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JOHN KOSTECKI

## 1987 NORTH AMERICAN CHAMPIONS

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Steve Calder



The 70 boat fleet sailing downwind at the 1987 North American Championship on San Francisco Bay's Berkeley Circle.

Photo by Robert Campbell

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3	<b>IJCA CHAIRMAN'S REPORT</b>
5	<b>CLASS OFFICE</b>
8	<b>READERS' COLUMN</b>
13	<b>TECHNICAL REPORT</b>
14	<b>MAINTENANCE</b>
18	<b>NOTICE OF REGATTA</b> 1988 Midwinter Championship
20	<b>NOTICE OF REGATTA</b> 1988 World Championship
22	<b>NOTICE OF REGATTA</b> 1988 South American Championship
24	<b>ADVANCE NOTICES</b>
26	<b>CHAMPIONSHIP CHARTERING</b> Ed Baird
28	<b>USING A DIGITAL COMPASS</b> Martin Kits van Heyningen
30	<b>THOSE LIGHT AIR DAYS</b> Scott Ferguson
32	<b>TIPS FROM THE TOP</b> Jim Brady
34	<b>THE LAND OF OPPORTUNITY</b> Bill Gladstone
35	<b>J-VENTI CUATRO</b> Hank Brady
37	<b>BREAK A LEG</b> Daniel Garcia
40	<b>FIRST J/24 JR. N.A.'s</b> Frank McGarry
42	<b>THE WORLDS AT CAPRI</b> Chris Hufstader
46	<b>KOSTECKI WINS '87 N.A.'s</b> Larry Klein
50	<b>ROLEX INT'L WOMEN'S KEELBOAT CHAMPIONSHIP</b>
53	<b>USJCA NEWS</b>
67	<b>NJCA NEWS</b>
76	<b>CALENDAR OF EVENTS</b>
77	<b>INTERNATIONAL CLASS ORGANIZATION</b>
78	<b>U.S. DISTRICT GOVERNORS</b>
79	<b>U.S. FLEET CAPTAINS</b>
81	<b>INDEX OF ADVERTISERS</b>
82	<b>REGATTA GUIDELINES</b>
83	<b>FLEET CHARTER/REGATTA REGISTRATION FORMS</b>
84	<b>MEMBERSHIP/MAGAZINE FORMS</b>



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IJCA Chairman Hank Killion aboard his J/24, Sea Monster.

### Class Faces Challenges

Last year I reported that there is a new J/24 builder in England. Judging from this year's membership numbers, it appears that this has served to spark new interest in the J/24, with current U.K. International class subscriptions exceeding 250.

The worldwide success of the J/24 as a one-design racing keelboat has continued to spawn competition among builders to obtain the rights and license agreement to build J/24s. In Italy, one of the class' strongest proponents throughout the years has been Paolo Boido. Paolo recently obtained the Italian license and, coupled with a new builder in Australia, we can only expect the J/24 Class to grow stronger in the upcoming years.

With a wide diversity of builders, the protection of J/24 one-design characteristics is always of great concern. Following the 1987 World Championship, the question arose as to whether some recently constructed J/24s conformed to building specifications. Inspection by IYRU representatives Tony Watts, IYRU Chief Measurer; Simon Forbes, IYRU Assistant Measurer; and Dennis Ellis, IYRU Certified J/24 Class Measurer, has shown that the boats in question do conform to builder specifications and class rules.

# ATTENTION

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Our class magazine has continued its high quality and continues to promote the association. The U.K. recently made several issues available to its members. It is our hope that all international members will take the opportunity to obtain each issue. A note to our new class members: back issues of the magazine are available. Contact the Class Office for details.

At the 1987 World Championship, the victory by an Italian demonstrates the high level of competition from non-U.S. competitors. The upcoming World Championship X is scheduled for January 25 to February 5, 1988, in Sydney, Australia. Noting that the last Worlds held there (in 1982) was won by an Australian, the message is clear that U.S. sailors do not dominate world J/24 competition.

With the great demand for entries in world championships, it has become IJCA policy that countries "in close proximity" of the host country are allowed double their allocation of entries, and that the host country's entries are determined by the IJCA Executive Committee upon request.

Many questions have been asked as to how the site for the World Championship is determined. This is decided by a vote taken at the annual World Council Meeting of representatives from the National J/24 Class Associations, in London. Nations interested in hosting a World Championship should submit a proposal to the World Council at the annual meeting which usually takes place prior to the IYRU meetings, in November. (The 1987 annual World Council Meeting is scheduled November 1.) Contact the IJCA Class Office in order to be placed on next year's agenda, as the scheduling of World Championships is determined at least three years in advance. A proposal to host the worlds should include site, date, availability of charter boats, accommodations, sailing conditions, convenience of travel, and quality of organization.

At this year's North Americans in San Francisco, a 400 kg crew weight limit was imposed on a trial basis. A rule proposal for a crew weight limit of 400 kg has been proposed to the IJCA by the U.S. Class Association. Additionally, a rule proposal to allow Mylar genoas has been submitted. If a majority of the National J/24 Class Associations are in favor of any submissions, the IYRU effective date can be no earlier than March 1, 1988.

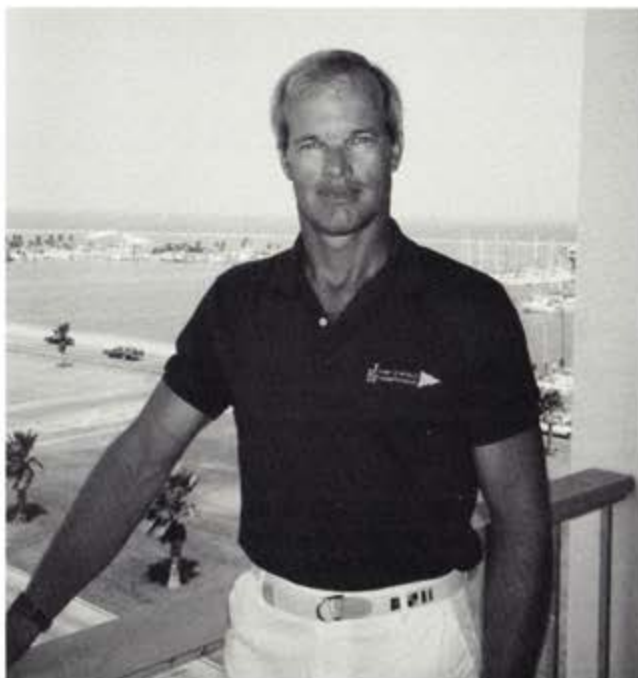
Measurement of keels has long been a problem, with the question often asked, "Are we measuring them correctly?" John Peck, USJCA Technical Committee Chairman, has been designated to develop a class certified template that can be used at major regattas for continuity in measurement. Districts and fleets interested in obtaining registered templates should contact the office for information.

Each year continues to challenge the J/24 Class and the ability of the sailors. I expect this to continue and that the class will grow in strength and popularity as a result.

Good Sailing,

Hank Killion  
IJCA Chairman





IJCA Executive Director Dick Tillman with Corpus Christi Bay, site of the 1988 North Americans, in background.

### Class Growth

The International Class has completed five (5) consecutive years of growth. In 1987 there was a 4% increase in IJCA membership over the previous year and the U.S. Class again exceeded 1800 members. Total membership stands at approximately 2800, with 19 countries reporting membership as follows:

United States	1875	Sweden	26
United Kingdom	251	Ireland	23
Italy*	180	Argentina	20
Japan	125	Holland	18
Australia	100	Bermuda	15
Canada	94	Mexico	15
Switzerland	33	Greece	14
France*	26	Germany	12
Peru	26	Monaco	6
Brazil	26		

\* In arrears

1987 was another year of high attendance at regattas, with the Midwinters in Miami drawing 85 entries. The North Americans in San Francisco drew 71 boats and the World Championship held in Italy had 57 entries from 12 countries. The first J/24 Junior North American Championship held at the Buffalo Canoe Club in Ontario, attracted a highly talented field of 11 entries, a notable beginning to what should be a solid building

block for our junior sailors. The European and South American Championships drew many entries as well. Also, the J/24 was selected for the 2nd Rolex Women's World Keelboat Championship in Newport, and for the first of three "million dollar prize" regattas scheduled for the summer of 1988. J/24 continues to be the boat of choice for the USYRU ladder events (Mallory, Sears, Adams, etc.). Many of these events are covered in this issue.

### 1988 U.S. Class Dues

USJCA membership dues for 1988 remain at \$30. 1988 Class dues valid for the calendar year, are payable at the beginning of our fiscal year, October 1, 1987, and should be paid before January 1, 1988. Please take time now to renew your membership, using the renewal form on the reverse of the mailing card that came with this magazine. Boat owners, co-owners, and helmsmen must be class members to race in one-design, PHRF, or fleet races.

**Please return the mailing card, with your check, to the J/24 Class Association, P.O. Box 372578, Satellite Beach, Florida 32937-0578, noting any change in name, address or fleet data.** Each member will receive a 1988 membership card (valid through December 31), transom sticker, window decal and the 1988 Spring and Fall issues of J/24 MAGAZINE. Note that the membership fee of \$30 includes a subscription to the magazine. Please carry your membership card with you when travelling to regattas to facilitate regatta registration. The 1988 transom sticker is gold and white with a blue J/24 logo, and may be placed alongside or under the 1987 silver sticker. We look forward to having you aboard for another year of J/24 sailing enjoyment.

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## 1987 IJCA Annual Meeting

The IJCA Annual Meeting is scheduled at 0930 hours on November 1, 1987, at the Royal Thames Yacht Club in London. All National Associations have been encouraged to send representatives. World and Continental Championship venues will be discussed and rule proposals finalized for presentation to the International Yacht Racing Union for approval. Minutes of the meeting will appear in the Spring magazine.

## J/24 Magazine

Many thanks to all of you who have sent in news, photos, results, comments, articles, etc. for this issue. Once again your efforts have resulted in a variety of excellent reading. Even the advertisements are good! (And we urge you to patronize them.) Though the sailing season may come to a close in many parts of the U.S. and the world over the winter, we wish you good times through fleet meetings and get togethers. If you have any suggestions or inspirations for articles as you dream by the fire, let us know. Copy deadline for the Spring '88 issue is February 15, with stories/articles typed if possible. Photos may be black and white (best), color prints or 35mm slides. (Please do not label photos with a felt tip pen! Ball point is better.) Please send results in the standard format of POS - SAIL - YACHT - HELMSMAN - RACES - TOTAL. Materials will be returned to you following publication, if requested.

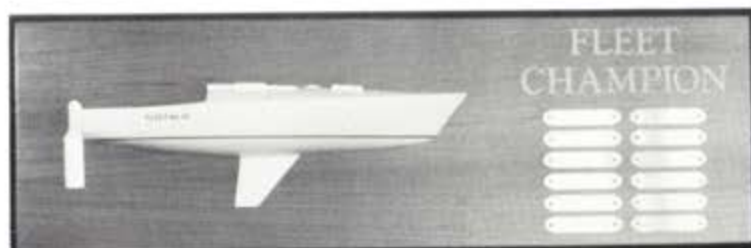
Back issues of the magazine are available at \$7 each (\$10 overseas). We have them from Volume 5 (May 1980) forward, with the exception of Volumes 6 and 7.

## USJCA Worlds Qualifiers

The Tenth J/24 World Championship is scheduled in Sydney, Australia, January 25 through February 5, 1988. The USJCA is allowed nine entries. All qualifying events have been held except for the Northeast Regional. That regularly scheduled regatta was cancelled because of weather, and the two qualifying positions will come from the Noroton Invitational Regatta (Oct. 10-11) and the East Coast Championship (Oct. 30-Nov. 1).

REGIONAL EVENTS	QUALIFIER	DATE	PLACE
Northeast	TBD (2)	Oct. 1987	Noroton/Annapolis
Southeast	Jim Brady	Apr. 3-5, '87	Charleston
Great Lakes	Gunther Buerman	Sept. 26-27, '87	Lake George
Southwest	Yandell Rogers	May 23-25, '87	Dallas
Western	Vince Brun	Mar. 28-29, '87	San Diego
OPEN EVENTS			
North Americans	Mark Rastello	July 25-31, '87	San Francisco
Western Open	Jay Lutz and Kelson Elam	Aug. 22-23, '87	Corpus Christi

In addition, John Kostecki qualifies as the current North American Champion, as well as Ken Read, Dave Curtis and Ed Baird as the three most recent past World Champions.



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## J/24 Regatta Guidelines

Regatta guidelines, last printed in the October '86, Volume 17 J/24 MAGAZINE, have been revised to reflect current policy for regatta organizers, to ensure high standards and uniform racing conditions at J/24 regattas throughout the world (see page 82, in this issue). These guidelines apply to District, National, Continental and World Championships, and can be used as a standard for local events as well. Sample Notice of Race and Standard Sailing Instructions are available upon request. Mailing labels can be ordered for fleets or districts for a nominal fee.

## Championship Sailing Video

The 1986 J/24 Worlds in Newport was the stage for the first ever multi-camera video of a world class sailing regatta. In cooperation with the USJCA, J World produced a 54 minute video which is being marketed to the general sailing public. The video shows live action of J/24 champions organizing their crewing, trimming sails and making tactical decisions during the racing. Proceeds and sales benefit the USJCA. To order, contact J World, Inc. at (800) 343-2255.

## Win a J/24

To help fund the 1988 J/24 World Championship in Sydney, the Australian J/24 Association is selling tickets for a draw, the winner of which will receive a new J/24 complete with sails. Tickets are only A\$20 each, and the drawing will be held Wednesday, January 6, 1988. To take part, send \$20 to NSW J/24 Association, 124 Louisa Road, Birchgrove, NSW 2041, Australia. It's for a good cause; and who knows, you might get lucky!



Alex and Jan Nemeth with son David at the Sydney Boat Show, in front of the J/24 Hot Yacht to be drawn for on January 6.

## Office Hours

J/24 Class office hours are Monday through Friday, 9:00 am to 5:00 pm, Florida time. Address mail to J/24 Class Association, P.O. Box 372578, Satellite Beach, Florida 32937-0578; telephone: (305) 773-4141.

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Ventura, CA — Gary Swenson — (805) 644-9579  
Oyster Bay, NY — Steve Benjamin — (516) 922-3422  
Sarasota, FL — Doug Fisher — (813) 951-0189  
Seattle, WA — Brian Thomas — (206) 545-8496  
Atlanta, GA — Dave Pritchard — (404) 945-0788



Stev Hull-Allen, almost one, takes the helm of J/24 Twisted, now racing with West Palm Beach Fleet 14.

## Fleet Renews Charter

Dear Dick:

Enclosed please find our application to renew our West Palm Beach Fleet Charter. We're pretty psyched about all this – Carl Schellbach has been running a few races for us over the summer and we've consistently had five boats. We are really enjoying the sailing down here. My husband and I were racing with Fleet 99 up in Connecticut and moved down here in March. In the spring magazine you published a photo of our 10 day old son, Stev. Well, he's almost a year old now and shows signs of being a grinder rather than a foredeck! So much for a mother's dreams – as long as he's good, I guess it's okay!

Happy Sailing,

Cissy Hull-Allen, Fleet 14 Captain

## Bonnie and Clyde Impressive in Queen's Cup Race

August 13, 1987

We all know the merits of the J/24 as a one-design race boat. However, I would like to call your attention to the 1987 Queens Cup Race.

The Queens Cup is the oldest trophy in yachting. It is at least one year older than the America's Cup. Its permanent home is the South Shore Yacht Club in Milwaukee. This year 200 boats raced in MORC, IOR, IMS and PHRF for various trophies, all in the Queens Cup Race. The race is an 80-mile drag race across Lake Michigan from Milwaukee, Wisconsin, to Grand Haven, Michigan. The race starts at 6:00 p.m.

*Bonnie and Clyde*, a Milwaukee Yacht Club J/24 racing in Fleet 37, entered the MORC division. A lot of the people felt that racing a one-design boat which had to give time to boats two feet longer across Lake Michigan at night, was not a bright idea. However, Justin Segel and Holly Harnischfeger, *Bonnie and Clyde's* owners, fresh from a Barcardi Cup victory (in which the J/24s were given a one-design start) the previous week, were undeterred.

Race night brought heavy seas and a raging southwesterly wind gusting to over 35. *Bonnie and Clyde* set their chute at the start and never took it down. Segel reported speeds in excess of 16 knots. He said the boat had a good feel and never really got out of control. He did mention that he had to casually call for some easing of the main sheet and vang. After all, 50 miles offshore in the middle of the night with 10-foot seas is no place to practice broach control. The J/24 was the smallest boat in the entire 200 boat fleet and was the fifteenth overall to finish. People really took notice of that little blue boat as it sat in the slip between a couple of converted 12-meters and a Santa Cruz 70. Incidentally, the Santa Cruz 70 named *Pied Piper* set a new record of 6 hours, 8 minutes.

Justin Segel, along with Holly Harnischfeger, Sean Slowey, Bob Hayssen and Joel Carrol, kept the boat planing the entire evening. They report an exhilarating, white knuckle ride that will never be forgotten.

I almost forgot to mention, *Bonnie and Clyde* finished first in the MORC division, demolishing the fleet which included S-2 9.1s, a G&S custom 30, a Capo 30, several S-2 7.9s, and a couple of Santana 30/30s.

As Fleet Captain of J/24 Fleet 37, I am proud of the performance of *Bonnie and Clyde*. There seem to be some MORC owners at the Milwaukee Yacht Club looking at the J/24 fleet with different eyes.

Good Sailing,

Douglas J. Kracht





Newport sailors Susan Milnes-Wallace and crew were sponsored by Mass Mutual at the 1988 Rolex International Women's Keelboat Championship held October 3-9.

Photo by Onne Van der Wal

## Sponsorship Under Rule 26

The J/24 *Sugar Plum* sports her spinnaker ad as Narragansett Bay's first commercially sponsored non-grand prix sailboat. Allowance of such sponsorship is the result of a recent change in national rules governing yacht racing. Mass Mutual subsidizes *Sugar Plum's* all-women crew, led by New York sales agent Susan Milnes-Wallace (shown skippering), who competed in Newport this October at the Rolex International Women's Keelboat Championship. Other crew members: Michelle Kirby, Barby Lyon, Carol Vernon and Martha MacKechnie, all of Newport.

## Next WYRA Clinic to be in '89

Due to the scheduling of the 1988 J/24 Midwinters and the U.S. Women's Sailing Championship (Adams Cup) Finals in Miami in January of 1988, the WYRA/J World Women's Race Week will not be held in 1988. This has been a successful event in the past, and we look forward to holding it again in 1989.

Women's Yacht Racing Association  
P.O. Box 331532  
Coconut Grove, Florida 33133

## Australian Philosophy

For me and, I know, for many of us, it has been an exciting season sailing together in the greatest one-design yacht, the J/24. The 1986-87 association regattas have been well attended, providing big fleet racing to a constantly increasing standard of sailing skill and competition.

Congratulations are in order to those who were successful in attaining major placings in these regattas, but more importantly, to those of us who, in the challenge of the season's competition, improved their standard and achieved their personal best.

It is well to remember that the vitality of the J/24 Class Association relies on the fact that:

We sail a terrific, lively and fast one-design yacht.

To sail well requires a team effort.

All association members are willing to help one another to sail better.

It is this amicable relationship amongst us that is the strength of the class.

My belief is that by continuing your active participation in association regattas, and sharing your knowledge amongst your fellow members to develop their individual sailing skills, the level of competition within the class will improve. In turn, this will provide each of us with a greater level of satisfaction from our sport.

Bryan Beck

President, NSW J/24 Class Association

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## Australia's J/24 Class Association of Victoria

Dear Dick:

I am pleased to tell you that the Victorian Association is showing strong growth after a few years of stagnation, and we are seeing an expansion of both activities and boats within our fleet. This represents determined efforts by active committees over the last three years.

As you no doubt know, Melbourne, the capital of Victoria, is approximately 500 miles from Sydney, so there is no day-to-day contact between the J/24 Class of Victoria and that of New South Wales regarding sailing, social events, etc. In Melbourne there are 21 J/24s belonging to the Association, and sailing is enjoyed on Port Phillip Bay, a large, almost enclosed body of water approximately 35 miles across. Close to Melbourne there are four Yacht Clubs, each with approximately four J's, whilst 30 miles south of Melbourne there is another club with a fleet of four. For much of the year, the yachts close to Melbourne sail together in events organized at one of the four clubs, while for State Championships and some other major events we are joined by yachts from the southern club. Socially there is good contact between all clubs and we have approximately four to five major functions each year. In the coming year, 1987-88, we are organizing the busiest calendar ever, and some are busily planning campaigns to win the World Titles in Sydney.

We work well with our NSW colleagues in the affairs of the National Association and in the arranging of titles, rules, measurements, etc., and shall continue our principal contact with you through the NSW Association. We would, however, like to receive copies of correspondence sent to all NJCA's.

The enclosed photo shows Ray LaFontaine's *New Horizon* sailing in a very mixed race over Christmas (which for us of course is summer) and in the distance is the Blairgowrie Yacht Squadron at the southern end of Port Phillip Bay. Crossing the J on port is a quite historical yacht sailed in our waters, called a "Couta" boat (note the brown sails). These were initially used as a fishing boat, but have since become very popular as a sailing craft.

Kind Regards,

Barry La Fontaine  
Secretary



An Australian "Couta" boat (dark sails) crosses Ray LaFontaine's J/24 *New Horizon* in a mixed race in Port Phillip Bay.





Broach in heavy seas resulted in boat swamping.

## J/24 Recovered After Broach

Enclosed are pictures taken of Wayne Clough and crew, of Lake Tahoe, on Sunday, July 26, shortly after broaching in front of St. Francis Yacht Club during the practice session before the North Americans.

The circling boat rescued the crew, who were unsuccessful in their attempts to right the boat. The Coast Guard recovered it and returned it to the club, where it was drained and raced the following day.

Jim Harmount

Crew on Lewis Conger's *More Grief*



Boat turns turtle, and all crew are accounted for.



The circling boat rescued the crew, and the coast guard recovered the boat.

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## Heavy Air Knockdowns

In July I sailed in the J/24 North Americans in San Francisco Bay. The wind in the course area was 10-20 knots and manageable. Near St. Francis Yacht Club and the Golden Gate bridge, however, the breeze would pipe in at 25-35 knots in the late afternoon.

On a practice day prior to the regatta, a J/24 from Denver set their spinnaker at the entrance to the Golden Gate bridge. Following the spinnaker set the boat broached and the mast tip was driven into the water. The crew released the spinnaker halyard, boom vang and mainsheet. No crew member made an attempt to stand on the keel. The combined force of 30+ knots of wind and steep waves made the boat turn turtle after three minutes.

The boat remained upside down for approximately five minutes. The crew stood on the lee side of the hull and pulled on the keel. Eventually the boat began to right itself, and the wind pressure helped to push the boat upright. Unfortunately, the J/24 was now almost full of water. Gradually the air pockets worked their way out, and thirty minutes after broaching, the boat sank.

The J/24 had a bulkhead separating the aft end of the boat from the rest of the interior, the lazarette lockers were locked, and the sink drain hole was glassed over. The crew of the J/24 had not graduated from dinghies to keelboats, and therefore didn't know to step on the keel immediately after the broach.

I would like to offer the following, some of which was excerpted from an article by Bob Johnstone in the March, 1981, Volume 6, issue of J/24 MAGAZINE.

### Safety Precautions:

1. Don't go sailing if weather conditions are already, or are forecast to be, such that you won't enjoy sailing or that may test the crew beyond their experience or capability.
2. Be sure your J/24 or crew is equipped with good lifejackets (plus attached whistles) that are comfortable to wear; i.e. Omega. And, be sure everyone is wearing a life jacket when storm clouds approach or when the wind exceeds a certain velocity, say 18 knots.
3. If you are sailing in winds that are 20 knots and gusting higher, make sure to have the hatch board in place, the companionway hatch closed, and the hasp secured.

4. Make sure the lazarette lockers are locked.
5. Close and secure the forward hatch at all times when sailing.
6. Glass over the sink drain hole. (The new J/24s do not have a sink drain hole.)
7. In winds over 25 knots, we recommend that one of the crew be designated to hold onto the spinnaker halyard so that he can release it (upon the skipper's command) when a disastrous broach is imminent. Leave the guy and sheet secured! It works - the chute won't even touch the water. This is similar to a float spinnaker takedown. When the monster puff passes by, haul it up again . . . . . beats swimming!

### In the Event of a Severe Knockdown

A severe knockdown can occur when racing under spinnaker in 30+ knots of wind, or under jib and main in over 40 knots of wind. There are three things which can keep a J/24 from bouncing upright again:

1. The spinnaker gets wrapped in mast and rigging, holding the boat down. If you have not released the spinnaker halyard prior to the knockdown, then release it ASAP (not the sheet or guy) and gather in the spinnaker.
2. The combination of wind velocity and waves is so great on the bottom side of the overturned hull that the combined pressure forces the boat to turn upside down.
3. The location of the crew weight on the mast, standing on the edge of the companionway opening, or pulling down on the boat in any way prevents the boat from righting itself.

Once your mast has hit the water there are several steps that should be followed to insure safety of crew members and to help prevent sinking:

1. Make sure to account for the whereabouts of all crew members. Make sure everyone is conscious and not snared by lines or fittings.
2. Have two crew members **stand on the keel** while the other crew members release the spinnaker halyard (if not already done), boom vang and mainsheet. The three should then move forward and hang onto the bow to help the boat swing bow toward the wind. This should make it possible to right the boat.
3. In the event the boat does turn turtle, do not attempt to right the boat. Provided there are no drainholes in the hull, the hull will retain an air pocket when upside down. If you attempt to right the boat from a turtled position (and main hatch and hatch board were not closed), there is a high probability it will sink. Once a hull is turtled, have another boat attach a line to the boat prior to righting it.

I would further recommend that J/24 sailors who race in strong wind and sea conditions consider requiring that boats sail with all hatches secured and that additional flotation (a legal weight credit) be considered.

Safe sailing,  
Drake Johnstone

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John Peck reports progress in streamlining measurement procedures.

### And the Measurement Goes On . . .

by John Peck, USJCA Technical Committee Chairman

Under the authority granted by the USJCA Board of Governors last October, significant progress has been made toward developing a measurement "package" and measurement procedures that will soon be available to national and regional authorities. The proving ground for this prototype development has been District 14 and the eight regattas of the Texas Circuit. With over 300 members, this is the largest group of J/24 sailors under one authority in the world, and provides a broad spectrum of vintage-through-new boats as a measurement base.

A District 14 Measurement Committee, comprised of one member from each of the ten fleets in the District, has been established. Senior USYRU Judge, Jim Anderson, was selected to head the committee. This committee was to supervise yacht measurement at each regatta, utilizing manpower from the hosting fleet, and thus removing any local prejudice. The measurement proceedings increased with each regatta of the Circuit.

The most significant advance has been the development of "Official" Class keel templates. Marvin Beckmann, Kerri Cunningham, and Jim Anderson worked together to design templates to measure the points defined in Plan C of the Class Rules. It was discovered that more than one curve could be drawn through the same set of points, and therefore only the "points" can be measured in strict conformance to the rules. Only stations II and IV are measured; however, under IYRU measurement guidelines, a straight edge placed between these two measured stations should not reveal any valleys or peaks.

The prototype was used for measurement at the San Francisco 1987 North Americans under the watchful eye of Jim Anderson and Carla Peck. With minor refinements, the templates will be used at the Midwinters, Australian Worlds and all major events in the future.

Spreader sweep back continues to be a problem, more with the newest Kenyon spars using male brackets than with the older female versions. Again, in San Francisco, yachts were carefully measured with rigs in place and under load. After an hour or two of practice in 25 plus knots of breeze, the measurement changed. It was observed that cracks developed forward of the weld on the leading edge of the bracket, and the bracket actually buckled and pulled slightly away from the mast. This is a serious design problem that needs attention and makes it difficult to enforce the rule. Perhaps it may be self-ruling; that is, too much in either direction yields no advantage.

Draft stripes have proven to be no more than a vague reference point and impossible to enforce when the yacht is floating. Obviously flotation will change from fresh water to salt water. Plans are underway to implement an actual scale weight measurement. Watch for more on this in the spring issue of J/24 Magazine.

The controversy over mast bearing beam placement will soon be resolved with the development of a jig that will measure both up and down from the sheer line. Again, pay your dues and get the spring issue.

With professional yacht racing in STRICT CLASS LEGAL J/24s just over the horizon, advances in measurement will progress much more rapidly than in the past. Rule 2.5.3 requiring a Measurement Certificate will not be waived at professional events.

The present goal of the USJCA Technical Committee is to be able to complete Measurement Certificates for all yachts that attend the 1988 North American Championship, June 4-11, 1988, in Corpus Christi, Texas. Your comments and suggestions are welcome. Direct them to: USJCA Technical Committee, P.O. Box 12652, San Antonio, Texas 78212-0652.

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## Rudder Pintles

Reprint from Vol. 9 with corrected instructions for relocating the gudgeons from Richard Flowerdew, of Falmouth, Maine.

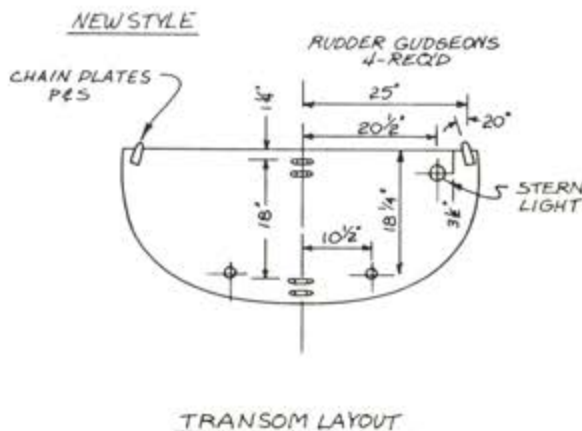
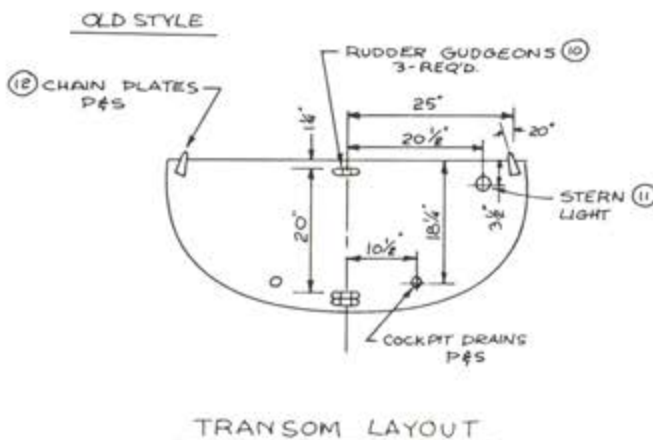
As most J/24 owners and dealers know, a much improved rudder pintle system was introduced in 1981. It consists of two pintle straps, an upper and a lower, to be mounted on the rudder. The new style has a hole rather than a pin, which lines up with the holes in the two pairs of gudgeons on the transom. The six pieces are held in place with two separate heavy stainless steel pins.

The old system had three gudgeons on the transom, one upper and two stacked one above the other for the lower pintle. The gudgeon size may be the same as the present system, or it may be smaller if the boat is quite old.

The old style pintle system is no longer available. If an owner wishes to replace his old rudder pintle system, there is an update package available from Tillotson-Pearson. This includes the two new style pintles with separate securing pins and one gudgeon. The one new gudgeon is added to the top set, below the existing gudgeon the width of the pintle strap. The

bottom gudgeon in the lower set should be moved to one pintle strap width above the top gudgeon in the lower set.

If the boat has the older, smaller size gudgeons, then the owner will need three more gudgeons as well to replace the existing one. In this case he should order a complete set, which includes two new style pintles, two securing pins and four gudgeons.



Above are two drawings illustrating the new and the old gudgeon locations on the transom. The location of the new upper pintle strap on the rudder is two inches lower than the original pintle strap, measuring the bolt holes center to center. The lower pintle location is the same. To be accurate, install the lower pintle on the rudder first. Then put the rudder on the boat, resting between the pair of lower gudgeons on the transom and determine the exact location of the upper pintle on the rudder.

Although the new style pintle has no pin like the old style, it is still called a pintle, not a gudgeon. Gudgeons are only on the transom.

For more information on the replacement pintle system, call Tillotson-Pearson, Customer Service (401) 247-1050.

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## Retrofitting Vermiculite in Early Boats

by Greg Putnam, Tillotson-Pearson, Inc.

Recently, while helping a friend with repairs to one of our local J/24s, I discovered a potentially serious problem with the way some owners are going about removing the vermiculite cement from the bilges of their older boats. The work done on the boat in question had been carefully executed and nicely finished off, but there were no transverse supports (traditionally called "floors" or "floor frames") glassed into the bilge. It then occurred to me that this key step had also been left out of the procedure described in the otherwise informative article on removing vermiculite published in Volume 16. An explanation seemed in order.

The function of vermiculite cement in older boats is to distribute side loads from the keel out into the hull. This distribution of loads is necessary to keep the keel rigidly on centerline as the boat heels, without point loading the fiberglass laminate at the keel/hull intersection. The loads we're talking about are considerable. Imagine 955 lbs. hanging on the end of a two foot lever arm and you're in the ball park. The vermiculite also provides a support for the keel bolt nuts to tighten down on, but this is really a secondary function.

The procedure described in the Vol. 16 article is basically the same as that recommended by Tillotson-Pearson, except that we insist on the installation of three floor frames, which are "T" shaped fiberglass supports glassed into the bilge and designed to take over the load distributing function that the vermiculite had served.

Essentially, vermiculite removal should be approached as a retrofit from the old method of construction to "new boat" standards. Briefly described, the job entails cutting out the fiberglass sole, leaving a two inch flange all the way around for the new wooden sole to sit on. Next, the vermiculite under the sole and in the sump has to be removed. After this is done we grind the exposed surface and lay in a layer of fiberglass for good measure. Once cured, the whole surface is again roughed

up with a grinder in preparation for glassing in the floor frames. The frames should be glassed in using six inch wide fiberglass strips. A layup of 1/4 inch thick on both sides is sufficient. The sump must then be filled up just past the threads on the keel bolts. A chopped fiber or micro balloon putty will work for this. Now the keel bolt nuts can be tightened down securely. We finish the job by painting all this work with ivory gelcoat and then install the new sole, screwing it down to the flange around the edge and to the tops of the floor frames in the middle. Completed properly, the end product is light, attractive, and very strong.

Without the floor frames, the whole thing will still appear to be very strong, but in fact the usual result of this arrangement is that the keel will work from side to side as the boat is sailed, moving as much as 1-2 inches off centerline. This is not fast, but more importantly it is a potential hazard since the keel/hull intersection is now point loaded and may eventually fatigue. In fact it is not entirely out of the question that such fatigue might one day cause the keel to part company with the boat. Remember *Drum!*

In light of this, it is of utmost importance that Tillotson-Pearson's floor frames (or their structural equivalent) be installed if the vermiculite is removed. I strongly recommend that anyone who has completed the job without frames contact the factory immediately (Jeff Baris or Mark Silva at [401] 247-1050) to order a set of floor frames (\$45.00), and then install them right away.

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## Class Legal J/24

by J World Staff

In the last few years, we've sailed on many different J/24s, and have found it useful to have the following measurement and equipment checklist aboard. Instead of delving into the back pages of the latest J/24 magazine, a quick glance to the list tells you where to put your float marks, how thin your spinnaker halyard can be, and what gear you have to carry. We usually make a copy for each regatta we enter, then conduct our own measurement check before we get a visit from the official measurer. Whether you know you are going to be measured or not, it is your responsibility to sail within the rules.

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## IMPORTANT MEASUREMENT POINTS

### Fixed Measurement Points

- ☐ Bow Float Mark: 1055mm
- ☐ Rudder Float Mark: 670mm
- ☐ Headstay Length to Deck: 8670mm
- ☐ J Measurement: 2910mm (max)
- ☐ Mast Height: 8970 (min) from headstay pin to bearing beam
- ☐ Spreader Length: 800mm (max) 760mm (min)
- ☐ Spreader Sweepback: 170mm (max) 95mm (min)
- ☐ 2nd Pole Eye: 2800mm (max) above bearing beam
- ☐ Spinnaker Pole Length: 2895mm (max)

### Running Rigging

- ☐ Spinnaker Sheet: 8mm diameter (min)
- ☐ Spinnaker Halyard: 6mm diameter (min)
- ☐ Mainsheet: 9mm (min)
- ☐ Genoa Sheet: 10mm (min)
- ☐ Main & Genoa Halyard: 3mm (min) wire, 8mm (min) rope
- ☐ Pole Topping Lift: 6mm (min)

### REQUIRED EQUIPMENT

- ☐ Manual Bilge Pump
- ☐ 4 Bunk Cushions
- ☐ Anchor & Chain (6 kg min)
- ☐ 3.5 HP (min) Outboard with min weight of 14 kg
- ☐ Fixed Compass
- ☐ 2 Waterproof Flashlights
- ☐ Horseshoe Ring & Drogue
- ☐ Tank with 2 litres of Fuel
- ☐ 10 litre Bucket
- ☐ 10 litre Water Jug - 5 ltrs water
- ☐ 40m of Anchor Line (min 9mm dia.)
- ☐ 12 Volt Battery (40 amp. min)
- ☐ First Aid Kit & Manual
- ☐ Fog Horn
- ☐ Fire Extinguisher
- ☐ Hacksaw or Wire Cutters
- ☐ 4 Sail Royalty Tags
- ☐ Current Class Association Transom Sticker

### SPECIAL SAILING RULES

- ☐ Horseshoe Ring must be within reach of helmsman.
- ☐ One pump per wave in surfing conditions.
- ☐ No pumping of spinnaker halyard or guy.
- ☐ No hanging on shrouds or halyards to induce rolling.
- ☐ Kevlar or Spectra can only be used on main & genoa halyards and spinnaker sheets.
- ☐ To hike outside of upper lifeline, lower lifeline must be of wire and taut and extend full length from pulpit to pulpit.
- ☐ Cannot store anything but unbagged sails on floor over keel.
- ☐ Can only use 1 main, 1 genoa, 1 jib & 1 spinnaker for a regatta.
- ☐ Can only sail with 3-5 people. MUST keep same number for regatta.



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### J/24 Midwinter Championship XI, January 3-9, 1988

Site	The J/24 Midwinter Championship will be held from January 3 through 9, on the waters of Biscayne Bay. The Coral Reef Yacht Club of Miami, Florida, is the host club and organizing authority.			
Rules	This regatta will be governed by the 1985- 1988 International Yacht Racing Rules ("IYRR"), the prescriptions of the USYRU, the Class Rules of the International J/24 Class Association, this Notice and by the Sailing Instructions. Class Rule 2.5.3, which requires a Measurement Certificate, shall be waived.			
Eligibility	The competition shall be open to J/24 Class yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
Schedule	Sunday	January 3	0700-1700	Measurement and Launching*
	Monday	January 4	0700-1700	Measurement and Launching*
			1200-1700	Check in, Coral Reef Yacht Club
			1700	Skippers' Meeting at Coral Reef Yacht Club (attendance mandatory).
	Tuesday	January 5	0930	Free cookout, burgers & beer, cash bar.
Wednesday	January 6	1000	Warning Signal, Qualifying Series (3 races).	
				2 Races





Thursday	January 7	1000	2 Races Beer party.
Friday	January 8	1000	2 Races
Saturday	January 9	1000	1 Race, make up race, if needed.
		1830	Orange Bowl Awards Party

\*Note: Do not launch until your boat has been measured with keel and rudder templates.

<b>Racing</b>	The Midwinter Championship will consist of as many as ten races including a qualification series. The entrants shall be divided into four color groups to sail up to three races in a qualification series. Subsequently, the fleets will be divided into two divisions on the basis of the results of the qualification series. The 1st Division will constitute the Championship Division, the 2nd Division, the Designer Division. Up to seven races will be run in the final series.
<b>Course</b>	Racing will be run on Olympic courses or variations thereof. Course length will be determined based on sailing conditions.
<b>Scoring</b>	The Low Point Scoring System, Appendix 5A (with Option 2) of the USYRU, will be used. A version of the "Percentage Alternative Penalties for Infringement of a Rule of Part IV" of the IYRU (Appendix 3, Part 2) shall apply.
<b>Prizes</b>	Prizes will be awarded to the top five finishers in both the Championship and Designer Divisions.
<b>Inspection &amp; Measurement</b>	All entrants are subject to measurement of hull, rigging and sails at the time of check-in or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification for all races up to the time of detection, at the discretion of the Jury.
<b>General</b>	Launching and hauling will be done at the U.S.Y.R.U. Sailing Center. Under no circumstances will anyone launch or haul out at Coral Reef Yacht Club. Docking and mooring facilities at Coral Reef will be available beginning Sunday, January 3. All yachts remaining beyond noon on January 10 will be charged. Mooring procedures will be in accordance with the regulations of the Coral Reef Yacht Club.
<b>Housing</b>	Participants are allowed to sleep on their boats. A list of local accommodations follows: *Coconut Grove Hotel, 2649 S. Bayshore Drive, Miami, FL 33133, (305) 858-2500; \$90.00; 4 blocks *Chateaubateau Hotel, 1111 Ponce De Leon Blvd., Coral Gables, FL 33134, (305) 448-2634; \$45.00 double; 4 miles; contact: Nick, Manager *Holiday Inn, 1350 South Dixie Highway, Coral Gables, FL 33146, (305) 667-5611; \$55.00; 4 miles Holiday Inn, 2500 Brickell Avenue, Miami, FL 33129, (305) 854-2070; \$55.00; 3 miles Howard Johnsons, 1430 S. Dixie Highway, Coral Gables, FL 33146, (305) 665-7501; \$52.00 single; \$58.00 double *Special rates for your group. When making reservations, please mention Coral Reef Yacht Club to get the rate quoted above.
<b>Entries</b>	Each entry must be submitted on an entry form such as included herein on page 83. Fully paid entries postmarked before December 1, 1987, will be accepted in the order that they were mailed. The organizing authority intends to limit entries in order to keep the number of participants at, or below, 100. Entries must be accompanied by a check for \$160.00 made payable to the Coral Reef Yacht Club. Entries postmarked after December 1 must include a \$75.00 late fee, and such entries will be accepted until 12 noon, January 3. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all parties.
<b>Sailing Instructions</b>	Sailing instructions will be available at registration.
<b>Contact</b>	Nancy Canard, (305) 667-8377 (please do not call after 10 p.m. Eastern Time) or Coral Reef Yacht Club, (305) 858-1733, between 9:00 a.m. and 5:00 p.m. Mail entries (checks payable to Coral Reef Yacht Club) to CRYC, 2484 South Bayshore Drive, Miami, Florida 33133.



**J/24 World Championship X, January 25-February 5, 1988****Invitation**

*by Alex Nemeth, Secretary*

The Australian J/24 Association extends a hearty invitation to all NJCA's to leave the cold winter months behind and to participate in the Tenth J/24 World Championship in Sydney, January 25 to February 5, 1988. The host club will be the Royal Sydney Yacht Squadron, situated in Kirribilli, on Sydney Harbour, just off the northern exit of the Sydney Harbour Bridge. The Royal Sydney Yacht Squadron is Australia's most prestigious yacht club, and has been host to numerous international yachting events. Complete facilities are available at the Squadron for visiting yachtsmen.

Warm to hot conditions with days of high humidity can be expected in January and February. Winds are predominately sea breezes, ranging from 10 to 12 km/h in the morning to 20 to 30 km/h in the afternoon. Sea conditions are normally smooth to moderate in the morning, with wind and waves increasing during the afternoon. Ground swells range from under 1 metre to 3 or more metres, depending upon weather conditions in the Tasman Sea.

The regatta is during the peak holiday period. Additionally, 1988 is Australia's Bicentennial Year, with the country's 200th birthday to be celebrated on January 25.

Our wish is that as many overseas participants as possible compete here in Sydney.

*Beautiful Sydney Harbor with Royal Sydney Yacht Squadron and moored yachts in foreground.*





<b>Site</b>	The 1988 J/24 World Championship will be hosted by the Royal Sydney Yacht Squadron, Sydney, Australia, in cooperation with the Australian J/24 Class Association under the authority of the Yachting Association of New South Wales.		
<b>Rules</b>	The Regatta will be conducted under the current yacht racing rules of the International Yacht Racing Union, the prescriptions of the Australian Yachting Federation, the current Rules of the International J/24 Class Association, and the sailing instructions. There shall be an International jury in accordance with IYRU Rule 1.6.		
<b>Eligibility</b>	All qualifiers shall be members of a National J/24 Class Association or the International J/24 Class Association, and of a yacht or sailing club affiliated with its national authority. Qualifiers' eligibility shall be certified by their National J/24 Class Association.		
<b>Schedule</b>	Mon.-Thurs Tuesday Friday Sat.-Thurs. Friday	Jan.25-28 Jan. 26 Jan. 29 Jan. 30-Feb. 4 Feb. 5	Inspection Free Day (Australia's Bicentenary) Invitation Race Races 1-6 Spare Day and Prizegiving
<b>Racing</b>	Whilst it is their intention to conduct one race per day, the race committee may, if considered necessary, conduct the races on any scheduled race or spare day. For one race, the starting time will be 1200; for two races, the first race will start at 1100, with the second race to follow as soon as practicable, but not earlier than 1300. It is the committee's intention to conduct all races on the Manly Championship Circle, outside Sydney Heads approximately 8 miles from the Royal Sydney Yacht Squadron. However, should adverse weather and/or sea conditions prevent racing on the Manly Circle, races will be conducted on Sydney Harbour in order to complete the minimum number of races (3) to validate a series. If five or more races are completed, there shall be a throwout. If four or less races, all shall be counted.		
<b>Courses</b>	Racing will be on Olympic or modified Olympic courses.		
<b>Scoring</b>	A low point scoring system shall be used, with one point for first, two for second, etc. The percentage penalty as provided in Rule 74.5 and Appendix 3 shall apply.		
<b>Inspection &amp; Measurement</b>	All yachts and sails shall be measured in accordance with the class rules. Fixed fittings and equipment shall be in accordance with the class rules.		
<b>Prizes</b>	The World Championship trophy shall be engraved with the winner's name. Trophies shall be awarded to the top five finishers overall, as well as for first place in each individual race of the series. All trophies shall be presented at the prizegiving function to be held in the Royal Sydney Yacht Squadron Clubhouse on Friday evening, February 5, 1988.		
<b>Safety Equipment</b>	Equipment listed under J/24 Class Rule 4 shall be required. Local regulations also require three distress (red hand flares) and three orange smoke flares or three smoke/flare combinations, a "V" distress sheet, a tow line or lines of a minimum 20 metres in length suitable for towing, 2 litres of fresh drinking water per person on board, and a buoyant rescue quoit with minimum 15 metres of line.		
<b>General</b>	Whilst workshop facilities are available on a commercial basis, competitors are encouraged to bring their own power tools. Voltage is 240 A.C.60 Hz. The standard appliance connection is a plug with three flat pins. Tools for rent will not be available. A reasonable range of chandlery items will be available at the squadron for the period of the regatta. Sydney Yacht Squadron's Careening Cove room will be open daily for snacks, canned beverages, and bar service. Full restaurant facilities are available in the main dining room, where dress requirements must be observed.		
<b>Entry</b>	The completed entry form must reach the Sailing Secretary, Royal Sydney Yacht Squadron, 33 Peel Street, Kirribilli 2061, Australia, with entry fee of A\$500.00, by January 2, 1988.		
<b>Contact</b>	Direct inquiries to Alex Nemeth, Secretary, J/24 Class Association, 124 Louisa Road, BIRCHGROVE NSW 2041, Australia; Tel: (02)644 2788 Business; (02)818 3734 Home; Fax: (02) 93 3398.		

### South American Open Championship, March 13-20, 1988

#### Invitation

by Alberto D'Angelo

The Peruvian J/24 Class Association and the Yacht Club of Ancon cordially invite you to attend the Fifth South American Open Championship, to be held on Ancon's Bay, from March 13 - 20, 1988. It is the first South American Championship to be open to all National J/24 Class Associations. The site is Ancon, an old fishing and summer village located 25 miles north from Lima on the Pacific Ocean. Light to medium winds and calm seas with practically no currents characterize the racing area.

Peru is a country of 20 million people with three different geographical zones: the dry desert coast, the high snowcapped mountains and the tropical exotic jungle. Special tours will be offered to participants that will enable them to visit ancient Machu Picchu, Cuzco and the Nazca Lines, as well as a free sightseeing tour around our colonial capital, Lima, including a visit to the Inca Gold Museum. They will also have the opportunity to taste a "ceviche" and our typical "Pisco Sour".

For a small entry fee, we offer free boats and free lodging with breakfast, as well as free airport transportation. We also have some reduced round trip airline tickets from Miami to Lima to offer. Participants will be asked to come in parties of three, to complete their crews with two Peruvians.

Our Association was formed in 1982 and counts with 50 boats up to date. The Yacht Club of Ancon has excellent facilities that will ensure a pleasant stay and a great regatta.



Competitors may want to visit Machu Picchu, famous Inca city in the mountains of Peru.

<b>Site</b>	The Fifth South American Open Championship will be sailed on Ancon's Bay, Peru.		
<b>Rules</b>	The Championship will be governed by the 1985-1988 International Yacht Racing Rules, the current Class Rules of the International J/24 Class Association, this Notice of Race and the Sailing Instructions.		
<b>Eligibility</b>	The Regatta is open to any current member of a National J/24 Class Association.		
<b>Schedule</b>	Saturday	March 12	Registration and Measurement
	Sunday	March 13	Registration and Measurement Practice Race Skippers Meeting Welcome Ceremony
	Monday	March 14	Olympic Course Race
	Tuesday	March 15	Olympic Course Race
	Wednesday	March 16	Long Distance Race (20 miles)
	Thursday	March 17	City Tour
	Friday	March 18	Olympic Course Race
	Saturday	March 19	Olympic Course Race
	Sunday	March 20	Olympic Course Race Closing Ceremony
<b>Prizes</b>	Awards will be given to top three finishers of the Open, and to the first three finishers of the South Americans.		
<b>Entries</b>	An Entry Fee of US\$ 150.00 per boat must be received by the Organizing Committee no later than January 31, 1988.		
<b>Contact</b>	Requests for information may be sent to the Peruvian N.J.C.A. to: P. O. Box 27-0273, San Isidro., Lima 27, Peru; Telex 2503 P E; Fax 423077. Call Germain Fuchs, Tel. 679188 - 679189.		



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## J/24 North American Championship, June 4-11, 1988

### An Invitation

The Corpus Christi Yacht Club and J/24 Fleet 3 cordially invite you to come to Corpus Christi, Texas' "Sparkling City by the Sea", for the 1988 J/24 North American Championship, June 4-11, 1988. Corpus Christi Bay, site of two previous J/24 North American Championships (1979 and 1982), provides a perfect venue for world class J/24 competition, with virtually guaranteed 10-20 knot thermal breezes, a short, steep chop for challenging upwind and exciting downwind sailing, and no significant current.

The Corpus Christi Yacht Club has an outstanding reputation for hosting major regattas. In addition to the two previous J/24 North American events, the Club has hosted a number of

major championships in recent years, including the Quarter-Ton North Americans and Worlds, the Sunfish North Americans, and the USYRU Boardsailing Championship. Located in Corpus Christi's downtown marina, the Club is within walking distance of many fine hotels and restaurants.

In addition to superb racing, competitors will also enjoy an abundance of Texas-style hospitality during the week. Numerous regatta social events are being planned for those who still have energy to spare after a full day on the water. There will also be opportunities for competitors and guests to take advantage of the white sand beaches and warm Gulf waters on nearby Padre and Mustang Islands.

Come to Corpus Christi next June for a great week of fun, sun, and outstanding J/24 competition.

*Beautiful Corpus Christi Bay offers outstanding sailing conditions for the 1988 North American Championship.*





### European Championship, July 16-22, 1988, at Cowes, England



*Cowes Castle, birthplace of the America's Cup.*

### 1988 Europeans at Cowes, England

The UK J/24 Class Association and Cowes Corinthian Yacht Club are delighted to be host for the 1988 European Championship to be sailed in the historic waters of The Solent, England. We look forward to greeting a great many J/24 sailors from different countries and making this event the most prestigious European Championship to date.

Cowes in the Isle of Wight is where much of competitive yacht racing started. The first America's Cup race, in 1851, was sailed from Cowes around the Isle of Wight. The famous J Class yachts raced frequently at Cowes Week in the 1930s and, more recently, the Admiral's Cup international team racing series is held every two years from Cowes. Just as Newport, Rhode Island is the "mecca" of North American yachting, so Cowes is for UK and perhaps European yachting. This opportunity to see where it all started should not be missed. So plan your ride now. We'll help you find accommodation on the Island and, if necessary, charter a boat. For families, this is your opportunity to combine the racing with a European holiday. Send the wife and children touring the UK mainland during the Championship, join them later or bring them back to Cowes and join the fun of Cowes Week from August 2nd to 9th, 1988. The options are many.

The European Championship will be held within The Solent, between the Isle of Wight and the mainland, in the Hill Head Olympic course area with one long distance race which may extend outside The Solent. The Cowes Corinthian Yacht Club is located just three miles away from the prevailing starting area. Cowes itself is ten miles from Southampton by ferry or hydrofoil and less than two hours by train, bus or car from London.

Log your inquiry now by contacting: UKJCA, 59 Queens Road, COWES, Isle of Wight, PO31 8BW, England, Tel: UK (44) 983 291 572.

# Championship Chartering

by Ed Baird



Photo by Lisa Akre

Ed Baird won the 1983 Worlds in Sweden and was twice runner-up (in '84 and '87). He is presently campaigning a Soling for the 1988 Olympics, with J/24 sailors Jim Brady and Yandell Rogers as crew.

**E**very J/24 I've ever sailed has been someone else's. Lack of local fleet activity and the finances to campaign my own boat leave chartering and borrowing as my best way to sail against the hot-shots the J/24 Class is known for. For four to eight regattas per year, including a couple of district events, the North Americans and/or Midwinters, and the Worlds, that's a lot of logistical arranging and, inevitably, a lot of boatbuilding. Once you have a system though, preparing to race an unfamiliar boat can be a fun and satisfying experience.

There's always a trade involved when I race someone else's J. Having more time than money, I usually try to find an owner who'll let me trade work or knowledge for the use of the boat instead of cash or equipment. Since virtually every

boat on the water needs some work, finding someone who wants what my crew and I have to offer is usually possible, and we all come out winners.

For instance, the first time I raced a J in major competition was the '83 Midwinters. I was training hard in the Soling for the '84 Olympics, but needed some outside racing to augment the rather sparse Soling schedule. One of my teammates, sailmaker Larry Klein, suggested that the J/24 Midwinters would be a good event to attend. We asked around the club till we found an owner that was willing to try our proposition, and we had a boat. The trade? A good deal for everyone.

First, it was agreed that we would set the boat up like the hot sailors were, using our manpower and tools. The owner would pay for the parts, which were purchased at Larry's trade discount. Second, we would fair the keel and rudder and repair any nicks or scratches in the hull. Third, the owner would sail with us in the regatta so he could see how to use the new layout and get his first big fleet experience; but he had to practice with us at least three times before the event. Larry was able to get sails for us through Boston Sails, and we were ready.

It worked great. We won the regatta, Larry sold the sails, and the owner had a boat that he knew was fast. Everyone won.

In many ways, that was the easiest arrangement I ever made, mostly because it was with someone I knew from my club and the boat could be worked on in familiar surroundings. More often, however, I've needed to arrange boats out of town or overseas. That's a real challenge.

When the time comes to arrange a boat for a big regatta, some serious decisions must be made. How important is the event? Will it be windy or light? Will boat-speed be a big factor, like in Southern California, or will tactical skills be more

important, as on the lakes of Texas? Are there weight considerations? Answers to all these questions help to form my strategy for choosing a team and finding a boat.

For the more critical regattas, setting up the team comes first. I try to start with one person who can help with some of the logistics. When we won the Worlds in Sweden in '83, Larry Klein found the boat, arranged accommodations and brought sails. This year in Italy, Texas sailor Rick Pitcairn found us a place to stay, arranged for a last minute crew replacement when we had a cancellation and even arrived early to set up the boat. This help is a critical part of being prepared for top level events.

Once I've found my co-partner, we hash out who should be in the crew. Normally, we'll try to come up with someone who fills a talent gap between us. As it turns out, my logistics helper has always ridden in the middle or front, so each time the next crew we looked for was a jib trimmer. Once we found a good trimmer, we'd pool all of our resources and start looking for a boat.

Between the three of us we have always been able to think of multiple chartering opportunities. After contacting each source, we decide, usually based on value and availability, which boat to use and strike a deal.

As an aside, I should say that one great source of chartering opportunities is sailmakers. A sailmaker who is going to the same event is more apt to be on the phone to the regatta organizers and/or have connections in the area who can help find boats. For the last three world championships, I've used Ulmer/Kolius sails and my sailmaker, Jim Brady, has helped me find good boats at each event.

After the boat is selected we can choose the rest of the crew. We have to wait until now in case our best deal for a



boat happens to come with an owner or representative, as it did at the Swedish and English Worlds. The crew is completed based on talent and weight needs and sometimes on local knowledge. A local makes a lot of sense not only on the water but on shore. He can help you get around, find those hard to find parts and generally expedite things, especially overseas. We'd have been lost without our local bowman, Paulo Spera, in Italy; he saved us at least two days' work and was great on the boat. He knew all the good night spots, too.

Once we get to the venue the work really begins. First, we all assess what needs to be done to the boat to get it ready to race. A list is made and duties distributed. Our goal: get the boat race-ready as fast as possible. Our highest priorities: fair blades and an efficient deck layout.

Two people start fairing the keel and rudder to class templates (as they start to burn out, everybody rotates through). Two measure the mast to be sure it's as short as allowed, and to set the spreader angle. The fifth starts on the deck and cabin. When the mast is measured and cut (if allowed) we step it and tune it. Now there are three to work on the deck. All the unnecessary "junk" comes out of the cabin (and believe me there's a lot on most boats) and is stored for the regatta. The extra deck hardware is removed. A few parts we've brought with us are installed, if needed. Headstay length is put at maximum, the mast butt is placed where the sailmaker dictates, and all parts are checked for workability.

From the stern forward, the following items deviate from standard layout:

- 2:1 backstay
- Shackles on the lazarettes
- Personal tiller extension on a 6" shorter tiller

- Pedestal-mounted mainsheet ratchet and swivel cleat
- Skipper foot blocks
- Double number of adjustment holes in both jib tracks
- Primary winches at front of cockpit
- Kevlar spinnaker sheets
- Outhaul led through swivel block for easy trim
- Aluminum cunningham and outhaul cleats
- Jib halyard, topping lift and foreguy forward by mast
- Spinnaker halyard 8' above deck on mast
- Main cunningham split and led outboard
- Compass on mast (Sailcomp if affordable)
- Retainer snap shackle on mast for pole lift, halyard
- Retainer mesh on bow
- Duct tape over bow cleat
- Jib tack snap shackle on center (tape horns)
- Hanks on jib
- Elastic between headstay and pulpit to keep guy clear
- Jib cunningham split and led back to bow man

Most of these changes can be made with existing gear that you can move around. Some, however, must be brought with you, like the pedestal mainsheet and the jib cunningham, but can come off the boat when it's time to leave. By communicating our ideas ahead of time, we've always been able to make these changes with the owners' blessings. In fact, they usually like them and ask us to leave everything as we used it, when we leave.

The right tools will make life a lot easier, but it's easy to get carried away and end up with an unmanageable load. I

limit our tool bag to the following (some stay on boat while racing):

- Large and small slotted and Phillips screwdrivers
- Three pairs of vicegrips
- Loos tension gauge
- Wire cutters and hacksaw
- Cordless drill with extra batteries and adapter
- Rasp and file
- Various weights of sandpaper and blocks
- Light repair putty and applicator
- Duct tape and electric tape
- Any parts that the boat doesn't have (ask owner)
- A handful of Harken bullet blocks
- Various shackles, pins and ring dings
- A dozen 2"x10 bolts with aircraft nuts
- A handful of 3/16" stainless and aluminum rivets
- 20' of 1/4 shock cord
- 50' of 3/16" prestretch line
- Yarn and mast head fly
- Protest flag, "I" flag and rule book

That'll pretty much allow us to rig the boat. If we're driving and can carry the extra weight, it's nice to also have micro press tools, grinders, drills and extension cords, files, lots of extra parts, etc. But all of that can be borrowed at most regattas which costs a little time but saves a lot of hassle if you're flying and can't have weighty bags.

Putting an unfamiliar boat together is really a matter of being prepared and having an energetic team. It's not always a simple task, but when the whole team gets involved, progress is made quickly and you're ready to go sailing in short order. Good luck!



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# Using a Digital Compass While Racing

by Martin Kits van Heyningen

Since the first digital compass appeared on the mast of a J/24 in 1982, they are now found on nearly 20% of all boats in the class. Recent controversy over this new technology led the IJCA to modify Rule 4.1.3, limiting the functions of digital compasses to those possible with magnetic card compasses. If digital compasses can legally do no more than ordinary compasses, what advantages do they offer which have made them so popular in one-design racing?

As a tactical racing tool on J/24s, there are several advantages of a digital compass over a traditional card compass:

**Accuracy:** Most digital compasses are accurate to one degree.

**Visibility:** Every member of the crew can easily read a large digital display from up to 15 feet away and at a 45 degree viewing angle. Even if your traditional compass was as accurate as a digital compass, it is still difficult to read within a few degrees, even when standing right in front of it.

**Readouts:** Digital compasses present heading information in formats which are easier to understand and use than traditional compasses. Actual heading is shown with large digital numbers while some form of analog displays show deviation from set medians on port and starboard tacks or off a set course.

**Memory:** Most digital compasses have memory functions enabling you to "lock-in" median port and starboard headings in a "head/lift" mode and lock in any desired course in an "off-course" mode. This electronic note-taking is much faster and more accurate than the grease pencil, and is displayed on easy-to-read segment displays during the race to show the difference between median settings and actual headings.

So although digital compasses per-

form the same functions of traditional magnetic compasses, they provide more accurate, easier-to-read heading information in a format which is more useful to you and your crew. Experienced sailors use this information to get a small edge on the competition in evaluating wind direction and shifts before the race, in determining the favored end of the starting line, and in picking the favored tacks upwind and the best sailing angle downwind.

The following scenario demonstrates how accurate, easy-to-read heading information provides an important edge on the race course.

## The Starting Line

Sailing is one of the only sports where it is legal to get a head start on the competition. So it makes sense to start at the favored end of the line (or close to it). The accuracy of the digital compass makes it possible to precisely determine which end of the line is favored and exploit this to your advantage. By carefully sighting the wind and then the starting line, even a 2 or 3 degree favor can be detected. A 3 degree favor may not seem that important, but if the starting line is

1000 feet long (typical for a 30-40 boat fleet), then you would be starting 72 feet ahead of someone at the other end. Those 3 boat lengths will mean the difference between clean and dirty air for the first part of the beat.

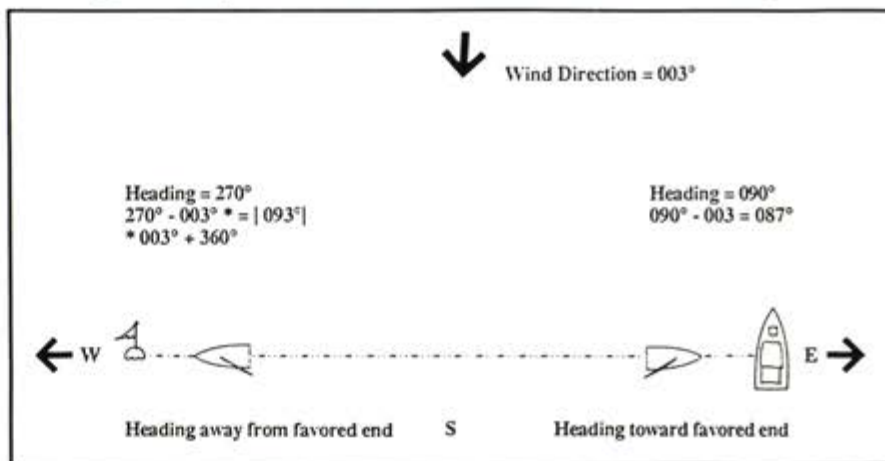
The mechanics of choosing the favored end are quite simple. First, point your boat into the wind and remember the number. Next, run the starting line from one end to the other and note your compass heading. Now, subtract the two numbers. If the line is perfectly square, the difference should be 90 degrees. If it's more than 90, you were heading away from the favored end. If it is less than 90, you were heading toward the favored end. The following diagram illustrates this point.

To most sailors, this is nothing new. True enough, but having the exact number on a digital readout makes it easier to do the math and more accurate than some of the other methods now in vogue.

## The First Upwind Leg

There are two primary functions of the digital compass. One is to provide you with more accurate, easy-to-read

### Using the Compass to Determine the Favored End of the Starting Line







Digital compasses are now found on nearly 20% of all J/24s.

Photo by Chris Hustader

numbers and the other is to keep track of changes due to windshifts. To determine the optimum sailing angle, you should sail upwind on each tack for at least five minutes before the start. Sailing upwind, you should use this time to put your boat in the groove and get your sails adjusted to the wind and water conditions. Once you feel comfortable with your settings, start looking at the compass, noting the high and low numbers on each tack. When you feel you are on the median heading for port tack, enter that course into the compass' memory (if so equipped) or make a note of the heading. Then repeat the procedure for the starboard tack. Using these numbers during the race, you will be able to tell if you are being headed or lifted versus the median you recorded earlier.

Most digital compasses allow you to save the median port and starboard tacks in memory for later use. After the race begins, the digital compass will display the difference between your actual heading and the median heading in memory on an analog scale. This feature allows quick detection of wind shifts as small as 2 degrees. While this information can be determined by looking at a traditional compass, spotting a small heading change on a moving compass card is difficult and is often overlooked by busy crews.

#### **Beware of Velocity Shifts**

Since the compass works independ-

ently of any actual wind data, you have to be careful in the case of a sudden velocity shift. This is not really a shift in the true wind direction, but is only a shift in the apparent wind direction caused by a sudden gust or lull. The best way to avoid being fooled by a velocity shift is to wait at least 10 seconds before tacking on what you think is a real shift. This is usually enough time for a J/24 to speed up or slow down to the speed it should be going for the new wind. Remember that velocity shifts are caused by significant changes in the wind velocity, so pay attention to the amount of wind hitting you in the face! Most tactical experts would advise waiting anyway, since tacking too soon may cause you to sail right back out of the windshift you were intending to take advantage of.

#### **The Downwind Leg**

When sailing downwind, it is much more difficult to determine if the wind has shifted and in which direction. On a run, a header will allow you to maintain a fast sailing angle while steering closer to the leeward mark. A lift forces you to steer away from the mark to maintain speed. Most people do not pay enough attention to their compass when going downwind.

To use the digital compass on a run, you must first determine the course to the leeward mark. Ideally, you should have recorded this information before the race. If you didn't, point your boat at the leeward mark (or the rhumb line if you can't see the mark), and record the course. Now, go back to sailing as you normally do and keep the Windex at the optimum gybing angle off the apparent wind. The objective is to keep pointed close to the mark while maintaining your boat speed. You, as helmsman, concentrate on the wind, while the tactician keeps track of the compass display. Assuming the helmsman remains on the desired wind angle, if the boat starts veering off too far from the mark, there has been a windshift. If the tactician has locked in the initial gybing angle on the digital compass, the change in course will be clearly displayed on the analog display. All other things being equal (like wind speed and boat speed), you should gybe so that you will be pointed more at the mark on the new gybe while still maintaining your optimum apparent wind angle.

#### **The Second Upwind Leg**

As soon as you round the leeward mark and start sailing upwind, there is usually enough going on so that it is dif-

ficult to remember what your median port and starboard tacks were on the last beat. Yet this is precisely the critical moment when you need to know whether or not to tack – to get into phase for the next beat. With a digital compass, all you have to do is switch back into the upwind mode to see an instant head/lift display. Within seconds, you are able to decide which is the favored tack going back upwind.

#### **Selecting a Digital Compass for your J/24**

Several digital compasses are marketed to sailors offering the features and functions described in this article. Beware of digital compasses offering "average course display" and other functions traditional magnetic compasses are not capable of performing, for they are clearly illegal under Rule 4.3.1. The Spring '87 J/24 Magazine provides the IJCA Technical Committee Chairman's interpretation of the rule in regard to the legality of digital compasses.



#### **About the Author**

Martin Kits van Heyningen is president of KVH Industries, manufacturer of the Sailcomp Digital Compass. His company pioneered the development and use of the digital fluxgate compass in all classes of racing from one-design to the America's Cup. He is an avid J/24 racer in Fleet 50, serving as a tactician in the first World Championship in 1978 as well as the 1986 World Championship in Newport.





# Those Light Air Days

by Scott Ferguson



Scott Ferguson is currently a naval architect with Tillotson-Pearson, builder of J Boats, Freedom Yachts and others. He was a three time All American sailor at the University of Michigan and is a former J World instructor. He races J/24s as a member of Fleet 50, and finished third in the 1986 Mid-winters in Miami.

The 1987 Newport Volvo Regatta brought back memories of those light air regattas that are few and far between, especially in the Newport area where we tend to boast 15 knot sea-breezes every day. The crew on the fine yacht, *PMS*, sailing in a fleet of 78 J/24s, managed to come out unscathed in the only three races of the three-day series. The lessons learned on Baseline Lake in Michigan and the usual Miami J/24 Mid-winters sailing in a "steady" 0-8 knots, were reinforced. I would like to share a few of the little things that made a big difference for us in these conditions.

- **Know where the line is** and never get stuck below the fleet before the start. There is nothing worse than getting stuck below a group of boats before a light air start with nowhere to go and no way to get there. The boat is rocking back and forth, and the Windex is spinning. It seems that in big fleets on the starting line, you spend so much time watching where you're going and avoiding other boats that you lose track of the big picture. Getting stuck in the middle of or below a big bunch of boats can cause you to literally lose sight of just about everything: the marks, the line, and the wind, both strength and direction. Setting up above or on the line in the last two to three minutes gives you much more breathing room while also letting you see both ends of the line and the new breeze to windward, as well as clean air to keep up good boat speed so you can dive into holes if need be.

- **Settle down and concentrate early**, take a deep breath and relax. It is important to be sure you are comfortable with the sail settings before the start so, when the gun goes off, you are not messing around with anything but settling into the groove. If you feel that you're not moving well, crack off the sheets a half inch and settle down again. Oversheeting is usually the problem.



• **Let the sails breathe.** I think Buddy Melges calls this ventilating. On PMS we set the genoa 6-8 inches off the spreader and set the top batten on the main slightly to leeward of parallel to the boom and never let the windward telltale flutter. We always have someone trimming the genoa. If we get lifted quickly, he eases the genoa to the lift and informs me. We then slowly inch up onto the new course as the genoa is brought back in. This translates into the boat accelerating forward instead of being stopped by a quick turn of the rudder. This technique also works after quick headers, since the boat usually slows down as a result of the genoa backing and turning the rudder. The genoa has to be eased to get the boat moving again.

• **Keep it heated up.** Dead downwind in light air always provides interesting legs. We had three of these two-mile legs in the Volvo Regatta, and because the jibing angles were so high, they turned into big opportunities for gains or losses. One of the biggest mistakes I see people make sailing in these conditions is generally sailing too low a course. This is as suicidal as pinching in light air upwind. On our boat the spinnaker trimmer basically drives the boat by dictating the course sailed, depending on the pull of the sheet. If he loses any tug we heat it up by two to three degrees until the tug returns. Along the same lines, if we get a small puff, he is the first to feel it in the sheet and thus instructs me to head down a few clicks. This proves to be a very fast technique in the light stuff but also requires a very sensitive hand. Another important tool to have while the helmsman and the trimmer are concentrating on boatspeed is a good set of eyes glued behind, searching for potential puffs and wind shadows from other boats.

• **Never stop asking questions.** The day we stop asking is the day we stop learning. Pull aside the guy who started from two boat lengths below you and pinched you out. Ask how the sails and rig were set up; pump as much information out of those fast guys as possible. With a little practice they will soon be asking you the questions.

See you in Miami!



## This little gizmo will help you beat the pants off the competition.



### The Sailcomp Digital Racing Compass\*

**On the Starting Line:** Use the ease and accuracy of the digital readout to determine the favored end of the starting line. Even 3 degrees could mean the difference between clean and dirty air for the first part of the beat.

**At the Start:** Activate the timer mode at the 10 or 5 minute gun. You can now switch back and forth between starting time and compass heading. During the last 10 seconds, the display gives a graphic countdown to the start. After the gun, it automatically switches back to the compass heading.

**On the First Upwind Leg:** By programming your average port and starboard tack headings, Sailcomp tells you if you are being headed or lifted, and helps you detect even a 3 degree wind shift.

**Going Downwind:** Switch to the Off-course mode and the Sailcomp shows you the course to the mark and your jibe angle.

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# Tips from the Top

by Jim Brady

In the ever pressing pursuit of that extra edge of boat speed, one-design sailors, because of strict class rules, can come up with some ingenious ideas to give that extra boat length that allows you to cross the fleet rather than duck. Having sailed the J/24 on and off since crewing with Mark Ploch in his victorious 1978 Midwinter Championship, I have seen the class trends sway from one direction to another. Basically, J/24 class racing now is much more competitive than in the early years, which has forced the sailors to organize their campaign with proper boat preparation and practice in hopes of achieving that extra margin of speed.

Assuming that the boats are even (ie: faired keel and clean bottom), rig tuning seems to be the most important variable in determining speed and pointing. Most sailmakers offer a tuning guide which will give you information on how to set the sails and the shroud tension for different wind strengths and sea conditions. I suggest you read them carefully and understand not just what they suggest to do, but why. Having a firm understanding of how the shrouds affect the sail shapes will help you fine tune the rig prior to the start and will give you a better understanding of how to shift gears in changing conditions.

In my opinion, it seems that the real speed differences from the top few boats is nothing more than the difference in rig tuning. It is important to set the rig tension for the breeze you expect for the race, rather than for just the start. If you are unaware of the weather forecast, set up on the light side as it is much easier to depower when the breeze builds than to try to power up with a dying breeze and leftover chop.

As you may well know, crew weight is a critical factor in speed in any one-design class. The average for major regattas, depending on the predicted weather forecast, is for the total crew

weight to be in the vicinity of 880 lbs. (An 880 lb weight limit was used at this year's J/24 N.A.'s.) The boat does not seem to mind the weight in light winds, especially when the crew keeps forward and low, while it does seem to make sizable boat-speed differences in heavy winds if you have a heavy crew. In light wind (0-7 knots) we will send the middle and forward crew below to sit forward in the V-berth. This not only keeps the stern out of



Jim Brady finished third in the '87 Worlds in Italy.

the water but keeps windage to a minimum. Some skippers mount compasses below so the "off watch" crew can do something. To make better use of the crew weight aboard to balance the boat in heavy air, many boats have installed the lower set of lifelines to allow the crew to sit with their bodies between the lifelines. This moves the weight further outboard, allows the skipper to see the waves better

and is actually more comfortable for the crew. The only disadvantage to this is it does require a little more time for the crew to get out from the upper lifeline when tacking.

While at the '87 Worlds in Capri, we came up with an interesting and successful way of further depowering the genoa. There we were on the starting line with less than three minutes to go, and all the top guys had just changed to the jib moments before. We had decided to stay with the genoa, then when it was too late the breeze increased, and we were in trouble, so we decided to reef the genoa by lowering the halyard and pulling in the genoa cunningham all the way. It proved fast for those conditions so we tried it again in San Francisco, and Kostecki and others soon followed suit. What reefing the genoa does is decrease the overlap on the mainsail, allowing you to ease it more without having it luff. It depowers the slot and, by lowering the clew (you will have to move the lead forward), allows the top of the sail to spill quickly when easing in the big puffs. This seems to work well at the very top end of the sail, say between 18-20 knots. If the wind decreases, you can ease the cunningham and shift back to the full sail quickly and easily.

As J/24 Class racing continues, more interesting speed items will come and go but sharing them with your friends will increase the level of everyone racing in your area, and you will soon find yourself at the Top.

Jim Brady works for U.K. Sailmakers of Florida and coordinates its J/24 sail development program. He was third in the '85 and '87 Worlds and was second at this year's Midwinters.





# UK SAILMAKERS BUILD J-24 SAILS BETTER THAN ANYONE.

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Although this UK commitment to intensified research and development is an ongoing process, it has already paid off on race courses around the world, culminating in a very impressive 2nd-3rd-4th place showing in the recent J-24 World Championship Regatta in Capri, Italy.

Ed Baird, the top American finisher, said of his UK sails, "I was very impressed with our speed, both upwind and downwind."

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## 1987 RESULTS FOR UK SAILS

J/24 Midwinters	2nd,
J/24 Southwest Regionals	1st, 2nd
J/24 Southeast Regionals	1st
J/24 Tampa Bay Raceweek	1st
J/24 Raritan Bay Championship	1st
J/24 Bermuda Race Week	1st
J/24 Florida State Championship	1st, 2nd
J/24 World Championship	2nd, 3rd, 4th

Jim Brady of UK Clearwater Loft  
sails "Slap and Tickle" in the  
1987 J-24 Worlds in Capri, Italy





# The Land of Opportunity

by Bill Gladstone



Photo by Dick Tillman

Bill Gladstone, experienced racing instructor, race management expert, USYRU Judge and author, shares his philosophy that can help you come from behind.

**I**t happens, even to the best of racers. You find yourself at the tail end of the fleet. Who knows how you got there – a third row start, a miserable first beat, a big shift, a boathandling disaster – I will not dwell on the ways to fall behind; at that, it seems, we are all uniquely qualified.

So, you're back in the pack. What should you do?

Before getting into details, recognize that in any regatta or series your worst race is often the most important. One astronomical score can shatter an otherwise competitive record. The ability to bring that astronomical finish down to earth is the mark of a champion, and success starts with attitude.

When you find yourself at the wrong end of the fleet, don't get depressed. You are in the LAND OF OPPORTUNITY – there is a whole fleet of boats waiting to be passed. Rather than mope about waiting for a miracle to save you, you have to get to work and grind 'em down, one at a

time. You probably won't pass them all, but you must at least restore yourself to respectability.

Don't panic. Settle down and work on boat speed. You will not pass anyone without good speed. Concentrate on speed, and you should be able to knock off a few tail enders easily.

Go the right way. In the Land of Opportunity you must concentrate more on your overall strategy than on the immediate tactics with those nearby. Keep clear air and look ahead. Upwind, figure out which side of the course is favored and head that way. From the front of the fleet you can sail the middle; but back here, all that gets you is traffic and bad air. When you are forced to pick a side this way, you must do it carefully – you can't afford another mistake. If you are not sure which way to go (in the Land of Opportunity one's confidence can be shaken to the point of uncertainty on any question), look to the leaders for guidance. The leaders are probably doing what is right, and others will gamble against the odds in hopes of passing them. Our goal is not to win this race – play the odds and work your way up in the fleet by beating the gamblers.

On the reaches, you can save distance by sailing the rhumb line while letting others waste distance sailing high and then low. Be sure to keep clear air and make every effort to avoid costly duels. Plan well ahead for the inside position at roundings and, above all, keep sailing fast. On outside reaches (where you leave the mark to leeward and jibe), you may need to sail high initially for clear air before working low for the inside position at the rounding. On inside reaches (where the mark is left to windward and you turn upwind), the fleet tends to sail high to protect both clear air and inside position. If you round behind a crowd, you may be able to sail rhumb line (or

lower) while the crowd sails high. As the crowd squares away to the mark, you can then reach across from below. (I can remember moving from 29th to 8th on one such reach. Regretably, limitations of space do not allow me to explain how I got to the jibe mark 29th.)

Running legs offer an opportunity to attack those ahead. By threatening the air of those immediately ahead, you can encourage them to sail into position to cover those further ahead.

Jibing with the shifts or sailing to the windier or lifted side of the course pays dividends comparable to playing the breeze properly upwind. If one side was favored upwind due to a persistent shift or current advantage, then the opposite side will be favored downwind; if the advantage upwind was due to stronger breeze, then the same side will be favored.

Hopefully you've fallen behind early, so you have plenty of time to work your way back. Play the shifts and work the favored side; and keep sailing fast. Position yourself carefully to pick up a few boats at each mark rounding. Look ahead for changing conditions and be ready to respond.

Every boat you pass is worth a point, and it is easier to move from 15th to 5th than it is from 5th to first. When you find yourself in the Land of Opportunity, keep cool, sail fast, go the right way, and avoid confrontations. You can reach The Promised Land.

*This article is reprinted from Bill Gladstone's book Performance Racing Technique. To receive the complete book covering tactics and sail trim, send \$20.00 to: Gladstone Sailing, P.O. Box 1169, Evanston, Illinois 60204. (Price includes first class mail.)*





# J-Venti Cuatro

by Hank Brady



Jim and Hank Brady with local J/24 crew, Alexandra Fuchs, in front of El Pablo Hotel before lunch on a free day.

**E**arlier this year, in May, my brother, Jim Brady, and I flew to Lima, Peru, at the invitation of the Peruvian J/24 Class Association, to conduct a three day sailing seminar. Upon arriving in Lima, courtesy of Fawcett Airlines, we were greeted by the J/24 Class President, Germain Fuchs. Germain is the newly appointed Class President, and he is very anxious to see the fleet of 20 J/24s remain active, and to attract new sailors. (Peru has 51 boats registered.)

After a fantastic lunch with our hosts, of cerviche and a local drink called a Pisco Sour, we were aboard and sailing at the Yacht Club Peruano. As we were sailing during Peru's winter season, the weather was overcast with a constant ground swell and light to medium air. I am led to understand that, in their summer season, the winds freshen daily and the sky clears for better sailing.

Since both Jim and I have taught at J World Sailing School, we followed the

same format (somewhat) of instructions and combined our on-shore lectures with on-board, individual instruction. Among the many topics of discussion were: boat set-up, crew organization, sail trim, rig tuning, and racing tactics. Outside of the classroom, we had the opportunity to meet individually with each sailor to discuss their sailing and to answer any questions.

The following day, the J/24 fleet had a race which we finished 20 miles down

the coast at Club Regatta's Lima. This is a tremendous sports facility with Olympic size pools, auditoriums and a club house, where all the sailors met to tell their own stories and, of course, for more Pisco Sours.

After dinner and a brief lecture with several inquiries, we met a Peruvian lawyer who showed us the night-life available. He was a real operator and took us to several discos, where we met some German girls for dancing. At around 12:45, when we were all having a great time, our host came over to us and frantically said, "We have to leave right now!" We all rushed out of the disco into the parking lot, with what appeared to be the entire disco, jumped in our respective cars, and took off like we were in a Le Mans start. On the way to our hotel, our Peruvian host explained to us what we never knew. A curfew starts at 1:00 am every morning and continues until 6:00 am. During these hours no one is to be out on the street. If they are, they are in serious trouble. It really put a new meaning into the phrase, "Night Life in Peru."

We, however, found the Peruvians to be very gracious people and eager to learn and pick up on the latest go-fast

techniques in sailing. Presently they are planning an invitational regatta (South American Open Championship, March 13-20, 1988), where they will make J/24s available for use in a series of races in and around Peru. Special arrangements for airline booking and lodging can be made

through the Peruvian J/24 Class Association.

*Hank Brady is boat captain aboard an Ocean 80, and can usually be found cruising the Virgin Islands.*



The practice race was held in surfing conditions; Lima City is in the background.

Photo by Germain Fuchs

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# Break a Leg, *Rake 'n Scrape*

by Daniel Garcia

If someone were to stop and ask you, "What do a J/24 and Faye Dunaway have in common?" what would you say?

Well, I'll tell you, and it's not the fine features and beautiful curves! They are both soon to be in a major motion picture scheduled for release in the Spring of 1988.

"Midnight Crossing" is the name of the film starring Faye Dunaway and Daniel J. Travanti (formerly Furillo on *Hill Street Blues*). The movie is a murder-mystery being shot on location in Miami, Florida.

*Rake 'n Scrape* is the unusual name of our J/24. Named after a popular Bahamian dance step, she is not quite a household name yet. However, we do expect a flood tide of calls from jealous directors and producers demanding that *Rake 'n Scrape* be in their next film too.

She was discovered in a small coffee shop in East L.A. by a famous producer; who... wait a second; wrong story!

She was discovered one late April afternoon by the director, who just happened to see ol' *Rake 'n Scrape* at her dockside slip at Monty Trainer's Bayshore Marina. Her flush decks and shimmering black hull were just the ticket he was looking for, for a small scene in his new movie. She was a natural, and the director, Roger Holzberg, demanded that the owners be contacted and the arrangements be made for the filming beginning in May.

We, Santi Gabino and myself, co-owners of *Rake 'n Scrape*, were contacted shortly thereafter by the production crew's representative. They told us the director's request. We agreed and told the film company that we looked forward to the day of the filming.

On the Friday of the shoot, Monty's Marina parking lot was alive with action, even in the pre-dawn darkness. The film crew had been up for hours preparing the



The director and camera crew of the movie, "Midnight Crossing," prepare to shoot a scene starring Dan Garcia's J/24, *Rake 'n Scrape*, at Monty Trainer's Bayshore Marina in Miami.

equipment for the one scene with *Rake 'n Scrape*. We were instructed to sail her over to the Biscayne Bay Yacht Club next door to the marina, where the filming was to take place.

We were very excited as we boarded and sailed her over in the light breeze of the early morning. If *Rake 'n Scrape* was nervous, she sure did not let on, as she sailed effortlessly into her awaiting slip at the B.B.Y.C. There we were met by the producer and his assistant at "6:30 a.m., right on time!" as we were told. But the film crew would not be ready to shoot for a couple of hours. They were waiting for a

hydraulic lift for an aerial shot they had planned. We said, "fine," and sat and relaxed in the shade of the yacht club to watch the production crew in action.

We ended up spending the better part of the day watching them shoot. However, we did not see Faye or Mr. Travanti; they were not present that day due to the fact that all the shots were with bit actors and extras.

The scene shot was a playful water fight that takes place aboard our boat when friends surprise the "owners" of the boat, who are cleaning the boat after a day out on the water. The scene went

without a hitch, as far as we could tell; and when the soap suds and spray had cleared, there was not a dry eye in the house... I mean a dry body on the boat. *Rake 'n Scrape* had performed flawlessly, once again. So, barring any cutting room floor catastrophes, *Rake*, as her friends in the "biz" call her, will soon be quite famous.

Santi, myself and crew are, needless to say, pleased as punch and pretty proud to have our J in the movies, and it only affirms what the entire J/24 community has known for some time; these are beautiful boats!

So, catch *Rake 'n Scrape* this Spring at a theater near you!



Though Faye Dunaway did not appear the day of the filming, there were several others on hand to grace *Rake's* decks.



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### MAXI Trousers

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Fully lined with storm collar, stow-away, billed hood, 2 cargo pockets and heavy-duty 2-way zipper with storm flap and Velcro seals. Elasticized waterproof cuffs with exclusive internal drainage net and Velcro trimtabs.



### VOYAGER Trousers

Double-fabric seat and knees, self-draining waist-high internal gusset with 2-way, heavy-duty zipper, drainage flap and Velcro sealing storm flap. Net insert connects lining at cuffs for drainage and air circulation. Velcro trimtabs.



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# First J/24 Junior North Americans

by Frank McGarry



Junior sailors, from left, Jim Allen (3922), Ned Roseberry (24446), and Sean Ruehl (2761) get off to a clean start in a light air race of first Jr. N.A.'s.



John Swanson (4396) leads Brad Lohr (4121), Mike McGarry (300) and the rest downwind.

The inaugural J/24 Junior North American Championship was held July 31-August 2, 1987, at the Buffalo Canoe Club, Abino Bay, Ontario. The event drew competitors from two countries, two of the Great Lakes, and one had even travelled up from the Tampa, Florida, area.

The winds cooperated and provided the sailors with a variety of conditions ranging from a light and shifty northerly to near survival conditions out of the southwest on the last day. The light winds which had caused one of the Saturday races to be cancelled, turned into a 25 knot storm on Sunday when a line squall came through the course in the first race, obliterating the yachts from view. The winds calmed slightly for the second race, but a five to six foot chop remained.

John Swanson, the eventual winner, and Mike McGarry sailed the most consistently in these difficult conditions, finishing one and two respectively in each of these races. McGarry's showing was especially impressive, since he was forced to sail short-handed when a crew member failed to show. However, his hopes of an overall second place were dashed when Mark Taylor's protest was upheld for sailing with three instead of the required four sailors. The claim that no advantage was gained in those conditions fell on deaf ears, and Taylor moved up to second place, dropping McGarry into fourth.

A glance at John Swanson's performance once again proves that consistency wins regattas. He sailed a fine regatta and well earned the honor of having the first name on the permanent trophy for this event, which we hope will become an annual event to be held in conjunction with the N.A.'s.

The sailing was complemented with refreshments after the races, a cookout, and a steak roast. A steel band provided



entertainment on Saturday night. We sincerely thank the class officers for allowing us to conduct the event and for their support; and a special thanks to the Buffalo Canoe Club and its members who provided fine sailing in boats primarily loaned by members, and allowed for reasonable entry fees by underwriting the event.

We hope to see more of you at the next Junior N.A.'s.

Frank McGarry is District 7 Governor, and sails his J/24, Firecracker, as a member of Niagra Frontier Fleet 11. He volunteered to organize the first J/24

Junior North American Championship, and deserves special thanks for his efforts which resulted in a successful event.

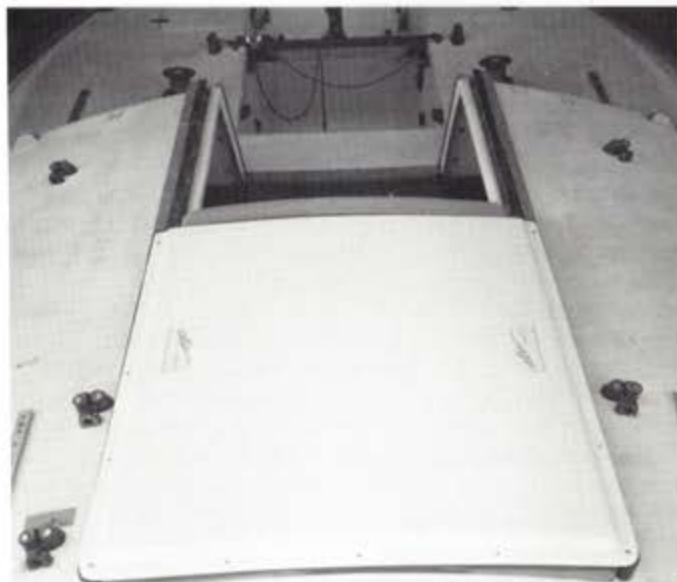


Doug Oak (left), Commodore of the Buffalo Canoe Club, awards the permanent trophy, a model of a J/24, to John Swanson, overall winner of the first J/24 North Americans.



### J/24 Junior North American Championship

POS	SAIL	HELMSMAN	1	2	3	4	5	TOTAL
1	4396	John Swanson	3	3	3	1	1	11
2	2436	Mark Taylor	2	1	6	2	7	18
3	416	Joe Donovan	6	4	2	5	4	21
4	300	Mike McGarry	1	6	4	DSQ	2	27
5	3922	Jim Allen	5	2	1	DSQ	5	27
6	4121	Brad Lohr	4	5	7	3	DNF	31
7	24446	Ned Roseberry	7	7	5	7	9	35
8	2659	Mike Tingle	9	8	9	4	6	36
9	2761	Sean Ruehl	8	10	8	6	8	40
10	4201	Chris Franzek	10	9	10	DNF	3	44
11	955	Tom Gabbey	11	11	11	DNF	DNS	57



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# The Worlds at Capri

by Chris Hufstader



Racing was excellent at the 1987 World Championship held June 14-21, on the waters of Capri, Italy.

Photo by Michelle Pender

Capri is a beautiful island to visit, and it's an even better place to go sailing. The summertime winds are usually light to moderate and quite pleasant, the sun is almost always out, and the azure blue water can bring a smile to any sailor's face. Of course, when we showed up for the 1987 J/24 Worlds, the weather was completely different from what it is usually like in June, but it was a great week for sailing because we had a little bit of everything.

The racing was excellent at this championship. The first day we had strong winds, about 14 in the lulls and up around 18 or 20 in the puffs. Carter Gowrie and his team got up to the windward mark first, followed by the Champion Francesco de Angelis and Vince Brun. The boats on the right side of the course did a little better, although Read and Curtis were a little to the left and were very close at the end of the first leg. On Read's boat, we looked to be around third or so just before the mark, but just when we were crossing Curtis, our lower pintle

came out of the gudgeon and the rudder started wobbling around, looking like it was going to break off. By the time we got it back on, all but five boats or so had passed us by, but we went to work quickly and moved back up to ninth at the finish. Before the start, both Stu Johnstone and Harry Melges were nailed by the race committee for being above the extension of the starting line within five minutes of the start, so their disqualification was noted by everybody as evidence that the race committee was going to be very tough at this regatta.

Back up at the front of the fleet, de Angelis went to work and moved into the lead, winning the race and no doubt getting his momentum in gear to grind down the fleet. Brun got second, and Gowrie fell back to sixth. Curtis recovered from a terrible spinnaker wrap at the first mark for a fifth. After the race, he said, "Velocity-wise, I think you could have used the genoa today, but the waves were so big you couldn't steer with it on top of a wave with a puff. Getting the jib

too tight also made the steering tough, because in the big puffs it would knock the bow down, so when it was cracked out, the boat just seemed to jump." Most of the fleet agreed with him and sailed with their small jibs in the marginal conditions.

Alberto Signorini won the second race in lighter air and absolutely beautiful weather. It was a shifty breeze out of the same westerly direction, where it really helped to dive in toward the island and pick a good angle to dig back in toward the middle. The shifts came with the velocity, so it was important to wait for a puff before going back into the middle. Signorini simply stayed close to the front and made his move late in the race to snag the victory, just in front of Gowrie (who sailed an excellent race) and de Angelis. Paolo Cian was leading early in the race, and to a certain extent showed the rest of us what to do on the first leg. Kenny Read was next, in one of our better finishes.

For Race 3 the wind came back up



into the 10 to 15 range, and the large ocean swells rolled back in with wind blown chop on top. The wind was fluky with the left side paying, sort of like it did the day before. The starting line was pretty short and therefore quite crowded, and the people in front at the first mark all had good starts. Ernesto Treves was the early leader, but lost it after the first leeward mark to de Angelis, and then Ed Baird. Signorini finished fourth, and Carlos Bertorelli and Antonio Santella put in appearances in the top 10. Both Curtis and Read had mediocre starts, and we ended up taking a 20 percent penalty after we fouled a guy at the leeward mark.

We sailed Race 4 in the "scirocco" wind, blowing between Capri and Sorrento (on the mainland), which is a very light and shifty direction. Baird and his team sailed a really good race, leading all the way around and just barely beating British sailor Stuart Jardine, who zoomed in out of the right corner at the very end.

The fleet started in a light to moderate breeze, and the boats that played the right and middle of the first leg did the best as the wind died. Baird, Brun and de Angelis got to the first mark ahead, and did their best to hold off the rest of us as the dying breeze veered and the fleet played jibing angles down to the jibe mark. Baird held his lead at the leeward mark as Brun and Curtis fought it out right for third behind de Angelis. On the last leeward mark, Curtis made a smooth match-racing move to get to the inside of Brun at the last second to round ahead, but lost both him and Read on the last beat. On Read's boat, we got stomped back into the 20's on the first shift of the race, and spent the rest of our day slugging our way back up to fifth. Carter Gowrie kind of did it the other way - he spent most of the race with the leaders, and then slipped back to 13th on the last leg. It was an easy thing to do in the shifty wind.

The fifth race started out in a storm. It was blowing pretty hard out of the east, and raining sideways. We all started with small jibs, and then halfway up the beat the visibility shut down, the wind died,

and it rained even harder. The clouds and fog lifted enough for us to see the mark, and since the wind had veered, those of us on the right got to the mark in good shape. This was Jim Brady's race; he had been getting some consistent finishes, and was now making a bid for the lead in winning this race. It was really too late though, since de Angelis was right there, and had the regatta wrapped up after this race.

We all shifted up to our genoas on the reaches, and the wind stayed shifty for the rest of the race. Ed Baird didn't quite get it together to beat de Angelis, and fell back to 11th. De Angelis' second clinched the regatta for him, and Signorini came back for a third on the last leg.

The same final leg, a very tricky one, proved a difficult one for us as we fell back to eighth, and Curtis sailed his throw-out. Brady and Brun got themselves into a protest, and Brun was disqualified for his throwout as well. The regatta was on for second place.

Back at the dock the de Angelis fans went absolutely crazy and threw Francesco's entire crew, as well as themselves, into the water. Francesco's tactician Raimondo Cappa and I bet each other that we wouldn't get thrown in after the regatta, and I went over to collect (bad idea). As soon as I got near the winning boat, they picked me up and spiked me head-first into the drink. The agony of defeat!



Al Constants (left) and Hiroshi Wakatade go to weather in a moderate breeze during Race 3.  
Photo by Michelle Pender



The next morning I spoke with Francesco de Angelis, who said that they were going to race the final race at the request of the judges, just for good sportsmanship. They went out, pulled a perfect start at the right end, and led all the way around to win the last race. Were they rubbing it in? I think they were having such a good time winning the Worlds, they didn't want to stop. I can't say I blame them; those races were a pretty good time.

#### de Angelis Speaks

I got a chance to interview Francesco de Angelis after the regatta:

**Q: How long have you been sailing J/24s?**

**A:** We started sailing in 1984. We sailed the Italian and European Championships in Naples just out in front of Capri, and after that we sailed the Italian Championship in 1985, and the World Championship in Japan. We were very slow. After that last year we didn't sail and then started sailing again in January of this year (1987).

**Q: What changes have you made in the way that you sail the boat to improve your speed since you sailed in Japan?**

**A:** We improved our technique, and I think improved my feeling of the boat. Maybe now we can choose the best materials for the boat, and we learned how to tune up the boat.

**Q: What have you learned specifically to improve your feeling of the boat?**

**A:** Always sail the boat flat. Always, and when it seems to be difficult to steer. This is just a question of how long you train.

**Q: Sailing with the same crew and practicing has helped a lot, hasn't it?**

**A:** Yes, and we are close friends also, out of the boat.

**Q: Have you changed the way you tune the mast since you sailed in Japan?**

**A:** No, we just changed the mast. We use a Kenyon mast, stiffer than our old one. We can make more tension on the rig without bending the mast. We never used a tension gauge, and we move the rig tension in different conditions and try to leave as much headstay sag that I can control with the backstay, and still keep a good shape in the main. We try to have the same materials (equipment) as the other crews so, if I am not fast, I can just complain with myself. I can just forget the problem of the materials and concentrate on the race, stay out of the back . . . clear air, out of the protest room.

**Q: You sailed the Italian Championship here, right?**

**A:** Yes, and the trials for the Worlds, just two weeks ago, and I think this helps a lot to know this sail area. Every day is very different, so you have to just forget the day before, and start new.

**Q: Are the Italian-built boats better than U.S.-built ones?**

**A:** I think the Italian boats are faster than they were two or three years ago, because Paolo Boido sailed in the Worlds in Newport last year, and after that he went to Tillotson-Pearson and I think he learned how to build the boats better. (I only sailed Kenny Read's boat once [96 Degrees], and it was different from mine—very free, and sensitive to the rudder. Mine seems to be slower answering compared to Read's boat. Maybe it was just the impression, but I like very much that boat. It impressed me downwind.)

**Q: Is your keel minimum thickness?**

**A:** Almost. The top is maybe a little fat. The rudder is slightly bigger, because they have some problems with too thin rudders. They break.



1987 World Champions, from left: Raimondo Cappa, Gianpaolo Pavesi, Skipper Francesco de Angelis, Rogerto Perrone Capano, and Maurizio Pavesi.



In the fifth race, Porto (I-200) rounds weather mark ahead of Estaugh (K-4195Y), Sennhauser (I-149) and Beck (KA-115).



**J/24 World Championship IX**  
**Capri, Italy**  
**June 14-21, 1987**

POS	SAIL	HELMSMAN	1	2	3	4	5	6
1	I-211	Francesco de Angelis	1	3	1	3	2	1
2	US-1987	Ed Baird	3	9	2	1	11	8
3	US-1211	Jim Brady	4	6	7	14	1	5
4	I-210	Alberto Signorini	DSQ	1	4	20	3	9
5	US-4041	Vince Brun	2	27	8	4	DSQ	4
6	US-2	David Curtis	5	8	13	6	17	6
7	US-4296	Ken Read	7	5	26	5	8	DSQ
8	US-3605	Carter Gowrie	6	2	DSQ	13	29	11
9	US-4186	Eric Arndt	19	7	38	8	7	15
10	I-142	Antonio Santella	18	15	5	25	13	16
11	K-4053	Colin Simonds	12	DSQ	19	18	4	21
12	I-24	Ernesto Treves	25	32	3	39	21	2
13	I-189	Carlo Bertorello	32	14	6	7	31	17
14	J-2675	Nobvaki Tani	9	13	26	10	18	38
15	I-192	Aurelio Dalla Vecchia	10	33	17	26	9	14
16	I-199	Paolo Cian	21	4	20	11	30	27
17	K-4115	Stuart Jardine	22	44	29	2	16	22
18	I-81	Ugo Giordano	13	30	18	47	28	7
19	K-4141	Andrew Roberts	11	17	31	31	15	29
20	K-4173	David Bedford	39	23	23	30	5	24
21	I-186	Antonio Lanza	34	34	39	16	6	18
22	K-4000	E. Warwick	8	38	12	32	RET	23
23	US-3775	Al Constants	14	19	9	53	19	DSQ
24	Z-3037	Michel Glaus	DSQ	42	11	28	26	10
25	BL-1300	Luiz Lebreiro	26	25	30	33	24	12
26	I-11	Aldo Samele	43	29	25	12	26	25
27	Z-3060	Fredy Borboen	41	16	10	24	48	28
28	K-4193	Ian Southworth	30	10	22	50	27	30
29	I-177	Niccolo' Belloni	24	31	27	22	44	20
30	KA-114	Robert M. Hagan	16	36	15	DSQ	20	38
31	I-149	Stefano Sennhauser	23	40	28	15	34	33
32	KA-85	Graeme Thorburne	15	21	41	41	22	37
33	US-4177	Harry Melges	DSQ	22	RET	9	32	19
34	US-4257	Stuart Johnstone	DSQ	12	16	DSQ	DSQ	3
35	GR-3933	Georges Andreadis	31	50	32	19	RET	13
36	KA-115	Bryan Beck	17	24	48	35	25	44
37	I-92	Claudio Recchi	29	18	35	29	41	DNC
38	I-200	Tony Porta	20	35	21	38	37	RET
39	K-4043	Nick Whipp	44	43	34	46	10	32
40	I-172	Roberto Fotticchia	33	28	51	34	45	31
41	I-124	Maurizio Bolens	29	11	DSQ	17	DSQ	DNC
42	Z-3054	Jean Claude Du Pasquier	27	53	43	45	36	39
43	G-15	Manfred Konig	50	49	DSQ	23	35	34
44	I-170	Raffaello Corradi	37	20	DSQ	21	RET	DNC
45	J-3827	Hiroshi Wakatade	49	52	24	52	24	43
46	K-4151	Chris Torrens	35	39	42	37	46	42
47	K-4202	Simon Rogers	DSQ	48	37	54	23	35
48	K-4195	Richard Estaugh	45	41	36	36	42	RET
49	K-4074	William Brogden	42	37	45	42	47	36
50	S-58	Jan Gapinski	38	54	33	39	40	RET
51	KA-0124	Alex Nemeth	RET	26	52	40	33	DNF
52	S-26	Bjorn Erixson	40	DSQ	47	49	38	40
53	BL-27	Paolo Pirani	48	57	40	44	49	45
54	K-4040	Simon Slater	36	56	46	48	43	DSQ
55	J-2697	Seishiro Fukumoto	47	55	53	43	39	46
56	KB-12	Teresa Chatfield	46	51	44	51	50	41
57	PU66040	Felipe Barchay	51	47	49	RET	DNC	DNC

# Kostecki Wins '87 N.A.'s

by Larry Klein

Ed Baird, at the helm of Monster Fish, and crew arrive at weather mark ready to set the spinnaker.

Photo by Lisa Alkire



John Kostecki showed the value of good boat and crew preparation and unerring knowledge of San Francisco Bay in winning the 1987 North Americans over 70 competitors. Kostecki, sailing the meticulously prepared Pee Wee, with well practiced crew Vince Brun, Matt Ciesicki, Jim Barton and Stu Edding, won all but the first race. John's speed and ability to pick the right way to go, along with a little luck, added up to an unbeatable combination.

Regatta preparation took on a new meaning for the '87 J/24 North Americans with the addition of an 880 lb. crew weight limit. Many crews struggled to lose weight by the weigh in time, skipping meals and, as a last resort, even cutting out beer.

San Francisco's heavy air never really materialized on the Berkeley Circle, with winds sometimes as low as 8 knots and no stronger than 20 knots. The roughest conditions were found on the ride home along the city front to the St. Francis Yacht Club after the races. In the five day series, there were only two general recalls and the black flag was never used. The race committee used early hails at the one minute gun, allowing opportunity to re-round before the start.

The fleet of 70 started together on a three boat starting line. After the first day of racing, Larry Klein led the fleet with a 4, 2. Kostecki had gotten caught to the left on the first beat of Race 1 with the right side favored by a shift and stronger breeze, and could only recover to a 16th. Two other top boats, Ed Baird and Will Baylis, found themselves in the same boat with a 12th and 13th respectively. Kostecki rebounded in the second race with a first, followed by Klein, Baird, Baylis, and Mark Rastello who at this point was 2nd overall.

The next morning the fleet encountered a southerly wind of 6-8 knots on the



Circle. At the start, Kostecki received some luck that sometimes comes to those who are sailing well. The port end was highly favored in a left hand puff. Most of the top competitors, including Baird, Ken Read, Klein, and Rastello, were able to tack clear to port at that end, while Kostecki found himself jibing in the middle of the line. The Race Committee abandoned the race at the starting gun because of the wind shift.

After a general recall, the fleet got off the line cleanly. Many of the top boats headed left toward a wall of wind that appeared to be advancing from that side. However, Kostecki and Rastello, both local sailors, shrewdly figured out what was happening and went hard right into a 40° starboard lift and more wind. While these two had a first and second, Klein limped home with a 19th (after rounding the first mark 35th); Baird, 21st; Read 24th; and Eric Arndt, 20th.

From here out Kostecki sailed flawlessly, picking laylines in the tricky current, maintaining consistently top speed while his crew handled the boat with no mistakes. Rastello, also a local sailor, was second, with Larry Klein of San Diego, Jeff Madrigali of San Francisco, and Ed Baird of St. Petersburg rounding out the top five.

St. Francis Yacht Club showed outstanding hospitality to the 350 plus sailors attending, from the skippers meeting Sunday evening to the awards party Friday evening. Beer was provided after each day's racing, compliments of several different marine industries. There was a mid-week buffet dinner at the yacht club, and of course many enjoyed the nightlife of San Francisco.

*Larry Klein was the overall winner of the 1987 SORC and has won major championships in seven classes, including the J/24, Thistle and Soling. He teaches racing skills through his company, Larry Klein Racing Clinics, P.O. Box 12781, LaJolla, CA 92037; tel: (619) 587-1376.*



*Top: The fleet gets off to a beautiful start.  
Middle: 1987 N.A. Championship team, from left: Stu Eddings, mast; Matt Ciesicki, trimmer; Vince Brun, tactician; John Kostecki, helmsman; Jim Bob Barton, foredeck.  
Bottom: Kostecki and crew (31) sail flat out going to weather.*

*Photos courtesy of Bay and Delta Yachtsman*





Photo courtesy of Bay and Delta Yachtman

A tight pack of four reach downwind on beautiful San Francisco Bay.

## 1987 J/24 North American Championship July 25-31

POS	BOW	SKIPPER	1	2	3	4	5	6	TOTAL
1	31	John Kostecki	16	1	1	1	1	1	21
2	52	Mark Rastello	7	5	2	6	12	5	37
3	30	Larry Klein	4	2	19	5	11	2	43
4	75	Jeff Madrigali	6	7	12	12	2	8	47
5	47	Ed Baird	12	3	21	11	4	6	57
6	71	Will Baylis	13	4	YMP	2	8	21	58
7	53	Ken Read	8	9	24	9	10	3	63
8	45	Eric Arndt	1	12	20	3	5	123	64
9	54	Yan Rogers	26	10	25	4	7	7	79
10	68	Kimo Worthington	2	15	8	122	3	31	81
11	20	Michael Haggerty	3	13	18	15	19	19	87
12	49	Chris Perkins	30	6	121	7	20	13	97
13	23	Mark Hillman	23	16	26	10	13	17	105
14	59	Stu Drake	5	17	48	19	15	14	118
15	56	E. & S. Stelter	27	8	137	28	16	12	128
16	32	Frederic Laffitte	52	11	14	23	128	4	132
17	06	Claussen/Lindsey	14	36	5	27	33	18	133
18	29	Brian Thomas	36	20	44	17	9	10	136
19	64	Titus/Grandin	33	14	27	13	30	125	142
20	15	Peter Duvoisin	53	26	13	24	22	16	154
21	10	Packy Davis	24	21	39	14	21	38	157
22	28	Scott Killips	48	141	3	16	28	24	160
23	33	Mike LaHogue	38	24	46	30	18	20	176
24	11	Scott Dierdorff	15	P52	15	34	26	39	181
25	01	Alexander Frank	42	44	45	YMP	6	15	182
26	41	Robert Mosbacher	35	29	40	18	29	140	191
27	48	George Peck	34	33	37	26	38	23	191
28	63	Mark Denebeim	39	39	9	42	41	22	192
29	73	Dave Huck	25	19	16	41	47	47	195
30	39	Greg Lowe	61	43	11	20	24	37	196



31	34	Landry/Kinsey	37	47	42	22	25	28	201
32	02	Steve Law	9	154	31	48	40	40	222
33	76	Ray Delrich	29	18	52	39	17	DSQ	226
34	08	Lewis Conger	19	51	28	37	50	43	228
35	66	Makoto Uematsu	43	32	61	32	27	34	229
36	55	Billy Smith	10	22	43	59	51	51	236
37	36	Steve Levitus	17	171	6	35	163	46	238
38	67	Robert Wilkins	57	35	4	DSQ	32	42	241
39	04	David Bond	11	55	36	46	57	41	246
40	03	Fred Bonati	40	156	29	RET	23	27	246
41	05	Jeff Callard	20	28	58	36	DSQ	36	248
42	24	Johnston/Johnson	54	52	17	51	48	33	255
43	37	Jeff Littlin	55	25	64	25	52	35	256
44	09	Cranmer-Brown/Molinari	44	168	32	29	39	144	256
45	25	Dave Jones	22	34	41	DSQ	42	54	264
46	46	Andy Parker	49	P45	47	31	37	55	264
47	65	Makoto Namba	56	49	51	33	34	45	268
48	19	John Gulliford	64	48	33	43	35	49	272
49	60	Sadao Suwa	146	23	67	38	DSQ	29	274
50	18	James Foster	45	37	53	154	53	32	274
51	16	Doug Elder	21	53	65	57	31	48	275
52	57	Chuck Steward	41	59	38	47	44	52	281
53	58	Michael Stone	DNF	50	60	44	36	25	286
54	61	Ben Taves	DSQ	31	124	21	DNF	DNF	289
55	51	Plumer/Gayle	51	45	22	49	59	DNF	297
56	12	Doug DeCluitt	31	62	50	DNS	46	50	310
57	35	Larry Levit	47	67	171	6	60	61	312
58	38	Darrel Louis	18	68	54	62	56	58	316
59	62	Doug Taylor	68	41	49	54	45	167	324
60	42	Phil Myers	67	60	59	53	43	44	326
61	43	Christopher Nimmer	50	61	34	50	66	66	327
62	07	Wayne Clough	59	170	30	52	63	57	332
63	70	Toyokazu Yamada	P42	66	55	55	64	62	344
64	72	Carlos Alvarez	66	46	PMS	48	55	64	350
65	69	David Whitlock	58	64	63	60	54	63	362
66	17	Terry Flannery	46	70	66	DNF	58	56	367
67	22	Jon Hewitt	62	69	56	61	62	174	384
68	14	Bill Drummond	65	58	DSQ	DNF	61	59	385
69	26	Mark Jones	60	65	176	170	65	65	401
70	44	John Notman	63	63	PMS	DNF	DNS	DNS	410

Baylis (71), Madrigali (75), Klein (4171) and Kostecki (4041) round hull to hull at weather mark.

Photo courtesy of Bay and Delta Yachtsman



# Isler Team Wins 1987 Rolex International Women's Keelboat Championship



Roland Puton, President of Rolex Watch, U.S.A., presents the Rolex Oyster Perpetual Trophy to the winner of the sixth race, and 1987 Women's Keelboat Champions (from left), J.J. Isler, Pamela Poletti, Sue Blackman, Jennifer Dunbar, and Pat Raymond.

San Diego sailor J.J. Isler steered her crew of Sue Blackman, Jennifer Dunbar, Pamela Poletti and Pat Raymond to an impressive win over 44 teams at the 1987 Rolex International Women's Keelboat Championship. The biennial regatta, inaugurated in 1985 by the USYRU Women's Coordinating Committee, was hosted by the Ida Lewis Yacht Club in Newport, Rhode Island, October 2-9. Rolex Watch, U.S.A., long associated with yachting and the recognition of excellence in the sport with its Yachts-

woman and Yachtsman of the Year Awards, sponsored the event which drew teams from eight countries. Participating were 35 boats from the U.S., two each from West Germany and the Virgin Islands, and one apiece from Bermuda, Great Britain, Italy, Japan and Sweden.

Isler was named 1986 Rolex Yachtswoman of the Year and is currently campaigning for the 1988 Olympics in the Women's 470 Class. Other Rolex Yachtswomen participating in this event were Betsy Gelanitis Alison of Newport; Heidi

Backus of Vermilion, Ohio; Lynne Jewell of Newport; and Bonnie Shore of Middletown, Rhode Island. With a dozen Olympic hopefuls from the 470 Class, and the winners of the Adams Cup in 1985 (Cory Fischer) and in 1986 (Cathy Chrisman Swanson, Ann Boyd and Carolyn Griffith) also among the competitors, the level of talent was high. Foreign sailors were well represented by returning skipper Debbie Gorrod of Great Britain, who won the 1985 Macnamara Bowl sailed in J/24s, and Japan's Yumiko



Takano, winner of the 1984 All-Japan J/24 Ladies' Championship and 1985 skipper returning as crew for Mitsuko Nakajima, winner of the same All-Japan event in 1987.

The seven race, one throwout series tested team skills in every kind of wind conditions including heavy air races, where broaching or not broaching influenced finishing positions, as well as light to medium air races characterized by dramatic wind shifts. Rhode Island Sound and Narragansett Bay were the setting for the races sailed on Olympic and windward-leeward courses. Rules for sponsorship were relaxed for this event, allowing the name, and product name or logo of the company or other organization to be displayed on the clothing worn by the crew of the yacht, with total advertising per item of clothing required to fit within a rectangle not exceeding 900 sq. cm.

Said by many to be the most colorful contenders ever to dock in Newport, the competitors chose some unusual names for their yachts. The Swedish team came up with *No Bananas*, partly because a Polynesian superstition is that it is bad luck to have bananas on boats. *Well Endowed* was named, in part, for the crew's large number of sponsors . . . , and *Virgins for Sail* was the boat sailed by a Virgin Island team.

Isler broke away from the fleet to win three races, taking a second, an eighth, and a 16th to round out her finishing positions. With a low point total of 29 points (one point for first), she posted one point less than Cory Fischer, sailing with Mary Brigden, Dina Kowalyshyn, Susan Dierdorff Taylor and Trish Yeoman. Before the finish of the seventh and final race, Newport's Nancy Haberland and crew of Meredith Adams, Ellen Field, Deborah French and Lee Parks had the only chance of beating Isler in the point standings. Isler, however, committed herself to covering Haberland, no matter where it took her on the course. Haberland finished 19th in that final race falling to third overall, nine points behind Fischer who took a seventh race win to improve her score. Isler, deep in the fleet herself, dropped out of the last race, using it as her throwout.

Trophies were awarded for first in each race. Isler, who took home the most silver, received an engraved tea service. She also won the Rolex Oyster Perpetual Trophy, a 14 inch Gorham silver bowl, presented to the winner of the sixth race. A special midweek winner's trophy went



Lynn Jewell, sailing Aja Minor (4357), heads upwind amidst boats approaching leeward mark under spinnaker.

to Nancy Flynn, of LaPorte, Texas, sailing with Denise Helm, Linda Holle, Sandra Newberry and Cindy Stieffel. The perpetual trophy of the championship, an elegant crystal bowl donated in 1985 by

the Swedish J/24 Class and the Orrefors Company of Sweden, will have as its second inscription the names of the Isler team members.

"The skill ran deep in this regatta,"

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said J.J., who is used to racing against 80 or more top 470 teams in world competition. "A combination of boat speed, playing the right shifts, and a little luck helped us pull out from the fleet in a few races; but tactically, so many teams were so good that it sometimes compressed everybody into positions where you couldn't get ahead."

The social schedule included an opening night cocktail party at the Ida Lewis Yacht Club, an evening buffet at the home of Bob and Mary Johnstone, a dinner hosted by ILYC at the Newport Harbor

Center, and an informal party at the Museum of Yachting at Fort Adams. Culminating the week's activities was the reception and awards presentation sponsored by Rolex Watch, U.S.A., at the Marble House mansion. Before awarding the overall winner's trophy, Roland Puton, President of Rolex Watch, U.S.A., said, "Rolex has been involved for 25 years in yachting in Newport. This women's championship is very special. You are all winners, you are all champions, and you are making yacht racing history."

Event Chairman Ann Conner, of

Newport, who is also a member of the USYRU Women's Coordinating Committee said, "The event is right for the times, providing the great number of women keelboat and offshore sailors throughout the world with a high quality racing opportunity. The regatta also gives top female one-design sailors, who have raced against the best in their own classes, a chance to test their skills against their counterparts from other classes."



## 1987 Rolex International Women's Keelboat Championship Newport, Rhode Island October 2-9

POS	SAIL	YACHT	SKIPPER	1	2	3	4	5	6	7	TOTAL
1	3	Whiteout	Isler	2	16	1	8	1	1	DNF	29
2	2907	Hot Mama	Fischer	7	PEN	4	5	3	10	1	30
3	4358	Rail Meat	Haberland	12	13	2	1	5	6	19	39
4	4123	Flamingo	Backus	DSQ	9	10	2	23	3	4	51
5	92	Hagstromer	Nylen	14	4	14	4	13	16	2	51
6	1557	Insured Success	Wallace	35	7	3	7	4	14	17	52
7	4009	Endless Summer	Flynn	1	5	9	27	7	DNF	5	54
8	4351	Stud Muffin	Alison	24	1	PMS	PEN	2	2	8	60
9	2	No Banana	Robinson	6	DSQ	7	9	10	9	26	67
10	4357	Aja Minor	Jewell	4	21	PMS	14	12	13	12	76
11	2160	Sleeper	Robinson	18	22	12	12	15	5	18	80
12	4396	Just Like Downtown	Swanson	3	15	16	PMS	PEN	7	15	83
13	4040	Slave to Fashion	Altman	39	3	13	PEN	9	18	23	87
14	134	Twisted Sisters	Beigel	5	10	11	PMS	30	25	6	87
15	3471	Fourplay	Swanson	13	29	15	20	20	11	11	90
16	1146	Opus	Altreuter	26	28	6	10	33	12	13	95
17	21	Gruppo Sportivo	Zeigler	42	19	5	16	26	8	24	98
18	4093	Miss America	Olsen	38	17	20	18	22	15	10	102
19	1163	J De Vivre	Hix	10	23	DSQ	15	14	17	25	104
20	4334	Light Spirit	Wilson	8	34	28	6	35	23	7	106
21	1952	Fin	Hall	17	18	8	PEN	6	DSQ	22	106
22	111	O'Reilly	Baker	15	39	21	19	8	22	21	106
23	1066	Electric Pumpkin	Spangler	22	DSQ	DSQ	3	18	4	20	112
24	1617	Well Endowed	Yinling	11	24	17	30	31	31	3	116
25	12	Road Toads	Chatfield	29	11	32	22	19	30	14	125
26	26	Willie Nelson	Massone	40	8	19	PMS	28	24	9	128
27	4300	Obstreperous	Johnstone	23	20	26	28	11	35	36	143
28	2617	Coal Pile Express	Lockwood	28	2	30	21	36	33	32	146
29	2853	Rag Doll	Wullbrandt/Collins	27	26	22	37	38	20	16	148
30	3477	Lola	Scheder-Bieschi	DSQ	6	PMS	17	16	28	DSQ	157
31	2923	Menage	Pincus	9	36	33	26	29	27	35	159
32	1878	Taxi Dancer	Milberg	32	12	25	32	41	19	DNF	161
33	2773	Insatiable	Gorrod	19	PEN	WDR	23	32	21	28	164
34	4397	Touch of Gray	Thompson	36	25	DSQ	24	24	32	31	172
35	4	Mr. "C"	Nakajima	16	32	PEN	PMS	25	26	37	173
36	624	Grand Illusion	Scowcroft	21	PEN	29	36	37	29	33	185
37	4018	Rudolph	Duffy	20	37	PMS	29	34	39	29	188
38	4338	Estrogen	Kessler	33	30	18	DNF	DNS	34	34	194
39	2277	Stealth	Graf	25	40	24	34	DNS	DNF	30	198
40	3688	Rum Squall	Grimmitt	34	33	23	35	40	37	39	201
41	5	Virgins for Sail	Frank/Mullen	PEN	35	DSQ	33	21	36	38	203
42	459	Moonfish	Hawkins	31	WDR	DNS	31	27	DSQ	27	206
43	2208	Sorcerer	Nicholson	41	38	31	38	39	38	40	224
44	2781	Nighthawk	Hulitar	37	WDR	34	WDR	DNS	WDR	41	247





Photo by Laura Stumpff

Prime Interest completes the jibe as Sly (2118), Monster Fish (634) and Flying Colors (2842) approach the jibe mark at Western Open.

## Western Open Qualifies Two for '88 Worlds

by Jim Dinn

Finishing 1-2 in the final event of the 1987 Texas Circuit, the Western Open Regatta held in Corpus Christi, August 22-23, Jay Lutz and Kelson Elam qualified to attend the tenth J/24 World Championship in Sydney, Australia, in January, 1988.

The venue was Corpus Christi Bay, site of the 1988 North American Championship. The fleet consisted of forty-one crews, including the leading competitors in the Texas Circuit, Toby Darden on *US*, Jay Lutz on *Syzygy*, and Kelson Elam on *Surfer Girl*, as well as National level competitors, Rick Peper and J/24 Class Executive Director Dick Tillman.

The Race Committee Chairman (and former J/24 sailor), John Shepherd, conducted a world class event. The wind conditions on August 22 varied from 8 to 18 mph from the east, southeast with an unexpected easterly shift in the middle of the second race. The fleet exhibited extremely aggressive starting tactics, resulting in two general recalls before each race. All four races in the regatta were finally started under the "sudden death, one minute rule." The Olympic course was sailed, with the 1.5 mile weather leg adjusted for shifts each time around.

Scott Young, sailing Toby Darden's *US*, took the first race, followed closely by Mike Haggerty and Glen Darden on *Thunderstar*, and Fred AmRhein on *Flour Power*. The breeze picked up in the afternoon to 12 to 15 knots and uncharacteristically

shifted to the left on the first weather leg, mixing the fleet thoroughly during the second race. Jay Lutz on *Syzygy* took the first gun, with Tony Nunes on *Tallawah* finishing second, and Mark Hallman helming *Monster Fish*, finishing third. The third race, sailed in 15 to 18 knots on the characteristic C. C. Bay's short steep waves, ended with *Monster Fish* in first, and Marvin Beckman on *Hot Blooded* in second, with Jay Lutz close behind in third. Kelson Elam showed consistency with a 6-8-6 for the first day.

Sunday's race was delayed awaiting a settled wind pattern and was finally started in less than eight knots of easterly wind. The fleet was guessing when and if the breeze would shift back to the south. Kelson Elam was able to keep up boat speed and ended up first, with Ward Pitard's *Cheap Thrills* and Dave Broadway's *Superman*, second and third. Ten boats were over early in this fourth race and were scored P.M.S. under the one minute rule.

Jay Lutz had the best overall finishes with 5,1,3,5, followed by Kelson Elam with 6,8,6,1. These two helmsmen have qualified to attend the '88 World Championship in Sydney, Australia, in January. The winner of the 1987 Texas Circuit is Kelson Elam, with Peck/Pitcairn's *Monster Fish* taking second, and Toby Darden on *US* finishing third.

J/24 Fleet 3 and the Corpus Christi Yacht Club were proud to host the Western Open again this year, and look forward to seeing many of our old friends and competitors at the North American Championship in June, 1988, on C. C. Bay.



## Sunshine State J/24 Championship Weekend is Big Success

by John Landry

The 2nd Annual Sunshine State J/24 Championship Weekend, hosted by the Platinum Point Yacht Club and Leeside Fleet 120 on April 25-26, was a huge success. The five race series was sailed on Charlotte Harbor, "the finest body of water in all of Florida for one-design sailing," according to Charlie Shumway, of Naples, who sailed his J/24, *Etera*, in the regatta.

All competitors agreed that the Race Committee, headed by Wally Morrow of PPYC, did an outstanding job in getting three races off on Saturday, and two on Sunday. Saturday's races were sailed in northwesterly breezes of 12-15 knots. After three races, five boats were within striking distance of first place. The Taylors held first, with Landry/McKegney 2 1/4 points behind and Chris Morgan, of Tampa, Jim Kinsey, of Ft Myers, and Charlie Shumway, of Naples, all very close. The Taylor family, of Tampa, sailed most consistently with two firsts and a fourth. Sunday was no different for the Taylors, as they continued their flawless trend to get two more bullets on Sunday, which clinched an overall first place for them. Landry/McKegney followed in second, with Chris Morgan only 1/4 point behind in third.

Marina Ship and Grocery of Burnt Store Marina provided four kegs of cold Coors for after-race socializing.

The Sunshine State J/24 Championship will also be the District 10 Championship in 1988. Be looking for a notice on this; it promises to be one of the best District Championships yet.

### Sunshine State J/24 Championship April 25 & 26 (Top 10 of 17)

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	2436	Taylor	4	.75	.75	.75	.75	7
2	4270	Landry/ McKegney	.75	5	2	7	4	18.75
3	3956	Morgan	6	3	3	4	3	19
4	1041	Shumway	2	6	6	3	7	24
5	2915	Kinsey	5	2	4	8	6	25
6	3205	Brown	3	4	PS	2	5	32
7	243	Meyers	7	9	5	5	8	34
8	953	Cook	8	7	7	10	2	34
9	2433	Pickens	9	11	8	6	14	48
10	1762	Mattson	12	10	10	13	9	54

## Fleet 26 Goes Strong

by Janet Laffitte, J/24 Jailbait

This year's Seattle J/24 fleet racing has been the most successful yet. The weekly Tuesday night racing on Lake Washington brought out 30-plus boats, doubling last year's racing fleet. The race committee hadn't anticipated such a large fleet and, as a result, took a few hits at the starting line. Adjustments were subsequently made!!

The level of competition has strengthened with the addition of gold medalists Steve Erickson, Carl Buchan, and occasionally his father, Bill Buchan. We even converted local big boat owner (*Flying Machine*) Charlie Walsh to buy a J/24! There

were also a lot of new sailors who joined the fleet. To assist them, and keep their interest level going in the fleet, we held a seminar on basic J/24 sailing techniques, organized by a local sailmaker but taught by fleet members who have been racing the boat for a number of years. Since there were so many new faces we tried to hold BBQ's periodically to get to know one another.

At the District Championship in Portland, Oregon, Seattle sailor Harry Dursch's *Self Abuse* took first place honors. The fleet also sent five J's to the North Americans in San Francisco (second largest contingent behind the North California boats).

Fleet 26 utilizes an informal protest hearing method, which we pass along to other fleets for their use. For each series, one J skipper is designated as the adjudicator of protests. When an infringement occurs, the protesting yacht contacts the designated adjudicator and the infringing yacht. After the race, the parties meet in the bar and discuss the protest. The adjudicator either makes his ruling there or has a decision by the next race day; he also notifies the race committee of the result. The process has been very successful. It's informal, it's friendly and it eliminates the long wait of the standard procedure with a protest committee.

We look forward to continued interest for the 1988 racing season.



District 19 Governor, Harry Dursch, sails to weather mark with Mount Ranier in background.

## WYRA of Tampa Bay Challenges Area D at Adams Semi's

by Sherry Welch

Two crews from the Tampa Bay Area are vying for the semi-final championship for Area D for the Adams Cup, the U.S. women's sailing championship regatta series, sponsored by the United States Yacht Racing Union. The skippers of both crews are WYRA, Tampa Bay members. Nancy Graham, who skippered her own J/24 *Frolic*, to a five bullet winning streak in the quarter-finals at Clearwater Yacht Club in May, has an impressive record of past Adams Cup attempts, having been as far as the finals just two years ago. This year her crew includes Janice Robertson and Sue Reischmann, who were both crew members on the winning team in 1979. Nancy and crew were sponsored to the quarter-finals by St. Petersburg Yacht Club. Sandy Scheda, sponsored by Davis Island Yacht Club, skippered a borrowed





Photo by Chip Harris

Sandy Scheda and crew (2913) in close maneuvers with Jane Anne Pincus (Menege) and others just after jibe mark in Adams Area D Quarter-finals race.

J/24, *Incredible Hull*, to a strong second place in the quarters, finishing 2,3,4,3,2. Since this year Florida may send two entries to the Area D semi-finals, Scheda's crew has also been advanced to the semi's at Nashville's Percy Priest Yacht Club, Sept. 18-20. Area D includes Florida, Georgia, Alabama, Mississippi, Louisiana, Tennessee, South Carolina, North Carolina and Puerto Rico. This year the semi's for Area D will be sailed in J/22s; the finals for the Adams Cup will be raced in J/24s at Coral Reef Yacht Club in Miami.

This is not the first time the Graham/Scheda crews have challenged each other for the coveted Adams Cup. Two years ago they clashed at the quarter-finals; that year Scheda finished first, Graham second. Then, as again this year, two crews were allowed to be sent to the semi's from Florida, and so Graham was also advanced to the semi's in New Orleans. Graham ended up taking a first at the semi's and continuing on to the finals in Chicago before she was eliminated. Last year both women again made their bids for the Cup; the quarters were held at Coconut Grove Sailing Club in Miami. Both Scheda and Graham experienced bitter disappointments in 1986. Graham, having trailed her J/24 from St. Petersburg to compete in the "bring your own boat" quarter-finals, was struck hard from astern in a jibe rounding, losing her rudder. Scheda's crew took a beating in the 25 knot-plus breezes in a locally borrowed J/24 when the main halyard shackle broke on Day One, and then again on Day Two, when they blew out their genoa early in the first race. Scheda, a strong contender in 1986, was especially disappointed.

For '87, Scheda and crew feel they are once again strong contenders, in spite of Graham's impressive victory in Clearwater. They feel especially equipped to handle a round robin

competition. "Most of the competitors are accustomed to racing one J/24, usually their own, or one they can borrow consistently," explains crew member, Penny Hall. "We, on the other hand, race a different boat every race. We don't have the luxury of continuity, and so we aren't easily thrown by a change of boat - we are probably more adaptable." Scheda's trimmer, Sherry Welch, is an owner/skipper of a J/27. Welch feels, "The biggest change from the J/24 to the J/22 will be for Sandy at the helm. The boats handle very differently. The rest of us will be working on different timing and weight placement."

You can bet both of these competitive crews have been using the summer to get practice time on the J/22. And both skippers will be ready to meet each other again, as well as the rest of Area D in Nashville in September.

## BOATS WANTED

**YMCA** Camp Letts is seeking donations of J/24's, equipment and sails. Gifts are tax deductible and will be utilized in ongoing instructional and racing programs by one of the nation's top camp sailing programs.

*For more information contact:*

**Jeffery Butcher, Director  
BOAT DONATION PROGRAM  
YMCA Camp Letts, P.O. Box 208  
Edgewater, Maryland 21037  
(301) 261-4286**



Drifting along during Saturday afternoon race at Southwest Championship.

## Yan Rogers Wins 52 Boat Worlds Qualifier

by Hanns Hirschberg

The 1987 Southwest Championship, held May 23-25 at Rush Creek Yacht Club on Lake Ray Hubbard east of Dallas, drew 52 boats with several from distant states like Kansas, Colorado, and Tennessee, besides the regulars from Texas, Oklahoma, and Louisiana.

Friday afternoon and Saturday morning were used for registration, boat inspections, and sail stamping – all very routine – until John Peck, District 14 Governor and new J/24 National Class Technical Wizard, together with Jim Anderson

and his helpers, broke out the J/24 Class keel templates and administered "courtesy" keel measurements to all boats. Many keels were found to be below minimum, some were very fat but legal. In spite of some serious moaning by full-grown men, the key point was made that there was no need to head off for San Francisco unless things were put in order first. All boats were allowed to race but put on notice for future events. It was an enlightening experience.

Only one race came off in extremely light and shifty conditions Saturday afternoon. Jim Anderson from RCYC, sailing *Graybeard*, made all the right moves and kept his boat moving to win by a substantial margin, followed by Toby Darden on *US*, Marvin Beckman, on *Hot Blooded*, and Michael Kegler, a local, on *Wicked Wahine*. One sailor claimed to have gone from 5th to 45th on the first leg.

The second race was run Sunday morning in light to moderate wind – and, after a few general recalls, the race was on. Toby Darden won this race, followed by Dallas sailer Kelson Elam on *Surfer Girl*. In third place was Yandall Rogers sailing with Jim Brady on *Bullwinkle* (Hull 3418, Sail 571); they would only improve from here on out! Jim Anderson finished fourth.

Two races were sailed in 12 to 15 knots of breeze Sunday afternoon. Until now no PMS's (general recalls have to stop some time) or DSQ's had been earned. In the third race, six boats each garnered 53 points – four over early and two tossed out. The race was won by Mike Haggerty with Glenn Darden on *Thunderstar*, followed by Rogers/Brady, Jim Anderson, and Toby Darden.

The second race that afternoon, the fourth in the series, held no surprises for Yan Rogers on *Bullwinkle*, as he broke out early, sailed up front, and won going away. In second place was the local boat *Slick* sailed by Steve Andre and Mike White, followed by Haggerty/Darden on *Thunderstar* and Leroy Patton on *Lookma*, an Oklahoma boat, in fourth place. The big surprise to everyone was that the sky fell in on Jim Anderson and his crew

### Rush Creek Yacht Club J/24 Southwest Championship May 23-25, 1987 (Top 20 of 52)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOTAL
1	571	<i>Bullwinkle</i>	Rogers	6	3	2	1	1	13
2	4144	<i>U.S.</i>	T. Darden	2	1	4	13	9	29
3	3481	<i>Thunderstar</i>	Haggerty/Darden	11	10	1	3	17	42
4	634	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	5	18	10	7	6	46
5	3912	<i>Wicked Wahine</i>	Kegler	4	11	5	18	12	50
6	3694	<i>Surfer Girl</i>	Elam	8	2	22	12	15	59
7	2848	<i>Disirregardless</i>	Mosbacher	9	30	11	14	3	67
8	1565	<i>Tallawah</i>	Thompson	17	23	7	8	13	68
9	3263	<i>Wild Kingdom</i>	Jacobs/Huber	10	12	27	15	8	72
10	1040	<i>Graybeard</i>	Anderson	1	4	3	53	16	77
11	2107	<i>Spread Eagle</i>	Brandon/Irwin	16	7	34	20	4	81
12	3802	<i>Movin' On</i>	Meric	33	6	6	22	20	87
13	2544	<i>Lookma</i>	Patton	26	5	53	4	2	90
14	3204	<i>Bruiser</i>	Devoisin	19	22	14	29	7	91
15	1586	<i>Hot Blooded</i>	Beckman/Stupp	3	9	31	9	53	105
16	5307	<i>No Name</i>	Irwin	14	31	20	19	24	108
17	1158	<i>Pearl Necklace</i>	Andre, Jr.	29	29	38	6	10	112
18	2973	<i>Smokin'</i>	Law	13	20	53	16	14	116
19	2380	<i>Superman</i>	Broadway	7	41	53	5	11	117
20	2104	<i>Kiss It Good-bye</i>	Tears/Johnson	20	26	15	53	5	119



on *Graybeard*. In serious contention with 7 $\frac{3}{4}$  points until then, they were at one time spotted wrapped around the weather mark with boats all over them. They finally extricated themselves and finished 39th. To add insult to injury, Jim, a Senior USYRU judge himself, was disqualified in a protest arising out of the melee at the mark and awarded 53 points. It was not a nice birthday present at all!

Six kegs were drained easily by the contestants in after race get-togethers. Video replay got lots of attention, especially mark roundings, starts, and finishes. The club served an excellent barbecue dinner and furnished country-western-rock music until late that evening.

The fifth and final race, held Memorial Day morning in a 12-15 knot breeze – and after the obligatory general recalls, was under way with all the top players somewhere in the front row seats. Several who were over early and had not restarted were met with deathly silence at the finish line, but had lots of fun sailing with the leaders for the whole race. Rogers/Brady got their second bullet and capped off a beautifully sailed series in a large and competitive fleet. Second was Patton on *Lookma*, third, Robert Mosbacher on *Disirregardless* and fourth, Chris Brandon with Dave Irwin on *Spread Eagle*. A special treat was in store for out-of-town boats finishing early in this race as they were handed sequentially numbered lift-out cards on the water which avoided the normal bumper cars game at the hoist. This gimmick self-policed the lift-off order and worked so well that all out-of-town boats were packed with masts down by the time trophies could be given out. (Well, there was some delay due to protest hearings.)

The regatta was well managed with good races run by Bob Gough, Principal Race Officer, and protests heard by three jury panels composed of a majority of USYRU judges headed by Chief Judge Randy Robinson. At a recent J/24 racing clinic held at RCYC by Larry Klein, we heard a lot about "avoiding the big mistake". There were some examples of this here; yours truly would like to add the corollary, "avoiding two big mistakes." Everyone had a good time and, with lots of volunteer help, this 10th Anniversary of the J/24 Southwest Championship at Rush Creek Yacht Club lived up to the reputation established over the years. We'll do it again next year!



The fleet lines up for the start of Sunday morning's race.

## Fleet 96 Lake Geneva

by John Mick

The Lake Geneva J/24 Fleet will not complete its three summer series until Labor Day weekend; however, as of August 16th, it appeared that Clayton Gaylord (with a little help from Bill "Smiles" Freytag) had steered *Jade* into first place in the championship series. John Mick, along with wife, Cheri, and converted ace C boat crew, Jack Peterson, as regular crew members, were sailing *Spot* solidly in second place, with a slim chance to catch *Jade*. Third place contender, Rod Reiger and his *Right Stuff* crew, proved to be fast when the wind came up, as was Tom D'Arcy, on *Windswept*, who looked good in a late season win.

In the B series, *Spot* was in first place, with *Jade* close behind in second and *Right Stuff* rounding out the top three. The C series, sailed on Friday nights, was pretty well locked up by *Spot*, with newcomer Pete King in second, and Skip Ballje in third.

Overall, the 1987 season was very successful, with only a few races lost to light breezes (and one to a squall). In addition to a couple of B series guest appearances by Harry Melges, who was preparing for the Worlds in Italy, the fleet also enjoyed their social events including a "beer and brat" party at Clayton Gaylord's lakefront home.

Following completion of the summer series, Fleet 96 will sail a Fall series into late October. We all look forward to the fleet's continued enthusiasm to carry us into an even better season in 1988.

## 1987 Firecracker Won by Sea Cup

by Chip Eval

J/24 Class newcomer, Charles "Corbo" Corbishley, won an exciting five-race Firecracker Regatta on Lake Ontario, July 3-5 against a fleet of 17 boats. Hosted by Rochester Yacht Club, the event was held in conjunction with the annual Soling "Firecracker" event.

Conditions for the three days of sailing ranged from warm and windy to light and variable. Corbo sailed consistently, finishing every race in the top five, to defeat another new J/24 skipper, Steve Callison, by three points.

Callison, sailing *Sting* (468), started out strong in the first race with a 10-length victory over Larry Gaenzle (*Leading Edge*, 4110) in an increasing northerly. Third went to John Texter in his well-prepared *Aragorn* (2250), with Corbo (*Sea Cup*, 4333) close in 4th place.

Corbo got cranked up in Friday's second race, beating well-known class veteran Gunther Buerman, with Don Lasky from Lake George in third. Callison dropped to 7th in Race 2. At the end of the day, Corbo had a three point lead over Callison, with Buerman, Lasky and Mike Nahmias rounding out the top five.

Saturday dawned bright, clear and windy, with a 15-20 knot northwest breeze blowing 2-3 foot seas along the Rochester shoreline. Typically, holding toward shore on the beats can produce good results, but on this day, playing the substantial oscillating shifts up the middle worked best. In Race 3, Buerman found a burst of excellent boatspeed and left the fleet, sailing full-and-by with his genoa while some lighter crews struggled to



stay flat. Reid Stava (*Bateau Blanc*, 4278) got his new boat cranked up as well, with Ben Taves, 3rd, and Corbo hanging tough in 4th.

Conditions moderated slightly in Race 4, allowing the entire fleet to sail the beats with genoas. Again, Buerman enjoyed a boatspeed edge and outdistanced the competition, with Corbo, 2nd; Callison, 3rd; and Lasky, 4th. Heading into Sunday's finale, the regatta was shaping up to be a dogfight between Buerman and Corbishley. Callison had a shot at the victory if both the leaders faltered, and Lasky needed a two-three finish, as he carried a 13th from Saturday's morning race.

Sunday's final race was a completely different affair! The wind was still northwest, but much lighter. Huge windshifts, holes and flat water were the order of the day.

Callison once again showed his tactical ability and light air

finesse, bringing *Sting* across the finish line first. Mike Nahmias (*Life in the Fast Lane*, 790) also found the handle, finishing 2nd; with Taves, 3rd; Corbishley, 4th; and Stava, 5th. Buerman faded to 10th in the finale, giving Corbo and the crew of *Sea Cup* a well-deserved and hard-fought victory in the regatta.

Rochester Yacht Club always does an outstanding job at the Firecracker Regatta, and this year was no exception. Square starting lines, long fair beats and clear race courses help make the competition fun. The social side of the Firecracker is also a drawing card. Fran and Jerry Castle graciously hosted both the Soling and J/24 fleets at their beautiful beachfront house Friday evening, complete with a fireworks show on the beach after dinner.

The Firecracker has become a popular J/24 event on Lake Ontario, and the enthusiasm of this year's participants virtually insures increasing attendance in the future.

### 1987 Firecracker Regatta July 3-5, 1987 Top Ten

POS	SAIL	HELMSMAN	1	2	3	4	5	TOTAL
1	4333	Charles "Corbo" Corbishley	4	1	4	2	4	15
2	468	Steve Callison	1	7	6	3	1	18
3	4250	Gunther Buerman	7	2	1	1	10	21
4	657	Ben Taves	12	4	3	9	3	31
5	4278	Reid Stava	9	11	2	7	5	34
6	790	Mike Nahmias	6	5	12	12	2	35
7	4294	Skip Shumway	5	8	10	6	8	37
8	2021	Robert Castle	13	6	7	5	9	40
9	4110	Kay Rote & Larry Gaenzle	2	10	11	11	7	41
10	3889	Don Lasky	8	3	13	4	13	41



Corbo Corbishley, winner of the 1987 Firecracker Regatta, hosted by Rochester Yacht Club over the Fourth of July weekend.

## Fleet 61 is Revitalized Under New Leadership

by Lowell B. Copeland

Fleet 61 of City Island, NY, in the western end of Long Island Sound, has for many years been dominated by the forces of PHRF racing in the area, and a successful one-design racing program has been slow in taking hold. This year under the energetic guidance and inspiration of our fleet captain, Paul Beaudin, J/24 racing has come back solidly in this area. Paul, Lowell Copeland and Francine Alheid worked very hard to contact J/24 sailors in the area and get them out to the races. Paul was able to get J/24 starts in the City Island Cup, a series of four races over two weekends, and at the Larchmont Race Week. Fleet 61 also began a weekend series on Saturdays which did very well early in the season, but slowed down in July when lots of people went on vacation. The series will continue for the rest of the summer and into the fall. The highlight of the fall series will be the District 3 Championship which is being hosted by Fleet 61 and the Stuyvesant Yacht Club of City Island.

The other big area of racing for the J/24s in our area is the Wednesday night, Eastchester Bay YRA Series. That series is currently being dominated in Division IV by J's. Kurdistan (Beaudin), Jubilant-ABJ (Copeland), and Scacco Matto (Guarini) hold the top three spots. The series will continue until



September 16. Paul Beaudin and *Kurdistan* locked the series early, with seven bullets in eight races.

The fleet championship was held at the Larchmont Yacht Club during the fabulous Larchmont Race Week. The results are listed below.

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	2782	<i>Cerianthus</i>	Furrie	2	1	2	5
2	455	<i>Earendil</i>	Nanni	1	DSQ	1	10
3	3941	<i>Water Color</i>	Alheid/Haberland	3	4	3	10
4	2557	<i>SKA</i>	Wilder	5	3	4	12
5	1706	<i>Blue J Way</i>	McQuiston	4	7	5	16
6	2606	<i>Jubilant-ABJ</i>	Tuff	6	2	9	17
7	3525	<i>Bravado</i>	Doyle	7	5	6	18
8	2339	<i>She Bad</i>	Newman	8	7	8	23

There seems to be three main elements which have contributed to the great success of this season. Leadership, Energy, and Communication. Paul Beaudin provided great leadership and energy, and the communication was handled through an amusing and weekly newsletter which was mailed out to every member of the fleet, to people in neighboring fleets and members of the YRA of Long Island Sound. People became more aware of our existence, and it made a difference. Fleet 61 is alive and well and living in City Island, NY.



Fleet 61's J/24s dominated Division IV of the Wednesday night, Eastchester Bay YRA Series.



Florida Yacht Club, assisted by Jerry Evans, FYC Fleet Captain; Walter Chamberlin, John Gervais and Pat Talbot, USYRU Judges; and Henry Mullen, RC Chairman, hosted the Area D Mallory Semi Finals.

## Mallory Area D Semi Finals

by Henry W. Mullen

The Florida Yacht Club in Jacksonville, Florida, held the Clifford D. Mallory semi final championship on July 11-12, 1987, for Area D. The regatta brought the best sailors from the southeast to participate in the round robin series utilizing six borrowed boats from Fleet 55 in District 10. Many thanks to Chandler Burroughs, Bill Durr, Peter Bream, Jay Cummings, Floyd Bates and Joe Tepas for loaning their boats and making this regatta successful.

Competition was brisk as the boats were made as even as possible and brand new sails were provided. Jim Taylor and crew from the Davis Island Yacht Club prevailed during the long, hot weekend in the light, shifty winds of the St. Johns River. Only one race was managed on Saturday due to diminishing wind, which forced a test of endurance with five back-to-back races on Sunday.

Congratulations to the winners and the best of luck in the finals.

### Mallory Area D Semi Finals

POS	HELMSMAN	YACHT CLUB	1	2	3	4	5	6	TOT
1	Jim Taylor	Davis Island Yacht Club	2	4	3	1	1	3	14
2	Robert Brennan	New Orleans Yacht Club	3	1	2	3	4	5	18
3	Greg Griffin	Rudder Club of Jacksonville	4	2	5	4	3	1	19
4	Pete Merrifield	Bay Wave Yacht Club	1	5	1	2	5	6	20
5	Jim Bryan	Dixie Yacht Club	6	3	6	6	2	2	25
6	Gil Samuelson	Augusta Sailing Club	5	DSQ	4	5	6	4	31



*Fleet 41 dresses up for annual sunset sail to Glen Edith restaurant on Irondequoit Bay.*

## Fleet 41 Flotilla Sail

by Reid Stava

On July 17th, J/24 Fleet 41 of the Rochester Yacht Club held its annual Glen Edith Flotilla Sail, in balmy 70° summer evening breezes. Created as a means of having a social activity using J/24s that involves non-racing spouses and potential new owners, the cruise consists of a short sunset sail to neighboring Irondequoit Bay, dinner at the bayside Glen Edith restaurant, and return. A feature of the evening is the dress code; jackets for the men; with cocktails and hors d'oeuvres for the guests. This year 35 skippers, crews, and spouses made the relaxing Friday night jaunt. The reputation of the fleet for having social/sailing mixers was enough to entice several non J/24 sailors to join the crowd, all of whom came away convinced that, despite the high level of competitiveness, J/24 owners really do have more fun!! Highlight of the evening was the surprise birthday cake, presented with thunderous singing and applause to Melanie Textor, who had been sidelined while recovering from recent foot surgery.

## Adams Trophy Area J Semi-finals

by Jane Watkins

Santa Barbara Yacht Club, in co-operation with USYRU Area J, played host to the 1987 Adams Trophy Area J Semi-finals on July 18 and 19. Teams of top women sailors from San Diego to Santa Barbara competed in the traditional series of five round-robin type races in J/24s. Every year since the Boston Yacht Club hosted the first Adams Cup in 1924, women from nine (eight until 1979) geographic regions in the country have competed in local and regional eliminations to win the right to represent their area in the Finals.

Each hosting yacht club of these area regattas endeavors to provide the best and most equal boats and equipment available, in recognition of the hard work and dedication of these winning teams. Six J/24s were borrowed at SBYC, and all of them were inspected by J Club President, Michael Baran, before the regatta started.

Leader of the pack in Race 1 was Suzanne Spangler from the Association of Orange Coast Yacht Clubs. Her crew which included Vicki Sodaro, Nancy Grams and Heather Anne Lock-

wood, said they partially owed their good races to the fact that they have had extensive practice in both heavy and light air. (The first three races were held in 15-17 knots, and the last two in 3-5 knots.) Suzanne and crew swept the series with 1,2,1,1,1, and will represent Area J in the 1987 Adams Trophy Finals, January 15-18, 1988, in Miami.

In second place was last year's Area Finalist, Carol Robinson of South Bay Yacht Racing Club, with her crew, Lenore Collins, Cari Billingsley and Elise Anderson. Other competing skippers included Betty Barr of San Diego and Leslie Holmes and Janie Wulbrandt of Santa Barbara.

The Area J Semi-finals was expertly organized by Kathy Fisher, Area J Adams Trophy Representative and USYRU Judge. Assisting her was Jim Rudy, General Regatta Chairman. The trophy presentation was well attended by dignitaries from both in and out of the sailing world, including Peggy Gregory, Commodore of the Southern California Yachting Association. Santa Barbara City Councilwoman, Jeanne Graffey, participated in a drawing which won Jane Watkins, owner of borrowed boat *She Bop*, a new jib made by Gary Swenson of Ullman Sails. Patagonia presented first place winner Suzanne Spangler and crew with new red Patagonia jackets. Carol Robinson and crew won the Ship Shape Award, which is getting to be a habit with them. Kathy Fisher was given a gift from the thankful group of competitors for a regatta well run.



*Suzanne Spangler (far right) and crew, winners of Area J Adams Cup Semi-finals.*



## District 7 Championship

by Hank Killion

On the weekend of August 8-9, the 1987 District 7 Championship was held at the Fair Haven Yacht Club on Lake Ontario. The event was sponsored by Coors Brewing Company, in cooperation with Onondaga and B.E. Wright Beverage Companies.

This year's competition was highlighted by perfect sailing conditions on Saturday, with sunny skies and 10-15 knot winds. Sunday brought heavy rains, and as a result of several general recalls, the final race could not be started before the 1:00 p.m. starting time deadline.

Kirk Reynolds won the championship, his third victory in six years. By winning the first three races, and having won the final four races at last year's Districts, he showed seven consecutive wins in District 7 Championship racing. Finishing second was Houghton Wetherald from Rochester Yacht Club, with Reid Stava, also from Rochester, in third.

This year's 33 competitors marked the largest turnout for a District 7 Championship. With next year's Districts scheduled for Rochester, a turnout of 40 boats is easily expected.



Charlie Murphy (2305) and Hank Killion (2331) come in for a close finish in the second race of the District 7 Championship.

### J/24 District 7 Championship August 8-9, 1987 Fair Haven Yacht Club, Fair Haven, New York (Top 15 of 33)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	US4154	<i>This Side Up Too</i>	Reynolds	1	1	1	2	5
2	US2422	<i>Javelin</i>	Wetherald	3	2	7	6	18
3	US4278	<i>Bateau Blanc</i>	Stava	2	5	12	1	20
4	US4250	<i>Partial Eclipse</i>	Buerman	8	3	2	12	25
5	KC2511	<i>Jack Rabbit</i>	Staniforth	4	8	13	3	28
6	US2705	<i>Cannon Fodder</i>	Cannon	9	11	3	8	31
7	US4121	<i>Bouncing Betty</i>	Kuhn	6	6	8	11	31
8	US4333	<i>Sea Cup</i>	Corbo	18	4	6	7	35
9	US4110	<i>Leading Edge</i>	Gaenzle	5	16	11	4	36
10	KC2218	<i>Plus Ten</i>	Chapman	15	7	4	13	39
11	US3727	<i>Rikki</i>	Davis	12	9	16	9	46
12	KC3307	<i>Quick Nick</i>	Nicoll	14	10	5	20	49
13	US2331	<i>Sea Monster</i>	Killion	20	15	9	14	58
14	US2021	<i>Ya Ya</i>	Castle	10	12	18	18	58
15	US4014	<i>Snafu</i>	Jordan	19	24	17	5	65

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### District 12 Championship

POS	YACHT	HELMSMAN	FLEET	1	2	3	TOTAL
1	<i>Flamingo</i>	Heidi Backus-Riddle	132	1	1	1	3
2	<i>Kicks</i>	S. Kalbfleisch	6	5	2	2	9
3	<i>Outrageous</i>	David Brandt	132	2	3	5	10
4	<i>No Svetl</i>	Greg Swetka	6	6	7	4	17
5	<i>Rajun Cajun</i>	Rick Adams	6	10	6	3	19
6	<i>Magic Twanger</i>	Dennis Rose	6	4	9	6	19
7	<i>Le Mutt</i>	John Kucharczy	6	9	4	8	21
8	<i>Surprise</i>	Robert Whalen	Kentucky	7	10	9	26
9	<i>Trouble</i>	Bob Seidel	102	3	8	15	26
10	<i>Treetop Flyer</i>	Jeff Hatt	6	8	12	7	27
11	<i>The Madam</i>	Randy Oates	Kentucky	12	5	15	32
12	<i>Cardinal</i>	James Milliman	Kentucky	11	11	11	33
13	<i>Blue</i>	Greg Henderson	Canada	14	14	10	38
14	<i>Blueprint</i>	Jane Adams	75	13	13	15	41
15	<i>Second Chance</i>	Brad Rohloff	6	15	15	15	45

## District 12 Championship

by Greg Swetka

This year's District 12 Championship was held in conjunction with the ILYA Put-In-Bay Regatta, August 3-5. The championship was sponsored by the District Governor, with help from individual fleet members and captains. We were able to obtain a new perpetual trophy of a J/24 half model donated by District 12's J dealers, Aggressive Marine of Mt. Clemens, Michigan, and Freeman Eckley, Inc., of Vermilion, Ohio.

The racing was held on 10-15 mile courses between and around the beautiful Lake Erie Islands. Sometimes the islands themselves were the rounding marks, and the finish line was beneath the bow of a lakes freighter perched up on a cliff that appears to be coming out of an island. Each race was started early in the morning (9:00 a.m.) in moderate breezes so that we were finished by noon to partake in all the shoreside activities. Many District 12 members played in the annual softball tournament, and more than twenty of us took the ferry ride to Lonz Winery for a taste of the local wines and swapping of race stories. In the evenings you could walk into any one of the half dozen or more watering holes on the one block "strip" and find J/24 sailors having fun.

Back to the racing . . . Our District's newest fleet, Fleet 132 in Vermilion, Ohio, sent half of their fleet to take home two-thirds of the hardware. Congratulations to Heidi Backus-Riddle on taking three straight bullets for the Championship. Fleet 6 sent seven boats on the three day journey by water which included a Friday night sail, a Saturday race down the Detroit River (dodging freighters and the Boblo boats) with a great dinner and party after, and an informal race to the islands on Sunday. We had one boat each from Fleets 74 and 102, and a pleasant surprise of three boats arriving from Kentucky and one from Ontario.

Following the District Championship, some boats raced on to Vermilion for the annual South Shore Regatta Friday and Saturday, August 8-9, hosted by the wonderful people of Vermilion Yacht Club. Steve Kalbfleisch on *Kicks!* won the Brown Trophy Race to Vermilion, and was second in the next series behind those invincible Backus girls, who once again aced all three races.

The 1988 District 12 Championship will be hosted by Fleet 6 and North Star Sail Club on Lake St. Clair, July 23-24, one

week before the Put-In-Bay Regatta. Sailors are welcome to trailer up and leave the boats here (Lake St. Clair) and then follow Fleet 6's route of fun and racing down to "the bay" and then to the South Shore Regatta, within a day's sail from home for Lake Erie boats. Imagine . . . in only one week's vacation, three regattas, three feeder races, trailer only one way, and the fun of the whole district doing it together! Get your vacations and crew lined up early for this one! Complete dates and contacts will follow in the next magazine, or contact Greg Swetka, District 12 Governor, 8080 Helen, Centerline, MI 48015; tel. H: (313) 754-9757, B: (313) 588-2124.



Heidi Backus-Riddle receives new perpetual District 12 Championship Trophy.

## Wet and Wild District 15 Championship

by Rich O'Donnell

The 1987 District 15 Championship will go down as one of the windiest, waviest, wettest and wildest J/24 regattas ever. Forty-seven J/24s from Michigan, Wisconsin and Illinois raced in the three day, five race series sailed in a classic Lake Michigan northeaster.

Two races were scheduled for Friday, August 21st. The race committee postponed the first race to allow the northwest wind to settle in. Settle in it did! At the start, the wind was blowing 25+ and at the finish, gusts hit 40 knots! Alex Meleney, in Fas-



tack, won the race which turned into a survival contest, with twenty boats dropping out. The second race was cancelled as the wind continued at 30+ with 40+ gusts.

Saturday turned into a full blown northeaster with six foot waves. Again the fleet sailed with jibs and a few reefed mains. Spinnaker work was tricky, and most of the fleet were showing off their keels at some point. *Perdido* (Elliot Rossen) won the first race, with Alex Meleney winning the second. To add to Saturday's excitement, *Taxi* managed to catch a big wave and flipped on her side just as she entered the mouth of the harbor, followed closely by the rest of the fleet. After about five minutes on her side and coming perilously close to the shore, she popped up and sailed back into the harbor. Not to be outdone, *Boondoggle* managed to do the same and buried her mast tip. Neither boat

was damaged, and both raced on Sunday.

Sunday was relatively moderate with north-northeast winds at 10-15 knots and a lot of leftover chop. *Perdido* won the first race, taking over first place for the regatta and setting the stage for a tight last race. The final race, started under a black flag, had the leaders on the wrong end of the starting line and the wrong side of the course. *Runaway* started at the pin, led the fleet around every mark and was never really challenged. The rest of the leaders worked their way back and *Perdido*, finishing sixth ahead of *Fastack*, won the regatta.

Sheridan Shores Yacht Club provided great races, under very tough conditions, and great facilities for the parties. Michelob and Bacardi sponsored the post-race refreshments. Thanks to everyone involved!

### District 15 Championship (Top 20 of 47)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOTAL
1	3883	<i>Perdido</i>	Rossen	4	1	2	1	6	14
2	3930	<i>Fastack</i>	Meleney	1	3	1	4	7	16
3	333	<i>Planet Claire</i>	Koten	3	2	6	2	5	18
4	2404	<i>P F Flyer</i>	Kaiser	8	8	4	6	3	29
5	4043	<i>Runaway</i>	Galloway	10	5	7	10	1	33
6	510	<i>Yo Mama</i>	O'Donnell	5	6	3	5	15	34
7	4040	<i>Slave to Fashion</i>	Brown/Hoffman	6	7	9	8	4	34
8	4280	<i>Banana Republic</i>	Lamphore	9	4	23	3	2	41
9	3836	<i>Point Blank</i>	Cameron	2	11	8	12	8	41
10	2352	<i>Den Nine</i>	Altman	15	9	10	14	13	61
11	3274	<i>Bonnie &amp; Clyde</i>	Segel	7	18	14	15	17	71
12	4096	<i>Taxi</i>	Laughlin	17	15	5	29	20	86
13	2578	<i>Silly Goose</i>	Strid	13	10	47	11	14	95
14	2020	<i>Boondoggle</i>	McKearnan/Tillow	12	16	13	26	28	95
15	4146	<i>Gangbusters</i>	Gannon	22	13	17	22	22	96
16	2236	<i>Off Course</i>	Strokirk	43	21	11	24	9	108
17	3246	<i>New Sense</i>	Soderberg	26	23	23	16	21	109
18	3273	<i>Silk</i>	Janssen	28	12	12	20	41	113
19	3928	<i>Fear &amp; Loathing</i>	Kracht	19	17	47	17	25	125
20	2828	<i>Barb</i>	Litner	29	26	16	30	27	128

## District 14 Championship – 1986-87 Texas Circuit

In Texas tradition, the largest J/24 event in the world had 126 boats compete in the eight-regatta, three-throwout, 1986-1987 Texas Circuit. It wasn't until the last race of the final regatta that *Surfer Girl*, helmed by Kelson Elam, came out on top. *Surfer Girl*'s crew for the 33-race, 17-day event consisted of Kelson's wife Jeri "Mo", Jim Bookout, Tra Hill, Joe Reynolds, Bob and Steve Dwerlkotte, Ken Stevens and Mark Salih (three or four at a time). Dick and Linda Tillman and USJCA Vice President Rick Peper were on hand to present the District 14 perpetual trophy. Elam has been a top contender for years, but has not won the Championship since 1980.

Consistency paid off for the *Monster Fish* team of Mark Hallman, Rick Pitcairn, John and Carla Peck and Charlie Mitchell who finished second. Toby Darden and Charlie Hillard's *US* sailing with Reese Hillard and collegiate All-Americans Kelly Gough and Scott Young were the early series leaders, but a non-regatta in New Orleans and two DNC's forced them to count a 12th place finish in Corpus Christi, which



Racing at the final Texas Circuit event in Corpus Christi provided fast downwind rides under spinnaker.



dropped them to third place. *Thunderstar* (Mike Haggerty and Glen Darden), defending champion for the past two Circuits, slipped to fourth place.

As in past years, out-of-district boats traveled to compete against the best in Texas and Louisiana. Californians Vince Brun, Bruce Golison, Larry Klein, and John Kostecki made the trip at least once, as well as boats from Colorado, Connecticut, Florida, Illinois, Oklahoma and Tennessee. New to the Circuit this year was the foreign team from Mexico City headed by Carlos Alvarez. It is interesting to note that all events were won by District 14 teams. Even Kostecki was unable to beat the Texans on their own turf.

All regattas were Class IV events and used the same sailing instructions and guide lines. The District 14 Measurement Committee, headed by Jim Anderson, was on hand at each event to insure strict compliance with class rules.

With the 1988 North American Championship being sailed on Corpus Christi Bay (June 4-11), the 1987-88 Texas Circuit promises to continue in the Texas tradition as the largest J/24 event in the world. If you are interested in participating in the next Circuit, see the Calendar of Events in back of this issue and give us a call. Limited charters are available, and yacht storage before and after each event can be arranged.

### 1986-1987 J/24 Texas Circuit and District 14 Championship (Top 25 of 126)

1 - Fort Worth (10/86) 3 - New Orleans, LA (02/87) 5 - Shreveport, LA (04/87) 7 - Galveston Bay (06/87)  
2 - Canyon Lake (11/86) 4 - Austin (03/87) 6 - Dallas (05/87) 8 - Corpus Christi (08/87)

POS	SAIL	YACHT	OWNER	FLEET	1	2	3	4	5	6	7	8	TOT*
1	3694	<i>Surfer Girl</i>	K. Elam	29	4	8	8	2	9	6	1	2	15
2	634	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	9	5	5	5	8	5	4	3	3	20
3	4144	<i>U S</i>	T. Darden/Hilliard	54	2	7	1	1	DNC	2	DNC	12	24
4	3418	<i>Thunderstar</i>	Haggerty/G. Darden	21	1	9	12	5	6	3	9	10	24
5	1586	<i>Hot Blooded</i>	Stupp/Beckman	5	3	16	16	9	1	15	22	5	33
6	1565	<i>Tallawah</i>	Thompson/Nunes	5	9	18	9	11	4	8	6	11	38
7	1040	<i>Graybeard</i>	J. Anderson	29	8	14	DNC	7	12	10	7	13	44
8	4243	<i>Slick</i>	Andre/White	29	12	12	15	14	2	23	10	DNC	50
9	4	<i>Movin' On</i>	Davis/Meric	9	6	17	27	19	3	12	31	16	54
10	272	<i>Flour Power</i>	F. Am Rhein	9	16	13	14	16	DNC	22	5	4	54
11	2380	<i>Superman</i>	D. Broadway	21	DNC	15	DNC	24	DNC	19	12	15	85
12	187	<i>Psycho</i>	F. Schroth	21	DNC	26	DNC	20	DNC	27	14	7	94
13	2118	<i>Sly</i>	Trokel/Finks	29	23	DNC	19	21	11	50	20	20	95
14	2573	<i>More Grief</i>	L. Conger	92	17	DNC	25	DNC	13	28	17	23	98
15	3764	<i>Plum Crazy</i>	N. Plummer	92	24	25	24	40	14	25	30	21	109
16	1979	<i>Hubba</i>	B. Petty	29	31	21	DNC	28	15	24	26	29	114
17	3787	<i>Ghostbuster</i>	J. Lutz	5	DNC	DNC	4	13	8	100	2	1	124
18	3496	<i>Snake Eyes</i>	C. Price	29	34	23	DNC	DNC	16	29	29	DNC	131
19	89	<i>Black Magic</i>	G. Groover	5	30	36	DNC	41	DNC	DNC	21	31	159
20	3355	<i>Bon Temps</i>	D. DeCluitt	21	100	DNC	10	15	7	26	19	DNC	167
21	1975	<i>Jehoshaphat!</i>	Daws/Cantell	105	DNC	DNC	33	34	18	49	28	40	169
22	3263	<i>Wild Kingdom</i>	Jacobs/Huber	5	20	22	DNC	27	100	9	DNC	DNC	178
23	2721	<i>Prime Time</i>	T. Sweeney	92	35	DNC	DNC	45	20	47	32	DNC	179
24	2842	<i>Flying Colors</i>	R. Kunicki	29	DNC	100	28	25	DNC	30	13	30	198
25	2032	<i>Snake Oil</i>	L. Seals	29	33	100	DNC	42	17	31	DNC	DNC	223

\*3 throwouts



Toby Darden and Charlie Hilliard, on U.S., finish first and qualify for the 1987 Worlds.

## Springtime in Austin, Texas

by Dave Broadway

The Texas Circuit stop at Lake Canyon last November drew some national and world class talent (see Larry Klein's Spring 1987 article). The third stop on the 1986-87 Texas Circuit and also a World Qualifier was slated for New Orleans, February 14-15, 1987. However, an insufficient number of races were held to constitute a regatta. Stop four of the Texas Circuit, March 21-22, 1987, at the Austin Yacht Club (AYC) quickly replaced New Orleans as a 1987 World Qualifier for the Capri, Italy, event.

The usual large turnout at Austin was further boosted with the 1987 World Qualifier status, as 47 J/24s showed up for the fray. A Friday evening tamale dinner with cold beer and margaritas was followed by enthusiastic speculation over each yacht's final race standings.

Typical good spring breezes on Lake Travis prevailed, and



**1987 J/24 Texas Circuit Regatta  
Austin Yacht Club  
March 21-22, 1987  
(Top 20 of 48)**

POS	SAIL	YACHT	HELMSMAN	FLEET	1	2	3	4	TOTAL
1	4144	U.S.	T. Darden	54	9	1	2	2	14
2	3694	Surfer Girl	Elam	29	1	14	5	8	28
3	1158	Pearl Necklass	Gust	29	7	3	3	15	28
4	4022	Running on Empty	Golison	21	21	4	1	9	35
5	3481	Thunderstar	Haggerty	21	22	5	14	3	44
6	2848	Disirregardless	Mosbacher	5	5	15	7	17	44
7	1070	Graybeard	Anderson	29	2	6	10	27	45
8	634	Monster Fish	Hallman	9	12	12	21	1	46
9	1586	Hot Blooded	Beckman	5	3	27	15	5	50
10	69	Box Lunch	Kern	21	13	19	9	11	52
11	1565	Tallewah	Thompson	5	18	11	19	7	55
12	2285	B/S	Bartlett	21	14	9	16	16	55
13	3787	Szygy	Lutz	5	16	7	23	10	56
14	4243	Slick	Andre	29	31	2	13	13	59
15	3355	Bon Temps	DeCluitt	21	20	10	6	24	60
16	272	Flour Power	AmRhein	9	4	13	20	15	63
17	3281	Jetstream	Smith	21	11	16	12	30	69
18	3418	Bullwinkle	Rogers	5	10	48	8	6	72
19	4	Movin On (2774)	Merric	9	26	23	4	23	76
20	187	Psycho	Schroth	21	25	17	17	18	77

at the completion of Saturday's races, Jim Anderson, on *Graybeard*, led the pack with Toby Darden/Charles Hilliard, on *U.S.*, 1.75 points behind. In eighth place after Day 1 was Bruce Golison from Seal Beach, California, chartering *Running on Empty*, with local owner Ron Harden on board.

After Saturday's racing, AYC Fleet 21 did a superb job in hosting a Texas-style BBQ dinner with plenty of beer. Margarita and T-shirt sales raised money for the 470 Olympic campaign of AYC's Bill Draheim and Keith Andrews.

Known for its excellent fare, the AYC fleet responded again



Jim Anderson, on *Graybeard*, enjoys the sunshine at the Austin stop of the Texas Circuit.

with breakfast tacos on Sunday morning. The racers headed out for Races 3 and 4 in a steady breeze. Jim Anderson could not hold on to first place, falling back to seventh. Darden/Hilliard sailed consistently to two second place finishes on Sunday to finish first overall and to qualify for the 1987 J/24 Worlds. Kelson Elam, on *Surfer Girl*, finished second while Greg Gust, on *Pearl Necklass*, took third. Bruce Golison came back strong to place fourth.

After your winter frostbite racing, Austin, in the central Texas hill country, is a beautiful oasis to begin racing in the spring. If you haven't been here, break out the shorts and T-shirts and join the fun. Once you have sailed against the strong competition and enjoyed the comradery and fare at the Austin Circuit stop, you will make this an annual event. As Larry Klein indicated, the Texas Circuit Regatta has some major league J/24 racing. Springtime in Austin, Texas, is just around the corner. Mark your calendar to be in Austin on March 19-20, 1988. See y'all there.

## Youngstown Level Regatta

by Katie Coleman Nicoll

As in past years, this regatta has been characterized by light winds and July 1987 was no exception. However, the sunshine, swimming and free beer made up for everything else. Close to 200 boats attend this annual regatta in Youngstown, New York, to level race on three courses at the mouth of the Niagara River.

The lead of the J/24 Class was very closely contested right up until the last race by Jeff Long, Gunther Buerman and Jamie Kidd. Through consistency, Jeff Long was able to pull off the win and be the first Canadian in the history of the regatta to do so.

For those of us who have watched young Jeff Long and his brother, Michael, grow up on J/24, *Shane* (2345), and mature

into fine racers, it was a bittersweet victory. It was something that both boys have dreamed of for many years and had to continue on their own after their father's death several years ago. Jeff and

Michael learned well what Dad had taught them. He would have been very proud, as all Canadians are, to have them both on our team!

### Youngstown Level Regatta July 25-26, 1987 (Top 20 of 37)

POS	YACHT	HELMSMAN	CLUB	1	2	3	TOTAL
1	<i>Shane</i>	Jeff Long	NYC	3	4	2	9
2	<i>Partial Eclipse</i>	Gunther Buerman	RYC	2	3	11	16
3	<i>Justine</i>	Bruce Bussin	IYC	5	12	1	18
4	<i>Bouncing Betty</i>	J. Kuhn	BHSC	1	17	13	31
5	<i>Rasputin</i>	Ted Reilly	WYC	9	5	17	31
6	<i>KingFisher</i>	Mozan	RYC	11	11	9	31
7	<i>Intollerable</i>	Dick Ferrick	BCC	24	6	3	33
8	<i>Life in the Fast Lane</i>	Mike Nahinis	RYC	14	2	19	35
9	<i>Whiteout</i>	Frank McGarry	BCC	4	24	7	35
10	<i>Surprise</i>	Ed Gardner	RYC	22	8	5	35
11	<i>Jackrabbit</i>	M. & B. Staniforth	FHYC	16	7	12	35
12	<i>Quack</i>	Skip Shumway	RYC	10	23	8	41
13	<i>Quick Nick</i>	Katie Nicoll	ABYC	20	9	14	43
14	<i>Danger Zone</i>	Paul Cannon	YYC	12	26	6	44
15	<i>Liz</i>	Tom Taylor	DIYC	21	21	4	46
16	<i>Tess</i>	Jamie Kidd	RCYC	7	1	39	47
17	<i>Hang Forty</i>	C. R. Scott	OYS	13	13	22	48
18	<i>Oink</i>	Phelps & Kaisetz	RYC	15	20	15	50
19	<i>Ariel</i>	Kevin Brown	NYC	18	14	18	50
20	<i>Amanda</i>	M. Lawless	RYC	17	10	25	52

## 1987 Western Regional

by Al Pleskus

The 1987 Western Regional held March 28-29 at the San Diego Yacht Club was sailed in typical Southern California conditions. The sun was out, the skies were blue, and the wind was 6-12 knots. Twenty four J/24s showed up at the starting line for a five race series, the winner of which would qualify for the 1988 World Championship.

The first race saw local sailor and Star world champion, Vince Brun, lead the fleet around the course followed by Eric Arndt, of Santa Barbara, and Bruce Golison, of Long Beach. The courses were windward leeward, with 1½ mile weather legs. After the first day's races, the top three were held by Vince Brun, followed by Larry Klein, fresh from winning the SORC, and tied for third were Dorland/Kallogg and Bruce Golison.

After Saturday's races, the fleet was split into A and B fleets. A great barbecue and beer social was held at San Diego Yacht Club that night. Sunday brought more close racing. In the final race of the series Vince Brun's boat, *Pee Wee*, got hit and holed by a port tacker and was forced to retire from the race. Brun, however, filed for redress and was awarded second for the race, and first overall. Final standings follow.

### Beat the Crowd!

Renew your Class Membership for 1988 now!  
Send \$30, using the form on the back of the mailing card that came with this issue, or the form on page 84.

## Western Regional March 28-29, 1987 (A Fleet)

POS	SAIL	YACHT	HELMSMAN
1	4041	<i>Pee Wee</i>	Vince Brun
2	2961	<i>Damfino</i>	G. Dorland/Kallogg
3	4268	<i>Bat</i>	Larry Klein
4	2160	<i>No Quarter</i>	Dierdorff/Holmes
5	77067	<i>Vanessa</i>	Klatt
6	4022	<i>Cat Sushi</i>	Bruce Golison
7	8241	<i>Betty Lou</i>	Tilton/Shadden
8	2937	<i>Jubilation</i>	Alan Smith
9	4186	<i>Houdini</i>	Eric Arndt
10	167709	<i>High Hopes</i>	Sue Spangler
11	546	<i>Party Animal</i>	Greg Lowe
12	2195	<i>3 J's</i>	John Beckman
13	97167	<i>Cornicchio</i>	Steve Bossi
14	67709	<i>Pocket Rocket</i>	Blair Francis

## (B Fleet)

POS	SAIL	YACHT	HELMSMAN
1	98	<i>Zipper</i>	Al Pleskus
2	4305	<i>Bedlam</i>	Dave Ryan
3	57901	<i>Woodstock</i>	Jim Burley
4	77860	<i>TNT</i>	Terry Hanna
5	3360	<i>California Girl</i>	Carter Ohlmann
6	2166	<i>J Hosen Neig</i>	Chapman/Chapmann
7	77129	<i>Cycnett II</i>	John Riess
8	57892	<i>Scream'n' Demon</i>	Bill D'Alessio
9	77131	<i>Jigsaw</i>	Lewis Beacham
10	67854	<i>Wolfe</i>	Brad Windsor





Photo by Hans Thornycroft

Spinnaker snaps up fast as lead boat rounds weather mark of Cowes Week race.

## 1987 Cowes Week

by Brian Goulder

Thirty-eight J/24s entered Cowes Week, August 1-9, including one from Holland, one from Singapore and one from Switzerland, so we spread our net quite wide. With the current national champion, David Bedford, and the always potent Eddie Warden-Owen engaged elsewhere, the way was clear for lesser mortals. However, Eddie Warwick can only be called a lesser mortal from a safe distance (he is, after all, European champion), and he cleaned up in John Adams' *Sanjola IV*, collecting both the Pusser's Rum Trophy (best first three races, no discards) and the Cowes Week Trophy (best six of nine). Jonathan Clark's *Smokey Joe* was second overall and *Jemini* (Chris Torrens) was third.

The racing was very keenly contested, and places changed alarmingly with only one yacht (Mike Webster's *Pandemonium*) managing to stay in single figures for every race. *Gossip* (Ted McLean with Simon Rodgers) managed two firsts but slipped down to 5th on overall points. *Jipijapa* (Richard Darley), *Judge*

*Dredd* (The Levisons) and *Popincoota IV* (Brogden, Tillyer and Law) also achieved firsts but were pushed well down the table by the more consistent starters.

The Solent Class Captain, Richard Power, arranged an enterprising and very successful series of shoreside entertainments, the courses were good, the weather almost perfect and the whole week much appreciated.

## Local J Team Victory . . . Royal Melbourne Yacht Squadron Team Sails to Victory

by Hugo N. Ottaway

Once a year in Melbourne, Australia, the local yachting authority, the V.Y.C., sponsors a teams event. Yacht clubs from all around the bay in Melbourne are invited to select three teams of four yachts to race in three divisions: I.O.R., V.Y.C., and J.O.G.

The I.O.R. division is for Admirals Cup contenders, etc.,

the V.Y.C. is for unrated Maxi's to 25 footers, and the J.O.G. is for Half Ton, Quarter Ton, and, of course, J/24s. This year our yacht club, the Royal Melbourne Yacht Squadron, selected four J's for their J.O.G. team with the best three to count. Below is a rendition of our own experiences.

The first race was a 35 mile Olympic style course sailed in the North of the Bay. As we all sailed on a proud run from R.M.Y.S. to the start, it became increasingly harder to carry spinnakers as the breeze freshened to 35 knots. The I.O.R. fleet started first, followed by the V.Y.C., then J.O.G.

From the start it was obvious as to which side of the course to go, but most of the J's had their hands full just holding full mains and number 3's, and we later chose to reef as conditions worsened. Our team of four was well placed around the top mark with *New Horizon* in the top few. As we approached the mark we did all we could to keep out of the way of broaching I.O.R. and V.Y.C. boats. At this stage the wind was recorded by the race committee at 40 knots plus, and as we ran down hill we could only see a mass of broached yachts. The several J.O.G. yachts who rounded before us were well out in front and carrying spinnakers, so up went ours. Some five minutes later we were flat on our side, and our spinnaker was in many pieces. The same gust also flattened almost every boat in front of us, and to our amazement we saw one J.O.G. Farr yacht go "end for end". As we passed some minutes later, we saw the boat in the company of a committee boat, in tatters, and the crew still in the water. From there on we sailed carefully, although we had a

great race with another team J, *Double Exposure*. The race boasted many blown out sails and enormous carnage of equipment. At the end of the day the R.M.Y.S. team was lying first with *Double Exposure* taking handicap and line honors; *Jumbuck*, third; *Divine Madness*, seventh; and *New Horizon*, retired.

The second day of this two day competition was much kinder. Many big boats were carrying old mains to replace their blown Kevlar/Mylar sails. Our team started two boats at either end of the line to offset any bias, and we all sailed off in a moderate 25 knot breeze. Conditions were well suited to J's, and we rounded among the first few at the first mark. A big battle was on between us and an opposition J in third and fourth. A gust of 35+, which saw more sails torn, split the fleet, and the two of us who had just jibed and managed to hold our spinnakers were left to battle the race through. First went to *Jumbuck*, fifth to *Divine Madness*, and sixth to *Double Exposure*. The R.M.Y.S. team won the J.O.G. division. All four yachts blew spinnakers out, with *New Horizon* blowing two spinnakers and one boom.

This is an important result for the Melbourne J/24 fleet which has 24 yachts actively racing, and can only impress potential J owners. Our fleet is on the increase, and as many as ten boats may make the 600 mile/1000 km trip north to Sydney for the J/24 Worlds in January, 1988. Hope to see you there!

## UK National Championship

by Chris Torrens

Brilliant sunshine and light to moderate winds greeted the 45 competitors at this year's Stones Ginger Wine J/24 Championship, held at Abersoch, July 11-17.

Abersoch makes a magnificent setting for a championship, lying as it does on the south side of the Llyn peninsula in the northwest corner of Cardigan Bay. The South Caernarvonshire Yacht Club enjoys spectacular views across the bay to the Snowdon and Berwyn range of mountains and made all the fleet most welcome.

Ahead of the first race on Monday everybody wanted to see how four times champion Eddie Warden-Owen would do after his absence from the class last year. The fickle winds varying from southeast to southwest were certainly very testing and, although Owen recovered from a bad start to finish 10th, the first race was won by Colin Simonds, with George Barker second and Maarten Kimman from Holland, third.

In the afternoon Owen found his form and, although Alan McGill led most of the race, Owen and Ian Southworth finished first and second, after McGill was disqualified for barging at the start. Tony Gale was third.

At the end of the first day's racing everybody enjoyed refreshing cocktails served up by Stones Ginger Wine supremo, Charles Maxwell who, apart from sponsoring the Nationals, also supported the Northerns, Southern and Championship of Champions.

Tuesday dawned to an unsettled weather pattern which brought about a freshening breeze and rain showers. Owen got the shifts right and took the lead from Maarten Kimman, who eventually got nudged into sixth place behind Ian MacDonald-Smith, Ian Southworth, David Bedford and Tony Gale.

Wednesday's long distance epic took the fleet on a 34 mile hike around the bay with a beat to St. Tudwals Roads, onwards to the Causeway, then a reach to the Tom buoy and a run and fetch to the finish at Pwllheli. The wind varied in strength, with



Hugo Ottaway's *Jumbuck* approaches weather mark in first race of Royal Melbourne Yacht Squadron's Team Race event as winds increased to 40+ knots.



gusts of 20 plus knots, whilst the rain and mist made navigation difficult. After being over the line at the start, Bedford rounded and took off in pursuit of the fleet to finish ten minutes ahead at the first mark. Apparently he went far right of everyone else, getting lifted all the way until eventually he made the first mark in two tacks. Nearest to him was Stuart Mount, but with the overall contenders in a hungry mood, Southworth quickly moved up to second place, with MacDonald-Smith third. At the finish Mount had slipped to fifth behind Eddie Warden-Owen.

Going into the fifth race on Thursday, Owen was overall leader ahead of Southworth and MacDonald-Smith. Nick Whipp showed early form on the opening beat ahead of Bedford and Clive Probert and then there developed a battle royal, with Bedford easing through to take the lead on the second reach and Simmons and Owen squeezing out Mark Pritchard and Whipp to finish second and third. Southworth, meanwhile, finished sixth behind Kimman and Whipp.

Friday's sixth and final race was a supreme example of how not to start a J/24 fleet. A heavily biased line and strong tide favoured the pin end and, despite four general recalls, the race committee still refrained from introducing the black flag which would have bought line discipline. Instead, they continued to use the one minute rule with the result that a whole bunch of boats in the middle of the pack got away with murder, whilst others less fortunate got disqualified. Needless to say those that were disqualified sought redress, and by late Friday evening Southworth and Simonds had been reinstated. At any rate, the race eventually got off over another excellent course, with a thrilling performance by Bedford who won from MacDonald-Smith, Simonds and Southworth, thus putting Bedford 1/4 point ahead of Owen and making him the 1987 National Champion.



John Ross-Murphy and his crew on Jaws prepare to set spinnaker in UK Championship race held at Abersoch.

### Stones J/24 National Championship South Caernarvonshire Yacht Club (Top 20 of 45)

POS	YACHT	HELMSMAN	1	2	3	4	5	6	TOTAL
1	<i>Take Them to Cleaner</i>	David Bedford	12	19	4	1	1	1	19
2	<i>Luder</i>	Ed Warden-Owen	10	1	1	46	3	4	19
3	<i>Just Enuff</i>	Ian Southworth	7	3	3	2	6	46	21
4	<i>Wu Bian Fu</i>	Maarten Kimman	2	11	6	10	4	5	27
5	<i>Hedgehog</i>	Ian McDonald-Smith	45	10	2	3	11	2	28
6	<i>Joint Venture</i>	Colin Simonds	1	15	13	45	2	3	34
7	<i>Ghost</i>	Stuart Mount	46	5	9	4	10	8	36
8	<i>Ayesha</i>	Nick Whipp	4	26	7	12	5	9	37
9	<i>Popincoota</i>	Tony Gale	9	4	5	5	15	45	38
10	<i>Jehu</i>	Clive Probert	14	13	15	26	13	10	65
11	<i>Jale Break</i>	Alistair Evans	6	23	14	46	9	14	66
12	<i>Jipajapa</i>	Richard Darley	21	25	22	6	7	12	68
13	<i>Jay Gee</i>	Richard Estaugh	19	17	19	9	8	16	69
14	<i>Jaws</i>	John Ross-Murphy	45	8	18	29	12	7	74
15	<i>Jeriatric</i>	Paddy Atkinson	5	14	46	7	46	6	78
16	<i>Tiger</i>	J.F. Anderson	13	12	20	18	18	18	79
17	<i>Andy Capp</i>	Charles Lippett	26	21	21	14	21	11	88
18	<i>Jitterbug</i>	Mike/Garry Kaye	24	33	12	11	19	23	89
19	<i>Mijway</i>	Lawrence Wride	22	32	8	24	14	22	90
20	<i>Challenger</i>	J.P. Calascione	3	39	29	16	33	13	94

\*One Discard

## 1987 South American Championship

by Alberto D'Angelo

During the first week of March, the bay of Ancon in Lima, Peru, was the scene of the Fourth South American Championship, won by Brazilian Luis Lebreiro sailing *Alcaravan*. The Yacht Club of Ancon, as usual, was an excellent host. After the welcome by Ancon's Mayor Mr. Enrique Espinoza, the Navy Band played the National Anthems while the flags were raised.

Seven races, including the practice race, were held in moderate to light winds coming from the south and southwest. The Distance Race circuit was designed between five small

islands near the bay. The 720 and One Minute Rules were in effect.

With one throw out, a close battle for the first places was held by Lebreiro, Zimmerman, Barclay, Carabelli, Conterno and D'Angelo. Finally, Conterno's *Decidido* took second, followed closely by D'Angelo in *Black & White*, Carabelli in *Vanessa*, and Barclay in *Velia*. Trophies were presented to the top five finishers as well as the first two in each race. By winning the Championship, Lebreiro qualified for the 1987 Worlds in Capri.

After the Closing Ceremony, a party was given for all competitors and authorities by the Peruvian National J Class Association. Sponsors Coca-Cola, Ocean Pacific, Faucett Airlines and Johnny Walker made possible this fine event.

Results were as follows:

### 1987 South American Championship

POS	YACHT	HELSMAN	COUNTRY	1	2	3	4	5	6	TOTAL
1	<i>Alcaravan</i>	Luis Lebreiro	Brazil	1	3	1	5	2	6	12
2	<i>Decidido</i>	Enrique Conterno	Peru	7	1	5	3	1	8	17
3	<i>Black &amp; White</i>	Alberto D'Angelo	Peru	2	7	2	7	4	3	18
4	<i>Vanessa</i>	Guido Carabelli	Peru	10	4	7	1	5	2	19
5	<i>Velia</i>	Felipe Barclay	Peru	5	2	8	4	DSQ	4	23
6	<i>Resaca</i>	Max Zimmerman	Peru	6	6	DNF	2	3	10	27
7	<i>Vendaval</i>	Paolo Pirani	Brazil	4	5	3	9	8	7	27
8	<i>Cristhatos</i>	Jose Barreda	Peru	3	8	4	DNF	7	9	31
9	<i>Eolo</i>	Roberto Peschiera	Peru	8	9	6	8	9	1	32
10	<i>Petiso</i>	Germain Fuchs	Peru	9	10	DNF	6	6	5	36



1987 South American Champion, Luis Lebreiro of Brazil, on *Alcaravan*.

## 1987 J/24 European Championship in Greece

by Apostolos Georgopoulos

The 1987 European Championship was held May 16-23, in Mikrolimano Harbour, near Athens. Fifteen boats from seven different countries participated. The organization was excellent, and the races were carried out under very interesting weather conditions. It is a pity that no more boats have taken part in it.

The Greek J/24 Class Association, the Greek Sailing Federation, as well as the Yacht Racing Club of Athens which was responsible for the organization of the Championship, have done their best to minimize the cost of the participating boats. Of particular interest was the fact that only one boat came from the so closely located Italy . . . and no boat at all came from the U.S.A. This is not promoting the development of the class.

The races (five Olympic type races and one offshore) were sailed in winds varying from six to 35 knots. The competition was very keen, but the races were executed in the framework of fair sailing and a friendly atmosphere.

The Measurement Committee worked very well, and we believe that the boats were in full compliance with the Class Rules. The electronic computation of the race results was immediate and impressive. It was carried out by UNISYS-BURROUGHS B25 computers.

The Welcome Party and the Prize Giving Ceremony were held at the excellent location of the Yacht Racing Club of Athens, and the Yacht Club of Greece, respectively.

The 1987 Championship was won for the second consecutive time by Mr. Eddie Warwick and his crew from England, sailing *Sanjola IV*. During the first four races it seemed that Mr.



G. Andreadis of Greece, World winner of Half Ton Cup and Vice President of IYRU, would win the Championship. However, during the last two races, in a wind force of 25-35 knots, the English skipper was unbeatable.

The Greek J/24 Class Association is applying for the undertaking of the 1990 J/24 World Championship, in the same site and with an even better organization.



G. Andreadis' Evniki sailing in Mikrolimano Harbour.



1987 European Champions are Eddie Warwick (far right) and crew of Sanjola IV.



Second place honors went to G. Andreadis (center) and his crew on Evniki.



In third place overall was the Kiss of Fire crew.

### 1987 European Championship Athens, Greece

POS	COUNTRY	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	UK	4000	<i>Sanjola IV</i>	E. Warwick	2	1	3	7	1	1	15
2	GR	3933	<i>Evniki</i>	G. Andreadis	1	4	1	5	3	3	17
3	S	38	<i>Kiss of Fire</i>	J. Gapinski	3	3	6	3	5	4	24
4	GR	34	<i>Popey</i>	D. Deligiannis	5	8	8	1	2	5	29
5	IR	1183	<i>Tara</i>	J. Ross-Murphy	4	5	9	2	6	6	32
6	G	3477	<i>Just For Fun</i>	B. Bresse	10	9	2	6	DNS	2	45
7	GR	3629	<i>Victor Junior</i>	J. Kakitsis	8	7	7	4	7	DNS	49
8	G	3515	<i>Bay-Bee</i>	K. Schutt	12	11	4	14	4	8	53
9	GR	3066	<i>Toxotis VI</i>	C. Manthos	6	12	13	9	8	9	57
10	GR	36	<i>Champ</i>	J. Giapalakis	7	2	DNS	12	DNS	7	60
11	GR	136	<i>Anything</i>	C. Tsantilis	9	6	5	15	10	DNS	61
12	GR	3616	<i>Nyktali</i>	A. Georgopoulos	11	10	10	8	12	11	62
13	GR	752	<i>Zouzouni</i>	P. Dalabiras	15	13	12	10	9	10	69
14	I	127	<i>Belzeblu</i>	G. Tagliapietra	14	14	11	11	11	12	73
15	Z	3860	<i>Jonas</i>	H. Rusterholtz	13	15	DNS	13	DNS	DNS	89



Roberto and Anna Marie Ramos (at right) visited the class office in September.

## Visitors from Argentina

On September 5, the class office staff enjoyed a visit from Roberto and Anna Marie Ramos, of the Buenos Aires J/24 Fleet in Venezuela. It was a wonderful opportunity to discuss J/24 sailing face to face. Roberto told of a second new fleet of J/24s now active in Mar del Plata, a popular resort area 250 miles from Buenos Aires by car. The climate there is beautiful in summer, and it is hoped that future J/24 sailing programs will include events in Mar del Plata, possibly a South American Championship.

In Venezuela, the J/24 is the ideal boat for sailors of smaller one-design boats to move into. From the beginning, sailors sail the Optimist dinghy, then a Laser, then a Snipe, and then a J/24, usually as a family due to the expense. It is best to sail with five because the winds are generally ample. In spring and summer, a Pampero may occur as often as three per month. This is a strong wind of 40-50 knots which may last 30 minutes.

Roberto and his two sons sail their J/24, *Capitan J*, in the

fleet of close to 20 boats in Buenos Aires. We look forward to meeting Roberto, Anna Marie and their family at a future J/24 event.

## The 1987 J/24 Ontario Championship

by Bob Duggan

The 1987 Ontario Championship was hosted by the Burlington Sailing and Boating Club on the western end of Lake Ontario. A total of 20 boats competed in the three race regatta.

Race 1 was a challenge for both the competitors and the Race Committee, as storm activity around the race area caused several major wind shifts. The race was won by Jeff Long sailing *Shane*, closely followed by Ted Reilly sailing *Rasputin*.

During the break between races the wind filled in to a very solid westerly of over 30 knots, which saw all boats break out their jibs and forcing some of the lighter crews to even reef their mainsails. The race was won by Jeff Long on *Shane*, with Alan Ryder on *Dark Star* second.

On Saturday evening, a steak barbecue at the host club was enjoyed by the competitors and their families.

Race 3 was held Sunday morning under bright sunny skies and a good westerly wind. The race was won by Alan Ryder on *Dark Star* by one half a boat length over Bob Duggan on *Indulgence*.

Jeff Long on *Shane* stayed close to finish fourth in the race and win the series overall. Alan Ryder's final race win moved him up to second position, with Ted Reilly's *Rasputin* taking third, Bob Duggan's *Indulgence* taking fourth and Chris Koper's *Rumpus* taking fifth, all being decided on a tie breaker.

Special thanks go to Brewer Brothers Marine Supplies, Hood Sails, MacDonald Marine Services, M.M.O.S. Burlington and North Sails Fogh for their donations of crew prizes, and to the Ontario Sailing Association for race management assistance.

### 1987 J/24 Ontario Championship June 27-28

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOTAL
1	KC 2345	<i>Shane</i>	Jeff Long	1	1	4	6
2	KC 3538	<i>Dark Star</i>	Alan Ryder	5	2	1	8
3	KC 1152	<i>Rasputin</i>	Ted Reilly	2	7	3	12
4	KC 2591	<i>Indulgence</i>	Bob Duggan	6	4	2	12
5	KC 1169	<i>Rumpus</i>	Chris Koper	3	3	6	12
6	KC 3524	<i>Toxic Avenger</i>	Kevin Armstrong	9	9	5	23
7	KC 2218	<i>Plus Ten</i>	Lorne Chapman	7	10	7	24
8	KC 2709	<i>Justine</i>	Bruce Bussin	4	11	10	25
9	KC 2604	<i>No Frills</i>	John Callum	11	6	9	26
10	KC 4106	<i>Full Tilt Boogie</i>	Kathy Pask	18	5	16	39
11	KC 3307	<i>Quick Nick</i>	Katie Nicoll	10	8	DSQ	40
12	KC 2768	<i>Entre Nous</i>	Jim Blasko	15	14	13	42
13	KC 2248	<i>Blade Runner</i>	Frank Stewart	20	12	11	43
14	KC 341	<i>Blue J</i>	Dave Moores	8	DNS	15	44
15	54328	<i>Brown Eyes</i>	Sproule/Peat	13	13	18	44
16	KC 2728	<i>Partners In Crime</i>	Randy Warren	16	DNS	8	45
17	54218	<i>Nelson's Blood</i>	Colin Boag	14	DNF	14	49
18	KC 1970	<i>Double Play</i>	Wally Hogan	12	DNS	DNS	54
19	KC 2659	<i>The Old Superb</i>	Terry Still	19	DNS	17	57
20	54202	<i>Thistle</i>	David McAlpine	17	DNS	DNF	59



## News from Japan

by Tomohiko Sekiguchi

Women from all over Japan who had fallen in love with the J/24s gathered at Sajima Marina, near Tokyo, to participate in the '87 National J/24 Ladies Championship, held May 3-4. Eight boats competed in three races. The weather was cloudy for the whole regatta period, with a very light breeze on the first day. However, it became very breezy, with winds of 15 m/s, on the second day.

The skipper of the winning team, Mitsuko Nakajima, sailing *H and C* from the Chubu Fleet, qualified to participate in the '87 International Women's Keelboat Championship in Newport. She said, "The reason we won? Well, although our team was put together just before the regatta, I trusted my crew's performance and it enabled me to sail with confidence. Secondly, we were so lucky to have winds wherever we sailed, and we could feel relaxed."

When Miss Nakajima was a member of the sailing club at Noble Hekin High School, she was awarded a copper medal for FJ, a gold medal for Snipe, and a silver medal for FJ Class as a skipper. After graduation, as a sailing instructor of the school, she participated in the Snipe Class National Championship held at Inage, taking 9th overall position. Then she changed to the J/24 Class and was induced to compete in the first J/24 All Japan Ladies Championship as a skipper of the *Ms.* team. She also participated in the '85 Women's International Keelboat Championship. She left the *Ms.* team because she was eager to train herself as a sailor, and sailed as a crew member with veteran sailors Ninomiya and Shozaki.

Participants in Ladies Championship gather for a group photo at awards party.



Winning team of H.C., helmed by Mitsuko Nakajima, receive awards following Ladies Championship.

### 1987 J/24 All Japan Ladies Championship

POS	SAIL YACHT	SKIPPER	1	2	3	TOT
1	3829 <i>H.C.</i>	Mitsuko Nakajima	1	3	1	5
2	3555 <i>Pink Kiss</i>	Mikiko Tsuchiya	4	1	3	8
3	3592 <i>Karashi Mintaishi</i>	Sanae Ibuka	2	6	5	13
4	2667 <i>Ms.</i>	Hiroko Inaoka	6	5	2	13
5	3581 <i>Bonten Maru</i>	Sumiyo Kaneko	3	4	6	13
6	3565 <i>Letissia</i>	Hikari Sano	5	2	DNS	15
7	2871 <i>First Ladies</i>	Tomoko Sakai	7	8	4	19
8	2864 <i>Lady First</i>	Kayoko Hayashi	8	7	7	22







A J/24 of the Monaco Class Association sails out for Golf Yachting Regatta race.

## 1987 Chase Manhattan Monte Carlo Golf Yachting Regatta

by Pete Milnes

Dick Tillman called me in late March, asking if I would be interested in racing a J/24 and playing golf in the Principality of Monaco in mid-April. The Yacht Club de Monaco would like to have an American entry in their already famous sailing-yachting event. As I had just returned from the Laser World Masters in Melbourne, Australia, and then helped Dennis Conner win the Cup back, my bags were already packed, so away we went.

My crew of Tom Golden, Edward Duckworth, Peter Milnes, Jr., and Louie Murphy, our golfer, plus wives hurriedly got together our passports, visas and airline tickets. We arrived in Nice, France, on Monday, the 20th, and were very graciously met by our "Monte Carlo Connection", John Mowinkle. We then checked into the very elegant Loews Monte Carlo, and all went sightseeing in Monaco, one of the most fascinating cities in the world.

The next morning we checked our boat, *Sopwith Camel*, which was very nicely arranged for us by Paolo Boido, the builder of J/24s in Europe. In the afternoon the entire crew plus our golfer played a practice round of golf at the breathtaking and difficult Monte Carlo Golf Club course located on a top of a mountain overlooking Monaco.

That evening Prince Albert, who was reportedly off practicing "Luging" for the Olympics, sent his Aide de Camp, Francesco Longanesi, to welcome us and be our host at dinner. We all grilled Francesco (an accomplished sailor) about any local knowledge that would help us.

The Opening Champagne Cocktail Party was held at the

golf course with great fanfare. The public relations were really done up big time with French and Italian television coverage plus local newspaper interviews. Needless to say, it was an interesting ride down the winding, hazardous mountain road after the party's end.

In between the eating, partying, gambling and disco dancing we did manage to get in some very light air sailing. Antonio Porta in *Take it Easy* easily outclassed all others in the sailing



Pete Milnes (third from right) with golf yachting participants on the beautiful Monte Carlo Golf Club course.





U.S. team of Tom Golden, Pete Milnes, Jr., Pete Milnes and Ed Duckworth accept fourth place golf yachting award.

competition. *Audren*, Prince Albert's boat sailed by Eric Kitzinger, would have been in the top money but was disqualified on a technicality.

Yves Realini, Eric's golfer, was first in the golfing competition. The overall winner was Antonio Porta's crew. The scoring was Olympic style with the sailing and golf scores equal in value

and added together. We proudly guided our American team to a 4th place overall and completely dominated the media show.

We were delighted to be invited to this spectacular combination regatta which was one of the best all around events (racing, golf, social and sightseeing) that I've ever attended.

## Growth Up for Australia's Victorian J/24 Class Association

by Rob Williams

The 1986-87 season was one of growth and strength for the J/24 Association of Victoria. In J/24 Class events, kindly run by Royal Brighton Yacht Club, Royal Melbourne Yacht Squadron, the Royal Yacht Club of Victoria and Blairgowrie Yacht Squadron, attendance was good and the racing was highly competitive. Among the best performing boats were Ian Torode's *Paddy Wagon*, Steve Atherton's *Moody Blue*, and *Jumbuk*, sailed by Hugo and Toby Ottaway.

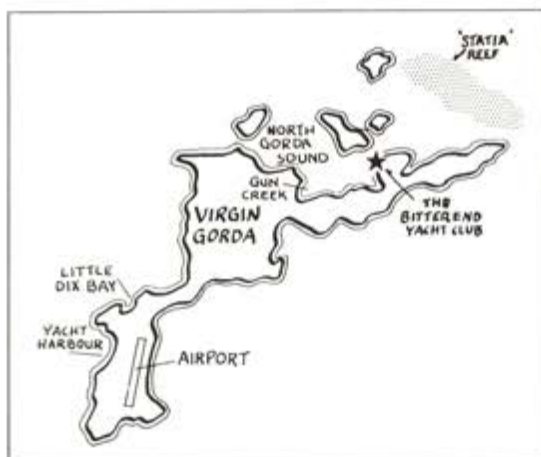
Although J/24s are not supposed to be top performers under the JOG Rule, the Royal Melbourne, Y.S. team of J/24s *Jumbuk*, *Double Exposure* (Rob Williams), *Divine Madness* (Peter McCauley) and *New Horizon* (Ray LaFontaine) won the Victorian Yachting Council's Hempel Cup. With the Australian and World J/24 Titles in Sydney next year, J/24s are presently contesting the Jamieson Trophy and the Winter Series, run by Royal Melbourne and Royal Brighton Yacht Clubs.

A Disco and Drinks function has been arranged to be held at R.M.Y.S. on the 28th of August, and a comprehensive J/24 Class Racing Calendar is in place for the coming season.



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For more information or reservations:

**The Bitter End Yacht Club, International**  
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1-800-USA-BEYC. 312-944-5855

### 1987

#### NOVEMBER

##### 1 1987 IJCA Annual Meeting

London  
Dick Tillman  
(305) 773-4141

##### 28-29 J/24 Thanksgiving Regatta and Florida State Championship

Florida Yacht Club  
Jacksonville  
Henry Mullen  
(904) 384-4421

#### DECEMBER

##### 26-27 Sugar Bowl Regatta

Southern Yacht Club  
New Orleans  
Guy Briere  
H: (504) 866-3874

### 1988

#### JANUARY

##### 3-9 Midwinter Championship XI

Coral Reef Yacht Club  
Miami, FL  
(305) 858-1733 9am-5pm

##### 25- Feb.5 World Championship X

Royal Sydney Yacht Squadron  
Sydney, Australia  
Alex Nemeth  
H: (02) 818 3734

#### FEBRUARY

##### 20-21 Mardi Gras Regatta

New Orleans Yacht Club  
Guy Briere  
H: (504) 866-3874

#### MARCH

##### 13-20 South American Open Championship

Lima, Peru  
Germain Fuchs  
679188

##### 19-20 Force Five Regatta

Percy Priest Yacht Club  
Nashville, TN  
Scott or Susan Day  
(615) 331-4599

##### 19-20 Atlanta Cup

Lake Lanier Sailing Club  
Whit Kendall  
B: (404) 344-9404

#### APRIL

##### 7-10 North American Ski/Yachting Championship

Big Mountain Ski Resort -  
Whitefish, MT  
Flathead Lake Lodge -  
Big Fork, MT  
Barby Lyon  
(401) 849-0220

#### JUNE

##### 4-11 North American Championship

Corpus Christi, TX  
Randy Poelma  
H: (512) 993-2999  
B: (512) 851-8381

#### JULY

##### 2-4 2nd Annual Firecracker Regatta

Rochester, NY  
Pam Nahmias  
(716) 425-4046

##### 16-22 European Championship

Cowes Corinthian Yacht Club  
Isle of Wight, England  
Brian Goulder  
UK (44) 983 291 572

##### 23-24 District 12 Championship

Lake St. Clair, MI  
Greg Swetka  
H: (313) 754-9757

#### OCTOBER

##### 22-30 World Corporate Games

J/24 Division  
San Francisco  
(415) 781-1988

#### 1987-88 J/24 Texas Circuit\*

##### October 3-4, 1987

Fort Worth Boat Club  
Glenn Darden  
(817) 332-9133

##### November 14-15, 1987

Lake Canyon Yacht Club  
San Antonio  
Fred AmRhein  
(512) 341-0401

##### February 20-21, 1988

Southern Yacht Club  
New Orleans, LA  
Guy Briere  
(504) 885-1879

##### March 19-20, 1988

Austin Yacht Club  
Glenn Byus  
(512) 328-3229

##### April 23-24, 1988

Chandlers Landing Yacht Club  
Tim White  
(214) 722-1909

##### May 28-30, 1988

Rush Creek Yacht Club  
Hans Hirshberg  
(214) 722-0281

##### July 16-17, 1988

Houston Yacht Club  
Terry Flynn  
(713) 474-4168

##### August 20-21, 1988

Corpus Christi Yacht Club  
Randy Poelma  
(512) 851-8381

\* 8 regattas, 3 throwouts



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## Index of Advertisers

A. G. A. Correa	2
Allis Racing Ltd.	41
Barient	36
Bitter End Y.C.	75
Cai Swendsen	13
Compleat Inflatables (Yamaha)	9
Computer Keels	11
Custom Monograms	61
Dimension Sailcloth	17
Dri Diver	3
Eclipse Trophies	16
Florida Yacht Club (Mallory Sails)	5
Harken Shoes	38
Henri Lloyd	39
KVH Industries (Sailcomp)	31
Karl's Boat Shop	27
Layline	51
Lewmar Hatch	4
Lewmar Spinlock Anchor Line	15
Lewmar Spinlock Block	10
North Sails	C2
Rolex Watch	C4
Rope Store	14
Scale Model Trophies	6
Schroth Fiberglass	15
Sebago	4
Shore Sails	23
Team One Newport	12
Triad Trailers	16
UK Sailmakers	33
Ullman Sails	7
Ultimate Yacht Race	C3
Yale Cordage	10
YMCA Camp Letts	55



**SUPPORT YOUR CLASS**

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for 1988**

## 1987-88 J/24 Regatta Guidelines For District, National, Continental, and World Events

### A. GENERAL

1. J/24 regattas should be held, if possible, at a recognized yacht club which can offer J/24 yacht charter and launching facilities. Launching areas must be safe and free of overhead power lines.
2. Regattas should be held in locations where adequate charter boats and lodging and eating places for participants are readily available.
3. The sponsoring organization shall check membership cards, transom stickers, sail royalty labels and ensure that the owner(s) and helmsman(men) of all registered yachts are current members of J/24 Class Association. A system of spot checking shall be instituted to ensure that yachts have required equipment on board. After World Championships, a regatta report shall be submitted to the class office to assist future organizers, as well as an article, including photos and results, for the J/24 MAGAZINE.
4. Entry fees are at the discretion of the sponsoring committee, but the Association retains the right to suggest adjustment. Entry fees should if possible include costs of docking, launching and hauling yachts. Expense of events such as dinners and no-host parties may be handled as optional add-ons to keep the entry fee reasonable.

### B. RACING

1. Regattas shall be run under the current International Yacht Racing Rules (IYRR), the prescriptions of the national yachting authority, the Class Rules of the International J/24 Class Association, these Regatta Guidelines, and by the Notice of Race and Sailing Instructions for the series and any amendments thereto.
2. A minimum of four and a maximum of six races shall be scheduled, not counting any qualifying races required by paragraph B6, Fleet Size. A minimum of three races shall be completed to constitute a series. All races shall count toward the final standings, with the exception of the World Championship, where one race may be dropped.
3. Courses shall be the standard Olympic course or variations thereof. Course length will be determined by the race committee, according to sailing conditions. Courses may be shortened at the discretion of the race committee.
4. A low point scoring system shall be used, with one point for first, two for second, etc. A version of the "Percentage Alternative Penalties for Infringement of a Rule of Part IV" of the IYRR (Appendix 3, Part 2) shall apply. The jury may

require a protest fee, refundable when protestor appears at the protest hearing.

5. The "One Minute Disqualification," or similar rule for starting, shall be applied with discretion and only when absolutely necessary.
6. Fleet size: If there are 60 or more entries, the fleet shall be divided into four subfleets and identified by a color ribbon flown from the backstay. The top eight competitors shall be identified by a committee established by the organizer, and seeded equally among the subfleets. The remaining competitors shall be assigned a subfleet by random choice. Up to three qualifying races shall be sailed, after which the fleet shall be divided in half. Any odd boat will be assigned to the upper division. The top half shall constitute the Championship Fleet. The bottom half shall constitute the Designer Fleet. The scoring for both Fleets shall start anew, not counting the qualifying races. No races shall be dropped, except for the World Championship.
7. For the World Championship, entries shall qualify as follows:

No. of NJCA Subscriptions Paid	No. of Qualifiers
1-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
Each additional 500	+1

Defending Champion - 1  
North American Champion - 1  
South American Champion - 1  
European Champion - 1  
Founders - 2  
IJCA Chairman - 1  
IJCA Executive Director - 1  
Past World Champions - 3 most recent

Host country and geographic allocations - to be determined for each event by IJCA World Council.

7. By definition, a "qualifier" is the primary helmsman who starts, finishes and steers the majority of the upwind legs in a qualifying event or series.
9. The standard J/24 Notice of Race and Sailing Instructions shall be used. Any change or deviation to these shall be approved by the Association.



### U.S. FLEET CHARTER APPLICATION FORM

*(Minimum of 3 boats required)*

FLEET CAPTAIN'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

TELEPHONE: HOME \_\_\_\_\_ BUSINESS \_\_\_\_\_

I do hereby apply through my District Governor for registration of the \_\_\_\_\_ fleet.  
(Name of Fleet)

NAME	ADDRESS	HULL NUMBERS
1 _____	_____	_____
2 _____	_____	_____
3 _____	_____	_____
4 _____	_____	_____
5 _____	_____	_____
6 _____	_____	_____
7 _____	_____	_____
8 _____	_____	_____

Members of the \_\_\_\_\_ fleet agree to abide by the International J/24 Class Rules.

FLEET CAPTAIN SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT GOVERNOR SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

### J/24 REGATTA REGISTRATION FORM

*(This form is provided for your convenience to enter any J/24 Regatta.)*

I wish to enter the event named below. I agree to follow all J/24 Class Rules, and understand that I must register upon arrival for a confirmed entry in said regatta.  
(Type or print:)

Regatta \_\_\_\_\_ Date of event \_\_\_\_\_

Boat Owner \_\_\_\_\_ Co-owner \_\_\_\_\_

Helmsman \_\_\_\_\_

Helmsman's Address \_\_\_\_\_ Tel. (res.) \_\_\_\_\_

Tel. (bus.) \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Sail No. \_\_\_\_\_ Hull Color \_\_\_\_\_ Yacht Name \_\_\_\_\_

☐ I am a current J/24 Class Association member.

☐ I am not now a Class member but will join at time of registration.

Enclosed is my regatta entry fee of \$ \_\_\_\_\_.

Helmsman's Signature \_\_\_\_\_ Date \_\_\_\_\_

**1988 USJCA MEMBERSHIP APPLICATION FORM\****(For Boat Owners, Co-Owners, and Helmsmen)*

All J/24 owners, co-owners and helmsmen must be Class Association members to participate in J/24 fleet racing. As a member, you will receive a membership card, transom sticker (required for racing), window decal, 1988 Spring and Fall issues of **International J/24 Magazine**, and be eligible to participate in J/24 racing at all levels.

NAME \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

HULL NO. \_\_\_\_\_ FLEET NO. \_\_\_\_\_ DISTRICT NO. \_\_\_\_\_

YACHT NAME \_\_\_\_\_ TEL (B): ( ) \_\_\_\_\_ (H): ( ) \_\_\_\_\_

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1987, and agree to abide by all Class Rules.

Membership fee is \$30. Back issues of J/24 MAGAZINE are available for \$7 each, postage paid. Indicate Spring or Fall and year you want, and include payment with your dues check. Make check payable to J/24 Class Association.

☐ This is a renewal.☐ This is a new membership.☐ Send the following magazine back issues @ \$7 \_\_\_\_\_

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

\*Those in other countries should apply for membership through their own National J/24 Class Association. Where there is no NJCA, applicants may submit this form to the IJCA Office, address below.

**1988 MAGAZINE SUBSCRIPTION FORM***(For Crew of USJCA Class Members)*

A USJCA Class member may order a year's subscription of *International J/24 Magazine* for his crew and/or friends, at a total cost of \$12 per subscription. One subscription includes both 1988 Spring and Fall issues. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsman) and must be ordered by that member.

Please send 1988 magazines, at \$12 for each subscription to the following:

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

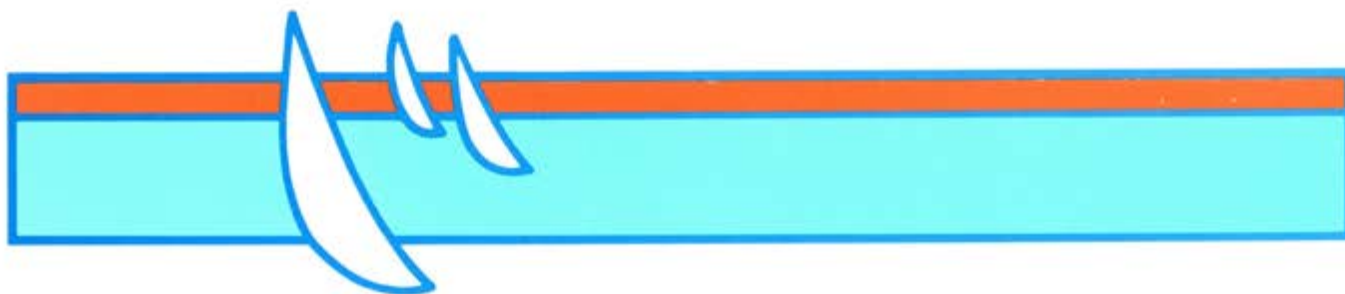
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

SIGNATURE OF CLASS MEMBER \_\_\_\_\_

PRINTED NAME OF CLASS MEMBER \_\_\_\_\_

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION, P.O. BOX 372578, SATELLITE BEACH, FL 32937-0578





## THE ULTIMATE YACHT RACE SERIES

1988

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May 6-15

SAN FRANCISCO

July 22-31

EAST COAST

October 7-15

### DIVISION I – *Ultimate 30's*

*The fastest 30 foot monohulls in the world*

### DIVISION II – *One Design, J/24*

**ENTRY FEE:** \$20,000 per regatta

A \$2,000 non-refundable deposit can reserve your spot. The \$18,000 balance due by March 1, 1988. Limited to 50 entrants.

**PRIZES:** Division I, Corpus Christi – Winner take all, \$1,000,000.  
Division II, Corpus Christi and Divisions I and II, San Francisco and the East Coast, the prize money will be distributed as follows . . .

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2nd Place	\$200,000
3rd Place	\$100,000
4th Place	\$75,000
5th Place	\$60,000
6th Place	\$50,000
7th Place	\$40,000
8th Place	\$30,000
9th Place	\$25,000
10th Place	\$20,000

**CONTACT:** Toby or Glenn Darden for further details,

**TELEPHONE:** 817.332.2431 **FAX:** 817.877.3829

**Or write:** THE ULTIMATE YACHT RACE, INC.

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