

## Sails and Cloth Discussed at Chesapeake Sailmaker's Symposium

By Bob Rutsch

Maybe it was the sight of those goody bags courtesy of Z-Sails at the 1995 North Americans in Bridgeport, Connecticut. Crisp opaque mylar with brown kevlar and mysterious black threads running at odd diagonals. Does high tech cloth make sense for a tote bag? It does keep your clothes dry, besides looking cool at the dock.

Kevlar cloth, though still "high tech", has become relatively commonplace over the past ten years. That's right, it was a decade ago that our class last considered the cloth limits on our sails. I remember a cold and rainy NA's in Newport—so breezy we never sailed a race outside Naragansett Bay. Prior to that championship regatta a proposal to introduce Kevlar for mainsails was on the docket, along with the mechanical vang and both were soundly defeated. Now the latter has been approved, maybe it is time to consider sailcloth.

Last fall, at a Chesapeake Bay Governing Committee Meeting, having just finished a breezy race, we had a discussion that went something like this: The #2 has a limited wind range, so if we got rid of it, we could afford to have a Kevlar #1 Genoa. If it were Kevlar it might make sense to appeal to PHRF racers by making it a 155%; and if we did that why not consider other changes to keep our class up-to-date.

With that in mind, outgoing Fleet Captain Larry Christy organized a 'Sailmakers Symposium', inviting comments from experts on what they would do to update our sail inventory. Four knowledgeable sailmakers, accepted and spoke to our fleet at the Spring Owners meeting. The four who all regularly race in our fleet were Tad Hutchins of Sobstad (now Quantum), Will Keyworth of North, Alan Drew of UK-Allen and Bruce Empey of Neil Pryde.

Fleet member Jim Cullen of Haarstick, had planned to attend but developed scheduling conflicts and instead sent written comments.

I personally expected a bit of controversy, especially considering the marketing hype that sometimes accompanies the efforts of sailmakers to differentiate their products. Instead we got a reasonable, measured and consistent view of what these five would do make our boats better. All recommended we stick with Dacron for the mainsail, but

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Fat City rounding the mark



### Text of the Proposed Changes to the J/30 Class Rules for 1997

~~Text to be eliminated~~  
~~Revised or new text~~

Official interpretations made by the class measurer or President

**Proposal A.** Allows 12:1 purchase (2x6 using the existing block and tackle) or higher, if preferred, to overcome the return force of the solid vang:

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

Power ratios on all block and tackle systems (mainsheet, backstay, cunningham, foreguy, traveler, and outhaul) are unrestricted.

~~.2 Prohibited Alternatives or Additions:~~

~~.2 Boom vang with a power ratio greater than 8:1.~~

**Proposal B.** Allows loose footed main, Kevlar/Mylar laminated #3. Legalizes battens now routinely made of the previously restricted materials at no particular advantage.

**5.12** Sails

.1 General

.2 Sails shall be of single-ply woven sailcloth material which excludes laminated mylar-type material, except

for Genoa #1 which, if made of mylar, shall conform to 5.12.5 and Genoa #3 which ~~may be constructed of double-ply woven sailcloth~~ is not restricted.

.2 Mainsail

.5 There shall be four batten pockets...The material the battens are made of is unrestricted ~~except for aluminum-carbon fiber, Kevlar and other exotic material.~~

~~Loose-footed mains are not permitted.~~

**Proposal C.** Option to carry a back up spinnaker at all times:

**6.2** Sails

.1 The number of sails on board during a regatta series or race shall be five: #1, #2, and #3 genoas, mainsail and spinnaker. *A second spinnaker may be carried on board, but only used only if the primary spinnaker is damaged.*

.2 A local fleet may adopt, for local racing only, a rule to carry additional sail or sails such as a storm jib for heavy wind areas or ~~a second spinnaker~~ when sailing in long distance offshore events.

**Proposal D.** Eliminates confusion over allowable instruments (true vs apparent wind) and allows navigational equipment of any type (including computers and chart plotters):

**6.1** Instruments. The following instruments are permitted for one-design racing.

.1 One electronic device transmitting data relative to 360° wind direction, *apparent and/or magnetic* wind direction relative to boat heading, and wind speed.

.5 Loran C, RDF, GPS *and other navigational devices.*

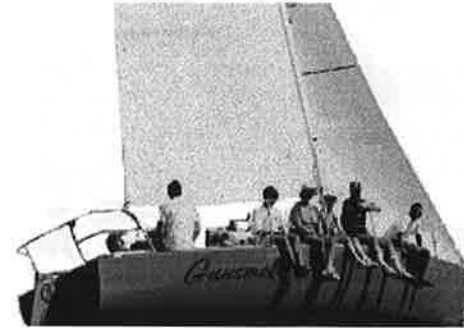
**Proposal E.** Resolves differences between treatment of sole owners and co-owners/charterers and eases qualifier timing restriction:

**6.6** Helmsman Rule

.3 For all national events, ~~when ownership is based on a long term charter or joint ownership;~~ the helmsman must have been a J/30 Class Association member at least sixty days prior to the event ~~and~~. *Additionally, the helmsman shall have skippered the yacht in at least two regattas in the preceding two months or satisfied the District qualifying requirements before skippering in a national event.*

**Chesapeake Sailmaker's Symposium**

Continued from page 5



3/4 oz., but with the advent of multiple races on a single day, allow competitors to carry a old class legal chute, as a backup to be used only if the other is torn.

Finally, there was unanimous support among the sailmakers for allowing Kevlar and mylar laminates in the #3 jib. The consensus was that while the heavy Dacron #3 appears to hold up over time, it doesn't retain it's designed shape. The cost differential was estimated to be as low as \$200 and as high as \$800 with the lifetime of essentially the same at about five years, depending on conditions.

For the #1 headsail inventory, the sailmakers held consistent views, but the issues were more complex. The 163% mylar vs. 155% Kevlar presents something of a dilemma: if you're sailing one-design do you care about PHRF or vice versa? There is a certain appeal in attracting J/30's that race without sailcloth restrictions in PHRF to one-design events and it is unreasonable to expect them to purchase an inventory for those regattas. But, satisfying PHRF sailors may be difficult. There are variations in this locally administered rule. For example the Genoa penalty limit in some regions is 150%, 151%, or 153%, not 155%. Certain PHRF associations assign one-design ratings to boats that abide by class restrictions, rating separately those that do not. Such one-design ratings were recently been proposed and defeated by PHRF of the Chesapeake. Cullen made a valid point in writing, "The local fleet should not ruin what works for us to try to please places where one-design is not possible."

Still, the professionals, with reservations and caveats supported a Kevlar #1 at 155%. Hutchins described the difference between the PHRF and class genny as nine inches on the LP, 12 square feet of sail or about 4% of headsail area. He didn't perceive this to a significant difference. After running the IMS velocity prediction program, he reported a loss of 6.4 seconds/mile in 6 knots, but only 1.1 seconds/mile in 8 knots, dropping by tenths to .7 seconds/mile in 20 knots.

There was some consternation among some owners that in light air, when that extra punch is needed we wouldn't have it. On the other hand Keyworth asked rhetorically, "Who wants to race in less than six knots?" Alan Drew felt that straight line speed would be less of an issue than acceleration. "There is more drive in the 163% coming out of the tack," he noted. As to cost differential Hutchins pegged the smaller Kevlar about \$500 higher than the existing class genny.

There were a variety of opinions on the fate of the 140% #2. One argument was that a Kevlar 155% could be carried in slightly more breeze making the 140% even less valuable and unnecessary. One opinion supported the 155% Kevlar, over the existing 163% mylar only if the #2 were dropped.

Some useful general comments came out of the discussion. One is that our rules are essentially unchanged from the early 1980's—we need to close any the potential loopholes. One is to shift from specifying cloth weight to bag weight, like the Mumm 30 and 36 use. If a sail weighs in light, corrector weight are added to the head. Cullen suggested we incorporate simple girth measurements, consistent with IYRU rules. He also contends materials should be referred to as aramid, or polyester film, instead of by trade names like Kevlar. There is another alternative, not specifying materials. Cullen notes, Vectran, a liquid crystal, is now routinely used as fill yarn in Dimension's sailcloth at competitive prices. Keyworth argued that the extreme costs of exotics like "Cuben fiber" are self limiting, since their performance doesn't justify their price.

In a straw pole taken at the end of the discussion class member support came out in this order from most to least: #3 Kevlar, loose footed mainsail, second class legal back up chute 3/4 at all times, and Kevlar 155%. There was no support for any changes to spinnaker cloth weight.

There were more than a few class members who didn't feel there was enough justification to have to any spend additional money on high tech sails. Bill Munz noted that since any changes would tend to benefit other fleets who do more handicap racing, it was important to build consensus and gain support among them before making any changes.

*This article was adapted from the Chesapeake Bay Fleet Newsletter. Larry Christy led the proposal committee, which included Rich Harrison, Bonnie Schloss, (both PHRF measurers) and rules Chairman Mike McGuirk.*

*Please direct comments to Bob Rutsch, J/30 Class President, (301) 565-2300 day, (301) 656-1013 evening, or e-mail to bobrutsch@aol.com.*

**Classified**

**WANTED TO BUY**

**J/30:** Contact Cedric Lewis at 703-604-3180 x2643 or e-mail: CNCLEWIS@AOL.COM

**J/30:** Joe Goulet, P.O. Box 821602 Pembroke Pines, FL 33082 (305) 430-1020 (H)

**Rudder wanted** in solid condition. Boston area, call Chet @ (617) 449-3300 x3315 or e-mail: goon@booklink.com.

**Mainsail wanted,** Mark Hagan, 2677 Blue Ridge Lane, Traverse City, MI 49684; (616)929-7985 (H) (616)922-2396 (W)

**FOR SALE**

**Turbo Duck,** 1983 (Hull #436) This J/30 likes to race and win. It has a finely tuned rig and one of the fastest keels and bottoms in the J/30 fleet. Won the Soloman's Island & Governor's Cup, 3rd overall in the Chesapeake Bay & 5th at North Americans in 1995. Bodo von der Wense, 812 Caldwell Rd Wayne, Pa 19087; (610) 293-6994 (H) (610) 265-8420 (W) tduck@pond.com (Gero von der Wense)

**Jackrabbit,** 1979, (Hull #94). Successful racer, bottom fine tuned with barrier coat. Great set Haarstick sails, \$28K, Ned Johnson (301) 475-2593

**Scarlet Fever** (Hull #007). 1995 North American Championship race winner, 3rd overall. One owner last 13 years. Fire-engineered Imron (1996). Epoxied hull (1992) and faired keel (1995). Four Lewmar opening ports (1993). New mast (1987). Harken split-drum roller furling. Happy teak. Dodger. Electric head and holding system. Meticulously maintained with full electronics (GPS, Loran, autopilots, etc.) and dozens of owner upgrades. On land at Montauk, Long Island, New York. (516) 668-3458 (day and evening) Russell Stein \$35K firm.

**Used Equipment & Sails:** Original stainless steel J/30 tiller extension \$45; Forespar padded, adjustable tiller extension \$60; Nico Fico traveller & track \$50; Shore full cut main, 1982, used 3 seasons, with slugs & cover - good for cruising \$150; Ritchie BN202 bulkhead compass/teak leveling block, front & rear covers cost \$266 sell for \$125; Rob Van Name 194 Woodbury Road Huntington, NY 11743-4165, (516) 427-3483(H); (516) 224-8015(W).

**Sails J-30** one design sails for sale: 1994 UK #3 - \$300 & Various older sails. Low prices. Tom Donlan, (703) 941-0112 (H) (202) 862-6606 (W); e-mail: tgdonlan@bix.com,

### Entries Due for North Americans

...continued from page 1

honor—two pigs direct from his farm on the Eastern Shore.

Both the Western Great Lakes and Chesapeake Fleets had completed their qualifying series as this *Journal* went to press. 1993 North American champion *Cannonball* topped a twenty-five boat Chesapeake fleet over a six weekend series. Other top qualifiers from the Chesapeake included *Scat V*, reigning High Point Champion *Better Mousetrap*, *no respect*, *Shuger Blitz* and *Turbo Duck*. The Annapolis fleet will also be represented by *Bebop* who has five NA titles to her credit and *Sea Biscuit*, who has been runner-up the last two years in a row.

Sailing World's National Offshore One-Design Regatta in Chicago, otherwise known as the NOOD, was the qualifying event for the Western Great Lakes Fleet. Tex and Susan Hull's *Hullabaloo* hung on to edge Kate and Dennis Bartley's *Planxy* by a quarter point. *Pronto*, *Salacious*, *Bonzai Dragon* and *Circus* followed in that order. Top qualifiers from each district earn the privilege of a loaner boat from the local fleet for the Championship.

Long Island Sound's 1996 champ *Air Apparent* and 1994 winner *Fat City* are both potential competitors. John McArthur, who did such a marvelous job organizing the 1995 NA's, is planning to sail his *Smiles* south to the Bay over Labor Day weekend for the event. See inside for more details on the regatta.

## Cannonball Takes Chesapeake Qualifier Series

*Cannonball* took the Chesapeake District's North American Qualifier Series placing in the top three in each event. "We were very fortunate to finish so consistently, considering the tough competition," allowed owner Bill Wallop. Like many J/30's his crew contains family members, including sons Doug and Bill. *Scat V*, steered by Andy Schoettle, was second, having become a contender in the fleet in just his second year in the fleet. That's not too surprising considering Schoettle's sailing resume, which ranges from the 1956 Olympics, to Finn and Scow championships in the 70's and 80's through top finishes in the 1992 J/22 Worlds and as a master in the 1995 Laser Nationals.

Bob Putnam and Mary Grealy finished third aboard *Better Mousetrap*, while Rich Harrison's *no respect* was fourth with new fleet member Marty Hublitz' *Shuger Blitz* a respectable fifth. Bodo Von der Wense' *Turbo Duck*, last years crash and burn award winner at the NA's was sixth.

Although taking delivery on a new Mumm 30 soon, Bodo plans to continue to race his J/30 unless it is sold (don't buy it yet!).

*Turbo Duck* bested nineteen boat fleet in the season opener, which was notable for strong breezes. *Shuger Blitz* (x-Houdini) had a substantial lead in the second race—until a crew member went overboard during a tack. "Luckily she held on to the lifelines," reported skipper Hublitz. "It took all six of the crew to pull her back on board she was so exhausted. After years of success sailing a J/34, the 3/4 ton IOR design, he acknowledged, "As a long time Laser sailor I wanted to get out of handicap and back into one-design. The J/30 class is very competitive, plus we can go cruising as a family."

The St. Brendan Cup was a painfully light air race, with a tide ebbing at 1.5 knots. That meant struggling to maintain headway or anchoring in forty feet of water and dropping the jib. After nearly two hours six of sixteen J/30's dropped out. A weak southerly filled

allowing *no respect* to slip around the mark and finish a shortened two leg course

*Shuger Blitz* was out in front again at the Sailing Club of the Chesapeake's Spring Race, sparring with *no respect*, but it was *Cannonball* who ultimately came away victorious. Regular crew and substitute skipper Chip Carr steered the winner in a race which counts toward Bay wide season awards, but the race became *Cannonball's* throw out for the qualifier series.

Unusual fog delayed the start of Annapolis Yacht Club's Spring Race. An ebb tide pushed five boats over early, but only two restarted. Downwind, *Scat V* split from the fleet then crossed. Though the skies cleared, the breeze remained fluky and *Scat V* hung on for first. In the Ted Osius Memorial, the final event of the series, *Jaguar* topped the largest fleet of the season, twenty-one boats. A big right hand shift on the last beat made for some impressive gains and losses within the fleet.

### J/30 Chesapeake District North American Qualifier Series

Name	Skipper	Date:						Score
		04/28	05/05	05/11	05/18	06/15	06/29	
1 Cannonball	Wallop	2	2	SS-1	3		2	9
2 Scat V	Schoettle	3	8	13	1		3	14 3/4
3 Better Mousetrap	Putnam/Grealy	4	4	8	2		7	17
4 no respect	Harrison	11	1	3	6	Q		20 3/4
5 Shuger Blitz	Hublitz	6		2	8		9	25
6 Turbo Duck	Von Der Wense	1		14	10	Q	5	29 3/4
7 Tiger	Donlan	10	5	10	12			37
8 Jaguar	Schreitmueller			6	5		1	37 3/4
9 Woolly Bear	Rapp	9	3	11	PMS		15	38
10 Avita	Nassetta/Watson	14	10		13	Q	4	41
11 Gunsmoke	McGuirk	5	DNF	17	9	Q	10	41
12 Vivacious	Munz	12	7	9	PMS		13	41
13 Twilight Zone	Swangler	8	DNF	14	11	Q	12	45
14 Bear Away	Schloss	7	DNF		4			46
15 Big Kahuna	Christy	13	11	12	PMS	Q	11	47
16 Bebop	Rutsch/Aras		DNF	7	7	Q	18	50
17 Insatiable	Anderson	16	6	15	16	Q		53
18 Sea Biscuit	Owings		DNF	5	14	Q		63
19 Encounter	Dowling	17	9	18		Q	19	63
20 Mondial	Ruzzi	19	DNF	19	17	Q	21	73
21 Skua	Antarctic Syn.	18		16		Q	14	74
22 Soul Kiss	Allsopp				15		8	75
23 Lazy Duck	Keating	15					16	83
24 Summer	du Pont						6	84
25 Butterfly	Moss						20	98

Notes: One throwout, SS=helmsman a substitute skipper, race scored a throwout. PMS=Premature Start, DNF=Did Not Finish, Q=Qualifier but no race

## Come to Annapolis: "America's Sailing Capital"

Though justly known for its extensive sailing activities, Annapolis has earned that title having just celebrated its 300th anniversary as Maryland's State Capital. Dating to the Revolutionary war, the State House doubled as the nation's Capitol from 1783 to 1784, and is the oldest state capitol building still in continuous legislative use. George Washington stepped down as commander-in-chief of the Continental Army, and Congress ratified the treaty that officially ended the Revolutionary War in the Old Senate Chamber.



Naval Academy Chapel

One block away is the tree-shaded campus of St. John's College, the third oldest private college in the US, unique in its "Great Books" of Western civilization cross-curriculum.

Adjoining the town on the banks of the Severn River is the United States Naval Academy, which marked its 150th anniversary in 1995. A brigade of 4,000 men and women representing every state in the US earn a college degree and military commission during their four years. The 338-acre educational and military complex of dormitories, classrooms and extensive facilities includes a fine sailing center and yacht basin, home to a fleet of Navy 44's, donated ocean racers and one-designs. The Campus also houses visiting



military personnel, who together with civilian instructors bring the faculty total to more than 600. Start at the brand new visitors center or just stroll the "yard", as the campus is called. Be sure to visit the USNA Chapel; the crypt beneath holds the sarcophagus of John Paul Jones.

A multi-million dollar reconstruction Main Street has recently widened sidewalks and rebricked the historic streets that run from City Dock to Church and State Circles. There are a variety of guided or walking tours of the historic homes and gardens of the downtown area. Try the Historic Annapolis

Foundation at 18 Pinkney Street, (410) 267-7619.

Charming local merchants share retail space with national specialty shops. Downtown and the surrounding area boasts an array of restaurants from fancy to no-frills, many featuring traditional local fare of steamed crabs, oysters, Maryland crab soup and crab cakes.

The maritime industry is centered in Eastport across the



Skipjacks at City Dock—aka "Ego Alley"

Spa Creek Bridge from the Annapolis Yacht Club. Boat builders, engine repair shops, sailmakers, marine supply stores, and marinas span the shores of Eastport on Spa Creek and Back Creek.

Annapolis is located 27 miles from both Washington, DC and Baltimore. Taxi service is available round the clock, with limousine and bus services to Baltimore/Washington International, National and Dulles airports. There is a water taxi, otherwise known as the "buck boat", to get around town and to boats moored in the harbor. A visitor's center, tour boats, and the Harbor Master are at all located at the City Dock.

For more information try <http://www.baymed.com/> Parts of this text excerpted from *Chesapeake Living, a Guide to Anne Arundel County and Surrounding Areas: "Bustling Capital City; Leisurely Town by the Bay"* by Helene Becker.

Thomas Point Lighthouse



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\* Denotes changes since last J/30 Journal

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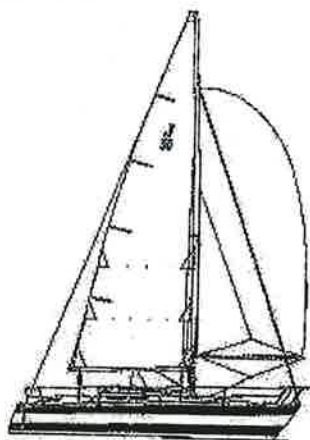
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**J/30 JOURNAL**

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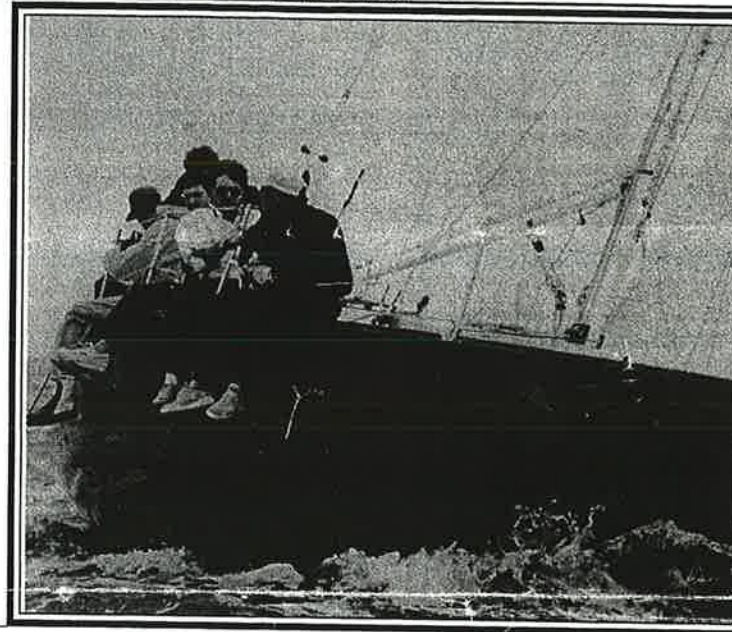
## Get Set for the North Americans' in Annapolis

The J/30 North Americans will return to Annapolis and the Chesapeake J/30 Fleet over the weekend of September 12-15, 1995. The event has been held in Chicago and Bridgeport, CT, since it was last contested on the Bay in 1993. The Annapolis Yacht Club will host the regatta. Measurement will commence Thursday morning with a skippers meeting that

evening. Racing starts Friday and will continue through Sunday with six races scheduled. There will be festivities each night for competitors, highlighted by a traditional pig roast and barbecue Saturday evening, sponsored by Mount Gay Rum. Chesapeake Fleet member Dorsey Owings of *Sea Biscuit* will donate the guests of

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*Champion Air Apparent beating to weather at the 1995 NA's*



### From the Class President:

In this issue there are a number of proposed changes to our rules, specifically to class sails. Any change to our rules must represent a good value; that is, the benefit outweighs the cost. For example, modern rope halyards save weight and improve handling at a cost similar to wire.

I'll admit, I'm biased toward one-design racing. I would probably not be sailing in this class, much less leading it today, if it were not one-design. J/30's were created equal but they none is exactly the same as the next. By comparison, Lasers with matching sails and builder-supplied parts are closer to pure one-design. My sister and I bought an old one a few years ago to take to the beach and to knock around the harbor in Annapolis. It was only a matter of time, plus a little cajoling from a sailor in our J/30 fleet, before I entered a masters regatta. I might be faster on a brand new red boat

## How One-Designs Fit Where Handicap Rules

with splashy graphics, but that is hard to justify it for one or two regatta's a year. Besides, right now, it's what's at the end of the hiking stick that is holding me back—I'm happy just to stay upright when the wind pipes up.

We race one-design all summer here in Annapolis, both weekends and Wednesday nights. But, as class president, lately I've had to think more about handicap racing. Throughout the rest of the country, J/30's are, more often than not, sailing PHRF. Frankly I'm astounded that PHRF works as well as it does. During a typical 6-7 mile windward leeward, in our 16-20 boat fleet, boats very often finish overlapped. But, just as frequently there is a gap of twenty or thirty seconds between each finisher. That translates to between 3 and 5 seconds per mile—between each boat. Interestingly, the order at the finish is usually different than at the previous mark, so boats are

gaining or losing that much during a single leg. That's good for racing, but tough on handicappers. Moreover, there is typically ten minutes or more between the leaders and the stragglers—that's equal to...well you do the math.

Racers, both one-design and handicap, try to gain every advantage allowed within the rules. Conventional wisdom for optimizing a J/30 under the vagaries of PHRF handicap is that the (PHRF standard) 155% genoa is a better bet than the three second penalty for the larger class #1. The IMS projections confirm this. This got us thinking how we could attract handicap sailors to major one-design events and clearly sail cloth differences represent a barrier.

The parenthetical "PHRF standard" above makes things a bit sticky. A 155% Kevlar genoa was clearly a target, but in PHRF, regional variation peg the penalty between 150% and 155%—and it

even differs between the East and West regions of Long Island Sound. There was also the very thorny issue of obsoleting or grandfathering all the 163% Mylar sails that would appear in our fleet when the NA's were held locally. Add the paradox of the proposers, the most active one-design fleet, which sails in the light air venue of the Chesapeake where a little extra sail area is invaluable. The result, for now, was to take a more conservative route, proposing in addition to a few technical changes, loose footed mainsails, Kevlar/Mylar #3 and the option to carry a second class chute.

If passed, none of the changes will have as big an impact on your racing performance as a good start, hitting the first shift, or a clean leeward rounding. Sails and rigging are important, but still just one part of the winning equation.

**Bob Rutsch**