

S²¹ / ibsheet /



April/May 1999



Founded in 1971 /

Contents

Commodores Reports	
National	3
East	4
Mid-West	5
West	6
Calendar	9
Regatta Reports	13
For Sale	19
Miller Time	20
Letters & fleet rpts	22
From the editor	26
Fleet Contacts	27

Publicity: Mike Robinson
PO.Box 849
Clemmons, NC 27012
910-940-5260
mrobinson_8@compuserve.com

Editor: Calvin Guthrie
24 N. Pennsylvania Ave.
Belleville IL 62220
618-236-2363
jibshd@peaknet.net

*Jibsheets is a bi-monthly
publication of the San Juan 21
Class Association*

Printed by: Alpha Graphics
Belleville IL

Closing Dates: 15th of the odd
number months

Commodore

Allen Archer
5710 Rocklull Street
Wichita, KS 67208
316-686-2077
joyride@feist.com

Vice Commodore - East

Zoe Dommel
502 S Bohnam
Columbia SC 29205
803.771.0315
zdommel@lex5.k12.sc.us

Vice Commodore - Midwest

Bill Dunbar
3225 E 77th Place
Tulsa OK 74137
918.492.5007
sailon@lor.jrent.com

Vice Commodore - West

Merry Petitclair
1755 Brentwood St
Eugene OR 97404
541.689.9209
mpetitclair@continent.com

Chief Measurer

Bill McClure
901 Broad Street
Beaufort, NC 28516
252-728-3261
captbill@mail.clis.com

Secretary / Treasurer

Janice and Ken Gurganus
211 Gloria Street
Greenville, NC 27858
252-355-6974
janicegurganus@sprintmail.com

Past Commodore

John Vander Schalie
2516 Grandview Drive
Clarkston, WA 99403
509-758-0422
jvs@valley-internet.net



National

Now that I am National Commodore, I realize that when I write, I should make my statements on a national level. So when I want to say that the sailing season is upon us, I should note that a good portion of the Association has been into their season for some time now. But the sailing season is upon us, yippee!

It is going to be great getting back out there and starting to search again for that illusive groove. I just hope the go fast fairy's have gotten Joyride's bottom all polished up and ready to go. They have failed to show up the last

couple of winters. If they did not do their thing this year I'll have to do the job myself. Joyride must be in her best form when you folks come here June 9-13 for the North American Championships.

In the last Jibsheet, a member expressed concern about the mainsail problem. He believes that there may be excessive roach on many of the class sails that can meet the new mid-girth rule. This could happen, but not to any great extent I believe. The only way to truly control it is do define the trailing curve completely. The real difference will come with the really old sails. I have an old Clark that is six inches smaller at the mid-girth than my North or my Shore. An inch or two up there is of little consequence. Maybe a square foot more downwind. Six inches is a problem. But if you want to push for more control on the sail, the association does provide a method of making those kinds of changes. Check the handbook and please do not leave the class without trying.

One of the things I have noticed is that the main's performance does lessen a bit with use. Although my nemesis is using a main similar in age to mine, I was giving him more trouble when the sails were new. I think there are people who feel the only way to win is to buy a fresh sail every year. That is not true either, but I am sure the sail makers like to hear it. The only way to win is to prepare the boat the best you can, meeting all the rules. Put up the sails that you think are right and sail the best tactics you can come up with. You do that you will win. No matter who takes home first place, you have done your best and that is what competition is all about.

As for what may constitute unfair doings to the boat or sails, I hope we can all do our part to see that the boats are as equal as they can be. As an association, we will keep trying to narrow the specifications as need be to keep the boats equal.

The last year of the millennium should be a good one for sailing in general. We are seeing a rebirth of one-design racing all over the world. Many new classes beginning. From the Euro Dingy to the One-Design 48, they are going strong. The sailing magazines are full of information on it. In some of the articles, the writers sound a little surprised by it all. Yes, the One-Design 48's do surprise me too. But San Juan 21 sailors have always known that level racing is the most enjoyable way to compete. Our fleet has been active for close to thirty years using the One-Design principles. Many of the others have been active for much longer.

I hope those of you with access to the Internet have enjoyed the efforts that have been put out there to promote our boat. It is doing a lot to bring in new sailors as well as inform those already involved. I have seen a lot of great stuff. I get these very funny e-mails but not a lot of sailing jokes. If you have a funny sailing joke, forward it to me and I will share the best one with the association in the next newsletter.

When you come to the North Americans, be sure to bring along your club burgee. We will have a little exchange and you can take home one of Ninnescah Sailing Associations. Maybe even have a little ceremony. The new club house has a nifty place to exhibit that sort of thing. It would be a hoot.

Allen Archer
 "Joyride" #1450
joyride@feist.com



East

The Midwinters are already here and while I have been to Sarasota several times, I have yet to make a Midwinters. I wish I was able to attend, but family obligations kept me from doing so.

We've got some great early season opportunities for racing and gathering together. Lake Murray Sail Club is hosting Sailfest, April 24 and 25. This regatta is an Open event with usually large classes of Thistles, Santanas, and Flying Scots. A terrific opportunity for the class to show off our class and sportsmanship to other fleets.

There are two other excellent reasons for making the first regatta of the Carolina Series. Reason number one - in addition to

the working class, the Lake Murray Club is planning for a spinnaker with working jib class. Reason number two - the winners will be designated the SC State Champion. Fleet 34 has worked really hard to make this regatta fun and I

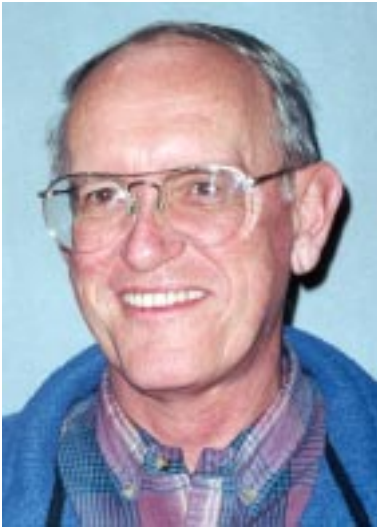
encourage everyone to attend.

Just a brief mention here, the Columbia Sail Club is hosting the Midlands Open Regatta in mid- May. This event has an active working sail fleet for San Juans and a PHRF for the spinnaker class.

The next regatta in the Carolina Series is the Fleet 36 Invitational at Wateree. Along with the Shag party Memorial Weekend, a spinnaker clinic will be offered on the Saturday morning of the regatta. Expect to hear more about that either by word of mouth, email, or brochure. Oh yeah, Wateree will be offering trophies to both fleets.

I am looking forward to the spring racing season. I can't wait to see everyone again. Don't forget to bring your spinnaker.

Zoe Dommel



Midwest

By the time you read this it will officially be spring and we will have already finished our first regatta down at the lake Texoma. Sure hope it's warmer down south. At the time I'm writing this, there is a winter storm warning for southern Kansas and northern Oklahoma. They expect 3-5 inches here in Tulsa and up to 12 inches to the north.

Three weeks ago I was out sailing at Tsalagi in beautiful 75 degree weather with winds at 8 mile per hours and three weeks from now we will be down at Texoma sailing in who knows what. These storms all hit the Pacific northwest and then down our way and we send them out to our friends in the mid

Atlantic states -- some fun. Spring in the mid-west is certainly a interesting time.

While this column is mostly a forum for class business and all aspects of our boats, I think we have ignored one of the most important aspects of SJ21 sailing, the tow vehicle. On slow news days I will feature interesting vehicles from around our area.

A tow vehicle should weigh at least twice as much as our boat or what would be nice is if the difference between curb weight and gross vehicle weight would be close to our boat weight. I have pulled KISS around the parking lot with a 1800 pound Jensen Healey but always expected I would get arrested for stupidity if I ventured onto the highway with that rig.

Some things that would be nice to have: Sufficient horse power or actually we would like good engine torque for pulling at highway speeds and better than walking speed up hills. I did pull the SJ21 back from New Bern with a Mercedes 240D with 62 horsepower. Those smokies are bigger than they look. Brakes that would stop from highway speeds and insure stopping at the correct side of a intersection. We need a well mounted trailer hitch of course and wouldn't it be nice if we had reserve cooling capacity for hot Oklahoma days. My tow vehicle is Mercedes Benz 500SEC AMG, built in Germany in 1984. The guy who purchased it didn't think it was quite done yet so he drove it over to a company called AMG were they modified the suspension and tuned it up a little. A car with the full AMG conversion was featured in Road & Track article "Fastest cars in American" back in 1985. A comment by racing driver Phil Hill "Well this is just about the most wonderful-feeling, pure road car that I've driven at high speeds. It is just incredible to be able to drive around here at 160 mph. or so in complete comfort and safety" -- Well maybe for him. The engine puts out at least 300 foot pounds of torque and horsepower which can be called sufficient. The large anti-lock disk brakes, built in trailer hitch and the hydraulic self leveling rear suspension makes a good trailer towing package. The car will definitely go fast enough to suspect the capacity of the trailer tires to keep up. I did need to remove the front and rear spoiler (see picture). I just couldn't get around the parking lots with the spoiler which was about 2 1/2 inches off the ground. The fact that the cars mechanic, since new, is a Tsa-la-gi member was also important in it's selection as a "practical" tow vehicle.

Bill Dunbar
 KISS #1992
 sailon@lor.jrent.com



West

Hello again to/from the Western Region of San Juaners.

Its mid-March and today's high was 62degrees. The boat is at the marina getting a fresh coat of VC17 and will be ready for action when the season begins in a few short weeks. I took a (motor-cycle) ride around the lake in our dry (well, most of the day) warm weather today. The water level is still down a few feet but seems to be on schedule for a full pool by late April(?). Yes Bill Dunbar, they still drain the water out in the

winter. And yes, we would be happy to take you sailing if you drop in for a visit. For that matter, if any of you find yourself in the Eugene Oregon area, give me a holler and we'll go for a sail. It will cost you all of your secret racing tips though. I need some help to beat the folks in Coos Bay and Klamath Falls. We have a fresh schedule laid out, new events to enjoy, new people to meet and more races to run. I am looking forward to a safe, fun season on the water. Our first event will be our annual All Fools Regatta (scheduled a little later this year) on April 11th. Let's see, there are two 1's in 11 so we will therefore have twice as much "April 1st" fun, right? In years past, we have often had fun, practice a man-overboard (MOB) drill at that event. Seems like a good idea to practice such an important boat handling skill early in the season. Toss that fender over the transom and hand the tiller to you crew. Could your crew come back and pick you up? "How do you stop the boat?" How will you get back into the boat? "Now, where did he say the ladder was?" Now that your are thinking about it, should you maybe be wearing your PFD more often? "Man, that water is cold."

Safety is not an accident. It is important that you and your crew know what to do when someone falls off the boat. See that throwable cushion on the bench or under your tusch? Throw it to your MOB. Don't loose sight of the MOB. If you have crew, assign the constant visual contact to someone. You can't go back to the MOB if you can't find the MOB. Sail back to the area of the MOB's location. Watch your head during the jibe. You can't rescue anyone if you are unconscious. Approach the MOB from near down wind with the MOB on the windward side of the boat. If you put them on the leeward side, you may drift to them but more likely you'll drift right over them. (No thanks.) Ideally, you want to have run out of speed just as you reach the MOB. Don't sail past, or come up short. (This takes some practice.) Now that you have your crew back to the boat, you must get him/her into the boat. Ladder? Dunk and heave? Climb up the outboard (TURN IT OFF FIRST!) Other ideas? Ask around your fleet for local suggestions. Read your sailing magazines in regards to this whole process. I am not an expert. When it happens on your boat, you had better have a plan. "It won't happen to me. And besides, I have a plan." Does your crew know the plan? Think about it. Talk about it. Practice it. Safety is no accident.

Is it time to go sailing yet? I hope it is where you are. Have a safe, dry and always fun season.

Merry Petitclair

#1611, mpetitclair@continet.com

Front Cover: Joe Martin and crew boy Keith Chiswell with the Budweiser girls at Sarasota - photo credit unknown

Calendar

Midwest Region

- April 9-10-11
 - The Texhoma Lake Fest
 - SJ 21 Texas State Championship
- April 24, 25th
 - Grandpappy Point TX
 - Dogwood Classic Regatta
 - TSA LA GI Sailing Club
- May 16, 17th
 - Lake Ft. Gibson OK
 - Spring Open Regatta
 - Windycrest Sailing Club
 - Lake Keystone OK
- June 10-11-12th
 - San Juan 21 North Americans
 - Ninnescah Sailing Assoc.
 - Lake Cheney KS
- July 10-11th
 - San Juan 21 Invitational
 - Carlyle Sailing Association
 - Lake Carlyle, IL
- August 21-22nd
 - Whitecap Regatta
 - Central OK Sailing Assoc.
 - Lake Hefner OK
- September 5-6th
 - C.O.R.N.
 - Ninnescah Sailing Assoc.
 - Lake Cheney KS
- October 9-10th
 - Frostbite Regatta
 - TSA-LA-GI
 - Lake Ft. Gibson OK

Western Region

- April 25th
 - Fleet 2
 - Lake Pend Oreille ID
- May 1, 2
 - Contact: George Guedel
 - Snake River District Championships
 - Inland Empire Cup
- May 22, 23
 - Pasco WA (Leg 1) Contact: Scott Peterson
 - Christina Lake
 - Inland Empire Cup
- July 30-31
 - British Columbia (Leg 2) Contact: John Stevens
 - Western Nationals
 - Lake Huntington CA Contact: Ruth Barcus
- August ?
 - Montana
 - Montana Championships
 - Flathead Lake MT Contact: Wes Vaughn

September ? Snake River
 Tribute Cup Leg 3
 Snake River WA Contact:John VanderSchalie or

Wes Vaughn
 September ? Snake River
 D.O.R.C. 3
 Pasco, WA Contact:Scott Peterson

October 3 Lake Pend Oreille
 Inland Empire Cup
 Lake Pend Oreille, ID Contact:Scott Peterson

Eastern Region

April 24-25 Sailfest
 Lake Murray SC

May 16, 17th Fleet 31 Invitational
 Lake Wateree SC

June 5-6th NC State Championship
 Blackbeard Sail Club
 New Bern, NC

July July 4th Regatta
 Lake Bern, NC

September Labor Day Regatta
 Lake Norman, NC

August 27-28th Eastern Nationals
 Blackbeard Sailing Club
 New Bern, NC

October Hot S' Yacht Regatta
 Lake Hartwell, SC

October 9, 10 One Design Regatta
 Nuese Yacht Racing Association
 New Bern NC

Dates ? Turkey Trot Regatta
 Fleet 59
 Elizabeth City, NC



From the Chief Measurer

I have spent most of January and February in the Caribbean. I have returned to find that my mailbox and my e-mail have piled up in my absence. My apologies to those of you who I should have replied to long ago.

Sid Rousseau has asked me to clarify the “keel gasket specification”. What is class legal and how does the metal keel closure used by some San Juan sailors relate to those specifications. Prior to 1979, the specifications contained the following requirement “...a keel gasket made of a folded piece of 8 ounce dacron will be attached with aluminum

battens. No fairing of the battens is allowed...” In 1980 all reference to what material the gasket and battens was to be made of was removed and the following statement was added. “Keel gaskets that obstruct keel movement are prohibited.” This was a part of a number of changes that were made at that time. (Probably the most significant was the keel angle was changed from 52 degrees to 64 degrees.) The immediate result of the change was that a number of San Juan sailors who were using Flying Scot gaskets made of neoprene were now class legal. A few sailors faired the front batten and a previous Chief Measurer ruled against that. Attempts were made to sew the gaskets together, to put in a zipper, gaskets were made from bicycle inner tubes, and on and on. These obstructed the movement of the keel. I interpreted the rule to mean that I should only have to remove the keel locking pin and then I should be able to wind the keel up and let it back down, period. George Mann’s metal plate allowed me to do that. I disallowed the plate for the first year so that others could look at it, try it and decide whether they wanted to disallow it. I also made a ruling that the keel gasket must allow the cockpit to drain if filled at the same speed as the original cloth gasket allowed. At every national meeting that it has been discussed, the class has chosen not to change the requirements. So, what is the rule? Your gasket can be of any material, any shape, and attachment, as long as it does not obstruct the keel movement and it allows the cockpit to drain water at the same flow as the original cloth gasket. The measurement committee at a sanctioned regatta may require everyone to allow them to raise and lower the keel prior to leaving the dock to assure that you are not using a class prohibited device. And to fill the cockpit to the lip of the companionway and time its drain.

I made a related ruling prior to the Nationals in 1998 that is still in effect and that all San Juan sailors need to be aware of. With the development of better adhesives it is now practical and I believe advisable to attach your gaskets with glue now rather than screws. Until such time as this practice becomes more

common, I have ruled that you must still have the gasket battens on the bottom of your boat in order to maintain a similar bottom profile. At the point where a majority of the sailors are using glue, I will back off of this ruling. Until then or unless the class overrules me you must still have the battens on the bottom of your boat, no matter what kind of gasket you use or how you attach it. Bob Aylings comments on the mainsail measurement ruling deserves an explanation of the rationale behind the decision. The upper roach has grown to such a degree that any decision was bound to be controversial, and at best it would be a compromise. The roach has grown for two reasons. It gives the boat more speed and it helps correct the lee helm. There were as many people against making the upper measurement smaller because of the lee helm as there were for all other reasons. The final measurement was determined because it would include the majority of the sails we measured at all of the races where we measured the mainsails. One inch less would have meant that the majority would have to get their sails cut down, or we would have to grandfather in the measurements which would drag this think out even longer. The class is free to overrule me and set the measurement at any size and change the method of measurement if they so wish. One other related ruling that everyone needs to be aware of. I have add a specification on the split backstay, that with whatever tehsoning device or method used fully released the wire from masthead to stern must not allow the masthead to go further forward than 90 degrees from the waterline.

I look forward to seeing you at the National events this summer.



The Midwest meeting attendees - *photo credit Bill Spens*

***San Juan 21 North Americans
June 10 thru 13, 1999
Ninnescah Sailing Association
Cheney Lake, Kansas***

Sponsored by BOAT/US and Kerr Sailmakers

Location: Ninnescah Sailing Association (NSA) at Cheney Reservoir, 25 miles west of Wichita Kansas.

Rules: 1997-2000 Racing Rules of Sailing as published by the International Sailing Federation (ISAF) and adopted by US Sailing Association, except as modified by the sailing instructions and any applicable San Juan 21 class rules, shall govern this Regatta.

Schedule of Events: *Tentative*

Wednesday, June 9, 1999, 7:00 PM, Sail with club, Optional

Thursday, June 10, 5:00-9:00 PM, Registration and Check-in

Friday, June 11, 7:00-11:00 AM, Registration and Check-in

1:00 PM, Practice Race

7:00 PM, Skippers Meeting

Saturday, June 12, 9:00 AM, First Race, second race to follow

Afternoon, Third Race, fourth race to follow

Sunday, June 13, 9:00 AM, Fifth Race, sixth & seventh race to follow

2:00 PM** Awards Ceremony

** Approximate time -The Awards Ceremony will take place at the NSA Clubhouse as soon as race results are finalized.

Check-In: Upon arrival, all skippers are **required** to check in with Registration to pick up their Skipper's Package including Sailing Instructions and measuring information. Registration will be at the Ninnescah Sailing Association clubhouse during the hours of 5:00-9:00 PM Thursday, June 10 and 7:00-11:00 AM Friday, June 11.

Sailing Instructions: Sailing Instructions will be given to all skippers upon check-in at Registration.

Scoring: The Low Point Scoring System, Appendix A2.2 of the racing rules, will be used.

Send Pre-Registration To And Request Information From:

Allen F. Archer

5710 Rockhill St.

Wichita, Kansas, 67208-1751

Phone: (316) 686-2077

A complete information package will be mailed May 1 to all those pre-registered.

***San Juan 21 North Americans
June 10 thru 13, 1999***

=====

Registration:

Boat Owner/Skipper _____ All Sails _____

Street _____ Working Sails _____

City/State _____ Zip _____

Telephone () _____ Boat Name/Number _____

Fees: Pre-registration before June 1, 1999.....\$50 _____

Registration after June 1, 1999.....\$75 _____

Checks Payable To: Ninnescah Sailing Association



It's hard to read but why does it say *Welcome to the worlds greatest sailing club on the closed gate?*

Bill Dunbar's tow vehicle



San Juan 21 Western Nationals
July 30 thru 31, 1999
Huntington Lake, California
Fleet 3, Fresno, California

Location: At Huntington Lake, 65 miles northeast of Fresno California.

Rules: 1997-2000 Racing Rules of Sailing as published by the International Sailing Federation (ISAF) and adopted by US Sailing Association, except as modified by the sailing instructions and any applicable San Juan 21 class rules, shall govern this Regatta.

Schedule of Events: *Tentative*

Thursday, July 29, 0900-1600 Registration, Check-in and sail measurement
 1300 Practice Race

Friday, July 30, 1100 Race 1 followed by races 2 and 3

Saturday, July 31, 1100 Race 4 followed by race 5

Saturday evening, Dinner and trophy presentations

Social Activities

Potluck dinners Wednesday and Thursday evening

Friday and Saturday evenings, dinner at Lakeshore Resort

For more information contact:

Ruth Barcus 559.855.8877 (h)

559.846.9317 (w)

e-mail: rbarcus@kermantel.net

John T. Baker 559.875.2368

e-mail: JPanadero@aol.com

Full information about facilities, schedules, race instruction dinner, tee shirts, and other pertinent information will be mailed to all pre-registered boats by June 15, 1999. A packet will also be mailed to all West Coast fleet captains.

San Juan 21 Western Nationals

July 30-31, 1999

Registration:

Boat Owner/Skipper _____ All Sails _____
 Street _____ Working Sails _____
 City/State _____ Zip _____
 Telephone () _____ Boat Name/Number _____

Fees: Pre-registration before July 15, 1999.....\$35 _____

Registration after July 15\$50 _____

Checks Payable To: San Juan 21 Fleet 3

Mail to: John T. Baker
 3762 N Madsen Ave
 Sanger CA 93657

Fleet 1, from the Keel Pin

February's meeting was held at Boater's World in Tacoma, thanks to Dave Post. Dave gave a very informative seminar on GPS. A short meeting followed and some of us adjourned to the Red Robin for refreshments. My guest at the meeting was Chris Pope, who has been in this country only five months. Chris is from Australia and has just bought a San Juan 21. He is working on it at home and hopes to get on the water with us. Welcome Chris.

We still need a membership chairman. So please call me if you are interested.

Willy Gravely says that the San Juan cruise is all he going to do so I need some input on other cruises. Any ideas about where to go and when?

One of my first contacts with the San Juan 21's was when the fleet passed me in light air on the way to Poulsbo. I was sailing a San Juan 26 at the time, and they went off and left me wondering what I was doing wrong. One good way to build the fleet is to get out and be seen. These are neat boats and we always attract interest when we are at regattas, so lets have some ideas about where to go and when.

By the time you read this we will have had our first Learn to Sail, Learn to Race program at Gene Coulon Park in Renton. I am hoping for a good turn out even though the weather is iffy. I feel one of the strengths of this fleet is the willingness of the more experienced sailors to help the less experienced. There is a tendency to be timid when one first gets on a boat, this probably saves some lives. One of the truly unique features of owning a San Juan 21 is that it comes with a built in support group. Come out to the races if you miss the Learn to Sail programs and we will see that you get some help. I owe a lot of people who helped me when I first started sailing and the only way I know to pay them back is to help others.....

Gene Adams PGS Juan 2601

Fleet 2, Spokane and the Inland Northwest

Skiing was great this winter but it's time to get the racing season going. We have all been busy on the Internet this winter enjoying Jim Hubbard's Bulletin Board, and the great conversation over the listbot mail service. (You can register on the Inland Northwest web site.) We have attracted new members not only to our local fleet but fleets across the nation with our and other Sj 21 web sites. We would like to be among the first to welcome back Fleet 28 from Calgary Alberta. We will join them as well as sailors from Washington, Idaho and Montana, at Christina Lake in Southern British Columbia. Christina Lake is located just North of the American Border about 3 1/2 hours from Spokane Washington. I can't tell you how much we enjoy sailing with our neighbors to the North.

Other regattas for Fleets 2 will be a warm up race at Lake Pend Oreille in North Idaho April 25th and the Northwest District Championships on the Snake River in Pasco Washington on May 1 - 2. We will join Fleets 10, 52 and others for some great river racing. It's always challenging when the winds turn light and the current pushes you the wrong way. With the snowpack being so high the water will be running faster than normal if we get a long warm spell.

Racing in the Northwest is competitive with many racers having won or placed in National Regattas but our main goal is to have fun, encourage new sailors, drink a few beers and talk, talk, and talk some more about sailing. Very few protests will be seen in any of our regattas. Turns are done on the water or friendly conversation on shore is used to avoid having protest hearings. The point is, the "Corinthian spirit", means a party after the race with everyone there, race results are not held up for hours, and no one gets angry with fellow sailors.

Along with the Internet, and e-mail, we have found success meeting new members through bowling, skiing, and laser quest activities that the entire family can participate in. All of our members now have e-mail and we are able to communicate much more effectively. Much of our "business" can now be done with participation from all members at their convenience via e-mail.

Information can be found about local and National Regattas on our web site as well as a host of other Sj 21 sites across America and Canada. The San Juan 21 has an incredible web presence second to no other one-design fleet. If you have a computer be sure to check one or all of these great sites. You will find a listing of these sites as well as many more on the Sj 21 and Inland Northwest Sailing and skiing page. On these pages you will find information on e-mail addresses, where to buy sails, how fix your boat, the Sj 21 manual, regattas, who won and who didn't, and much, much, more. Take advantage of all the new technology and join in, it's easy.

Gary and Jeana Van Dusen

<http://www2.thefuture.net/vandusen>

The Fresno San Juan Fleet has selected the **Western National's** date of Friday and Saturday, **July 30-31**. We avoided the annual regattas already being held at Huntington and had to wait for the blessing of the U.S. Forest Service. We tried to avoid the week-ends of other West Coast regattas and avoided the August rush at Huntington Lake. Hopefully it is a good time for your fleet.

I have enclosed some preliminary information.

1. **Housing:** Because of the popularity of this lake in the summer time, housing can be difficult to find. Make reservations soon. We would be glad to help.
 - A. Cabins These can be rented after April 15 at 1-800-987-7368. This is a property management company in Shaver Lake. Most of the cabins are at Shaver which is 30 minutes away, but they have some at Huntington too. Another possible company is on the Internet @ <http://www.shaverlake.com>
 - B. Camping The order of preference is probably Deer Creek, Catavee, Rancheria, and then College campground. You could contact Charlie Betts @ 559-229-6145 or Marvin Crum @ 559-638-4021 with any questions. Reservations are made @ 1-800-280-2267, the National Forest Reservation Center. The cost is \$15 for a single site and \$30 for a double (per day)
 - C. Huntington Lake Condos They are very nice and are very popular. There are one, two, and three bedroom condos. Some are rented by more than one family to save on cost and to allow for "bonding". The cost ranges from \$95 to \$125 dollars per day. They are 2-5 minutes from the regatta site, some have views of the lake. 559-893-3384
 - D. Lakeshore Resort These are closest to the lake but more rustic than the condos. The cost ranges from \$55 to \$110 per day. They are within walking distance of the regatta site. 559-893-3193. FAX 559-893-2193 PO Box 197, Lakeshore Ca. 93634
 - E. RV Park @ Lakeshore Resort is \$22 pre day and 2\$ for each additional person. 559-893-3193
 - F. Tamarack Lodge These are studio type apartments, with or without kitchenettes. The price is \$60 for double occupancy

and \$10 per extra person (\$50 M-Th). These are not lakeside and are about 10-12 minutes away. They are very nice people. 559-893-3244

2. **Towing:** If anyone has a low powered vehicle and and is concerned about climbing the mountain, we are close by and willing and able to be of assistance on any day the week before the nationals.
3. **Boat mooring:** There are slips available although many of us anchor off shore and have shore boats available.
4. **Boat storage:** We can store boats before or after the Nationals to allow for travel.
5. **Activities for non racers** at Huntington include the following:
 - A. Walks to Indian Pools, Rancheria Falls
 - B. Wildflower hunting, Forest ranger tours
 - C. Horseback rides (long and short), backpacking
 - D. Mono Hot Springs baths and mud baths
 - E. Fantastic fishing at three different lakes
 - F. Watching the races that are right off shore
6. Some of **California's attractions** or distractions are:
 - A. Yosemite/ Giant redwoods of Kings Canyon National Park or Sequoia
 - B. Magic Mountain/ Marine World
 - C. SF Fisherman's Warf/ Presidio/ Museums
 - D. Carmel/ Monterrey (shopping and beaches are great)/ Monterrey Bay aquarium
 - E. Hearst Castle/
 - F. Gold country
 - G. State Capitol/ Old Sacramento
 - H. Giants vs. Cinn/ Dodgers vs Cinn (Go Blue)
 - I. Disneyland/ Knott's Berry Farm
 - J. Universal Studios/ Warner Brothers Studio/ NBC Studios/ Hollywood and Vine
 - K. Many, many, many, many golf courses
 - L. Museums of all sorts
 - M. Antiqueing

If you have any questions about reservations or would like

additional information on the California attractions, please let us know. We are looking forward to lots of great sailing and visiting with new and “old” friends.

As soon as we know you are coming, we will send you an information packet. You can respond to rbarcus@kermantel.net or 32376 Lodge Rd. Tollhouse CA 93667.

Well folks, preparations are under way for the upcoming event. Fleet #8 will attempt to have all local participating boats weighed and measured prior to the regatta weekend. We are also putting together a list of local sailors which are willing to house out of town participants. Availability will be limited so if you are coming to New Bern for the regatta contact us as soon as is possible. The races will be held in the vicinity of Blackbeard Sailing Club either in the upper Broad Creek or the Neuse River whichever affords us the best conditions. The decision will be made by race management officials prior to the skippers meeting. The planning committee has decided to have the boats divided into working sails and jib spinnaker classes. Hopefully, this will result in as competitive a series as we enjoyed at Lake Norman last year. Just a note of caution, you might want to make your own mainsail measurements prior to coming to this years regatta to insure compliance with the new roach measurement allowance. More information regarding e-mail links and race specifics will follow in the next Jib Sheet. Until then please direct any e-mail comments to me.

Mike Harrison <mkharrison@cconnect.net>

Could you please add Fleet 28 to the list of fleets inside the back cover. The only thing that’s really new is our website for the fleet at <http://www.cadvision.com/nollind/sanjuan21/> I think that as our racing season starts (May 0 September) we’ll be able to send you some content about local happenings.

Nollind van Bryce 1628 - Reggae
e-mail: vanbrycn@cadvision.com web:

VIGNETTES FROM THE ILLINOIS

Today is July 9, 1997, day-three of tripping 82 miles of the Illinois Waterway from Channahon to Henry, Illinois. The boat is BOCA, an unmasted San Juan 21 sailboat, the motor is a six-horsepower outboard named Ole. Perhaps 50 yards to my right, on the north bank at LaSalle, the Illinois and Michigan (I&M) Canal route of long-ago joins the Illinois River. This canal bank looks like an industrial trash dump . . . half-sunken barges, junk. A mess, but there is a story here.



Mile 223 0900

FLASHBACK

In the 1830s, just 18 years before the canal opens, a Fort Deposit near LaSalle is a supply and staging point for the military force trying to find and fight Black Hawk in the wilderness to the north. Proverb of the I&M construction days (1830s-1840s): “three things required to build a canal:—mud, a shovel, and an Irishman.” Indeed this technology pushes the canal from Lockport to LaSalle—and the the majority of the laborers are Irish, though Scandanavia and other western Europe groups are also represented. All look for something better than the deplorable situation in their old homeland—but this new land isn’t paradise. Flu, typhoid, dysentary, cholera, and malaria kill and cripple. An English writer visits the canal construction camp at Utica and terms conditions “repulsive,” and they are . . . both for workers and their families. At one time a gill of whiskey per week is the malaria preventive. Flags, speeches, and music open the I&M in 1848. Cargo of every sort arrives by steamboat, wagons, and canoes. Varicolored and sweating men curse, each in his own language, and load 100-foot canal boats. Whips crack, men yell, and mules surge into harness. The boat moves, beginning a 97-mile journey through 15 locks, aqueducts over the Fox River and other streams, to

Lake Michigan with the final 5.5 miles on the Chicago River. New Orleans sugar and other goods from the I&M reach Buffalo, New York in early 1848. There, connecting with the Erie Canal-Hudson River Route, the cargos move on to New York City!

Free flowing commerce on a fresh water route through the heart of the growing United States! This New Orleans to New York route opens markets. Chicago becomes (and remains) a trade and financial center. After almost 200 years, a canal boat covers distances in 24 hours that once consumed weeks—and this stimulates local commerce as well. The rich crops and other products of the midwest move throughout the United States . . . and the world. Business booms, land values soar, population explodes.

LaSalle's trashed canal site is not typical of all the I&M route of today. This route is now a National Heritage Corridor of 322,000 acres that celebrates the canal and the men who built it. Some original structures exist, and a few canal segments are cleaned up and rehabilitated. Showplaces at Lockport, Joliet, Ottawa, and other locations celebrate and educate about the I&M significance for Illinois development. And, hiking and biking trails weave throughout the corridor. But the I&M heyday lasts only a short while—it takes railroads only six years to appear and take most of the passenger revenue. Despite a steady decline in fortune, the canal lasts until 1933 when the Illinois Waterway opens.

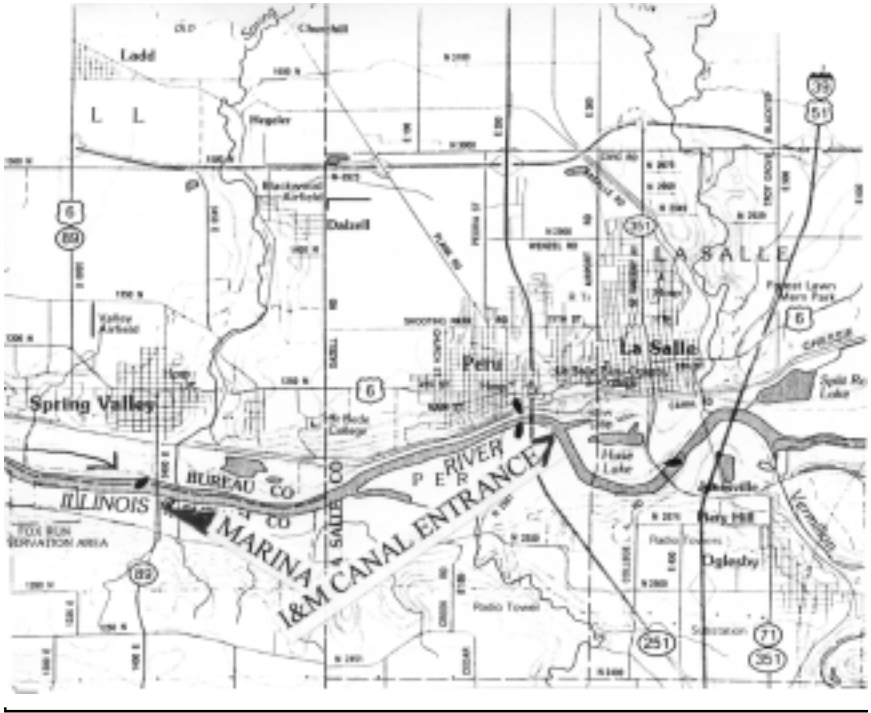
Mile 218 1000

We tie off at the Spring Valley Boat club at the foot of a bridge leading to Spring Valley. Facilities: clean restroom when the bar is open, some ready-made sandwiches, a chance to stretch legs by walking around the club grounds...Then a relaxing afternoon and quiet night.

As I police up after breakfast an elegant black Cadillac slowly approaches and parks near the gas dock, maybe 20 feet from BOCA. When parked, an older gentleman (that's how we old geezers describe each other) in blue jeans dismounts, extracts a container of worms and a \$10 fishing pole from the trunk, and settles at the gas dock to fish. We talk a bit—he brags that he scoots off to fish while his wife sleeps late. I explain that my wife is probably murdered and brutally dismembered somewhere along the highway . . . that I'll find out for sure today . . . and that I'm headed for Henry.

So, male-bonding rituals complete, I offer "Catch them all," he comments "Safe voyage—wish I could go with you," and at 0600 "Ole" pushes us out of the harbor. We turn left, downstream, under the bridge and within 50 yards meet a wall of fog that may hide a thousand barges lusting for a tasty 21' boat as an after-breakfast snack.

Ouch!



Sunrise over Sarasota



Friendly Folks! Spokane Washington

One of the joys of traveling and being a San Juan sailor is that you can find friends in almost any city. This is especially true in the southeast or the northwest! Spokane, Washington is one such city. Traveling affords me the opportunity to see many cities - some large and many smaller. I have seen lively sailing scenes and I have seen marinas dying and sailboats abandoned - and try to find a sailor in the winter-forget it! Such is not the case in Spokane. Some of my Internet buddies answered my query-did we have any San Juan sailors in Spokane? The Van Dusens quickly responded quickly and I arranged to meet with them on Sunday evening. Little did I know they would throw a big dinner party with nearly ten people! And on a Sunday evening! Jeanna even picked me up at the hotel!

We started with introductions and quickly went into a San Juan conversation. I finally got to meet Captain Randazzo! After some really interesting video of various Western Nationals, we sat down to a great meal. The conversation was great, as was the food. My only regret was that I was a week late for the bowling party that the fleet had hosted. Maybe next year!

After cleaning up, we finished up with some photo ops and said our goodbyes. The group there was really great, and they really went all out! I didn't even mind the cold! They arranged a ride back downtown for me. The wonderful folks at Spokane made a boy from North Carolina fell right at home in the Northwest! Thanks!

The next time I go "on the road" you can bet I'll make another Internet Inquiry! You never know what you'll find!

Mike Robinson, POB 849, Clemmons, NC 27012,
mrobinson_8@compuserve.com, 336-940-5260

(I thought this was a very interesting topic so I ask Sam to contribute what he had found out. I also asked Fred Rehm, Gene Adams and Bill McClure to chime in with what they remembered the Clarks doing. - ed)

The Numbers Game by Sam Trickey (sail number 1294, “El Gato”)

Back in Feb. 1999, Jay Sawyer asked, on the Listbot (sj21@listbot.com) how to determine the proper sail number for his boat. Quite a sensible question if you are about to order sails. Equally sensibly, he’d tried to deduce the sail number from the Hull Identification Number. The result, however, immediately rang bells for many of us; a sail number in the 2000’s can’t be right for a boat built in 1975. Shortly David Hyman pointed out the existence of a treatise on decoding Hull Identification Numbers on the web at <http://boatsafe.com/nauticalknowhow/hin.htm> .

Now it is not totally accidental that my boat is named “the cat” (in Spanish). As with cats, curiosity gets the better of my self-restraint with considerable frequency. For reasons I cannot explain, I’ve been accumulating SJ21 HIN’s and sail numbers on a haphazard basis since buying 1294. So the moment I looked at the “nautical knowhow” HIN article I knew there was something peculiar going on with SJ21 HIN’s; the ones familiar to me don’t match the sail numbers in any obvious way. As a theoretical and computational physicist, I speculated that with some data we could sort out the relationship between sail numbers and HIN’s. I posted a query to the listbot and started a list. (By the way somebody asked why we need to seek these data when the class has them. Sorry, but as long as I’ve had 1294, the class has never asked me its HIN, only the sail number. If the class has HIN’s it is news to me.)

Well here’s the list.

SJ 21 Hull, Sail Number, built date, factory (E,W; best guess) list

Last updated: 10 March 1999 (SBT)

Sail No.	Hull No.	Type	Built Date	E/W	Current Owner
0329	I	72	??		
0379	SCZ253AD0379	I	72		(Prev. M. Robinson)
0429	H51117A772__	I	72		B. Sanders
0669	CLK006690773	I	Jul. 73	W	G. Guedel
????	CLK214340174	I	Jan. 74	E	S. Austin
0701	CLK215330474	I	Apr. 74	E?	E. House (data: Kendrick)
0922	CLK215360674	I	June 74	E	S. Kendrick
1096	CLK217311174	II	Nov. 74	E?	??? (data: Kendrick)
1118	CLK217141074	I	Oct. 74	E	??? (data: Trickey)
1150	CLKC11500675	I	June 75	W	S. Toney

1217	CLKE12170375	II	Mar. 75	W	G. van Dusen
1294	CLK217070575	II	May 75	E	S. Trickey
1324	CLKE12220375	II	Mar. 75	W	B. Hornett
1379	CLK212460775	I	Jul. 75		J. Sawyer
1477	CLK218921175	I	Nov. 75	E	M. Chesser
1553	CLK212120276	I	Feb. 76	E	P. Reddy
1556	CLK211100176	II	Jan. 76	E	??? (data: Trickey)
1628	CLKE16280576	II	May 76	W	N. van Byce
1684	CLK215100476	II	Apr 76	E	D. Hyman
1694	CLK217370576	I	May 76	E	M. Robinson
1731	CLKE1731M77_	II	77	W	N. Adams
1898	CLKE1898_77_	II	77	E	D. Longhini
2037	CLKC2037M78D	I	78	?	C. Lenfestey
2059	CLKE2059M78F	II	June 78	E.	Dan __??_
2093	CLKE2093M78M	II	?? 78	E	??? (data: Trickey)
2098	CLKE2098M79A	II	Mar? 79	W	M. Grandstaff
2418	(?69?)CLKE2418M81A	II	81	E	W. Miller
2527	CLKE2527M82A	II	Jan. 82	E	??? (data: Trickey)
2552	CLKE2552M83D	III	83	W	K. Jacobson
No sail numbers confirmed; likely 1893 and 2166 (data: Kendrick)					
	CLKE1893M77F	II	1977		T. Shaw
	CLKE2166M790	III?	1990?? 79		more likely SBT ???

First some detail. For SN 0429 (SN means Sail Number and I put in the leading zero to avoid confusion) there appears to be a digit missing, hence the underscore. Same goes for SN 1731 and 1898. SN 2418 has sails that say “69” but the current owner is convinced that those numbers are the result of waggishness on the part of the previous owner.

OK, now for patterns. Notice that the SN’s that I’m using for break-points almost surely will change as we get more data.

1. Through SN 1217 and resuming at SN 1628, those boats that have HIN’s in the CLKC or CLKE pattern also have the SN as the first four numerical entries (after CLKC or CLKE) of the HIN.

2. The data are scarce but it looks as if before 1975, the CLKC/CLKE format was for Western-built boats and the CLK21 format was for the Eastern ones. Again the data are sparse but consistent with I’s being CLKC and II’s being CLKE.

3. The boats with HIN’s in the CLK21 pattern do not show any obvious relationship (that I can see) between the three digits after the “21” and the SN. I’d like to believe, for example, that somehow the CLK21 numbers are related to Eastern plant production volumes. However, some quiet reflection on the HIN’s for SN’s 1096, 1118, and 1294 (my

own boat!) rather quickly makes that hope seem vain. Several people have speculated (based on what they know about Clark factory practices) that blocks of HIN's were assigned to the Eastern plant and that numbers in those blocks were associated with SN's on a rather casual, perhaps unsystematic basis.

4. From SN 1731 onward, the system is straightforwardly the CLKC/CLKE plus SN plus date code.

So, we need more data. My email is trickey@qtp.ufl.edu and postal address is 723 NW 19 St., Gainesville FL 32603. Thanks to all who have contributed thus far.

Cal, The way I remember it - The two factories (Seattle and New Bern) were issued small blocks of numbers, like ten numbers. They assigned the numbers (official sail numbers) in numerical order as a boat was rigged. When the numbers were used another small block of numbers would be issued, etc etc. The two factories made boats at about the same rate. The hull number is entirely different. The number imbedded in the transom is a hull number, not a sail number. The hull number tells you that the boat is a San Juan 21, a numerical manufacturing number, and the date of manufacture.

The Sail number was issued when a hull was rigged for sale. The assigned sail number is stamped into the horizontal plate that seals the backstay chain plate where it emerges from the transom.

A good person to ask concerning this type of information is Jerry Williams. Jerry was plant manager of the New Bern Plant during the frenzy manufacturing period of 1973 - 1980. Jerry lives in Knoxville, sails a San Juan 21, and is a member of the Association. His work tel is 423-674 7000 and his home tel is 423 671 3744.

Regards, Fred Rehm

Cal: All sail numbers are the same as hull numbers. Any boats with sail numbers different than hull numbers have either bought sails from other boats or borrowed sails from other boats. Gene Adams
In wilderness is the preservation of the world... -Henry David Thoreau

I'd like to see a discussion started about the San Juan 21 class rules here on the list. Here's why...

I just finished reading the Feb/March '99 Jibsheet newsletter and there were a couple articles (pages 22 and 23) that got my attention. The SJ21 is a one design boat. It is what it is. It's not a Melges. Changes to sail size and keel gasket material depart from one design philosophy.

Before sailing the SJ 21, I raced Fireballs. Here is a real example of how changes within a fleet negatively impact participation. A few years ago, some bright bunnies realized the hull shape could be modified to create a flatter (and therefore faster) hull, all within the class rules. These boats were faster and they effectively split the fleet in two. This meant that all sailors wanting to remain competitive had to buy/build a new hull. Similar to the point raised in the Jibsheet article about decreased participation, this change to the hull within the Fireball class meant sailors were less likely to travel to larger regattas where they would be competing against boats that would beat them based on technology and not necessarily skill.

Another example is the Laser. It is an incredibly successful racing boat because when you win, it means that you beat the other sailors on your skill, not because your boat was better. For me, the defining criteria of fleets that last over time is that boats created years apart can compete against one another equally.

In the San Juan 21, we all sail with the same maximum speed of 5.5 knots, and the determining factor of winning a race is skipper/crew skill. As the skipper of a winning boat I know I feel a lot better competing against equal boats. If I installed a metal keel closure and won, other skippers would be quick to point out that they lost because they only have mylar keel gaskets on their boats. As a win that would feel pretty hollow.

I joined this fleet because of the camaraderie of the people in the class, and the equality among the boats. I'd like to see those amicable feelings continue to be the focus of the fleet so that when we get together at the end of a day's racing over a beer, we talk about the good close FLEET racing, not how my equipment beat yours. I'll modify deck layout for my sail controls making our boat easy to

operate, but fundamentally the boat remains a SJ 21.

Getting a discussion going about this is important. We each need to make a decision about the kind of fleet racing we want to participate in and for those who want a faster boat, they'll need to race a Melges and just cruise in the SJ 21.

When you are replying to this, don't attack the technical correctness of the points I've raised, this is a matter of philosophy, specifically, "what kind of fleet do you want to sail in"

Nollind van Bryce 1628 - Reggae Fleet 28 <http://www.cadvision.com/nollind/sanjuan21/>

Nollind:

I couldn't agree more on the main point of your note...we need to restrict changes to where they are no made willy nilly and without regard to the long term good of the class. I do not want us to be a development class...we are not strictly speaking a one design either (witness the Mark I, II, III racing together)

We have added (in my opinion) some good changes over the past decade...I fought the traveler and adjustable backstay, but they have prevailed...and been good for the class, I believe. I argued in favor of minimum boat weights because I believe that this does promote "level" racing...(of course I would like to have seen a 1500 lb min<grin >)

We cannot restrict all evolution, but we must allow it carefully and after long consideration as to the long term consequence on our class. If something makes us safer, that is a no brainer...If something can enable more people to sail competitively, that certainly deserves consideration...more "go fasts"...I am not sure about that!
Mike R MRobinson_8@compuserve.com www.triadtraining.com
PS-don't know that I agree with the Laser example...standard boat, yes, but.....from what I have seen they have many people who push the bounds of sportsmanship and "knetics" with their rocking, ooching and sculling.... about as far as possible...

New sail measurements:

I was a little concerned after reading Bob Aylings article in the last Jibsheet, on the new sail measurements. So, I did some checking on my own, and confirmed for myself that our Chief Measurer is, once again, correct with this ruling. The assumption that we'll all have to buy "larger" sails, is without grounds. Actually, my "three year old" main will have to be cut back in size.

But, lets get back to my own tests, on my sails. I have a set of "North" sails, bought in the early 80s, and a 3 year old "North" I bought, used, last year. I set up my measurements on the floor and started laying out sails. My "old" North main, measured properly within both the 12 foot mark and the new 6 foot mark, with app. 1 inch to spare on both measurements. This main does not "hang" on the backstay either, and despite its age, its still my choice in light to medium air. (Took a 5th place in working sails at our 1996 "North Americans" in a very competitive field.) Not to bad for an "old" sail.

Now for the 3 year old, North main". This sail hangs up on the backstay on every tack! It is also 1.5 inches "OVER" size on both the 12 ft. and 6 ft. measurement! I'll actually agree with Bob, on the upper batten position, at 4 ft. down, as this is way out in "left" field. This is the point that "hangs", at the "longer batten". However, after talking to our local sailmaker, about cutting this sail back to class rules, he pointed out the newly cut line on the leech, will "force" the measurement at the batten area to conform to the sail shape and come in also. He also recommended the batten be shortened instead of just moved in, as this would affect the shape in the luff area if moved. I couldn't agree more, and this will be done shortly. I'm looking forward to being able to tack and race, instead of fiddling around with the "hanging main".

In conclusion, are we allowing "larger and larger" sails? absolutely not! We have put in a measurement, (that we did not have before), to limit the size of our main sail, back to a reasonable size, again. As in my own case, larger sails will have to be cut back, and sailmakers will have a better guide to keep all sails the same size. This is what "one design is all about. Lets give it a chance to succeed.

So, I applaud our chief Measurer, for a difficult decision that should put a handle on sail size. I'm quite aware of the many long hours he put in on this and the input he asked and received from a lot of sailors and sail Aker—
Ken Gurganus
2570

For Sale Mark I S/N 1112 Ready to sail - planes easily. 8 hp Johnson outboard, Fleet Cap'n Trailer, kick-up rudder, eez-in motor mount, s.s bow pulpit, original Clark main and jib, North storm jib, fairly new Ulmer genoa, other usual complement of gear and stuff. \$3500
Contact: Nat Schwarz 215.946.4428 Fx 215.949.9941

For Sale - Clark San Juan 21 Mainsail and Sailbag. \$30 First in Eastern Nationals '77. Retired in 1980 Little used since then.

For Sale - Mk I, very good condition, new cabin windows, no dry rot, light weight hull, North main and jib, upholstered berth cushions, kickup rudder, spring assisted motor mount, Fleet Cap'n trailer, whisker pole etc. Ready to race \$3300 Contact: Fred Rehm 803.432.4301 fredrehm@rocsoft.net

FOR SALE 1976 MkII All Sails Equipped Fully equipped for racing and cruising. excellent winning record. North Sails, 4hp Mercury, Fleet Capt Trailer, Custom Acrylic Cover. Contact Fred Rehm 803 432 4301 fredrehm@rocsoft.net \$ 4,300 firm

For Sale 1978 MkII S/N 1989 No dings, cracks or wrecks. Boat in excellent shape and race ready. All you have to do is launch and go racing. New tires, springs, bunk coverings, and front dolly wheel on a Fleet Captain trailer. Comes with cushions, anchor, paddles, life jackets, flares, whisker pole, harken trawler system, jib winches, backstay adjuster, compass, running lights, outboard bracket, class legal hinged keel gasket and some spare parts. Hull Red/Orange with off white deck. Just spent over \$700 having bottom redone and one coat of VC Offshore teflon paint. Selling because of knee problems and inability to find a permanent crew (except my dog Bonner) \$3700 or best offer. Chuck Thompson 252.441.4871

Evan Ann is for sale. **1974 MkI S/N 80** in very good condition. Hull is perfect and gelcoat is unmarred and free of defects. Restored woodwork and new oak cabin partitions. Genoa and North Jib. Evinrude 3.5 hp on a spring mount. Trailer in excellent condition. All for only \$2250. For this low price why not review our ten minute video. If you like her and live withing 400 miles of Huntsville AL we'll even deliver Evan Ann for free. Contact us at 256.461.5466 or www.terry.e.shirley@boeing.com.



Bill Kessler and crew accepting their 1st place trophy

The midwinters at Sarasota this year were attended by 6 San Juans. Four from out of town and two locals. (I hope this poor showing down south means people are coming to the North American Championship in Wichita). The weather was fabulous, especially considering how cold and rainy it was last year. Sunny sky, temperature in the low 80's and winds perfect at

10-15. Friday practice saw only the 4 out of town boats on the course. In the first race Joe Martin and Keith Chiswell on Bottom Line lead from end to end. Ford and I traded places a couple of times and Jay Harrel and his dad, Jim seemed not to be able to get their boat moving. Bottom Line dropped out of the second race to go find parts for their trailer and we turned around on the 1 beat to sail along side of Jay to see if there was anything obvious keeping him going slow. Friday night dinner was at Mamma Onesti's, a great Italian restaurant on Tamiami in Sarasota. You can smell the garlic from the parking lot. After dinner Joe, Keith, Keith's sister Kim, Bill Coulson and I walked across the street for a little miniature golf. Joe started off with an unbelievable hole in one while his faithful crew ran to the Win Dixie for a 12 pack of beer. Joe's scores went down from the beginning and he finished 9 over for the evening. The management was polite but firm about our not returning. Saturday dawned to thick fog and we have to wait for the afternoon sea breeze to get to racing. The first race started with a pack at the pin end and three boats being called over early. Bill Kessler, may have developed a slight hand tremor but you sure can't tell from the way he drives Sangomon. Racing was tight with all boats staying very close. Jay must have made the right adjustments because he kept right up with all the other boats. Sunday the

breeze was up early and we got two more good races in. With the DNS for being over early on the first race for second was a battle with John Aufhammer coming on in the last race to 2nd putting me in second one point ahead of Bottom Line. The Budweiser girls helped hand out the trophies as depicted on the cover and above. Joe made me promise to be kind about this article, Leslie would be sure to read it. The final results were as follows:

1004	Bill Kessler	1	1	1	1	4
2003	Cal Guthrie	2	4	3	4	13
1559	Joe Martin	7	2	2	3	14
2183	John Aufhammer	7	5	5	2	19
1850	Ford Miller	7	3	4	5	19
1257	Jay Harrel	3	6	6	6	21



Bill Kessler obviously enjoying the trophy presentation



Cal Guthrie with crew, Bill Coulson

San Juan 21

Class Association

Association dues are payable January 1, each year. You are NOT a member if dues are not paid. Please use this form.

Dues Form

Name(s) _____

As they appear on the membership card

Address _____

City

State

Postal Code

Telephone _____ e-mail _____

Fleet # _____ Sail # _____ Boat Name _____

Category:

_____ Active Member: Either an owner or regular skipper \$20

_____ Associate/Sustaining Member: Former owner, friend or just interested in supporting the class \$15

_____ Co-owner: Shares ownership in a SJ21 with another person

Senior owner - \$20

Junior owner - \$15

All memberships include receiving bi-monthly copies of class magazine, JIBSHEET

SJ21 Embroidered Patch \$2.50

_____ Contribution to the Publicity Fund to support SJ21 Class advertisement, etc.

_____ Total Enclosed

Send to: Ken Gurganus
211 Gloria St.
Greenville NC 27858

FRED REHM *Sailboats*

1900 NORTH LANE • CAMDEN, SC 29020 • 803-432-4301 • FAX 803-432-4301
E-Mail: Fred Rehm <fredrehm@rocsoft.net>

HARDWARE

SHIPPING & HANDLING INCLUDED IN PRICE

Backstay Adjuster Kit.....	\$ 92
Boom Gooseneck Assembly.....	\$ 28
Boom Gooseneck - Mast slide only.....	\$ 15
Boom Gooseneck - Aluminum casting.....	\$ 15
Keel Cable.....	\$ 15
Keel Gasket Set Specify 2.5" or 3".....	\$ 26
Keel Winch, Clutch Drive.....	\$ 80
Keel (Cable) Block.....	\$ 27
Rudder Pintles (Set).....	\$ 22
Traveler System Kit - Mid-Cockpit (Harken).....	\$265
Trailers, Mast, Boom, Stays, Spreaders.....	Phone for Quote

SAILS



THE LEADING SAILMAKERS OF SAN JUAN 21 SAILS

Always in the Winners Circle
Excellent Quality
Competitive Prices

Write, FAX, Phone, E-Mail for Quote
803.432.4301 <fredrehm@rocsoft.net>

APRIL/MAY'99

Fleet	Contact	Address
1	Randy Padilla	8217 145th St NW, Gig harbor, WA 98329-8187 206-884-3690
2	Gary Van Dusen	3403 W. Queen Pl., Spokane, WA 99205 509-326-3661
3	Ruth Barcus	32376 Lodge Rd., Tollhouse, CA 93667 209-855-8877
4	Doyle Powell	541-779-6012
7	Dixon Duffett	4428 Naoma St., Fairfax, VA 22030
8	Mike Harrison	2139 Perrytown Loop Rd., New Bern, NC 28562 919-638-1803
9	Cathie Hodgson	2197 S. Jefferson, Sarasota, FL 34239 813-953-2495
10	Rick Ashworth	1204 Perry Loop, Kennewick, WA 99336 509-783-6784
11	Kelly Holmes	PO Box 514 Greenwood TX 76246 940.466.3119
24	Merry Petitclair	1755 Brentwood St., Eugene, OR 97404, 541-689-9209
25	Roy H. Lewis	22 Queen Ann Ln., Wappingers Falls, Ny 12590 914-226-8508
26	Steve Bauer	4450 Clausen, Western Spgs, IL 60558 312-246-0139
27	Shelby Freeman	1700 Calico fte, Aktic Beach, NC 28557 919-247-0545
28	Nollind van Bryce	2816 - 7 Ave NW Calgary, Alberta, Canada T2N 1A9 403-270-3052
29	Ralph W. Jones III	7707 Avonwood Court Orlando, FL 32810
30	David Lilly	107 Mamie Lane, Jamestown, NC 27282
31	Tim Ballentine	1005 Hoflowtree Coururmo, SC 29212 803-732-6557
33	Charlie Davis	6988 Sprucewood Ct, Cincinnati, OH 45241
34	Margaret Alexand	5334-B Castle Rock Farm Rd, Pittsboro, NC 27312 919-742-1137
36	Zoe Dommel	502 S. Bonham Road, Columbia, SC 29205 803-771-0315
38	Nina Ann Stokes	1221 Green Valley Rd., Winston Salem, NC 27106
42	Andy Lay	4623 E 57th St. Tulsa OK 74135 918.488.0387
43	Paul White	29134 S Ellensburg #27, Gold Beach, OR 97444 541-247-0413
46	Ron Cecchi	13 10 Bambury Ct., Redding CA 96001 916-246-3464
48	Cal Guthrie	24 N. Pennsylvania Ave., Belleville, IL 62220-3952 618-236-2363
49	Ted Azbill	8851 Beckford Dr., Indianapolis, IN 46234 317-271-8240
50	Charlie Cushing	2006 Palifox Drive, Atlanta, GA 30307 404-373-4236
51	Jim Lawson	731 Arrowhead Road, Klamath Flis, OR 97601 541-882-1141
52	Wes Vaughn	1920 13th St., Clarkston, WA 99403 509-758-9329
53	Bill Apt	111 Yew Street, Bellingham, WA 98226 206-671-6656
55	Sid Rousseau	14320 W University St Wichita KS 67235 316.722.8983
56	Joe Martin	9 Ottoway Dr., Greenville, SC 29605 864-271-2022
57	Jean Triol	P.O.Box 367, Somers, Montana 59932, 406-857-3150
58	Joe Schrank	726 West Front St., Appleton, WI 54914 414-739-1007
59	Lloyd Griffin	739 Riverside Ave., Elizabeth City, NC 27909, 919 335-1178

San Juan 21 Class Association
JIBSHEET
24 N Pennsylvania Ave
Belleville IL 62220