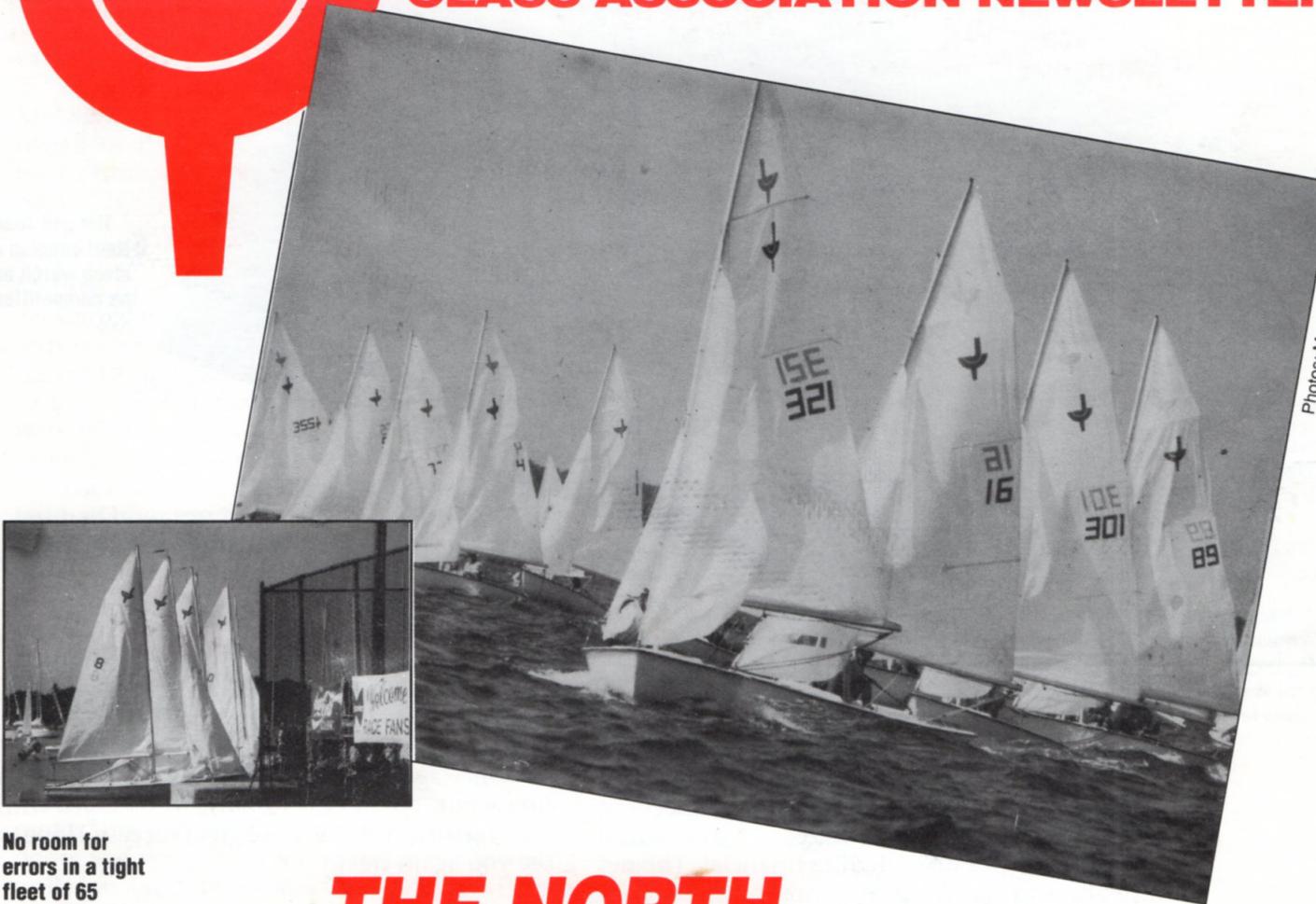


WINTER  
1991-92

TM

# JY15

## CLASS ASSOCIATION NEWSLETTER



Photos: Marguerite Johnstone

No room for errors in a tight fleet of 65 boats. Inset: Early morning calm before racing

## THE NORTH AMERICANS

*Stonington, Connecticut*  
*September 7-9, 1991*

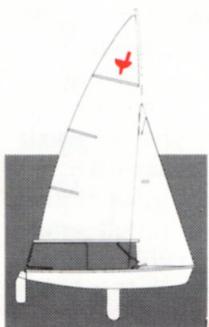
Sixty-five teams from eleven different states arrived on Friday to prepare for the second annual JY15 North American Championship regatta. Everyone was excited and was checking their boat twice for last minute problems. A team from the manufacturer was present to help with centerboard flap replacements and gudgeon replacements.

Friday evening approximately a third of the field gathered for dinner at the yacht club. It was an opportunity to catch up with old friends from last year and to meet some of the new JY15 sailors. After dinner two speakers were featured. The first was Brad Dellenbaugh. Brad is an accomplished sailor

and is currently crewing on a Soling with Dave Curtis. They are making a bid for the 1992 Olympic spot. Brad shared racing tidbits from start to finish. He conveyed his message in a very easy to understand manner. After the speech several experienced sailors told me that they had learned something from Brad's words of wisdom. The second speaker was Rodney Johnstone. Rodney shared his local knowledge and talked about racing in Fisher's Island Sound.

The winds on Saturday were out of the North to Northeast with a velocity of 8-12 MPH. This made for exciting starts because the current was helping many boats across the line. As you can imagine we had several general recalls before the day was done. Gold cup courses were used with the windward mark approximately three-quarters of a mile to windward. Three races were run on Saturday.

Continued on page 9





Marguerite Johnstone

**Tim and Joan O'Neill keeping a close watch on the competition**

## **2ND ANNUAL HOSPICE REGATTA**

**September 28-29  
Niantic, Connecticut**

The 2nd Annual Hospice Regatta that benefited the Hospice of Southeastern Connecticut was more successful than last year. Participation on all levels was up including financial. The net donation to the Hospice of Southeastern Connecticut was over \$18,000 - a 50% increase over last year. The event was expanded to run over two days. Saturday was devoted to the 'big boats'. Sunday was reserved for one-design classes: Lasers, Optimists and JY15s.

The JY15 class had a total of 34 teams. Nineteen of the boats were donated by Fleet 1 owners and JY Sailboats, Inc for use by non-owners requesting to participate in this special event.

The venue was very busy throughout the day starting early in the morning. Fortunately we were blessed with flawless New England fall weather. The wind was from the WSW shifting SW with velocity between 10-18 MPH. The courses were all port triangle with the start/finish line in the middle of the windward leg. Five races were completed.

Bill Healy, former All American, and his crew Meredith Schreyer, finished in first place with four firsts and one second. Last year's winners Theresa Parker and PJ Schaffer placed second.

Once again Niantic Bay Yacht Club hosted a fine event. Thanks to everyone who helped with making this charity event a great success. Hope to see you again next year.

— Jessie Johnstone

### **TOP TEN FINISHES (SPONSOR)**

1. Bill Healy/Meredith Schreyer (Mrs. Nancy Healy)	6
2. Theresa Parker/PJ Schaffer (ECYRA)	16
3. Clay Burkhalter/Andy Williams (Coca-Cola/Kitchings Foundation)	29
4. Scott Carson/Nancy Healy (The DAY)	30
5. Wes Maxwell/Doug Johnson (Chelsea Savings Bank)	38
6. Tucker Bragdon/Kyle Menkart (Saybrook Fish House)	40
7. Tim Robinson/Peggy Murphy (Sailing World Magazine)	42
8. Gary Orkney/Gareth Orkney (Mrs. Jane Schaefer)	47
9. Tim O'Neill/Joan O'Neill (Advance USA)	48
10. Bill Boatwright/(co. sk.)Louisa Holt (Holt/Boatwright)	52



## JY15 MIDWINTERS

**March 15-17**  
**Valle de Bravo, Mexico**

*Hola!* It is safe to say that the Midwinters far exceeded anyone's expectations.

Club de Vela la Pena graciously hosted the Midwinters in March. Forty-six boats participated (more than double of last year) including 14 teams from seven different U.S. states (MI, MA, NJ, CT, NY, RI and CA).

The majority of the US teams converged in the Mexico City Airport Hotel Thursday afternoon. Marilyn Covo Schmidt greeted us and helped us get started in a new country. When everyone had arrived, we climbed onto a 'well used' bus and started the journey to Valle de Bravo. Most of the competitors had never been to Mexico so if you were not sleeping you were taking in the sights, sounds and smells of the vast city.

The 2 hour bus trip took 4 hours. We spent the last half hour lost in the village of Valle de Bravo. Little did we know that the hotel was only feet away when the driver was asking for directions and the local authorities asked him to step down from the bus for a little chat. Stomachs were grumbling as we pulled up to the hotel. Spirits lightened as Tim and Mike O'Neill greeted us at the door with beers firmly grasped in their hands.

The next morning we managed to move ourselves and gear to the club. One VW bus (circa 1965) was loaded to the gills. No one dared to move. When we reached the club they opened the doors and we poured out. Behind the towering walls was a secret paradise. Club de Vela la Pena is situated on the shores of the lake. The Club house is on the hill and the sprawling lawn stretches down to the lake's edge. Two rows of JY15s were lined up and people were already working busily preparing the boats.

The first order of business was to get our boat assignment (generously donated by owners who were not racing). Everyone was shedding layers of clothing, worshipping the sun and hunting for duct tape and suntan lotion.

At that time there was not a breath of wind to be found. We quickly got wind of the local knowledge. Every day the wind fills in at about noon. The intensity will vary from 12 - 25 knots and lasts until about 5 PM.

On Friday several practice races were held. Approximately 20 boats competed. Everyone was sizing up the wind shifts and the competition. Once the races were over we returned to the club. People were ready to help pull the boats up on-shore. Before you could look up there was a waiter strolling down the hill, hand held high with a tray filled with refreshments. Now this is racing!

We relaxed after racing and enjoyed a delicious lunch on the terrace. At the same time many of us met our host family for the weekend.

Three races were held on Saturday using the Gold Cup format. The wind blew from 12 - 18 knots both days. Tom Kirk and Mary Jodce held the lead with three firsts. Carlos Beckman and crew were in second place with 7 points.



Jessie Johnstone

**Lee and Lorraine Pecosi get ready for the first race**

That evening the club hosted a delicious dinner accompanied by a mariachi band. It took no time to feel at home with our hosts. It was a lively bunch. After the dinner the friendly competition moved to the bar with a tequila shooting contest - led by Louis Barrios, Tom Kirk and Angus MaCauley.

Sunday was another beautiful day. Two races were held. Tom Kirk and Mary Jodce finished in 18th place in the first race and finished the regatta with another bullet. After the throw out race they had a total of 6 points. Well done.

After the awards ceremonies there were lots of goodbyes as we climbed onto another 'experienced' bus. Time did not matter on the return to Mexico City.

On a personal note, I would encourage everyone to strongly consider any invitation to sail at Valle de Bravo and enjoy the wonderful scenery and the warm generosity of such fine hosts and hostesses.

—Jessie Johnstone

### TOP TEN FINISHES

1.	Tom Kirk/Mary Jodce	4
2.	Carlos Beckman/Crew	9
3.	Angus MaCauley/Peggy Murphy	16
4.	Luis Barrios/Gina Barrios	17
5.	Valetin Prat/Adriana Prat	18
6.	Luis Morales/Jeanette Morales	31
7.	Jessica Johnstone/Mike Didyk	31
8.	Roberto Palacios/Bobby Palacios	37
9.	Brian Hartwell/Katie Hartwell	41
10.	Felipe Yturbe/Diego Yturbe	42



## GETTING THE MOST SPEED OUT OF YOUR JY15

Rodney S. Johnstone

***Sailing your JY15 fast may seem easy, but obtaining optimum speed requires attention to proper tuning, sail trim, centerboard adjustment, and weight placement and movement.***

### MAST

The mast sets up best if the forestay adjustment is placed on the middle of the three adjustment holes just above the lever. This adjustment controls mast rake upwind. It also controls the fore-and-aft jib sheet lead, because no other mechanical adjustment to the angle of pull on the jib clew is permitted by class rules. If the forestay is pinned to its tightest adjustment, the jib sheet lead will seem too far forward and the leech of the jib too tight when trimmed for upwind sailing. If the forestay is let off to its longest adjustment, the jib sheet lead will seem too far aft, causing the top of the jib to twist off excessively.

***The important thing to remember is that the forestay length adjustment has a significant effect on the upwind shape and performance of the jib.***

The side shrouds should be fairly tight when the forestay lever is engaged - but not so tight that a large compression bend appears in the mast. The top pin of the adjuster should be on the second hole down. The bottom pin should be on the second or third hole from the bottom. The mast is designed limber so that lightweights and inexperienced sailors have an easier time managing the boat in heavy winds. "Tight" is when you can feel some load when closing the lever. "Too tight" is when you have to push real hard to close the lever. Excessive tension and bend in the

mast will cause the main to "turn inside out" when trimmed. Evidence of excessive mast bend are the huge radial wrinkle lines extending from the clew to the luff of the mainsail when sailing upwind. Bend can be reduced by blocking the mast aft at the deck.

### HALYARD ADJUSTMENT

Halyard adjustment on both the main and jib is important for maintaining optimum sail shape in different conditions. Ease of adjustment underway is promoted by the use of a "truckers hitch" or figure-eight knot, with a loop in each halyard so that the loop is about nine inches above the halyard cleats with sails fully hoisted. Run the tail of the halyard through the loop, then back down to the cleat. This is permissible under class rules and provides a two-to-one mechanical advantage on the halyard. Be careful not to overtension the main halyard. When it becomes "two-blocked" at the masthead, more tension will simply put a compression bend in the mast and result in huge horizontal wrinkles in the main.

### SAIL TRIM

***Sail trim is critical for top performance. Most people overtrim everything going upwind - the jib sheet, the main sheet and the vang. Then they "pinch" the boat into the wind. This is all very slow.***

The jib should always have some curve ("camber") at the bottom so that it does not come straight back flat. If it is trimmed too flat, you will probably get some flutter and a slight curl in the foot of the sail. Likewise, the mainsail outhaul should not be overtensioned - particularly in waves and slop. The main is over twice the size of the jib. You need it for power. In smooth water with light to moderate air, trimming the jib clew an inch or two to windward with the windward sheet can help pointing higher.

Many JY sailors have come out of Lasers, 470's, 420's and other dinghies where vang tension is important. You can kill the JY mainsail very easily with too much vang tension. The big low-aspect JY main likes a little twist - an open leech. You get this automatically in heavy air because the mast will bend in the puffs. But in lighter air the vang acts like a brake if it is so tight that the leech is "closed".

In general, the key to fast sail trim, reaching and running, is to ease the sails as far as they will go without luffing. Luffing means when the sail starts to cave in at its leading edge. Watch the leading edge of the sail, because the cloth telltales



are not as precise an indicator. To keep the sails "on edge" in perfect trim requires constant attention, concentration and adjustment - especially on the jib. Most of the communicating necessary between helmsman and crew involves jib trim or anticipation of change of jib trim. An excellent jib trimmer makes as much difference as an excellent helmsman on a JY15. Most JY skippers don't realize how important this is.

#### CREW WEIGHT

Total competitive crew weight at the top regattas to date ranges from 250 to 350 pounds. This allows for a large range of ages and sizes. The class rules require two or three people as crew. Crew weight placement and movement is critical for speed. In general, the weight should all be at or forward of the aft end of the centerboard trunk. When it is windy, the weight wants to be aft a fanny width, particularly on a reach. In light winds, or whenever possible upwind, weight should be kept low - flat on the cockpit floor. The weight should be spread to the sides as much as possible when going downwind to reduce rolling. The weight should be bunched tightly together going upwind especially in waves.

#### KEEP THE BOAT FLAT!

The boat has a small centerboard and large rudder. It is a wide boat. If you heel it over too much the drag on the hull increases, the lift on the keel decreases so the boat will go slower and slide to leeward. This is very bad for upwind sailing.

***If you can keep a neutral or weather helm and sail the boat FLAT in any breeze upwind, this is always fastest.***

If you are overpowered in heavy air and cannot hold the boat down easily, ease the sheets a bit and "feather" into the wind. (Make sure the vang is tight.) A little heel is okay in light air. Because the sails are heavy-duty cloth, sometimes heeling to leeward is the only way to maintain a decent sail shape for the air to flow past.

#### TACKING

Be careful when roll tacking. Most dinghy designs of the last forty years have very tippy barrel-shaped hulls with large boards and small rudders. One can roll tack these from rail to rail through a tack without increasing drag appreciably. The huge JY15 rudder steers it through the tack well enough so that there is not as much benefit to an extreme roll. A good roll tack and jibe is important, however, particularly in light to moderate air. This takes practice.

There are several techniques for tacking and jibing which I will not discuss because it is an issue of personal preference. For the older sailor with gimp knees and a bad back (like myself), I recommend the following tacking movement for the helmsman (see box.)



#### Tacking for Grownups

- 1 Ease the mainsheet slightly and cleat before tacking.
- 2 Bounce into the center of the cockpit and pivot around on fanny facing aft changing to other hand on tiller. Then grab the mainsheet out of the cleat with old tiller hand. (This is all one motion taking about one second.)
- 3 After pivoting all the way around (180 degrees) with feet against face of new leeward side tank, push yourself up on new windward side tank with legs. This is easy with a little practice. The best part is you never have to get on your knees.

#### CENTERBOARD

The centerboard should always be full down for upwind sailing. The sole exception would be in extremely heavy wind with an overpowered, lightweight crew. Raising the board slightly reduces tippiness and makes the boat easier to sail when overpowered. The board should be about halfway up on a beam reach and most of the way up when running to reduce friction and drag to a minimum. In extremely choppy conditions we leave about one third of the board down to dampen rolling and increase steering control off the wind.

#### RUDDER

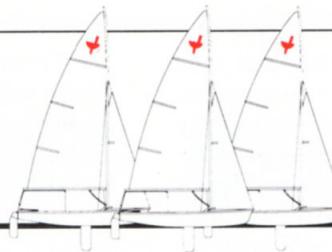
Because the rudder is large, the boat responds well to careful steering. Because it is a high lift, relatively thick section compared to most dinghies, the JY responds much quicker to tiller movement than most sailboats.

#### FINAL COMMENTS

Even though the JY15 is a simple boat with simple controls, there are plenty of things to think about, remember, and concentrate on if you expect to do well on the race course against good competition. There is no substitute for time on the boat to gain the feel for being at one with your JY.



# FLEET NEWS



## FLEET #1 STONINGTON HARBOR

*Jessica Johnstone*

The season started with a dinner meeting in January. Thirty five people came out in the cold to share some cheer and talk about sailing. One result of the evening was that three seminars were scheduled for the remaining winter months. The hot topics were rules (yes, the little red book) and race management. It was a great opportunity to have more experienced sailors exchange information with newer racers.

The Spring Frostbite series ran for 7 weeks starting in April. This year it was not necessary to get the ice cutters to clear the harbor.

The summer weekly racing schedule was expanded. Three separate organizations in the area conducted weekly racing (Wadawanuck YC, Stonington Dinghy Club and Watch Hill YC). This made it possible to race on Wednesday, Saturday and Sunday.

The First Annual Willy G. Regatta was held on August 11th. This was a fun-filled action-packed event that combined skills on and off of the water. The competition categories were racing from point A to B and from B to A, volleyball, tug-of-war, joke telling and costume design. Ardent racers may be interested to know that the alternative penalty for the day was as follows: the skipper was required to stand up in the boat, perform a personal 720 and apologize from the bottom of his heart and beg forgiveness.

## FLEET #2 BREAKWATER YACHT CLUB SAG HARBOR, NY

*Antoine Bourel*

The 1991 JY15 season started very strong on April 7th with the spring series.

On June 9th we held a one day regatta (Sag Harbor Cup) that was open to all fleets. 21 boats joined the fun around the buoys. Five races were held. Bill Boatwright and Louisa Holt were first with 9 points. Bill Griffin and Mary Pullan were second with 15 points. Peter and Ann Freeman finished third with 20 points. We hope to see you all back for the second Sag Harbor Cup in 1992.

The summer Sunday series ran from June 2nd to September 1st and was very active. The starting line was often crowded. Antoine and Andrea Bourel (now 7 months pregnant) finished first, David and Mary Whelan took second and Kenny and Sarah Kalbacker (also 7 months pregnant) finished third.

The fall series started September 15th and will go all the way until we have to put ice skates on our hulls, then we will start the frostbite season.

Our Youth Sailing Program using JY15s was very successful this summer. Twenty-seven scholarships were given away to the local school districts and different youth organizations. A total of forty-four students sailed from July through August, unfortunately, due to Hurricane Bob's arrival the program was shortened a bit.

## FLEET #14 KNICKERBOCKER FLEET STAATSBURG, NY

*Ken Wheatley*

JY15's of the Knickerbocker Fleet are spread over a large upstate area of New York's Adirondack Lakes, but managed to get together for three racing dates this summer. The season's Championship was decided by just a few feet in the final race as the Krug team (#106) held on to defeat the Wheatleys (#107). Knickerbocker JYs were also participants in handicap racing programs on Sacandaga, Dyken and Grafton Lakes in New York and Lake Pontoosuc in western Massachusetts.

Bob and Ellie Ackermann have the first JY on Schroon Lake in New York. They bought the boat for day sailing only with "no interest in racing"! They soon found themselves "sailing" past everything their size at Schroon Lake. They say they may join the racing fleet at Dyken for the '92 schedule.

## FLEET #16 TAPPAN ZEE HASTINGS, NY

*Jim Buckley*

Fleet 16 is most active during the spring and fall when the big boat series are dormant, but they did hold two major events this summer. In July, the Fleet loaned its boats to the Hudson River YRA for their Junior Championship. The event was won by skipper Brian Tesar and crew Jennifer Nilsen and Jim Ronayne of Chelsea Yacht Club. A racing clinic was conducted in conjunction with the regatta by USYRU's Walter Wheeler, Jr.



Fleet 16 also participated in the annual one-design regatta of Shattemuc Yacht Club in Ossining, NY. Eight boats sailed 11 races just off Sing Sing prison on the Hudson River. The weather was beautiful and the winds were 8 to 15 from the northwest. In first was Peter and Ann Freeman, second was Frank Pelosi and Dan Campbell, and in third was Barbara Samalot and Guy May.

Fleet 16 will be holding a frostbite series beginning November 9 and ending December 14.

**FLEET #19  
CAROLINA SAILING CLUB  
DURHAM, NC**

*Russ Norburn*

The Carolina Sailing Club Championship is hanging in the balance at this writing. This will be decided in October. At this point Bob Taylor, racing one of the the NC State boats, and I are vying for the top position.

We are glad to welcome the following new members to our fleet: Derrick Gough, Diane Hawes, L.C. Lyon and Will Martin. A contingent of us went to the SAYRA (South Atlantic Yacht Racing Association) regatta held at Wrightsville Beach this year. Another large event was the North Carolina Governor's Cup which was in June. Peter and Ann Freeman captured the top position. Seven JYs started at a regatta at Fall's Lake, a new lake close to Raleigh and Durham.

Our future plans include having a frostbite series with the lasers every two weeks from November through March.

**FLEET # 21  
WHORTONSVILLE YACHT AND TRACTOR CLUB  
ORIENTAL, NC**

*Nick Santoro*

1991 has been an eventful year for Fleet 21. In addition to our regular schedule of fleet races, our members travelled to three away events. One of our members made the ultimate commitment to our sport by marrying his crew. Congratulations to John and Debra Goughnour and best wishes for a long and happy marriage both on and off the race course.

Kevin and Sue Bryan, last year's championship team, also made a major commitment to our sport. They built a beautiful new waterfront home on Browns Creek in Whortonsville, just to be the closest ones to the starting line. This strategy seems to be effective, since, as of this writing, Kevin and Sue are once again in the lead for this year's Fleet Championship.

Three of our members attended the Governor's Cup Regatta on Kerr Lake, one of the largest one-design regattas in the country. This year's event

attracted over 200 boats, representing 20 different classes and this was the first year JY15s participated. A total of 12 JY15s competed in this regatta and our boats earned 4th, 6th and 8th place finishes in this closely contested event.

1991 was also the first year in which JY15s competed in the Oriental Sailing Social, an annual multi-class regatta held near Oriental, 'The Sailing Capitol of North Carolina'. Three boats from the Whortonsville Yacht and Tractor Club and three boats from the UNC team rounded out the six boat JY15 field. Top honors were won by the home fleet with the Bryans finishing first, the Santoros in second and the Goughnours in third place.

We would like to acknowledge a special thanks to Bob and Mary Byrnes who have been our steadfast race committee since our inception.

1991 Roster: Kevin & Sue Bryan, John & Debra Goughnour, Nick & Jeannette Santoro, Tom & Beverly Love, Bob & Mary Byrnes.

**FLEET #23  
GROSSE ILE  
GROSSE ILE, MI**

*Brian Hartwell*

One of the newest JY15 fleets is the 18 member strong Fleet 23 from Grosse Ile, MI. Grosse Ile is an island about the size of Manhattan, but with a population of only about 9000 people. Located on the Detroit River just where it flows into Lake Erie, Grosse Ile Yacht Club is the home of the majority of the JY15s in Fleet 23. The remainder are at private homes nearby or trailered in for races.

Brian Hartwell is the fleet captain and the man who spearheaded the organization of a one-design fleet at GIYC. 1990 had been a bad year for GIYC both from a financial and participation view point. The membership was aging and new younger members were not joining the club when faced with a 5 year wait to get a boatwell. It was Hartwell who proposed the JY15 idea to the Board of Directors as a way to interest new members, encourage more participation at the club, and return to the historical roots of the club. Of course he also was looking forward to having a heck of a good time himself reliving youthful days of one-design racing. The Board approved the idea and in the first year filled all 13 available storage spaces and welcomed 5 new member families.

We enjoy fresh water sailing, but we still have to contend with a pretty good current. (At least ours is always from the same direction unlike that of our East Coast compatriots.) On Thursday evenings this summer, we usually raced right out in front of the club so that spectators could enjoy the action and crew people could rotate. Our

*Continued next page*



prevailing wind is pretty reliable southerly thermal from Lake Erie. that kicks in about 11:00 A.M. and dies just before we get our boats back to the ramp in the evening.

Our activities this summer included weekly racing where the emphasis was placed on having fun and learning as much as we could about the racing rules and techniques for sailing JYs fast. We also had several destination sails to nearby unpopulated island beaches to celebrate summer and share recipes for JY Juice.

Our membership is diverse from hot shot dinghy racers, to first time sailors; from devil-may-care teenagers to the over-the-hill gang; from gracious skipperesses to loud-voiced sea-lawyers. We all tackle the game in a different way, but the end result has been a lot of fun.

Beverly Love, Bob & Mary Byrnes.

**FLEET #24**  
**LOW TIDE YACHT CLUB**  
**FAIRHAVEN, MA**

*Jim Stellato*

Wrapping up a busy summer and looking forward to an extended frostbite season. We have just recently completed the last of the summer series. The seven members of Fleet 24 have taken the month of September off and will resume action on October 6.

Along with our regular series racing we also kicked-off our first annual JY Regatta Weekend in August. Two days of racing with one out of the ordinary regatta. This was the 'Smuggler's Fun Cup'. It was a relay style team race (5-7 members per team) with three races around a gold cup course each finishing at the dock where a member of each crew ran to the bar drinking carbonated drink of choice and returning to the dock tagging his/her teammates which in turn sailed the next leg. Repeat three times and finish at the bar!! An absolutely hilarious event which involved over 40 participants in seven boats and parking lot full of curious spectators.

On Sunday we moved to the gusty - shifty winds of the inner harbor for a more serious event. This was the 'Seaport Inn Regatta'. Joining us from Connecticut were Tucker Bragdon and Gary Orkney who took the top two spots respectively. Illustrating to us that there is much more work to be done.

Soon we will be back on the water for our Sunday Frostbite Series beginning at 1pm on October 6th. All are invited and we would love to have you. For more information, call Jim Stellato at 508-991-2076. We are looking forward to great season end as well as fun summer season for '92.

**FLEET #25**  
**FORT WORTH BOAT CLUB**  
**FORT WORTH, TX**

*Mark Witte*

Fleet 25 has grown to be 22 boats strong since chartered early this year. Fleet members have participated in several noteworthy events this year. An inaugural regatta was planned as part of this year's FWBC Opening Day Celebration that saw 19 boats participate including one JY sailed by Rod and Jessica Johnstone. The next event was the first in a six regatta circuit organized as a joint venture between ourselves and Fleet 17. The Texas JY15 Circuit has hosted 17 participants at the following regattas:

**Springfest Regatta**  
April      Rush Creek YC  
**Foley/Sperry Cup**  
May      Lakewood YC  
**Annual Regatta**  
June      Fort Worth Boat Club  
**Governors Cup**  
July      Austin YC  
**Endless Summer Regatta**  
October    Seabrook SC  
**Wurstfest Regatta**  
November    Lake Canyon YC

Two of our members travelled to Stonington for the North Americans and earned the award for travelling the farthest in addition to having a great time. Some of our members are also planning to attend the Red Lobster Cup in December of this year.

The JY15 has been a blast for us this year and we are looking forward to even more fun in the future.

**NEW FLEETS  
ON THE BLOCK**

**FLEET #26, BALTIMORE, MD**

Michael Beatty is the Fleet Captain. They are four boats strong and expected to add several more this spring. It is a great new location for sailing JY15s.

**FLEET #27, NEWPORT, RI**

Tim Robinson (a familiar name to many) will be in charge of the fleet in this sailing mecca. There are approximately twelve JYs in and around the Newport area. Congratulations!



The 'Honey Barge' was on hand again this year. Services included at the marine rest stop were a Port-a-Pottie, soda, fruit and granola bars. Once again the 'Honey Barge' received a great response and had many visitors.

On Sunday the Race Committee postponed the Harbor Start due to lack of wind. Later there was enough breeze so that we could start the journey to the starting line. The breeze finally clocked and ended up coming out of the SW. The velocity varied between 5 - 10 MPH. The conditions were very challenging. The age old questions of 'Should we go right? or 'Should we go left?' was followed by 'Where's Rodney?', 'Where's Brad?"

Many teams used the light winds and strong ebbing current at the windward mark as an excellent opportunity to practice 720's. As the day passed many close point battles developed to add to the racing excitement.

Four new awards were presented this year. The first category was for the lowest scoring skipper in the Master division. This was awarded to Jon Burr sailing with Tom Lincoln. The next category was given to the lowest scoring skipper in the Junior division. Chris Going and Chris Anderson topped the four junior boats. The lowest scoring Woman skipper was Jessica Johnstone who was sailing with John Kam.

The Designer's Trophy, which was presented by Rodney Johnstone, was presented to the person who in Rodney's judgement contributed the most to making the regatta a success. This was awarded to Gary Orkney.

Finally, Tim Robinson presented the Sailing World Sportsmanship Award for the second year. Andrea (7 months pregnant) and Antoine Bourel were the recipients this year. By the time you read this newsletter there will be another JY sailor in our midst.

Congratulations are in order for all who participated. You may be interested in a few facts. Sixty five boats on the line represents an increase of sixteen boats. Thirty-two teams returned for a second year. Twenty-eight teams were either husband/wife teams or another family combination. Thanks to all who helped with the regatta and hope to see you next year!

— Jessie Johnstone

#### TOP TEN FINISHES OVERALL

1. Brad Dellenbaugh/Virginia Verney	12.75
2. Skip Moorhouse/Glen Cook	21
3. Clay Burkhalter/Andy Williams	22.5
4. Peter Vessella/Chris Bollengier	31
5. Tim Hotchkiss/Graeme Woodworth	33
6. Rodney Johnstone/Lucia Johnstone	33.75
7. David Whelan/Mary Whelan	43
8. Tim Robinson/Peggy Murphy	44
9. Bill Griffin/Mary Pullan	44
10. Brian Hartwell/Katie Hartwell	46

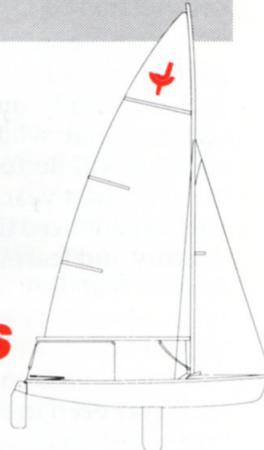
## COMING EVENTS 1991-1992

**MARCH 28, 29**  
**JY15 MIDWINTERS**  
**Lake Kerr, NC**

**SEPTEMBER 11 - 13**  
**JY15 NORTH AMERICAN CHAMPIONSHIP**  
**Stonington, CT**

*If you are planning a regatta and would like to have it appear in this column in the Spring 1992 Newsletter, please send the details to JY15 Racing Association before March 1, 1992. Our address is on the back page.*

## CLASS RULES CHANGES



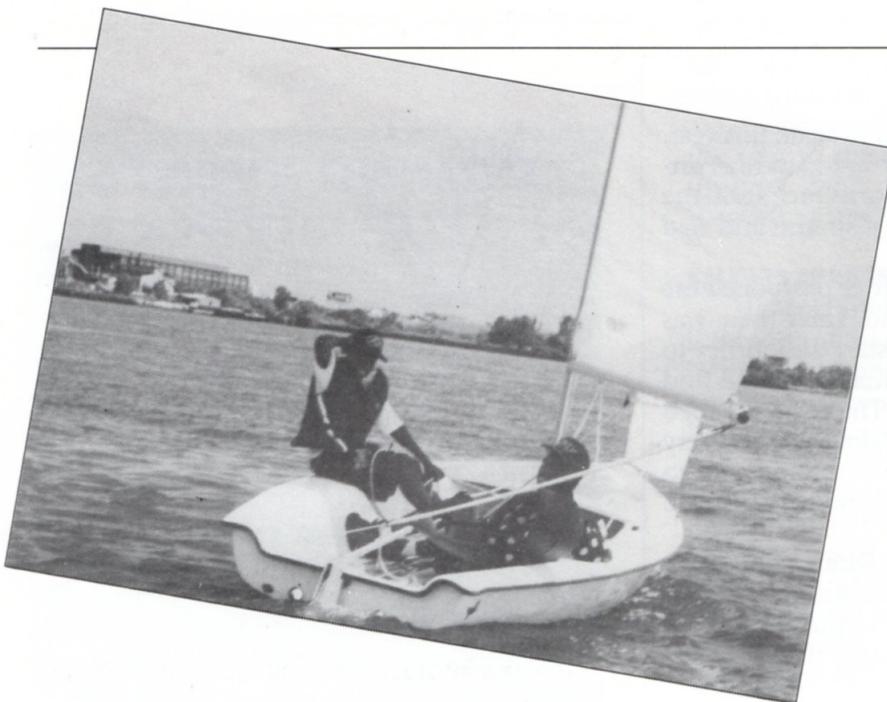
In response to comments from many owners that the halyards are oversized, we are reducing the line size. Section 4.3a and 4.3b in the class rules has been changed to read:

**“..rope not less than 1/4” diameter..”**

Although the outhaul cleat will accept up to 1/4" line. We have found 3/16" line stays in the cleat more securely. Section 4.3g of the class rules has been changed to read:

**“...rope not less than 3/16” diameter with a maximum of 2:1 power ratio..”**





*This past year over 180 youth from the inner city experienced the joy of learning how to sail. Three dozen had the additional thrill of sailing by themselves in JY15s.*

## PHILADELPHIA CITY SAIL

*Rick LeFevre, Executive Director  
Philadelphia City Sail*

Many people thought us out of our minds for trying to teach inner city youth to sail (and still do). Especially on the Delaware River in Philadelphia, but what a difference two successful seasons will do for a local consensus.

This past year over 180 youth from the inner city experienced the joy of Philadelphia Maritime history and learning how to sail. Of those, three dozen had the additional thrill of sailing by themselves in JY15s. These were youth who completed the basic two week course and were invited back for an advanced course. Few of these youth had ever been in a boat before let alone a sailboat and most were sailing the JY15s by the second day. Several youth became friendly with the boom, but most got the idea and ducked at the proper times.

Several boats capsized, but they had great fun trying to right them before the boat turtled. Most were successful and their joy is displayed in the accompanying photo.

Our youth really took to the JY15s and learned what sailing was all about. Dave Moorhouse will attest that in the beginning I had my doubts on how our youth would do in JY15s, but I became a believer after seeing how well they took to them and how much fun they had. The only question we hear now is - "When can we go sailing again?" Hopefully soon!!

## MARBLEHEAD RACE WEEK

*Marblehead, MA July 25-28*

Nine JY15s participated in the traditional Marblehead Race Week Regatta in July. All but one boat travelled to compete in this regatta. The prevailing conditions were wet, foggy and minimal wind. All in all it was a test of patience and endurance.

Saturday evening Mark Crawford and family hosted a class cookout. It was fun to compare notes and plot strategy for the final day of competition.

Keith Behnke and Vicki Arbitrio's consistent efforts were rewarded with first place.

## LIPTON CUP

*Dorchester Bay, MA, July 13-14*

This was another new regatta that was added to the 1991 schedule. This one-design regatta is held in a shallow basin just southeast of Boston. Racing gets interesting when the tide is really low.

Five JYs competed at this regatta. Joseph Pelosi and Donald Yoos from New Jersey earned first place.





## **JY15 SAILOR OF THE YEAR AWARD**

*Imagine sitting on the beach with the penetrating Caribbean sun beating down on you. That's what the winner of the JY15 Sailor of the Year Award will be doing!*

This is a new program is sponsored by JY Sailboats. The skipper who has best record after three designated regattas will win a week for two at the Bitter End Yacht Club.

In order to qualify you must meet the following guidelines:

**The skipper must be a JY15 owner and participate in the following three events:**

**JY15 Florida Cup**  
Sanford, FL  
December 7-8, 1991

**JY15 Midwinters**  
Kerr Lake, NC  
March 28-29, 1992

**JY15 North American Championship**  
Stonington, CT  
September 11-13, 1992

**The skipper must be a current member of the JY15 Racing association.**

The scoring will be based on the total of the three regatta finishing scores. For example if Skipper A finishes were 3rd at the JY15 Florida Cup, 6th at the JY15 Midwinters and 2nd at the North American Championship, their score would be  $3+6+2=11$ .

Ties will be broken based on the who-beat-who-more when looking at the regatta final position. So, if Skipper B regatta finishes were 2, 5 and 4 respectively (total of 11, same as Skipper A) Skipper B would win. Skipper B beat Skipper A in the first and second regatta.

If a tie were to remain, the finish position of the North American Championship would be the determining factor.

The prize will be awarded at the Awards ceremony for the JY15 North American Championship. Good luck to you all!

### **BOATCOVER WARNING!**

*It has been found that using dark boat covers increase the surface temperature of the covered area. Temperatures of over 200 degrees have been recorded. This temperature is hot enough to cook an egg and probably damage the surface of your boat.*

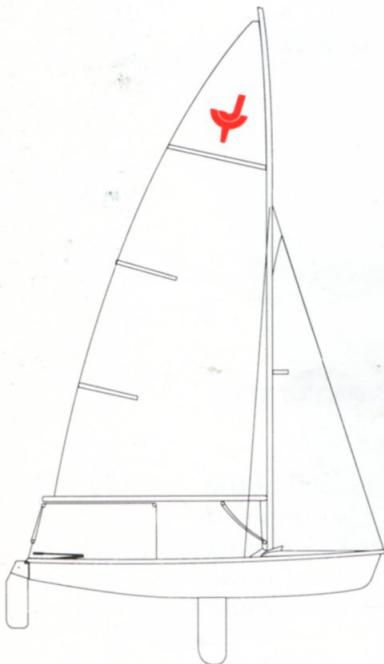
*The only acceptable material to use for a boatcover is a breathable white material. If you use any other color or material you run the risk of causing problems.*

*If you have any questions at all, please do not hesitate to contact us a JY Sailboats: JY15 Racing Association, 38 Bayside Avenue, Noank, CT 06430 203-536-6567 (Voice) 203-536-9848 (FAX)*





JY15 Racing Association  
38 Bayside Avenue  
Noank, CT 06430



## WE WANT TO HEAR FROM YOU!

*If you have an idea or a suggestion for a topic that you would like to see in the Spring newsletter—let us know. And, please send us your captioned photos! We're always looking for that really good, funny or fast JY pic. So get out your cameras, sharpen your pencils and contact us at:*

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