

1967 (approx) FJ racing class sailboat

Hull 1497 “Mac n Cheese”

Specs (from Wikipedia)

LOA

13 ft 3 in
(4.04 m)

Beam

4 ft 2 in
(1.27 m)

Hull weight

210 lb
(95 kg)

Mast height

25 ft (7.6 m)

Main & **Jib**

area

100 sq ft
(9.3 m²)

Spinnaker

area 80 sq ft
(7.4 m²)

Original

TEE NEE

Trailer from

Youngstown

OH rebuilt



Built by Southern Ohio Sailcraft in Hamilton OH
Current molds for US builds at Dynamic Plastics, New Paris, OH.

This boat hull 1497, was owned by one owner in Eaton, OH for her first 43 years and sailed/raced out of Richmond, Indiana. He kept her in the garage. He sold her to me in 2010 in anticipation of a retirement move.

I sailed her some, though not as much as I would have liked in Hueston Woods in 2010 and on Brookville in 2011—maybe one dozen times total. This boat is terrifically fast and responsive, and a lot of fun to sail. I had her in a dry-slip in Hueston woods in 2010 but other than that she's been in the driveway, always under the boat cover unless in use.

Now we're moving, and will most likely be using our big boat more. FJs are a very popular Midwest class, but not so much on the east coast, so the boys would have no one to race with once they got old enough.

Maintenance: I replaced any lines and hardware that needed replacing, including refastening several rivets in the gunwhale and trapeze mounts. Cleaned and lubed the centerboard and hardware. Rubbercoated and painted the fabric boat cover. The cover has about 2 seasons left in it.

Sails are original. They are worn in but not worn out—still get you flying along

Trailer: original 1960s TEE NEE Trailer made in Youngstown OH. I rebuilt and replaced tires, hubs, and rims in 2010. Trailer is sound and will give many more years of service.

I can set her up/take her down from the trailer to the water in about 40 minutes. If you're dry-slipped it takes about 15 minutes. You get all equipment shown including the paddles, but I have never been becalmed—have glided into the ramp landing with no apparent wind.

The International FJ is a doublehanded, ISAF International Class, trapeze planing dinghy. It is small, light and fast, suitable for virtually any combination of skipper and crew, from couples, to parent/child teams, and siblings.

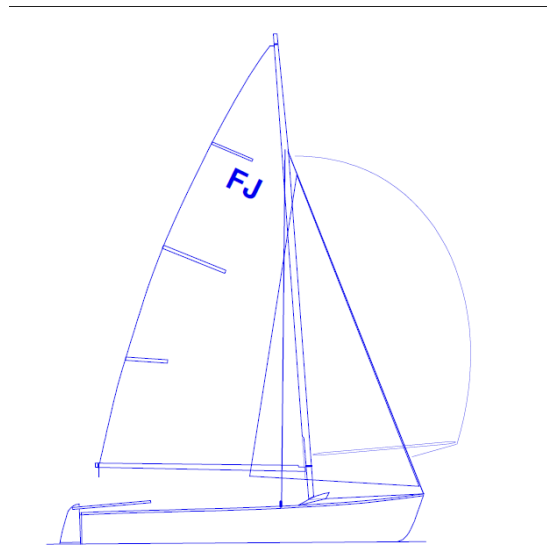
The FJ is very a competitive one-design boat, meeting strict Class Rules. One-design means that the boats are raced boat for boat, without handicapping. The light weight of the boat, combined with the trapeze as a hiking aid, means that a small crew can sail the FJ very effectively, and the relatively small size of the spinnaker is ideally suited to less-experienced or younger crews as well.

International Class means they are sailed around the World, in a minimum of six countries on three continents. The International FJ has active racing organizations in- Europe- Holland, Germany, Austria, Italy, Asia- Japan, as well as in North America, the United States. The international nature of the Class means that you can compete at any level-- local, Regional, National, Continental, or the bi-annual World Championship.

FJ Features:

- Easy to sail in a wide variety of wind and sea conditions.
- Easy to own- light for trailering, easy maintenance

- Fast and exiting to sail- planes in about 12 knots of wind.
- Inexpensive- used race-ready FJs are about \$2500, new ones are about \$5300.
- Has a full complement of rigging- main, jib, and spinnaker- the crew always has something to do!!
- Excellent design to learn the technical aspects of sailing- the wide range of rigging options allow the FJ to be tuned for any wind condition.
- Very competitive racing class- Local, Regional, National and World Championship Regattas available.
- Tactical- teaches the important tactical and strategic aspects of racing.
- good daysailor- while designed for two-handed racing, the FJ can carry up to 600 lbs. and still perform well.



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