CHRISTY, LARRY

1453 Hylton Pl. • Crofton, MD 21114
301-721-0099 • 301-344-3006
Owner •

CLARK, ANDREW & DIANA

1259 Bordeaux Ave. • Camerillo, CA 93010

Owner • RAMBUNCTIOUS

CLARK, ROGER

10463 Bunker Hwy. • Eaton Rapids, MI 48827
507-663-2466
Owner •

CLOGSTON, SCOTT

P.O. Box 1075 • Hadlock, WA 98339

Associate •

COLEMAN, GORDON

P.O. Box 864 • Wilmington, NC 28402
919-343-8320 • 919-763-2072
Owner • DOUBLE JEOPARDY

COOPER, CHARLIE

646 Mayflower St. • Duxsurf, MA 02332
617-585-8434 • 617-888-6038
Associate •

How We Won. . .

Continued from previous page

race with. Forty knots is no fun, but at least you have yourself to blame for where you go. By the way, talk to the BE BOP crew for heavy weather advice, not us.

When the race day finally came, the breeze was light but tolerable. We embarked on a pattern of starting in last place. The first start found us becalmed below the line, under a pile of boats and unable to clear the pin. We were forced to tack to port. As we cleared the line, it was obvious that the whole fleet thought the left side was favored. Irene had been keeping an eye out and I asked her to tell me where the mark was. Her answer told me that it was about thirty degrees off our port bow. We were on the favored tack. I saw no reason to follow the fleet, so we stayed. The further we went, the higher we lifted and the worse the left looked. We were taking bearings constantly. By the time we reached the lay line, we were less than 200 yards from the mark. We rounded about 15 minutes ahead of the second boat. Sounds easy, doesn't it? Well, we still almost blew it. Never stop racing, no matter how far ahead (or behind) you appear to be. When we rounded the leeward mark and started upwind on starboard, we began to lift steadily. Boats that rounded well after and went a bit right were now inside of us. We resisted a covering tack, hoping things would reverse. They didn't. By the time we reached the port tack lay line this time, we were again only about 200 yards from the mark, and one boat was hot on our tail. We had sailed the great circle route. We were lucky to tack close under his bow to the mark and managed to hold a slim

lead as we turned. Again, Irene paid off. She told us exactly where the mark was, and that information helped make the quick decision to jibe. The extra time pointing at the mark provided the lead we finished with when they shortened the course. We weren't even sure it was being shortened and treated the pin as a rounding mark. The gun brought us to reality.

Race two was your basic dismal start followed by good speed. We spent most of our time trying to keep clear air. You can't afford to sail for long underneath someone. We didn't go where the fleet went because we couldn't afford to play with individual boats. We went low on the reach and picked up a couple boats at the turn. We turned the bottom and placed a few more boats upwind to place 6th. At the end of the day we felt OK, but were not writing any letters home. We didn't know we were first until we hit the dock.

What began as race three turned into a J/30 helmsman's nightmare. It's not that Dave doesn't trust me, it's just that he has a hard time following my instructions to bear off when all he can see is a wall of moving steel two stories high in front of him. We did miss the barge by a good ten feet (the owner, Paul, thought it was great fun — not concerned at all, but he could see) and were well on our way to first at the mark when the race was abandoned. Just because the fleet is setting chutes to the weather mark? Geez, why take all the fun out of it? Seriously, the decision was correct; it just hurts when you are doing well.

Our actual start in the new race three was so bad I thought I

would cry. At the last moment we got buried and the whole fleet left us on their way to the right side in light air. We did finally get going and went far left for a bumper pool shot. In spite of the touts, it didn't seem to us that current was having a lot to do with the course. Stay-ing clear allowed us to concentrate on boat speed while the other boats tacked back and forth. We just had to gamble that the wind would hold on the outside, away from the shore. By the time of the first mark, we were about 13th and just stayed with our usual low on the reaches strategy. No matter how much it hurts, you can't let the lead boats get further ahead by playing with some individual on the course. We again made up going upwind and, to make it short, managed a 6th again.

Race four marked the beginning of a long overdue starting strategy that still didn't pay off. We found ourselves at the RC end looking for all the world like a barger. We elected to simply stop the boat. When the smoke cleared, there had been a line collision, lots of screaming and some pretty incredulous looks on the faces of those who were forced to tack at the boat and found themselves pointing at our bow. We started a few seconds late, but with no risk. This time we mixed it up a bit on the first leg. There is no place like ahead and to leeward of a boat you want to pass. When we arrived at the final lee mark, we were about fifth and inside of BE BOP. We normally have a standard means of taking down the chute, but we didn't tell Mike we had something different in mind. What we meant to do was put the jib up, jibe, remove the pole from

Continued on next page

How We Won. . .

Continued from previous page

the mast and take the chute down on the new lee side as we turned. It works better if you tell the foredeck what you want and give him more than three seconds to do it. Poor Mike found himself with the jib half way up when the pole had to come off. He managed that only to have the pole decide it wanted him closer to the edge of the boat. I won't tell you this all took place quietly. I think I was a bit too impatient, but it did get sorted out without any great loss (only BE BOP took us). Mike was pretty mad at me until he heard BE BOP's crew describe almost the same incident at a different turn. Those foredeck guys do share a certain partnership. By the time this race was near the end, we found ourselves on the right side closing fast on the two leaders. I think we made them nervous, because they sheeted their sails in pretty tight. It was a snug third, almost a second. Because the series second place boat had matched our score in reverse (another "family" boat, by the way) and the others had traded the lead, we were still in first place overall.

That evening was spent trying to keep the act properly focused. Our skipper is a damn good helmsman who wants to watch the race. This he is not permitted to do, and I'm afraid I verbally beat him without mercy. We were all a bit nervous, but we talked about what we needed to do while we enjoyed a hot tub at the hotel. We knew our speed was not a problem. We just had to stay out of trouble and beat the second place boat. I felt we had had speed on him all during the regatta, and I told Dave not to worry. Our strategy was simple.

We would start clean, cover loosely and just let the boat speed take care of the rest. The only thing that could go wrong was weather or a rule problem.

Before the start of the last race, I had my usual beer. Didn't start a single race without it. We sailed by the second place boat, BANDIT, to wish them good luck. They said the same. Don't think for a second that J/30 sailors aren't good people. As much as we want to win, the respect of our competition is far more important. Besides, nothing is over until it's over, they might beat us. We had our best start of the series when we really needed it. We were a few boats up the line from BANDIT in clear air, with only one boat tight under our bow. We stuck it up until a few boats began to tack in a header and then went briefly right. Next header, back over immediately. We were a bit ahead and tacked below the track of BANDIT. Another header and we both tacked. One more time, this time about five lengths ahead, and we tacked to port over their air. I hollered our apology. We had to do it, but we don't like to cover anybody. The next few shifts put us ahead and to leeward of BE BOP. Another header and we cleared them to take the lead. We did a loose cover from that point, as the fleet seemed intent on going right. We were first to the weather mark with a comfortable lead and just concentrated on heading at the next mark. This was a race of considerable tension. You keep wondering what you're going to do to screw it up. On the second upwind leg we managed to increase our lead when the bulk of the closer boats overstood to the

right. The rest of the crew won't believe I wrote this, but you should try to avoid the edges! The finish boat could not convince me that the course was being shortened. I made sure we were in "rounding mode". Only the gun stopped our turn. What a relief. Can't ruin it now.

There is no secret to our success. This was our fourth try and a number of things combined to give us a shot. We were lucky to borrow a great boat. Believe it or not, we did not touch the shrouds during the entire regatta. The mast was straight on both tacks, the headstay was maximum (the only other thing I check) and our main looked normal, so why "tune"? We did take up some slack in the backstay, but that didn't change anything about the boat. The bottom was in good shape. The boat was already raced regularly. The owners, Paul and Denise Meroni, were excellent sailors in their own right. They filled out the crew to perfection. The weather didn't blow us into the next state and didn't leave entirely. Our sails were new and yet we had time to test them.

With all these things, we were able to concentrate on sailing. Finally, don't forget luck. We surely won't. I didn't put the mark there in the first race, but I was damn glad of where it was. There were plenty of other instances of luck and a smattering of skill. The most important factor will always be the crew. Enjoy yours. Work as a team. Any crew can handle a J/30 if they work together.

I wish you all Good Sailing in a Great Boat.

Howard T. Sutter

A - B

ADSHEAD, FRANK

23 Sturdivant Rd. • Cumberland, ME 04110
207-781-5509 • 207-781-2054
Owner • SYNERGY

ALLINGTON, JOHN

908 Mira Mar Pl. • Oceanside, CA 92054
619-721-9368 • 619-439-7185
Owner • OUTLAW

ALVES, MICHAEL

150 Archer St. • Fall River, MA 02720
508-678-3526 • 508-678-2844
Owner • SUNDANCE

AMEDEE, AMBROSE & JULIANE

114 Belle Cherie Dr. • Slidell, LA 70461
504-649-1228 504-523-5281
Owner • BLUE J

AMOROSE, JIM

RD 2 Box 22A • Freeport, ME 04032
207-865-3642 • 207-772-6832
Owner • COASTER

ANDERSON, PETE

P.O. Box 345 • Seaside, OR 97138
503-738-8201 • 503-738-9531
Owner • KRRU

ANDERSON, RON

709 Arundel Pl. • Annapolis, MD 21401
301-263-0705 • 301-796-3750
Owner • INSATIABLE

ANDERSON, STEVE & DEBORAH

53 Williams St. • Noank, CT 06340
203-536-0317 • 203-536-9671
Owner • RESTLESS

ARAS, JOHN

921 Creek Dr. • Annapolis, MD 21403
800-826-9819 • 301-263-1253
Owner • BE BOP

ARMSTRONG, ANTHONY

12 Cushman St. • Portland, ME 04102
207-773-0543 • 207-774-8161
Owner • DISSIDENT

ARMSTRONG, RICHARD

14905 Piney Grove Ct. • Gaithersburg, MD 20878
301-424-6277
Owner • FALCON

ATKINSON, RUSS

8 Ridgefield Rd. • Norfour, MA 02056
617-528-3081 • 617-393-9300
Owner • WILDCAT

BABBITT, TOM & JANE

One Schooner Landing • York, ME 03909
207-363-6199
Associate •

BADLEY, DANA

1611 McLellan Way • Stockton, CA 95207
209-957-0582 • 209-466-1313
Owner • FADED BADLEY

BAILEY, MARK

32 Falcon Way • Midlothian, TX 76065
214-775-3797 • 214-352-8134
Owner • AIR WOLF

BARDELMAN, STEVE

263 Nottingham Hill • Sherwood Forest, MD 21405
301-849-2011 • 301-953-0230
Owner • VALHALLA

BARNER, JOHN & SHIRLEY

RD 1 Box 138D • Hamilton, NY 13346
315-824-2454 • 315-824-1000
Owner • HOT CHOCLET

BARTLEY, DENNIS

1144 S. Gunderson • Oak Park, IL 60304
312-848-2810 • 312-329-3517
Owner • PLANXTY

BAYER, ROBERT

503 Riversville Rd. • Greenwich, CT 06831
Owner • TACITURN

BECKER, JOHN D.

8 Lee Dr. • Old Lyme, CT 06371
203-434-5798 • 203-444-5230
Owner • VAGABOND SHOES

BELLO, MIKE

61 Channel Pt. Rd. • Hyannis, MA 02601
617-778-1691 • 617-888-6038
Owner • MOGUL BANDIT

BERG, DAVID

9325 Balanda St. • Coral Gables, FL 33156
305-665-2324 • 305-379-1414
Owner • HOT AIR

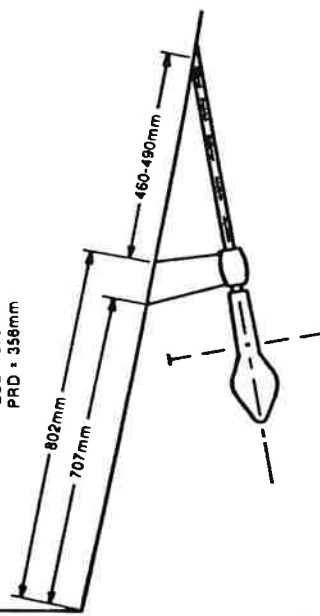
J/30 SHAFT, STRUT AND PROPELLER INSTALLATION STANDARD

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

Propeller Standard propeller is folding, two-bladed Martec Design Number 203780 - Right Hand, 14 inch diameter, 14 inch pitch elliptical for 3/4 inch shaft

Strut Cast bronze installed in molded recess in hull. Pertinent I.O.R. dimensions are as follows: ST 1 18mm ST 2 70mm ST 3 79mm

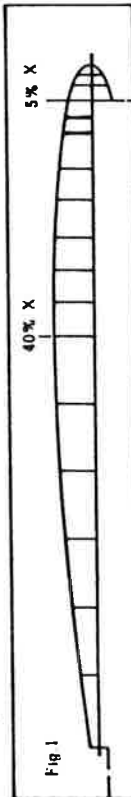
Other I.O.R. dimensions
ESC = 201mm
ESL = 670mm
PRD = 356mm



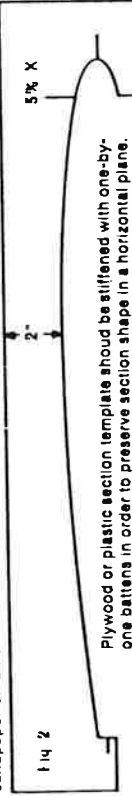
Reference: J/30 Class Rules dated 4/1/81 and I.O.R. Mark III

J/30 KEEL TEMPLATE CONSTRUCTION

Keel templates for the J/30 shall consist of five templates and shall be constructed as follows:
1. Lay out each section directly on 1/4 inch plywood or plastic sheeting. First draw the centerline axis and plot the half-width (y) stations along the chord length (x) as indicated by the official keel table of offsets. (Fig. 1) Be sure to notch centerline forward of leading edge and aft of trailing edge for permanent reference.



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

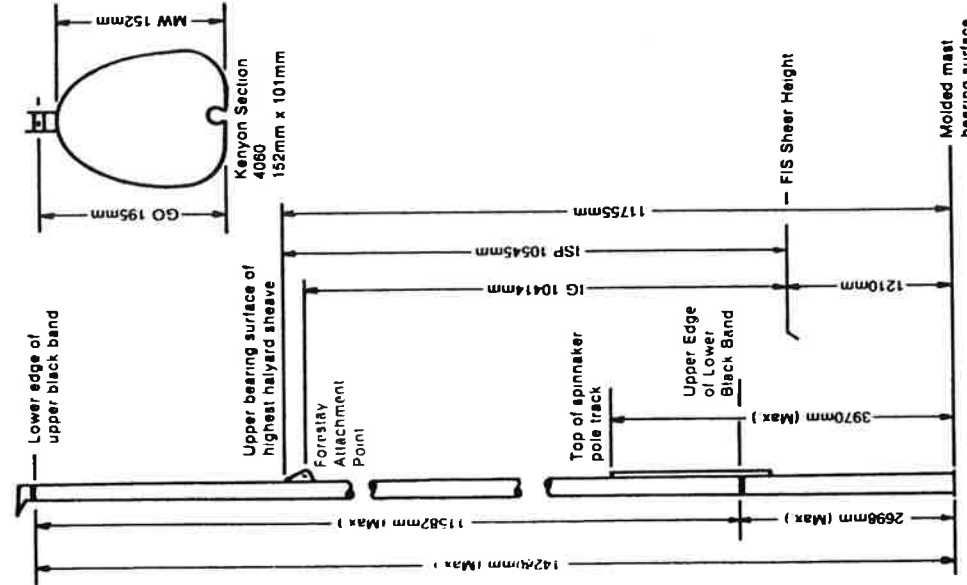


3. Mark off points on leading edge and trailing edge as specified in the table of offsets. Fit templates to appropriate marks.

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

J/30 MAST SPECIFICATIONS STANDARD

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



J/30 1989 North American Championship Standings

1989 Annapolis, Maryland

BOAT	OWNER	CITY/STATE	SCORE
1. BE BOP	Aras/Rutsch	Chevy Chase, MD	1-5-1-1-1: 8.
2. VALHALLA	S. Bardelman	Sherwood Forest, MD	6-4-2-3-4: 19.
3. GRITS	J. Bishop	Mandeville, LA	3-11-6-4-2: 26.
4. VALKYRIE	R. Peterson	Arnold, MD	2-6-9-7-8: 32.
5. VIVACIOUS	Raney/Coleman	Wilmington, NC	5-15-3-5-15: 43.
6. WOOLY BEAR	T. & T. Rapp	Riverton, NJ	17-7-8-6-8: 44.
7. ANTICIPATION	M. Ingham	Northport, NY	27-2-4-2-11: 46.
8. DELTA DAWN	Culbertson/Pool	Miami, FL	9-1-DSQ-12-7: 56.75
9. LOLA	A. Noyes	Fairfield, CT	13-16-17-8-3: 57.
10. NO RESPECT	R. Harrison	Annapolis, MD	11-9-14-11-14: 59.
11. JAZZ	J. Hall	Annapolis, MD	12-17-5-20-5: 59.
12. INSATIABLE	R. Anderson	Annapolis, MD	7-3-22-19-9: 60.
13. ENCOUNTER	D. Darrow	Libertyville, IL	8-19-10-16-12: 65.
14. PEACHES	D. Berg	Miami, FL	4-22-DSQ-9-10: 73.
15. HOT ROD	R. Hales	Garners, NC	10-21-7-21-19: 78.
16. SPECULATOR	L. Potter	Washington, DC	19-13-18-13-16: 79.
17. SUMMER	P. & T. Du Pont	Rockland, DE	21-10-13-18-17: 79.
18. TIGER	T. Donlan	Falls Church, VA	22-19-12-10-18: 81.
19. DAS BOOT	S. Kaminer	Washington, DC	24-8-16-15-21: 84.
20. BEEF TRUST	P. Van Ravenswaay	Philadelphia, PA	25-24-15-14-13: 91.
21. GUNSMOKE	M. McGuirk	Bel Air, MD	14-18-19-22-22: 95.
22. TWILIGHT ZONE	G. Swangler	Yardley, PA	16-12-20-23-26: 97.
23. DREAMBOAT ANNIE	D. Mohny	Miami Lakes, FL	26-25-16-17-20: 104.
24. ROADRUNNER	J. Heinz	Baltimore, MD	23-20-25-24-23: 115.
25. MAVRIK	K. Miller	Portland, ME	15-26-23-25-27: 116.
26. EASY VIRTUE	G. Bower	Riverton, NJ	18-23-24-27-25: 117.
27. MISCHIEF	J. Murphy	Annandale, VA	20-27-21-26-24: 118.

1989 North American Working Hard. . .



Annapolis Yacht Club, co-host of the 1989 North Americans.



The start of the race.



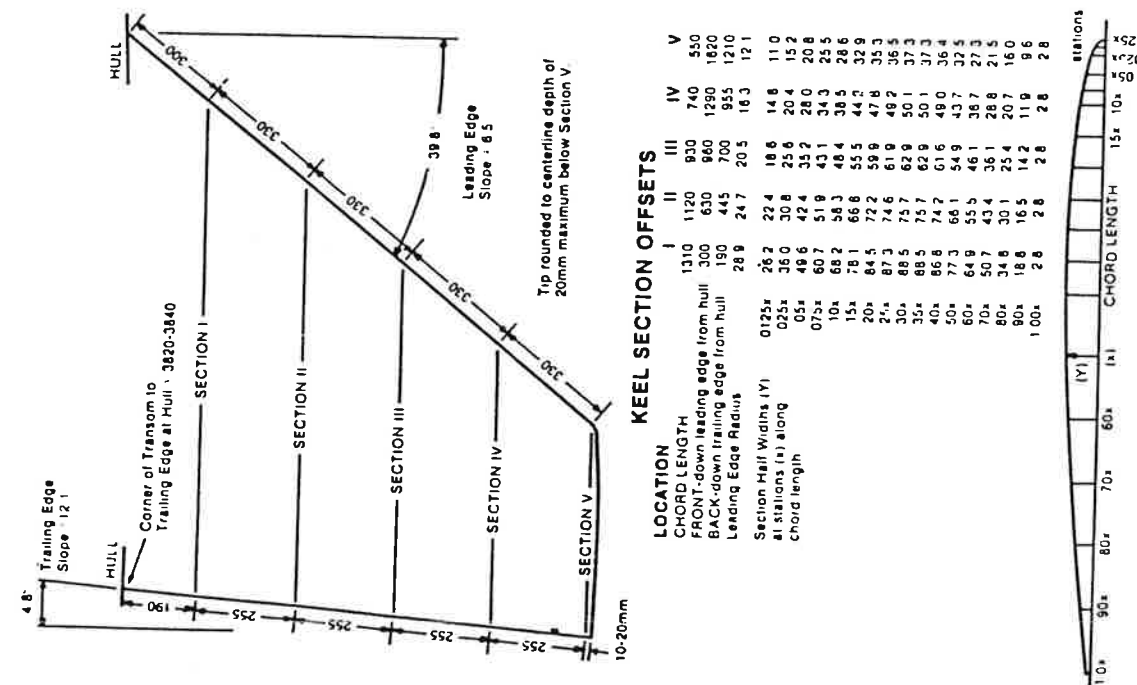
Making the mark.



BE BOP, champion boat of the 1989 North Americans.

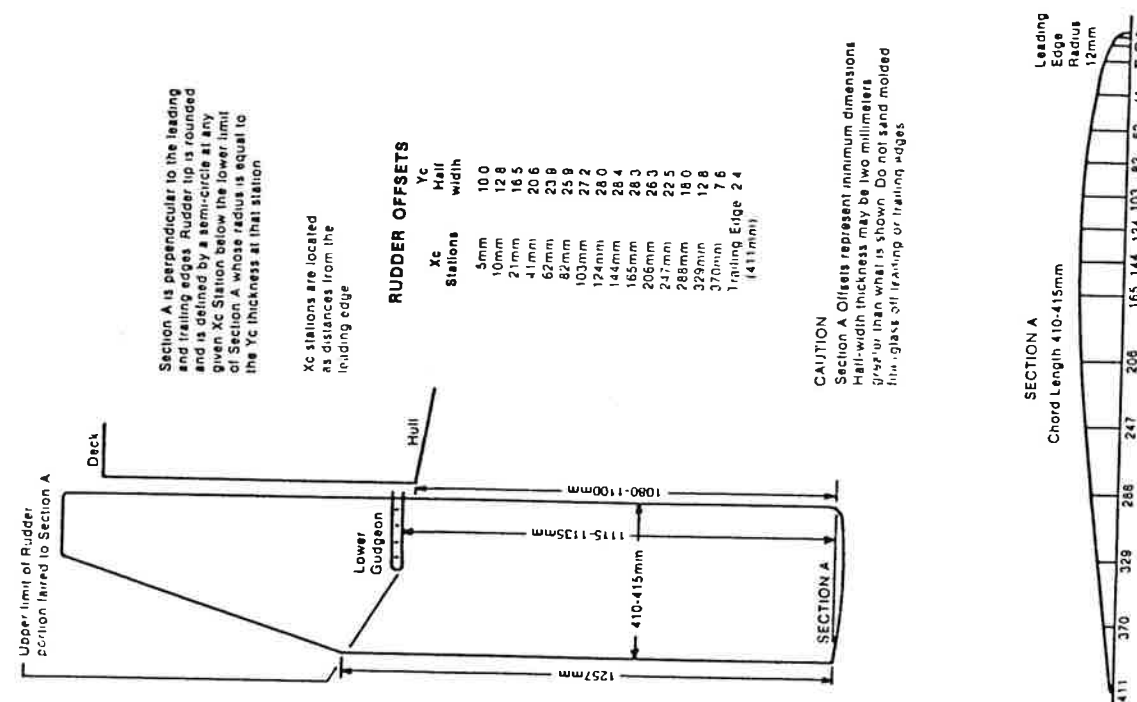
J/30 OFFICIAL KEEL DRAWING AND OFFSETS

(Dimensions in Millimeters)



J/30 RUDDER PLAN AND OFFSETS

(Dimensions in Millimeters)



...And Playing Hard



Left to Right:
Rich Harrison - NO RESPECT,
Steve Bardelman - VALHALLA and
Larry Potter - SPECULATOR.



Left to Right:
Carol Anderson, Jane & Jeff Hall - JAZZ and Ron Anderson - INSATIABLE.



Dan & Sue Darrow with the crew of SALACIOUS.



Members of VALHALLA, VALKYRIE and VIVACIOUS.

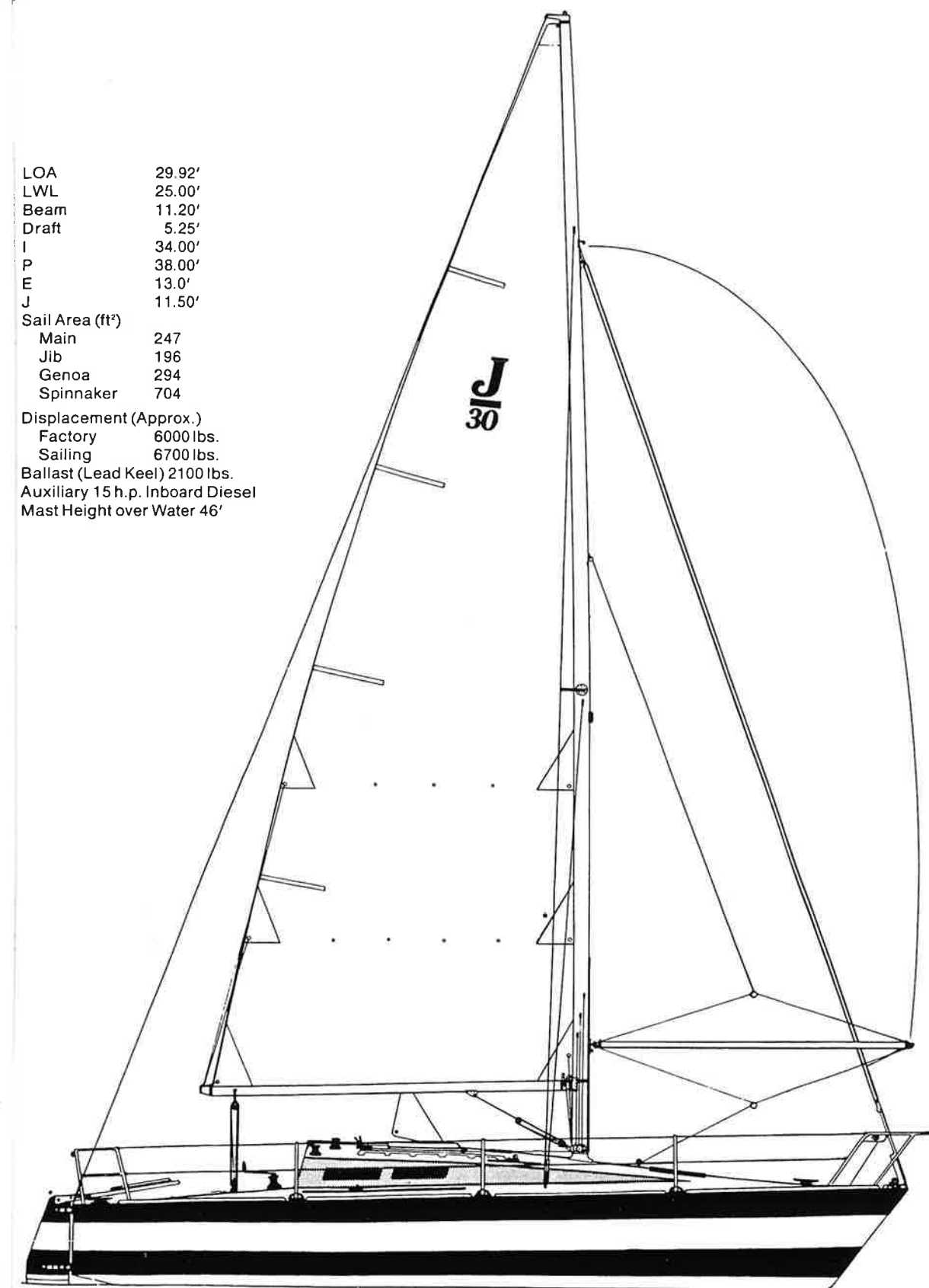


Left to Right:
Andy & Polly Noyes - LOLA and
Ron Peterson - VALKYRIE.



Ray & Trudy Hales with the crew of HOT ROD.

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



- .2 The length of the leech, measured in a straight line from the head to the clew, shall not exceed 12.395 m.
- .3 The width of the sail from the mid point of the leech to the nearest point on the luff, including the bolt rope, shall not exceed 2621 mm.
- .4 The width of the headboard measured at right angles to the mast shall not exceed 158 mm.
- .5 There shall be four batten pockets. Spacing between battens and the nearest part of the headboard and clew shall not be less than 2300 mm as measured along the leech. The angle of the battens to the mast may vary on each batten. The length of each batten is unrestricted. The battens may not cross the line between the luff and leech of each reef. The material the battens are made of is unrestricted except for Aluminum-carbon fiber, Kevlar and other exotic material.
- .6 Two reefs shall be included at 1675 mm and 3350 mm above the tack at the luff and perpendicular to the mast. At least two intermediate grommets must be built into the sail on each reef.
- .7 A clam opening shelf and/or flattening reef (with the outhaul grommet no higher than 305 mm from the clew grommet, measured on grommet centerlines) is permitted.

.3 Reefable Genoa (#3)

- .1 Minimum cloth weight is 6.25 oz.
- .2 The length of the LP shall not exceed 3658 mm nor be less than 3550 mm.
- .3 One reef point shall be included with a maximum height of 1220 along the luff from the center of the tack. Cunninghamham is not permitted.
- .4 Maximum luff length is 9982 mm (32.75').
- .5 Up to 3 battens are permitted between the head and the clew evenly spaced on the leech, not to exceed 280 mm in length.

.4 Genoa (#2)

- .1 Minimum cloth weight is 5.50 oz.
- .2 The length of LP shall not exceed 4907 mm nor be less than 4800 mm.
- .3 No reef point or cunnghams allowed.
- .4 Maximum luff length is 10.515 m (34.5').

.5 Genoa (#1)

- .1 Minimum cloth weight is 3.50 oz. Effective after January 1, 1985, a minimum 3.00 oz. mylar is a permitted alternative.
- .2 The length of LP shall not exceed 5665 mm nor be less than 5250 mm.

- .3 The length of the leech shall permit windward trimming to the existing genoa tracks.
- .4 No reef points or cunnghams are allowed.
- .5 Maximum luff length is 10.670 m.

.6 Spinnaker

- .1 Minimum cloth weight is 0.75 oz. nominal and 0.9 oz. actual weight.
- .2 The maximum length of the leeches is 10.515 m. The half width at the half height, measured from midpoint of the leeches to the nearest point on the centerfold shall not exceed 3429 mm (11.25'). The foot shall be contained by a 110 angle from the clews. Maximum spinnaker half width at any point on the luff shall not exceed 3429 mm.

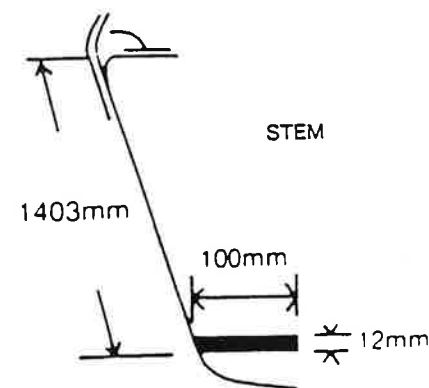
.13 Auxiliary Engine and Propeller

- .1 **Weight:** The engine dry weight including adjacent batteries shall not be less than 145 kg.
- .2 **Manufacturer:** The engine used must be from a supplier and of a type approved by J-Boats, Inc.
- .3 Propeller, shaft and strut shall be in accordance with the standard installation with a propeller diameter of not less than 356 mm.

.14 Sailing Weight

Comparable sailing weight among boats shall be achieved through the use of draft marks located on the stem and on the rudder of each boat. Draft marks shall be 12 mm wide and extend aft at least 100 mm from the leading edge on both sides of the stem and rudder. Draft marks are to be painted on by owners or moulded by the builder in sharply contrasting color.

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



Crew of VALHALLA
2nd Place North American Champions



Crew of GRITS
3rd Place North American Champions



Crew of VALKYRIE
4th Place North American Champions



Crew of VIVACIOUS
5th Place North American Champions

J/30 North American Champion Hall Of Fame

1989 Annapolis, Maryland

- | | | |
|--------------|---------------------|-------------------------|
| 1. BE BOP | Annapolis, MD | Bill Rutsch & John Aras |
| 2. VALHALLA | Sherwood Forest, MD | Steve Bardelman |
| 3. GRITS | Mandeville, LA | Jo Bishop |
| 4. VALKYRIE | Arnold, MD | Ron Peterson |
| 5. VIVACIOUS | Wilmington, NC | Raney & Coleman |

1988 Rye, New York

- | | | |
|-----------------|----------------|-------------------------|
| 1. DIRE WOLF | Miami, FL | Dave Berg |
| 2. BE BOP | Annapolis, MD | Bill Rutsch & John Aras |
| 3. WINDSHADOW | Wilmington, NC | Raney & Coleman |
| 4. ANTICIPATION | Northport, NY | H. Ingham |
| 5. STARK TERROR | Northport, NY | Bill Jorch |

1987 Newport, Rhode Island

- | | | |
|------------------|--------------------|--------------------------------|
| 1. BE BOP | Annapolis, MD | Bill Rutsch & John Aras |
| 2. STARK TERROR | Northport, NY | Bill Jorch |
| 3. TONTINE | Little Compton, RI | Hathaway & Hopkins |
| 4. VALHALLA | Annapolis, MD | Ron Peterson & Steve Bardelman |
| 5. MONGUL BANDIT | Sagamore Beach, MA | Duggan & Bello |

1986 Annapolis, Maryland

- | | | |
|---------------|------------------|-----------------------------|
| 1. BE BOP | Annapolis, MD | Bill Rutsch & John Aras |
| 2. RED BENDEL | New York, NY | Ben Ebstein |
| 3. VIVACIOUS | New Orleans, LA | R. Dahmes & Cal Herman |
| 4. DAS BOOT | Wilmington, NC | Bill Raney & Gordon Coleman |
| 5. PEACHES | Coral Gables, FL | David Berg |

1985 Annapolis, Maryland

- | | | |
|-----------------|----------------|--------------------------------------|
| 1. BE BOP | Annapolis, MD | Bill Rutsch & John Aras |
| 2. VALHALLA | Annapolis, MD | Ron Peterson, Dave Flynn & Jim Ellis |
| 3. OBSTREPOROUS | New York, NY | T. J. Harrington |
| 4. HOT ROD | Wilmington, NC | Bill Raney & Gordon Coleman |
| 5. BEEF TRUST | Edgewater, MD | Jeff Lawson |

upper edge of the lower measurement band on the mast shall not be more than 2698 mm above the surface of the moulded mast step.

.3 *Position of the Mast* shall be fixed at the deck 3505 mm plus or minus 13 mm from sternhead tip to the front edge of the mast. And, it shall be permanently fixed to an immovable mast step so that the forward edge of the mast is not less than 25 mm aft of the forward vertical face of the moulded step in the sole liner.

.4 *Mast Hardware and Spreaders* may not be deleted, modified, or replaced by other than authorized builder.

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

.1 Permitted Alternatives are:

.1 Jib roller furling system to facilitate sail handling.

.2 Jib luff groove systems other than that which is provided standard shall not have a fore-and-aft dimension exceeding 31 mm.

.2 Prohibited Alternatives or Additions are:

.1 A headstay length which exceeds 10.935 m when measured from pin to centerline.

.2 Use of quick throw devices, tracks, or levers on shrouds or a headstay which is adjustable while sailing.

.3 Running backstays or arrangements to duplicate such.

.4 Use of hydraulics anywhere for any purpose.

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

.1 Permitted Alternatives are:

.1 Replacement of wire rope and/or rope not less than the minimum diameter supplied by the builder.

.2 Substitute blocks or cleats for the head-sail sheets, backstay adjuster, traveller controls, cunningham, outhaul, reefing gear, and vang provided power ratios are not changed.

.3 Snap shackle or clips at the end of head-sail sheets.

.4 Barber hauling and twing devices as covered in 5.4.1.1.

.5 Light air spinnaker sheets and guys of any material and size.

.6 Aramid sheets or ropes.

.2 Prohibited Alternatives or Additions are:

.1 Spinnaker guy strut.

.2 Boom vang other than six power rope tackle with self contained cleating system.

10. Main Boom

.1 *Material* shall be aluminum alloy extrusion with a continuous fixed groove integral with the section, and shall be produced only by an approved manufacturer and supplied only through a builder approved by J Boats, Inc. Approved boom section must conform to Kenyon "E" Section dimensions as follows: Depth = 114 mm, Width = 69 mm, Wall Thickness = 2.6 mm.

.2 *Measurement Band* of contrasting color shall be affixed on the boom with its inner edge not more than 3962 mm from the aft side of the mast.

11. Spinnaker Boom

.1 *Material* shall be of aluminum alloy extrusion and supplied only through a builder approved by J Boats, Inc.

.2 *Length of the pole* including fittings shall not extend more than 3810 mm from the face of the mast.

12. Sails

.1 General

.1 Sails shall be constructed and measured in accordance with the IYRU sail measurement instructions except where otherwise stated herein.

.2 Sails shall be of single ply woven sailcloth material which excludes laminated mylar-type materials, except for Genoa #1 which, if made of mylar, shall conform to 5.12.5.

.3 Sail numbers shall be placed immediately above the third batten (#2 sewn from the head of the mainsail), on the #1 and larger genoa in line with the mainsail numbers and on the spinnaker. The starboard or forward number shall be on top.

.4 Numbers shall be of the following dimensions in solid black, red, green or blue: Height = 380 mm., Width = 254 mm., Thickness = 57-77 mm., Spacing = 77 mm.

.5 *Windows*: There is no limit on the number or design of collision, telltale, or spreader tip windows on the mainsail or genoas.

.2 Mainsail

.1 Minimum cloth weight is 6.25 oz.

Rules. If the measurer considers an attempt has been made to depart from the One-Design Construction or these rules in any detail, or if he is unsure of any interpretation, he shall report the facts to the Chief Measurer.

- .3 Sails which are new or substantially altered are to be measured by an official measurer who will stamp or sign and date the sail near the tack.
- .4 *Vested Interest*: A measurer shall not measure a yacht, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a vested interest. Prior approval to do so may be granted by the Class President or Chief Measurer.
- .5 *IYRU Measurement Instructions and Racing Rules*: Except where other methods of measurement are clearly indicated in the Class Rules, the IYRU measurement instructions and IYRU racing rules shall apply.
- .6 All templates shall be made only from offsets approved by J Boats, Inc.

5. CONSTRUCTION AND MEASUREMENT RULES

- .1 *Production Moulds* for hull, deck, interior, hatches, and rudder shall be made from moulds obtained from the one current official master plug. The casting pattern for the fin keel shall be cast from the one current official master pattern. The shape and forms of the patterns, plugs, and moulds shall not be amended or altered unless specifically authorized by J Boats, Inc.
- .2 *Hull and Deck* construction shall be in accordance with approved laminate, general arrangement, construction plans and techniques, and specifications approved by J Boats, Inc.
- .3 *Interior Equipment* supplied with the standard boat from the factory may not be deleted or substituted for except by equivalent items of comparable weight (i.e., the stove). Optional equipment offered by the builder of comparable equipment installed by the dealer of owners is permitted as are other items such as shelves or drawers to personalize the interior.
- .4 *Deck Gear*: No additions, relocations, or modifications are permitted except as herein provided:

.1 Permitted Alterations or Additions:

- .1 Four pairs of deck pad eyes to assist trimming of headsails or for use as boom preventers along with related blocks, cleats and rope tackle.
- .2 Alternative mooring cleats and chocks.
- .3 Handrails or foot blocks.
- .4 Deck prisms and/or ventilators which must be watertight when sealed shut.
- .5 Self-tailing winches of comparable size to those supplied provided they remain in

the same position as the winches substituted for.

- .6 Forward jib sheet tracks may be relocated fore and aft in line with the factory drilled holes so that no part of the track is more than 640 mm aft of the shroud chainplates, nor more than 330 mm forward of the shroud chainplates.

.2 Prohibited Alterations or Additions:

- .1 Thrudeck running or standing rigging controls or thrudeck spinnaker launchers.
- .2 Lifeline stanchions which project outside a vertical line from the gunwhale, lifelines attached to other than standard location on bow pulpit, and sternrail, lifeline wire design or size other than standard, or lifeline droop exceeding 125 mm with a 5 kg weight suspended between the pulpit and first stanchion.
- .3 Relocating or changing the length of the mainsheet traveller or the use of an alternative mainsheet bridle system.
- .4 Use of other than standard located jib tack hooks.

.5 Keel

- .1 *Casting of Keel*: The fin keel shall be manufactured by approved builders only from the official pattern and shall be of lead.
- .2 *Weight of Keel*: The weight of the fin keel shall be 935 kg plus or minus 20kgs.
- .3 *Coating of Keel* may be by any synthetic material provided the shape and weight are within template tolerances.
- .4 *Trailing Edge*: The trailing edge of the keel shall not be narrower than 5 mm.

.6 Rudder

- .1 *Construction*: The rudder shall be made only by approved builders according to official plans. The trailing edge shall not be narrower than 5 mm.
- .2 *Tiller and Tiller Extension* may be altered in length and material, but must be equivalent to that provided by the builder.

.7 Mast

- .1 *Material* shall be of aluminum alloy extrusion with a continuous fixed groove integral with the spar, and shall be produced only by an approved manufacturer and supplied only through a builder approved by J Boats, Inc. in conformity with the official mast drawing.
- .2 *Measurement Bands* of contrasting color, one inch width, shall be affixed on the mast as indicated in the official mast drawing. The

1990 North Americans



Skippers' Meeting.



Skippers' Reception.



Racing during the 1990 North Americans.



Board Meeting.



Bar Meeting.

J/30 Class Association • 1989

Class President

Bill Raney
P.O. Box 864
Wilmington, NC 28402
919-256-5432 (H)

Secretary-Treasurer

Gordon Coleman
P.O. Box 864
Wilmington, NC 28402
919-343-8320 (H)
919-763-2072 (W)

Immediate Past President

Ron Peterson
P.O. Box 2292
Annapolis, MD 21404
301-544-5422 (H)
800-648-0229 (W)

Past President

Tom Harrington
350 Park Avenue
New York, NY 10022

Past President

Tom Babbitt
One Schooner Landing
York, ME 03909

Past President

Jim Stuursma
Grand Rapids, MI

CHANNEL ISLANDS

Fleet Captain

Bill Coveney
766 Cachuma Street
Ventura, CA 93004
805-647-0145 (H)
805-485-6781 (W)

CHESAPEAKE BAY

Fleet Captain

Bill Munz
496 Ixworth Court
Severna Park, MD 21146
301-647-0898 (H)
301-685-0344 (W)
301-752-1206 (Fax)

FLORIDA

Fleet Captain

David Berg
9325 Balada Street
Coral Gables, FL 33156
305-665-2324 (H)
305-379-1414 (W)

GREAT LAKES

Fleet Captain

Dan Darrow
15342 W. Clover Lane
Libertyville, IL 60048
312-367-0913 (H)
316-677-2600 (W)

GULF COAST

Fleet Captain

Joseph F. Bishop, Jr.
124 Lisa Lane
Mandeville, LA 70448
504-626-9873 (H)
504-626-5265 (W)

LAKE ERIE-LAKE ONTARIO

Fleet Captain

Lory Ghertner
6055 Robinson Road RD #1
Sodus, NY 14551
315-483-6662 (H & W)

NORTH-SOUTH CAROLINA

Fleet Captain

Ray Hales
105 Pineway Street
Gamer, NC 27529
919-343-8320 (H)
919-763-2072 (W)

NORTHERN NEW ENGLAND

Fleet Captain

Tim Tolford
306A Foreside Road
Falmouth, ME 04105
207-781-2154 (H)
207-772-8383 (W)

PACIFIC NORTHWEST

Fleet Captain

Dale Jepsen
P.O. Box 8104
Federal Way, WA 98003
206-228-8853 (H)
206-878-6608 (W)

SOUTHERN NEW ENGLAND

Fleet Captain

William David
211 Bay Point Road
Swansea, MA 02777
617-672-4626 (H)
617-675-0377 (W)

WESTERN LONG ISLAND

Fleet Captain

Bill Jorch
26 Jay Court
Northport, NY 11768
516-261-2935 (H)
516-575-2847 (W)

J-BOATS

President

Stu Johnstone
24 Mill Street
Newport, RI 02840
401-846-8410 (W)

CLASS RULES AND SPECIFICATIONS

The following rules and specifications shall govern J/30 events until modified, altered, added to, or repealed by the J/30 Class Association Board of Governors, effective 1/1/90.

1. ONE DESIGN

- .1 *The J/30* is a one-design class, created to fulfill the diverse needs of recreational sailors such as cruising, one-design racing, daysailing, handicap and offshore racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.
- .2 *It is the intent* of the J/30 Class Association and J-Boats Inc. to maintain the one-design performance characteristics of the J/30. To this end, any substantive change that alters the weight, distribution of weight, shape or performance of the hull, rig or underwater appendages shall be submitted by J-Boats, Inc. to the J/30 Board of Governors for approval prior to implementation.
- .3 *Except* where variations are specifically permitted, yachts of this Class shall be alike in: hull, deck and keel form, construction, weight and weight distribution; shape of rudder; sail plan; and equipment. All boats shall be built in accordance with the plans, specifications, and these class rules. No alternatives or modifications are permitted unless explicitly stated in these rules or on the official plans or building specifications.
- .4 *Modifications* shall be defined to include: coring, drilling out, rebuilding or replacing materials; grinding, removing or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes; and filling in or closing with flaps any standard through hull fittings.
- .5 *These Class Rules* however complete, cannot anticipate every situation which may arise. Owners should assume that anything not specifically permitted is prohibited until a ruling by the Chief Measurer is obtained.
- .6 *Interpretations* of these rules shall be made by the Chief Measurer of the J/30 Class Association who may consult the Class Board of Governors or the Class President or the IYRU.
- .7 *These Class Rules* may be amended, altered, added to, or repealed by a 2/3rds vote of the Board of Governors at a meeting called for such purpose.

2. ADMINISTRATION

- .1 *Language:* The official language for the class shall be English. The word 'shall' is mandatory. The word 'may' is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.
- .2 *Builders:* J/30s shall be built only by builders licensed to do so under the copyright of J Boats, Inc. (24 Mill Street, Newport, RI 02840) and shall comply with the building specifications detailed by the copyright holder.
 - .1 *Building License:* Applications for building license shall be made to J Boats, Inc., who shall request that the national authority of the country concerned indicates its support for the applicant.
- .3 *Building Fee:* The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- .4 *Registration and Measurement Certificates*
 - .1 No yacht shall be deemed to be a J/30 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
 - .2 The sail number shall be as required by a national authority or shall be that of the hull number.
 - .3 No yacht shall race unless a current valid measurement certificate has been issued.
 - .4 Any alteration to the hull, keel, rudder, spars or other item of equipment measured by these rules or a major repair to any item may invalidate the measurement certificate and yacht.

3. OWNER'S RESPONSIBILITY

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

4. MEASUREMENT

- .1 *Tolerances* are given in these rules and plans only to permit minor building errors or distortion through age.
- .2 *Supplementary Measurements* may be taken by an official measurer to ensure that construction, equipment, and practices do or do not accord with Class