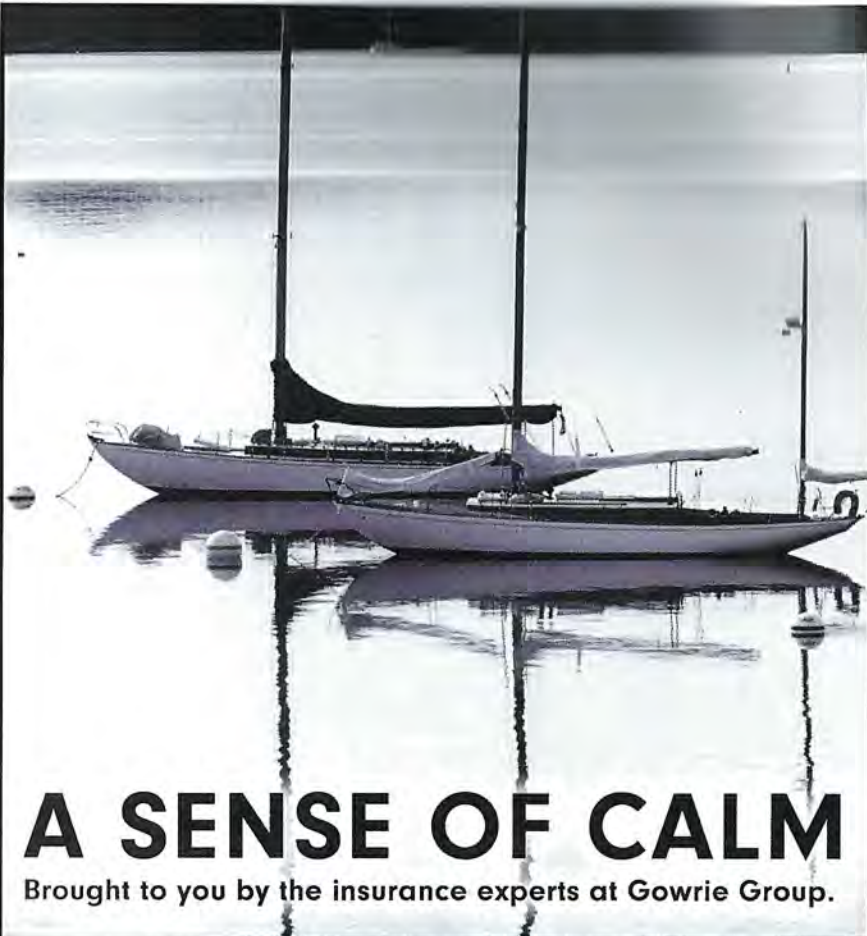


10/4/12-contains Julie Dunbar updates

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ASSOCIATION





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&

Janice Fairlie and All Points Printing & Graphics,

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for computer graphics, layout and printing.

&

Dedicates

This Booklet to All Blue Jay Enthusiasts

cover design - Julie Dunbar

BRIEF HISTORY OF THE BLUE JAY

The Blue Jay continues to be one of the leading one-design, sleep-rigged sailboats in existence today. Fathered by Drake H. Sparkman, head of the New York designing firm of Sparkman and Stephens Inc., after his tenure as Chairman of a Yacht Club Junior Sailing Program, the Blue Jay was pencil drawn in 1947. Designed as a "baby Lightning" it became an all-around junior training boat and now has numbers over 7,300. It is used not only in novice programs in yacht clubs from Florida to Maine, but also in teen's, men's and women's events. Originally constructed of wood, the IBJCA voted in the early 1960's to allow fiberglass, however, wooden boats are still being made today. It is interesting to note that when a friend of Drake Sparkman suggested he name the boat "Blue Bird" he decided on the "Blue Jay" which could effectively be marked by a blue "J" on the sail (perhaps he thought noting the junior aspect).

The International Blue Jay Class Association was formed in 1954 by Allegra Knapp Mertz. President for 35 years, she built the Class with active board members; among those, Bob Sparkman, Drake's son, who was treasurer for 20 years; James Rousmaniere was President 1960 and 1961 and Ed Hoffman, President in 1971. In 1984, at American Yacht Club's Blue Jay Nationals, Leggie turned the gavel over to Bill Dunbar who had been an active board member for ten years. He continues in this position today.

The Association (IBJCA) is made up of voluntary officers and executive board members from different sailing areas on the East Coast. They continue to maintain a strict one-design class, publish a yearbook, mail newsletters, maintain a website (www.sailbluejay.org), coordinate regional regattas and clinics, offer a National regatta (Championship winner may apply for Champion of Champions) and Master's regatta.

Boat building ranged from home-building to numerous yacht builders. Some of the leaders in this industry were: Beaton Boat Works, Formula Yachts, McNair, and Saybrook Yacht Yard, and today, our official boat builder is Tom Allen, Jr., of Allen Boat Co., Buffalo, NY who is the leading builder of the Lightning Class (as mentined above, the Blue Jay, a baby Lightning). He is presently, as of 2008, in possession of the 2-molds that were donated to the Class and on loan: Formula Yacht's mold, donated to the Class in 2005 by Jim Hansen in memory of Salle Evelyn whose husband, Jim, built the mold and Saybrook Yacht Yard's mold, donated in 1996 to the Class by George Shuck and his son David.

Additional history can be viewed in the Perpetual Awards descriptions.



Photo courtesy of
Richards, of Yachting Magazine

Blue Jay #1, 1947, Richard "Cooch"
Maxwell, Skipper, Bob Bavier, Crew

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Ray Snedeker

PERPETUAL TROPHIES



CHAMPIONSHIP DIVISION FIRST PLACE FINISH

WET PANTS ASSOCIATION PERPETUAL TROPHY

The Wet Pants Association, a cooperative sailing club on the Great South Bay, was organized over sixty years ago to provide sailing activities to the area's youngsters. In two separate years, 1958 and 1963, they held Winter Blue Jay Building Parties in various members' garages when it was too cold to sail and created an active Blue Jay fleet. In 1966, at the Wet Pants Annual Mess in September, Robert D. Schultz, Commodore, presented the Wet Pants Association Perpetual Trophy to Allegra Mertz, President of the Blue Jay Class Association, after they had hosted a Blue Jay National Regatta. William L. Pagels, Sr., a member of the Wet Pants and Executive Board Member of the newly formed Blue Jay Class Association, arranged for this perpetual trophy to be donated and added the names of earlier National Champions to be engraved on the trophy along with Bill Pagels, his son. (Silver urn capped with sailboat.) *As of this printing, arrangements are being made by Carol and Paul Connor to have this historic trophy on permanent display in the Mystic Seaport Museum.*

1959 - Joe Nerner - Raritan YC
 1960 - Pete Gonzalez - MBYC
 1961 - Steve Moore, Peter Rugg - MBYC
 1962 - Steve Moore - MBY

1963 - George Huntington - MBYC
 1964 - Dave Walters - RYC
 1965 - Ron Egan - CPYC
 1966 - Bill Pagels, Hank Pagels - Wet Pants Assn.
 1967 - Bill Canning, Peter Canning - Shennecossett YC
 1968 - John Whittle, David Whittle - Shrewsbury Sailing & YC
 1969 - Todd Field - PWYC
 1970 - Bill Pagels, Sue Henrie - Wet Pants Assn.
 1971 - Bill Pagles, Scott MacDonell - Wet Pants Assn.
 1972 - David Pritchard - SYC
 1973 - Doug Daly - Pettipaug YC
 1974 - Steve O'Connor - Pettipaug YC
 1975 - Tom Winmill - Rumson YC
 1976 - Ed Row, Jim Carpenter - Shrewsbury Sailing & YC
 1977 - Nick Martine - Northport YC
 1978 - Reggie Willcocks - Port Washington YC
 1979 - Peter Quigley - Larchmont YC
 1980 - Jay Renehan, Peter Renehan - Madison BC
 1981 - Reggie Willcocks - Port Washington YC
 1982 - Bill Warden - Sea Cliff YC
 1983 - Laird Henkel - Noroton YC
 1984 - Paul-Jon Patin - Sayville YC
 1985 - Daan Goedkoop - Noroton YC
 1986 - Bill Healy, Nicole Breault Niantic Bay YC
 1987 - Tim Healy, Christine Dickerson - Niantic Bay YC
 1988 - Rob Erda, Claire Wollsten - Madison Beach Club
 1989 - Jesse Andrews, Vanessa Stoltz - Ram Island YC
 1990 - Tad Moriarty, J.R. Fowler - Niantic Bay YC
 1991 - Morgan Connor, Ann Bohlen - Ram Island YC
 1992 - Amy Dickerson, Morgan Connor - Niantic Bay YC
 1993 - Erin Maxwell, Lauren Manning - Ram Island YC
 1994 - Erin Maxwell, Lauren Manning - Ram Island YC
 1995 - J.R. Fowler, Joy McDougal - Niantic Bay YC
 1996 - Mike Murin, Kip Wyllie - Niantic Bay YC
 1997 - Christopher Lawson, Katherine Lawson - Sea Cliff YC
 1998 - Bryan Lilley, Joy MacDougall - Niantic Bay YC
 1999 - Henry Maxwell, Will Cox - Ram Island YC
 2000 - Jack Field, Jonathan Wenderoth - Ram Island YC
 2001 - Jonathan Wenderoth, Kyle Fast - Ram Island YC
 2002 - Ian Gill, Harry Weyher - Cedar Point YC
 2003 - Emily Maxwell, Avery Field - Ram Island YC
 2004 - Nathan Fast, Austin LaFrance - Ram Island YC
 2005 - Christine Jakob, Jesse Diliberto - Seawanhaka Corinthian YC
 2006 - Michael Moulthrop, Andrew Viens - Niantic Bay YC
 2007 - Charles Peck, David Peck - Niantic Bay YC
 2008 - Charles Peck, David Peck - Niantic Bay YC
 2009 - David Peck, Shawn Pelissier - Niantic Bay YC

2010 - DAVID PECK, SHAWN PELISSIER - NIANATIC BAY YC
 2011 - E. SIMKINS, K. MCKENNA, L. SCARPULLA - CENTER PORT YC
 2012 -

CHAMPIONSHIP DIVISION SECOND PLACE FINISH SAYBROOK PERPETUAL TROPHY

This award was presented to the Class by George Shuck, owner of the Saybrook Yacht Yard and popular builder of Blue Jays beginning in 1949. He started with numbers 77 through 98 continuing through the numbers 6,000 when he decided to retire. In 1996, George and his son, David, donated the Saybrook mold to the Class. (Pewter bowl)

1960 - Allen Ames - Pettipaug YC
 1962 - David Walters, Scott Brim - Riverside YC
 1963 - Paine Brothers
 1964 - Connie Comstock - Pettipaug YC
 1965 - Cameron Clark
 1966 - Allen Ames - Pettipaug YC
 1967 - Guy Haltom - Shrewsbury Sailing & YC
 1968 - Jim Daley
 1969 - AJ Warley
 1970 - Todd Field - PWYC
 1971 - Matt Blake - CYC
 1972 - Patrick Fay - LYC
 1973 - Carl Fast, Ken Fast - Shennecossett YC
 1974 - Peter Coleman - LYC
 1975 - Craig Gilbert - CPYC
 1976 - Chris Johannseesn - SCC
 1977 - Jamie Carlson, Peter Callaghan - SYC
 1978 - Tom Crow - Shrewsbury Sailing & YC
 1979 - Paul Garcia - Larchmont YC
 1980 - John Oldham - Niantic Bay YC
 1981 - Alec Cutler - Madison BC
 1982 - Charlie Henkel - Noroton YC
 1983 - Jeff Gerwin - Knickerbocker YC
 1984 - Dan Coughlin - Sea Cliff YC
 1985 - Theresa Parker, Christine Dickerson - Niantic Bay YC
 1986 - Adam Walsh - Niantic Bay YC
 1987 - Rob Erda, Clair Woolsten - Madison Beach YC
 1988 - Heidi Dickerson, M. Vanni A. Walsh - Niantic Bay YC
 1989 - Heidi Dickerson, Jim Black - Niantic Bay YC
 1990 - Bradford Gibbs, Chesie Wheeler - Fishers Island YC
 1991 - Amy Dickerson, David Samson - Niantic Bay YC
 1992 - Kyle Shattuck, Trevor Shattuck - Sachem's Head YC
 1993 - Coulter Smith, Guy Turner - Noroton YC
 1994 - Matt Stringer - Bryan Lilley - Niantic Bay YC
 1995 - J.R. Maxwell, Justin Dieckeroff - Ram Island YC
 1996 - J.R. Maxwell, Justin Dieckerhoff - Ram Island YC

1997 - Bryan Lilley, Joy MacDougall - Niantic Bay YC
 1998 - Evan Barrett, Kip Wyllie - Niantic Bay YC
 1999 - Gretchen Freye, Jack Field - Ram Island YC
 2000 - Bill Murray, Meredith Killian - Pine Orchard YC
 2001 - Reade Everett, Jeff Jamison - American YC
 2002 - Emily Maxwell, Avery Field - Ram Island YC
 2003 - Quinn Casey, Angus Page - Cold Spring Harbor YC
 2004 - Michael Moulthrop, Kelly Stannard - Niantic Bay YC
 2005 - Jason Gibbons, Brandan Griffiths - Centerport YC
 2006 - Austin Coneys, Cameron Coneys, Alex Kazeroni - Centerport YC
 2007 - Austin Coneys, Matt Gardner - Centerport YC
 2008 - Myles Gibbs, Chris McCann - Pettipaug YC
 2009 - Andrew White, John Lubber - Niantic Bay YC
 2010 - TIBERNAN O'ROURKE, MATHEW GOODMAN, ASHLEY SHERRIN - SEA CLIFF YC

2011 - ALEX HAUGHTON, ALEX D'AGOSTINO - PETTIPAUG 2012 - CHAMPIONSHIP DIVISION THIRD PLACE FINISH PERPETUAL WESLEY G. VAN WINKLE MEMORIAL TROPHY

This award was donated to the Class by the family of Wesley G. Van Winkle. Wes was an enthusiastic Blue Jay sailor who succumbed to Leukemia at the age of 12 just as he was preparing for his first National Regatta. He loved to sail. The trophy is to inspire all sailors to do their best and to love the sport of sailing. (Silver cooler)

1960 - Ed Laniano
 1962 - George Huntington, Buzzy Banks - MBYC
 1963 - Allen Ames - Pettipaug YC
 1964 - Bruce Badeau
 1965 - Connie Comstock - Pettipaug YC
 1966 - Jonathan Knapp
 1967 - Harry Anderson
 1968 - Neal Cocker - Shrewsbury Sailing & SYC
 1969 - Carter Gowrie - Essex YC
 1970 - Beverly Carr - Bay Head YC
 1971 - Jeff O'Brien
 1972 - Jeff O'Brien
 1975 - Stuart Van Winkle - Shrewsbury Sailing & SYC
 1976 - Doug Lynn
 1978 - Peter Daley
 1979 - Greg Ames
 1980 - Joe Ruff - Bay Head YC
 1987 - Jim Johnstone - Madison BC
 1988 - Greg Hall, Karl Lander - Niantic Bay YC
 1989 - David Neuman, Conor Gallegher - Milford YC

1990 - Morgan Connor, Johann Shattuck - Ram Island YC
 1991 - Kathy Blundin, Courtland Weisleder - Bay Head YC
 1992 - Stan Schreyer, Andrew Smith - Lavallette YC
 1993 - Trevor Shattuck, Ian Burman - Severn Sailing Association
 1994 - J.R. Fowler, Kip Wylie - Niantic Bay YC
 1995 - Christopher Lawson, Kate Lawson - Sea Cliff YC
 1996 - Rob McKay, Justin Guerra - Surf City YC
 1997 - Sean Horrigan, Beverly Landstreet - Watch Hill YC
 1998 - Mike Auperin, Randy Bachelor - Pettipaug YC
 1999 - Megan Lawson, Katherin Lawson - Sea Cliff YC
 2000 - William Beery, Jonathan Beery - Norwalk YC
 2001 - Matt Campbell, Colin Campbell - Noroton YC
 2002 - Kyle Fast, Andrew deLabry - Ram Island YC
 2003 - Nichole Hering, Kathy Nastro - Centerport YC
 2004 - Matthew Goddu, Olivia Schluger - Niantic Bay YC
 2005 - Phillip Krug, Daniel Krug - Centerport YC
 2006 - Ryan Morrison, Chris Morrison - Black Rock YC
 2007 - Sam Ehrlich, Harry Ehrlich - Sea Cliff YC
 2008 - Steven Pelessier, Luca Addabbo - Niantic Bay YC
 2009 - Kyle Seniff, Ben Gibson - Pettipaug YC

*2010 - CATALINA FEDER, LAILE MORGAN - COLD SPRING HARBOR
 2011 - NOAH CHRISTIANO, RYLAN PARKER - PETTIPAUG*

2012-

CHAMPIONSHIP DIVISION FOURTH PLACE FINISH

1987 - Adam Walsh, Whitney Connor - Niantic Bay YC
 1988 - James Wadsworth, Jago MacLeod - American YC
 1989 - Scott Carson, Josh Rutty, Pettipaug YC
 1990 - Gerard Kinzel, Mike Buczkowski - Meteconk River YC
 1991 - Gerard Kinzel, Horal Herbert - Meteconk River YC
 1992 - Chris Arner, Ryan Dunn - Meteconk River YC
 1993 - Craig Stryker, Kristin Loughrey - Shrewsbury Sailing & YC
 1994 - Tammy Passano, Jill Shea - Groton Long Point YC
 1995 - Mike Murin, Tim Dowd - Niantic Bay YC
 1996 - Jen Spark, Devin Weisleder - Bay Head YC
 1997 - Jim Condon, Matt Lynch - Niantic Bay YC
 1998 - Melissa Widdis, Jamie Gruskos - Shrewsbury Sailing & YC
 1999 - Bill Murray, Meridith Killion - Pine Orchard YC
 2000 - Case Watson, Kira Watson - Groton Long Point YC
 2001 - Michael Duncan, Brendan Keogh - American YC
 2002 - Len Berke, John Geist - Huntington YC
 2003 - Michael Mouthrop, Kelly Stannard - Niantic Bay YC
 2004 - TJ Story, Justin Marks - Noroton YC
 2005 - 2009 - Not Awarded

2010 - 2011 - NOT AWARDED

2012 - NOT AWARDED

CHAMPIONSHIP DIVISION FIFTH PLACE FINISH

1987 - Johnathon Farrar - Niantic Bay YC
 1988 - Johnathon Farrar, Christine Dickerson - Niantic Bay YC
 1989 - Tad Moriarty, Amy Dickerson - Niantic Bay YC
 1990 - Amy Dickerson, Noelle Dickerson - Niantic Bay YC
 1991 - Bill Demand, Keith Mullins - Toms River YC
 1992 - John McConnell, Kyle Sheffield - Pettipaug YC
 1993 - John McConnell, Garrett Woodworth - Pettipaug YC
 1994 - Jason Williams, William McGuire - Niantic Bay YC
 1995 - Robby Anson, TJ Voboral - Centerport YC
 1996 - Jim Condon, Suzanne Cushing - Niantic Bay YC
 1997 - Rob McKay, Justin Guerra - Surf City YC
 1998 - Lindsay Poindexter, Tijae Silva - Pettipaug YC
 1999 - Weston Friedman, Cameron Friedman - Indian Harbor YC
 2000 - Costas Vlahalasis, Matthew Malloy - Stamford YC
 2001 - Lenny Berke, John Geist - Huntington YC
 2002 - Phil Myerson, RJ Marsillio
 2003 - Kyle Fast, Andrew deLabry - Ram Island YC
 2004 - Adrienne Barrett, Andrew Dickerson - Niantic Bay YC
 2005 - 2009 - Not Awarded

2010 - 2011 - NOT AWARDED

2012 - NOT AWARDED

PRESIDENT'S CUP DIVISION FIRST PLACE FINISH PERPETUAL PRESIDENT'S BOWL

This award, the Charles Francis Adams bowl, was won by Allegra Knapp Mertz and given to the Class in 1976 to use as a perpetual trophy while she was still President. "Leggie" was a legend in her time, competing eight times for the Charles Francis Adams Cup, winning this as skipper four times. She was also an eight-time winner of the Syce Cup, chairman of US Sailing's Women's Division for 24 years, and received the Nathaniel D. Herreshoff Award in 1966 for her accomplishments in the sport of sailing. (Silver bowl)

1964 - Steve Moore
 1965 - Richard Arnold
 1966 - Guy Holtam, SSYC
 1967 - Tom Darling
 1968 - Lindsay Huffman
 1969 - Lili Jenkins
 1970 - Kitt Boss
 1971 - Eleanor Mariani
 1972 - Ed Wassmer
 1975 - Laurie Davis
 1976 - David Pelissier

- 1977 - Scott Parry, Mason's Island YC
- 1978 - Hunter Muller
- 1979 - Charles Ross, Shrewsbury Sailing & YC
- 1980 - Jimmy Coneys
- 1981 - Bryan Cameron
- 1982 - Jason Naylor - Pettipaug YC
- 1983 - Jay Blum - Pettipaug YC
- 1984 - David Nadler - Shrewsbury Sailing & YC
- 1985 - Cynthia Boyd - Monmouth Boat Club
- 1986 - Russell Hodge - Sachem's Head YC
- 1987 - Jenny Nelson, Nathan Marsh - Monmouth Boat Club
- 1988 - Sam Tuttle, Harcourt Schultz - Sachem's Head YC
- 1989 - Jay Gardner Horan, Buddy Boyd - Yale Sailing Center
- 1990 - Holt Condon, Amanda Smith, H. Scott - American YC
- 1991 - Paul Miller, Nathaniel Corey - Shrewsbury Sailing & YC
- 1992 - D.B. Aymar, Pat Malloy - Noroton YC
- 1993 - Hartley Seymour, Eric Nelson - Pequot YC
- 1994 - Jillian Malzone, Elizabeth Livelli - Lavallette YC
- 1995 - Jillian Malzone, Elizabeth Livelli - Lavallette YC
- 1996 - Scott Linthicum, Matt Berger - Port Washington YC
- 1997 - Theresa Tetlow, Lindsay Stives - Shrewsbury Sailing & YC
- 1998 - Hugh Cullman, David Thomas - American YC
- 1999 - Eliot Beck, Terrance McAndrews - Larchmont YC
- 2000 - Eric Nietsch, Rick Nietsch - Norwalk YC
- 2001 - Lauren Anderson, Will Bayles - Stamford YC
- 2002 - Nichole Hering, Katie Nastro - Centerport YC
- 2003 - Nathan Fast, Austin LaFrance - Ram Island YC
- 2004 - Vincent Barone, Robert Devens - Niantic Bay YC
- 2005 - Alec Basilion, Thomas Marshall - Sea Cliff YC
- 2006 - Meredith Krim, Johanna Silbersack, Melissa Brown - Manhasset Bay YC
- 2007 - Katie Stack, Johanna Silbersack - Manhasset Bay YC
- 2008 - Andrew White, Khalil Rahman - Niantic Bay YC
- 2009 - Cory Manero, Demetri Sopkia - Pettipaug YC
- 2010 - *SAM KEMPEL, ROMAN DANIELS - PETTIPAUG YC*
- 2011 - *JOHN MARTIN, MATHEW MCANDREW - DOUGLASTON*

2012 - PRESIDENT'S CUP DIVISION
SECOND PLACE FINISH
ALLEGRA KNAPP MERTZ PERPETUAL TROPHY

This award, a half-hull model of Rosy Future, Leggie's Blue Jay #94, was given to the Class in 1984 as she retired as President. (Mounted half hull)

- 1970 - Toby Doyle - Pettipaug YC
- 1971 - Tim Bock
- 1972 - Sally Campbell
- 1975 - Gerald Shea
- 1976 - Heidi Ziegler

- 1978 - Ted Wardell, Bay Head YC
- 1979 - Mike Ingham
- 1980 - Sandra Johnson
- 1985 - John Sheehan - Sea Cliff YC
- 1986 - Nathan Marsh - Monmouth BC
- 1987 - Chip Weier, Josh Rathbun - Watch Hill YC
- 1988 - Jennifer Bodde, Sharmus Carr - Thames YC
- 1989 - Erik Beshore, Josh White - Shrewsbury Sailing & YC
- 1990 - Geordie Hebard, Katori Egan - Groton Long Point YC
- 1991 - Holt Condon, Gordon Miles - American YC
- 1992 - John Bender, Christian Pennotti - Monmouth BC
- 1993 - Chris Lilley, Chris Going - Niantic Bay YC
- 1994 - Gary Woodruff, Michael Murin - Niantic Bay YC
- 1995 - Jamie Farrell, A. McBride, G. Mitchell - Riverside YC
- 1996 - Graham Roth, Case Watson - Groton Long Point YC
- 1997 - Lindsay Poindexter, Courtney Bigger - Pettipaug YC
- 1998 - Weston Friedman, Cameron Friedman - Indian Harbor YC
- 1999 - Case Watson, Kira Watson - Groton Long Point YC
- 2000 - Kate Markesky, Brooke Dow - Pettipaug YC
- 2001 - Ryan Zupon, Scott Wenzler - Larchmont YC
- 2002 - Ted Schimenti, Micky Bruno - American YC
- 2003 - Ian Gill, Madeline Gill - Cedar Point YC
- 2004 - Andrew deLabry, Matt Murphy - Groton Long Point YC
- 2005 - Karissa Coneys, Nichole Losquardo - Centerport YC
- 2006 - Douglas Horowitz, Hayes Brown - Manhasset Bay YC
- 2007 - James Keegan, Tori Keegan - Centerport YC
- 2008 - Logan Floyd, Demetri Sopkia - Pettipaug YC
- 2009 - Erin Condon, Howie Curd - Port Washington YC
- 2010 - *LIAM MURPHY, CARLEY RIDING - CENTERPORT YC*
- 2011 - *SOPHIA ROGERS, MEGAN FURRELLE - HUGUENOT YC*

2012 - PRESIDENT'S CUP DIVISION
THIRD PLACE FINISH
WILLIAM K. DUNBAR III PERPETUAL TROPHY

This award, designed by Julie Dunbar, Class Secretary, was given to the class by Bill Dunbar, President, in 1987. (Wooden circle fitted with brass)

- 1970 - Dave Rodriguez
- 1971 - Betty Polch, BHYC
- 1972 - Eleanor Mariani
- 1975 - Chris Price
- 1976 - Dave Foster
- 1978 - Peter Daley
- 1979 - Greg Ames
- 1980 - Joe Ruff, BHYC
- 1987 - Karen Oen, Sarah Menez - Larchmont YC
- 1988 - Scott Carson, Sarah Terry - Pettipaug YC

- 1989 - Gately Ross, Brooks Detchen - Madison Beach Club
- 1990 - Gretch Mohelere, Libby Dinkel - Shelter Island YC
- 1991 - Ned Oakley, Libby Dinkel - Shelter Island YC
- 1992 - Andrew Grinnell, Michael Grinnell - Manhasset Bay YC
- 1993 - Thad Ozyck, Scott Davidson - Sachem's Head YC
- 1994 - Chris Froeb, Matt Lindblad - Groton Long Point YC
- 1995 - Scott Linthicum, Matt Hall - Port Washington YC
- 1996 - Christopher Ralli, Jeb Barnes - American YC
- 1997 - Henry Maxwell, Michael Horrigan - Ram Island YC
- 1998 - Jon Eaton, Brian Prinz - Pettipaug YC
- 1999 - Laura Hall, Patrick James - Niantic Bay YC
- 2000 - Nina Daniels, Kelly McGrath - American YC
- 2001 - Kira Watson, Eileen Meyer - Groton Long Point YC
- 2002 - Bryce Smith, Alex Ligget - Cedar Point YC
- 2003 - Crissy Jamison, Katie Barton - American YC
- 2004 - Brittany Morris, Rosanna Fulchiero - Niantic Bay YC
- 2005 - Chris Modelewski, Kyle Smith - Northport YC
- 2006 - Alec Basilion, Tom Marshall - Sea Cliff YC
- 2007 - Cameron Coneys, Alex Kazeroni - Centerport YC
- 2008 - Sarah Brousseau, Katie Liesure - Niantic Bay YC
- 2009 - Griffin Pilz, Casey Pilz - Pettipaug YC
- 2010 - MILES RIPKA, IAN COUGHLIN - SEA CLIFF YC
- 2011 - MILES RIPKA, ALESSANDRA SAGER - SEA CLIFF YC
- 2012 -

**PRESIDENT'S CUP DIVISION
FOURTH PLACE FINISH**

- 1987 - Chris Murphy, Mike Goetz - Lake Hopacong YC
- 1988 - Chirs Murphy, Chris Moody - Lake Hopacong YC
- 1989 - Mike McNarnara, Tanya Haddad - Fisher's Island YC
- 1990 - Peter Sisitsky, Jeff Freydl - NBYC
- 1991 - Johnathon Siener, Jamie Lopez - Manhasset Bay YC
- 1992 - Brian King, Ryan Applegate - Ocean Gate YC
- 1993 - Tom Abbott, E.J. Ross - Madison Beach Club
- 1994 - Jeff Houser, Sean Wilson - Oceangate YC
- 1995 - Jamie Rodgers, Graham Roth - Groton Long Point YC
- 1996 - Chris Miller, Sara Evan - Ram Island YC
- 1997 - Christopher Doyle, Jonathan Eaton - Pettipaug YC
- 1998 - Matthew Welch, Marissa Iamello - Shrewsbury Sailing & YC
- 1999 - Rob Fowler, Spencer Ench - Niantic Bay YC
- 2000 - Jeffrey Wisner, Brendon Keogh - American YC
- 2001 - Morgan Kellogg, Sarah Kellogg - Beach Point YC
- 2002 - Liza Ketchum, Chloe Aronson - American YC
- 2003 - Sasha White, Chris Augustine - Noroton YC
- 2004 - Katy Haas, Gilly Watson - Groton Long Point YC
- 2005 - 2009 - Not Awarded
- 2010 - 2011 - NOT AWARDED
- 2012 - NOT AWARDED

**PRESIDENT'S CUP DIVISION
FIFTH PLACE FINISH**

- 1987 - Chris Wallace, Marc Piatowski - Shrewsbury Sailing & YC
- 1988 - Chip Weier, Mark Schneider - Watch Hill YC
- 1989 - Charles Boddinghaus, Chris Stryker - Shrewsbury Sailing & YC
- 1990 - Sarn Gustin, Turk Johnson - Sachem's Head YC
- 1991 - Kieran Brook, Hap Oakely - Shelter Island YC
- 1992 - Ned Goss, Tom Abbott - Madison Beach Club
- 1993 - Chris Gange, Chris Primiano - Groton Long Point YC
- 1994 - David Hall, Jim Condon - Niantic Bay YC
- 1995 - Gary Woodruff, Dan Diachenko - Niantic Bay YC
- 1996 - Joe Shaw, Ken Shaw - Groton Long Point YC
- 1997 - Sarah Passano, Natalie Suski - Groton Long Point YC
- 1998 - Molly Molinowski, Clare Rowland - Fisher's Island YC
- 1999 - Aileen Lopez, Ashley Lopez - Sea Cliff YC
- 2000 - Jim Bittl, Billy Haas - Groton Long Point YC
- 2001 - Angus Page, Alex Thaler - Cold Spring Harbor YC
- 2002 - Crissy Jamison, Katie Barton - American YC
- 2003 - Katy Haas, Gillian Watson - Groton Long Point YC
- 2004 - Kohl Brinkman, Liz Chabot - American YC
- 2005 - 2009 - Not Awarded
- 2010 - 2011 - NOT AWARDED 2012 - NOT AWARDED

**PERPETUAL ALLEGRA KNAPP MERTZ
MEMORIAL TROPHY**

(Presented to the Top Female Skipper in the Championship Division)

This award was designed in 1991 by Ray Snedeker, now retired, Chief Measurer and Executive Board Member. As stated, it is in memory of Leggie, an avid sailing competitor, champion, great sportsman and promoter of women. (Wooden triangle with half hull model)

- 1991 - Amy Dickerson - Niantic Bay YC
- 1992 - Amy Dickerson - Niantic Bay YC
- 1993 - Erin Maxwell - Niantic Bay YC
- 1994 - Erin Maxwell - Niantic Bay YC
- 1995 - Tammy Passano - Groton Long Point YC
- 1996 - Jen Spark - Bay Head YC
- 1997 - Melissa Widdis - Shrewsbury Sailing & YC
- 1998 - Melissa Widdis - Shrewsbury Sailing & YC
- 1999 - Gretchen Freye - Ram Island YC
- 2000 - Lydia Fayal - Wadawanuck YC
- 2001 - Emily Maxwell - Ram Island YC
- 2002 - Emily Maxwell - Ram Island YC
- 2003 - Emily Maxwell - Ram Island YC
- 2004 - Adrienne Barrett - Niantic Bay YC
- 2005 - Christine Jakob - Seawanhaka Corinthian YC
- 2006 - Meredith Krimm - Manhasset Bay YC
- 2007 - Katie Stack - Manhasset Bay YC
- 2008 - Sarah Brousseau - Niantic Bay YC
- 2009 - Erin Condon, Port Washington YC
- 2010 - CATALINA FEDER - COLD SPRING HARBOR
- 2011 - E. SIMKINS - CENTERPORT

PERPETUAL CHAMPIONSHIP DIVISION FIRST PLACE CREW TROPHY

(By Beaton Boat works and Wadawauck yacht Club)

Julie Dunbar, Class Secretary, had always felt there should be a perpetual crew trophy and went to Beaton Boat Works, Mantoloking, NJ where they used to build Blue Jays and found a wooden spinnaker pole which was immediately donated. Upon arrival at Wadawauck Yacht Club for the Blue Jay Nationals, Peter O'Neill, President, completed the trophy, which was presented in the year 2000. (Mounted spinnaker pole)

- 2000 - Jonathan Wenderoth - Ram Island YC
- 2001 - Kyle Fast - Ram Island YC
- 2002 - Harry Weyher - Cedar Point YC
- 2003 - Avery Field - Ram Island YC
- 2004 - Austin LaFrance - Ram Island YC
- 2005 - Jesse Diliberto - Seawanhaka Corinthian YC
- 2006 - Andrew Viens - Niantic Bay YC
- 2007 - David Peck - Niantic Bay YC
- 2008 - David Peck - Niantic Bay YC
- 2009 - Shawn Pelissier - Niantic Bay YC

2010 - SHAWN PELISSIER - NIANHTIC BAY YC
2011 - K. MCKENNA, L. SCARPUZZA - CENTERPORT YC

PERPETUAL HOWARD PIERCE CREW TROPHY FIRST PLACE PRESIDENT'S CUP DIVISION

This trophy was given by the Dunbars in honor of Howard Pierce, Administration Assistant for Sparkman and Stephens, 1954-2001. Howard took over the record/history keeping of the Blue Jay Class as a favor to Bob Sparkman. His precise recording of measurements and boat numbers, sending out plans for home builders helped to further promote the Class. He was always enthusiastic, interested in all the sailors, and went out of his way to answer any Blue Jay request. This award was first presented at the 2003 Nationals, Seawanhaka Corinthian Yacht Club. (Wooden shadow box of knots)

- 2003 - Austin LaFrance - Ram Island YC
- 2004 - Robert Devens - Niantic Bay YC
- 2005 - Thomas Marshall - Sea Cliff YC
- 2006 - Johanna Silbarsack - Manhasset Bay YC
- 2007 - Johanna Silbarsack - Manhasset Bay YC
- 2008 - Khalil Rahman - Niantic Bay YC
- 2009 - Demetri Sopkia - Pettipaug YC

2010 - ROMAN DANIELS - PETTIPAUG YC
2011 - MATHEW MC ANDREW - DOUGLASTON

MASTER'S REGATTA (Skipper 30 yrs. or more) FIRST PLACE FINISH

- 1991 - Carol Connor, Paul Connor - Ram Island YC
- 1992 - Walt Stubner, Kathleen Wimer - Essex Frostbite YC
- 1993 - Bill Bell, Sharon Bell - Essex Frostbite YC
- 1994 - Dave Dickerson, Brian Lilley - Niantic Bay YC

- 1995 - Dave Dickerson, Brian Lilley - Niantic Bay YC
- 1996 - Jim Widdis, Melissa Widdis - Shrewsbury Sailing & YC
- 1997 - Dave Dickerson, Matt Lynch - Niantic Bay YC
- 1998 - Ed Birch, Claudia Kondracky - Essex YC
- 1999 - Ed Birch, Claudia Kondracky - Essex YC
- 2000 -
- 2001 -
- 2002 -
- 2003 - Dave Peck, Dave Peck - Niantic Bay YC

SPORTSMANSHIP

(Awarded on Special Consideration))

- 2008 - Corey Manero, Ben Gibson - Pettipaug YC

HOST YACHT CLUBS FOR BJ NATIONALS

- 1959 - Babylon YC, NY
- 1960 - Raritan YC, NJ
- 1962 - Manhasset Bay YC, NY
- 1963 - Chelsea YC, On The Hudson
- 1964 - Essex YC, CT
- 1965 - Riverside YC, CT
- 1966 - Wet Pants Association, LI
- 1967 - East Greenwich YC, RI
- 1968 - Metedeconk River YC, NJ
- 1969 - Milford YC, CT
- 1970 - Wet Pants Association, LI
- 1971 - Bay Head YC, NJ
- 1972 - American YC, NY
- 1973 - East Greenwich YC, RI
- 1974 - Pettipaug YC, CT
- 1975 - Shrewsbury Sailing & YC, NJ
- 1976 - Larchmont YC, NY
- 1977 - Mason's Island YC, CT
- 1978 - Bay Head YC, NJ
- 1979 - Northport YC, NY
- 1980 - Thames River YC, CT
- 1981 - Sayville YC, NY
- 1982 - Shrewsbury Sailing & YC, NJ
- 1983 - Niantic Bay YC, CT
- 1984 - American YC, NY
- 1985 - Seawanhaka Corinthian YC, NY
- 1986 - Seaside Park YC, NJ
- 1987 - Larchmont YC, NY
- 1988 - Madison Beach Club, CT
- 1989 - Shrewsbury Sailing & YC, NJ

Constitution, continued

4. Whenever a Fleet charter shall have been granted, applications for membership in the Association within the jurisdiction of that Fleet should be made to the officials of that Fleet, who shall be responsible to this Association for the collection of the dues of such members.

5. Each Fleet shall elect its own officers, including a Fleet Captain, and Fleet Secretary/ Treasurer. In all local matters, the Fleet shall be self-governing, provided its rules and regulations do not conflict with the rules of the Association.

6. Any two or more Fleets may be grouped in a District which, for purposes of administration, shall be under the direction of a District Secretary. Designation of Districts shall be made by the Executive Committee, and the Fleets composing a District and the title and boundary of a District may be changed from time to time by action of the Executive Committee.

ARTICLE V - MEMBERS

1. Regular membership in the Association is restricted to owners, part owners and bona fide charterers of Blue Jay Class Yachts. In the case of club owned boats, the club shall take out a regular membership in blank for each boat so owned, the membership being in the name of the club or a designated representative.

2. Associate membership in the Association is open to members or children of members of clubs having Blue Jay Fleets and to all who are interested in the activities of the Association, but who are not eligible for regular membership.

ARTICLE VI - DUES

Association dues shall be fixed by the By-Laws.

ARTICLE VII - OFFICERS AND COMMITTEES

1. The officers of this Association shall be a President, Vice Presidents, Secretary, Treasurer, and Chief Measurer.

2. There shall be an Executive Committee of the Association, consisting of the officers and four members-at-large. Five members of the Executive Committee may be sustaining members of the Association, but the President and at least one Vice President must be regular members.

3. There shall be a Nominating Committee of three members, one to be elected each year to serve for a term of three fiscal years. Vacancies in the Nominating Committee occurring during any fiscal year shall be filled by the Executive Committee, to serve for the balance of that year, or until successors shall be duly elected and shall qualify.

Each year, in time for such nominations to be included in the notice of the Annual Meeting, the Executive Committee shall nominate candidates for

Constitution, continued

full-term membership on the Nominating Committee, and such other candidates for one-year membership thereon as may be necessary to fill vacancies.

4. Each District may have a District Secretary as its administrative officer.

ARTICLE III- EXECUTIVE COMMITTEE

The Executive Committee herein provided for shall function between meeting of the Association for the purpose of performing such duties as may be designated by the Constitution, By-Laws, and Rules. It shall have the ordinary powers of a Board of Directors with regard to the business of the Association, not inconsistent with any statutory provisions, and not inconsistent with the Constitution and By-Laws. Four members shall constitute a quorum. Voting on all questions of the Executive Committee may be by mail. The Executive Committee may appoint an Assistant Secretary and an Assistant Treasurer and other assistant officers from time to time and designate their duties.

ARTICLE IX- MEETINGS

The Annual Meeting shall be held in a place designated by the Executive Committee. Special meetings may be called by the President or on the written request of any two members of the Executive Committee. The Annual Meeting shall be held upon not less than one month's written notice to Regular and Sustaining members of the Association in good standing, and Special Meetings shall be called upon not less than fifteen (15) days like notice. At all meetings, twenty-five (25) members present in person or by proxy shall constitute a quorum.

ARTICLE X-AMENDMENTS

This Constitution may be amended at any meeting of the Association by two-thirds (2/3) vote of those present in person or by proxy constituting a quorum, provided notice of such amendments is sent to Regular and Sustaining members in good standing of the Association, at least one month prior to the date of such a meeting.

BY-LAWS

ARTICLE I- DUES

1. The annual dues for Regular membership shall be determined by the Executive Committee on an annual basis. A member's dues for the current fiscal year must be paid in full before he shall be in good standing, and entitled to the privileges of membership in the Association for the balance of that year. The dues will be payable to the Class Secretary.
2. Fleet dues are optional, and if any are required they are the property of the Fleet.
3. The fiscal year of the Association will run September to September.

ARTICLE II- ELECTION OF OFFICERS AND DUTIES OF OFFICERS AND COMMITTEES

1. All elective officers, the members-at-large of the Executive Committee, one member of the Nominating Committee for a full three-year term, District Secretaries, and such members of the Nominating Committee for one-year terms as may be necessary to fill vacancies on the Committee, shall all be elected at each Annual Meeting of the Association by plurality votes of those there present in person or by proxy; and they shall serve for the ensuing fiscal year (three fiscal years in the case of members of the Nominating Committee elected for full terms) or until their successors are duly elected and qualify. Vacancies in such elective offices and positions during the respective terms shall be filled for the balance of the fiscal year by majority vote of the Executive Committee.

At each Annual Meeting, the candidates for said elective offices and positions shall be nominated by the Nominating Committee in its annual report, those nominated by the Executive Committee for position on the Nominating Committee and all who have been nominated from the Association by petition, ruled with Secretary not less than two weeks prior to the scheduled date of the Annual Meeting and signed by at least ten (10) Regular members in good standing.

2. Voting at Association meetings on elections and other business shall be by ballot cast in person by proxy. Voting shall be on a boat basis, each boat being entitled to one vote, but an individual owning two or more boats shall be entitled to one vote only. Where two or more members share ownership in a single boat, they may vote through one of their number, or, if more than one of them vote, the single vote for their boat shall be taken to be the vote of the majority of them.
3. The President of the Association shall preside at the Association's meeting and shall be the Chairman of the Executive Committee and ex-officio member of all other committees. He shall appoint all special committees not otherwise provided for. He shall authorize the payment of all bills.

By-Laws, continued

4. One of the Vice Presidents shall, in the absence or incapacity of the President, perform duties of the President. He will be selected by majority vote of the Executive Board.
5. The Secretary-Treasurer shall be in charge of all secretarial work of the Association. He shall be responsible for the minutes of meetings, records, general information, correspondence, and other follow-up of plans sold and boats built or sold. He shall receive all dues, and shall be in charge of all funds for this Association. He shall disburse money only on the order of the President.
6. The Measurement Committee shall pass on all measurement data submitted by the Official Measurers, and be given authority to correct and adjust the specifications where necessary, within the bounds of strict One-Design principle, in order to eliminate amending the By-Laws. It shall either grant or reject applications for measurement certificates and report to the Secretary-Treasurer all certified boats. The Chief Measurer shall appoint all Official Measurers, for a term of one year, subject to the approval of the District Secretary within whose District the Official Measurer is located.

ARTICLE III- GENERAL RULES

1. If any major structural alterations or repairs are made to a Blue Jay, her measurement certificate shall be automatically voided until a certified Measurer shall re-measure said Blue Jay and attach a suitable rider to the original certificate or issue a new certificate.
2. The crew of a Blue Jay competing in a Blue Jay National Championship shall consist of (a) three members with no minimum weight restriction or (b) two members with a minimum combined weight, when dressed for sailing, of 190 lbs. (as of 4/24/03) No Ballast.
3. Interpretation of "dressed for sailing" -- A. Crews shall be weighed dry with normal sailing attire and lifejacket. B. Crews will be weighed only once, and must meet the minimum weight requirement at that time.
4. A local, regional, or any other Blue Jay racing association may eliminate or change the National Championship weight ruling to meet local conditions and/or age group requirements for any racing except the National Championship.
5. Regular members or persons assigned by them may skipper Blue Jays in Blue Jay events. In the case of club-owned boats, the club or its representative may designate the skipper.
6. No Blue Jay is permitted to race in the Class unless it has a valid measurement certificate on file at S&S or IBJCA, and the owner is a current member of the IBJCA as evidenced by a transom sticker which will be sent upon receipt of the annual dues.

ARTICLE IV- SPECIFICATIONS

The following general revision is effective January 1, 1985. It supersedes ARTICLE IV - SPECIFICATIONS as last revised in 1977 and published in the booklet entitled "International Blue Jay Class Association Constitution, By-Laws, Specifications, Rev. 1968" and contains all subsequent rulings no in force.

1. GENERAL. The Blue Jay is a strictly one-design yacht; nothing is optional in its design or construction, except as stated in these specifications. Tolerances are specified solely in order to accommodate the usual random variations in construction. They shall not be interpreted to permit deliberate variation from the normal lines or dimensions, nor are they sufficient to permit, evidence of such deliberate variation shall be grounds for refusing or revoking any measurement certificate. The intent of these specifications is to clarify and elaborate the official plans and all items not specifically covered by these specifications shall be as shown in the latest revision of the official plans. All dimension, intended or actual, not expressly prescribed in these specifications and the official plans shall be subject to a tolerance of plus or minus 1%. In case of conflict between these specifications and the official plans, these specifications shall govern. Interpreting any point not covered, or wording of obscure meaning, the intended meaning shall be considered, rather than any technical misconstruction that might be derived from the wording, keeping in mind at all times the basic intent of these specifications as set forth above. Any boat not conforming strictly throughout to the design, materials, construction, and dimensions set forth herein and on the plans will not be considered a Blue Jay, and will not be allowed to carry the Blue Jay Class emblem. In order to race in any regatta as a Blue Jay, a boat must have a valid measurement certificate on file with the Association.

All questions regarding the interpretation of these specifications and the official plans, and all construction questions not covered by these specifications of the official plans, shall be referred to the Chief Measurer. At his discretion, the Chief Measurer may refer such matters to the full Measurement Committee for decision, and the Committee may, at its discretion, refer them to the Executive Committee for decision. A yacht's only permanent means of identification is her officially assigned number, which shall be cut or burned into the starboard side of the centerboard trunk, or on the top face of the centerboard trunk cap, or on the inside face of the transom, in numbers at least one inch (1") high; such numbers shall not be altered, defaced, or obliterated unless the hull is so far rebuilt that a new number is officially assigned.

2. PLANS. Plans are transferable only through the office of the designer. They are issued with the understanding that one boat only will be built from each set unless application is made to the designer and specific permission is granted to build extra boats. Such permission will be granted only under conditions set forth herein under Paragraph 3.

3. ROYALTIES. A royalty or number tax of \$20.00 (twenty dollars) must be paid by the builder to the designer on each Blue Jay built, and any boat built from plans for which said payment is not received may not be properly sold or entered in any race as a Blue Jay, nor display the Blue Jay emblem on its sails.

4. MEASUREMENTS AND WEIGHTS. Measurements and weights in the specifications and plans are in feet, inches, and pounds in accordance with standards of the U.S. Bureau of Weights and Measurements.

5. HULL - GENERAL.

a. Except for fiberglass construction as described elsewhere in this Section 5, and except for fastenings, hardware, deck canvas, and protective or strengthening hull covering of fiberglass, elastic or comparable materials not violating one design concept except as set forth herein, the hull is to be entirely of wood. When kinds of wood are indicated as optional, alternate choices are given and no other woods are to be used, unless their weights equal or exceed that of the lightest wood listed, and then only if such wood is suitable in every respect for the part specified, consistent with accepted yacht-building practice. The construction shall follow the plans, and any departure will be at the builder's risk. Weight of hull at all times and under all conditions, with rigging, mast, boom, rudder, tiller, and centerboard, shall be at least two hundred seventy five pounds (275 lbs.). If the boat weighs less than two hundred seventy five pounds, the difference shall be made up by attaching any suitable material to the underside of the deck, over the keel, not to extend more than two inches (2") below the deck beams. At time of measurements, a weight certificate must be submitted and it, or a copy, must be attached to the measurement file.

b. Complete conformance to the official measurement certificate is required. All dimensions, shapes, hull weight, rigging, fitting specifications and locations, sail plan, etc., must conform, except that outer chine strips on all boats may be flush with topsides. The keel must stand proud as specified, with no less than 1/8" radius on glass hulls. Outer chine radius cannot exceed 1/8".

c. In order to simplify chine construction on wood boats, the use of a false outer chine 1/8" x 3/4" is permitted, if desired.

d. Double chine gussets are permitted on wood boats, provided that they are of same configuration and materials as shown on plans for single gussets.

e. Mast step and centerboard trunk, if of fiberglass, must be adequately reinforced to equal the original structural standard.

f. A king plank may be used on wood boats in lieu of or in conjunction with blocking on the forward deck centerline. King plank must not project more than 1/16" above decking. King plank must not exceed 6" wide (including rabbet) and 3/4" thick.

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- g. Side decks must be strong enough to lift boat.
 - h. Fiberglass boats must be identical to wood Blue Jays with respect to vertical center of gravity.
 - i. Protective hull, deck, centerboard, and rudder coverings of wood parts shall not exceed in weight or thickness the equivalent of one layer of 10 ounce fiberglass cloth and three applications of resin.
 - j. For flotation limitations, see Section 22.
 - k. Double fiberglass skin construction only of uniform thickness throughout permitted, with optional core (form, balsa, honeycomb, etc.). Flotation must be positive, either inherently or using foam-filled tanks or air tanks per Section 22.
6. HULL - DIMENSIONS . Length overall is 13'6". Greatest beam at deck is 5'2". Greatest beam at chine is 4'5". For further dimensions see plans.
7. KEEL, TRANSOM, PLANKING, AND CHINE TIMBERS (not applicable to fiberglass).
- a. Keel of mahogany or oak moulded one inch (1"0 as shown, sided not less than four and one-half inches (4 1/2") throughout and to stand not less than one eighth inch (1/8") proud of the bottom planking.
 - b. Bottom planking to be a single plank construction, waterproof plywood one quarter inch (1/4") thick. No other materials permitted.
 - c. Transom of mahogany or oak not less than five-eighths inch (5/8") thick, or one quarter inch (1/4") thick. No other materials permitted.
 - d. Topsides waterproof plywood one-quarter inch (1/4") thick. No other materials permitted.
 - e. Chines to be mahogany or oak; outer chine 3/8" x 3/4" or 1/2" x 3/4". Inner chine 3/4" x 1 3/8", or 5/8" x 1 1/2".
8. STEM. Stem to be of white oak or hack, three inches (3") sided and moulded as shown. Not applicable to fiberglass hulls.
9. FRAMES. Frames to be of oak, ash, mahogany, or spruce 3/4" x 1 1/2" sided and moulded as shown. Not applicable to fiberglass hulls.
10. DECK BEAMS. To be spruce or fir, 7/8" x 1 1/4" or 3/4" x 1 3/8" sided and moulded as shown. Not applicable to fiberglass hulls.
11. DECK. Waterproof fir or mahogany plywood 1/4" thick. covered with eight (8) ounce canvas or fiberglass, carried down over edge of deck and covered with moulding. Doubling blocks, etc., must be uncovered only if made of mahogany plywood 1/4" thick, thoroughly painted. Not applicable to fiberglass hulls.

By-Laws, continued

12. COCKPIT.

- a. Size and shape as shown on plans. Deck surrounding the cockpit shall not be less than six inches (6") at any point, coamings of ash, oak, teak, mahogany or fiberglass. Floorboards are to be of the outline shown on plans, and may be solid or slats of material 1/2" thick, plus or minus 1/16". Wooden floorboards are not required when watertight floor flotation is used. Wooden floorboards may be removed but the boat must maintain minimum weight of 275 lbs. (as of 7/30/04) Cockpit braces shall be of corrosion-resistant metal or of wood, not less than 3/4" thick. Options: lockers and shelves.
- b. Hiking straps of rope or webbing no more than 2" wide in fore and aft direction on sides of centerboard trunk, or on floor, are permitted. They may also be taken aft over the keel to the transom. Hiking straps may be other than described above, provided they remain entirely within the cockpit and below deck level. The use of transverse hiking straps is permitted.
- c. Cockpit coamings and centerboard cap must be used and must be of wood or fiberglass. Splash boards may be of wood or moulded fiberglass construction. Fiberglass splash boards must be identical in height and location to wood splash boards. Floorboards may be of wood, or a moulded fiberglass non-skid cockpit sole is required in lieu of wood floorboards. Floorboard or molded fiberglass sole must be no less than 1 3/4" over outer surface of bottom as per plans. Rub rail material optional, but required, and to conform to dimensions on plan.
- d. Cockpit seats are not permitted.
- e. For flotation limitations, see Section 22.

13. HATCHES. One small hatch on aft deck for attaching outboard motor may be used.

14. FASTENINGS. Hull fastenings on wood boats can be of galvanized iron, steel, bronze, brass, copper, or nickel, or any alloy made basically of the metals thereof, but not of aluminum or other lighter metals. Other materials not permitted. Use of suitable waterproof glue throughout is recommended but not required.

15. MAST STEP. Oak, mahogany, teak, or fiberglass, stainless steel or bronze, as per plans, except that after placement of restraining wedges at mast heel, fore and aft movement of mast is permitted to a limit of 1/2". Mast partners are to be permanently fixed to prevent movement of mast at the deck. Refer to Section 17a for prohibition of movement of mast during race. Top of step not to exceed 1 1/4" above D.W.L.

16. WOOD SPARS.

- a. Mast to be solid, rectangular or round, of spruce. Dimensions as per plans. Overall length of mast shall be 19'6 3/4". Sail must be attached to

By-Laws, continued

mast with 5/8" track and slides. Rotating masts are prohibited. Hollow wooden masts are not permitted.

b. Boom to be solid and of spruce, T, rectangular or round in section, not to vary in any dimension from plans. Foot of sail must fasten in a straight line in both plan and profile, attached the same as on mast. No arched or curved tracks are allowed, and no transverse movement is permissible in the foot of the sail. Length of boom from aft side of mast to extreme end shall be 7' 11" maximum, including fittings. Carbo Blocks are permitted.

c. Spinnaker pole shall not be greater than 4' 1 1/2" long, including fittings when measured square off. To be made of spruce. Pivot point of forward side of mast not to project more than 1 1/2". Minimum diameter of pole to be not less than 1 1/4". A whisker pole can be provided, to be used for the jib only. Said whisker pole to be forth-eight inches (48") in length, plus or minus two inches (2"). The spinnaker pole can be used as a whisker pole. When in use, the whisker or spinnaker pole must be attached to the mast.

d. ALUMINUM SPARS. Hollow aluminum alloy spars are permitted subject to following:

1. Overall length must conform to plans and specifications for wooden mast, boom, and spinnaker pole.

2. Minimum diameter for round mast shall not be less than 2 1/2".

3. Shaped section masts shall not exceed 3" fore and aft, and 2 1/2" athwart ships.

4. Bare mast extrusion shall not weigh less than 14 pounds.

5. Tapered extrusions are not permitted.

6. Mast may be fitted with conventional or slot rack, but if slot track, sails must have track slugs, and bolt rope must lie outside mast.

7. No fittings or gear may be mounted or led internally except as provided in Paragraph 16.d.6.

8. Mast, boom, and spinnaker pole must be sealed and watertight, so as to float when detached from the boat in a horizontal position with all rigging attached.

9. Mast center of gravity, with headcasting, sheave, and heel casting in place, distance of CG(in inches) from extreme base of mast, multiplied by weight (in pounds) shall not be less than 1500 or more than 2000.

10. Hollow aluminum booms must conform to plans and specifications for overall length of wood booms. Minimum cross-sectional dimension shall not be less than 1 3/4". Maximum cross-sectional dimension shall not be more than 2 1/2". Bare extrusion weight not less than 4 lbs. Flotation must

By-Laws, continued

comply with Paragraph 16.d.8. Tapering not allowed. Track and sail attachments must conform to Paragraph 16.d.6.

11. Hollow aluminum spinnaker poles must conform to length of the wood pole and not be less than 1 1/4" min. dia. Flotation as per Paragraph 16.d.8. No tapering.

12. Use of aluminum spars in entirety optional.

e. If sliding gooseneck is used, a stopper shall be permanently fixed in the goose neck slide track to prevent the boom at the line extended from the top of the boom track, as located on the plans, from being lowered below the top of the 1" wide distinguishing color band, which shall be painted or taped around the mast. The top edge of the distinguishing color band shall be 16' 1" below the bottom of the uppermost trough of the main halyard sheave.

17. RIGGING

a. Standing. To be as shown on plans. Headstay to intersect mast at a point 15'2" above the top of the mast step. Shrouds to intersect mast at a point 14' 11" above the top of the mast step. Must be of wire galvanized or stainless steel. Rod rigging and other materials not permitted. Method of attaching to mast and hull optional, but location of chain plates on hull shall be as shown on plans. Except for emergency, no change to standing rigging shall be made during a race.

b. Running.

1. To be shown on plans.

2. Halyard latches prohibited. Prohibition of halyard latches applies to those used at masthead, but not to hooks to secure wire halyards with permanently attached rope tails, provided such hooks are made secure below level of distinguishing color band on mast.

3. Sliding goosenecks with spring-loaded adjusting latches are permitted only with cleated main halyard and not with halyard hooks. Also see Section 16.e.

4. A two-part tackle boom vang with becket block on the mast above the deck is permitted.

5. Hiking straps are permitted. See Section 12.

6. Jib leads.

a. Fixed jib sheet leads are permitted, consisting of a fixed jib lip lead, a single swivel block lead on fixed mount, or a fixed lip and cam cleat lead combination, located on the inside of the cockpit coaming, or on the deck within an area prescribed by two arcs 7' and 8' 3" from the stemhead.

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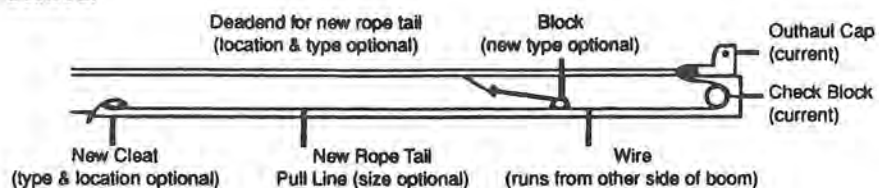
b. Single slide, single track, adjustable jib sheet leads are permitted mounded on deck or on the inside of the coaming, one assembly to each side of boat, consisting of a straight, unbroken track, no longer than 15" overall, including end stoppers, and having one sliding lip or block lead. Entire assembly may be located only within an area prescribed by two arcs 7' and 8' 3" from the stemhead. Material of components optional.

c. A simple adjustable block-line-cleat rig is permitted (barber hauler) solely for the purpose of allowing jib trim as close to centerline as skipper desires. Any elaborate rigs, or using more than the foregoing tackle, or serving any other purpose, are prohibited, except that single slide, single track, adjustable jib sheet leads may be used in combination with barber hauler rig. Cleat location is optional.

d. Barber hauler may be led through a fixed eye on forward coaming or on deck, thence to a cleat on coaming or deck aft of mast.

7. Stopped line-cleat arrangement on the main sheet (described as hinder binder) to overhaul the main sheet, and trim it closer to the centerline (on the after deck) is prohibited. All other types of adjustable main sheet bridles are prohibited, except as specified on plans.

8. A multi-part clew outhaul on the main boom is permitted via the following modification to existing outhaul system shown on plans: a block may deadend current wire or rope tail, at any point along the boom. A pull line with one end fastened to the boom may run through the block to give a 2:1 purchase, and may be cleated as close to the forward end to the boom as desired.



9. Topping lift may lead only through an eye-strap on mast.

10. A fixed bridle shall be allowed, providing it is not adjustable and is permanently fixed. The top of the shive shall be a maximum of 16" above the deck.

18. CENTERBOARD, CENTERBOARD PIN, AND CENTERBOARD TRUNK.

a. Centerboard. As per plans, 3/4" thick mahogany, solid or plywood laminated, or molded fiberglass skin construction with syntactic foam core. No other maters permitted except as elsewhere provided in this Section 18.

By-Laws, continued

Center board not to vary in any dimension from pattern on plans, except in an area bound by triangle formed by the top and forward edges at their intersection and having legs 4 1/2" long to allow for pennant fittings or for a notch to allow it to drop to vertical. Lead weight, no more than 8 lbs., to be installed in centerboard as shown on plans. The board may be faired, but strictly in accordance with limitations, specific or implied, imposed by dimensions and pattern on plan.

1. Fairing or "streamlining" the centerboard is limited to rounding each corner of the trailing edge (not above the point permitted, as shown on the plans) to a radius of 1/16" and rounding each corner of the leading edge (not above the point permitted, as shown on the plans) to a radius of from 1/8" at the upper end (decreasing in a straight line) to 1/16" at the lower end, each then expanding in a straight line along the bottom of the centerboard to a radius of 3/16" at the board centerline. Under no circumstances is the foregoing to be construed as permitting knife edges, or odd shapes, which are strictly prohibited. Any evidence of deliberate attempt to circumvent the restrictive intent of this ruling shall be grounds for refusing or revoking a measurement certificate.

Minimum width of trailing edge is 1/8" and forward edge 1/4". Square trailing edge (unradiused) is not permitted.

2. Centerboard may be fiberglass covered in accordance with Section 5.i.

b. Centerboard Pin is to be of 1/2" diameter bronze or stainless steel, installed as per plans.

c. Centerboard Trunk, if of wood, to be shown on plans, sides of 1/4" plywood, log and upper stiffeners 3/4" oak or mahogany capped with oak or mahogany 5/8" x 3". Vertical stiffeners of 5/8" mahogany to be installed at frames 5 and 6. Top of trunk log to be parallel to baseline. If of fiberglass, trunk to be structurally similar to wood trunk. Inside width of trunk shall be just sufficient to permit board to pivot freely, but without side-to-side play. A small strip of Delrin (or equivalent) may be placed on top inner sides of centerboard trunk, to stop excessive wobbling of the board.

1. The forward end of the centerboard trunk cap may be notched or slotted no farther aft than to a point at which the centerboard is restrained from moving to a position forward of vertical. "Vertical" is defined as when the forward edge of the centerboard is perpendicular to the design waterline.

2. The installation of an additional centerboard trunk stiffener is permitted at Frame #7 port and starboard.

3. Centerboard trunk logs may be extended forward to form a mast step, provided the following restrictions are observed:

a. Height of top of step shall be as per plans.

b. Step shall terminate in way of Frame #3 as per plans.

19. RUDDER, SKEG, AND TILLER

a. Rudder. To be of mahogany, not less than 3/4" thick and may not vary from plans in any underwater dimensions. Cheek pieces may be used to strengthen rudder head at builder's option; Pivoted flip-up rudders may be used, provided that they do not vary from plans in any underwater dimensions. Rudder may be faired, but strictly in accordance with limitations, specific or implied, imposed by dimensions and pattern on plan, and with same restrictions as for centerboard per Section 18.a.1. Rudder may be of molded fiberglass skin construction only of uniform thickness throughout, with synthetic foam core. Fiberglass rudder may not vary from plan in any underwater dimensions.

1. Rudder must be at all times during a race at full depth, except for momentary lifting necessary to clear seaweed and obstacles.

2. Rudder may be fiberglass covered in accordance with Section 5.1.

b (1). Skeg. May be of wood or fiberglass, not less than 3/4" thick. If of wood, to be oak or mahogany, as per plan, well fastened to keel. Maximum depth at the after end shall not exceed 5" below waterline on plan. Length of skeg along bottom shall be 2'2", and bottom of skeg shall be a straight line. May be faired no more than 2" in from after and bottom edges.

b (2). Skeg may be eliminated as of 4/24/03.

c. Tiller. Of ash as shown on plans. Option: tillers longer than 47" shown on plan, with or without hiking stick, may be installed, if desired, and strengthening members may be added.

20. SAILS. Cotton or synthetic woven fabric only permitted. Cotton to be not less than 4 ounces per yard of 28 1/2" width, and synthetic not less than 2.6 ounces per yard of 28 1/2" with, except spinnaker. No sails other than standard size jib, mainsail, and spinnaker allowed. Loose footed mainsails, jib booms or part length clubs, double luff mainsails and perforated sails other than reef points or accidental are barred. Racing number and emblem, height of each to be not less than 9 1/2", must be of design shown on sail plan, attached to each side of mainsail and spinnaker. The emblem color of gold is reserved for Class Champion and the emblem color of silver is reserved for President's Cup winner. Sails may be reefed at foot only, as shown on plans. Roach reefs are barred. Jib and mainsail shall be stretched and tight when measuring. Under no circumstances will any sail be measured which shows evidence of having been temporarily shrunk by heating or other methods, nor is any sail, having been measured and rejected, to be re-measured unless evidence exists of recutting, resewing, or other permanent alteration.

Special notice to Sailmakers and Blue Jay customers: No Dynac, Mylar, or Kevlar may be used for any Blue Jay sail-mainsail, jib, or spinnaker. Also, no leech lines are permitted in mainsail or jib. Use of Dynac material

By-Laws, continued

for any Blue Jay sails is illegal as of October 1, 1978. Sails made before this are exempted from above ruling.

a. Battens. Number and position to be as shown on sail plan. Three in mainsail, upper and lower to measure 12" and 16" respectively, middle to measure 18". Battens in jib are not allowed. Material of battens is optional: fiberglass or wood.

b. Mainsail.

1. Shall measure no more than 15' 10" along the luff, 17' 3" along the leech, and 7' 11" along the foot. A tolerance of minus 4" is allowed in these dimensions. (Note restrictive dimension paragraph 16. b., length of boom). Corner to corner dimensions of the mainsail shall include the bolt rope and shall be measured in a straight line, as follows:

a. Luff length between the highest point of the headboard, or sail material if no headboard, including bolt rope, if any, and the lowest point of the sail at the tack, including bolt rope, if any.

b. Foot length between the most forward point of the sail directly ahead of the tack, including bolt rope, if any, and the aftermost point of the sail, including bolt rope, if any.

c. Leech length between the lowest point of the sail directly under the clew, including bolt rope, if any, and the highest point of the headboard, or sail material if headboard, including bolt rope, if any.

2. The draft and luff and leech roaches of mainsail to be controlled by measurement taken from midpoint of luff to midpoint of leech (midgirth) and from 1/4 and 3/4 along luff and leech respectively (1/4 girth and 3/4 girth), said measurements not to exceed:

1/4 girth: 2.78 feet or 2' 9 3/8"

Mid-girth: 4.87 feet or 4' 10 1/2"

3/4 girth: 6.66 feet or 6' 8"

Cross measurement of the mainsail shall include the bolt rope. The measurements shall be obtained in the following manner:

a. The luff midpoint shall be determined by folding the sail upon itself, with the topmost edge of the headboard, lowermost edge of the sail material at the tack, including bolt rope, if any.

b. The leech midpoint shall be determined in similar fashion, with the headboard folded down to the clew.

c. The 1/4 girth and 3/4 girth measurements shall be similarly obtained, by folding the sail upon itself from midpoint to respective corners, as defined above.

3. All sail measurements shall be made with the sail on a flat surface, with or without battens.

By-Laws, continued

4. Headboard of mainsail---the width of the mainsail headboard perpendicular to the luff, shall not exceed four inches (4").
5. Windows are allowed in mainsail. One per sail, no larger than 300 sq. in. located in lower half of sail only. The intent of this ruling solely to improve visibility and reduce the danger of collision.
6. Section 16, Paragraph b. of the By-Laws prohibits the so-called "shelf foot mainsail," or any other mainsails similarly designed or contrived, wherein an extra panel of sail cloth is added for the purposes of obtaining a sail foot surface laying roughly parallel to the deck to achieve the effect of a loose footed mainsail.
7. Mitre cut mainsails are permitted, provided that all dimensions and other requirements in the plans and specifications are adhered to.
8. The placement of a grommet within the boundaries of the main sail plan for the purpose of a cunningham is permitted.
9. Mainsheet length 32', 5/16" rope.

c. Jib.

1. Shall measure no more than 12' 2 1/2" along the luff, 10' 1" along the leech, and 5' 3" along the foot. The jib luff wire, if any, shall not exceed 12' 3 1/2" in length between the inner ends of thimbles, grommets, rings, or similar devices. A tolerance of minus 4" is allowed in these dimensions.

a. Head to midfoot measurement of jib---the distance between the head of the sail and lowest edge of the sail at the mid-point of the foot shall not exceed 11' 3". The mid-point of the foot shall be determined by placing the tack cringle over the clew and tensioning both halves of the foot equally.

The head to midfoot measurement shall be taken as a straight line measurement with just sufficient tension to remove the wrinkles along the line measurement.

2. Corner to corner dimensions of the jib shall be measured in a straight line as follows:

a. Luff length between the highest point of the sail material, including bolt rope, if any, at the head and the lowest point of the sail material, including bolt rope, if any, at the tack.

b. Foot length between the most forward point of the sail material, including bolt rope, if any, at the tack and the aftermost point of the sail material at the clew, including bolt rope, if any.

c. Leech length between the lowest point of the sail material directly under the clew, including bolt rope, if any and the highest point of the sail material, including bolt rope, if any, at the head.

By-Laws, continued

3. Cross measurement of jib - this shall be determined by the same method used in measuring cross point of mainsail, and this measurement shall not exceed 2'8" in a straight line, including bolt rope, if any.

4. Windows are allowed in jib. One per sail no larger than 200 sq. inches, located in lower half of sail only. The intent of this ruling is solely to improve visibility and reduce the danger of collision.

5. The jib must be fitted to the jibstay with snap hooks or piston hanks. No other devices are permitted.

6. Jib sheet length 15', 5 1/16" rope.

d. Spinnaker

1. Weight of cloth to be no less than 0.75 ounces per yard of 28 1/2" width. Luff and leech to measure 13.75 feet. Foot to measure 8.2 feet. Tolerances as described below.

2. Measuring - Measurement of spinnaker to be made by folding sail in half, luff to leech, clew to clew, and the following dimensions found as described:

Measurement C, 3' 3 5/8", plus or minus 2", taken between two points found as follows:

A, from underside of swivel, 3'6" down luff and leech. No tolerance allowed in this dimension.

B, from underside of swivel, 4'1 1/4" down the opposite side of sail as folded. No tolerance allowed in this dimension.

Measurement Z, 4'9", plus or minus 2", taken between two points found as follows:

X, from underside of swivel, 6' 10 7/8" down luff and leech. No tolerance allowed in this dimension.

Y, from underside of swivel, 7'6" down opposite side of sail as folded. No tolerance allowed in this dimension.

Measurement P, 4' 1 1/4", plus or minus 2", taken between two points found as follows:

D, from underside of swivel, 13' 9", plus or minus 4", down luff and leech to clew.

L, from underside of swivel, 13' 10" plus or minus 4", down opposite side of sail as folded to foot.

Each line of measurement (except L) to be pulled as free of wrinkles as possible while that dimension is being measured. All three measurements

By-Laws, continued

of each of the triangles A-B-C, X-Y-Z and D-L,F respectively, to be taken simultaneously, and without regard for position of rest of sail. All nine measurements to be taken without intervening opportunity for the stretching or shrinking of any dimension, and in a straight line, not measuring, around contour.

3. "Venturi" type spinnakers are not allowed.
4. All Blue Jay spinnakers must have boat numbers in letters at least 9 1/2" high in accordance with USSA Rule #25E.
5. The spinnaker halyard proper may be led through either a small block or an eye-strap on the mast, then to a cleat on the mast below the color band, or to a cleat on the deck just aft of the mast, or on the forward face of the cockpit coaming, or down through the deck to a block on the mast, mast step, or centerboard trunk, then to a cleat on the forward or after end of the centerboard trunk. No other exceptions or uses of the spinnaker halyard are allowed.
6. Spinnaker sheets 28' each, 3/16" rope.
7. Spinnaker halyard 40' 3/16" rope.

21. FITTINGS

- a. The actual pattern of fittings is optional. However, they must equal and serve the purpose of those indicated on the plans.
- b. The position of chain plates and points of attachment of stays to hull shall be shown on plans. Fittings may be galvanized or plated, made of iron, steel, bronze, brass, copper, aluminum or any alloy made basically of combinations thereof, but not of other lightweight materials, except as specifically provided for herein. Plastic or aluminum main halyard sheaves, plastic shell and sheave blocks, plastic cam cleats and plastic cleats are permitted, and aluminum brummel hooks.
- c. Aluminum alloy hardware fittings, but not fastenings, are permitted provided their use does not reduce weight of hull below the minimum required by Paragraph 5 of the By-Laws.
- d. Lifting eyes, rings, or shackles must be provided, but must be solely functional and not exceed size, weight, or shape required for lifting the boat.
- e. Cam cleats and winch on centerboard trunk cap for mainsail and jib sheets are permissible.
- f. The plans show a single fixed spinnaker pole fitting on mast, which prohibits the use of adjustable fitting. Locations shall be at owner's option. Per Section 16.c., pole fitting not to project more than 1 1/2".
- g. Spinnaker sheet leads through the deck are optional.

By-Laws, continued

22. SAFETY EQUIPMENT

- a. While racing, each boat must carry the following:
 1. 4 lb., Danforth or equivalent anchor, or 10 lb. standard anchor.
 2. 50 ft. 3/8" diameter manila, or 1/4" nylon anchor line.
 3. U.S.C.G. approved vest-type life jacket for each crew member.
 4. Bailing equipment--10 qt. non-collapsible bucket. Sponge and pump optional.
 5. 4 ft. paddle.
 6. Life jackets must be worn and properly closed in all weather conditions on Blue Jays racing in the Blue Jay Nationals and other Class-sponsored races.
- b. Pumps and Bailers.
 1. Hand-operated pumps may be installed in the forward part of the hull, with a discharge hose draining out over the deck or through the centerboard trunk.
 2. So-called "self-bailers" are permitted, limited to types with positive automatic in-flow prevention and positive locking capability, two only per boat, installed port and starboard approximately amidships, and gasketed to assure watertightness. The Executive Committee expressly authorizes the Chief Measurer to summarily reject, as he sees fit, any bailer at any time for reasons of safety and inadequacy.
 3. Transom plugs are permitted.
 4. Trap door bailer in stern permitted
- c. Flotation. Additional flotation material may be added to all boats at owner's option. The following options are permitted in order to make the Blue Jay easier to right and drain after capsizing or swamping.
 - Option I - Watertight bulkheads, one to each side, may be installed approximately 6" inboard from and running parallel to the topsides, and joining in a V under the foredeck. (This method can be used on either wood or fiber glass Blue Jays fairly easily.)
 - Option II - A separate floor may be installed approximately 5" above the existing inner bottom forming a watertight seal with access to the centerboard pin. Transom flap bailers may be used and floorboards may be eliminated. A slight down-ward pitch in the sole aftward is recommended.
 - Option III - Airbags under deck.

By-Laws, continued

The following interpretations are included for clarity:

1. Where side tank flotation is used, tanks may be terminated just forward of the cockpit at builder's option.
2. Where watertight floor flotation is used, it is understood that stated height of approximately 5" is intended as a guide only, and that any reasonable departure from it to achieve the "self-bailing" goal is permissible.
(It should be noted that because the floor must pitch downward aft to have this method work, it would be impossible to set a single height, and that the need to keep crew weight as low as possible will "self police" any tendency to raise the floor unreasonable high, which would be self-defeating. The Chief Measurer will exercise his authority in this if any problem arises.)
3. Local fleets may, at their option, restrict the right of re-enter into a race after capsizing of Blue Jays with one of the "self-bailing" setups, if it seems necessary, in order to equalize competitive factors.
4. Access holes in flotation tanks are permitted if flanges are securely through bolted and if screw-on type lids are used, properly secured against non-functional opening. Tanks should have drain holes, properly plugged, to handle condensation and random leaking.

Option IV - Flotation tank under bow deck permitted.

ARTICLE V - AMENDMENTS

These By-Laws may be amended in any meeting of the Association by two-thirds vote of those present in person, or by proxy, constituting a quorum, provided notice of amendment is sent to the Regular and Sustaining members in good standing, at least one month prior to the date of such a meeting.



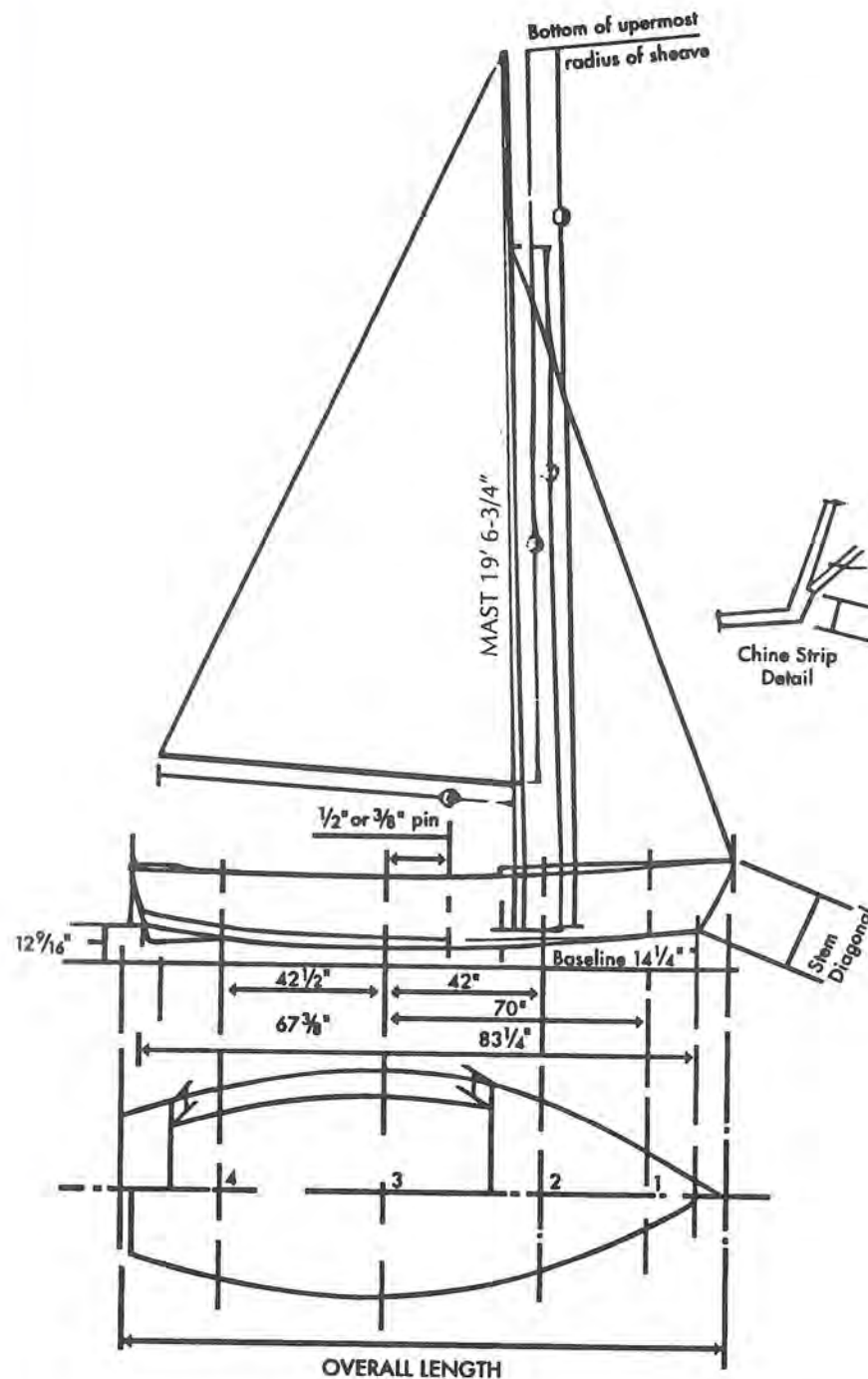
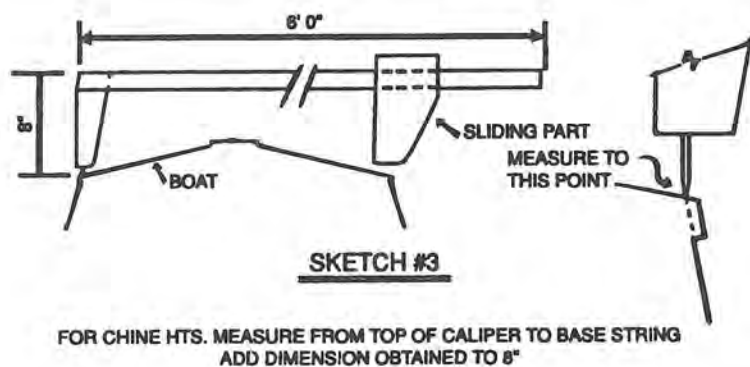
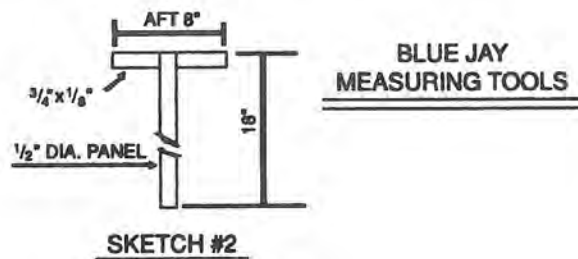
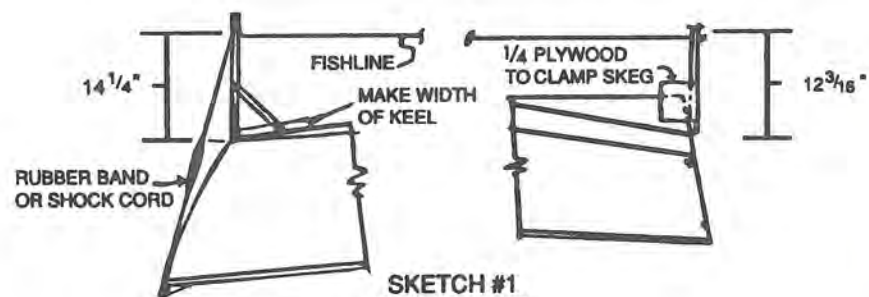
INTERNATIONAL BLUE JAY CLASS ASSOCIATION



RECOMMENDED PROCEDURE FOR MEASURING A BLUE JAY

- Step 1. Boat should have rig, rudder, and centerboard removed. Turn boat upside down on two saw horses.
- Step 2. Location stations #1, #2, #3, and #4 as per certificate. Use "china marking pencil" as it will write on a slick surface will not rub off readily. NOTE: Stations #1 and #3 are straight projections. Station #2 mark should be made 1/4" forward of square at chine.
- Step 3. Erect baseline (sketch #1)
- Step 4. Project station marks at chine to sheer by use of sighting tee (sketch #2). Head of tee should be lined up parallel to base string, both horizontally and vertically.
- Step 5. Measure height above baseline with rule at stations #1, #2, #3, and #4.
- Step 6. Measure height above baseline and half-breadths of chine at all stations, including transom. Use calipers (sketch #3). NOTE: Chine half-breadths should not include outer chine.
- Step 7. Measure width of topsides. This dimension to be taken parallel to topsides.
- Step 8. Locate centerboard pin from station #3.

- Step 9. Measure skeg.
- Step 10. Measure stem diagonal.
- Step 11. Turn boat upright. Measure deck half-breadth with calipers.
- Step 12. Check centerboard and rudder outline with cardboard, plywood, or masonite templates.
- Step 13. Place boat on either side, resting on rail at station #3. When inclined to point of balance, drop plumb bob at station #3 and measure distance between bob and rail at point of rest. Enter dimension on Measurement Certificate under "VCG." The balance of the measurements are straight forward and do not require any special equipment or knowledge.



HULL 13' 6" BEAM 5' 2" WEIGHT 275 LBS.

MEASUREMENT DATA

FIRST - Locate station #3 by measuring aft 83-1/4" from intersection of keel and stem face, and by measuring forward 67-3/8" from intersection of keel and transom face. Station #3 being located exactly midway between these points. A maximum gap or overlap of 7/8" is permitted.

(Gap)
(Overlap)

Enter here measure gap or overlap dimension.

NEXT - Locate station #1, 70" forward of station #3; station #2, 42" forward of station #3; station #4, 42-1/2" aft of station #3. Baseline to be erected 14-1/4" from intersection of keel and stem face and 12-9/16" from intersection of keel and transom face.

1% tolerance applies where Min.-Max. not given.*

	STATION #1		STATION #2		STATION #3		STATION #4		TRANSOM
	Min. KEEL Max.	11-7/8 12-3/8	8-3/4 9-1/4	6-3/4 7-1/2	8-3/4 9-1/4	6-3/4 7-1/2	11-5/8 12-3/8	8-3/4 9-1/4	
HEIGHT ABOVE BASELINE	Min. CHINE Max.	12-5/8 13-3/8	11 11-3/4	9-3/4 10-3/4	14-7/8 15-5/8				
HALF BREADTH	Min. CHINE Max.	6-1/2 7-1/8	18-5/8 19-1/4	26-1/8 26-5/8	16-3/4 17-1/4				
	Min. SHEER Max.	12-5/8 13-1/4	24 24-5/8	30-7/8 31-3/8	19				
WIDTH OF TOPSIDE	Min. Max.	18-5/8 19-3/8	17-7/8 18-5/8	16-3/4 17-1/2	11-3/4 12-1/2				
	C.B. PIN TO STATION #3	Min. 16-3/8 Max. 17-1/8	STEM DIAGONAL	Min. 20-1/2 Max. 21-1/2	LENGTH OF SKEG THICKNESS	Min. 25-1/2 Max. 27-1/2			

SKEG HEIGHT	Min. 5-1/8 Max. 5-3/4	O.A. LENGTH	Min. 13-5-1/8 Max. 13-6-7/8	COCKPIT LENGTH	Min. 6-10-1/2 Max. 7-1/2
SIDE DECKS - FORWARD	AFT	CHINE STRIP	X	FORWARD FACE MAST OF STEM	Min. 57 Max. 58
THICKNESS OF FLOOR BOARDS	Min. 1/2 Max. 5/8	TOP OF KEEL TO TOP OF STEP IN WAY OF MAST		DOES CHINE STAND PROUD TOPSIDE?	
DOES KEEL STAND PROUD BOTTOM?		WEIGHT OF HULL INCLUDING MAST, BOOM, RIG, CENTERBOARD, RUDDER & TILLER ONLY	Min. 275 Lbs. DRY		
SHEAVE TO HEEL OF MAST (1)	Min. 19'-2-1/4 Max. 19'-6-3/4	HEADSTAY TO HEEL OF MAST (2)	Min. 15'-1/4 Max. 15'-3-3/4	SHEAVE TO TOP OF BLACK BAND	(3)
END OF BOOM TO AFT FACE OF MAST	Min. 7' 10" Max. 7' 11"			SEE PLAN REVERSE SIDE FOR MEASUREMENT POINTS 1, 2, 3, 4.	
C.B. PROFILE CHECK WITH TEMPLATE		RUDDER PROFILE CHECK WITH TEMPLATE		SIZE OF LEAD IN C.B.	X
C.B. THICKNESS		RUDDER THICKNESS			

CONSTRUCTION DEVIATIONS, IF ANY:

*Centerboard and Rudder Tolerances
 Thickness maximum 7/8" (a tolerance of +1/8")
 Plan form maximum tolerance +1/4" from plan dimensions
 Plan form minimum tolerance - 1/2" from plan dimensions

BLUE JAY CLASS TAPE PLACEMENT DRAWING



FOR CHECKING BLUE JAY SAILS AND ADDITIONAL POINTS

Temporary shrinking by heat or other methods is not allowed. Sails must be recut and/or resewn if oversize, and show evidence of same.

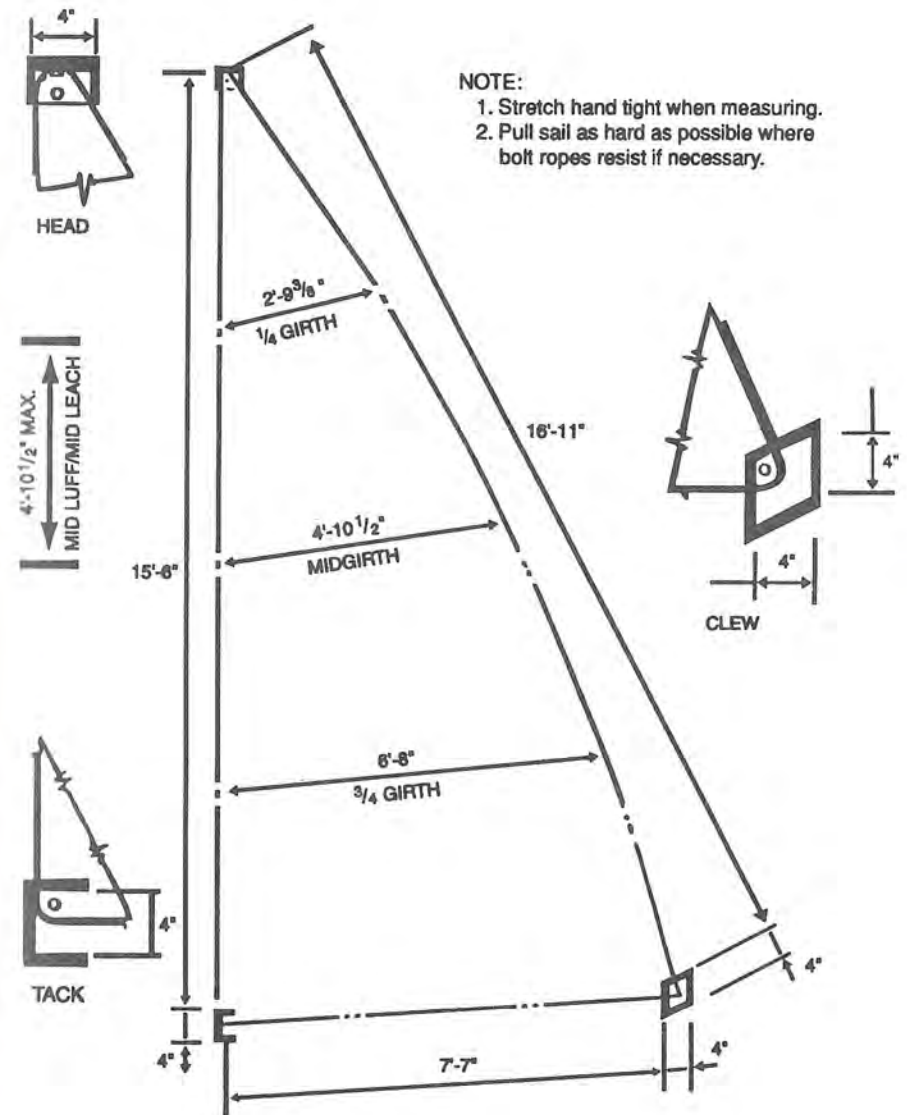
Sails must lie inside the tapes to be acceptable, including bolt ropes on main.

Jibs at head and tack must lie inside tapes from extreme points of sailcloth, not including thimbles or grommets, which may lie outside tapes, but not at the clew, which must lie entirely inside tapes, including bolt rope, if any.

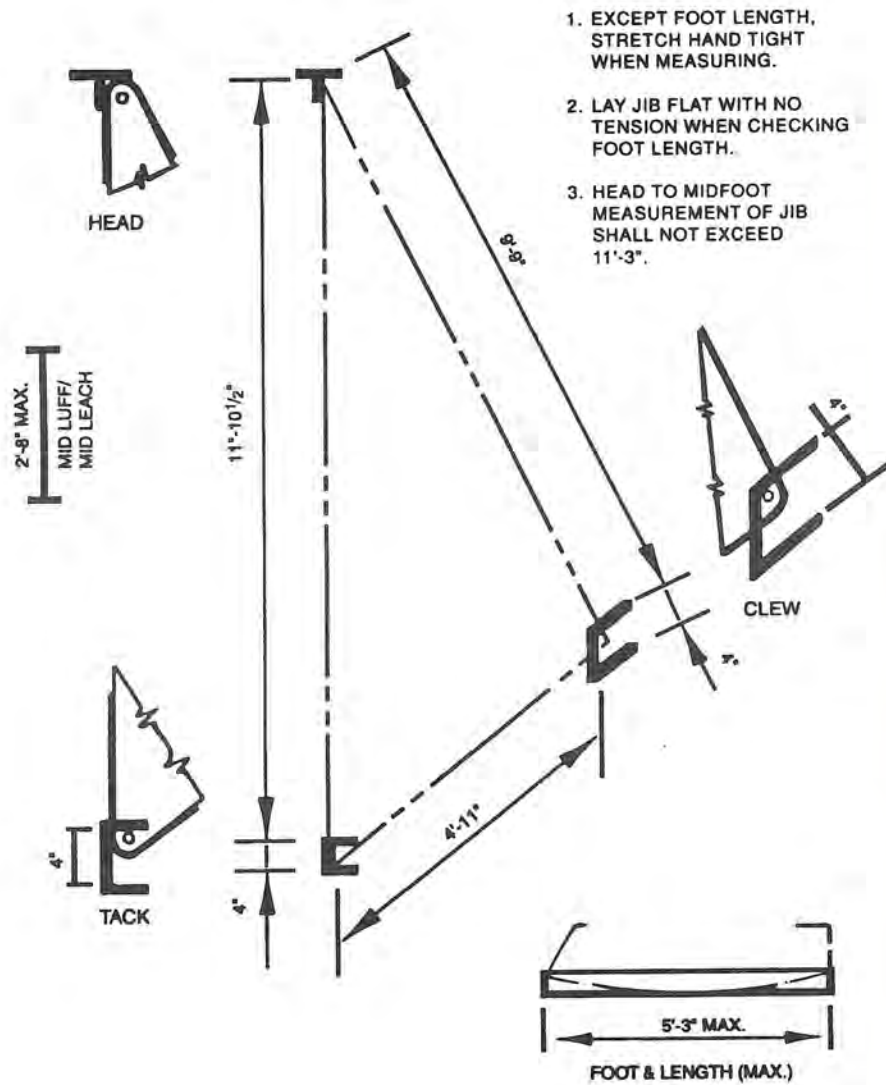
For both main and jib, the luff mid-point shall be determined by folding the sail upon itself, with the topmost edge of the head, including the bolt rope, if any, even with the lowermost edge of the tack, including bolt rope, if any. The leech mid-point shall be determined in a similar fashion, with the head folded down to the clew.

Mainsail headboard must lie entirely within tapes. It can be no wider than 4" no matter how far down the sail it comes.

Today, the IBJCA provides 1-set of templates by which to measure.

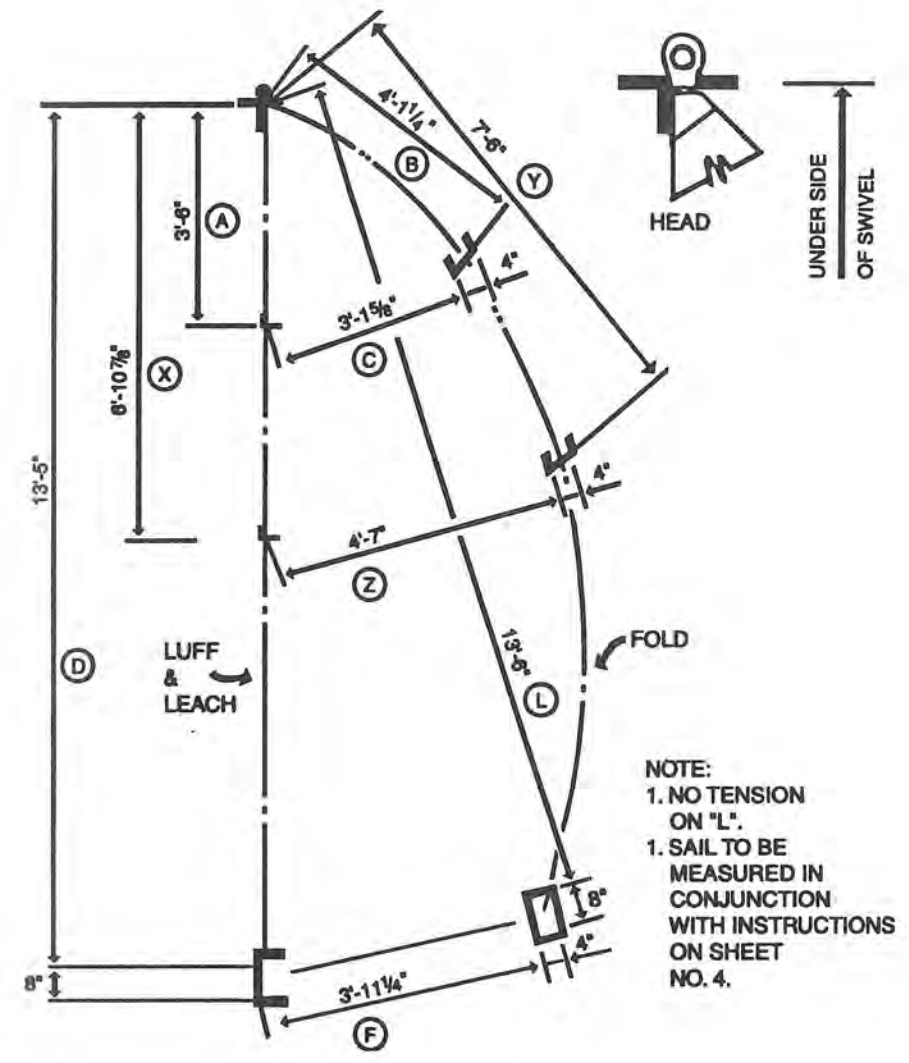


MAINSAIL
Placement of tapes for Blue Jay Measurements



JIB

Placement of tapes for Blue Jay Measurements



SPINNAKER

Placement of tapes for Blue Jay Measurements

RULES AND REQUIREMENTS FOR BLUE JAY NATIONAL CHAMPIONSHIP RACING



I. INTRODUCTION

A. Purpose:

Each year an event called the Blue Jay National Championship will be held for the purpose of determining the superior Blue Jay (skipper, crew, and boat) through a series of races.

B. Procedure for Application and Approval for Sponsoring Blue Jay Championship Racing:

The Blue Jay National Championship to be sponsored by a yachting club--those clubs seeking to sponsor this event--shall apply in writing to either the President and/or Secretary prior to the year of the event. The sponsor shall indicate in writing those items set forth in the "Rules and Requirements for Blue Jay Championship Racing" that it cannot comply with, and the alternatives proposed. Consideration for the requested alternatives to mandatory requirements will be the basis of selection. Approval of the sponsor will constitute acceptance of proposed alternatives unless the elected officers so rule (a majority vote) otherwise. The sponsor shall receive in writing the International Blue Jay Class Association's acceptance and approval or disapproval of the proposed alternatives.

The event shall be scheduled in the month of July or August at a time that is mutually agreeable to the Class President and the sponsoring club. Following the election of officers of the International Blue Jay Class Association, the officers shall, on a majority vote of those present, determine who shall be the sponsor of the Blue Jay Championship event. No yachting club shall be accepted as a sponsor of the Blue Jay Championship on consecutive years.

II. GENERAL

Blue Jay Class Requirements:

- A. Blue Jay participants will be subject to the house rules of the host club while using club facilities. Nonobservance of rules of the club regarding proper conduct, etc., is grounds for disqualification in the series.
- B. Each boat shall be permitted to have measured only two mains, two jibs, and two spinnakers. Each sail will be stamped with an official class stamp.

III. INTERNATIONAL BLUE JAY CLASS ASSOCIATION--- DUTIES AND REQUIREMENTS

- A. Will provide the Blue Jay National Championship and President's Cup perpetual trophies, First through Third Place, and will reimburse for the cost of having their names and club's name engraved in a like manner and style as originally provided.
- B. Will provide personnel from elected officers to:
 - 1. Assist in sail and boat measurements to assure proper and consistent measurement techniques.
 - 2. Review membership list to assure that only properly paid members are participating.
- C. Will provide the official stamp used to identify acceptance of sail. The stamp mark will be prominently placed in or on each sail.
- D. Will provide set of sail templates by which to measure.
- E. Should unique problems arise at the event regarding qualifications, a majority vote of the elected Blue Jay officers present (excluding the Class President) will decide the problem. Should only two elected officers (including Class President) be present, the local Blue Jay Class Captain shall be invited to cast a vote. Decision of the vote shall be written into the "Rules and Requirements for Blue Jay Championship Racing".
- F. It will be the responsibility of the Class President and/or Secretary to inform the holders of all Blue Jay National Championship and President's Cup perpetual trophies of their duty to its care. They shall return them to the Class President or make other suitable arrangements with the Class President to assure that the trophies will be available at the next championship event. If the trophies are to be mailed, they will be insured for \$500 and suitably protected against damage while in transit.

Rules & Requirements, continued

G. IBJCA to appoint a USSA Judge to be present and head of the Jury at the National Regatta.

IV. SPONSOR RESPONSIBILITIES

A. Provide for a social event (i.e. teen dance of minimal cost, movies on sailing, lecture from a well-known skipper, etc.)

B. Provide all necessary minimum personnel to effectively discharge the duties of:

1. Sail measurement:

a. Main - three (3) people plus recorder.

b. Jib - three (3) people plus recorder.

c. Spinnaker - Four (4) people plus recorder.

These jobs are tiring, and an equal number of people should be provided for a second shift.

2. Measurement and boat checks:

a. Two (2) people and a recorder.

For both measuring jobs, certain equipment is necessary--two 25' steel tapes, paper, pencils, string, etc.

C. Provide safe launching facilities with hoist (a ramp desirable but not necessary) and sufficient safe storage of boats while on trailer or in water.

NOTE: Owners to provide their own lifting slings. However, a two-part loop sling to handle boats that have no sling would preclude problems if a ramp were not available.

D. Secure the services of a sailmaker who will provide the quick repairs and/or recutting to specifications necessary for the event--the cost of all services to be paid by the individual boat requiring the service. The sailmaker's loft should be convenient (travel distance) to the club.

E. Provide a suitable, large, flat indoor area for measuring sails (main, jib, and spinnaker) all at the same time.

F. Provide a race committee, race committee boat, lead boat, suitable number of patrol boats consistent with the weather and water conditions to insure safe sailing.

G. Provide an official spectator's boat for the Class President and elected officers for viewing the races.

H. Consideration should be given to the parents of the participants for viewing the races in the form of providing boats or a location on land.

Rules & Requirements, continued

I. Should a race course be a great distance from the yacht club, or should it require a long time to sail out, consideration should be given to serving lunch to the participants without sailing back to the club. This would be done to provide a greater time for racing either in length of course or assure that three races are held for the qualifying and final series.

J. Provide all necessary information related to the sponsor one month after their acceptance by the elected Blue Jay officers, so that the information can be included in the Blue Jay Class newsletter, which is sent to all paid members.

EXAMPLE: Sponsor's name, Sponsor's location, Date of races, time for registration, boats and sail check, Fleet Captain's name and/or Race Chairman's name, Address and general directions to reach location.

K. Prepare a booklet describing the racing calendar and activities at the sponsor's club. Include information such as sponsor's club rules, notices, skipper meeting, launching, etc.

L. Will provide the First through Fifth Place trophies for the Championship and President's Cup races. Equal skipper-crew trophies.

M. Will provide inexpensive Tune-Up Race prizes, First through Fifth place.

V. QUALIFICATIONS

A. Boat, Sails, and Equipment:

1. Boat must have approved measurement certificate on file with the Class Association, and must comply with all Class rules and specifications, plus any special rules set forth in the race circular or other printed information sent to participant prior to the event. In the case that Class records do not indicate that a certificate is on file, applicant must produce signed certification when requested.

2. In the event that a boat is found to have a discrepancy in sails, rig, or equipment that does not meet with Class specifications or other regatta requirements, applicant may request measurement after correction, and if time allows, such re-measurement will be granted, and if boat is approved, it may race.

3. Approval of a boat to compete does not preclude disqualification during or on completion of the series if subsequent nonconformance to Class rules and/or other requirements is found which was not checked prior to start of the series.

Rules & Requirements, continued

B. Skipper:

1. Must be an active member of IBJCA through payment of Class dues by start of Nationals.
2. No substitution of a skipper may be made during the series. Once entered, the skipper must sail the boat he registered and must be at the helm when crossing both starting and finishing line. Crew may relieve him during the race should the skipper wish to handle the spinnaker, take care of emergency situations, etc.

C. Crew:

1. Crew may not be changed during the series except if all of the following requirements are met:
 - a. Request for crew substitutions is approved, in writing, by the Judges. In absence of Judge, the Race Committee will approve.
 - b. Crew substitute is as close to the same weight as the original crew as possible.
 - c. Total crew weight requirements of IBJCA are met.

D. Qualifications of Boats for Championship and President Series:

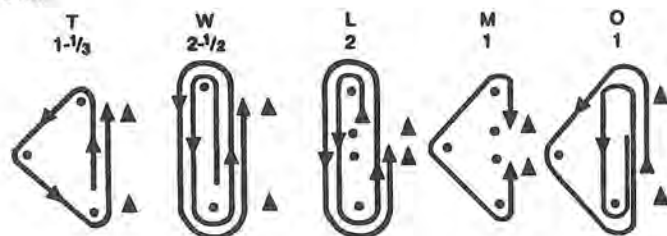
1. The qualifying series based on two groups (odd and even numbers on the boats) shall be employed. One-half of the top winners in each group will participate in the Championship Series--the remainder in the President's Series.

VI. COURSES AND RACING RULES

A. Rules:

The current racing rules, Class Association rules and the prescriptions of US Sailing will govern.

B. Courses:



Rules & Requirements, continued

T - Triangle

W - Windward and leeward

L - Windward, leeward, and windward

M - Triangle with start and finish in middle of leg

O - Triangle followed by windward, leeward, and windward (Olympic) or other standard courses in the Racing Rules of Sailing. The race course used for Qualification and for the President's Trophy may be as determined by the Club Race Committee. In all events, Qualification Championship and President's Cup Race, the Race Committee may shorten courses to complete race within race time limit. Course will be as long as possible for wind conditions.

C. Marks:

Will be suitable for need.

D. Starting Signals:

See Rule 26, The Racing Rules of Sailing 2009-2012, US Sailing.

E. Recalls:

See Rule 29.2, The Racing Rules of Sailing 2009-2012, US Sailing. The Race Committee will endeavor to call out number or suitable identification of each yacht recalled.

F. Time Limit:

As determined by the Race Committee and place in circular.

G. Scoring:

Low point system, no throw-outs.

H. Protests:

See Rule 61, The Racing Rules of Sailing 2009-2012, US Sailing.

NOTE: See Racing Instructions of the Regatta.

Rules & Requirements, continued

I. Notices of Changes:

Instructions, protest meetings, and any other official information will be posted on a designated bulletin board at least one-half hour before Race Committee leaves shore. Posting of such notices shall be deemed notification, and all contestants shall be responsible for notices posted.

J. Coaching:

No Coaching on the water while racing.



"Streaker" #5892 - The boat that started our adventure with the Blue Jay Class in 1973 and still sailing with grandchildren. Julie and Bill Dunbar

CHECKLIST

SKIPPER NAME: _____ SAIL #: _____

CLUB AFFILIATION: _____

CREW NAME: _____

TOTAL CREW WEIGHT: _____

BOAT WEIGHT: _____

SAIL MEASURE IN ACCORDANCE WITH CLASS SPECIFICATIONS:

_____ YES _____ NO

- _____ 1. 4 lb. Danforth Anchor with 50' of line
- _____ 2. Non-collapsible 10 qt. bucket
- _____ 3. Minimum 4' paddle
- _____ 4. U.S. Coast Guard approved lifejackets
- _____ 5. Nonadjustable main sheet traveler; top of sheaved no more than 16" from deck.
- _____ 6. Movement of mast no more than 1/2" on step.
- _____ 7. Centerboard does not drop past vertical.
- _____ 8. Top of boom restrained from going below mast band by a permanent strap.
- _____ 9. Boom-vang is 2-part, above deck.
- _____ 10. Top of mast band is maximum of 23" above deck.
- _____ 11. Current year class sticker on transom.

IBJCA Membership –
includes yearbook, web page, newsletter, transom sticker
(a currently dated sticker is necessary to race).
(Fiscal Year: Sept. - Sept.)



INTERNATIONAL BLUE JAY CLASS ASSOCIATION



Niantic Bay Frostbite Fleet 2009

ROSTER OF OFFICIAL FLEETS

- #1 - Manhasset Bay Yacht Club Fleet - Port Washington, New York
- #2 - Larchmont Yacht Club Fleet - Larchmont, New York
- #3 - Pequot Yacht Club - Southport, Connecticut
- #4 - Lake Merritt Blue Jay Fleet - Oakland, California
- #5 - San Francisco Bay Fleet B - San Francisco, California
- #6 - Black Rock Yacht Club Fleet - Black Rock Point, Bridgeport, Connecticut
- #7 - Milton Harbor Fleet, Rye, New York
- #8 - Knickerbocker Yacht Club Fleet - Port Washington, New York
- #9 - Beach Point Yacht Club Fleet - Mamaroneck, New York
- #10 - Marblehead Blue Jay Fleet - Marblehead, Massachusetts
- #11 - Erie Yacht Club Fleet - Erie, Pennsylvania
- #12 - Point O' Woods Yacht Club Fleet - Point O' Woods, Long Island, New York
- #13 - Indian Harbor Yacht Club Fleet - Greenwich, Connecticut
- #14 - Ram Island Yacht Blue Jay Fleet - Noank, Connecticut
- #15 - Hudson Highlands Blue Jay Fleet - Newburgh, New York
- #16 - Santa Barbara Fleet - Santa Barbara, California
- #17 - Stamford Yacht Club Fleet - Stamford, Connecticut
- #18 - Port Washington Yacht Club Fleet - Port Washington, New York
- #19 - Raritan Yacht Club Fleet - Perth Amboy, New Jersey
- #20 - Toronto Sailing and Canoe Club Fleet - Toronto, Canada
- #21 - Pettipaug Yacht Club Fleet - Essex, Connecticut
- #22 - Noroton Yacht Club Fleet - Noroton, Connecticut

- #23 - Vancouver Yacht Club Fleet - Vancouver, B.C., Canada
- #24 - Three Harbors Fleet - Cold Spring, Long Island, New York
- #25 - Mystic Yacht Club Fleet, Mystic, Connecticut
- #26 - Taylor Pond Yacht Club Fleet - Auburn, Maine
- #27 - Miami Yacht Club Fleet - Miami, Florida
- #28 - Raleigh Council B.S. of A. Fleet - Raleigh, North Carolina
- #29 - Stuyvesant Yacht Club Fleet - City Island, New York
- #30 - Harrison Island Yacht Club Fleet - New Rochelle, New York
- #31 - Houston Yacht Club Fleet - Houston, Texas
- #32 - Tampa Yacht and Country Club Fleet, Tampa, Florida
- #33 - South Bay Blue Jay Fleet - Babylon, Long Island, New York
- #34 - Homestead Air Force Base Fleet, Homestead, Florida
- #35 - Bay Shore Yacht Club Fleet - Bay Shore, Long Island, New York
- #36 - River Rats Fleet - Fair Haven, New Jersey
- #37 - Wellfleet Yacht Club Fleet - Wellfleet, Massachusetts
- #38 - Cleveland Yacht Club Fleet - Rocky River, Ohio
- #39 - Camp Sea Gull Fleet - New Bern, North Carolina
- #40 - Lake Lemon Fleet - Bloomington, Indiana
- #41 - Riverside Yacht Club Fleet - Riverside, Connecticut
- #42 - Bellport Fleet - Bellport, Long Island, New York
- #43 - Greig Lake Yacht Club Fleet - Meadow Lake, Saskatchewan, Canada
- #44 - Brant Beach Yacht Club Fleet - Brant Beach, New Jersey
- #45 - West End Racing Club fleet - Provincetown, Massachusetts
- #46 - Eugene Yacht Club Fleet - Eugene, Oregon
- #47 - Port Credit Yacht Club Fleet, Toronto, Ontario, Canada
- #48 - Queen City Yacht Club Fleet - Toronto, Ontario, Canada
- #49 - National Yacht Club Fleet - Toronto, Ontario, Canada
- #50 - Thames River Blue Jay Fleet - New London, Connecticut
- #51 - Milford Yacht Club Fleet - Milford, Connecticut
- #52 - Saranac Lake Fleet - Saranac, New York
- #53 - Lenox School Fleet - Lenox, Massachusetts
- #54 - Richmond Yacht Club Fleet - Richmond, California
- #55 - West Vancouver Junior Yacht Club Fleet - West Vancouver, B.C., Canada
- #56 - Green Bay Wisconsin Fleet - Green Bay, Wisconsin
- #57 - Amityville Blue Jay Fleet - Amityville, Long Island, New York
- #58 - South Western Yacht Club Fleet - San Diego, California
- #59 - Niantic Bay Yacht Club Fleet - Niantic, Connecticut
- #60 - Blue Jay Fleet of Belvedere Sailing Society - Belvedere, California
- #61 - Little Narragansett Bay Blue Jay Fleet - Watch Hill, Rhode Island
- #62 - Lake Wallenpaupack Blue Jay Fleet - Lake Wallenpaupack, Pennsylvania
- #63 - San Carlos Fleet - San Carlos, California
- #64 - Cedar Point Yacht Club Blue Jay Fleet - Westport, Connecticut

- #65 - Alameda Blue Jay Fleet - Alameda, California
- #66 - Essex Yacht Club Blue Jay Fleet - Essex, Connecticut
- #67 - Arizona Yacht Club Blue Jay Fleet - Phoenix, Arizona
- #68 - Tucson Blue Jay Fleet - Tucson, Arizona
- #69 - Hewlett Point Yacht Club Fleet - East Rockaway, Long Island, New York
- #70 - Conanicut Yacht Club Blue Jay Fleet - Jamestown, Rhode Island
- #71 - Fredericton Blue Jay Fleet - Fredericton, N.B., Canada
- #72 - Kern County Blue Jay Fleet - Bakersfield, California
- #73 - Sachem's Head Yacht Club Blue Jay Fleet - Guilford, Connecticut
- #74 - Devon Connecticut Blue Jay Fleet - Devon, Connecticut
- #75 - Charleston South Carolina Blue Jay Fleet - Charleston, South Carolina
- #76 - Centerport Yacht Club Blue Jay Fleet - Centerport, Long Island, New York
- #77 - Sea Cliff Yacht Club Blue Jay Fleet - Sea Cliff, Long Island, New York
- #78 - Frenchman's Bay Yacht Club Blue Jay Fleet - Ontario, Canada
- #79 - Wet Pants Blue Jay Fleet - Sayville, Long Island, New York
- #80 - Venice Yacht Club Blue Jay Fleet - Venice, Florida
- #81 - Norwalk Yacht Club Fleet - Norwalk, Connecticut
- #82 - Mission Bay Yacht Club Blue Jay Fleet - San Diego, California
- #83 - Little Neck Bay Blue Jay Fleet - Douglaston, Long Island, New York
- #84 - Groton Long Point Yacht Club Blue Jay Fleet - Groton Long Point, Connecticut
- #85 - Branford Yacht Club Blue Jay Fleet - Branford, Connecticut
- #86 - The Bay Club Blue Jay Fleet - Huntington, Long Island, New York
- #87 - Wequaquet Lake Yacht Club Blue Jay Fleet - Centerville, Massachusetts
- #88 - Jackson Yacht Club Fleet - Jackson, Mississippi
- #89 - Pine Orchard Yacht & Country Club Blue Jay Fleet - Pine Orchard, Connecticut
- #90 - Lake Sunapee Blue Jay Fleet - New Hampshire
- #91 - Weekapaug Yacht Club Blue Jay Fleet - Weekapaug, Rhode Island
- #92 - Cedar Point yacht Club Blue Jay Fleet - Westport, Connecticut
- #93 - Coconut Grove Sailing Club - Miami, Florida
- #94 - Birmingham Alabama Blue Jay Fleet - Birmingham, Alabama
- #95 - Shrewsbury Sailing & Yacht Club Blue Jay Fleet - Oceanport, New Jersey
- #96 - Belle Haven Club Blue Jay Fleet - Greenwich, Connecticut
- #97 - Shelter Island Yacht Club Blue Jay Fleet - Shelter Island, New York
- #98 - Lloyd Neck Bath Club - Lloyd Harbor, Long Island, New York
- #99 - Old Cove yacht Club Blue Jay Fleet - New Suffolk, Long Island, New York
- #100 - Bay Head Yacht Club Blue Jay Fleet - Bay Head, New Jersey

- #101- Rumson Country Club Yacht Squadron - Rumson, New Jersey
- #102 - Oshawa Yacht Club Blue Jay Fleet - Oshawa, Ontario, Canada
- #103 - Monmouth Boat Club Blue Jay Fleet - Red Bank, New Jersey
- #104 - Huntington Yacht Club Blue Jay Fleet - Huntington, New York
- #105 - Peninsula Blue Jay Fleet - San Jose, California
- #106 - Narragansett Bay Blue Jay Fleet - East Greenwich, Rhode Island
- #107 - Plymouth Yacht Club Blue Jay Fleet - Plymouth, Massachusetts
- #108 - Metedeconk River Yacht Club Blue Jay Fleet - Brick, New Jersey
- #109 - Sayville Yacht Club Blue Jay Fleet - Sayville, Long Island, New York
- #110 - Folsom Lake Yacht Club - Pancho Cordova, California
- #111 - The Corinthian Yacht Club Blue Jay Fleet - Cape May, New Jersey
- #112 - The English Bay Blue Jay Fleet - Chollyburn Sailing Club West Vancouver, B.C., Canada
- #113 - Shennecosett Yacht Blue Jay Fleet - Groton, Connecticut
- #114 - Newport Yacht Club Blue Jay Fleet - Newport, Rhode Island
- #115 - Candlewood Lake Blue Jay Fleet - Newton, Connecticut
- #116 - Sagamore Yacht Club Blue Jay Fleet - Oyster Bay, Long Island, New York
- #117 - The Marist Yacht Club - Marist College, Poughkeepsie, New York
- #118 - Eastchester Bay Fleet - Bronx, New York
- #119 - Edgewood Yacht Club Blue Jay Fleet - Providence, Rhode Island
- #120 - Shore & Country Club - East Norwalk, Connecticut
- #121 - The Chillicothe Sailing Club - Chillicothe, Ohio
- #122 - Narraseeket Yacht Club - South Freeport, Maine
- #123 - Quannapowitt Yacht Club - Wakefield, Massachusetts
- #124 - Hunterton Sailing Clue Blue Jay Fleet - Spruce Run Reservoir, Clinton, New Jersey
- #125 - Fiddlers Green Blue Jay Fleet - Huntington, New York
- #126 - Red Dragon Blue Jay Fleet - Red Dragon Canoe Club - Edgewater Park, New Jersey
- #127 - Barrington Yacht Club Blue Jay Fleet - Barrington, Rhode Island
- #128 - Northport Yacht Club Blue Jay Fleet - Northport, Long Island, New York
- #129 - Wickford Blue Jay Fleet - Wickford, Rhode Island
- #130 - Bristol Yacht Club Blue Jay Fleet - Barrington, Rhode Island
- #131 - Corinthian Yacht Club Blue Jay Fleet - Baltimore, Maryland
- #132 - Laguna Blanca Fleet - Santa Barbara, California
- #133 - Rocky Point Club - Old Greenwich, Connecticut
- #134 - Tantallon Sailing Association - Fort Washington, Maryland
- #135 - Thimble Islands Sailing Club - Stony Creek, Connecticut
- #136 - Bay Blue Jay Fleet - Anaheim, California
- #137 - Setauket Yacht Club Blue Jay Fleet - Port Jefferson, Long Island, New York

- #138 - Windham Sailing Club - Wilmington, Vermont
- #140 - Narrasquetuck Yacht Club Blue Jay Fleet - Amityville, Long Island, New York
- #141 - Larchmont Yacht Club Blue Jay Fleet B - Larchmont, New York
- #142 - Mason's Island Yacht Club Blue Jay Fleet - Mystic, Connecticut
- #143 - Lloyd Harbor Blue Jay Fleet - Huntington, Long Island, New York
- #144 - Wadawanuck Yacht Club Blue Jay Fleet - Stonington, Connecticut
- #145 - Mantoloking Yacht Club Blue Jay Fleet - Mantoloking, New Jersey
- #146 - Manasquan River Yacht Club Blue Jay Fleet - Manasquan, New Jersey
- #147 - Island Heights Yacht Club - Island Heights, New Jersey
- #148 - Lake Hopatcong Yacht Club - Lake Hopatcong, New Jersey
- #149 - Little Egg Harbor Yacht Club - Little Egg Harbor, New Jersey
- #150 - Brant Beach Yacht Club - Fleet B - Brant Beach, New Jersey
- #151 - Vinal Haven Sailing Club - Vinal Haven, Maine
- #152 - Frostbite Yacht Club - Connecticut River Squadron Inc. - Essex, Connecticut
- #153 - Fisher's Island Yacht Club - Fisher's Island, New York
- #155 - Madison Beach Club - Madison, Connecticut
- #156 - Shinnecock Yacht Club - Quoque, Long Island, New York
- #157 - Lavallette Yacht Club - Lavallette, New Jersey
- #158 - Toms River Yacht Club - Toms River, New Jersey
- #159 - Babylon Yacht Club - Babylon, New York
- #160 - Barnegat Light Yacht Club - Barnegat, New Jersey
- #161 - Keyport Yacht Club - Keyport, New Jersey
- #162 - Surf City Yacht Club - Ship Bottom, New Jersey

~ NOTES ~

Contributions, in addition to dues, are an important factor in maintaining a strong one-design Class.

The Blue Jay Class is exempt from Federal Income Tax under Section 501(a) of the Internal Revenue Code as an organization described in Section 501(c)(3).

Contribution deductions are allowable to donors only to the extent that their contributions are gifts with no consideration received.

A "Special Friends" of the Class was established in the year 2000 for those who donated \$50.00 or more.

~ NOTES ~



Allen Boat Company

New Boats and Equipment



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General Revisions to the
International Blue Jay Class Yearbook
including Constitution, By-Laws, and Specifications.
Effective 2009

