

SPRING
1995

®

J FIFTEEN

CLASS ASSOCIATION NEWSLETTER



And they are off
to the races
again in historic
Charleston, SC.

*Saturday evening
the video highlight
of the day's racing
was the slow motion
coverage of Long
Islanders Jim Ryan
and Joe Mulle both
flipping out of the
boat only one
boatlength from the
finish as their
hiking strap parted!*

Loring Excels at Southern Championship

David Loring, racing in his home waters of Charleston, S.C., dominated the 5-race Southern JY15 Championship held on April 22-23. The regatta was hosted by the Charleston Yacht Club, with the racing taking place in the tricky currents and shifting winds of Charleston's expansive harbor. Sailors journeyed from Massachusetts and Florida to enjoy this terrific racing venue.

Loring, who is also a top Laser sailor, took time off from his Olympic campaign to race in his hometown. "I like the JY15" he said, "and I hope to get into it more often after the Olympics. It's the kind of boat I can enjoy racing with my girlfriend." Loring, sailing with crew Jay Adams, scored 3 first and 2 second place finishes to win the regatta.

On Saturday morning, the boats sailed out to the harbor along the scenic Charleston waterfront. The 24-boat fleet was a smaller turnout than usual, but the sailing was still highly competitive. Both wind pressure and direction were continuously changing, in classic "Stuart Walker" fashion, as the sea breeze never quite overcame the frontal system. The Race Committee ran Modified Olympic courses, and had to relocate the windward and leeward marks frequently to keep the course true. Local ace Ross Griffith and crew Jamie Ewing showed great boatspeed at times, winning one race and challenging Loring on every leg. The wind finally stabilized at 12-15 knots for the third race, but the reversing currents left many sailors scratching their heads.

Contents

Southern Championship
Page 1

SC Race Results
Page 2

President's Letter
Page 3

*Traveling With a
One-Piece Mast*
Page 4

Mid-Winter Madness
Page 5

Technical Talk
Page 6

Tool Time
Page 7

From the Factory
Page 7

Regatta '95
Page 8

District Contacts
Page 8

Fleet Captains
Page 9

Generic Regatta Form
Page 9

Notice of Races
Page 10

Regatta and Fleet News
Page 10-13

*Sailor of the Year
Competition Rules*
Page 14

Newsletter Guidelines
Page 14

*JY15 Class Membership
Application*
Page 15

JY Bulletin Board
Page 16

Next Issue
Page 16

Southern Championship. . .

(Continued from Page 1)

Saturday night featured a great party with typical southern cuisine and hospitality. Local fleet captain John Gervais, who served as regatta chairman instead of racing, did a superb job in keeping everything organized and fun. Loring and Griffith, as the regatta leaders, generously gave an impromptu seminar on helming techniques, weight placement, and local current strategies. It was interesting to again hear that the top JY sailors use dissimilar methods to win. Griffith was fast with the old Haarstick sails, didn't adjust the rig or halyards, and had the weight further aft. Loring talked about the importance of not pinching the boat and keeping your head out of the boat, particularly in Charleston Harbor. After dinner, everyone enjoyed watching the video of the races. The highlight was the slow motion coverage of Long Islanders Jim Ryan and Joe Mulle both flipping out of the boat only one boatlength from the finish as their hiking strap parted!

On Sunday morning, the fleet tacked upwind out to the harbor for two more races. The wind built steadily during the day, as the sea breeze finally arrived. The fleet spread out across the long upwind legs, and holding the boat flat became increasingly difficult. By the middle of the second race, the wind was topping 20 knots, and the downwind run became a real challenge. Several boats broached or deathrolled, including Loring in the lead. JY Sailboats Rep Cutter Smith sailed a good race to take the gun. Many were glad to see the course shortened to a leeward finish, and the sailors gladly headed back to the Club on a planing reach.

After putting away the boats, the sailors were treated to some great burgers and beer, and the awards were distributed. All in all, it was a terrific regatta. The Race Committee work was excellent, no protests were filed, and everyone seem to enjoy the relaxed, fun atmosphere. Many thanks go to John Gervais and everyone at the Charleston Yacht Club for a super job. If you have the chance, don't miss this event in the future.

Overall Race Results for 1995 Southern Championship

1. David Loring & Jay Adams	6.25
2. Ross Griffith & Jamie Ewing	15.75
3. Jeff Morgan & Kelly O'Rourke	18.00
4. Cutter Smith & Robert Gampe	22.75
5. John Shanholt & Gail Kern	36.00
6. Jim Ryan & Joe Mulle	42.00
7. George Scarborough & Charlie Belcher	50.00
8. Beau Samuelson & Jenny Walton	50.00
9. O'Malley Avant & Shelli Hopper	53.00
10. David Archer & Margaret Archer	54.00
11. Bob Harkrider & Sharon Harkrider	59.00
12. Josh Glass & Lori Gleason	64.00
13. Steve Burns & Mary Burns	66.00
14. Gil Samuelson & Chris Samuelson	66.00
15. Graig Robnik & Michelle Robnik	69.00
16. Les Cabiness & Kathy Cabiness	73.00
17. Dennis Jackson & Steve Perun	99.00
18. Barry Goodwin & Bill Crew	99.00
19. Alex Smith & Danny Smith	102.00
20. Eli Putnam & Sue Putnam	103.00
21. Meegan Smith & Jenny Gervais	106.00
22. Louise Weld & Lynne Ravenel	107.00
23. Don Putnam & Josh Putnam	117.00
24. Guy Van Doren & Mathew Van Doren	119.00



**Changing conditions
challenged all
competitors from
start to finish.**

John Shanholt

From the President



We have completed the first 4 weeks of frostbiting in the Spring series on the Connecticut River in Essex, CT. The JY15 fleet is averaging over 20 boats each Sunday. The racing has been very competitive, with the "pecking order" shifting slightly. People are learning. We are again experimenting with the tuning, with no revelations yet. Rodney suggests a looser setup, based on his experience at the Mid-

winters. This seems to be the general setting of the competitors in Essex. I look forward to a new tuning guide.

The new masts have been great. We sailed this past weekend in breezes of 12 to 15, with regular gusts to 18 and a few over 20. The only damage was to a two-piece mast. Correction, some of the Vanguard 15's that started racing in this venue two weeks ago broke their rigs. My son Gareth broke his Laser mast top section. Our Spring regatta is this weekend and I anticipate a great turnout.

Now down to business. We held our second Class Association Council Meeting at the Sail Expo boat show in Atlantic City. This is the second year I have attended the show, which I recommend. There is a great small boat one design exhibit. Jessica Kam, Secretary/Treasurer reviewed our finances and a budget for 1995 with the Council. Our major expenses will be for the quarterly newsletter and postage. It is the Council's intention to return funds to the districts for activities promoting class membership. The Executive Committee will evaluate requests for funding from the districts on a case by case basis, at this time.

The Council is seeking other sources of funds for the class. Joe Healey, Vice President/Mid-Atlantic District Council Representative volunteered to solicit newsletter advertising. We have already sold some space. Gil Samuelson, Southeast District Council Representative, volunteered to chair a committee to suggest other avenues of raising money.

Jessica Kam, Secretary/Treasurer, sent renewal forms to 531 individuals who were members in 1993 and/or 1994. Membership applications were forwarded to 161 individuals with hull numbers but no record of having ever been a member. At last count, we have over 350 paid members for 1995 versus 320 in 1994. A reminder "your membership has expired," was mailed this month. Please renew your membership, if you wish to receive future newsletters and mailings. The class needs your support.

Other notes include, each district is responsible for soliciting a site for their district championship. The name of the Atlantic District has been changed to the Mid-Atlantic District. David Eck, Council Member/Copyright Holder, volunteered to chair the

Championship Criteria for Regatta's Committee. Texas anticipates it shall seek District status shortly. Proposals for the JY Sailor of the Year program are to be forwarded to the president for evaluation.

I wish to express my gratitude and appreciation for the fantastic job Jessica has been doing. Her accomplishments include the organization of our class data base, preparation of our budget and financial reports, organization of our finances and the completion of our membership renewal. I hope you can appreciate what that requires. She is currently processing the membership follow up, handling telephone calls and correspondence and last but not least co-publishing the newsletter. The Winter 1995 newsletter was great! The class owes her a lot! I want you to appreciate her as much as I do! Thank you Jessica!

Gary M. Orkney

JY Fifteen is published quarterly by the JY Fifteen Class Association. Subscriptions are a benefit of membership in the JY15 Class Association. To register, contact Jessica Kam, JY15 Class Association, 24 Two Bridges Road, Towaco, NJ 07082-1337. Phone: W/H 201-402-8416. Fax: 201-334-8436.

For manufacturer of JY15, contact JY Sailboats, David Eck, 5 Colton Road, East Lyme, CT 06333. Phone: 203-739-3033. Fax: 203-739-2905.

We welcome ideas and articles for *JY Fifteen*. Ad rates upon request. Send information to Jessica Kam at the address listed above. Deadlines for each issue are:

Winter: January 1
Spring: April 1
Summer: July 1
Fall: October 1

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Traveling With A One-Piece Mast

The class's addition of a one-piece mast with spreaders will make the JY15 a better boat. However, it will necessitate the modification of existing trailers to ease transportation. I have so much tape on my two-piece mast it will not come apart, and have been trailering it in one piece for over a year.

The following is my solution, and it may work for you. On the back of my boat I have a light bar. It is two 6 1/2 foot long pressure treated 2 X 4s screwed together at right angles to form a 6 1/2 long, 6" wide, 4" high "L". The 6 inch wide bottom side is padded with carpet. The lights are mounted near the ends of the 4" high "bottom" part of the "L". In the middle, I have a 16' long section of 2 X 6 with a notch, about the size of the mast cross section, cut in it mounted on end to hold the mast near its base. The light bar is easier to work on than trailer mounted lights, and its length makes it a good range marker on the highway, or when backing. The 2 X 6 holds the mast above the tongue of the dolly which rides upside-down and backwards with the strap resting on the deck, just forward of the cockpit splash rail. I tie the light bar through the cockpit drains, and spring it forward to the shroud chainplates with shock cord. This keeps the light bar from rolling or sliding (I've had both happen) off the back of the boat. I carry the mast forward, extending beyond the

trailer tongue. Then I do not have to worry about red flags or backing the unseen mast back into a tree or telephone pole. The forward facing top of the mast is supported by a section of mast from a broken FJ mast. A section of box beam would work just as well. This is bolted to the winch mount on the front of the trailer. I have another section of 2 X 6 bolted on the top to hold the mast. The mast tip extends forward, over the back of my car. It is high enough to open my hatchback. This does increase windage, but the convenience is worth it. If you opt to try a configuration such as this but lower the mast tip, or trailer the mast behind a van or wagon, be aware of the hinge effect created when the car's front wheels, and the trailer wheels go up, and the car's rear wheels and trailer tongue go down. This happens when driving through a dip in the road, or into some driveways. More than one mast has been bent and van window lost when the owner failed to account for this phenomenon.

For people who do not want to reconfigure their trailers and plan to carry their masts on their decks, be aware of the spreaders. The mast will want to roll flat side (spreader bracket) down. Aside from being tough on the deck this is not good for the spreaders. One solution that may occur to some

(Continued on page 5)



Spring 1995 From JY Sailboats



SPRING 1995 ACCESSORY LIST

Seitech Dolly	\$299
Plastimo Mini Contest Compass with mast mounted compass mount held on with velcro straps for easy mounting.	\$140
North JY15 Sails with sewn in small battens.	\$625
Mast Trailer Kit Mast crutch and transom mount for the new one-piece mast.	\$ 50
JY Boat Cover Ideal mast up or mast down. Colors light blue or light gray.	\$199
Rudder Bag Helps protect rudder and tiller.	\$ 50
Tension Gauge	\$ 30

NEW FOR 1995

Bow Bumper Made up of urethane foam easily attachable helps protect your bow. Ideal for program boats.	\$ 25
The JY Sportbox Do not leave home without this cartop mounted storage unit. Ideal for all your sports paraphernalia.	\$250
The JY Boatbox The ultimate sportbox that doubles as a rowboat. Perfect for avid campers and for big boat owners who need a tender.	\$749



The 1995 Racing Season shirts are in:

T-Shirts	
Short	\$12
Long	\$16
Sweatshirts	\$25



The Spring line of embroidered clothing has arrived:

Hats	\$10
(red, purple, forest green, khaki)	
Polo Shirts	\$30
(white, purple, jade, forest green)	
Polar Fleece	
Pullovers	\$50
Vests	\$45



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or

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Midwinter Madness: A Report From Afar

Midwinter '95 saw an all star cast converge from around the country. A total of 33 boats collected, covered and collided (*only kidding!*) at the historic Florida Yacht Club in Jacksonville, Florida over March 4th and 5th. The event was held "down south" since March in Florida gave the competitors beautiful, sunny weather with the temperatures reaching 80! (*Try that in Connecticut in March!*) Winds ranged from next to nothing to start and finished the event at 15+. We couldn't have asked for a better weekend!

Over the weekend there were a wide variety of leaders and very different examples of sailing style. For instance, Rod Johnstone, who ended up second overall, along with crew Kelly Samuelson, gave the competition a chance to see them flip over and still make a mid-fleet finish! Rod also proved it's worth taking the time to tune the rig no matter where you are as we all watched him sail away to the seawall in front of the yacht club to re-tune. (*This was before the first race!*)

Jeff Morgan proved consistency is the main ingredient to a successful regatta. Without a bullet but with no finish below a fifth, Jeff and crew took home the hardware finishing first for the regatta. This proves that nice guys do finish first — *way to go Jeff!*

This doesn't mean, however, that the competition wasn't tough. Four different skippers took a first and teams headed up by Gervais, Mercer, May, and B. Samuelson were all in the hunt and Healey was nipping at the leader's heels the entire way. This proved exciting for all of us and the crowd around the points board was active in counting *who to cover* and *how many points* had to go with what boat. Great fun was had by all with the skippers and crews sharing their tips and ideas with the rest of us.

With no protests making their way to the hearing room, this left lots of time to enjoy the social aspect of this event. Everyone seemed very impressed with the "pasta-made-to-order" and the chefs added a very classy touch! The big party room was perfect to mingle and devour the goodies and the live band proved to be a big hit. Everyone had hiked hard all day but we still managed to spend some time catching up on friends not seen for a couple of months and swapping stories.

A major topic of conversation centered around the new mast. Almost half the fleet tried out the new mast for the first time. Everyone had an opinion about the proper tension, rake and *where the heck did you put the blocks on your boat?* Another unique part of the event was the presentation of individual race trophies. These etched highball glasses were perfect for holding the memorial "drink" and this was another great chance to hang out and make new friends.

Sunday seemed to pass much too quickly but in the JY tradition we all stayed to soak up the sunshine and each other's company just a little bit longer. Another Midwinters has come and gone, but this left us all with the anticipation of the rest of the season. *Can't wait to see you!*

Chris Samuelson and Bill Ryan

Overall Race Results for 1995 JY Midwinters

1. J. Morgan (500)	17.00
2. R. Johnstone (1)	28.50
3. B. Mercer (1511)	31.00
4. M. May (628)	33.75
5. B. Samuelson (1116)	34.75
6. J. Healey (776)	38.00
7. Gervais (81)	55.75
8. J. Pfister (7)	56.00
9. D. Griffin (1182)	60.00
10. G. Samuelson (1515)	61.00
11. P. Otis (1019)	65.00
12. C. Robnik (350)	69.00
13. S. Canfield (3)	72.00
14. Gambel (731)	75.00
15. P. Freeman (1001)	78.00
16. K. Bracket (796)	80.00
17. D. White (1179)	85.00
18. G. Vandoran (1192)	88.00
19. D. Packard (1199)	90.00
19. Upchurch (1181)	90.00
21. D. Huff (1180)	95.00
22. D. Baringer (1188)	97.00
22. R. Pepper (11)	97.00
24. E. Putnam (1166)	108.00
24. R. Tilley (737)	108.00
26. M. Warren (96)	114.00
27. S. Burns (615)	120.00
28. Foster (8)	136.00
29. R. Dermody (631)	140.00
30. S. Perun (108)	155.00
31. B. Reaves (10)	161.00
32. Horton (732)	164.00
33. J. Lutocka (88)	165.00

Note: Crew names were not available at the time of publication.

One-Piece Mast

(continued from page 4)

is to tie the spreader tips to the chainplates. This is probably not a good solution. The dynamic loads created by trailering (vibration as well as hard bumps) will probably cause the spreader bolt hole elongation, and possible spreader failure. If you can not prevent the mast from rotating through other means, such as deck brackets, you may want to disconnect the spreaders from the mast before trailering. Another option would be to cartop the mast.

One last word on trailering. Please clean, inspect, and repack your bearings, especially if you launch off your trailer. I had a bad experience last year involving a rotted bearing spot welded to my axle and a gear puller that I would not wish on my worst enemy. I knew I was courting disaster when I kept postponing this messy chore, but I blew it off anyway. Do not be the next JY sailor to make this mistake. If you have any questions, please call me at work: (203) 444-8507.

Karl Knauss

Technical Talk

The one-piece spreader rig has made its debut in several regattas this winter. The JY15 Midwinter Championship saw many people using the new mast. I was able to talk with a number of people who really enjoyed sailing with spreaders on the mast. It is easy to sail upwind and in waves, the boat accelerates onto a plane more readily and accelerates off the start sooner. However, mixed feelings were evident during the end of 1994 when many people joined the debate concerning the original mast configuration against a number of alternatives.

The Technical Committee, which consists of Rodney Johnstone, David Eck, Karl Knauss, and Matt Gimple, met in mid-August to discuss the situation. The group developed some innovative ideas to gather information and assess what was happening when three mast configurations were subjected to a variety of sailing conditions. Rodney gave a detailed account of the process and findings which led up to our recommendation to approve the spreader rig in the Winter JY15 Newsletter.

Video footage of the two-piece, one-piece and one-piece with spreader configurations was obtained during the course of an eight week series sailed in varying conditions. Review of the tape showed that the rigs without spreaders behaved very similar. In heavy air the mast was forced out of column forming a S bend with the tip falling off forward and to leeward. This was most pronounced in the splice area and if left unchecked resulted in the mast inverting. Tacking or easing the main in heavy puffs resulted in severe rig vibration and luffing of the main. Upwind efficiency was decreased in all cases. Downwind the video indicated that the mast bends forward above the hounds and backwards below the hounds while sailing in heavy air or puffy conditions. This forward bend and the tension used on most JY shrouds further forced the mast out of column. Large chop exaggerated this problem as the boat was not able to accelerate up onto waves as quickly and the mast inverted resulting in catastrophic failure.

In practice the rig has opened the boat up to a wider range of crew weight and experience levels. Rodney

Johnstone, who competed in the JY Midwinter Championship, adds the following comment, "my experience demonstrated that heavy weight crews were more competitive upwind." For you heavy people the spreader adds stiffness to the middle of the mast which prevents it from bending out of column. More power is generated. On the positive side for us light weight teams, the tip now bends off to leeward as originally envisioned to depower the boat. The luffing/vibration problem has been reduced and

"Tuning is a very individualized process which each sailor develops for his or her own sailing technique. In general, I have made few changes from my original settings. The largest change is in rig tension."

Matt Gimple

vang sheeting is now possible. Ease the main in large puffs with a slightly open jib slot and the boat will stay on its feet, continue on a close hauled course and begin to plane. Look for a "bubble" in the luff and the leach to be full. Look at the leach as you apply vang in moderate breeze to maintain the correct sail shape.

Tuning is a very individualized process which each sailor develops for his or her own sailing technique. In general, I have made few changes from my original settings. The largest change is in rig tension. When setting up the mast, ensure that the spreaders are properly set in the brackets. These spreaders are factory drilled for the correct position and angle. Use rigging tape around the shroud bracket pins and the spreader tips to prevent sail chaff. Start with the forestay at its maximum extension. The mast will be raked aft which improves

pointing ability. Pin the shrouds with moderate tension and check to see that the mast is straight side to side by sighting up the luff groove. Noticeable differences should be taken out by easing or tightening one shroud until the mast is straight. Try to achieve balance in shroud tension by adjusting them in opposition as radically different tension on each shroud will greatly distort the mast when it loads up.

Most individuals I have talked with are using approximately 200 to 250 pounds on the shrouds. A Loos Gauge or similar equipment is used to measure tension. Your forestay may hardly register on the Loos gauge at these settings. The spreaders allow better control over pre-bend characteristics and this tension range provides approximately one inch of pre-bend which has worked well for me in a wide variety of conditions. Downwind the main continues to lie against the shrouds and spreader tip. I recommend a sticky black patch be placed at the appropriate spot on your main to prevent chaff. Those of you who sailed the NAs will remember the diamond patch North Sails provided to reinforce the jib batten pocket. This appears to be the right size to do the job (8" X 4" diamond shape). Rodney has agreed to contact North Sails for a permanent solution.

The ability of a sailor, old or new, should not be constrained by the equipment. To echo Joe Healey, "... it is only natural that the boat changes (also) to meet the new demands of its now more experienced owners." The JY Fifteen has been designed as a strict one-design class and future changes should be deliberated, examined and decided on as was done in this case. It is interesting to note that the winner of the 1995 Midwinters was using a two-piece mast. This justifies the JYCA Council's decision to allow both configurations in competition. (You may not change masts in the middle of a regatta.) Questions, ideas or comments regarding the boat are welcomed. Please feel free to contact members of the Technical Committee regarding boat and equipment change issues.

Matt Gimple

Fleet 18

Essex, Connecticut

Tool Time with JY15's

Preparation is the key to success on the race course, and a large part of being prepared, is having adequate tools. In the discussion of tools, the first thing that comes to mind is a mechanical device such as a screwdriver or a hammer. However, tools for a sailboat can range from wrenches, to duct or cassette tape (tell-tales). Basically, any device which helps facilitate boat maintenance is a tool.

Although JY15's are one of the simplest boats two people can race, there are definitely things which can go wrong, come undone, or simply be made easier to use, with the help of some proper tools.

My crew, Felicity, and I split the job of remembering what is needed. (Speaking from experience, it is nice to not have to think about some of these things in a pinch.) Involving your crew in the preparation of the boat is one of the best exercises to turning your crew into a team effort. This is why I believe many brother/sister, husband/wife teams really think along the same lines and race well together. In JY15s the Fields #1475, Gimples #1580, and the Whelans #451 are examples of such teams.

When it comes to getting equipment together there are two phases: that in which we race with and that which we use to rig the boat. On the right, you will find the list of "tools" Felicity and I have become accustomed to having readily available to facilitate proper rigging and to solve common problems.

*Paul-Jon Patin
Felicity Ryan*

From the Factory

Spring has come to Connecticut and the factory is in full gear. We are shipping boats all around the country, to Ireland and to Hong Kong. We have already shipped over 150 of the new one-piece masts and the feedback we have gotten from everyone has been very positive. Ed Adams called us after the seminar in Georgia and said that he thought going to the one-piece was a great move.

We would like to welcome aboard all the new fleets for '95 which include Knoxville, Tennessee, East Greenwich, Rhode Island, Upper New York in Soddusa Bay, York, Maine, and, hopefully, Centerport Long Island and Lake Champlain in Vermont. We also expect Cincinnati, Ohio to get fleet status by mid-summer. There is a tremendous amount of interest this year, much more than in past years, and I wouldn't be surprised to see another four or five fleets come aboard this summer.

We have made some small cosmetic changes to the JY15 for the 1995 model year. We are using a new plastic from BASF, which is stronger than the previous material. It is not as glossy as the previous plastic, but you will have the ability to make it as glossy as you want by applying a liquid waxlike material. The new plastic will not affect performance at all but will help with rail cracking and will also make the boat less slippery. Other cosmetic changes will be a different color stripe on the bow and full width nonskid on the cockpit floor.

We look forward to seeing you all this summer. It should be a great regatta season and the North Americans in Stonington should be the biggest and best ever.

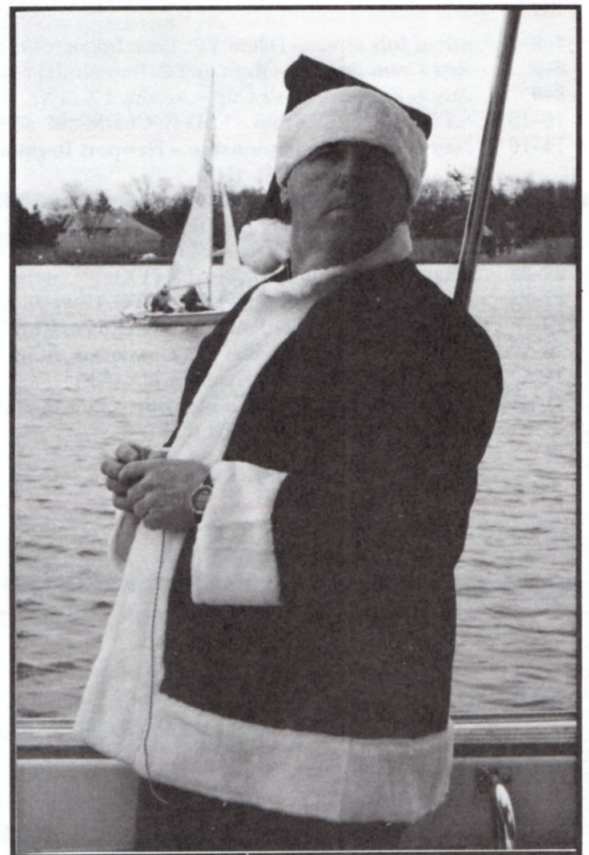
David, Wendy, Rod, Peter, Billy and Bobette

Equipment Used Onshore

- Soft scrub & an old beach towel – Cleaning the Hull
- Denatured alcohol – Cleaning rub rail marks and road mung
- 1-#2 Phillips Head Screwdriver
- 1-#2 Slotted Screwdriver
- 1-Stainless Steel Pliers
- $\frac{3}{8}$ wrench holds the main sheet cleat

Equipment Taken Aboard

- Two $\frac{7}{16}$ " Stainless Wrenches - Tightens the rudder head and Tiller height
- Electrical Tape - Best for taping shrouds, rings, and "travel" rig
- Cassette tape - Telltales (1 tape will last years so pick a musical selection which complements your sailing style)
- Optional – leatherman tool – (Useful for just about anything)
- A few pieces of "short stuff" line in $\frac{1}{8}$, $\frac{5}{32}$ or $\frac{3}{16}$ " size – (long enough to make a noose)
- Approximately two $\frac{3}{16}$ " X $\frac{3}{4}$ " clevis pins with rings



Santa (AKA John Donaldson) makes an appearance at Snapper Inn Frostbite Series.

Regattas '95

May

- 6-7 Essex Regatta – Essex Corinthian YC, Essex, CT (18)
- 6-7 DSA Hornblower – Cherry Creek Res. Colorado (36)
- 13 SBRA Lake Merritt Sailing Club – Oakland, CA (59)
- 13-14 Spring Dinghy Fest – Rush Creek YC, Dallas, TX (25)
- 20-21 Island Heights Invitational, Island Heights, NJ (30)
- 20-21 Midlands Open – Columbia Sailing Club, Columbia, SC (45)
- 27 Memorial Day Regatta – Wadawanuck YC, Stonington, CT (1)
- 27-28 Colorado Governor's Cup – Pueblo Res., CO (36)
- TBA Whiskeytown Regatta – Redding, CA (59)
- 28 Michigan Championship – Grosse Isle YC, Grosse Isle, MI (23)

June

- 3 Designer's Cup – Shattemuc YC, Ossining, NY (16)
- 3 Timberline Regatta – Boyd Res., CO (36)
- 3-4 Fort Worth Boat Club Annual Regatta – Ft. Worth, TX (25)**
- 10-11 Prairie Wind Regatta – Jackson Res., CO (36)
- 11 Havre de Grace One Design Regatta – Havre de Grace, MD (40)
- 17-18 SBRA at Clear Lake, CA (59)
- 17-18 Atlantic Coast Championship – Sayville YC, Blue Point LI, NY (AT)**
- 17-18 Governor's Cup – Riverton Yacht Club, Riverton, NJ (3)
- 17-18 JIYC Open – Charleston, SC (33)
- 17-18 Wyoming Gov. Cup – Alcova Res., WY (36)
- 24-25 Houston YC Annual Regatta – Houston, TX (TX)
- 24-25 Aspen Open, Aspen, CO (36)
- 24-25 Beaufort Open – Beaufort SC Sailing Club (45)

July

- 1-2 4th of July Open – Dillon YC, Lake Dillon, CO (36)
- 8-9 Red Grant Regatta – Raritan YC, Raritan, NJ (46)
- 8-9 Austin YC Governor's Cup – Austin, TX (TX)
- 15-16 SAYRA Championship – CHYC, Charleston, SC (33)
- 14-16 New England Championship – Newport Regatta – Newport, RI (NE)**
- 15-16 Sam Meyers Memorial Regatta – Pymatuning SC, Pymatuning, OH (35)
- TBA Dillon Open – Dillon Res., CO (36)
- 22-23 Chandler's Landing, Dallas, TX (TX)
- 22-23 Cleveland Raceweek – Edgewater YC, Cleveland, OH (35)
- 29 Saunderstown Invitational, Saunderstown, RI (27)
- 29-30 Carolina Open – Carolina YC, Charleston, SC (33)
- TBA Hyannis YC Regatta – Hyannis, MA (NE)
- 31-Aug 2 Midwest District Championship – Put-In-Bay, Put-In-Bay, OH (23)**

August

- 4-6 Buzzards Bay Regatta – New Bedford YC, Marion, MA (NE)
- 5-6 Dillon Open – Dillon YC, Dillon CO (36)
- 12-13 JY Invitational – YC Hilton Head, Hilton Head, SC (8)
- 12-13 Fishing Bay Annual Regatta – Deltaville, VA (AT)
- 18-19 Colin Park Regatta – MBYC, Holland, MI (34)
- 19-20 Shattemuc One-Design – Shattemuc YC, Ossining, NY (16)
- 20 Macatawa Bay JY15 Invitational – MBYC – Holland, MI (34)

September

- 2-3 Labor Day Open – Augusta SC, Augusta, GA (45)
- TBA Nebraska Governor's Cup – Lake McConaughy, NE (AL)
- TBA Santa Rosa SC – Tomales Bay, CA (59)
- 10 Hospice Regatta – Wadawanuck YC, Stonington, CT (NE)
- 22-24 JY15 North American Championship – Wadawanuck YC, Stonington, CT (NE)**
- 24 SBRA at Island YC, Alameda, CA (59)
- 30 Chili Bowl – Pueblo Res., CO (36)

October

- 7-8 Santa Cruz – SBRA, Santa Cruz, CA (59)
- 14-15 Halloween Regatta – Augusta SC, Augusta, GA (45)
- 15 Start of Essex Frostbite – Essex, CT (18)
- 28-29 Baltimore One Design, Baltimore, MD (MA)

November

- 4-5 JY15 Invitational – St. Augustine, FL (50)
- 11-12 Essex Fall Regatta – Essex YC, Essex, CT (18)
- 25 Wishbone Regatta – Essex YC, Essex, CT (18)

December

- 2-3 Florida Cup – Florida Sailfest Regatta, Lake Monroe, Sanford, FL (SE)

Bolded Regattas are Championship Regattas.

For further information about regattas in your area, contact the Fleet Captain or District Contact. (The fleet number or district is listed in parenthesis after each event. The District Contacts are listed below and the Fleet Captains are listed on page 9.)

District Contacts

New England District (NE): Gary Orkney 203-535-1859
 Mid-Atlantic District (MA): Joe Healey 914-878-4540
 Midwest District (MW): Gary Edelman 414-769-7301
 Southeast District (SE): Gil Samuelson 706-860-9682 (Lake: 706-541-9692)
 Texas District (TX): Glenn Darden 817-332-9133
 Council Member-at-Large (AL): To Be Appointed

ME, VT, NH, MA, RI, CT
 Eastern NY and PA, NJ, DE, MD, DC,
 Western NY and PA, WV, OH, KY, IN, MI, IL, MO, IA, WI, MN
 NC, SC, GA, FL, TN, AL, MS, VA
 TX
 LA, AK, OK, NM, AZ, CO, UT, KS, WY, NE, CA, NV, OR, WA,
 ID, MT, SD, ND, HI, AL

Fleet Captains

1 Stonington (CT)	Tori Gimple	(H)203-599-1588	
2 Sag Harbor (NY)	John Niewenhouse	(H)516-725-4895	
3 Cooper River Yacht Club (NJ)	Joseph Pelosi	(H)609-234-8562	(W)609-795-1177
4 Peconic Bay One Design (NY)	John de Reeder	(H)516-298-9755	(W)516-298-8000
6 Vermilion Sailing Club (OH)	John Riddle	(H)216-967-4538	(W)216-949-2999
8 Yacht Club of Hilton Club (SC)	Randy Tilly	(H)803-686-6679	
14 Knickerbocker (NY)	Kenneth Wheatley	(H)914-889-4021	(W)914-889-4021
16 Tappan Zee (NY)	Joseph Healey	(H)914-878-4540	(W)914-878-4540
17 Clearlake Regional (TX)	Donald Harban	(H)713-335-1795	(W)713-520-0993
18 Essex Corinthian Yacht Club (CT)	Matt Gimple	(H)203-599-1588	(W)203-444-8386
20 Whortonsville Yacht & Tractor Club (NC)	Kevin & Suzanne Bryan	(H)919-249-0574	(W)919-322-8217
23 Grosse Ile Fleet (MI)	Roy Baker	(H)316-671-5954	(W)313-563-3000
24 Low Tide Yacht Club, Bedford (MA)	Jim Stellato	(H)508-991-2076	
25 Fort Worth Boat Club (TX)	Paul King	(H)817-831-4748	(W)817-834-2181
26 Baltimore JY Club (MD)	Nate Tower	(H)410-539-2454	(W)410-964-1709
27 Newport JY15 Fleet (RI)	Tim Robinson	(H)401-848-2644	(W)401-847-1588
28 South Carolina Yacht Club (SC)	Deborah Baldrige	(H)803-681-7325	
32 Lake Lucerne Maine (ME)	Michael Connolly	(H)207-942-2123	(W)207-862-3791
33 Charleston, SC (SC)	John Gervais	(H)803-559-1687	(W)803-795-7245
34 Macatawa Bay Yacht Club (MI)	Anne D. Slade	(H)616-458-8739	(W)616-458-1437
35 Edgewater YC (OH)	Bob Seidel	(H)216-321-9517	(W)216-391-5100
36 Colorado JY Denver (CO)	David Jackson	(H)303-674-8908	
37 Saunderstown Yacht Club (RI)	Seth Bowerman	(H)401-885-4754	(W)401-421-2154
38 Great South Bay (NY)	Joe Borden/Jim Ryan	(H)516-666-0754	(W)516-781-5607
40 Lancaster (PA)	Henry McQueen	(H)717-392-2867	
41 Hyannis Yacht Club (MA)	Barry Sturgis	(H)508-362-9413	(W)508-778-6550
42 St. Louis (MO)	Nora Kelly	(H)314-822-0421	(W)314-994-3040
45 Augusta Sailing Club (GA)	Gil Samuelson	(H)706-860-9682	(Lake)706-541-9692
46 Raritan (NJ)	Ann Myer	(H)908-231-9606	(W)908-725-5026
47 Palmetto Sailing Club (SC)	John Lane	(H)803-256-4263	(W)803-777-6015
48 Quannapowitt Yacht Club (MA)	Steve Braese	(H)617-938-0957	(W)617-933-3110
49 Space Coast (FL)	Dick Tillman	(H)407-773-4141	
50 St. Augustine (FL)	Skip Hutton	(H)904-823-8905	(W)904-824-6999
52 Jamaica (Jamaica)	David Allen		(W)809-929-1554
53 Pt. Jude (RI)	Nelson Weideman	(H)401-783-6727	(W)401-783-6727
54 Fishing Bay Yacht Club (VA)	Mike Schmidt	(H)804-776-7947	(W)804-438-6579
55 Housatonic Boat Club (CT)	Priscilla & Leland Henchean	(H)203-877-3257	(W)203-877-6323
56 Fox Lake (IL)	Eric Bengston	(H)708-526-4668	(W)708-577-3003 X248
57 Valparaiso (IN)	Michael Leland	(H)219-464-2441	(W)219-464-8581
58 Bermuda (Bermuda)	Chuck Millican		(W)809-295-7935
59 Berkeley, CA (CA)	Dan Ouellet	(H)510-523-3289	
60 Block Island (PA)	Dick Harris	(H)215-525-0160	
61 Glenmar (MD)	Lauren Abramson	(H)410-462-4063	(W)410-955-4670
62 Concord Yacht Club (TN)	Dan Kopp	(H)615-483-8404	(W)615-483-8675
63 East Greenwich (RI)	Chris Pearson	(H)401-861-8660	(W)401-461-8318
69 Eagle Mountain (TX)	Kevin McConnell	(H)214-953-1043	

Generic Regatta Form

We are adding a new section called **Notice of Race**. This section will contain pertinent information about upcoming regattas. The first regattas to be presented in the new format are the Red Grant Regatta and the Designer's Cup (See page 10). The goal is to have all regattas presented in this format for the 1996 season. One benefit is that regatta information will be available in a centralized format in the newsletter. The second benefit is for those who are coordinating the regatta. By placing a notice of race in the newsletter, it will no longer be necessary to mail individual notices of race to potential participants. The JY15 Regatta Registration Form is the second part of this process. If you wish to pre-register for any event that appears in the Notice of Race section, just complete the Registration form and mail it to the contact for the regatta.

Happy Sailing!

JY15 Regatta Registration Form

Name of Regatta: _____ Your Sail No: _____
 Skipper's Name: _____ Age: _____ Sex: _____ Shirt Size: _____
 Crew's Name: _____ Age: _____ Sex: _____ Shirt Size: _____
 Address: _____ City: _____
 State: _____ Zip: _____ Phone: _____
 Yacht Club/Fleet: _____

Please use the space below to complete other information required in the notice of race, i.e., charters, meals, accommodations, etc.

Entry Fee: \$ _____

Additional Fees: (meals, accommodations, etc.): \$ _____

Total: \$ _____

Instructions: Mail this completed form and payment to the address listed in the Notice of Race. By completing this form you will be pre-registered for the event. Upon arrival you will need to complete additional registration forms.

REGATTA and FLEET NEWS

NOTICE OF RACE

To pre-register for either one of these regattas, complete the form on page 9 and mail it in with your entry fee to the contact for the regatta.

Name of event: **RED GRANT REGATTA**

Date: **July 8th & 9th, 1995**

Event Host: **Raritan Yacht Club, Fleet #46, Perth Amboy, NJ**

Rules: **JY15 class rules & current IYRA Rules**

Class: **JY15**

Schedule: **Sat. & Sun. skippers meeting 10:00 AM; 1st race 11:00 AM**

Awards: **Daily Trophies and 2 day overall award**

Scoring: **Low point**

Entry fee: **\$50.00 both days, \$30.00 Sat. only, \$20.00 Sun. only**

Postmark before: **June 28th, 1995**

Additional fees:

Meals: **Box Lunches \$TBA (Sat. & Sun.); Jamaican BBQ Dinner \$TBA (Sat.)**

Late registration: **Add \$10.00 to entry fee after June 28, 1995**

Check Payable to: **RARITAN YACHT CLUB**

Info & Entries:

Contact person: **Ann Myer**

Phone: **(908) 231-9606**

Mailing address: **777 Amsterdam Road, Bridgewater, NJ 08807**

Accommodations: **Housing available upon request**

Notes: **Great Racing, Great Reggae Party Sat. Night, Sail both days or pick one!**

Name of event: **DESIGNER'S CUP**

Date: **June 3, 1995**

Event Host: **Shattemuc YC, Ossining, NY**

Rules: **JY15 class rules & current IYRA Rules**

Class: **JY15**

Schedule: **Registration: 9:30 AM—11:00 AM; Skipper's meeting 11:15 AM;
1st gun 12:00 PM**

Awards: **Top 5 finishes**

Scoring: **Low point**

Entry fee: **\$20.00**

Postmark before: **May 25, 1995**

Additional fees:

Late registration: **\$5.00**

Check Payable to: **SHATTEMUC YACHT CLUB**

Info & Entries:

Contact person: **Joe Healey 914-878-4540; Richard Skeen 212-387-0322**

Mailing address: **Joe Healey, 987 Stormville Mountain Road, Stormville, NY 12582**

Notes: **Awards, soda, beer and snacks following racing at approximately 5:00 PM**

Texas Forms New District

The state of Texas recently qualified to become our newest District. We would like to extend our congratulations to all those who will participate in that area. As a district several changes will take place. The first item is that Texas will hold a Class sanctioned District Championship. The Fort Worth Boat Club will host the Texas District Championship this year on June 3rd and 4th. The second change is that this regatta will be added to the list of regattas that qualify for JY Sailor of the Year.

Fleet #62 Forms at Concord

We would like to welcome the members of Concord Yacht Club and the University of Tennessee to the JY Family. They received their fleet of six JY15's on February 23 and are hosting their first regatta on April 29th—30th. The fleet captain is Danny Kopp and he can be reached at work (615-483-8675) or at home (615-483-8404).

Fleet #63 Forms in East Greenwich YC

We would like to welcome the members of East Greenwich Yacht Club in East Greenwich, Rhode Island, to the JY Family. The fleet is starting off with twelve boats and they are starting off with a Wednesday night series starting in early June. The fleet captain is Chris Pearson and they would like to invite all Rhode Island JY owners to come on down and sail with them. They are also planning on hosting a regatta some time this summer. Chris can be reached at home (401-461-8318) or at work (401-861-8660).

San Francisco Bay Area Fleet #59 News

Races are scheduled for JY15's at 12 different race sites for the 1995 SBRA (Small Boat Racing Association) season, beginning on April 1, 1995, at Richmond Yacht Club.

In addition to SBRA, Fleet #59 will be represented at three invitational regattas at Mountain Lakes: Scott Flat, Lake Almanor, and Eagle Lake. We are also planning a San Francisco Bay Cruise to Angel Island State Park and a racing clinic at Lake Merritt in Oakland.

Our brand new fleet (11 boats) is off to a great start!

Dan Ouellet

Essex Fleet #18

Six races were completed over two days. On Saturday it was pleasantly warm with shifty light air.

On Sunday the wind was light and variable. In fact, for one race the lasers were started with a weather mark to the North, the wind shifted, and the JY15's were started to the South! Imagine the finish with two classes heading from opposite ends!

**Jessie Kam
Matt Gimple**

1995 Regatta Results Frostbite at Essex (8 Races — April 1-2)

1.	Matt Gimple/Tori Gimple	19.25
2.	Erin Maxwell/Matt Lindblat	32.75
3.	J. R. Maxwell/Charlie Pascal	42.75
4.	Paul Hayes/Michelle La Vign	54.00
5.	Gary Orkney/Betsy Little	56.00
6.	Joe Healey/Mandy Merritt	74.00
7.	Vic Fetter/Marc Kondracky	78.00
8.	Stan Horan/Mark Lorion	86.00
9.	Jon Gibbs/Randy Batehlor	97.00
10.	Lisa Ryan/Charles Downey	102.00
11.	Tucker Bragdon/Lisa Antinoph	105.75
12.	Nils Dailey/Bill Bussman	112.00
13.	Joel Zachin/Sandy Sasic	114.50
14.	Todd Williams/Beth Mangelo	121.00
15.	Dave Dyson/Linda Dennison	122.00
16.	Brian Kasch/Brian Ealy	131.00
17.	Leighton Lee/Justice Lee	132.00
18.	Chris Vann/Barbara Vann	137.00
19T	Iain Anderson/Annie Ryan	139.00
19T	Bob Minelli/Kathleen Slattery	139.00
21.	Paul-Jon Patin/Felicity Ryan	141.00
22.	Chris Field/Vicki Field	173.00

Fleet 45, Where are you?

(The following fragments of conversation were recorded at the Augusta Sailing Club the weekend of April 1-2. The members of the motley gang ranged from 9-60+. This cartel of 20 registered boats is possibly international with two members speaking Spanish and admitting they had traveled from Mexico.)

"Oh, I am so sore — if we did another 30 roll tacks I was going to die." "Groan, if I made another cross hand tack with the wrong hands I was sure I was going to fall out of the boat!" "&0/\$, always too tight am I? I am so loose I'm almost Gumby!" "2bucks, 2bucks, 2bucks!" "Man-O-man how can a smooth plastic boat become a device to bring pain to my shredded knees!" "Why does my butt hurt? Are you sure it's smooth?" "If we had one more surprise start, I was going to scream and go early anyway!" "I was sure glad I was a minnow and not a shark!" "Did you see me jibe, no kidding — we made the boat really scoot!" "Yea I saw you, you got inside the mark I was trying to round, nice going!"

(Upon further investigation, I discovered that this gathering was not the Mob but a mob of JY15 sailors who attended a weekend sailing seminar with reputed gang leader Ed Adams.)

"I finally understand what the idea is about the top batten and making

it parallel to the boom. I'm glad Ed showed us how to do that!" "And how about the windward sheeting, I tried that Sunday and it really made a difference, especially in light air!" "Going over the boat was great, but the way Ed explained the rules helped me to understand mark roundings." "I really liked how he talked about something in real terms, not tech talk but in ways to explain how the rules are a part of being fair to each other. "2bucks, 2bucks, 2bucks!" "I think Ed made the weekend fun by stressing how we all have fun in our boats!"

Upon further investigation, I discovered that this gathering was not the Mob but a mob of JY15 sailors who attended a weekend sailing seminar with reputed gang leader Ed Adams.

(This fun stuff was discovered to include certain exercises that made this mob better sailors and more confident on the water while tuning their boat and sense of racing off the water. While off the water, I discovered that a possible suspect of the ribald riposte was in the kitchen.)

"If I eat one more thing, I'm going to roll tack the boat by myself!" "How about dinner Saturday night?" "Dinner? Man, I'm still working on the great lunches and snacks!" "2bucks, 2bucks, 2bucks!" "I don't know about you, but the munchies we had while we were watching the video that Ed took Saturday almost meant I couldn't eat dessert!"

(The video was a reference to covert operations this gang had undertaken on the water with code names being uttered by a man with a small box of stickers. I was convinced that the local gang members were responsible).

"Sure was nice of Fleet 45 to make room for everybody." "They helped us in and out of the water, a regular assembly line!" "The folks in Augusta made this a lot of fun!"

(I found out that this was the normal operations style for Fleet 45, and the video was a training tool. This weekend racing clinic, featuring Ed Adams, was a high spirited, hard practicing but very enriching experience for the 20 boats that sailed on Clark's Hill this first weekend in April. I decided to risk asking one of the participants what they thought of this experience.)

"This is why I sail a JY, it's fun!"

**Chris Samuelson
Bill Ryan**

More Regatta and Fleet News . . .

Fleet 38 — Snapper Inn Frostbite Fleet – Great South Bay, L.I., N.Y.

While most JY sailors are getting ready to start a new season of racing, my favorite JY season is nearing its end. Our fleet's frostbite calendar runs from the beginning of November to the middle of April. We sail every other week all Winter with 13 dates scheduled this year. Fortunately, the river was ice free all but two dates so we had a great winter. We sail on the Connetquot River and keep our boats on the lawn of Snapper Inn Restaurant. We do seven races a day and then meet in the restaurant bar for hot soup, chili, beer and results.

This winter has been a fairly mild one with good steady breezes so racing has been excellent. For the most part our turnout has been 8 to 12 boats and we actually had 15 boats show up to race in mid January. We have modified the rules to allow for 360's instead of 720's because our course is short. I have also mailed to my fleet a list of available crew including their phone numbers, ages and weight. This crew list has helped attendance greatly.

In the past year, our fleet has grown by six boats to a total of 21. Although we started two years ago as a frostbite fleet only, this summer we plan to do regular racing on the Great South Bay. With three dates remaining in our winter season our leaders are listed.

Rally to Blue Point, Long Island June 17th and 18th to kick off this summer's Atlantic Coast Championship. The Sayville Yacht Club and Fleet 38 welcome the JY15 class to some fantastic sailing in Great South Bay. The newly renovated S.Y.C. touts a tremendous spectating deck, new main room bar, kitchen and more. Come enjoy the sailing, the club and the camaraderie. For more regatta information, contact: Paul Patin at 516-363-9069. For housing information, contact: P. J. Patin at 516-363-8308.

Jim Ryan

1. Jim Ryan/Joe Borden
2. Joe Mulle/Sonya King
3. Rich Rose/Greg Schnelller
4. Greg Berger/Rich Murray
5. Chris McQuilken/Kristen Miller
6. Tom Montalbino/Marcos Silva
7. Paul-Jon Patin/Felicity Ryan
8. Kirk Snedden/Keith Snedden



Jim Ryan and Joe Mulle at the Snapper Inn Frostbite Series: A new JY phenomena — running hard a-ice!

Fleet 2 — Sag Harbor, NY

JY15 Fleet 2, located in the tourist-infested waters of historic Sag Harbor, is gearing up for another great summer sailing session. The fleet is attracting many sailors from the area, with the JY15 now representing the most popular one-design boat on eastern Long Island.

Fleet 2 runs a racing series on Sunday afternoons through the summer, along with some fun social events mixed in. Each skipper takes a turn serving as the race committee once during the summer. We usually run five or six short races, and the finishes tend to be very mixed due to the shifts, puffs, and currents. The racing is competitive, but

the scoring system is usually too competitive to explain or remember.

If your fleet is looking for an interesting and different way to have some fun, here's one event that works for us: The social highlight of the summer is our *Northwest Creek Race/Party*. We start with a long-distance race to a nice secluded beach. Some friends of the fleet bring all the food and drink to the beach by vehicle, where we proceed to do what sailors do best — demonstrate boat positions with one hand while holding a cold aluminum cylinder can with the other. After everyone is mentally prepared, we're ready for the main event.

The boats are lined up side by side in the water, bows facing seaward. The crew members stand waist deep in the water, holding the boats in place. The skippers climb to the top of a nearby sand dune. All right-of-way rules are suspended, both on and off the water. At the gun, the skippers race down the dune at full tilt. Some inevitably crash and burn in the hot sand. The skippers and crews jump into the boats and the race back to Sag Harbor begins! It's sort of a Le Mans concept for sailboats, and it always looks great on video!

Come join us if you get the chance. Happy sailing!

John Shanholt

Fleet 25 — Forth Worth, Texas

Thanks to the efforts of Glen Darden and Kevin McConnell, the JY15 Texas Circuit has been finalized. They have done a great job coordinating this schedule. Based on responses from our fleet members and some of the JY15 people from around the state it looks like the circuit will be well attended this year. Make plans to attend as many of the circuit stops as possible.

(Best of 4 Finishes)

Circuit #1 (May 13-14) Spring Dinghyfest, Rush Creek, Dallas, TX

*Circuit #2 (June 3-4)** FWBC Annual Regatta, Ft. Worth, TX*

Circuit #3 (June 24-25) Houston YC Annual Regatta, Houston, TX

Circuit #4 (July 8-9) Austin YC Governors Cup, Austin, TX

Circuit #5 (July 23-23) Chandlers Landing, Dallas, TX

Look for one additional regatta to be added.

****Designated as the Texas District Championship**

Fleet 25 members officially opened the 1995 sailing season with their second annual "Wee Bee Dinghy" Regatta on March 25. Participation was outstanding considering the weather forecast was for thunderstorms and tornadoes. Eric Jakimier was overheard asking "What side of a tornado do you sail on to get the lift?" (*Good Question!*) With ten boats actually racing, the action in 25 m.p.h. winds provided

Wee Bee Dinghy Regatta Results

1.	Bryan Dyer/Mark Smith	8.25
2.	Eric Jakimier/Larry Keen	15.75
3.	Kevin McConnell/Colin McConnell	18.75
4.	Lee Cash/Jim Edenfield	19.00
5.	Bob Yarbrough/Lori Grabb	21.00
6.	Glenn Darden/Frank Darden	30.00
7.	Ryan Miller/Coco Hudson	32.00
8.	Brian Huffman/George Bean	33.00
9.	Roland Arthur/Paul Bergenzer	34.00
10.	Jerry Reynolds/Fran Reynolds	35.00

the "fair weather" sailors (like myself) plenty of action to watch. The racers that capsized can tell you the water in Texas is COLD in March. We welcomed Glenn Darden's son, Frank, to the race course. Frank did a great job crewing for his dad, but was a little miffed at the fact that his father retired from the race course early. It won't be long before Frank will be showing his dad around the race course.

Teams are now forming for Fleet 25's summer team racing league. We are encouraging locals who don't own a boat to get one and participate in our team racing league. A seminar will be held April 15 conducted by Kevin McConnell to teach us basic rules and strategy. We have heard rumors from other areas that a team racing "show-down" might be in the future. We sure don't want to turn down any challenges!

Fleet 25 has a full calendar of events planned for the spring and summer. Lynette Edenfield has graciously volunteered to plan and schedule our fleet's special events. We look forward to seeing "coconuts in the harbor" (sounds like a Jimmy Buffet album) and other fun events scheduled throughout the summer. Leslie Yarbrough has accepted the job of keeping the Thursday evening races on track. Thursday races begin May 11 starting at 6:30 PM.

Paul King

Fleet 16 — Shattemuc Yacht Club

Early this Saturday morning, the sound of rubber soles from dinghy boots will be heard for the first time this Spring on the gravel drive at Shattemuc Yacht Club. Half-filled cups of coffee send their last strings of steam skyward from the bows of boats being rigged for racing.

JY15 Fleet 16 is preparing for the first frostbite race of the season. The dedicated racers are lead by Joe Healey, Fleet Captain, who collects the dues for the new season as he simultaneously rigs his boat and organizes the race committee.

This fleet enjoys good conditions most frostbite seasons — the wind is steady and the chop is light. River traffic under Croton Point is infrequent or nonexistent at this time of year. There is not much fishing until the warmer months. The area allows for a wide variety of courses.

Some of the racers have known the conditions on this part of the Hudson since they first learned to sail through the Shattemuc Sailing Academy. (The Academy "cadets" —ages 10 to 16— develop racing technique and learn the rules of the road from nationally recognized sailing instructors.) Others have come from years of experience racing a wide range of boats. New sailors share the spirit of competition and their success keeps the more experienced racers humble.

Part of the fleet will be watching to see how well other members fair with the new one-piece mast with spreaders. The racers that competed in the Midwinters in Jacksonville already know the advantage racers have with the new mast.

The dry dock area at SYC is equipped with a hoist, but in the interest of time, the racers help one another lift each boat down the floating dock and launch them in quick succession. The hoist stands ready but inactive as boat after boat hits the surface of the Marina. Every new race the racers meet briefly to discuss changes to the racing rules.

Leaving the Yacht Club behind them, the sailors take their first deep breath of open River air and gaze appreciatively at the Palisades cliffs three miles across the water. The Palisades shine in the morning sun and stand majestic above the hiking trails and beaches at the base of Hook Mountain. The view is breathtaking and serves as a poignant back drop to the fleet of racing sails. The Fleet agrees on course selection.

Between 10 AM and 1 PM every Saturday, the Fleet manages to get in four or five races. When the weather is particularly nice, the boats vote to continue racing past the 1 PM end time. Occasionally, the boats vote to finish the day with a few unofficial team races. While these races rarely count in the final scores for the season, they offer some variety and test different skills.

Ah! The end of day always finds easier positions for sore crew members' butts. Now weary competitors set to the task of identifying trailers and lifting boats off the floating dock. Why is it the hulls seem heavier coming out of the water than they were going in?

Liz Sugg

1995 JY15 Sailor of the Year Competition

Each year the JY15 Class Association runs a competition to determine the top JY15 skippers around the country. While the North American Championship usually brings the best sailors together on the same race course, the *Sailor of the Year* ranking is based upon a skipper's performance at a number of major JY15 regattas. Various methods of scoring have been utilized over the past three years, and 1995 brings a further refinement.

If you review the regatta schedule, you will see that there are seven different "championship" regattas, culminating with the N.A.'s in September. Each of these seven regattas will receive a point value as shown below. The top finisher in each regatta will get the full value of the points for that event. Subsequent finishers receive fewer points accordingly. For example, the winner of a 30-point regatta gets a score of 30, the 2nd place finisher receives 29 points, and so on down the line. A skipper can count his/her three best scores in the final tally.

The top finishers will be announced at the award ceremony of the North American's, and various prizes will be handed out by the Class Association and JY Sailboats! Give it a try — you will be automatically entered into the competition if you compete in three or more of the championship regattas.

John Shanholt

30 points	Midwinter Championship	March 4-5	Jacksonville, FL
30 points	Southern Championship	April 22-23	Charleston, SC
30 points	Texas Championship	June 3-4	Fort Worth, TX
30 points	Atlantic Coast Championship	June 17-18	Blue Point, NY
30 points	New England Championship	July 14-16	Newport, RI
30 points	Midwest Championship	July 31-Aug. 2	Put-In-Bay, OH
45 points	North American Championship	Sept. 22-24	Stonington, CT

Scuttlebutt . . .

We would like to congratulate Peter and Terry Sayia who got married at the Bitter End Yacht Club on February 24. Peter and Terry have been sailing JY15 #924 for the past two years with great success. They chartered a Moorings 35 and sailed it into Virgin Gorda where they had to establish residence before the Justice of the Peace would marry them. Luckily it only took four days to establish residence. Good luck from all of us to both Terry and Peter and don't forget to ask them about their trip right after they yell for buoy room at the jibe mark.

Congratulations to Nancy and Skip Hutton on the birth of their new baby boy, Danial, who was born on February 26. Skip is the fleet captain in St. Augustine, Florida, and sails JY15 #1182. Good luck to all of you. Don't worry, in about two years you will get a good eight hours of sleep in a night!

Congratulations to both Matt and Tory Gimple of Stonington (JY #1481) and Jessie and John Kam of Towaco, New Jersey (JY #1003) on their upcoming babies. Both Tory and Jessie are due this August, which means they should both be ready to sail by the North American's (sure!). Good luck to both of you!



Peter and Terry Sayia
on their wedding day.

JY15 National Newsletter Guidelines

Mail all newsletter material to:

Jessica Johnstone Kam, JY15 Class Association Newsletter, 24 Two Bridges Road, Towaco, NJ 07082
Phone: 201-402-8416; Fax: 201-334-8436.

Submission Dates:

Please refer to the following schedule for submitting information for the newsletter.

	Deadline	Distribution
Winter	January 1	February 1
Spring	April 1	May 1
Summer	July 1	August 1
Fall	October 1	November 1

Material Format:

Where possible please submit material on a 3.5" disk suitable for World Perfect or Word on the IBM (through Windows).

Notice of Race:

Notices of Race will be published in each issue. This will help you save mail effort and costs.

JY Bulletin Board:

This is a classified section for all current class members. All entries are to be submitted in writing.

Letters to the Editor:

We welcome all letters and will print as many as possible in each issue. All letters should be sent in care of the newsletter.

Fun In a JY . . .

Starting in August, we will be featuring a new column. Called *The Most Fun I've Ever Had In A JY Was When . . .* it will be written by YOU, our readers. Send

in your stories to Jessica Kam. We will try and publish at least one per issue. Pictures will be accepted.



To participate in JY15 Class events, receive newsletters, regatta schedules, special updates, class rules and other essential information, you must be a member of the JY15 Class Association. Send in the form below as soon as possible. Don't miss out on the action!

..... cut here

Membership Application — JY15 Class Association

Name _____
Address _____

Sail Number:
Fleet Number:
Home Phone:
Business Phone:
US Sailing Member? Yes ____ No ____
US Sailing Number:

Please enroll me in the JY15 Class Association for this calendar year, as follows:

[] Full Membership \$25. Includes all publications, helming, and voting privileges.

[] Associate Membership \$10. Includes all publications. No helming or voting privileges.

[] Student Membership \$10. (Student ID enclosed) All publications & helming, but no voting privileges.

I agree to abide by all Class Rules.

Signature _____

Date _____

Mail with check payable to: JY15 Class Association, 24 Two Bridges Road, Towaco, NJ 07082-1337

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Y Bulletin Board



FOR SALE: Two piece mast that was new with hull #1079 is available for \$50. Contact Gary Orkney 203-535-0407



WANTED: Items to place in the *JY Bulletin Board*. This service is free to all current members of the JY15 Class Association. To submit an ad for the August newsletter, send it to:

JY15
Jessica Kam
24 Two Bridges Road
Towaco, NJ 07082-1337
Submission Deadline is:
July 1, 1995

Next Issue . . .



Atlantic Coast Championship
and New England Championship
Reports



North American's Preview



Reader Response to...*The most fun
I've ever had in a JY was when . . .*

The next issue of *JY Fifteen* will be published in August. The deadline is **July 1, 1995**. Contributions are welcome!