

S²¹ / *ibsheet*



August - September
2001

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Founded in 1971 /

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

Printed by: Data Graphics
Belleville IL

Closing Dates: 15th of the odd
number months

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Cover photo: Jill & Zoe cutting through at Sailfest - Suzanne Rhodes



National Commodore

PERCEPTION OR REALITY? GO FIND OUT FOR YOURSELF!

I came, I listened, and this is what I heard. There is a rift of sorts between east and west in our class. It is primarily voiced by the veterans of our group. And it has a perpetuating influence on the newer members. I am referring to the “Us” vs. “Them” sort of mentality I’m sure you have probably seen in other aspects of your life, such as officers and non-com’s in the military, white collar vs blue collar in the work place, staff vs administration, grunt vs. management. In our case, it’s east against west.

It has been my observation that there is a perception by some that the other region is trying to drive or otherwise control the class. There are some in our class who had an experience at previous regatta many years ago that made a significant impression on them. And their assumption is that whomever or whatever influence that generated that impression is still in place today. I experienced this unfortunate perception on both coasts. Horsepucky! I say. For those of you who hear others make comments that don’t benefit the class as a whole, I say don’t take their word for it. Go find out for yourself. Go to the other region’s national regatta and find out what those people are really like. This is what you will find.

In both the eastern and western regions, you will find warm and very friendly folks who love their San Juans. They all want you to have a wonderful stay at their regatta and will go out of their way to achieve this end. They are friendly. They are smart. They have a variety of talent in the fleets to provide a challenge for all levels of racing experience. They all want to have a good time. They all have folks who have a variety of knowledge of the racing rules. The race committees are fantastic. All have an interest in keeping our class happy and healthy. All have an opinion of how best to evolve our class. Some voice that opinion louder than others, but all want what is best for the group, not just themselves. I want to encourage all of our class members to look for the forest through the trees. Look at the fleet, not just the boats. Listen to the group, not just the loudest member. Go to the other national regatta. It is a great time. Find or create a logistical means you can be comfortable with, but go to the other regatta. If necessary, don’t take the boat, charter if you can. Or don’t take anything but you and offer yourself available as crew. Or go have a vacation while you are someplace new, and help out the cooking crew. Watch

the races, help the committee, there is lots to do. **JUST GO!** You will have a great time. I did. And I thank you all for wonder adventures to Anderson, South Carolina and to Pasco, Washington. I'll do my darndest to make it to the North American's next year. I hope you will too.

Your National Commodore, 2001
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2001 Racing Schedule

compliments of NYRA

East

Date	Club	Event
		August 4th
Dog Days		
August 4th	ODC	Greens Creek Regatta
August 18th	PSC	Solo Race
August 18,19	ODC	Long Distance Race
August 31st	FHYC	The Oar Race
Sept TBA	PSC	Fall Series
Sept. 1st		Rotary Cup
Sept 1-2	LNYC	Labor Day Regatta
Sept. 8,9	BSC	Blackbeard Regatta
Sept. 15th		Oriental Cup
Sept. 22, 23	NSA/ODC	Fall Series
Sept. 29th	NYRA	Women's Invitational
Oct. 6th		Neuse Solo Race
Oct 13th	NYRA	MumFest One Design
Oct. 27th	NYRA	Halloween Race
Also Winter Series Race 1		
Nov. 2,3,4	ODC	Etchells Fall Bash
Nov 10th	SJ21	Turkey Trot Elizabeth City
Nove 10-11	LNYC	Carolina Keel Boat OD
Nov 17th	NYRA	Winter Series Race 2
Dec 1st	NYRA	Winter Series Race 3
Dec 15th	NYRA	Winter Series Race 4
Dec. 31st	Sleeping Cat	SJ21's in Beaufort
Jan. 1st, 2002	BSC	Fred Latham Regatta

Calendar

NYRA	Neuse Yacht Racing Association
PSC	Pamlico Sailing Club
ODC	Oriental Dinghy club
SJ21	San Juan Fleet 8
NCYRA	North Carolina Yacht Racing Association
FHYC	Fairfield Harbor Yacht Club
BSC	Blackbeard Sailing Club
HCYC	Hancock Creek Yacht Club
MCBC	Morehead City Boating Club
NSA	Neuse Sailing Association
WCSC	Western Carolina Sailing Club
LNYC	Lake Norman Yacht Club
WSC	Wateree Sailing Club

San Juan 21 Class Association Midwest Region

September 1-2-3	C.O.R.N., Ninnescah Sailing Assoc. Lake Cheney KS
September 22-23	R.O.C.K., Kaw City, Kaw Lake, OK
October 13-14	Frostbite, TSA-LA-GI Lake Ft. Gibson, OK

Other Midwest Regattas

May 19-20	Lukemia Cup, Lake Carlyle IL
July 7	Fleet 48 Invitational, Lake Carlyle IL
Sep 15-16	Whale of a Sail, Lake Carlyle IL

2001 Eastern Nationals Meeting.

June 8, 2001

Western Carolina Sailing Club, Lake Hartwell, SC.

Officers Present: Nat. Commodore: Merry Petitclair

Chief Measurer: Bill McClure

Sec. Treasurer: Ken Gurganus

Called to order: Joe Martin presented “St Petersburg Trophy” requirements to class.

Sec. Report on Membership: Present Membership; 279 paid as of June 1, 2001.

Average membership for last 5 or 6 years: around 300. Last year 334, we usually lose around 50, and pick up 50 new members each year.

Treasury report: Checking Account: \$6,036.23 as of 6-4-2001

Income 2001= \$4725.00; Exp. 2001= 3664.49

Total income – Expense. + \$1060.51

Chief Measurers report: Bill McClure discussed our class and its future.

Jibsheet Editor: Cal Guthrie discussed new server and ability to accept better photos, etc.

Old Business: Exec. Committee will continue to decide who will represent Class in “Championship of Champions”

New Business: Motions on the floor:

1: Proposal to limit number of National races per day to 3:

Voted **“NO”**

2 : Proposal to only consider motions that were submitted in Jibsheet

by March 15, to allow proper time and thought on the subject:

Voted **“NO”**

3: Proposal to ban 130% Genoa at Nat. Event:

Voted **“NO”**

4: Proposal to allow hydraulic vang:

Voted **“NO”**

5: Proposal to allow “spring loaded” vang:

Voted **“NO”**

6: Proposal to adapt US Sail Scoring for our Class:

Voted **“YES”**

7: Motion to recognize Jim Hubbard for the great job he is doing

with our Web Site.
Voted “YES”

8: Merry Petitclair has agreed to take on the task of getting our Handbook on our Web Site and will work out the details of this task.

Motion to adjourn: accepted!

San Juan 21 Eastern Nationals
June 6-10, 2001
Western Carolina Sailing Club
Anderson, South Carolina

Before I begin the regatta report let me again mention our great sponsors. Banks Sails–Carolinas, Kerr Sails-Tulsa, Waters Sails-Columbia, Sailboats-Fred Rehm, West Marine and Luthis.com. Because of your generous support, every competitor walked away with a door prize. Thank you!

Fleet 56 spent the morning setting up base camp and installing a new wind chicken on the fleet boat. Competitors began arriving Wednesday afternoon for measurement and the pre-pre-regatta cookout. Mike Shaw has figured out the wheel bearing problems on old boat trailers. Bring the boat in by “rollback” truck. The driver said he had launched many bass boats but this was his first sailboat. The evening ended quietly with anticipation of the coming days.

Thursday morning dawned bright with a good breeze and boats in the parking lot that had arrived throughout the night. After the morning of sail measurement we gathered for the practice race competitors meeting. The two practice races were held in nice breeze with everyone fine tuning boat handling and sizing up the competition. The evening ended with the pre-regatta cookout and

cocktail couple of hours.

Friday dawned overcast with a light rain. We raced four races lasting between thirty and sixty minutes. The only awful leg of the Friday racing was the last leg of the last race. The race started with an occasional whitecap and ended on a mirror. When the sun broke through the wind was gone in five minutes. Such is lake sailing in the South in June. Racing was followed by another outstanding meal and cocktail couple of hours. The cocktail hours were finally interrupted by the Eastern Nationals meeting.

Saturday, we had a shore postponement for about an hour. After the race committee sent us to the course we again floated for awhile under postponement. We finally managed to get off two more races then called it a regatta.

The Saturday awards banquet followed in the clubhouse with the china and linen decorating the tables. The candlelight dinner consisted of Omaha steaks, potatoes, etc. and another cocktail couple of hours. After dinner we retired to the club veranda for the door prize drawings and award presentations.

When Fleet 56 volunteered to host the event last year in St Louis, the only stipulations were the availability of the Social Chairman and the Race Committee team that we wanted to work the event. I think that those who attended now understand those stipulations. Helen Kovach and her team prepared ten excellent meals serving 700 plates. John Butler, Jim Marlow and their race committee team were outstanding. The success of this regatta depended on these volunteers.

My thanks to all those who attended and gave Western Carolina Sailing Club a chance to host this event.

Joe Martin

San Juan 21 Eastern Nationals - 2001

Results

Name	S/ N									Total	
All Sails											
1 Martin, Joe	1559	1	1	2	1	2	1			8	
2 Sawyer, Jay	1379	2	2	1	2	3	3			13	
3 McClure, Bill	725	3	3	3	3	1	2			15	
4 Robinson, Mike	1694	5	4	4	4	4	4			25	
5 Guthrie, Cal	2003	4	5	5	6	5	5			30	
6 Olive, Don	1235	6	6	6	5	6	7			36	
1 Avery, Jill	1085	7	5	4	2	1	2	21			
2 Longhini, Doug	1898	4	6	1	3	4	10	28			
3 Evans, Mike	2577	1	2	18	4	2	4	31			
4 Cheser, Mike	1477	5	1	12	5	11	9	43			
5 Thomas, Jeff	2185	2	11	3	1	9	18	44			
6 Callen, Merrill	1947	3	4	8	18	7	6	46			
7 Lassen, Hans	2153	8	3	6	6	10	13	46			
8 Leaphart, Richard	953	6	7	13	7	16	3	52			
9 Eakes, Randy	923	11	9	7	10	8	8	53			
10 Saint, Gale	1257	14	8	5	8	14	5	54			
11 Woodard, Alan	1045	13	13	9	11	3	7	56			
12 Gurganus, Ken	2570	12	14	11	9	13	1	60			
13 Curles, Jim	1799	15	10	2	18	6	11	62			
14 Alexander, Margaret	255	9	12	14	18	5	18	76			
15 Vanderwerp, John	984	16	16	10	18	12	12	84			
16 Bonner, Mike	843	10	15	16	18	18	18	95			
17 Shaw, Michael	664	18	17	15	18	15	18	101			

New Perspectives?

Jill D. Avery

After a three-year absence at the Nationals due to a marriage, move and a new baby, it was time to return. It was wonderful to see the familiar faces of the Robinson's, Lassen's, and the Martin families. The smiles of Cal Guthrie, Bill McClure and Margaret Alexander and her Fleet 34 buddies were warm and welcoming. It was a pleasure to see 'new' members to the SJ 21 class, Merril Callen, Mike Evans and Richard Leapart. I was happy with my decision to get back into sailing. Now that the sailing has been completed, certain themes still continue after 20 odd years of sailing.

1. **Wear sunscreen.** With the addition of 3 new travelers to the Dommel family (Jackson, Rick and Nana), I was not in my traditional routine. Although it was cloudy and rainy, I still needed to apply the sunscreen. I forgot and was dubbed such names as "Raccoon eyes", "Red face", etc.
2. **Set goals.** Zoe and I established 3 goals for the weekend. 1. To have a good time. 2. Not to argue (too much). 3. To finish in the top 5 every race. When we were debating if we were the boat that was over early in the third race, Zoe asked, "If we don't go back will that ruin our weekend?" We just smiled and kept on sailing. Zoe and I focused on the idea that weren't getting paid enough not to have a good time. The only goal we failed to meet was to finish in the top 5 every race.
3. **Resolve protests on the water.** Sailors that finish consistently in the top follow the rules and use their sailing skills to finish well, not the rulebook. Another one of the top three boats and myself was involved in questionable protests. We both exonerated ourselves on the water and did not allow a third party to decide our own fates.
4. **Keep up with good crew.** Sail trimmer, determining wind shifts and velocity, mark spotter, communicator, these are a few things that Zoe is responsible for on our boat. Championship crew communicates for the skipper in close situations so the skipper can focus on boat speed and stay out of protest situations. A skipper also needs to make sure they keep up with

their crew. I would like to thank the Saints for returning Zoe to Dommel headquarters in Anderson Friday night. Not one, but two cars managed to leave Zoe at WCSC.

5. **Be happy for others success!** Nothing makes a great regatta like good, close competition. All of the sailors work hard to be competitive. Ken Gurganas, Merry Petclair, and Drew had an excellent final race. I have no idea how they got such a superior lead but they did and were awesome!

I was pleased to have been able to continue the Dommel tradition. There was a lot of relief that I was able to achieve the accomplishments of so many people that influenced my life for all these years. After the Awards Banquet back at the hotel, Jackson was very tired and needed to be rocked to sleep. While rocking him, he started cooing and smiled at me. The joy of winning that day paled in comparison.



Jill with Joe and Leslie Martin holding up the crew trophy. photo by The Admiral (proud papa)



Here are photo's showing the only way to travel with a boat. Axle broke on San Juan 664 on the way to the E-Nationals, but we would not be stopped from getting there. Mike Shaw



Mike Evans discussing tactics with Jill Avery



Mike 'glad hand em' Robinson introducing sone to Leslie Martin



Joe Martin, enjoying a moment





Ken Gurganus demonstration what flags do when the wind blows



All of us sitting pretty



Western Nationals National Regatta Meetings from East to West: 2001

At the eastern regatta, I saw no reason to raise the issue of how the spinnaker specification got changed in the by-laws. It was voted on and passed at the time so it was not an issue for the eastern members. However, it was a big issue for the western members since it was never voted on at a western regatta. The issue of the process by which the by-laws got changed regarding the spinnaker was raised and discussed by the group. The old by-law stated “the spinnaker be made out of .75-ounce nylon material” and the new by-law states “the spinnaker shall be made of a .6 oz or heavier, nylon or polyester material.” In 1995, at the Eastern regatta, Bill McClure, Chief Measurer, over stepped his authority and ruled the lighter spinnaker was allowable. During the course of that year up to the time of the national regattas in 1996, he did further research and published his findings in the Jibsheet for all to review and comment on. At the Eastern and the N. American regattas in 1996, both groups voted unanimously to accept the new spinnaker weight change to the by-laws. It was requested by the Chief Measurer that the issue be raised for a vote at the Western regatta. Unfortunately, it was never voted on at that regatta. The change was finally published in the 1999 revision of the SJ Class Handbook. In the June/July 2001 issue of the Jibsheet, Bill McClure wrote an article explaining this and also apologizing for his error in his authority. This matter has been reviewed by the executive committee and the change to the by-laws stands as it is presently stated, with the 6.5 oz or heavier nylon or polyester material specification in place. At the Western meeting, the group opted to NOT submit a new motion to change the specification back.

The underlying issue at hand regarding the voiced concerns about how the changes to the spinnaker specification came about is that, our voting process by which we make changes to the by-laws has gotten off course. After a healthy discussion at both the eastern and the western regattas, both groups agreed that the a motion that is passed at either regatta should be put on the ballot at the end of that year. It should go onto a ballot for a vote at the same time at the end of the year. You should expect to see such motions put to a vote on your ballot with the election of the officers. And in an effort to get the vote counted in a reasonable manner, we will need a deadline to return the ballot. This process will also facilitate the need to give all our members a chance to be involved, even if they were unable or unwilling to attend a national regatta. So after review of the following motion results you should expect to see the passing motions on the ballot at the end of this year.

Motion for Vote (summarized for ease of publication here)

East

West

- To limit the number of races at a national regatta to 3 races per day
- Fail
- Pass (2000)
- To only consider motions that were submitted to Jibsheets by Mar 15, to allow for proper time and thought on the subject
- Fail
- Discussion, no motion
- To disallow the use of the 130% genoa at national regattas
- Fail
- Fail
- To allow use of a hydraulic or spring type boom vang as a lifting device
- Fail
- Fail
- To adopt the US Sailing Scoring for our class
- Pass
- Pass, 2000
- To recognize Jim Hubbard for the great job he is doing with the web site
- Pass
- No Vote, but agreement
- To put passed motions on the ballot for return for counting by Feb 28
- No Vote
- Pass

Also of note at the both national meetings, I announced that I would take on the responsibility of getting the Class Association Handbook published onto the national SJ21 web site this year. The plan is to spend the remainder of this year making sure it is up to date. Then after this year's ballots are counted, and the resulting changes made to applicable by-laws, etc, it will be published on the site for all to refer to or print for individual use.

That is all for this year's meetings. I apologize if I left something out. There was lots of spirited debate about a variety of topics at both meetings. It is good to see so many folks care so much about our group and our boats. I can safely say our class is in good hands, your hands, and it takes all of you to keep it that way. And I want to say THANK YOU to all of you who attended the regattas. And express an even bigger personal THANK YOU to those who extended your friendship and hospitality during my stays.

Until next time, I wish you fair winds and following seas.

Merry Petitclair, National Commodore
 #1611, Chiquita, (541) 689-9209, m.petitclair@att.net

San Juan 21 Western Nationals

Winds cooperated, more or less. The weather was great and so was the sailing. There was something for everyone as winds went from strong to very light over the two day, five race series. Twenty seven boats competed, 10 in "all" sails and 17 in "working" sails. Competition was extremely close in both divisions. The "workings" sails crowned a different winner each race. Merry Petitclair, our national commodore, did an incredible job of running the National meeting. I think some major issues will be resolved as a result. And finally, thanks to the Columbia Basin Sailing Club and Sj 21 Fleet 10, for putting on a fantastic regatta.

Stories of western nationals will be posted on "Inland Northwest Sailing & Skiing" web site in the coming weeks. Stories will include "My first nationals" by Hermione, and "Race #2, What more could go wrong" by "oh ya she did say "starboard" rounding"!

<http://web3.foxinternet.net/vandusen>
Gary Van Dusen, Fleet 2
Sail #1217 - High C's

2001 Sj 21 Western Nationals

All Sails	Sail #								Total
Jerry Hanson	503	4	1	2	3	2	12		
Kim Magers	740		2	3	6	1	1	13	
Ruth Barcus	130	1	7	1	5	3	17		
George Guedel	669	3	5	5	2	4	19		
Wayne Conners	158	6	2	4	4	5	21		
Jim Lawson	2250	7	4	3	7	9	30		
Scott Petersen	1707	8	6	7	6	7	34		
Bill Parsons	1032	5	8	9	8	6	36		
Dawn Roy	2227	9	9	8	9	8	43		
Steve Blumer	265	11	11	11	11	11	55		

Working Sails	Sail #								Total
Butch Gulseth	488	2	5	4	1	3	15		
Wes Vaughn	1842	6	4	5	2	1	18		
Hank Erbele	2304	5	3	1	5	5	19		
Joe Downing	640	3	2	2	6	9	22		
Thomas Kyle	876	4	1	3	3	17	28		
Gary Van Dusen	1217	1	11	16	9	4	41		

Mark Grandstaff	2098	16	14	7	4	2	43
Alan Riedel	2058	7	6	10	7	13	43
Lee Fox	1838	13	8	8	15	6	50
John A. Scherzo	2461	17	9		6	8	10 50
Russ Jones	2342	8	13	12	16	7	56
Paul H. White	782	9	7	18	12	12	58
Randy Blair	589	12	15	14	10	8	59
Tony Zornik	1513	15	10	15	11	11	62
Ken George	879	10	12	13	14	14	63
Gene Adams	2601	14	17	9	13	15	68
Nat Adams	1731	11	16	11	17	16	71

SailFest at Lake Murray

SailFest 2001/Tommy Whiteside Memmorial Classic at Lake Murray Sail Club was a wonderful event! Splendid food, two days of great wind (too much for a couple of the multihulls!), plenty of opportunity to get together with old friends and meet new friends. There were lots of prizes and awards - more than I've ever seen at a sailing event - and we raised money for kids who have earned the right to a second chance to get post-secondary education.

There were four fleets - San Juan 21, Thistles, multi-hulls, and Portsmouth. Saturday the winds were about 10 knots and two modified Olympic races were held (twice around for San Juans). On Sunday the winds were approaching 20 knots and one very long windward/leeward race was held. Ray Graber fought it out with Jill Avery at the helm and Zoe Dommell as crew, with Ray placing first and Jill second. We placed third, barely. If there had been two shorter races on Sunday, rather than the one long race, we would have placed much lower as we are still learning how to sail in really heavy air. Fred and Will came in fourth, Wally Stewart was fifth, and Jack Self was sixth. The trophies were lovely and the weather was perfect.

Curtis and Suzanne Rhodes, Fleet 31

FLEET 3, Fresno, Ca.....Our San Juan Fleet had a great turn out for our 5 race Evening Series beginning May 2nd & finishing up on May 30th. Millerton Lake has always provided us with great winds during the evening so our Evening Series is always well attended by all our fleets in the Fresno Yacht Club!!! San Juan Fleet had anywhere from 5 to 8 boats out each night. Our new sailors, Rich Kahn & Debbie Bates (neither new to sailing but are new SJ owners #2000), Bill Parsons, Steen Skjellerup & Doug Betts have been doing quite well in ALL SAILS & our April Thursday evening lessons have really helped ALL our sailors & crews once again to improve their sailing skills. We have “mentors” for those who have questions so there is always someone who has the answer or can help with whatever problem arises.

We also had our Saturday Series June 2nd (2 races) & June 9 (2 races) also sponsored by the FYC but not the best of sailing conditions on Millerton Lake this time of year during the day.... it tends to be “very warm” with very little wind!! Results of the above two Series I do not have at press time.

About this time last year we had a Moonlight Sail at Huntington Lake & it was so well received that we put a couple more in for this year. Our first, May 3rd was held at Millerton Lake & was successful however our second one, to be held at Huntington Lake on July 7th, was rained out. Our area was inundated with thunder storms & lightning that morning. We do have another coming up on August 4th, again at Huntington Lake & we are all looking forward to it!!! For those fleets who haven't tried Moonlight Sails....try it...they are wonderful!! (Make sure you plan it a few days before full moon or on the evening of full moon). We usually try to have a B-B-Q before we “set sail” & everyone really enjoys “something different”!!!!

We had three of our all sails boats go to Pasco, Washington for the Western Nationals at Charbonneau Park on the Snake River. Those being Ruth Barcus with crew Scott Barcus & Summer Bryan from Eugene, Jerry Hansen with crew son-in-law Kirk Brown & grandson Brian & Bill Parsons with crew Charlie Betts new sailor Steen Skjellerup! We were all very proud of our Skippers & Crews for

doing so well! Jerry took 1st, Ruth took 3rd & Bill took an 8th. This was Bill's first Western Nationals so we are excited for him & hope he will continue competing each year. We all had a great time & appreciate all the time & work that went into putting on a great Western Nationals by the Columbia Basin Sailing Club. The campgrounds were beautiful so "the rest of us" were able to watch the races right from camp! In fact, we had so many campers that got involved watching, the Hansen bunch gave a "blow by blow" account of what was happening & it became an exciting & fun time for everyone!!!! Again, many thanks from Fleet 3, Fresno to all those involved for a great Western Nationals!!!!

Fresno Yacht Clubs' High Sierra Regatta is in full swing!!! We had the first week-end competition July 14th & 15th at our beautiful Huntington Lake in the High Sierra's. We had great winds, as usual, with Ruth Barcus taking a 1st with hubby Scott & long time friend Darlene crewing, Jerry Hansen took second with son Rod & son-in-law Kirk Brown crewing, Bill Barcus (Ruth & Scott's son) took at 3rd with crew Jodi Ruble & Joe Newman & Rich Kahn (new SJ owner but long time sailor) took 4th with son Tim, brother Taylor & Debbie Bates' (who sailed #588) son crewing. We had 11 all-sails boats racing in this popular & exciting two week-end competition so we are growing....not only with boats but with some great competition!!

So, 'til next time....happy sailing everyone & may the best winds always blow for your race!!!

Carol Hansen, Fleet 3 Editor





Photos from the Carol Hanson, not otherwise identified





MODIFICATIONS SHOULD BE CONSIDERED ILLEGAL UNTIL There are many creative people with wonderful ideas to “improve” a SJ21, who make changes before national regattas thinking that they can get by with them because they are “probably legal.” This is a not a correct assumption in a *one-design* class! A better assumption is that changes and improvements are illegal unless specifically approved by the chief measurer or by class association vote.

If you have a great idea to improve the boat, diagram and explain it, and send it with a self-addressed-stamped-envelope to Bill McClure, our class’ chief measurer, for a ruling. When approval arrives, you are free to show up at any event with the improvement, knowing it is class legal. Also, because we are a one-design class, this information should be available to all, so the class can continue with all boats sailing on an equal basis, as a “one-design” class! Also, either you or the class measurer should publish your approved innovation in the SJ21 Jibsheet.

Another incorrect assumption is that a boat sailed primarily in PHRF races can have modifications that are not permitted in class racing. A PHRF rating assumes the boat is class legal, with no modifications other than some larger, PHRF permitted and measured sails, a 150% or larger Genoa, for example. If a tricked-up boat sails faster than a class legal SJ21 in PHRF events, the rating for the entire class could be changed, making it unfair for everyone to compete without the illegal modifications.

Wouldn’t it be the nicest way to arrive at a national regatta, knowing that no other boats had questionably-legal modifications, and that from the start you would be competing on an equal basis? That would make the chief measurer’s job easier too, and make the event much more fun for him/her. Regattas should be fun times where we all sail equal boats and socialize around good, fun, one-design racing. Good and fair “one-design” sailing to you - the best kind of sailboat racing there is!

John VanderSchalie “Kermit” 1033

Carlyle Racing

Racing at the latest addition of the “Saturday Thing” was a very Fun-damental experience! Since I have been driving to race with Flt. 48 (about 7 years now) it has always been a working sails fleet with a group of sailors ranging from casual to experienced and lots of happy, fun attitudes! None of the shouting, that goes with some racing, just good basic racing and sportsmanship. Lots of NICE folks!

My crew for the series was Steve Kemper who has limited racing experience on San Juans but has sailed cats and other boats at Carlyle for the past few years. Steve’s approach was to do whatever was necessary to make the boat go and to learn all he could from the experience. He asked good questions and was interested in the whys of trim, tactics and boat setup. As the event unfolded we became an effective crew and improved our boat handling and speed throughout the seven race series.

I set up the “almost” new sails at the same settings that I had used for the 1996 set that they were replacing. The main is a Kerr crosscut, a change from the C-cut I had been using, while the jib was new, replacing the one we had holed during the Dogwood. This was the first series for this set and they did their job well with a little tweaking that a sailor usually goes through with a new set of sails. The conditions stayed light throughout the seven races and I perhaps didn’t give the sails the fullness that I should have until the final race. The breezes was steady with very little oscillation in the 5 to 9 mph range with a gradual shift toward the right side of the race course through out the racing.

We went out to the race course early, sailing the windward leg for a timed period on both tacks, recording our compass headings until we had a good picture of what the wind was doing. Our plan was to sail the middle but favoring the right side if the tactical situation allowed. Overall this was the correct call and there were a couple

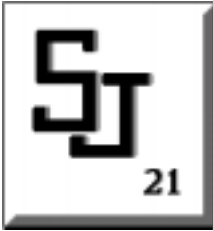
of times I let boats take us to the left when we should have ducked and continued right rather than go for a safe leeward position. My first three starts were poor resulting in clear air only after a tack or two to get to a clear lane. Fortunately we were able to tack to port early in these starts and get to the right even though we had to pay a couple of tacks to get that clear lane. As racing went on we improved our starts and were in the thick of it with clear air. Our boats speed was average until the last race but we could point with the best of the fleet. Downwind we tweaked all the settings and got Steve way out in front of the mast and seemed to go better than most.

For the final race I decide to try a few changes. The outhaul was eased until we had very full main. We stayed off the Cunningham and eased the jib halyard until “just before the pucker” developed along the luff. The jig tracks were well forward but we were really sheeting hard it resulting in a very slight backwind on the front edge of the main. The traveler was set so that it was just below centerline. We set the vang so that the boom was horizontal. With this setup we had equal to better boats speed than the fleet and were first to the weather mark. We also jibbed early in the downwind legs and sailed to lanes that would keep our air clear as much as possible. Overall we were happy with our sailing and really enjoyed the close racing! Thanks to Steve and the rest of fleet 48 for again providing some fine racing, facilities and food. Lets do it again!

Ben Sanders Fleet 42

Name	Sail	Finish							
Gerald Donaldson	1858	1	1	3	1	1	1	2	10
Ben Sanders	429	3	2	2	2	4	2	1	16
Ford Miller	1850	4	3	1	3	2	3	4	20
Bill Coulson	1663	5	4	4	5	3	6	3	30
Cal Guthrie	2003	2	5	5	4	5	4	5	30
Don Olive	1235	6	6	6	6	6	5	6	41
Felicia Bamer	938	7	7	7	7	7	7	7	49

R.O.C.K September 22-23,2001



Racing One-design Classes Kaw (ROCK) is scheduled for September 22-23, 2001 on Kaw lake at Pioneer Cove in Kaw City Oklahoma. Kaw City is located about 25 miles east of Interstate 35 on State highway 11. There are cabins and campers for rent in Kaw City and Camping at GOOSES,(our local sailing club) and at nearby camp grounds. For cabin reservations phone 580-269-2711 or call toll free 888-393-1925. The Fairfield Inn motel is also located within an easy drive of the regatta and may be reached at 580-765-3000.

The Regatta announcement and a pre-registration form may be obtained on line by clicking <http://www.sanjuan21midwest.org/rock2.htm>! Racing has returned to Kaw lake and we won't you to be part of it! Please forward this email to all your Sweet 16, Sunfish, and San Juan 21 friends!

Ben Sanders

*Mike 'the hand' Evans,
Mike 'is this where it hurts' Foster
Alan Woodard explaining to Ken
'the judge' Gurganus, the fleet 34
gang at Clarksville VA.*



photos by Margaret A



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San Juan 21

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