

# **S**<sup>21</sup> / ***Jibsheet***



**September/October 2006**

# S<sup>21</sup> / jibsheet

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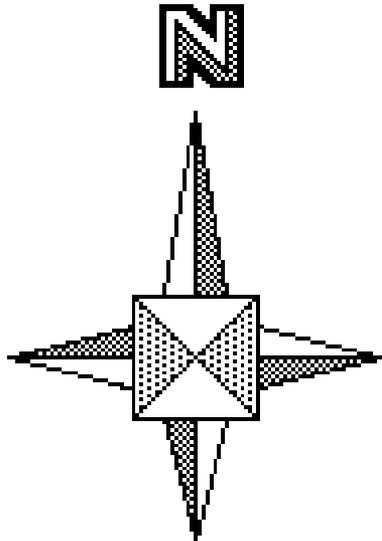
This past weekend at the Blackbeard regatta there were 17 San Juan 21's racing and there were at least that many sitting on the trailers in the parking lot. Ken and I have talked several times and we came up with a plan for a cruising class of San Juan 21's and breaking up the fleet to the HOT SHOTS and those who have not raced or new in racing. The first 5 places were taken by those who normally win and the rest, the other 12, had no chance. In reality they could have broken the 17 boats into a fleet of 8 or 9 racers and 9 or 8 in a cruising class. It would cost a little more for trophies but a framed certificate would work just as well. I have Turkey Trot trophy that is a picture of a turkey with plate showing the race and position of finish and I like it as well as some of the others I have won. It has taken me over 6 years to get somewhat competitive and a lot of the times I have sucked bad air. In this past race some of those who normally sail spinakers just sailed working sails and that made the working sails fleet grow by about 7 boats. If we want people to continue to come then we must offer them something other than looking at other boat rears. To sail with the front runners the level of focus and intensity of the skipper and crew is un-real. If you fail to let out a sheet rope fast enough you lose a half boat length, etc. and starts become a rail banger and mark roundings a lot of cussing and noises. Just a suggestion and ask around and I think you will get some good responses.

Chuck Thompson  
Packer Tacker 655  
(this weekend nicknamed CRASH)

The Eastern Championship Regatta will be held at Lake Waccamaw, North Carolina in 2007 hosted by Fleet 8 and the Waccamaw Sailing Club. Make plans now to attend.

**2007 San Juan 21 North American and Western Championship Regatta will be held in California at Lake Huntington on July 26, 27 and 28th.**

For more information please contact Peter Reynaud, Fleet Captain, at 559 230-0312.



## Cruising the Missouri in South Dakota

Each August sailors from southern Nebraska trailer their boats 200 miles north to Lake Francis Case in southern South Dakota. The Ft. Randall Dam is on the Missouri River and forms a large lake 107 miles long and 2-5 miles wide. The Missouri is a different river here, clean and clear due to the sandy and rocky shores. The shoreline has steep bluffs on the south and huge rolling green pastured hills on the north. With the fabulous scenery, aqua water and dependable wind coming down the valley it's a perfect sailing destination.

Before the Saturday distance race, the Trans Randall, some of the boats spend a couple days cruising the lake. About ten years ago I took my San Juan 21 to the lake only to be pounded off the lake in high winds and huge waves. Cracks in the keel trunk near the keel winch cables let water in rapidly enough to flood the bottom of the boat 3 inches deep. We were sailing downwind in huge waves and the water was welling up inside the trunk. My bilge pump took care of the water but we retired from the race and went looking for a larger boat to handle the midwest's large lakes. I soon found a San Juan 24 and loved how it could handle the wind and waves upwind and reaching. Sailing it downwind can be saved for another story entirely. In several Trans Randall races we had great adventures with the 24 in big winds and waves with green water coming over the bow and cabin top. I cruised and raced the SJ 24 for years before the extended Nebraska droughts made our lakes very shallow for a 4 ft draft.

The San Juan 24 was replaced by a Beneteau 21 for larger lake sailing with the SJ 21 living on the trailer and reserved for class racing only. I made two trips to the Trans Randall with the Beneteau and won the race in 2004. This summer however it just seemed too difficult to get the Beneteau out of the lake. It is a 2 to 3 hour ordeal, no kidding! The French designer of this boat and trailer deserve every bit of anti French criticism imagined. My love for the San Juan 21 and its ease to trailer and launch made it my choice for this year's race. Apparently a decade dims the memory a bit.

On Wednesday after work we left for the 5 hour drive to South Dakota with the SJ 21 in tow. Two other boats also arrived that night for the cruise: a Hunter 25.5 and a Hunter 23 wing keel. We all arrived after dark at a boat club near the Ft. Randall dam and spent the night in the boats in the parking lot. My crew is my long time friend Greg Peterson who has crewed with me at the Eastern Nationals at Lake Murray, Hartwell and Carlyle and many times in Kansas and Oklahoma.

Thursday morning the boats were launched and our racing SJ was converted somewhat to a cruiser with cushions, bedding, a heavy anchor and chain, potty, lights, sails, boxes of clothing and food and coolers of refreshments. That pretty well fills the cabin of a SJ so going below involved shuffling things around.

After a half mile sail in the bay you come out into the main body of the lake near the dam. This is a five mile wide and 8 mile long section of the lake before the river bends around the corner more northward. It is an imposing site with the huge cliffs and often large waves. A sailboat feels small and fragile at first until you get used to the experience. But today it's ideal sailing with a 6-8 mph wind from behind. The Hunter 25 is the first to set their spinnaker which is unusual since they probably haven't flown one since last year's race. So we enjoyed a ten mile spinnaker run up the lake to a nice cove to set anchor. In the August heat a swim is needed to cool off.

When we returned to the boat I was only barely able to climb-swim-scrape myself back over the side of the San Juan. Since I don't have a boarding ladder this is how I used to be able to get back in when I was younger. That may be the last time I'll ever make it. Crew Greg couldn't get in however, but after several attempts I grabbed him wherever I could and drug him over the side. Put that ladder on the list of things to buy.

We sailed another dozen miles around the lake and came to our favorite little anchorage, a tiny little keyhole near Pease Creek on the north side. Here we are hidden from the lake and have high hills all around to protect us. The weather service was talking all day of the strong storms

coming tonight with 60 mph wind and rain. But right now it's still clear and hot so the Hunter 25.5 threw out an anchor and the other 2 boats rafted up to use their boarding ladder for another swim. It was dinner time and the guys on the H 25 have a BBQ but before they started the coals I insisted that we tuck the 3 rafted boats back in the most protected corner of the anchorage. The Hunter added another rode so our scope was about 10 to 1 and then each of the smaller boats swam out an anchor off the beam winches and bedded it on shore. Then a stern line off of the center Hunter 25 tied to a tree on shore and we hoped we were set for the storm that night.

The evening raft up with BBQ shish kebob and corn on the cob and drinks is the highlight of the trip. We all eat and drink as much as we can hold and watch the sun set. This is a very remote lake with almost no other boats or people around. One of the skippers is an astronomer so after dark we usually get a star show in the crystal clear sky. After the proper number of libations you really can see those images in the stars. But not tonight because the clouds are rolling in and the wind picking up. Soon after dark its raining hard and then really howling. Greg and I are in my San Juan, 3 guys in the Hunter 25 and 2 guys in the Hunter 23. Several times during the storm I shined the flashlight out the window to check my anchor on shore. The rope is drum tight as the wind is now coming from that direction. Since the boats were very well protected the anchors held.

Our next dilemma was that since I only used the SJ for buoy racing I didn't realize how many of the thru-bolts in the cabin leaked. The port side window was even worse. Greg couldn't get to sleep with water dripping on his head so he reversed directions to let it hit his feet instead. The rain stopped after an hour so we did get a nice but soggy night's sleep.

Friday morning was another nice clear day so after a breakfast of ham and potatoes on the BBQ and some coffee and pastries we set sail. The morning wind was light but by mid day the wind was stiffening. We changed sails from the genoa to the new storm jib from Mark Weinheimer, which I was hoping to try out. The weather service was

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predicting 20-30 mph winds on Saturday during the race and I felt the storm jib would be our ticket. It was a nicely shaped little jib and very well made. During the afternoon we sailed back upwind to the boat club near the dam to meet up with other skippers coming in that evening before the race. As the others arrived we had to take them out for an evening sail of course. Another great evening out on the lake with sailing, swimming, sandwiches, stories and drinks. We returned to the docks and tied up for a secure nights sleep.

Saturday was race day, the Trans Randall, a 42 mile reverse start distance race. A buoy had been placed 21 miles up the lake in a bay off the main body of the lake. Until a few years ago this was a 72 mile race so it always involved returning in the night. This is the preference of the Nebraska skippers but the locals were more interested in returning to the boat club by dark for the party. We don't mind the shorter race either if there is a party at the end. That and the fact that the storms out on this lake are dangerous and usually at night in August.

The slowest phrf boat started at 8:40 a.m. and just as predicted the wind was blowing 20+ and would be climbing to 30+. Another sailor friend, Dave, had come today to be our third crew. I had some hesita-



tions about setting out in this kind of wind in the San Juan 21 but felt that with the storm jib and reefed main and our skill and experience of course that we would do alright. Like I said before, a decade can sure dim the memory of the last time I raced the SJ on this lake. Our start time was 9:14 a.m. We put on the 135 genoa even though it was blowing 20 mph because the first 21 mile leg of the course was to be a broad reach and run. It was a close reach out of the bay and I hoped we could carry the large headsail. At times we had to luff the sails but we made it around the shoal at the corner of the bay and into the lake.

The SE wind was stiff and the waves large on our broad reach down this 8 mile section to the northwest. We were really surfing along with the full main and 135. I had to go below twice to sponge up water coming in the keel bolt holes in the trunk. This is a smaller version of the water intake in the last race here in the SJ 21. A half bucket at a time. Deja vu. I finally became so annoyed with this that I took out my West Marine Epoxy Stick and sealed the leaks around the bolts. This is a neat little epoxy that everyone should have on board. It is a green colored stick of epoxy and when you



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tear off a hunk and knead it the setting reaction begins for a very fast set, even under water. I used one of these ten years ago at about this same spot on the lake. Deja vu! I'm the only one on board today that is aware of this, but I can't tell them.

Distance racing had a different character than buoy racing. You have time to discuss sail selection, sail trim and to have a Gatorade and some munchies. I like to go forward and adjust jib track lead position, rig up a barber hauler, check forestay sag and backstay tension, check depth of draft of sails, compass headings, etc. We rotate from skipper to crew every hour or so. Other years, in lighter winds we get to fly the spinnaker. Can't beat a 20 mile spinnaker run!

All was going well at about the 7 mile mark in the race. Surfing along nicely. We thought we might be catching some of the boats ahead and could see the bigger, faster Hunters, Pearson and Beneteau coming out on the lake way behind us. The 35 and 36 foot boats are going to stomp us going back upwind so we better hope we can fly downwind. That's another advantage of distance racing—you get to sail for hours under the delusion that you have a chance to win. All of a sudden our boat rounded up! I grabbed the helm from Dave who was the least experienced sailor of our crew. A few turns of the tiller gave me that sickening feeling again! It couldn't be the pintles, I've upgraded to much heavier ones. It was worse, the rudder was bending out 30 degrees but the pintles were in place.

We immediately took down all the sails and I started the outboard and turned upwind. We pulled off the rudder and sure enough, it was split down its forward edge from top to bottom. This rudder was my newer racing rudder and only weighed about 8 lbs. I had struck submerged rocks at least twice and scraped it on a ramp once last year. I had attempted to separate and reseal the cracked leading edge last year and thought it was repaired. Obviously not.

This rudder is all I had used for several years but if I had been thinking clearly I would have brought my original kick up heavy duty rudder that was at home. A person should have used the stronger rudder at a big

lake like this. Of course if I was thinking clearly I would have stayed on shore with winds predicted to be 30 mph. We could have jumped on another boat. I was overconfident with my new storm jib and also having invited Dave, our third crew to drive up for the race, I didn't want to cancel.

We took our rudder and another tube and the roll of duct tape I carry for emergencies and strapped it up with multiple layers of tape. Now that it was nice and stiff we replaced it and headed back upwind to the dock under motor. Now if you are a wacky racer like me you know what thought popped in my brain for a second. No, no, no, this is not strong enough, we have to head back. So we began that embarrassing slog into the huge waves meeting the other boats behind us. The Merc 4.5 is barely enough to power us thru and we made about 3-4 mph. Usually in flat water it will make about 5.5 mph. Every fourth or fifth wave is a big one sending a thick sheet of water over our heads. Even though its August this gets cold so I put on my rain jacket and cinched it up tight at the neck. Over the previous 2 days I had used the motor plenty so now I had to wonder how much gas was left and will we make it back? There is lots of time to think as we pounded back upwind.

This race is one of the highlights of the season and I really hated missing it. About 7-8 hours later as the boats returned to the finish line, no one had much of a smile. It had been a real beating coming back 21 miles upwind. The race was won by a Tanzer 26. This is a stout keelboat with a short mast and large cabin and a dodger. They sailed upwind with a full main and 100% jib. This was their wind. Next was a Pearson 27, followed by a Beneteau 36.7 and then a Hunter 35. The wind had built to a steady 30 with gust higher for part of the race. Glad we missed it!

## Guys Cruising Adventure

We've been planning this one for about 4 years....a 'boys' sailing adventure to the Virgin Islands. The regular crew, who have chartered with me on and off for 20 years, have only sailed the US East Coast, and while Ocracoke will always be near and dear to our hearts, it was time for some tropical waters.

The US Virgin Islands, with their superb reefs, beaches, and views make a premier vacation destination – but we like to avoid crowds (and hurricanes) so we settled on the first full week of November for our adventure. This should be post hurricanes, but pre Thanksgiving-Christmas crowds...

If you'll recall, I took the Robinson family on a VI cruise a few years ago at Spring Break/Easter time - a great trip – but the Easter crowds did get to be a bit bothersome. Like the Easter trip of 2004, we will charter an Island Packet from Island Yachts on St Thomas USVI. I like IP's and had great service with Island Yachts on our previous trip, and Bill McClure recommends them, so selecting the charter company was a no brainer.

A little background - located just 40 miles east of Puerto Rico, the Islands are a taste of paradise. In 1493 that Columbus guy showed up from Spain (without a greencard). He was searching for (and thought that he found) India so he named the local people "Indians" and the chain of islands the "West Indies"... On his next visit, he named these islands the "Virgin Islands" after a bunch of nuns.

The three US Virgin Islands were purchased from Denmark. St. John is just a short sail away from St. Thomas. This is a true paradise. Much of it was originally owned by the Rockefellers - who donated the bulk of their holdings to the US National Park Service. Even though this is the smallest of the Virgins, 28

square miles in size, many say it is the loveliest. The British Virgin Islands are immediately adjacent to the US Virgins, and are an easy sail across. The US and BVI offers sheltered waters and simple navigation. Winds generally blow from northeast to southwest at 10-20 knots. In the winter months, the winds can be stronger and blow more northeasterly. The tidal range is about 12 inches. The average High temp is in the mid 80's, and lows in the low 70's - ALL YEAR LONG!

A recent editorial in one of the major sailing magazine said that sailors shouldn't have "plans" - they should have intentions...depending on the weather. So our intentions look something like this – We'll land on ST. Thomas airport. It is just a short shuttle ride to the charter base at Red Hook. We'll get aboard the boat (an Island Packet 380), stop by the "Marina Market" and provision up, and then enjoy the town. Eating out in the Virgins can get expensive - so we'll save out "eating out budget" for lunches, and plan to cook aboard for the evening meals. "Marina Market" has a good selection of foods, and they are about 10-15% higher than US prices, so not too bad. I will be "carrying on" a soft cooler with frozen Tyson Chicken wings from home - we didn't see those last time we visited the USVI – and they have been a staple for 20 years of cruising!



We'll get a good breakfast the next morning at "Molly Malones" in Red Hook, and then head for St John. We'll cross the Pilsbury Sound, past the famous Caneel Bay Resort, and anchor (or get a mooring) the first day on the north shore of St. John, probably Francis Bay. Mooring balls are getting more and more prevalent, in an attempt to preserve the fragile coral reefs around the islands. Too many years of too many boats carelessly anchoring in coral, or letting the anchor chain drag across coral, has taken its toll. Any way, Francis Bay has a great anchorage, and great snorkeling.



The second day we'll head across to Jost Van Dyke, BVI. We'll clear into the BVI Customs and immigration at Great Harbor, then head for White Bay for an official "Painkiller" at the "Soggy Dollar Bar".

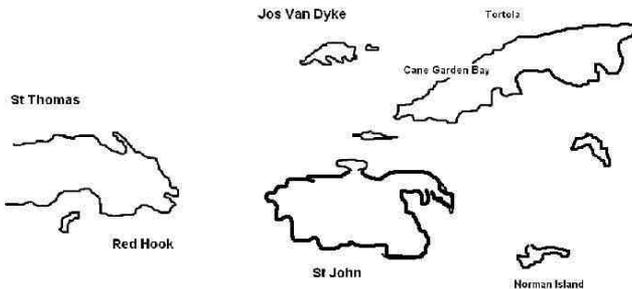
The intention is to spend a day or two poking around Jost Van Dyke - very low population and development up to this point, probably snorkeling at Sand Cay or Sandy Spit (seen the Corona Beer commercial? One of those was filmed here).

At some point we'll visit world famous "Foxy's" bar on Jost - you see T shirts from "Foxy's" everywhere in the world - it is amazing. They say the lobster and flying fish is very good on Jost - we'll see.

Later in the week, we'll plan to sail to Norman Island – famous for being the location for the pirate story in Robert Louis Stevenson's "Treasure Island" (Long John Silver, young Jim Hawkins). It has some great snorkeling as well, and the floating bar/restaurant known as "Willie T", which is also world famous but not for the food)!

At the end of our time, we'll head back to St John, and clear into the US at Cruz Bay, probably spending one last night 'on the town' there. The boys will probably need a little "shore leave" by that time. We'll turn the boat back in at Rd Hook, St. Thomas, and head home.

I have used the Cruising Guide to the Virgin Islands by Nancy Scott and Simon Scott as well as Frommers and Fodors travel guides in planning our trip.



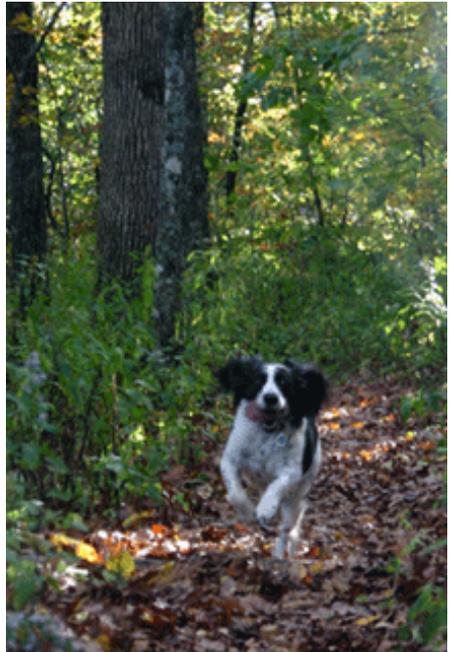
Hello sailors,

Jeana and I wanted to say “hi” and encourage you to let us know how you are doing. We took a drive into the Blue Ridge Mountains last Saturday and Jeana took some pretty nice pictures. We posted some of them on the web page. We hope you enjoy them. It was a beautiful, crisp, sunny afternoon when we started into the mountains. Last years colors were very disappointing, but not this year’s. I think we have become to used to the warm weather because we were both complaining we had to put on a jacket.

We have two more regattas schedule this fall. A club race this weekend and a “one design” keel boat regatta in November. The weather report for this weekend is calling for sunny skies, temperatures in the upper 60’s with a small front coming through. Jeana and I will be setting up a slide show of our sailing on Lake Norman this year (hard to believe it’s been a year already). We will show it as everyone has dinner Saturday night.

I think most of you know that Jeana is now working in the same school I am as a 3rd grade teaching assistant and an occasional substitute teacher (pays more). She is enjoying herself but finding out how “trying” some kids can be.

Let us know how you are doing.  
Gary Jeana and Hermione



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## For Sale

**NEW PRICE - 1976 Mk 2 S/N 1447** Calkins trailer, 3 HP Evinrude, two sets of working sails, the second set almost new, anchor, compass, Depth Finder, boarding ladder, wisker pole, sail cover, Spare tire for trailer. All in very good condition for \$2200, Bill Caslin, Alexis Illinois, 309-482-3460, [bcaslin@accessus.net](mailto:bcaslin@accessus.net)

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**1974 SJ 21 Sail # 905**, Fleet Captain Trailer, 6 hp Johnson outboard. Main, Jib, 150% Genoa- all Clark sails, well maintained boat, trailer, ground tackle.. Price \$3900.00 Carl Nelson: 1008 Theodore St. Rockford, IL 815-633-5991

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**1984 SJ21** Working sails very good condition, 130% multi colored Genoa excellent condition, 7.5 Honda (2cyl) low hours tuned one pull start etc, compass/depth meter, battery new, Interior excellent condition, 2 life vest, 2 throw cushions, trailer, sail cover, hand rail covers (deck), Full plastic boat cover (re-usable shrink wrap cover). \$5,000 firm...no disappointments Will deliver and set up for additional \$500 Jon Sharpe, 541-385-3010, 541-410-9359 cell, [jsha@bendcable.com](mailto:jsha@bendcable.com)



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**1986 Mk III #2580**, Cox Trailer, 1987 4 Hp Evinrude, Electric Keel lift, Porta Potty, Privacy Curtains, Main, Jib, 180% Heild Drifter, 18 in. rails, Autoheilm Auto Pilot, Depth Meter, Knot Meter, Richie Compass. All lines lead to cockpit, 3 New Goodyear trailer tires, New dual batteries, Anchor locker in bow, fold up boarding ladder. All in excellent condition with original owners manuals and brochures. This is a cruiser with life lines completely around the boat to keep skipper and children on board. \$4900. Call Dale Watson, 1960 Chustnut St. Holt Michigan, 517-230-8865

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

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Fleet # \_\_\_\_\_ Sail # \_\_\_\_\_ Boat Name \_\_\_\_\_

Category:

\_\_\_\_\_ Active Member: Either an owner or regular skipper      \$25

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