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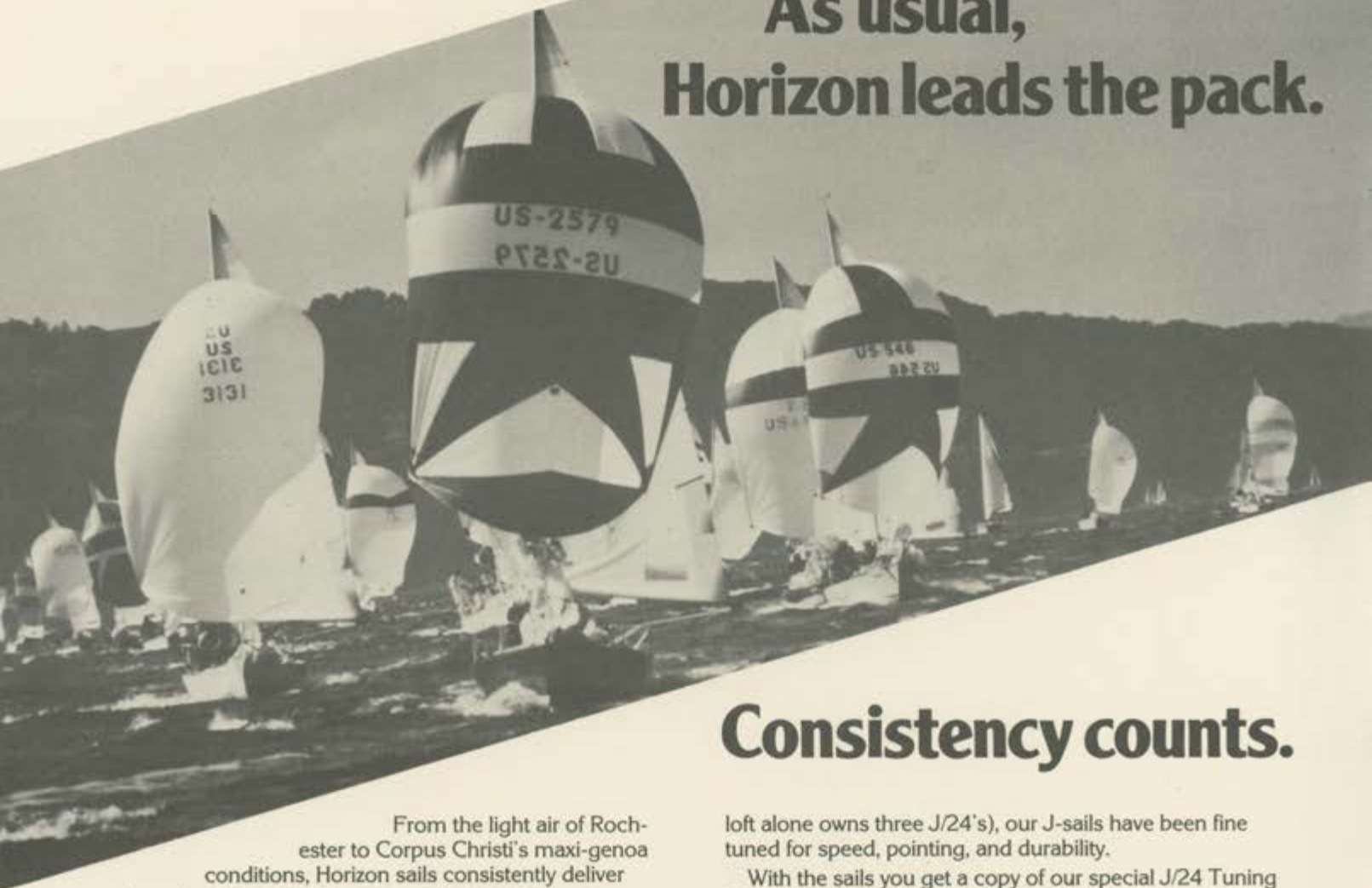


APRIL 1983

VOLUME 10

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1982	Midwinters	3rd, 5th, 6th
1983	Midwinters	3rd, 4th, 5th, 9th

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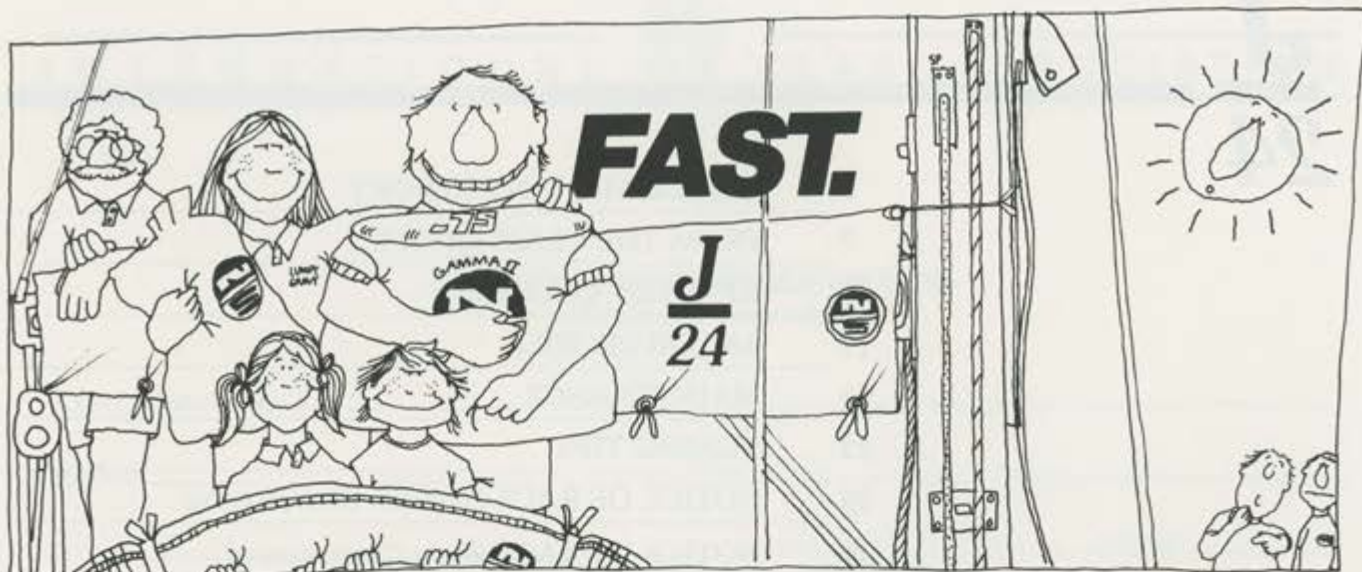


Cover Photo:

Smokin' J rounds ahead of traffic at jibe mark, at World Championship IV, San Francisco.

Photo by Donald Hilbun.

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1982	Worlds — 2nd Kostecki/Stone, 7th Jeppesen/Massey
1981	Worlds — 1st Bethwaite, 3rd Miller, 4th York
1981	Midwinters — 1st Diaz (became a NORTH loft in 1982)
1982	Southwest Championships — 2nd Anderson
	Fort Worth (Texas Circuit) — 1st Pfiester, 2nd Anderson
	Houston Summer Series — 1st Freitz/Huffiett, 2nd Townsend
	San Francisco Districts — 1st Kostecki/Stone, 2nd Allen
	West Coast Midwinters — 1st Trask, 4th Francis, 5th Kieding
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Bob Johnstone, a founder of the class and first Chairman of the IJCA, lives in Newport, RI where he sails his J/24 Prodigal Son as a member of Fleet 50.

The J/24 Class came of age in 1982, it's fifth complete year as an organization...starting with the meeting of contestants at the 1978 Midwinter Championship at Key West. We have a lot of people to thank for progress since. It was this group that laid down the guidelines for the class rules as we know them today.

1982 represents the first year that the J/24 Class became self sustaining without financial assistance from J Boats, so the objective of creating an "owner's class association" has been achieved. The budget for 1983 is in excess of \$90,000 for the Florida based USJCA and International J/24 Class headquarters. This is derived from dues, sail royalties, NJCA subscriptions and advertising revenues from the magazine. It goes toward publishing the magazine, paying the full time services of Dick and Linda Tillman who ably manage Class affairs, insuring Class representation at major championships, and participation by District Governors at NJCA meetings...all of which are essential to sustain communications and provide the necessary services for the membership.

This is the first full year that the J/24 became known as the "International J/24" with recognition by the I.Y.R.U. being awarded in July 1981. This magazine will no longer be the USJCA's private domain, but with this issue it becomes the IJCA's...a world publication. Consequently, the lead column will be from the Chairman of the World Council of the IJCA.

My impression from the November meeting in London is that the Class is in a very healthy condition. There is lively debate on the issues and a great deal of interest in preserving the "design" philosophy of the boat, keeping it simple, and making sure that the rules aren't being circumvented so as to outdate older boats. It is in preservation of design philosophy that I ask all of you to participate with your comments and votes at Fleet and District meetings.

The World Council (see the Minutes) is giving the Class a strong message in using a 325 kilo (715 lbs.) weight limit for the World and European Championships. The idea here was to develop a limit that would insure that the majority of boats at the World Championship would have 4 people aboard and if there were 5 people, these would include lighter weight members of either sex. A recent tendency to use five, ever increasing sized, males in crew was regarded to be detrimental

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New National Associations

Welcome to two new NJCA's: The Peru National J/24 Class Association headed by Alberto D'Angelo and the Dutch National J/24 Class Association organized by Ferdinand B. Costerman Boodt. We look forward to seeing growing fleets in these two hemispheres which border the large sailing areas of the Atlantic and Pacific Oceans. We also have reports of growing activity in Germany, South Africa and Greece. Note the invitation to a summer regatta in Greece, in the Readers' Column.

1982 World Championship Video Tape

The International J/24 Class Association, in cooperation with J-Boats, Inc. and Bacardi Gold Reserve Rum, has assisted Graham Hall in producing a feature color and sound video tape documenting the action and excitement of the 1982 J/24 World Championship IV held on San Francisco Bay. The video presentation features play-by-play highlights of the seven race series. Several top J/24 sailors are interviewed including 1982 winner John Koliis (recently named skipper of the 12 Meter, *Courageous*); young John Kostecki, who was second in the Worlds and winner of the 1981 Sears Cup, 1982 Sunfish Worlds and 1982 Championship of Champions; and Dave Curtis, third in the Worlds, 1982 North American Champion and 1982 Etchells 22 World Champion. These and others tell you how they do it in a J/24. The program is instructional and entertaining for sailors of all levels. It is available for a fee by contacting Graham Hall, 85 E. State St., Gloversville, NY 12078. Tel (518) 725-8534.

Bacardi Gold Reserve Rum Sponsorship

The Class Association is fortunate to have an outstanding sponsor, Bacardi Gold Reserve, to add pleasure and substance to our district and national regattas. Bacardi was present at the 1982 Worlds as their first sponsored event. The prestige rum company presented three half model awards to the top three finishers in the last three races of the championship, as well as product samples to all competitors. Bacardi plans to continue their support of district events throughout 1983 in the form of product samples and T-shirts.

Tax Exempt Status

After two years of effort initiated by former USJCA President Paul Kaufmann (collecting data, sending forms back and forth to the IRS, etc.) the Class Association has obtained a ruling granting tax exempt status as a charitable institution. This means that contributions made to the organization as of May 11, 1982 are deductible by the donors under the rules of Section 170 of the Internal Revenue Code. This ruling provides advantages few other sailing organizations have. As an example, expenses incurred in providing services to the class may be tax deductible. Or fleets may form their own exempt status to raise money. Accountants or tax lawyers should be consulted for advice. As far as the Class Association is concerned, all income received by the Class in excess of the regular dues are charitable contributions to the J/24 Class Association. Membership categories have been established to allow for tax deductible contributions. Anyone wishing to contribute may do so in the following categories:

- \$1000 in excess qualifies for Life Membership
- \$ 500 in excess qualifies for Sponsoring Membership
- \$ 100 in excess qualifies for Supporting Membership

- \$ 50 in excess qualifies for Sustaining Membership
- \$ 20 in excess qualifies for Contributing Membership

U.S. Class Membership

U.S. Class Association memberships for fiscal year ending September 30, 1983 were due January 1 and delinquent March 1. All 1982 class members are receiving this issue of the magazine but will not receive the Fall issue if dues are not current. Dues still remain at only \$20, which is the same as when the Class began in 1977. (Please indicate your computer number when renewing.) The U.S. subscription to the International Association is \$5 for each registered yacht, per article 6 of the IJCA Constitution (reprinted in this issue), with the remainder of the dues applied to the magazine subscription and other administrative costs.

If your membership card does not contain a fleet number as shown in the label below, please advise this office of your fleet affiliation. If you do not belong to a fleet, please contact your District Governor so that he can pass important Class information to you. The lines of communication are from the Class Office to District Governors and/or Fleet Captains on to the individual members and up the same way.

Computer Record No.	Fleet No.	Last Dues Payment
District No.	Hull No.	* Special Code
A596-2-31-1726-0383 J/24 1		
ARTHUR DUFRESNE		
P.O. BOX 293		
POQUONOCK, CT. 06064		

- * 1 - District Governor
- 2 - Fleet Captain
- 1&2 - Both, or member of Executive Committee
- 3 - NJCA President
- 4 - Miscellaneous

NJCA Subscriptions

Per NJCA annual subscriptions received, membership status of the following NJCA's for 1982 is:

U.S.	1137	Mexico	25
U.K.	103	Ireland	20
Canada	65	Switzerland	20
Australia	64	Brazil	16
Sweden	52	Bermuda	12
Japan	50	U.S. Virgin Is.	7
France	32	British Virgin Is.	1

The number of Worlds qualifiers per NJCA shall be based upon the number of 1983 NJCA Subscriptions paid for boats registered as of December 31, 1982 and received by the IJCA Class Office by March 1, 1983. Unpaid subscriptions due in 1982 must be brought up to date and paid in full. See paragraph 5.3, IJCA Annual Meeting Minutes, p. 71.

J/24 Magazine—International In Scope

The word *International* is now a part of the MAGAZINE's name. The majority of the 19 NJCA's wish to be a part of the magazine and have submitted newsworthy reports and articles. Everyone

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is interested in what our neighbors are doing. Keep the news coming.

Fall Issue Deadlines

The deadline for Fleet, District and NJCA news is August 15, 1983. The deadline for solicited and unsolicited articles is August 1. Please submit copy in double spaced, typed form and include black and white glossy photos, color prints or 35 mm slides. Also, if you have a regatta scheduled during the winter season that you would like published in the Calendar of Events, just send in the name of the event, date, location, and contact, by August 15. In reporting regatta results, always use low point scoring, (one point for first, two for second, etc.) and please use this format in your report:

POS	SAIL	YACHT	SKIPPER	HOMEPORT	1	2	3	4	5	TOT
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1983 IJCA Rule Amendments

Class Rule amendments, as reported in the IJCA Minutes in this issue, were recommended by the IJCA World Council on November 5, 1982 in London and submitted to the IYRU Keel Boat Technical Committee. The Committee, with minor revisions, recommended approval and the IYRU ratified them effective March 1, 1983. Identified with an asterisk, the 1983 amendments have been incorporated into the Class Rules and are printed in full in the back of this issue. Note that Rule 7.1.15 prohibits use of magic boxes for halyard adjustment. Refer to paragraph 5.7 of the IJCA Minutes. Also, new Rule 8.4 prohibits hanging on the mast or shrouds to promote roll tacking.

Rule 2.5.8, new for 1983, requires each yacht to display the current Class Association membership sticker on the outer face of the transom near the upper starboard corner. U.S. owners receive a sticker along with their membership card when dues are paid, and other National J/24 Class Associations receive them upon receipt of annual NJCA subscriptions. Sail royalty labels are required on all sails per Rule 3.6.14 (new wording.)



1982 World Council Meeting at Royal Thames Yacht Club, London.

U.S. J/24 Class Association Annual Meeting Flagship Inn, Arlington, Texas October 21, 1982


The annual meeting of the U.S. J/24 Class Association was held October 21, 1982 at the Flagship Inn, Arlington, TX beginning at 12:00 noon.

1. The president, Henry Stanley, called the meeting to order and welcomed those present: Art Dufresne, District 2 governor; Bob Whyte, representing District 4; Richard Specia, District 14 governor; Scott Stokes, District 15 governor; John Gjerde, District 16 governor; Lee and Ilse Tautz, representing District 18; John Beckman, District 21 governor; Dick Tillman, Executive Director; Linda Tillman, secretary; and Rodney Johnstone, designer and chief measurer.

2. The minutes of the 1982 annual meeting were accepted as published.
3. Dick Tillman gave the Executive Director's report.
 - a. Financial status: Tillman reviewed the unaudited third quarter financial report which showed the Class expects to end the year at a break-even point. Dues will remain at \$20.00 per member for 1983, with a possible increase needed for 1984. Dues have remained at \$20.00 for six years and are about the lowest for a one-design class, considering \$24 for the Lightning (plus \$8 per crew member), \$30 for Snipe, and \$30 for Star (crews must be members too). An outstanding debt carried by J-Boats for \$15,000 for the 1981 Magazines was paid and office equipment including computer, printer, and copy machine were acquired. The Class has received confirmation of non-profit status as a charitable institution from the IRS, Boston Region, allowing lower mailing charges and enabling individuals to make tax deductible donations. Class members will receive complete information.
 - b. Sail royalty program: Participation has been excellent and it is this income that helps to keep membership dues at an acceptable level. The program supports the class organization which protects members' boat values. The potential of illegal transfer of tags from one sail to another is minimized as the tags are consecutively numbered and traceable to sailmakers.
 - c. Membership: There were 1137 members at the end of 1981, with over 1400 projected by the end of 1982, representing a 23% increase. Dufresne suggested a

person selling his boat should promote class membership to the new owner. Fleet captains will be asked to send to the class office the names of non-member boat owners in their area who will be contacted on a one time basis. Tillman stated preference for collecting membership dues initially from individuals rather than through fleet captains, and dues notices will be sent to 1982 members as well as 1981 members still in the records. The 1982 transom sticker and new window decal are red.

- d. Magazine: The October 1982 issue was completed on schedule and advance copies provided to competitors at the World Championship. Magazines due a new member are sent immediately upon receipt of membership fees.
- e. Pan American Games: The winner of the North American Championship in San Diego in June, 1983 will qualify for the Games to be held August 14-29, 1983 at Puerto Azul, Venezuela.
- f. District Governors: New District 10 Governor, Bert McAllister, has compiled a questionnaire on duties of governors and fleet captains, and the office will distribute it to all concerned. John Gjerde agreed to work on guidelines for duties and election of district governors, and district by-laws. Specia will submit a copy of his district's by-laws.
5. Future events: Location and dates were discussed and agreed upon as follows:
 - 1983 North Americans — San Diego Y.C. June 1983
 - 1984 North Americans — Kingston, Ont. Can.
 - 1985 North Americans — East Coast (Buzzards Bay)



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1986 North Americans — Mid South-Southeast
1984 Worlds — England
1985 Worlds — Japan
1986 Worlds — Corpus Christi or Miami

6. District Boundaries

Art Dufresne explained the shift in boundaries in New England to equalize the fleets according to the areas where they usually sail. Tillman pointed out the imbalance of many of the districts and the need to redistrict as the number of fleets increase. Specia will review boundaries in the Texas/Louisiana area. If governors see a problem they should consult with their adjacent district governor(s) and submit a proposal to the Class office.

7. Constitution and By-laws: The Class By-laws need to be brought in line with the Class Constitution. Jack Couch has begun to revise them and will continue.

8. Regatta Guidelines: Copies of drafts of Notice of Race, Regatta Guidelines, and Racing Instruction guidelines were distributed and discussed. Rod Johnstone suggested that a course for a major event be subject to review by the Executive Director. A subcommittee headed by John Gjerde will refine the guidelines before distribution to fleets.

9. Technical/Rules

a. Crew weight limits: There was discussion of weight limits and Jack Couch's letter proposing a maximum limit of 375 kg, to allow co-ed and family crews, eliminate need for heavy air genoas, and enhance the one-design concept of the J/24. There would be no

need for a maximum number; weight would be self limiting. Beckman submitted Bill Menninger's proposal of 830 lbs. maximum crew weight. Specia moved that the USJCA propose to IJCA a change of crew designation per paragraph 5.1 of the Class Rules to read, "The crew shall consist of a minimum of three persons with no upper weight limit," to be effective on a trial basis in the U.S. beginning January 1, 1983. Scott Stokes seconded and the motion passed.

b. Mylar: John Beckman explained District 21's positive position on Mylar genoas following a study by a five-man committee. Pros and cons were discussed. Beckman moved that the USJCA propose that the IJCA allow Mylar #1 Genoas for Class competition, with sail cloth weight to be determined by the technical committee before August 1, 1983. The motion was seconded and a vote taken. Those in favor were: Art Dufresne, Scott Stokes, John Beckman, Bob Whyte and Dick Specia. Those opposed were John Gjerde, Rod Johnstone, Lee Tautz, and Tillman for Bert McAllister. Stanley did not cast a vote. Stanley emphasized that the intent is not to allow a sail that is faster than Dacron, but a sail that is more durable and economical.

c. Worlds Qualifying: Dufresne explained his and Jack Couch's proposal for a qualification format for World Championships. In their plan, qualifiers would be winners of four major national championships with remaining slots determined by eight regional championships, regional boundaries to encompass district boundaries so that each region contains 10-20% of the current USJCA active membership. Regional qualification

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regattas would be announced at least six months before they are held, and conducted three months prior to a Worlds held in North America and six months prior to a Worlds held outside North America. Johnstone added that since the strength of the Class is at the fleet level, skippers would qualify for regional events through their fleet. About 30 slots are available for a U.S. Worlds, and 10 for overseas Worlds. The consensus was to allow passdowns. It was suggested that for an overseas Worlds, a competitor must be a fleet participant as well as a class member and that existing regattas within regions be utilized for qualifying. Art Dufresne was appointed to refine the above proposals and present to the executive committee as soon as possible.

d. Sponsorship: The Executive Director explained Graham Hall's proposal with Bacardi Gold Reserve Rum sponsorship to make appearances at fleet meetings and yacht clubs nationwide during 1983 with a video documentary of the J/24 World Championship, at a cost of \$2500 to the J/24 Class. Hall agreed to and has already sold J/24 magazine ads to recoup a portion of the fee, which will also make possible a four color cover for the magazine. Bacardi has offered to sponsor racing events at the District level as well as national level. It was agreed that the video tape must be reviewed by the executive committee before it is shown. John Gjerde moved the Class accept the concept and support Graham Hall's proposal. It was seconded and after discussion amended by John Beckman to include "authorizing the executive committee to borrow funds if necessary." The amended motion was seconded and passed.

e. Rule Changes: Rod Johnstone went over the rule changes that have been submitted to IYRU for approval, most of which were clarifications. Since rule changes must be submitted to the IYRU by early September, the IJCA (the US being but one of several NJCA's) must identify changes for submission in advance. Such changes are generally approved by March of the following year. Rod agreed there is a need for a US Technical Committee and was directed to appoint a committee. He suggested a meeting of District Governors be held to determine rule change proposals in time to submit to the IYRU by August of each year.

10. New business:

a. J/24 Magazine: The general format of two large issues of the Magazine per year was discussed and some felt a more frequent smaller publication would improve communication. John Beckman volunteered to study the subject further and present his findings to the executive director as soon as possible with the intent to begin the new plan in 1983 if considered feasible. One 84-100 page yearbook and three tabloids yearly were suggested.

11. Election of Officers: Henry Stanley was re-elected President, and John Gjerde was elected Vice President.

12. USYRU Committee Meetings: Those present able to attend the various USYRU meetings representing the J/24 Class during the remainder of the weekend were assigned.

The meeting was adjourned at 8:00 p.m.

Protect Your Investment

Dear Members:

We need the 1983 dues from all U.S. J/24 sailors now! The annual membership fee of \$20 has not increased from last season. Feel confident that all members, from cruisers to hot racers, are getting their money's worth from the J/24 Class Association.

Here are some of the things your class does for members:

1. Produces two magazines annually—the highest quality and most informative of any one-design class.
2. Organizes major championships and coordinates organizational efforts of regional and district championships. Provides race information, instructions, and schedules for all class competition.
3. Provides financial support and acts as an informational center for instruction resources and other programs, such as the recent video tape of the World Championship in San Francisco.
4. Promotes our class and continues the goal of excellence to keep the J/24 Class the strongest, most dynamic offshore one-design class in existence. The numbers speak for themselves.

This all adds up to one common benefit to all—\$\$\$\$\$. Your J/24 has maintained high resale value through the efforts of a strong class organization supported by the dues received from the membership. Wouldn't you agree that the popularity of the J/24 class is worth at minimum \$1,000 to your boat investment relative to any other similar class? We must maintain the strength and spirit that the J/24 Class has attained.

Pay those dues now and have fun sailing in 1983.

John Gjerde
Vice President, USJCA

Thanks

As a member of the French crew on the *Chips Ahoy* in this years Worlds I want to thank the Association for its dynamic job. Although we didn't win (40th) we had as much fun, and learned as much, if not more, than any crew.

Thanks again!
Chip Merrow

Rule Changes

The class rules are being revised each year with the following goals as the objective:

1. To make the boats as one design as possible.
2. To keep the cost of owning the boat to a minimum once the initial purchase has been made.
3. To maintain the boat as a "family" racer/cruiser.

Every rule change or proposed rule change can be traced to one or more of these criteria. These are all valid and admirable rational for creating new rules or changing existing ones but I believe the concepts have been poorly applied in formulating the current rule changes and proposals mentioned elsewhere in this issue.

The most basic concept in one design racing is to have

boats which are equal in every way so that boat speed is a function solely of the skill of the helmsman and crew. The rules must be designed to ensure this is the case. This concept separates the boat from the crew. One of the rule changes currently being considered is limiting crew weight to 325 kgs.—a rather absurd precedent in class sailing. I think we can all agree that classes such as the Laser are the most uniform of one design classes. They are also without question far more sensitive to crew weight than large keelboats such as the J/24. Why then is there no weight restriction for sailing a Laser but now a proposed restriction in the J/24 class which will effectively eliminate the use of 5 crew members? One of the major reasons given for this proposal is for the maintenance of the family aspect of racing. I guess some people feel intimidated seeing 5 gorillas on some of the more competitive boats and feel that they must eliminate lighter family members from their crew in favor of these heavyweights if they want to remain competitive. Higher crew weight is only helpful in some wind conditions and besides, family crews are not likely to be competitive regardless of crew weight considering the caliber of sailors that now sail J/24's. I know from personal experience, however, that often when I sail with inexperienced crew, that fifth pair of hands can come in handy at some critical times—so why prevent me from having what I consider to be necessary help.

There are other ways to go about avoiding the use of excess crew weight. Most top notch crews require the fifth body only to keep the boat flat in windy conditions. This allows them to carry the 150 into higher wind ranges and get more power. By dictating when the 100 must be used before the start, another of the proposed changes, the extra weight will not be necessary to keep the boat flat so the fifth man will not be carried unless necessary for other reasons. Thus I think this is a more sensible alternative and is the way to proceed. The weight restriction rule proposal should be dropped.

The only definite rule change for 1983 is the elimination of magic boxes for headsail luff tension adjustment. This change was made so that owners do not have to go to the expense (\$100) to be competitive. Expense is also the reason used to exclude the use of Mylar in sails. This is an admirable approach, but if the class is so concerned with limiting expense to boat owners, they should consider limiting sail purchases—by far the largest ongoing cost of maintaining a competitive J/24. How can the average J/24 owner compete with individuals who replace sails for each regatta (a not too uncommon practice)? This makes rules made to limit expense, such as limiting hardware purchases or adding 5-10 percent to the cost of one sail, seem ridiculous. What is required is a rule limiting sail replacement to once each year, preferably with a date specified for such replacement. This is a sensible policy which has been adopted by many classes.

Michael Knowlton
Canadian J/24 Association

Kelp At NA's

The following advice for those going to the North Americans at San Diego is offered by Blair Francis:
There are no attached kelp beds on the circle course racing

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area off San Diego. The nearest beds are located 3-4 miles due north of the race course. During the late Spring, kelp should not be a tremendous problem. However, if the kelp cutter happens to be in operation or if an unusual weather front moves through and stirs up the beds, you may encounter patches of floating kelp in the racing area.

There are basically two types of kelp: First, eel grass which is not too worrisome, and second, the kind with actual stems and leaves which can reach lengths over 20 feet. The latter will really cramp your speed.

The J/24 keel, because of its angle, generally does not catch kelp but the rudder does. The leading edge of the rudder should be painted white in order to see the kelp and a kelp stick should be available in order to remove the kelp. The kelp stick can be anything from a pole with a rag wrapped around one end, to an aluminum pole with a wooden leading edge template attached. A kelp stick that is held captive as it slides up and down the rudder works best. If it is not captive and the boat is doing in excess of three knots, it becomes difficult to hold. An extendable 4-8 ft. aluminum boat hook works quite well.

West German J/24 Class Association Forming

We are still trying to build up a German Class Association but it seems to be not easy, even with only six owners. Two reports in the "Regatta Magazine", the only German racing sailing magazine, helped us to become more known to German racing sailors. The result was one more J/24 on the River Elbe. We hope to get the Class Association formed before the European Championship at Neuchatel, Switzerland. Many greetings from Hamburg.

Reinhard Hipel

Number of Crew/Crew Weight— The Swedish Viewpoint

by Rolf Haggborn

The J/24 was designed as a four person, International one-design keelboat. In order to attract more of *all* sorts of people, for instance, families with their children, young people and girls, we have allowed five persons to sail a J/24. The only reason to allow more than four persons is to make it possible for such very light crews to compete on equal terms, concerning weight, with a normal crew. Such light crew are for instance:

a family with father, mother and two children or young teenagers.

a crew of only or mostly girls.

a crew of only or mostly very young boys.

If such combinations of crew are so light that even if they are five persons they will not weigh more than a normal four man crew, our proposal is that they will be allowed to be five. The question now is at which weight limit. The weight pattern of such very light crew looks like this:

Father (70) Mother (60) Young girl (40) Young boy (50)
= 220 kg.

Four girls (55 + 55 + 60 + 65) = 235 kg.

A fourteen year old boy weighs about 45-55 kg.

A small girl weighs about 45 kg.

These combinations are between 200 and 240 kg.

The weight pattern of a normal four man crew looks like this:

60 + 70 + 80 + 90 = 300 kg.

65 + 70 + 80 + 85 = 300 kg.

60 + 65 + 70 + 100 = 300 kg.

55 + 60 + 60 + 115 = 300 kg.

All these combinations of a normal four man crew are 300 kg, an average of 75 kg per person. A full trained athletic man of 178 cm. weighs about 68 kg. Therefore 300 kg might seem a little heavy. But if we require a lower weight, even a very light crew will have problems being five persons. With a 300 kg limit, a very light crew will be allowed to have one more crew with a weight between 65-80 kg. If the light crew is slightly heavier than shown above, the fifth person has to be slightly lighter.

Our proposal therefore is:

5. Crew

5.1 The crew shall consist of at least three persons.

- a. A crew consisting of more than four persons should not exceed 300 kg total crew weight.
- b. A very light crew are allowed to be five persons if they can verify a total weight of not more than 300 kg.

Disadvantages of a five person crew:

1. The greatest disadvantage is in international sailing. The longer you travel to compete, the more expensive it is. An extra person adds 20-25% to the expenses, and if you travel between the continents the extra expense might be higher than the cost of a new set of J/24 sails. This is certainly not what the founder of J/24 had in mind for us. This is the more negative because the extra costs mean that fewer J/24 sailors can afford to compete internationally. Not only are there costs of room and food, but extra cars or a van are required, as even a station wagon cannot take five persons plus equipment.
2. In most countries there is a shortage of crew, and especially in Sweden there are real problems. This summer many boats suffered because of lack of crew. Racing with the original four person crew would be more favorable.
3. With five persons it is crowded on board, especially in hard and in very light weather. In hard weather it is difficult for three persons in foul weather gear and life jackets to pass under the boom when tacking. In light weather, at least one person has to go down below. The J/24 is simply not designed to be sailed by five grown persons.

Don't Eliminate "Family Crew"

I have been actively racing since 1939, mostly in offshore boats. I have also been deeply involved in the technical aspects of race management, SCYA Measurer, CCA Measurer, Technical Committee Chairman for the Honolulu Race, etc. Recently I have enjoyed racing in the J/24 Class. I was fore deck crew for Bill and Mary Menninger in the Australia J/24 Worlds in January of '82.

I have heard that the J/24 Class may adopt a crew weight

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limit of 717 lbs. and/or reduce the crew limit of 4.

That would be a mistake. Rules should be created to control problems. The J/24 is competitively raced with crews of 4 or 5 and a wide variation in total crew weight. In other words there is no problem.

If maximum crew were limited to 4 or there were a restrictive weight limit, you would create a problem. Skippers would be forced to select crew to optimise number and weight and many "family type" crew would be left on the beach. The J/24 would become a young athlete's boat like the Star and Soling.

Please don't eliminate "family crew".

George D. Griffith
Long Beach, CA

Invitation To Greek Regatta

Trying to help the spread of the J/24 Class in Greece, we are organizing, on July 25-31, 1983, an international race containing three Olympic type races and one offshore race to the Greek Islands. The crews will be accommodated free at a hotel by the sea for ten nights, and the boats will be kept free in a port as long as the crews wish. We think that the more boats from foreign countries who participate in these races, the wider will be the spread of the J/24 in Greece.

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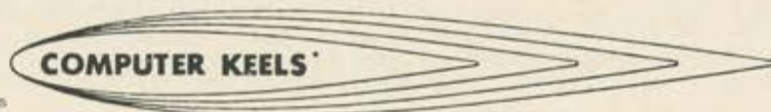
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An Interview With The World Champ

Bob Johnstone interviewed John Kolius just prior to the S.O.R.C. in late January. John talks about everything from 12 Meters to making a J/24 go fast and how he started out sailing as a crew for his parents and two sisters.

Bob first met John Kolius during the 1972 Soling Olympic Trials which were sailed on the Berkeley Circle on San Francisco Bay. So, in a way this past Championship was a 10th Reunion for a number of J/24 sailors who sailed in that event including Bill Allen who was crewing for Buddy Melges, Dave Curtis, Robbie Lansing who crewed for Bruce Goldsmith and Scott Stokes who crewed for Bob in both events.

John Kolius runs the Ulmer Sailmakers loft in Seabrook, Texas. He has participated in more major championships in the J/24 Class than any other person including Rod & Bob Johnstone and was one of the initial 20 at the 1978 Midwinter Championship in Key West where he sailed number 92 *Duck Tape*. Of the 9 North American & World Championships to date, he's missed just one, Australia.

How's the 12 Meter program going?

It's OK, a lot of work and time, but the boat's going pretty well. We sail test at the start of a day, then try to get a couple of short races in.

What's the score?

We're not really keeping score. If one of the boats gets the jump at the start or has a lousy mark rounding, or if there's a major wind shift, we'll just stop. What we're trying to accomplish is to work on our maneuvers. The only way to do this is to race.

Have the crews been selected for both Courageous and Defender?

Yes, both boats have made their crew selections for the trials. And I will be skipper of *Courageous* with two of the *Cheap Sunglasses* crew, Robbie Young on the foredeck and Hank Stuart tacking. Robbie says the only difference between foredeck on the 12 meter and a J/24 is that there are no lifelines on the 12 meter...and the 12 meter is easier.

We're trying to work together with *Defender* as a team, keeping the equipment such as mast and sails as close as possible...then trying to leap frog one another with boat handling and speed to the point where we will be better than anyone else.

We firmly believe the concept is right and that both the *Defender* and *Courageous* crews have more incentive to win and to bring their boats up to speed than if one boat has second rate "trial horse" status. After doing it for awhile, we've found it isn't easy...and that there probably aren't too many other people that can pull it off. Tom Blackaller and I can. It takes an incredible amount of patience. We live together. So, when we come in from a sailing session we try to straighten out any differences right away, before it gets out of control. If we beat them, they're barely talking to us. And, if they beat us, we're barely talking to them. So, it takes some very careful diplomacy to insure progress.

How's Courageous going?

She's going fine. We'll make some minor modifications



Photo by Donald Hilburn

John Kolius, at helm of *Cheap Sunglasses*, between races at '83 Worlds.

when she goes back East in April. She has her original bow attached once again. She has all new spars, sails and winches. The same boat, but totally modernized. 12 Meters seem to be in a constant state of upkeep. We blew out a running backstay sheave the other day. But we're on top of these problems mostly with a good maintenance program. We're working on some minor keel changes and possibly a larger rudder.

How do 12 Meter sails differ from those on a J/24?

They're pretty similar. The 12 Meter doesn't carry very much twist in the jibs or main, because it heels over to 28-30 degrees going upwind, then stops...whether it's blowing 18 or 108. The heavy air program changes just a bit, because you have such a stable platform.

The 12 Meter has a finer entry on its jibs. The maximum draft aft on the jibs is in the 35-38% range with flat run-offs on the leech, with less twist of the leech up top than the J/24. We've tried draft further aft which makes you point real good, but in the slop it doesn't have the "get-up-and-go". Just like a J/24, you have to get the boat speed up, then the pointing will just come naturally. A lot of people have the habit of stuffing it up thinking they have to point. But if you're not using the shape of that keel to lift you up, the boat won't really climb. To do that you need speed. That's where twist and a little power comes in.

The biggest difference in the 12 Meter mainsail is that it's ex-

tremely flat down low. Looking up at the sail, it looks almost as wide with it's large roach as it is tall. There's not really that much difference in the sectional shape of the sails. The 12 Meter's will be a bit rounder up top than a J/24 main. The J/24 main carries a lot of twist as the breeze comes up.

You can't really bend the tip of a 12 Meter mast, the way you can with a J/24 mast using the backstay. On a Kevlar 12 Meter main, you just grind down on the mainsheet because the sail bends the tip of the rig better than a backstay. If you tried to do this with the backstay, it would pull the crane off the top of the mast. So in designing a mainsail for the 12's, care must be taken so that the leech sets properly as the wind increases and the mast bends. The backstay will only gain you 2-3 inches which is the same amount and a far smaller relative percentage of the spar length as a J/24. You use hydraulics on the jumper stays to offset the leech tension on the main and put more fullness up high. You can be sailing in 20 knots apparent with the backstay flapping in the breeze. There's far more control of the mast on the 12 Meter. In addition to the jumpers, there are hydraulic mast rams and both upper and lower hydraulic running backstays. So you can put just about any bend fore and aft or athwartships in the mast, shaping the main to your heart's content. It makes it easy on the sailmaker, because if the luff curve isn't quite right, you can shape the mast to the sail.

How would you advise us on keeping a J/24 moving fast to windward?

Steering through the waves, instead of just pounding along, is most important. And to do this properly, you have to sail the boat enough so that you don't have to be looking around at the sails to know that the boat is moving properly. In other words, you've reached the point that you could sail the boat upwind in flat water with a blindfold and do well, as long as you didn't run

into anybody.

When sailing in waves, you must try to pick the smoothest water possible to sail in. If you see a set of waves and there's no way around them, I let the mainsail way out and immediately steer down a bit to pick up speed, then come up with the boat flat and smack right through them...instead of going crosswise...to get right through them and get it over with.

How do you see the waves; isn't this tough to do with the crew in front of you?

No. I make them lean way out. You don't want to hit a wave heeled over, because the J/24 has very little lateral stability...especially if it slows down, so you want to get a pace on before the wave gets to you, then hit the wave, slam into it straight up. It's not easy. It takes a lot of work with the mainsheet.

Do you work the mainsheet yourself?

Yes, I work it myself and don't play the traveller at all. We vang sheet. Before the start we crank in really hard on the mainsheet, then tighten the vang so the boom hardly rises at all when I let the main out. A couple of times we rounded the weather mark with the vang on so hard that the boom went under the lifelines...which is cause for an immediate broach. What that means is that the main halyard slipped a bit...as the leech rule should keep it above the lifelines. I vang sheet on just about all boats including big boats which don't have travellers that work smoothly unless a good part of the load is being taken up by the vang.

The problem with playing a traveller is that there's too much action for the reaction capability of the traveller system...you don't get much for your efforts there. You might get a foot of throw and you haven't eased leech tension at all. In fact, depending on the design of the traveller, you may even have

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tightened the leech.

We normally find a place on the traveller to match the wind conditions. In a breeze this is about half way down...then go from there with the mainsheet. In moderate air it will be fixed on the center line. Then in light air I'll pull it quite far to weather, as long as the boom isn't to weather of the centerline.

How about your genoa leads? Do you move your lead back and forth on the track or barberhaul?

We never barberhaul, unless we've overstood the weather mark. We are constantly moving the car fore and aft. In a tacking duel upwind, we'll move the lead back to get more twist in the genoa and a little more oomph out of the tacks if it's blowing. Or just the opposite if it starts to get light. We move the jib car through a range of two original spaces between holes. And, to be more precise we've drilled an additional two holes between those which are predrilled at the factory. So, we're moving in a range of 8" between light air and heavy.

Which do you start depowering first as the wind comes up?

We start depowering the main pretty early so by the time we're at 15 knots of apparent wind, we're fully depowered. Then we start moving the genoa car back, so we don't have to turn the mainsail inside out.

If you were to advise someone on how to win the Worlds in San Francisco, what comes to mind first?

If they aren't going to practice, they better take an awful good crew. But, I'd recommend practice as well as an awful good crew!

I'm a really conservative starter, which has gotten me into as much trouble as it's gotten me out of. We were lucky enough this past year to have that little edge in boat speed which it takes to get you out of trouble now and then, or at least to get yourself into the top ten. Where you can start working on guys, one wave at a time. If you don't have that, then you're really in a lot of trouble.

Back to the crew. This bunch of guys was the best crew I've ever had on a J/24...bar none. They were competent enough where they kept me on my toes all the time. Getting pushed by my crew does more for my performance than getting pushed by my competitors. A good crew consists of people who can tell the helmsman to get off his butt and get the boat movin' without getting him mad. That's hard to do, you know, especially with me. This crew really did a good job of keeping me up. If we got a bad start, they would jump right in there and keep up the dialogue until we got back in the race.

How do you divide the responsibilities up in the crew?

Robbie Young was bow man and totally in charge of all decisions regarding the spinnaker. If he wanted it to come down to leeward, it would come down to leeward. It was his total responsibility to make it happen right. Walter Glasgow was in the cockpit and had responsibility for sail trim and boat speed. If halyard tension had to be changed, he'd call it. My responsibility was just steering the boat through the waves and keeping it on its feet. Farley Fontenot and Hank Stuart were in charge of tactics all the time, so I never had to look around at all. Farley would watch the boats to leeward (and talk to them on occasion) while Hank would watch the boats to windward. We would discuss before the race a game plan, and then try to carry it out as close as possible. That's really important. On that long sail to the start, we would discuss exactly what we were going to do, where we were going to go, what the effects of the current were. If Hank and Farley started deviating from the game plan, it didn't take much for the rest of us to remind them. Then they would have to explain themselves. Apart from making the start and driving, I tried to avoid looking around in those sea conditions.

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Can you give us some specific examples of how the game plan worked?

Well, in the next to last race on the way to the start we figured we were behind by a couple of points so we had to push John (Kostecki) as far back in the fleet as we dared, then bank on the belief that we could recover better than he could. It worked, and this is where we really won the regatta.

We were pretty tight with him just after the start and we must have made 6 or 7 tacks up the weather leg...not trying to open up on him, but just trying to slow us both down so that there were plenty of boats in front of us both. Then there's a chance to put boats between us. We were probably 20th at the first mark and 16th at the last mark and he was 17th or 18th. And, this is where Hank said "OK, this is where we put about 4-5 boats between us, we've got to pass 4-5 boats he can't get by." We sat on him all around the course until the last mark, then sailed our own last leg and forgot about him. We passed three boats within the last 100 yards to the finish line and ended up twelfth. Kostecki was 18th.

In the last race, the game plan differed. We went in two points ahead, so our object was to be ahead of Kostecki at the first mark and in the top ten. To do this, it seemed best to be to his left off the starting line. Since the right side was generally favored, he would most likely go to the lay line...and since the lay line was hard to pick, he would have to sail back through us to get to the mark. If he was ahead, we could tack to leeward hoping to stay close or even fetch while he was overstanding. If we were ahead we could tack in front or on top of him...which is what happened. We tacked on him once and that was enough. He tacked to clear his air. We made the mark in 2nd behind Curtis, and Kostecki rounded about 10th, having overstood. There was no way he was going to pass us after that.

Can you give the readership some idea how and where you got into sailing?

I started sailing in Houston when I was five years old. My sisters started sailing first at a Girl Scout summer camp. Then they came home and told our parents we had to get a sailboat. It turned out to be an O'Day Daysailer. I used to crew for my sisters a lot when I was growing up. It was pretty distressing. It got to the point where I hated it. But, we only had one boat. The rule was that I had to crew for my sisters until I could beat them. We raced in an old keel boat class as Juniors at the Houston Y.C. They were called Mavericks. It wasn't until I was fifteen or sixteen that I managed to win. The only reason that I could ever beat my one sister, I think, is because she just finally lost interest in sailing that much.

My oldest sister is still active running the Houston Y.C. Junior program and my other sister got married and moved to France and doesn't sail anymore.

Did your parents sail?

My father and my mother both sailed and also raced in a couple of cruising boats: first a Ranger 28 then a Hinckley Pilot 35 under the old CCA rules. I used to do a lot of crewing for them and other people when I was growing up, and didn't start steering until pretty late. Things have changed a bit. My dad actually navigated for me one time in the circuit (SORC). But, now he'd rather do just about anything than race offshore. He's just as likely to go into a cold shower and tear up 100 dollar bills until the urge goes away.

Thanks John. You certainly sailed a magnificent World Championship in San Francisco and I'm sure that the class joins me in wishing you success in Newport this summer. You can bet that they'll feel you'll be carrying the J/24 banner even if the sail only has a 12 on it.

Official J/24 Blazer Emblem



This striking gold and red blazer emblem is handmade in India to such exacting specifications that it has taken three years to get it almost right. There's a limit, however, to how exact one can make the angle of the "J" or the width of the bar when handling heavy gold thread.

The monogram effect is first class. At International Yacht Racing Union meetings in London and at U.S.Y.R.U. meetings in Newport, just about everyone commented on how well it looked and other classes wanted to know our source.

The emblem is sewn onto a navy blue circular patch which blends into most standard navy blue blazers.

Please excuse any delay in delivery.

Price: \$25; In Canada, \$30.

A check for the full amount must accompany your order.

J/24 Blazer Emblem

24 Mill Street
Newport, RI 02804

Please send me _____ emblem(s). Enclosed is my check for \$_____.

Mail to: _____ Hull # _____
Fleet # _____

One-Design Spar Maintenance

by Rick Lyman, Kenyon Marine

Since 1976 when the J/24 spar was first manufactured, we have provided spars to J Boat classes which are truly one design. This is achieved by several methods:

1. Die specifications which allow wall thickness to vary by only .005 (five thousandths of an inch).
2. Specifying only the highest quality marine grade aluminum 6061-T6.
3. Inspection at the extruder of every die run and a reinspection when the extrusion arrives at our plant.
 - A. Twist must be within 5°.
 - B. Webster testing for hardness.
 - C. Miked for wall tolerances.
 - D. Transportation damage.
 - E. Deflection testing (periodically).

All tubes not found to be within specifications are rejected.

If an owner has a mast which seems soft on one side, thus bends differently on each tack, several things should be checked.

The first and most important is to check deck partner and wedging alignment. Some have been found to be up to 3/4" off the centerline. This will cause the spar to take on an abnormal bend when loaded.

Secondly, we've found several maststeps were not on the true centerline of the boat, and angled in a way which would compound the problem. This can be corrected by relocating the base and filing the bottom side of the mast.

We now have a new cast cam cleat for our reefing goosenecks. It has several more teeth which will provide extra gripping strength to the reef lines and also provide better performance with various line diameters. In addition, we modified the bearing area of the gooseneck casting with a series of ridges to further increase the gripping power of the cam. To accompany this, we also offer cover plates for the cam and sheaves on the gooseneck. I don't feel this is a desired feature for the standard boat because unreefing can be accomplished faster without it being captivated.

It has been said by many people in this industry that competitive sailboat racing is following the patterns of car racing. After every car race, engines are stripped down, checked, and sometimes rebuilt. Tires, bearings, and many moving parts are inspected and most times replaced. Every nut, bolt, and fitting is inspected as routine maintenance.

How many times do we see an owner of a sailboat closely inspect his rig after a tough race. I think we need to get people to understand that inspection and preventative maintenance should be done on a regular basis.

With the advent of aluminum spars, gone are the days and hours of maintenance necessary to commission your boat. Now only a little time is necessary to keep your aluminum spar in top condition. Most often a simple visual inspection and the replacement of a cotter pin are all that is required each year. This, of course, translates into more sailing time.

The following suggested check list and accompanying comments cover the most important aspects of keeping your mast in order. It would seem obvious that the amount of attention you give your spars and related hardware is proportional to the wear and abrasion that they encounter. This attention factor in-

creases when your equipment is subjected to excessive loading and improper tuning, or a general misuse of equipment. By checking your spars regularly, especially at the beginning of each season, you will be insuring many enjoyable seasons to come by familiarizing yourself with the equipment and taking the corrective measures in preventive maintenance.

Examination of your spars should go from the masthead to the step, keeping an eye out for corrosion, pitting, cracks in the wall or welds, and general wear and abrasion to moving hardware.

Check the following:

MAST

Masthead

Sheaves, bushings, toggles, clevis pins, cotter pins, light bulbs, electrical connections, weldments.

Tangs

Clevis pins, thru bolts, and compression tubes.

Spreader Brackets

Weldments, attachment points, fit of spreaders within bracket.

Spreaders

Tips, welded areas.

Gooseneck And Vang Bracket

Welded areas, attachment points.

Maststep

Casting fit.

Cleats

Attachment points.

BOOMS

Gooseneck

Universal joint, casting, tack pin.

Boom Vang

Attachment points, weldments.

Outhaul

Casting, sheaves, internal outhaul system.

Bails

Attachment points.

STANDING RIGGING

Stays And Shrouds

Wire (check for kinks or broken strands), swage fittings (check for cracks).

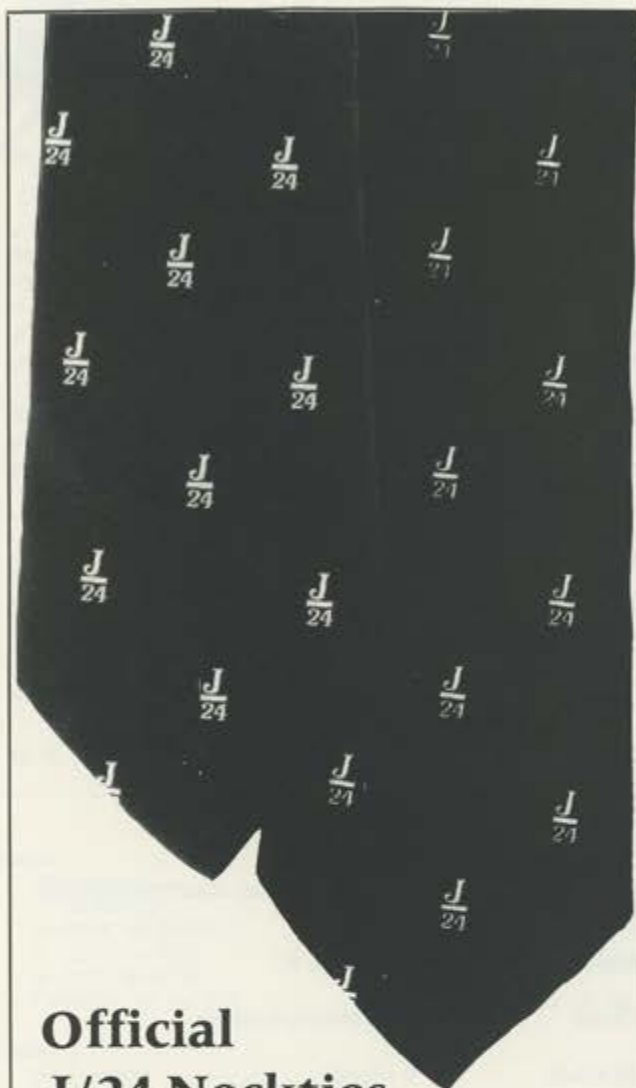
RUNNING RIGGING

Halyards

Wire, thimbles, shackles, splices.

Any of the above moving parts should be lubricated from time to time. If they do not run freely, they should be flushed out with fresh water. Those parts in question should be replaced. Clevis pins should be checked and replaced if they are showing signs of being bent due to stress. They should also have the correct cotter pin, bent over, to prevent them from falling out.

Check the running rigging. Wire, halyards will first show signs of wear at the wire-to-rope splice, the point that bears on the sheave, or at the nico press sleeve. Bend the wire back at the sleeve; if you see any broken strands, cut the wire at the sleeve and reattach the shackle. If the wire appears to be fray-



Official J/24 Neckties

Without doubt, the finest neckware available anywhere, Brooks Bros. included.

There are three distinct patterns: White, International Orange, or Yellow insignias on a Navy Blue field.

These are custom made to exacting specifications by Hallifords in England and by Palm Beach in America.

They are available in lots of ten (10) for \$100 or individually at \$15 each. In Canada, \$18.50.

Please specify quantity of each pattern desired.

A check for the full amount must accompany your order.
Mail to:

J/24 CLASS TIE - 24 Mill Street - Newport, RI 02840

Please send me _____ ties. Enclosed is my check for \$_____ for _____ white insignia _____ international orange insignia _____ yellow insignia.

Mail to: _____ Hull # _____
_____ Fleet # _____

ing elsewhere, it should be replaced immediately. Very often there is a reason for the appearance of these "meat hooks" such as a worn or frozen sheave or a sharp protrusion. This problem should be fixed immediately also.

Rope halyards and sheets should also be checked regularly. They will fray first at the shackle splice or at a stopper. Again, if the problem occurs at the shackle, cut the rope and reattach the shackle. If you are noticing signs of abrasion at the stoppers and it is only slight, you can sometimes end for end the sheet thus avoiding replacement for a while.

Standing rigging is most likely to fail at the point where the wire enters the lower swage terminal. Not only is this the point where water can collect and cause problems, but it is also the point which receives the greatest stress from loading and unloading which occurs each time you tack. Check for cracks in the fittings as well as broken wires. In either case the shroud should be replaced.

Another area that should be given attention is the finish of the spar. Spars can either have a painted or anodized surface. An anodized finish is an electro chemical etching that causes an oxide film to protect it from further corrosion. A painted spar must undergo extra preparation to offer the same protection and insure that the paint will adhere. In either case, these finishes should be examined and protected to counter the effects of a corrosive marine atmosphere. With either finish, a thorough rinsing with fresh water and mild detergent will wash away the dirt and grime as well as the salt that will build up over a season of use. Waxing your spars with a good coat of car type wax will improve protection and help retain the finish on your spar whether it is anodized or painted.



Photo by L. Timman

Unstepping a mast by hand.

The corrosive action that we so often see on an aluminum spar that is scratched or marred is actually a thin film that develops to protect the aluminum from further oxidation. Since cosmetically this does not look good and will cause the paint to lift in time, we recommend lightly sanding the area and applying a closely matching touch up paint to protect that area. Corrosion that develops around stainless steel hardware fittings is a galvanic action that occurs due to the use of two dissimilar metals. Rinsing your boom and the lower portion of your mast will greatly impede the action caused by a salt water environment. Examining your electrical system for possible leaks will also impede this cosmetic nuisance. If left to corrode around these fittings over a long period of time, the fastener could pull out of the aluminum.

If you follow these simple suggestions and inspect your mast from time to time as part of your general maintenance routine, it will mean a safer, better functioning spar system.

A Crew That Works

by Bill Menninger

The biggest single factor that determines success or failure in our racing is crew work. Good crew work makes the winning look easy. Bad crew work can be disastrous.

There are four crucial people on the J/24: the helmsman, the cockpit, the tactician and the foredeck. This core group of four is what can make a J/24 go around the course fastest.

To train a good crew takes time. It also takes good lunches, beers and gratitude to keep them on your side. As we sailed last year in several regattas, we were in need of a permanent foredeck. We were using different people until one person did such an excellent job that we decided to hang on to him. We gave him good sandwiches, beer, promised not to yell at him, and he decided to stay. We even listened to his observations and suggestions! He was very happy to be a part of the crew.

At the '82 Worlds in San Francisco, we had a core group of four and added a very knowledgeable fifth to complete the crew. It is important that the fifth is willing to be quiet, letting the rest of the crew make decisions and discuss the possibilities of the race. If not the quiet type, he or she should fit into the crew in a constructive and positive way. Bob McNeil, our fifth crew in San Francisco, was this sort of person. Because Bob was knowledgeable and wanted to win more than any other member of the crew, we were able to use him to our benefit.

The Four Positions

As we divide the various duties on the J/24, we find that they compartmentalize into 4 distinct areas.

The helmsman is responsible for making the boat go fast. All of his concentration should be directed to steering and trim-



Photo by L. Timman

George Griffith, Mary and Bill Menninger with crew at Miami Mid-winters.

ming the main. If the other crew members are not doing their jobs in proper fashion, the helmsman's concentration will not be 100%.

The cockpit is responsible for all jib and spinnaker trim. He must feel the boat and help keep it moving by trimming correctly.

The tactician is responsible for a constant flow of observations and information. He makes long term tactical decisions because he can see the other boats, the wind shifts, and lay lines. If the helmsman is completely trusting, the tactician can make quick decisions as well. The tactician, usually the middle

HAGAR The Horrible by Dik Browne



Reprinted with special permission of King Features Syndicate, Inc.

person on the rail, is also responsible for raising the spinnaker halyard.

The foredeck raises and lowers the spinnaker pole and headsails. He must ensure that the raising and lowering of sails goes smoothly at all marks. He jibes the pole, and solicits help from the fifth person when conditions get too windy to "go it alone". The foredeck is also useful going to weather because he has a clear line of sight through the genoa or jib window. By looking through the window and judging boats below, the foredeck gives the tactician very valuable information.

Now that we have this group of four people, you can ask a friend to go sailing as a fifth. They need not have a great deal of experience, and more than likely, they will have a great time. The ideal crew weight is 820 pounds and five normal size people will be approximately this weight.

As you sail through the season, discuss your mistakes and weaknesses and seek to improve. If you can truly make your boat a team effort, you can learn all of the "little things" that make a boat go fast around the course. The crew can take tuning and rigging responsibilities away from the owner. The tactician and helmsman should work to coordinate maneuvers.

When the pressure is on, a crew that has sailed together will emerge on top of the fleet. Work to keep everyone contributing to the total effort. With every contribution, they become a real part of a cohesive group.

Bill is a salesman at North Sails' Huntington Beach loft. He is a two time winner of the Western Regionals and three time District Champion. Sailing his boat "Expoobident," he placed third in the 1980 North Americans and sixth in the 1982 Worlds.

Tuning Demystified*

by Dave Curtis

The J/24 is a boat where tuning plays a vital role (because both the uppers and lowers are located well aft of the mast, with swept-back spreaders). For classes like this, the sailmaker's tuning sheet becomes important for setting up the rig.



Photo by Dick Tillman

Dave Curtis with Roger Brett, International Judge at San Francisco Worlds.

My main concern on a J/24 is to maintain pre-bend and still have control over the amount of sag in the headstay. By moving the mast step back, the mast is always bent by pressure on the back of the mast at deck level. In light air, having light tension on the shrouds (250 pounds in the lowers, 800 in the uppers) gives us a lot of life in the forestay and plenty of power in the genoa. As the wind increases, so does shroud tension (to a reading of 1,000 on the lowers and 1,500 on the uppers). This tension, along with backstay and mainsheet, enables us to get a firm headstay in a breeze. We always thought that 1,500



Curtis and crewman Jamie Hardenbergh at Miami Midwinters.

pounds of shroud tension was pretty tight and probably not too good for the boat, but at the Worlds we got a big surprise. A French sailor borrowed one of our tension meters and came back reporting 2,400 pounds on his uppers and 1,500 on the lowers—for a total mast step compression of over 8,000 pounds! I couldn't believe the numbers and asked him to show me his boat. When I checked the rig I found out he was right, but I still think 1,500 is as tight as you need to go.

In any kind of boat, once you understand the basic tuning fairly well, experiment. You'll never know that you can improve on a good thing unless you try. It's also important to share tuning knowledge with all members of your crew. There are a number of times when the skipper's time and thoughts are being focused elsewhere, and it's a tremendous relief to have a crew that understands what they're doing. It's actually not even necessary to know *why* a certain tuning adjustment worked, but it's very important to remember *what* worked and *when*. Mark all your shrouds, sheets, tracks, outhaul, backstay, vang, etc., and keep records of your tuning set-ups, the conditions you sail in and how your speed is. It's essential to be able to duplicate settings from race to race and also to know exactly how the boat was set up when you were going fast. In the Soling and J/24, for example, we write the upper and lower shroud settings for all conditions on the side of the cockpit with a magic marker. Then to adjust the shrouds correctly, we mark the turnbuckles or bring out a tension meter.

The key to successful racing is total preparation, and this can be broken down into five parts: boat and gear preparation, tuning, sail trim, tactics and crew mechanics. There is no reason why everyone shouldn't have boat preparation and tuning aced, since they are cut and dried and can be done way ahead of time. The other three are really what sailing is all about, and mastering them takes experience and practice. Nothing makes you look better than going fast, whether it's a perfectly executed jibe or a well-tuned rig. If something is fast on the race course, then it's got to be right. Or, as Buddy Meiges always says when asked about sail trim, "If it feels good, do it."

*Reprinted from YACHT RACING/CRUISING MAGAZINE. Yacht Racing/Cruising magazine is published by North American Publishing Co., 401 N. Broad St., Philadelphia, PA 19108, U.S.A. One-year subscriptions (10 issues), U.S. and Canada, \$20 annually; all other countries, \$32.

1983 European Championship May 7-15

Site	Cercle de la Voile de Neuchatel, Port du Nid-du-Cro, Neuchatel, Switzerland, sponsored by Range Rover.			
Rules	The Championship will be governed by the racing rules of the IYRU, the prescriptions of the Swiss National Authority, the current rules of the International J/24 Class modified to include for this event a crew weight limit of 325 kgs., and the sailing instructions.			
Administration	The regatta will be conducted by the Cercle de la Voile de Neuchatel.			
Eligibility	The Championship is open to all contestants, European or non-European, as far as they fill the following conditions: 1) Owners and skippers are members of the International J/24 Class Association for 1983. 2) The yachts bear the IJCA sticker on the upper starboard corner of the boat's transom. 3) The yachts carry sails with J/24 Royalty labels sewn on the starboard side near the tack of each sail (this applies to sails manufactured after November 1, 1981.)			
Schedule	May 7	Sat.	1400-1700	Registration & Measurement
	May 8	Sun.	0900-1200	Registration & Measurement
			1300-1700	Registration & Measurement
	May 9	Mon.		Races
	May 10	Tue.		Races
	May 11	Wed.		Races
	May 12	Thurs.		Races
	May 13	Fri.		Races
	May 14	Sat.		Races
	May 15	Sun.		Postponed Races
Racing	The European Championship will be sailed in not more than 6 and not less than 4 races. All races will count.			
Course	Races may be either Olympic or trapezoid design. A distance race of approximately 20 miles may be sailed, weather permitting.			
Scoring	A Low Point scoring system will be used with 1 point awarded for each finishing position. A percentage penalty for Rule IV infringements will apply.			
Awards	Trophies will be presented to the top 10 finishers. The winning crew will be granted the title of European Champion of the International J/24 Class.			
Inspection	Every yacht shall hold a measurement certificate issued by the National Association or a measurer recognized by this Association. All yachts shall be measured and controlled on the 7th and 8th of May. One mainsail, one genoa, one jib and one spinnaker only shall be stamped at the time of measurement. Any yacht may be checked at any time, at the discretion of the Race Committee or the Protest Committee.			
General	No yacht shall be put ashore during the championship except at the request of the Protest Committee for the purposes of measurement or in order that repairs that have received the Committee's approval may be carried out.			
Entry	Entries may be made before April 10, 1983 by sending a check in the amount of SFR 200.- (two hundred Swiss francs) to: Cercle de la voile de Neuchatel, P.O. Box 47, CH-2000 Neuchatel 7.			
Contact	Claude Lambelet Port du Nid-du-Cro CH-2000 Neuchatel 7 Phone 38-259963 (office hours) Telex 35504 cach ch "attention Lambelet"			

Invitation

WELCOME to the Worlds 1983, to Sweden and to Malmö.

To help our foreign competitors when looking at a map over Sweden, look far down south and you will find Malmö opposite Copenhagen. If you have a bigger map you will find Limhamn further south from Malmö and about ten minutes by car. The two towns hang more or less together. Everybody from the European

continent will drive via Dragør in Denmark and across with direct ferry to Limhamn. The British can go either via Gothenburg, then straight south to Malmö, or via Esbjerg in Denmark via Helsingør-Helsingborg or via Dragør to Limhamn. There you will find a marina for over 2000 boats and all J/24's hopefully kept together at one pier. There is no tide. We can promise a lot but the

weather, which you will note everyday on the weather report.

The Swedish J/24 Class Association and Malmö Segel Sällskap extend you a most hearty welcome.

The Marina and Malmö Segel Sällskap at Limhamn.



Site	The 1983 World Championship will be held at Limhamn (Malmo), Sweden on the Oeroesund, near Copenhagen.		
Rules	The Championship will be governed by the racing rules of IYRU, the current rules of the International J/24 Class modified to include for this event a crew weight limit of 325 kgs., and the sailing instructions.		
Administration	The regatta will be conducted by Malmu Segel Sallskap.		
Eligibility	Entries must qualify through their NJCA or the IJCA. Helmsmen shall be citizens or bonafide residents of the country represented.		
Schedule	June 11	Sat.	Registration and Measurement
	June 12	Sun.	Measurement and Practice Race
	June 13	Mon.	One Race
	June 14	Tue.	Two Races
	June 15	Wed.	Lay Day/Make Up
	June 16	Thurs.	Coastal Race
	June 17	Fri.	One Race
	June 18	Sat.	One Race
			Prize Giving
Racing	The World Championship will consist of as many as six (6) races and a minimum of four (4). The Race Committee may institute "Jib Only" races at 14 knots/7 meters per second/Force 4 wind conditions.		
Course	Races may be either Olympic or trapezoid design. A coastal race of 20-30 miles may be sailed, weather permitting.		
Scoring	A Low Point scoring system will be used with 1 point awarded for each finishing position. There will be one throw-out race.		
Awards	The J/24 World Championship Trophy for first overall Bacardi Gold Reserve Trophy for best in last 3 races President's Cup (J Boats) to first skipper over 40 years old Eiffel Tower (French) to top woman in crew St. Francis Perpetual for top local boat Daily prizes and prizes for the top ten overall will be awarded.		
Inspection & Measurement	Partial or complete measurement may be performed on any yacht at any time during the regatta. Four sails will be stamped before completing registration.		
Charter	Boats will be available at US \$750 with sails, or US \$500 boat only. In addition there is a refundable US \$500 damage deposit.		
Entry	Entries must be received by May 16, 1983 accompanied by payment of US \$275 plus any charter fees, made out to the Swedish J/24 Association. Mail to: Swedish J/24 Association c/o Bengt Julin Sturplan 2. 4tr. 11435 Stockholm Sweden Tel (8)100358 Tlx ESOXS 17059 ATTN: Julin		

1983 North American Championship

Invitation

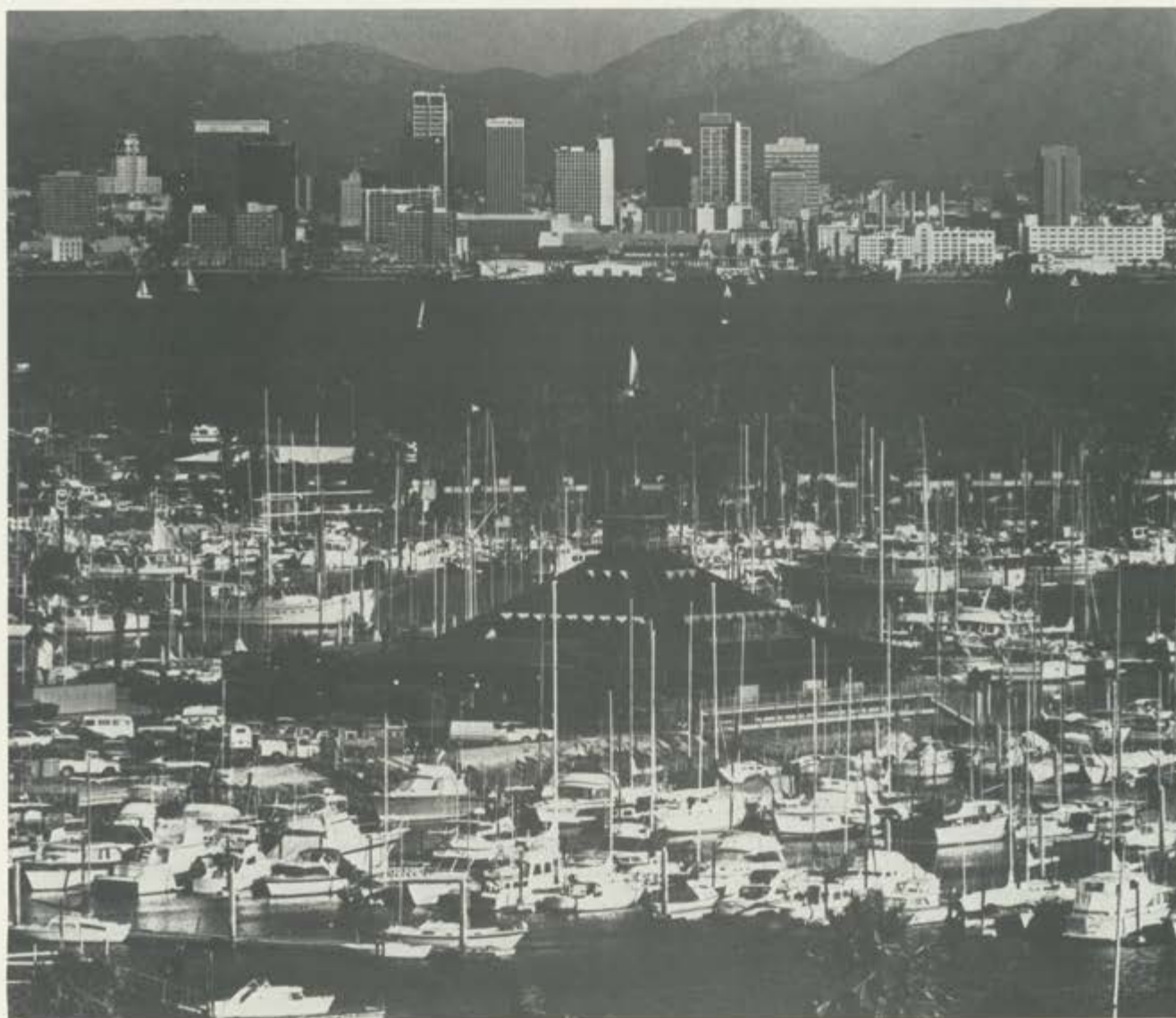
It gives me a great deal of pleasure to have this opportunity to welcome you to San Diego and to San Diego Yacht Club, your host for the J/24 North Americans this coming June.

We are particularly pleased you have selected San Diego Yacht Club for this very important event. On behalf of our Board of Directors and membership, I want to assure you of our intention and desire to provide the very best in facilities, race management, and entertainment.

All of us look forward to seeing you here in June.

William T. Stephens, Jr.
Commodore

The city skyline forms an imposing background for the San Diego Yacht Club, host of the 1983 North Americans.



Site	The 1983 North American Championship will be sailed in the ocean, hosted by the San Diego Yacht Club.			
Rules	This championship will be governed by the current IYRU racing rules, the prescriptions of the USYRU, the current rules of the International J/24 Class Association, and the sailing instructions.			
Administration	The regatta will be conducted by the San Diego Yacht Club.			
Eligibility	The regatta shall be open to any current member of the U.S. J/24 Class Association or the International J/24 Class Association.			
Schedule	June 12	Sun.	0900-1700 1800	Launch and Registration Skippers' Meeting
	June 13	Mon.	0900-1100 1300	Launch and Registration Warning—Qualifying Race 1
	June 14	Tue.	1200	Warning—Qualifying Race 2 followed by Qualifying Race 3.
	June 15	Wed.	1200	Warning—Championship Race 1 followed by Race 2.
	June 16	Thurs.	1200	Warning—Race 3 followed by Race 4.
	June 17	Fri.	1200	Warning—Race 5 followed by Race 6.
Racing	If fewer than 60 yachts enter the Championship all yachts will compete in the Championship Division. An alternate racing schedule will be made in this event. If sixty or more yachts enter the Championship, the fleet will be equally divided into four divisions. These four divisions will race each other division once in a qualifying series of three races. Two races must be completed to constitute a qualifying series. After completing the qualifying series, the fleet will be equally divided into two divisions. The upper division will race as the Championship Division; the other division will race as the Competition Division. Scoring in the Championship and Competition Divisions will not include points from the qualifying series.			
Course	All races will be course races of the trapezoid design, or Olympic triangles, at the option of the Race Committee. The length of the first beat shall be determined by the race committee of San Diego Yacht Club.			
Scoring	The Low Point scoring system as described in USYRU Rules Appendix 5A, option 2 will apply. Percentage Penalties as described in USYRU Rules 74.5 and Appendix 3 shall apply.			
Awards	First Overall Perpetual and Overall awards for 1st through 10th place in each division. Three (3) crew trophies will be awarded for 1st through 10th in each division.			
Inspection & Measurement	Partial or complete measurement may be performed on any yacht at any time during the regatta. Class member boat stickers shall be displayed on the transom. All sails manufactured after Nov. 1, 1981 shall have sail royalty tags, and have Part E of Measurement Certificate completed and signed by the sailmaker.			
General	The highest placing US yacht will qualify for the Pan American Games scheduled August 14-29, 1983 at Puerto Azul, Venezuela. If the winner is unable to go, the next finisher will be eligible and so on. As the USOC is particular that crew substitutions not be permitted, any crew participating in the trials should be prepared to go as a team to the Pan American Games if they qualify.			
Entry	Entries may be made before May 21, 1983 by sending a check for \$175 made payable to the J/24 North American Championship, to San Diego Yacht Club, ATTN: J/24 NA's, 1111 Anchorage Lane, San Diego, CA 92106. Telephone: (619)222-1103. Entries postmarked after May 21 must add a \$50 late entry fee. Entry includes launching, hauling, docking and mooring, 4 T-shirts, free beer Sunday through Friday nights, a hosted trophy dinner Friday night and take-home trophies. Additional charge of \$25 for fifth crew or guest for week's activities.			
Contact	For further information please contact: Peter Jung 13012 Trigger St. San Diego, CA 92129 Tel: ofc. (619)225-2429, res. (619)484-3104			

1st Annual J Cruise July 15-22, 1983

-
- Site** The 1983 Annual Cruise will start and finish in Camden, Maine with port to port day race/cruise events through Penobscot, Blue Hill and Frenchman's Bays.
-
- Rules** Racing will be governed by the racing rules of the IYRU, the prescriptions of the USYRU, the current rules of the International J/24 Class modified to include for this event a crew weight limit of 325 kgs. the current rules of the J/29, J/30, and J/36 Classes modified to restrict crew number to the number of installed bunks, and the sailing instruction.
-
- Administration** The regatta will be conducted by J/24 District 1 and J/30 District 12.
-
- Schedule**
- | | |
|---------|--|
| July 15 | Launching & Registration |
| July 16 | Camden to Pulpit Harbor or North Haven |
| July 17 | To Burnt Coat |
| July 18 | To Sorrento |
| July 19 | To Northeast Harbor |
| July 20 | To Blue Hill |
| July 21 | To Bucks Harbor or Castine |
| July 22 | Return to Camden |
-
- Racing** The Annual Cruise will consist of as many as six (6) races, weather permitting. The Race Committee may institute "Jib Only" races at 14 knot wind conditions. Yachts may accompany the cruise which do not race.
-
- Courses** Races shall be port-to-port using government marks and geographic features as turning marks as announced in the sailing instructions.
-
- Scoring** A Low Point scoring system will be used with 1 point awarded for each finishing position. There will be one throw-out race. Percentage penalties will apply for rule infringements.
-
- Awards** There will be trophies for the first three yachts overall in each division as well as for the winners of each daily run.
-
- Safety** ORC Category III regulations shall apply except that an inflatable dinghy may be substituted for a raft. All yachts shall carry VHF radios (hand held are acceptable).
-
- Charter** Limited Charters are available through Jon Knowles (207-781-5110), Tom Brown (207-276-3329) or John Nimphius (603-926-5749).
-
- Entry** Entries must be received by July 1, 1983 accompanied by payment of \$100 made out to J ANNUAL CRUISE. Mail to: J ANNUAL CRUISE, c/o F.T. Brown, Main Street, Northeast Harbor, ME 04662.
-
- Feeders** For yachts sailing from the Long Island, Marblehead and Portland areas, rendezvous points and dates will be forwarded upon receipt of entry to permit sailing in company with other vessels to Camden.
-

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The Big Name Rip Off

by Robert C. Leaver

Three years ago, as I lay in bed recovering from a ruptured hamstring tendon (the result of fifteen years of semi-serious running), I transferred my "athletic" interests to sailing. In a few weeks I had devoured all of the standard and obscure sailing literature; from *Tinkerbelle* to *Dutton*, there was nothing left. I then turned my effort to a proper name for my new J/24. A list of 2,486 options resulted. In addition to the requirement of implied light-footedness, I obviously needed (suigeneris) uniqueness. No *Foxy Lady* or *Tidalwave* for me! I went finally to "Bullfinch's Mythology" in my quest. At last, after sadly rejecting *Air Ball*, *No Guts-No Glory*, *Cowabunga*, and the last finalist the wonderful *Wicked X*, our name *Chimera* was painted on. Yes, painted. Not the sissy vinyl paste-on jobs, but marine "ever last" paint.

My distress started shortly after the paint dried. My educated friends and crew gathered around uttering bright remarks like, "What the hell is a 'kimura?'" I was forced to run off hundreds of explanatory notes with pronunciation key, which my reluctant crew was to pass out in all yacht club bars and frequently to other boats during congested mark roundings.

Things seemed to be going well, with the exception of great difficulty retaining a crew, until this year. A picture of the new LaTete 44 appeared in a yachting magazine. Its registered name: *Chimere*. That was okay. It was elegant...foreign...and not spelled the same. Then to my complete horror, a J/24 *Chimera* from Corpus Christi, Texas!! Hull 2418!! My hull number is 2419!! Or as my Harvard educated navigator exclaimed, "That Texas turkey ripped off our name!"

And so as I sand off that wonderful name on a cold New Year's Day, I say

a lone tearful goodbye to the fire breathing monster so frightening it can only exist in wild unrestrained imagination, a wild collection of incongruous parts, etc. Perhaps my new name should be *Pegasus*, the winged steed that killed the terrible *Chimera* with a stroke of his hoof. One thing is for sure. This time the name goes on with magic marker or masking tape!

chi•me•ra (ki-mir e, ke-) *n.* Also *chi•mae•ra* (for sense 1). 1. *Capital c. Greek Mythology.* A fire-breathing monster represented with the head of a lion; the body of a goat, and the tail of a serpent. 2. A creation of the imagination; an impossible and foolish fancy. 3. *Biology.* An organism, especially a plant, containing tissues from at least two genetically distinct parents. [Latin *Chimaera*, from Greek *khimaira*, *chimera*, "she-goat." See *ghel-2* in Appendix.*]



Chimera
Fifth-century B.C.
bronze Chimera from
Arezzo, Italy

Dr. Leaver is in practice at the Cape Cod Medical Center, and sails his J/24 (name unknown) as a member of Fleet 104 in District 2.

What's In A Name?

Looking for a boat name? Wondering what names are already in use? Here for your perusement and amusement is a list of all the J/24 names in the class records.



10
1st Claas
24 Skiddoo
3 J's
5 P.M.
50/50
Abacaxi
Ace Of Cups
Achtung
Adamant
Adams Apple
Advantage
Advocate II
Aeolian
African Princess
Afternoon Delight
Ahab
Air Raid
Airborne
Airplay
Airstart
Aja
Ajax
Akela
Albino Kermit
All Hawk's On Deck
Allegro
Alleluia
Alliance
Amanda
Amazing Grace
American Beauty
American Express
American Onshore
Ammo Box

Amulet
Amy J
Anastasia
Andiamo
Anemone
Animal Crackers
Annie V. Too
Ante-Up
Apex
Aphrodite
Apparition
Apple Pie
Applejack
Aquastar
Aguavit
Ariel
Arne' II
Asp
Asteri
Asterix
Astra
At Last
Athena
Attack
Attitude
Auphil Kraampt
Avatar
Avenger
Ayes
Bad Neuzz
Bad News
Baisee Vole
Bald Eagle
Ballantine
Baloo

Banana Split
Bandido
Bandit
Bangbang
Bangor Packet
Banshee
Barb IV
Barbie
Baroness
Basic Transportation
Battlestar
Bay Bee
Beauty And The Beast
Bee Liner
Beep Beep
Beer Hunter
Between The Sheets
Big Brother
Big Deal
Big Louise
Big Surprise
Bingo
Bionic Slug
Birdie III
Bittersweet
Bix Lives
Black Magic
Blackwatch
Blast
Blew-By-U
Blind Pig
Blitz
Blow-Out
Blu Job
Blu Snafu

Blue Barge
Blue Bayou
Blue Bell III
Blue Bird
Blue Blooded Woman
Blue Chip
Blue Devil
Blue Fin
Blue J
Blue Jay
Blue Job
Blue Magnet
Blue Meanie
Blue Scoop
Blue Side Down
Blue Streak
Blue-Max
Blueberry Jam
Bluejay
Bluff Point
Blunderbus
Boat
Bobkat
Bodacious
Bokonon
Bolero
Bombay Blues
Bon Vivant
Boogie
Boom Boom
Boops
Boss Hog
Braganza
Breakaway
Breakthrough
Breathin' Room
Breezin
Brewaha
Brilliant Deduction
Bronco
Bruiser
Brush IV
Buddha
Bullet
Bullseye
Bushwhacker
Buzz-Off
Bzzzz
Cahoots
Cakes
Calburn
Callooh Callay
Candy
Capella
Capital Gains
Capriccio
Carousel
Carrera
Carry On
Cartouche
Ceilide
Celerity II
Cerialthus
Changing
Chaos
Charbel
Charcette II
Charisma
Charjer
Chasing Rainbows
Chautauqua
Cheap Sunglasses
Cheap Thrills
Cheech Wizard
Cheerio
Cheetah
Cherry's Jubilee
Chicken Hekka
Chicken Ship
Chimera
Chip
Chips Ahoy
Chrysalis
Chutzpah

Ci
Cinderella
Cintos
City Slicker
Civil War
Clair de Lune
Classic
Classy Lady
Cleaning Up
Clickety Bits
Clockwork
Clockwork Orange
Club Car
Coal Pile Express
Cobra
Cockatoo
Colonsay
Columbine
Comeback
Compromise
Connemara
Consort
Contagious
Contrasts
Cookie Monster
Cookoo's Next
Cool Change
Cornicchio
Corpus Pineale
Coughin'
Coyote
Cracked Crab
Crackerjack
Crayola
Crazy Lady
Creme de Menth
Crescendo
Crowning Blow
Cruel Shoes
Crusader Rabbit
Crush
Curmudgeon
Cygnat
D'Artagnon
Daedalus
Dagger
Damdolino
Damfino
Dark Horse
Dark Star
Darvon
Dawn Treaden
Dazzler
Defiance
Deimos
Deja Vu
Dejavu
Delphi
Deluxe
Den Nine
Devious
Diadema
Dickens
Different Drummer
Dilly Dally
Dingdorum
Dingdozum
Diogenes
Dire Straits
Disregardless
Distress
Divine Wind
Dixie
Doctor J
Doctor Seuss
Dolphingame
Doo-Dah Doo-Dah
Dora II
Double Fantasy
Double Trouble
Dr. J
Dr.'s Orders
Dragonslayer
Duck Soup

Duck Tape
Durendal
Duster
Dusty Work
Dutch Treat
Dyn-O-Mite
Dynamic
Dynamite
Dynamo Humm
E Street Shuffle
Eagle I
Easy Goin'
Eat-Bite
Eclipse
Eddie Haskell
Eddy Avenue
Edge
Eightball
El Rayo-X
El Trinquete
Electra
Electric Pickle
Electric Pumpkin
Sailmakers Boat
Elusive
Emerald City
Emma Chisit
Encore
Encounter
Endless Summer
Endorphin One
Endymion
Energizer
Enfin
Enjoy
Entropy
Envy
Errant
Escargot
Esprit
Esprit De Corps
Estrailta
Etera
Evil-Wicked Mean
& Nasty
Expedient
Expoobident
Exuberance
Faisandee
Family Affair IV
Fantastic
Fantasy
Fast Food
Fast Lane
Fast Woman
Fastack
Fastlane
Fat Cat
Fatso
Feather
Fever
Fiasco
Fifi Brin D'Acier
Final Extension
Fine Line
Fineline
Fire Drill
Fire Truck
Firecracker
Firefly
Firetruck
Firewater
First Born
Fish & Chips
Flame
Flash
Flasher
Flat Out
Fleet Foot
Flemish Flash
Flexible Flyer
Flicka
Floating Prime
Flour Power

Flutterbye	High Heel Sneaker	Jammin'	Lucifer's Hammer	Night Train	Precious
Fly Away	High Hopes	Jasmine Canary	Luder	Nightmare	Prelude
Flying Circus	High Voltage	Jato	Ludy	Nimble	Preparation J
Folly	High Waddle	Jaunty	Lulu	Nirrie VI	Press-On-Regardless III
Fond	Hippos Go Berserk	Javelin	Lunatic Fringe	Nirvana	Presto
Fool	HJ	Jawbreaker	Luv Ya Blue	Nitehawk	Priceless
Fools Gold	Hocus Pocus	Jaybird	Lydia	No Prisoners	Prima Volta
Foot Loose	Hooligan	Jayhawk	Lyons Den	No Problem	Prime Time
Footloose	Hopscotch	Jayhawker	M\$ Money Penny	No Sweat	Primo
Force 10	Hornet	Jaywalker	Mad Dog	Noelani	Procyon
Foresail	Horsearound	Jazz	Mad Hatter	Non Pareil	Prodigal
Four Play	Horsefeathers	Jenenic 24	Magic	Not Yet	Prodigy
Fox Fire	Hot Chex	Jeopardy	Magic Carpet	Nothing Artificial	Prodrome II
Fox Four	Hot Chocolate	Jeremiah II	Mahi Mahi	Numbers	Prologue
Foxy Lady	Hot Flash	Jerryco	Main Squeeze	O'Churp	Proposition 13
Freedom	Hot Tub	Jeruty	Majic	O.J.	Proud Mary
Freestyle	Hot-Blooded	Jester	Malermeister	Obsession	Pterodactyl
Freighttrain II	Hotspur	Jesus Saves	Malolo	Obstreperous	Puff Bonus
Freyfax	Howzat	Jet	Mama Tried	Odalisque	Puff-N-Stuff
Friendly Skies	Humble & Lovable	Jet Stream	Mambo Jambo	Odd Couple	Pugamahone
Frolic	Hunky Dory	Jezebel	Man-O-War	Odonncada	Punch
Full Tilt Boogie	Huntress	Jibber Jabber	Mandarin	Off Call	Pursang
Babanzo	Hurry Hurry Hurry	Jigsaw	Manu Rotorda	Old Crow	Putting On The Crush
Balleon Girl	Hurricane	Jitterbug	Marathon	Ole	Pyxis
Gandalf	Hussy	Jo'Mama	Margin Call	Ole'	Quack
Gang Of Four	Hwang Ho	Jocko	Marian	One Hot Number	Questa
Gangreen	Hyacinths	Joint Venture	Marimark	Opera Is Over	Quibble
Gator	Hyper	Joss	Mariner	Optimist	Quick Sand
Gee-Dad-Gee	I Sail On The Wiz	Jouster	Mars	Optimum	Quick Silver
Gemini	I'll Go	Jubilant	Marshall Steele	Oreo Express	Quicksilver
Geronimo's Cadillac	Icarus	Jubilant-Abj	Max	Original Sin	Quicktime
Getting By	If Only	Jubilant	Maxidyne	Orion	Quintessence
Ghost	Il Marvelous	Juice	Medfly	Osprey II	R2 D2
Glad-E-Ate-Er	Illusion	Jde Vivre	Menage A'Trois	Outlander	Rabbit Transit
Gm Special	Imagineer	Kadamar	Midnight Express	Outrageous	Racketasheer
Go Go	Imp	Kaleidoscope	Midnight Sun	Outta	Rag Doll
Godspeed	Impasse	Kamikaze	Millennium Falcon	Oyster Pie	Ragged
Gold Rush	Impatient	Keema	Milt	Oz	Ragtime
Golden Egg	Impetuous	Keemah	Mirage	Ozone	Raider
Goldilocks	Impulse	Keewaydin	Mirp	Pamela	Rainbow
Goldin Rule	In The Red	Kermit	Mirthmaker	Panache	Raindrops
Goldrush	Incahoots	Kicker	Misdeemeanor	Pandemonium	Rally
Gonaway	Incorrigible	Kingfisher	Miste' Jack	Panic Knot	Rambunctious
Gone With The Wind	Inshallah	Kiss It Goodbye	Mistral	Paranoid	Rana
Good Girls Don't	Instant Karma	Kittyhawk	Mixed Nuts	Partial Eclipse	Ranger
Good Hearted Woman	Instead Of	Knobul	Monomania	Passing Strange	Rapparee
Goose	Integrity	Ko-U-Too	Monomaran	Passion	Rapscaillon
Gopher Baroque	Intense	Kuon II	Monster Fish	Pastime	Rapton
Gotcha	Interim	Kwaheri	Moody Blue	Patience	Rapture
Gracie	Intuition	La Dolcencia	Moondance	Pecochilla	Rascal
Graffiti	Invictur	La Dee Da	Moonshadow	Pecusa II	Rat
Grand Illusion	Invictus	La Machine	Moonshine	Peddur	Razzle Dazzle
Grand Slam	Irascible	La Pomme	More Grief	Pegasus	Reaction
Grandpa's Boat	Irish	Lady Jane	More Gusto	Pelle	Rebel
Grape Knutz	Irish Lass	Laissez Faire	More Spunk	Pendragon	Rebel Yell
Graybeard	Irish Mist	Lambda	Morning Star	Pentimento	Red
Grayhound	Irish Wake	Landslide	Mountain Do	Peppermint	Red Eye Express
Green Flash	Islay Mist	Larissa	Mr. Bo Jangles	Pepperpot	Red Heart
Green Hornet	Itsy	Last Call	Mr. Bojangles	Perdido	Red Hot
Green Ripper	J & B With Water	Last Tango	Ms-Sippi	Peregrine	Red White Blue
Greenback	J Hawk	Layla	Ms. Money Penny	Pete's Dragon	Redeye Express
Grey Matter	J Whizz	Lemon Crash	Mtoto	Peter Pan	Redneck
Greyhawk	J-Bird	Lemon Hart	Mulaf	Petite Nina	Redneck Mutha
Groucho	J-Cuzzi	Leprechaun	Murphy's Law	Petty Larsony	Relentless
Gruppo Sportivo	J-Eilo	Lickety Split	Mustang Sally	Phantom	Remark
Gusto	J-Eronimo	Life In The Fast Lane	MX	Phaze II	Res Ipsa IV
Gwaither	J-Hawk	Lifted Spirit	My High II	Phobos	Resolute
Hairy J	J-Hosen-Neg	Lightnin	My Lady J	Phoenix	Resolute J
Halcyon	J-Hozen-Neg	Lightning	Myrrhina	Pickpocket	Result VI
Hanta Yo	J-Walker	Lime Rickey	Mystic	Pinchy	Rhumb Runner
Hard Cider	Jed	Limelight	Nancy H.	Ping	Ricochet
Harp	J. Willie	Limerick	Nantena	Piranha	Riff Raff
Harpoon	J.R. Invader	Liten Jente 3	Natural	Pizazz	Right Stuff
Hassie	J.R.'s Jay	Lively	Natural Gas	Plain Brown Wrapper	Ripple
Hawk	Jaake	LL Express	Navi-Gator	Plan B	Rising Sun
Haywire	Jabberwock	Locomotion	Navy Blazer	Planet Claire	Risk
Heartbreak Hotel	Jack Rabbit	Loki	Nebulous	Plato	Risky Business
Heartburn	Jack The Ripper	Lollipop	Nellie Belle	Plum Brandy	Road Runner
Heatwave	Jackpot	Long Gone	Nemesis	Poco Loco	Rocket
Heavy Weather	Jackpot!	Loon	Nene	Pogo	Rocket II
Heirloom	Jacobin	Loose Ends	New Attitude	Points South	Rokslide
Herman	Jade	Lotus	New Blue	Polaris	Roo
Heron	Jamburwul	Louise	New Wave	Poteen	Rosebud
High Anxiety	Jamin	Lowly	Next	Pour Les Oiseaux	Roundabout

Rowdy Royal Fortune Rreakaway Ruffian Rumseys Runaway Runnin' Free Runnin' Sweet Running On Empty Rush Rusty Nail Safara To Adventure Sage Sagittarius Sally Forth Salsa Sam I Am Samurai Sapphire Sashay Sassafras Savage Scallo Hatio Scam Scandal Scandel Scherzo Scimitar Scorris LL Scramble Scream N Holler Screamin Demon Screamin' Demon Screaming Flea Scrimshaw Sea Bisquit Sea Hawk Sea Heart Sea Horse Sea J Sea-J Seaflower Second Chance Second Seed Second Wind Secretary Secundum Artem Self Abuse Senta September Serendipity Serious Cookie Sgt. Schultz Shadowfax Shadowfox Shai-Hulud Shameless Hussy Shamrock Shandygaff Shazbot Shep Ahoy Shibumi Shindy Shirley J Shogun Shooter Shrike Sick Puppy Sierra Hotel Silhouette Silly Rabbit Sillyvester Silver Bullet Silver Dragon Silver Streak II Simplicity Sindar Sister Boogie Woman Skagit Skybird Slap Shot Slapshot Sleeper Sleipnir	Slick Slicker Slicker'En Slingshot Slithergadee Sloop Du Jour Sluggo Sly Smak Smiles Smirnoff Smokin J Smokin' J Snow Bird Snow Blind Snowbird Snuzuluz Sog-At-Ez Solar Wind Solitaire Son Of A Gun Sooner Sora Sorcerer Soul Of Wit Southern Sun Souwest Sovereign Spar Wars Speedball Spindrift Spizz Spook Spray Spring Fever Sprite Squeeze Squirt Stampede Starchaser Stark Raven Start Terror State O'Chassis Steal Away Stewball Stinger Stitches Storm Trooper Sugar Magnolia Sugar Plum Summer Time Blues Summer Wind Sun Catcher Sun Dog Sun Runner Sunchaser Sundance Sundancer Sundog Sunkissed Sunkist Sunny Honey Sunraker Sunrunner Sunsation Sunset Strait Sunshadow Sunshine Super Sloop Super Sunday Superpip 3 Surface Tension Surprise Svere J Swag Sweet Impressions Sweet Lucretia Sweet Pea Sweet Reason Symbiosis Synergy Syzygy T's J Tabasco	Tack Rag Tallawa Tallawah Tan-Fastic Tanfastic Tangerine Targa Tasmanian Devil Taxi Driver Tchau Technical Comm. Teddy Bear Teenie Jeanie Temerity Ten Tenacious Tenspeed Tethes The Betsy The Blue J The Force The Green Machine The Incredible Hull The Opera Ain't Over Till The Fat Lady Sings The Original Hi-Way Cafe The Red Sled The Silver Fox The Sting The Wiz There And Back Again Third Wave This End Up This Side Up This-L-Star Thistle Thorough-Red Three Abreast Three Sheets Thumper Thunder Thunder Star Tiger Tigress Tilt Time Off Time Table Tin Horn Tinkerbell X Toad Tokin' J Tom Cat Tomahawk Too High Too Too Hip Top Banana Toque Blanche Torpedo Total Joy Traci Too Trick Or Treat Trident Tripenny Triple Play Troll Trolleri Tru Blu Lu Tsetse Fly Tsunami Tuolumne Turkey Too Turning Point Tyche Ukiyo Ulla La Ummmmmm Una Mas Uncle Wiggley's Airship Undulating Lagoonis Unknown Up And Running Ursa V-Tach Vagabond	Varmoose Vapor Venue Village Idiot Vitamin J Vivacious Vivo Vodka Tonic Volks'Wagon Volunteer Wahoo Waldo C. Wookie Wall St Duck Walla Walla Wam Bam War Eagle Warlock Warrior Wasp Water Brother Water Nymph Watercolors Wave Reviews Way To Go Weasel Webfoot Wet Licks Wet Licks Whatboat Whatever Wheee Zest Whimbrel Whirlaway Whiskey Jack Whiskey River Whisper Whistler White White Caps White Rabbit White Wash	Whiteout Whizz Who Why Not Wicked Wahine Wild Canary Wild Goose Wild Goose Chase Wild Man Shagnasty Wild Thing Wildfire Willpower Wind Machine Windfall Windfall Profits Windfall Prophet Windigo Windigo II Windquest Windsprint Windswept Windwagon Wings Wired Wisper Wizard Woehrie Bird Wolf Wonder Woman Woodstock World Wind Xuthus Yachtzee Challenge Yankee Yankee Lady Yellow Bird Yellow Fever Yes Pete Yot You Can Call Me J Zan	Zap Zenda Express Zephyr Zephyrus Zeppelin Zig Zag Zig-Zag Zinc Zipper Zuma
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Big Fleet Racing

by Stu, Drake & Jeff Johnstone

As the J/24 class has grown, and more fleets are putting 30+ boats on the starting line, so has the need for the J/24 racer to develop and use tactics characteristic of big fleet racing. Here are just a few tips we've picked up and always seem to relearn in J/24 regattas.

Bad Air

One of the important goals at the start is to develop enough clear air to help boost you out from the pack and into a good position from which to play the weather leg. The problem is, more often than not, we find ourselves constantly having to deal with getting out of bad air. Seeing as though so little is devoted to this unpopular topic, we feel it's a good place to start our discussion.

Off the starting line, for every ten boats in clear air, there are another 15-20 in bad air. In a large J fleet, as little as three boat lengths can separate the top 20 boats so even a loss of one boat length can cost you considerably. In order to recover from those frequent third row starts which plague us all, it's helpful to be armed with a few basic tactics.

The first step in clearing your air is to realize your present and/or potential bad air predicament. If you are being squeezed up from leeward and rolled over to windward (sandwiched), expect the fact that you'll be gassed and start thinking of ways to bail out. The next step is to decide how you'll clear out; either 1) tack or 2) reach off. Rarely does it pay to reach off in a large J fleet unless you're at the extreme port end and only have to clear below a few boats. So much windward distance is lost without much increase in boat speed, that tacking clear is preferred. Even though you cross behind many boats, the bad air isn't as damaging as you think. You get an apparent lift off of everyone's transoms, and you avoid being pinned off to the left

side of the beat.

Once you make your decision, you must take *immediate action*. Any delay at this crucial stage of the race can permanently put you in the tubes. Just before tacking be sure to take a quick glance to weather and try to anticipate any potential tacks. You don't want to tack simultaneously with someone else who will then be on top of your air. If you are obstructed from tacking by boats on your weather quarter, the best recourse is to bear off slightly, whip the boat through a tack, and then duck their transoms. At all costs avoid putting yourself into a position of tacking twice in rapid succession. Nothing will be gained by

"...as little as three boat lengths can separate the top 20 boats..."

leebowing a starboard tackler who's also sailing in bad air. Take as few tacks as possible, especially in light air.

As you duck below starboard tackers you'll get some bad swirls so keep the rig powered up: backstay slack, cunningham off, and jib halyard loose. Constantly be adjusting your sails to your changing course, and be sure to not pinch. If you are fortunate, you'll get a few boats tacking below you onto port, who will subsequently act as blockers. They will help slow down crossing boats and possibly even force a small pack to tack off away from you. If by chance you are late in tacking to port and boats have tacked onto port on top of you, keep the boat moving and tack back into the first opening you see to starboard.

Once you are settled in upwind and resuming your plan of attack, don't

assume your bad air puts you in a position where you must take a long tack to work back into the flow. A great way of accomplishing this without having boats tack on top of you, is to go across with another boat positioned 5-6 boat lengths in front and 2-3 lengths to windward. No one will want to tack on you for fear of being gassed by the boat in front of you. Instead, boats will either tack well below you or sail completely past you. Meanwhile you can continue to sail at full speed, just out of the wind cone of the boat in front of you. This tactic works great when you're close to a layline or in a strategic position where you can't afford to tack away.

Blockers

It is often very helpful to use other boats as blockers when sailing upwind. In a crossing situation with a port tack pack, if you position yourself up on the weather quarter of a few starboard tackers, they in turn slow down the crossing port tackers by forcing them to either bear off or tack. To avoid losing too much distance by ducking several starboard tackers, most of the port tackers usually tack. The result? A stampeding herd of starboard tackers rounding up the competition into a progressively slower moving pack. In the meantime, you are tucked up to weather moving full speed and in clear air.

You can use blockers on the opposite tack, but not usually with as much success. Here, a leeward port tack blocker is most useful when he executes a leebow on a crossing competitor. The maneuver slows down both boats, often giving you just the edge needed to clear in front of them.

Starboard Vs. Port

How many times have you been in a crossing situation on port tack and found yourself at the last second saying "Oh no, we can't make it, hard-to-lee!" Don't



Photo by George Arconia

Left to right, Drake, Stu, Bill Drewes (J World instructor) & Jeff.



Weather mark roundings are always exciting, especially when nearby boats are doing 720's (3205) or running down the mark (3201)!!



If you start towards the port end and get headed, it's key to be able to flop onto port tack and clear out to right on the lifted tack as in the case of 151 and 92.



When coming into a jibe mark on a broad reach and negotiating a sharp rounding, you can sometimes get away with pre-jibing the spinnaker pole, as the middle boat has. You then can avoid the common situation the outside boat is experiencing of "losing control of the pole."

play the game, "I think I can cross him." If you know that the right side is favored and you're not sure whether you'll cross, chances are you won't. Bear off behind him and keep sailing to the favored side. If the crossing situation is borderline, communicate with your opponent and ask if he wants you to cross or tack.

As a starboard tack, make sure you consider all options. If the left side of the course is favored, and you want to keep going, wave ahead any port tackers close to crossing you. Don't get beady-eyed about nailing port tackers or "teaching them something about the rules." Chances are they'll tack on you and force you to head away from where you wanted to go. If you are bow to bow with a port tack, and anticipate that

he's going to leebow you, begin bearing off (about 10 degrees) 3-4 boat lengths away from him. You will then close much faster upon him, forcing a premature tack on his part and a safe windward position for yourself once you resume your upwind course. Congratulations! You just warded off a leebow attack.

Remember, an excellent knowledge of the rules, especially in these crossing situations, will help you get around the course much faster and safer. Learn to anticipate so that you are not forced into confrontational situations where you are reacting to boats around you rather than sailing your own race.

Laylines

Unless you are up in the top few boats

the laylines should be avoided at all costs. In most J regattas the starboard layline stacks up so much, the only way to clear your air is to grossly overstand the mark. It is much preferable to come into the weather mark on port tack about 100 yards shy of the port layline. This way you keep your air clear and gain valuable distance on the layline pack to starboard. Beware of getting too close to the port layline on the first beat and the finish, for a huge blanket develops from the boats bearing away around the mark.

Even if you maintain clear air, sailing all the way to a layline can be very costly. A boat on the layline loses windward distance if headed down on the fleet, and overstands the mark if lifted. The earlier you're on the layline the higher risks and

less options for bailing out you have.

Off The Wind

As racing around close-courses gets more competitive, it becomes increasingly important to continue thinking aggressively on the offwind legs. This puts a premium on not only your tactics but also your teamwork. There are many variables to consider here, but we'll cover just a few key ones.

As you round the weather mark, ensure that you've located the next mark, as you will immediately make a decision whether to go high or low. In large, tightly bunched fleets you will always want to hold high to maintain clear air and prevent boats on your windward quarter from overtaking. Once this avenue is decided and you're up in clear air, quickly set the chute, then concentrate on boatspeed down the course, planing off the quarter waves of the boats ahead. This technique is extremely effective in most cases; however with large fleets, everyone gets locked into the quarter wave pattern of the fleet. If you have the chance at the beginning of the reach leg, it is sometimes possible to escape above the fleet and into the "passing lane". By positioning yourself about 100 feet above the windward line of boats, you can surf down the windward quarter wave pattern in free air. Be aware that it's necessary to drop down rapidly to the rhumb line in the last third of the leg to work for the inside position at the jibe mark.

When sailing reaches or runs in light conditions it is acceptable for the skipper and spinnaker trimmer to sit down. However, once the breeze pipes up it is crucial that both these team members stand up; this allows them to better coordinate working the wave patterns. By standing up the skipper/trimmer can see puffs and waves earlier and thus work the helm, pump both main and spinnaker sheet, and play the vang when surfing down each wave. The next time you go sailing try counting how many waves you can catch in a row. After a while you'll be surprised at your improvement in offwind speed.

How you approach the reach mark can have a drastic effect on your position after rounding. There is no secret to rounding marks consistently well. It simply requires that you be prepared to deal with the worst possible scenario and hopefully capitalize on your competitors' mistakes. You know that most sharp sailors are going to fight for the inside overlap. If you happen to get caught high and outside, don't panic; just round the mark as smoothly as possible using the standard move: round wide early, then very tight late. It is imperative that you let boats behind you know, in no uncertain

terms, that they have NO ROOM! The rules entitle you to "shut-the-door" on boats who try to sneak inside.

If you know that some of your competitors are weak on jibes, by all means slow down to jibe inside them. By anticipating this, your gains in the short run can be tremendous. This means that your reach-to-reach jibes must be well practiced and that you have the tallest and strongest person on your boat jibe the pole. If you prefer to have a light person there, have the middle person prepared to go forward and help put the pole on the mast.

The only time it pays not to stall at the jibe mark, is when the next leg is very broad or dead downwind, as in the trapezoid course. In this situation it is best to round with speed then consider jibing for the inside, or the port side of the course.

On downwind legs it is very important to maintain the option to jibe onto either tack. This is necessary for playing the correct jibing and surfing angles downwind, and to control fleet behavior. Once you've picked a jibe, quickly determine whether you're gaining relative to the boats on the same jibe. If you aren't and you're on port tack to the left of a group, consider jibing towards them on starboard to force the group to the starboard side of the leg. This will accomplish two things. For one, it throws the "attackees" into a tizzy as they're now going where they hadn't planned, and when taken by surprise some of them might mess up their jibes. Secondly, it opens up the course more for you on the aft, giving you the freedom to jibe on new wind angles. This trick is especially effective when you sense a breeze coming down the left side of the course, and you jibe earliest and force the "two-jibe split".

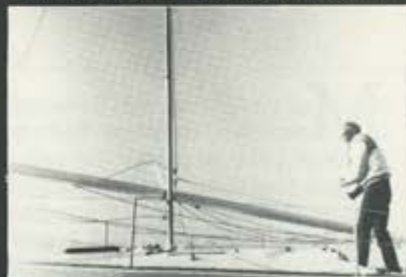
Another downwind strategy to consider in big fleets when packs of boats are coming down behind you, is finding clear alleys of free air to sail in. If there isn't one, then hang tight but begin working to the inside, in the event the fleet starts running over you. Then at least you have a chance of maintaining a good rounding position at the bottom mark.



Stu, Drake and Jeff Johnstone direct the J World Racing/Sailing School in Newport, Key West, San Diego and San Francisco. The Johnstone's have been racing the J/24 since Hull #1 and have placed top 10 in several J Championships.

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Amy J's Second Season

by Al Ferlazzo

Moving into a high-performance boat like the J/24 can sometimes be tough psychologically. This was particularly true in our case since we had been successful in racing cruising boats in local PHRF fleets. In our Columbia 26, we had been runners-up in the cruising championship at Sprite Island Yacht Club, Norwalk, Connecticut in 1980 in only our third year of sailing. So I was eager to experience the same kind of success in J/24 one-design racing when, in the Spring of 1981, I finally convinced my wife Jean, daughter Amy, and son Chris that the time was right for us to "go J/24".

Abandon: Wild state in which a sailor acquires a boat.*

When I started racing sailboats, I attended the New York Sailing School Racing Course at City Island, where we raced Solings and J/24's. I was really impressed with the combination of one-design racing and cruising accommodations that the J/24 offered, without sacrificing any sailing qualities. Since

then we had debated buying a J/24, but now the pros overwhelmed the cons: Jack & Kiki Couch were forming Fleet 99 at Noroton Y.C., and there would be an active one-design racing schedule; we had worked out the financials, selling the Columbia and recognizing savings from winter storage in our driveway vs. a marina; we could cruise weekends on the J and charter for our annual two-week cruise; racing the J PHRF would be even more fun, with all that additional speed and maneuverability; and we were ready to learn more about sail shape with all those extra strings to pull.

So here we were, on our way out to the club starting line on a bright breezy day in June, barely two hours after Amy J's keel had first touched the water under our ownership. Even though I had spent many hours sailing J's at the New York Sailing School, that first sail in Amy J. was totally exhilarating. Overpowered

with the genoa, we had changed to the jib just before the start. We had easily maneuvered for the best start, only to be passed by a planing Flying Scot on the broad reach first leg (no spinnakers were allowed). Finally, though, we rounded the leeward mark on a beat to the finish. Ten boat lengths ahead, the Flying Scot was repeatedly feathered and knocked down in the steep chop and 20 knot north-wester. Amy J. accelerated on the wind and half way up the leg we passed the Scot. At the finish line, we were ten boat lengths ahead and pulling away. Back at the mooring, there were envious eyes from the other boats. After all, we had just put the boat in the water, and



had shown blazing speed and (almost) flawless boat handling in what were, for most, difficult conditions.

We would win the Club Championship. We would practice our spinnaker work and do well in one-design too. We would take *Amy J* to Larchmont, Block Island and Newport and sail against the best. We had made a "good move".

Zephyr: Warm, pleasant breeze. Named after the mythical Greek God of wishful thinking, false hopes, and unreliable forecasts.*

Larchmont Race Week is notorious for light air, but we were still optimistic because we had been able to keep the boat moving in those conditions. The only difference is, at Larchmont, as at most major events, there are 50 J/24's on the starting line. Air and good positions on the line are extremely difficult to find. Poor starts, constantly tacking out of someone's bad air in the first beat, only to find yourself in someone else's greasies. Around the mark at the bottom



of the fleet. Try to do something radical off the wind to make up boat lengths. These are the woes of the rookie one-design crew at their first major event.

But we began to learn. We listened to the fast sailors we met on the lawn at Larchmont. We listened to others at the Newport Yachting Center after we again were at the bottom of the fleet at Yachting's Newport Race Week. When to point, when to foot. Spinnaker handling tricks. How to get a faster bottom. Tactics. These were topics we had read about, but never practiced. Now we were realizing their importance when sailing against boats whose crews had been learning and using them on the water for years.

Surely, we would do better in the new fleet at Noroton. These crews would be handicapped by their lack of time in the boat since they were just taking delivery of the new boats in late August. Not so. The Noroton sailors were all veterans of competitive one-design sailing, many of them national champions. Adjusting to the J/24 was easy, or at worst, greatly facilitated by a few practice sessions. Bottom of the fleet again.

At the end of our first season, it was time for a reassessment. But only after some more reading, to help establish some objectives. Reading the well known books, (Shields, Bavier, Knapp, etc.) as well as the rules, was somewhat depressing, since my crew and I knew so little and had practiced even less of this vast knowledge that was apparently second nature to the top sailors. This realization, following our less-than-satisfying first season results, led to some fairly modest objectives:

1. Develop solid boat mechanics to create confidence in our ability to handle the boat in all conditions.
2. Use a low key approach to racing and emphasize steady improvement; learning comes first.
3. Enjoy the racing.

By keeping these objectives in mind and by continuing to learn from the Fleet 99 sailors, we began to learn faster and we found things in each race that we could enjoy. One major plus was the confidence gained by sailing with people who knew how to win.

In addition, we learned that there is no set "recipe" for winning sailboat races, because we saw different techniques and emphasis in the people we sailed with. Lee Morrison, a top Laser and Finn sailor who had also been my instructor at the New York Sailing School, demonstrated the importance of carefully developing and executing starting strategies. We sailed with Lee and Susan Morrison during Indian Harbor Yacht

Club's "Performance Weekend"—two days of on the water practice starts, tacking and jibing drills, short races, and sail shape demonstrations. This weekend concluded a program of seminars at Indian Harbor which featured guest speakers such as Dave Curtis, Graham Hall, Bob Barton, Steve Benjamin and Scott Allen. The seminars were very educational technically, but the two days of sailing with Lee, executing drills under the tutelage of highly qualified people like Dave Dellenbaugh and Betsy Gelenitis were invaluable.

Another thing Lee showed us was the best way to do things on a one-design sailboat, namely, fast and right. We say that we could significantly speed up our spinnaker work by rearranging some hardware, doing windward vs. leeward takedowns, getting better coordination on jibes, but mostly by practicing enough so that the crew could anticipate movements by one another, the boat, and the sails.

My son Chris and I have sailed many hours with Al and Dave Constants and their crew from *Blitz*, one of the top J/24's on Long Island Sound and the 1981 Fleet 22 Champions. We sail regularly on Howard Trueger's *Sweet Witch*, a C & C 40, and in 1982 we won the Forty Class National Championship and the Gearbuster, an overnight distance race. Al and Dave, who used to sail Lasers and 470's, have as their crew Jim Drewry, a 505 and Soling sailor who also directed and taught the junior program at Pleon Yacht Club in Marblehead, and Gordon Halpin who, like us, is also relatively new to sailing. There is always a strategic plan for *Sweet Witch* well before the start. During the start, there is a continuous stream of information, so that we usually get an excellent start. Tactical information and options are reviewed throughout the race. This keeps the crew "up" and alert, and we have made some unbelievable comebacks. We won the Forty Class Nationals by moving from dead last in a 20 boat fleet to third in the final race. Sailing a C & C 40 is physically demanding and also requires a high level of coordination. In a spinnaker jibe, ten crew members have to move together very well. The flow of tactical information is essential to keep the entire crew involved in a race. The "Blitz Brothers" have shown us that those esoteric ideas on tactics and strategy we read about, can be applied and can win races.

Jack and Kiki Couch have won individual Laser and Rhodes 19 Championships, and in 1981 they won the Ford Trophy with the best J/24 record on Long Island Sound in *Locomotion*. I sailed a

light air race with Kiki Couch, and we did very well by 1) winning the start and using constant genoa adjustments by trimmer Arthur Merdinolu to maximize upwind speed and 2) maintaining controlling tactical position over our competition.

One of my crew, Julie Feick, sailed with Jack Couch once in a light to medium air distance race. Julie was impressed with the emphasis on crew weight placement, especially on a day that featured frequent changes in wind strength. We also plan to copy the Couchs' cockpit hardware arrangement, which facilitates genoa adjustments by allowing cross-sheeting and which provides easier traveler, backstay and mainsheet adjustments.

What my crew and I began to realize was that these sailors didn't necessarily know more than we did, but they won by consistently using their knowledge to make the best of every situation encountered on the race course.

I now believe this ability comes from experience and from anticipation. Obviously, experience provides the sailor with real situations which are the best learning vehicle. The ability to anticipate correctly comes from both experience and from what I would call an organized mental approach to the race. By visualizing a probable sequence of events in a race, or in parts of a race, the winning skipper and crew can avoid making moves that may appear to be correct at first but in the final analysis become costly. Just as important, anticipation of these situations allows a winning crew to quickly diagnose what is happening and select the most effective course of action.

Once I realized this key characteristic of winning boats (the ability to use their knowledge to make the best of each racing situation), I adopted a few other tactics. First, we established the need for a steady crew to create some consistency so we could all learn together. Since we were inexperienced we decided to concentrate on learning specific positions before beginning to switch around. So usually, it was Chris on the foredeck, Jean and Amy on the rail, our friend Julie Feick in the cockpit, and that left me with the helm. Second, to ensure that we learned from experience, I reviewed each race with the crew soon afterward, discussing both positive developments and mistakes or deficiencies and their remedies. I also began keeping a notebook of these experiences as a permanent record. Finally, we tried the well known business approach to solving major problems—the "swiss cheese" method, whereby one breaks a large pro-

blem into smaller chunks and attacks these one at a time. So rather than attempt to master all that we had read about, we focused on some major components: upwind boat speed, spinnaker handling and offwind boat speed, boat handling and mark roundings, starts and the first 100 yards, and adjusting sail trim for changing conditions. Tactics and strategy became secondary considerations, and will remain secondary until we feel very comfortable with the other areas.

Clearly, a crew will benefit less from general pre-race comments like "We've got to pay more attention to sail trim," than from something more specific, like "Once we get off the line, check the genoa halyard tension and distance off the spreader for this light air." With a less experienced crew, it isn't wise to ramble on about the whole race, trying to remind everyone about everything in general. (With a more experienced crew, this isn't exactly a good idea, either, assuming one wants to sail with this crew again.) The best approach seems to be to talk through things needing explanations as each phase of the race approaches. This helps to get everyone thinking together and improves concentration. Thinking out loud tactically also helps a lot in this regard.

U.S. Navy handy memory aid for seven basic rules of command:

- C** onfuse
- O** bscur
- M** umble
- M** ispronounce
- A** bbreviate
- N** asalize
- D** rool*

I believe this "swiss cheese" approach can provide a basis for confidence as progress is made in the first few areas. More importantly, if a crew knows they can sail fast upwind and off the wind, they can do reasonably well by avoiding errors and by concentrating on maintaining position to put their boat speed to work. This is analogous to the approach used by many successful professional football teams—development of a strong defense first which will keep them close in most games, so that they will win more games on "breaks" even though the offense is weak. So, by putting together a good start and good boat speed upwind, even a less-experienced crew will usually be in the thick of things throughout the race.

In retrospect, this type of organized approach to working toward and building on improvements is essential to the relatively inexperienced sailor. This is particularly so when one sails in a competitive fleet, and I believe the most

critical time to apply it is in the second season. It is logical to attribute poor finishes to lack of time in the boat in the first season. However, by the time one begins their second year, that should no longer be a significant handicap. At the same time, in most cases there won't be much improvement without a relatively well organized approach to achieving that improvement. And there are many new J/24 sailors who need to experience this improvement in order to maintain their interest in the class.

Racing: Popular nautical sport.*

Sailing up the final beat in the second race of the District 3 Championships at Noroton, we were cold and wet and tired. Amy J's bow and stern were marked by two nasty collisions, and we had to retire from the first race because we kept losing battens from the main as I had to continually flog it in the gusty 20-25 knot easterly. Two of the 45 starters had been dismayed and we had been cautious, not using a spinnaker off the wind. My knuckles were raw and bloody from working the traveler and main sheet. So it was easy to understand my crew's puzzlement as they looked back at me from the rail, because I was smiling, laughing and occasionally even shouting with pleasure. We were passing boats because I had Amy J. in a groove with the wind and the waves. We had completed the loop because the boats we were now passing were not Flying Scots sailing out of their element as had been the case back in June of 1981, but well sailed J/24's with crews at least as experienced as we were.

Sailing at this level is so dependent on one's mental approach, not only in terms of being smart tactically and strategically. But even more critical are reasonable expectations and a wholesome attitude toward learning. This is not to say that harmony was always in abundance on Amy J.—we certainly had our share of disagreements. But we tried to resolve and understand all of these low points, and we had a few high points that we definitely enjoyed and will always treasure. And we had enough fun to come back for more in '83.

Deviation: Unnatural love of the sea.*



Al Ferlazzo is a financial manager and his wife Jean is an attorney. They began sailing with their children Chris (15) and Amy (13) in 1978. In addition to the J/24, they are occasionally seen sailing a Sunfish, Laser or Windsurfer.

*sailing A SAILOR'S DICTIONARY, by Henry Beard & Roy McKie, Workman Publishing Company, New York, 1981.

Baird Wins J/24 Midwinters VI

Ed Baird of St. Petersburg, Florida sailed the yacht *Impulse* to win the 6th Annual J/24 Midwinters hosted by Coral Reef Yacht Club and Biscayne Bay Yacht Club, in Miami. The seven race series, the largest Midwinters to date, was sponsored by the Orange Bowl Regatta Committee, Bacardi Gold Reserve Rum and Michelob. Sailing con-

ditions on Biscayne Bay were ideal with warm moderate winds of 10-15 knots that shifted from the northwest to the southeast during the series. The 68 entries from 20 states and three Canadian provinces were divided into four divisions and four qualifying races were sailed January 5 and 6. Those scores determined the Championship Fleet of 32,

topped by Dave Curtis of Marblehead, Massachusetts, sailing *HJ*, followed by Ed Baird in *Impulse*, tied in points but having finished behind Curtis in three races. Richard Hermon-Taylor of Brookline, Massachusetts, in *Akila*, qualified third. In the Designer's Fleet of 36, scoring began anew while all races counted in the Championship Fleet. Two



Ed Baird (2920) at the pin end, seconds before start.

Photo by Chris Syme



Photo by Chris Syma

Larry Leonard in LL Express leads the fleet on the first reach of the trapezoidal course.

racers were sailed Friday and one on Saturday, giving the competitors time to haul out and pack up before the Awards Banquet at Coral Reef Yacht Club Saturday evening.

Baird, 1980 Laser World Champion and 1982 Soling National Champion, and his crew of Tucker Edmundson, Rod Johnson and Larry Klein sailed consistently to win overall when Augie Diaz of Miami was disqualified in the sixth race, and Baird and Curtis, covering each other, finished 21st and 26th respectively. Diaz won the last race of the series, with Baird second. In the last race Richard Hermon-Taylor dropped out of the top five when he was over the starting line early and disqualified under the sudden death, one minute rule imposed by the race committee on the second day of the regatta. The top four finishers of this event qualified to compete in the J/24 World Championship to be held in Sweden in June.



1983 Midwinters Championship Fleet

POS	SAIL#	YACHT	SKIPPER	RACES							TOTAL POINTS
				1	2	3	4	5	6	7	
1	2920	Impulse	Baird	9	1	3	3	2	21	2	41
2	2440	LL Express	Leonard	5	14	6	1	6	8	8	48
3	2579	HJ	Curtis	1	11	2	2	3	26	7	52
4	2432	Vamoose	Wilkins	13	12	8	4	9	2	9	57
5	2729	Lunchmeat	Whitmore	7	12	5	7	15	11	3	60
6	2907	Muscatel	Grajirena	8	10	7	10	14	7	5	61
7	1470	I'll Go	Diaz	11	5	3	8	1	35*	1	64
8	2933	Espirit	Menninger	4	2	1	17	10	10	22	66
9	1673	Akela	Hermon-Taylor	2	8	8	1	4	19	35*	77
10	3493	P.D.Q.	Cucchiaro	3	5	20	7	22	9	12	78
11	3374	Jogger	Hendry	6	4	9	9	7	15	35*	85
12	3483	Howzat!	Gunn	1	9	12	15	16	16	17	86
13	25371	Gone Jah	Read	22	2	13	2	11	1	35*	86
14	82	La Petite Mambo	Burnham	15	9	15	5	31	4	10	89
15	2250	Partial Eclipse	Buerman	18	4	1	14	35	5	13	90
16	355	Secret Society	Isler	16	1	2	13	13	32	14	91
17	3202	Family Affair	Tillman	10	16	33*	13	8	13	4	97
18	3339	Helsinki Girl	Calder	2	3	22	21	29	14	6	97
19	3465	Cockatoo	Dodds	16	10	4	3	30	24	18	105
20	1146	Fast Milt	Bixby	5	13	34*	15	25	3	16	111
21	33449	Tantrum	Nicoll	11	15	4	33	5	29	15	112
22	2215	Electric Pickle	Barth	17	6	6	23	19	6	35*	112
23	2617	Coal Pile Express	Lockwood	6	13	11	10	24	28	23	115
24	31352	White	Hunt	4	18	17	6	28	17	26	116
25	3379	American Garage	Mahoney	15	23	12	5	18	33	11	117
26	53008	Blue Jay	Flynn	19	6	9	8	12	31	35*	120
27	2331	Sea Monster	Lee & Kirk	3	3	34*	12	23	30	19	124
28	3137	Zip Code	Bishop	24	15	14	4	21	23	24	125
29	792	Blue Max	Tamulaites	21	11	13	18	32	12	21	128
30	3266	Apparition	Pentecost	8	33**	11	11	27	20	20	130
31	3269	Kpoome	Twinen	18	25	15	6	17	22	27	130
32	3602		Wright	9	17	7	20	26	27	25	131
33	3482	MX	Johnstone	31	7	10	14	20	18	35*	135
34	1567	Venus	Kolisch	7	24	10	16	33	25	35*	150

*DSQ **DNS



Photo by Chris Syme

Zuma rounds first followed by I'll Go and Frozen Assets with Zip Code on the outside.



Wright, Wiedeke in Candy, and Whitmore in Lunch Meat on reach in qualifying race.



Zip Code's crew at work.

1983 Midwinters Designer Fleet

POS	SAIL#	YACHT	SKIPPER	RACES			TOTAL POINTS
				1	2	3	
1	2987	Sunkist	Babel	3	1	5	9
2	3608	Tack Rag	Disbrow	7	6	1	14
3	3466	Whiteout	Wislar	9	5	2	16
4	2136	Frozen Asset	Mercier	2	8	6	16
5	1258	Blitz	Constants	4	9	9	22
6	102	Capital Gain	Wolfswinkel	17	3	4	22
7	2411	High Hopes	Converse	22	2	10	34
8	22346	American Express	Wood	6	23	7	36
9	2000	Zuma	Griffith	20	14	3	37
10	3147	Candy	Wiedeke	18	11	8	37
11	2314	Lucifer's Hammer	Jackson	10	13	14	37
12	525	Hot Stuff!	Bonilla	15	4	21	40
13	20217	Arion	Abele	13	17	13	43
14	1742	Scrambler	Sears	8	12	23	43
15	1726	Jesus Saves	Dufresne	1	19	24	44
16	3010	Sashay	Pettus	23	10	12	45
17	91	Dr. J.	Southam	12	20	16	48
18	2103	Maxi Taxi	Hill	19	15	19	53
19	2900	Night Owl	Andrews	25	18	11	54
20	2299	Man-O-War	Duttenhofer	5	33*	18	56
21	1593	Goldin Rule	Goldin	21	21	17	59
22	3003	Nirvana	Pohlman	11	26	25	62
23	153	Dixie	Peper	16	33*	15	64
24	2620	Carrera	Cabrera	14	22	33*	69
25	3226	Jeopardy	Anderson	27	24	20	71
26	2783	Adventure Galley	Evans	32**	7	33**	72
27	3488	Tack Rag	Scherpf	24	16	33**	73
28	667	Passing Strange	Lombardo	26	25	26	77
29	2821	Aqueous Humor	Blumenkranz	28	27	27	82
30	2529	Dr. Suess	Ronning	33**	28	22	83
31	2609	Blue Streak	Kolbe	32**	33**	33**	98
31	2719	Grey Matter	Hood	32**	33**	33**	98

*DSQ **DNS

Shore Sails and Silver

J
24

Block Island Race Week
First, Second, Third

J
24

Lake Michigan District
Second

J
24

Buzzards Bay Regatta
First, Second, Third

J
24

Great Lakes Champion
Second

J
24

Long Island Sound
Championship
First, Fourth, Sixth

J
24

Florida Districts
Champion
First

J
24

Narragansett Bay
Champion
First, Second, Third

J
24

Change Of The Colors
Regatta
First, Second

J
24

Japan District Champion
First

J
24

C.O.R.K.
First

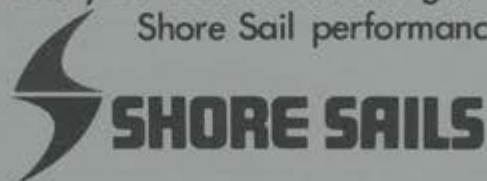
J
24

North American Champion
First 1980

J
24

Chiott Regatta
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1982 World Championship

by Tim Carlson

Aggressive...careful. This best describes the sailors who competed in the 1982 J/24 Worlds held on San Francisco Bay in early October and hosted by Fleet 17 and the St. Francis Yacht Club. Management and facilities were great, competition outstanding and camaraderie among J sailors from the world over was fantastic. If you've never been to a J/24 Worlds, start now to somehow, somehow qualify, scrape together the time, crew, and money, and GO! It is truly a once-in-a-life time experience. That is, of course, unless your name is Kolius, Curtis, Allen, Menninger, Golison...you get the picture.

Preparations began in earnest in March 1982, when Regatta Chairman Tony Chargin and Race Manager Jim Taylor of St. Francis, and Bill Drummond, Fleet 17 Captain, put together the committees to make the arrangements for this first class regatta. There were two hoists and plenty of guest docks to handle the 62 boats that began arriving as early as a month beforehand. All boats and sails were fully measured by Fleet 17 volunteers, and many competitors found last minute modifications were necessary to comply with the tight standards of the Class.

The racing was held on a permanent race course on San Francisco Bay known as the Berkeley Circle, which is in open water well away from land. The racing area is quite shallow (3-5 meters), is out of the primary flow of current and directly downstream of the swells entering the Golden Gate. These factors combine with the upstream fetch of the sea breeze to create a short chop.

There were six Olympic course races and one long distance race. There were no throw outs and the 720 rule was in effect. A DSQ in this series meant 63 points in the low point scoring system and a quick trip down in the standings.

You couldn't afford to push your luck or be over early after the one minute rule was in effect, which it was for all but the last race. This is why the competitors were aggressive but careful.

The practice race on Friday found the sailors facing a weak easterly of 5-8 knots, a condition seldom seen on the Bay. But it was good practice if you wanted practice starts. At the skippers' meeting Jim Taylor had cautioned everyone about being over early, but everyone was after that clear air start and so they got to try for it three times, setting the pattern for the rest of the championship. The practice race was won by Kirk Reynolds of Skaneateles,

**"...facilities were great,
competition outstanding
and camaraderie
...fantastic."**

NY, who said he didn't believe that stuff about it being unlucky.

Opening ceremonies were held at sunset Friday evening on the Green next to St. Francis YC, overlooking the beautiful Golden Gate Bridge and the Bay. Competitors from all the nations participated, raising their respective flags as the Navy Band played the national anthems of each. After the welcome by SFYC Commodore Tom Conroy, the sailors and their guests adjourned to a party in the Starting Line Room, the scene of after-race relaxation and discussions the entire series.

The serious racing began Saturday, in an unusual northeast breeze that built to 15 knots on a clear, fogless day. After three general recalls the fleet was off with several premature starters, and the race was abandoned before the fleet

reached the weather mark. The fleet restarted with only nine boats over early. John Tihansky led at the first weather mark and held to finish first, but didn't get the gun as he was one of the unfortunate nine. So race number one went to Dave Curtis in *HJ*, with Bruce Golison in *Ace Of Cups* second, and John Kostecki, 18 year old Sunfish World Champion sailing *Leprechaun* in third.

Sunday morning a weak easterly breeze sent the Race Committee to an area north of the Circle where Taylor hoped for better wind. Several general recalls later the fleet was off in a 4-5 knot easterly and an ebb tide. The wind gradually died as the sea breeze counteracted, and the race was abandoned to the delight of almost everyone. The next start was back on the Circle in an 8-10 knot building sea breeze. The hot tip of the day: Be on the line at the start or be buried in bad air all the way to weather. Several collisions at the start and at the first weather mark resulted in more protest flags than 720's. In a very close finish it was Kolius in *Cheap Sunglasses* the winner, Golison in second, and Rod and Jeff Johnstone co-skippering *Snowblind*, third. The rest of the series was to be all "150 weather", not light but not the gear-busting winds that the Bay many times delivers.

In Race 3 on Monday, hot tip #2 appeared: Go right. Those who did and hit paydirt included Kostecki in first, Jack Seznick in *Keema*, second; and Eddie Owen, UK Champion, in *Luder* third. Kolius, Curtis, Golison and Menninger were all in the top ten. The standings after three races showed Kostecki and Curtis tied for first. Closely following were Kolius and Golison who were tied for third place.

The talk at the bar that night centered on the distance race the next day. Here was a chance for someone to move way



Photo by Donald Hiboun

Smokin' J (Trask) and Skippy's R (Hyde) run past the Oakland-San Francisco Bay Bridge.

out in the lead or drop forever from contention. Kostecki, who has sailed the Bay for more than half his 19 years, was felt to have an edge with his knowledge of currents and wind patterns. Curtis had just the month before won the E22 Worlds on the Bay, and local knowledge abounded among other crews on many of the boats. Would it help?

On Tuesday the thick misty fog for which the Bay is famous appeared and stayed all day. The long distance course began on the Circle and headed west through the Golden Gate to Mile Rock on the southern shore of the approaches to the Gate. From there it was back through the Gate on an ENE course around a jibe mark, SSE to a leeward mark, west to a windward mark, SE around Alcatraz Island and finally west to finish in front of

the Yacht Club. It was 26 miles and just as tricky as it sounds with visibility often less than five boat lengths. The wind was steady at 15 knots at the start and as the fleet disappeared under the Golden Gate Bridge into the fog it appeared that Kostecki was leading with Curtis close behind. Tacking so as not to overstand Mile Rock, they sailed into a back eddy and out of the breeze, rounding to their surprise in 40th and 62nd! Curtis recovered to finish 31st in spite of being holed in the fog by a port tackler at a later mark, for which he was awarded a 10 point adjustment by the jury. Kostecki steadily drove past boat after boat to finish fifth. While the series leaders were having their problems Bill and Mary Menninger were out in front in *Expoobident*, lengthening their lead to finish first,

followed by Stu Johnstone in *Flying Cloud*, Steve Jeppesen in *Fineline*, and Koliis in his consistent fourth. That night the yacht club put on a Western Bar-B-Q followed by dancing to the Flaming Groovies band for those who had the energy to dance. Wednesday being the lay day, the sailors took a break to enjoy wine tours or whatever they chose.

Going into the fifth race on Thursday, five skippers were within 16 points of first. With three races remaining and no throwout, anything could happen. Hot tip #3: Don't PMS, don't DSQ and don't sail in bad air! Kostecki sailed race five that way to another bullet, followed by Dave Pritchard in *Ms Money Penny*, and Bill Allen, Soling Olympic Gold Medalist, in *Barbie*. Koliis was fourth again, which was good enough to hold on to second



Photo by Donald Hibun

Above: Golison's Ace of Cups leads Bixby's Fast Melt upwind, as Uematsu's Esmeralda approaches the downwind mark ahead of Allen's Darvon.

Below: The leaders descend on leeward mark.

Right: Tony Miller and crew of Hawaii, in Too Hip, approach Harding Rock in Tuesday's long distance race.



Photo by Donald Hibun



Photo by Donald Hilburn



Graham Hall interviews John Kolius for the video tape documentary.

Photo by Donald Hilburn



Bob Hagan and crew of Australia on Haywire in Race 1.

Photo by Donald Hilburn

1982 World Championship

POS	SAIL	YACHT	SKIPPER		RACES							TOTAL POINTS
					1	2	3	4	5	6	7	
1	US3131	<i>Sunglasses</i>	John Kolius	US	8	1	4	4	4	12	2	35
2	US8287	<i>Leprechaun</i>	John Kostecki	US	3	7	1	5	1	18	5	40
3	US2579	<i>HJ</i>	David Curtis	US	1	4	6	21	9	1	1	43
4	US2521	<i>Barbie</i>	Bill Allen	US	7	5	11	8	3	17	6	57
5	US1838	<i>Amer. Express</i>	Stephen Grillon	US	15	6	18	6	16	3	7	71
6	US546	<i>Expoobident</i>	Bill Menninger	US	22	26	5	1	11	4	4	73
7	US2333	<i>Fineline</i>	Steve Jeppesen	US	6	29	23	3	8	7	18	94
8	US1066	<i>Elec. Pumpkin</i>	Mark Rastello	US	19	8	17	13	29	6	8	100
9	US2611	<i>Ace Of Cups</i>	Bruce Golison	US	2	2	9	16	18	35	27	108
10	US3007	<i>Moneypenny</i>	David Pritchard	US	9	49	10	11	2	11	19	111
11	US1146	<i>Fast Milt</i>	Ethan Bixby	US	13	10	15	14	40	13	10	115
12	US483	<i>Keema</i>	Jack Seznick	US	PMS	32	2	7	12	9	3	128
13	US1	<i>Snowblind</i>	Rod Johnstone	US	16	3	22	17	14	40	24	136
14	KA3086	<i>Loki</i>	Martin Burke	Austral.	26	23	14	23	26	5	21	138
15	US2537	<i>Boss Hog</i>	Kenneth Read	US	14	11	28	22	20	15	33	143
16	US2906	<i>Son Of Gun</i>	John Tihansky	US	PMS	21	34	12	6	8	11	155
17	US3331	<i>Flying Cloud</i>	R.S. Johnstone	US	10	DSQ	24	2	19	27	15	160
18	US18873	<i>Frick Frack</i>	Bill Claussen	US	21	24	36	36	34	2	9	162
19	US8363	<i>Avenger</i>	Scott Easom	US	31	16	19	34	23	23	25	171
20	KC3374	<i>Jogger</i>	David Hendry	Canada	4	DSQ	20	19	32	22	13	173
21	KC2138	<i>Irish Coffee</i>	Rick Shields	Canada	28	28	21	35	21	30	14	177
22	US8176	<i>Amer. Beauty</i>	Andrew Bassis	US	5	20	33	25	17	37	41	178
23	US2541	<i>Cap. Gains</i>	Alex Meleney	US	20	14	26	26	30	43	20	179
24	K4088Y	<i>Luder</i>	Edward Owen	U.K.	PMS	DSQ	3	18	7	10	16	180
25	US8484	<i>Smokin' J</i>	Don Trask	US	30	15	27	32	27	32	17	180
26	VI4	<i>Stewball</i>	John Foster	USVI	27	39	8	28	24	20	36	182
27	S21	<i>Julia</i>	Rolf Haeggbom	Sweden	24	36	12	15	PMS	14	22	186
28	US3207	<i>This Side</i>	Kirk Reynolds	US	12	9	DSQ	39	13	28	23	187
29	KA76	<i>Skippy's R.</i>	Gregory Hyde	Austral.	11	18	31	30	33	38	29	190
30	US8305	<i>Darvon</i>	Harry Allen	US	29	25	40	21	15	26	38	194
31	KA70	<i>Haywire</i>	Robert Hagan	Austral.	18	30	16	PMS	10	29	30	196

overall, Allen moved ahead of Curtis into third, and Kostecki, survivor of five protests in the first four races, was looking better and better with a four point lead.

Race 6 on Friday changed all that. Both Kostecki and Kolius got bad starts. As Kostecki said, "In this series if you're not in the top ten at the first weather mark, forget it." Though neither of them was in the top ten at the weather mark, Kolius recovered well to 12th, while Kostecki finished 18th. Curtis, with a fine start, showed his World class form and won, having played the ebb tide perfectly to lay the weather mark while others overstood. Second was *Frick & Frack*, co-skipped by Bill Clausen and Jim Lindsey, Fleet 17 Champions two years running. Steve Grillon in *American Express* was third. The standings now showed Kolius in first, Kostecki two points away in second, and Curtis just nine points out of first, in third place.

Race 7 started at 1300 Saturday. To win, Kolius had only to finish in the top

five and ahead of Kostecki. Under close cover by Curtis and Kolius, Kostecki could manage only fifth place while Curtis won and Kolius was second, assuring Kolius his second J/24 World Championship title in three years.

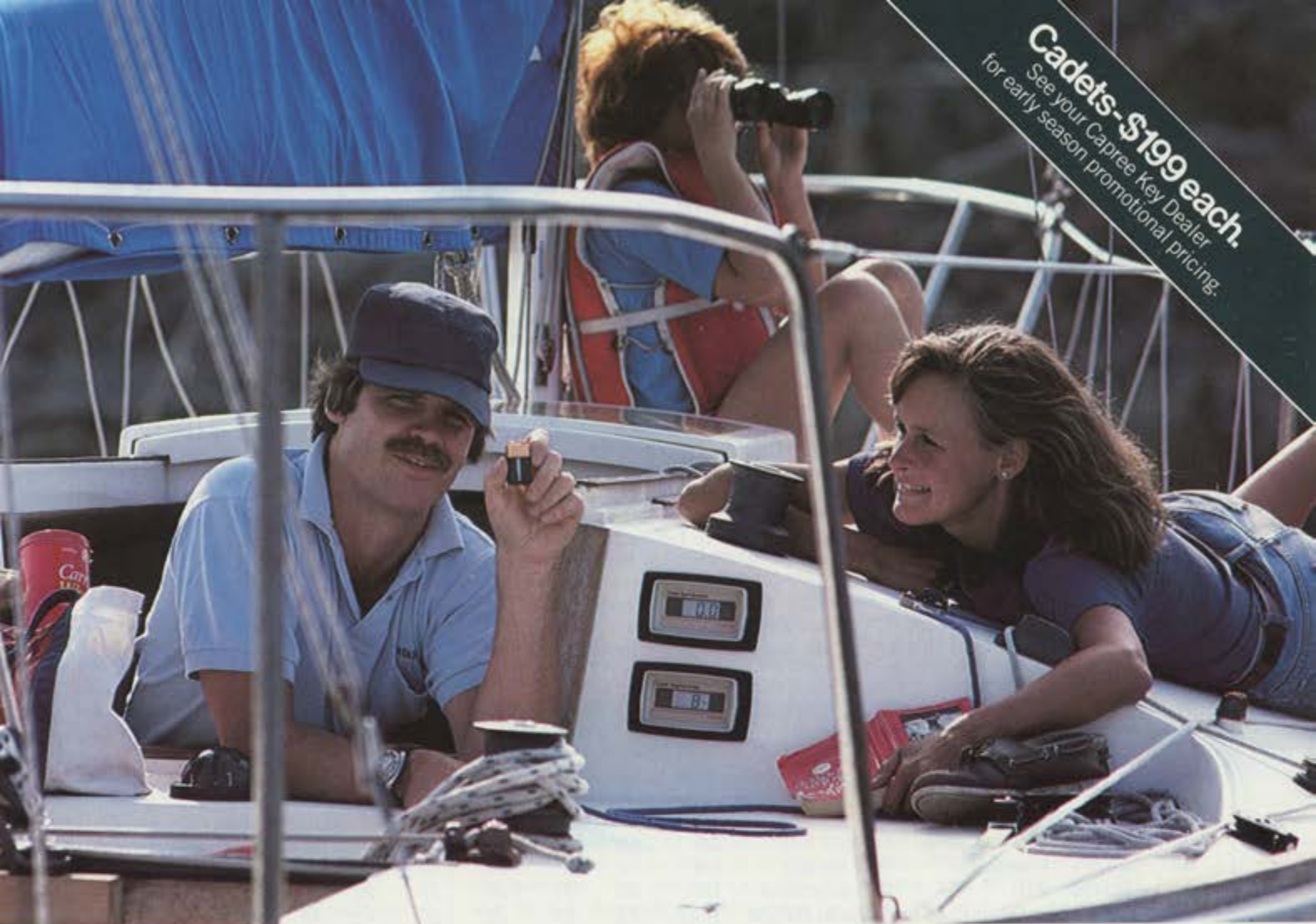
The series was wrapped up in first class style at St. Francis Saturday night with a banquet table groaning with food, a bar loaded with drink courtesy of Bacardi Gold Reserve, and a long, long table piled high with silver. A jubilant John Kolius and his crew of Farley Fontenot, Walter Glasgow, Hank Stuart, and Robbie Young were presented the World Championship Trophy. Trophies were presented to the top ten overall finishers, as well as daily race winners. Special awards included the new Bacardi Gold Reserve Trophy presented to the top yacht, other than the World Champion, with the lowest point total in the last three races of the championship. The winners were: 1st, Dave Curtis (*HJ*); 2nd, Bill and Mary Menninger (*Expoobident*);

3rd, John Kostecki (*Leprechaun*). The President's Trophy, donated by J-Boats, was presented to the yacht helmed by a person 40 years of age or older at the time of the awards presentation with the lowest point total after discarding worst race. This award went to *Frick & Frack* in 18th place, co-skipped by Bill Clausen and Jim Lindsey. The French J/24 Class Association donated the Eiffel Tower Trophy, presented to the highest placing yacht in the Worlds with a woman aboard, which went to Mary Menninger, co-skipper of *Expoobident*. The St. Francis Y.C. J/24 Perpetual Trophy for the highest placing member of J/24 Fleet 17, was presented to John Kostecki. The highest placing foreign competitor was Martin Burke of Australia, in 14th.



POS	SAIL	YACHT	SKIPPER		RACES							TOTAL POINTS
					1	2	3	4	5	6	7	
32	US1351	<i>B. Side Down</i>	Richard Fell	US	36	19	25	37	25	19	35	196
33	US1361	<i>Liten Jente</i>	Paul Nelson	US	17	31	51	40	5	25	28	197
34	US3458	<i>Joss</i>	Bob Johnstone	US	35	17	38	27	22	31	34	204
35	BL675	<i>Cracked Crab</i>	Eduardo Ramos	Brazil	33	27	35	20	41	16	DNF	235
36	KA7	<i>Kanga. Express</i>	Andrew York	Austral.	32	38	7	DSQ	38	33	31	242
37	US8212	<i>Sunchaser</i>	Steve Toschi	US	34	12	46	38	44	36	32	242
38	US214	<i>Fastack</i>	Jack Zink	US	39	34	30	29	43	41	27	243
39	US1873	<i>Too Hip</i>	Tony Miller	US	23	DSQ	37	9	35	45	39	251
40	F2171	<i>Chips Ahoy</i>	F. Laffitte	France	PMS	44	32	10	42	39	40	270
41	US8055	<i>Resolute J</i>	Jim Dewitt	US	25	37	45	41	31	34	57	270
42	KC2594	<i>Chainsmoker</i>	Blane Bowen	Canada	PMS	22	43	49	46	46	12	281
43	US2573	<i>More Grief</i>	Lewis Conger	US	46	13	49	50	37	48	42	285
44	US8236	<i>Quibble</i>	Don Bonander	US	37	48	42	33	36	54	43	293
45	US3258	<i>Ozone</i>	Al Hobart	US	43	DNF	41	46	39	21	47	300
46	US1050	<i>Io</i>	Fleet White	US	DSQ	35	39	43	28	49	49	306
47	KV1911	<i>Mystic</i>	Roosevelt Smith	B.V.I.	40	40	48	DSQ	45	24	40	308
48	US1777	<i>Jocko</i>	Bob Maloy	US	PMS	42	29	24	55	53	44	310
49	J2473	<i>J Of J</i>	Yoshio Shozaki	Japan	50	33	54	44	47	42	45	315
50	K4014Y	<i>Rat-Trap</i>	Andy Cassell	U.K.	38	51	50	53	48	44	37	329
51	KA66	<i>Slithergadee</i>	S. Atherton	Austral.	42	43	59	47	54	50	56	352
52	J2672	<i>Ko-Marge</i>	Hiroshi Maeda	Japan	51	45	52	51	52	57	46	354
53	S26	<i>Follow Me</i>	Goran Eriks	Sweden	PMS	41	47	48	49	52	58	358
54	F1820	<i>Dire Straits</i>	A. Caudreller	France	47	55	55	52	51	51	51	362
55	J2680	<i>Hikari</i>	A. Kanazashi	Japan	44	54	57T	45	56	55	53	364
56	Z2321		Bernard Mach	Switz.	DNF	56	53	42	50	56	55	375
57	US8033	<i>Toad</i>	Tom Montoya	US	41	50	44	DSQ	53	DNF	DNC	377
58	J1933	<i>Esmeralda</i>	Makoto Uematsu	Japan	45	52	61	54	58	59	52	381
59	F3200	<i>Cherie Noire</i>	Michel Perroud	France	49	53	56	56	57	60	50	381
60	S11	<i>Take Off</i>	Jorgen Wennberg	Sweden	48	46	57T	DNF	DNS	58	54	389
61	I12	<i>Riv. Ligure</i>	G. Cattaneo	Italy	PMS	DSQ	13	DNC	DNC	DNC	DNC	391
62	S56	<i>Wall St. Duck</i>	Lars Hagglof	Sweden	PMS	47	60	55	PMS	47	DNC	398

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A Heavy Weather Cruise

by Rhona Neuwirth

Wednesday, July 28th, was the worst weather many had experienced with unpredictable gale force winds of 40 knots with gusts to 55 and 8-10 foot waves. The 12 boats on their way from Padanarum to Point Judith had to divert to Newport when the heavy seas made the entrance to the "Harbor of Refuge" unpassable. Hope, Obsession, Uncle Bill, Merlin, Vitamin Sea, Sundance, Windbird, Freya, Alchuringa, Blue Meanie and Susan Jane made the passage and will be glad to tell their sea stories involving lost dinghies, ripped sails, etc. Special credit goes to the Neuwirths in their J/24 who made the entire cruise, bad weather and all, sometimes romping ahead, sometimes behind. Other small boat owners take note-you too can do the cruise.

(Excerpt from Cedar Point Yacht Club Bulletin, Westport, CT.)

As our cruising experience had been limited to one week of short hops around Long Island Sound, we had some trepidations about participating in a two-week cruise to Nantucket with larger boats and more experienced sailors, but our fellow club members were very generous in spirit and gave us opportunities to have our many questions answered before we departed. Our equipment list was lengthy and included an Avon in one of the compartments under the cabin quarter berths.

Once underway we had no trouble keeping up with the fleet. Our actual approach to Nantucket Island was made on an exhilarating reach; we developed so much speed that we chose to tack back and forth amid the fleet and let a boat familiar with the harbor lead us in. "A frisky puppy nipping at the heels of the old dogs," was the comment of a 40-footer's skipper. However, the 40-footers were very nice to raft up to in anchorages. J's bob around when on the

hook, and there is nothing wrong with cushioned cockpits at sundown.

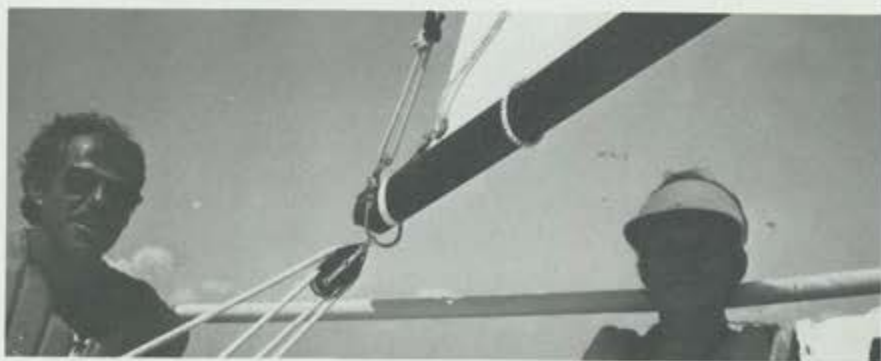
The gale was indeed awesome. Blinding rain and black sky and huge waves produced an atmosphere unlike anything we had ever experienced. We went through the worst of it with reefed main and no jib, in lifejackets as always, very thankful that there were other boats within sight and that one had Loran. We had a radio, but opening the hatch to go below and transmit was unthinkable. We were thus spared the news that a fishing boat in the vicinity had capsized and a crew member was missing, but we were also unable to know that when one of our flotilla lowered the main, raised the jib and bore off, he was heading for Brenton Reef light, closer than we had imagined, and that our ordeal would soon end. We too dropped our main rather than trying to gybe - an accidental gybe had been frightening - and found that the small jib provided enough momentum to surf into Newport.

Throughout the worst of the storm, though huddled side by side, Fred and I

had barely spoken to each other. I was aware that all of Fred's energy and strength were concentrated on helming, and that any sign from me would distract him and provide another element of danger. I was scared, yes, and questions were forming in my mind: what if we were knocked down by a wave? what if a fitting failed or a shroud broke? what if either of us were physically injured?

I felt that I must retain a sense of control and I sought to recall situations in which I had overcome fear in order to perform. Most relevant was my participation in J-World at Key West the previous winter. In Key West - in 18 to 25 knot winds, with strong currents and moderate swell, conditions more challenging than those in which we had tried racing during our first summer of J-ownership - I had helmed the boat downwind under spinnaker and made quick tacks on the starting line. No broaches, no collisions and at week's end the boat I was on had even won the week's mini-regatta!

I tried to make an analogy: as Key



"We have come rather late to sailing, but are making up for lost time. We do some handicap club racing and more and more weekendng. Our previous boat, a Thistle, was not ideal for teaching the children, but our two boys endured it, helped us name the J, and then took up cycling and rock-climbing. We think the J is perfect for the two of us. It accomodates day-sailors and crew as well, and isn't consuming any more of the family budget than we can bear."

West was to Long Island Sound, so this is to Key West. My incantation worked, for a month after the storm what I remember is not the fear but the level of activity. We were very, very aware and very, very busy.

It seemed to take forever to get rafted in between other boats in Newport, to get sails folded and lines coiled. Then there

was a long walk to a laundromat, as scarcely anything we owned seemed dry. As the laundry dried we discussed the day's events over hamburgers and decided we needed another piece of equipment: safety harnesses.

We started down the hill to the waterfront with lighter tote bags and met, in front of the chandlery, Stuart Johnstone,

J-World's director in Newport summers as well as Key West winters. Who else could so appreciate our adventure and acknowledge our heroism, we asked? It made our day complete to surround Stu J. and babble away.



Fred and Rhona Neuwirth cruise in Blue Meanie.

J/24 Fleet Champ

Bob Johnstone interviews Charles Kober, President of the United States Yacht Racing Union and J/24 sailor...in fact a Fleet Champion. The discussion ranges from USYRU activities to Olympic status.

Congratulations, Chuck, on your election to the presidency of the United States Yacht Racing Union. Being a J/24 owner yourself, I'm sure the rest of the class would have voted for you if they had the opportunity. What's your boat's name?

The boat's name is *Group Therapy*, which I think is quite apropos.

What sort of sailing do you do?

Along with my partner Steve Moffat, we primarily race the J/24. We've owned it for just about a year and compete in the local fleet. As a matter of fact, we managed to end up at the top of the fleet in 1982. We also sailed in the Districts and the Pacific Coast Championships where we finished in the middle of the fleet. I normally sail with a group of Alamos Bay sailors; Steve, the tactician and navigator, Brad Ellerman, John Weiss and several younger fellows around the Club. The rest of my family sail their own boats.

Where did you start sailing?

I started out in Balboa in Snipes, went through a couple of those. Then I sailed in International 14 dinghies, a Penguin, and a Dragon. Then I've gotten involved in an ocean racer here in California...a Cal 40 which I still have for cruising. Now, I'm at the top of the line in a J/24.

My first Snipe was built by my Dad and me in the backyard in 1937. It was Snipe number 2427.

That's very interesting because Rod's and my one-design sailing started with building a Lightning (3310) in our backyard garage in Glen Ridge, N.J. in 1947. Tell me, Chuck, how competitive was your boat?

Well, it was about the last of them that were built when they used oak and mahogany and all that. It was competitive for a year or so. Then we built the second one of spruce and red cedar.

Isn't that a coincidence. We started out with a Philippine mahogany hull, solid oak keel and masonite deck. Was it ever heavy! But, it went fast in a blow.

My father was not really building our Snipe to race and he felt that it had to be very stout.

How are you associated with the 1984 Olympic Games in Los Angeles?

I am working on several committees and have been quite active as a member of the Executive Committee of OCROC working on the Pre-Olympic Regatta. I've also been on the venue selection committee of the LAOC...whose work has really been completed.

The USYRU records show that there are more J/24 sailors (920) who are members of the USYRU than any other one-design class over 15 feet in length. What would you say to other J/24 sailors who may be considering membership in the USYRU during 1983?

Certainly all of us who are interested in youth sailing and



USYRU President Chuck Kober lives in Long Beach, CA and sails his J/24 as a member of Fleet 59.

yachting should support our national governing body. It's a group that is doing a lot for both the individual yachtsman and the sport as a whole. We're offering a number of progressive programs, constantly working on improvement of race management, training of judges, sponsoring seminars and developing, with the Olympic Yachting Committee, several training clinics where the most modern sports medicine techniques are made available to sailors. Maintenance and enforcement of the rules is an important part of our function. The USYRU has taken a leadership role in the past several years to clamp down on infractions in both the offshore and one-design areas. And, we've also made a concerted effort to encourage other countries to follow this lead, so that our sailors aren't sailing at a disadvantage when competing overseas under rules which are too loosely administered.

We want to broaden our spectrum working with board boats and other new classes. We're realizing that it's necessary to get into lobbying and government where legislation affects our members. We have a new Government Legislation Committee.

What do you think about the idea of the J/24 becoming an Olympic Class?

I don't know. Personally, I'm concerned with any proprietary class becoming an Olympic Class. It's a philosophical matter that I'm willing to discuss. The problem is how to produce enough boats on a non-proprietary basis to attain universal availability.

How one defines a proprietary class is quite important. That's right.

1982 represents the first year that the J/24 class has functioned without financial backing from J boats. The international class office, which Dick Tillman manages full time, has a budget which is three times what mine was as secretary/treasurer of the US Olympic Yachting Committee in 1973-76. They publish the magazine. The international class constitution is set up to insure owner and IYRU control of the class, and other than yours truly stepping down as chairman of the world council there are very few

vestiges left of a proprietary class. We don't own any of the factories which make the boats and derive our income from royalties just like Jan Linge who designed the Soling.

One of our concerns about becoming an Olympic Class is that there's too much pressure to change the boat...to outdate existing boats. One of the advantages of the J/24 with its balsa core construction is that it has a long competitive life expectancy as a one-design. Dave Curtis made the comment last week that he had trailed "HJ" for 30,000 miles with no visible signs of stress or speed loss, which is unheard of in any other class he's been involved in. In the Olympic classes where contestants have their own boats to compete in, it's very difficult around the world to control modifications, exotic customization... "the win at any cost syndrome". The advantage swings to countries with more dollars and technology rather than just sailing skills. What we've often said is that the only way we'd consider accepting a request to become an Olympic Class is if all the boats could be provided new by a licensee. For instance if the 1988 games are in Korea or Japan, we'd want Nissan Motors in Japan, the licensed builder, to provide 50-60 brand new J/24's, all with matched sails from the same loft, to the Olympic Committee. They could probably be provided without cost to competing nations. That would be a true test of sailing skill and get away from the normal Olympic class problem of trying to out develop the one-design class.

Well, that's the type of thing that I would very strongly support.

But, I would still question how much good the Olympics does for the class. Whether it's this or the type of boats that have been selected, I'm not sure. With the exception possibly for the Star, there aren't any Olympic classes which appear very popular in terms of activity between Olympic years. In our regattas here in Southern California, even in our major regattas, those classes really don't turn out in great numbers in the off years.

It will be interesting to see whether during the Pan American Games the J/24 will attract a broader range of sailors from South American and Caribbean countries, e.g. those sailing racer/cruisers instead of just dinghies. As such its appeal may be as a type of boat rather than a specific class, in much the same way that a windglider or windsurfer selected as an Olympic sail board might attract participation from owners of many different classes of sail boards from around the world.

We are committed to the Venezuelan Sailing Federation to supply 20 boats to be chartered by contestants for the games. This is being accomplished through our dealer there who is pre-selling J/24's to owners in Venezuela on the condition that they are made available for the event. The Venezuelan Navy is cooperating by providing free freight from Port Everglades while the Ministry of Importations has granted import exonerations. So far, we have shipped about 15. This is a combination plan. Competing countries can still enter their own boats, but there are competitive new charter boats for countries that either don't have or can't afford to bring their own. Here's a chance for people who've been sailing in offshore boats to compete. They'd never consider FD's, 470's, or Finns. What the J/24 may do is appeal to a much broader range of sailors than the current Olympic classes.

Well, that should be a great test to see what happens. Isn't this a concept that Russia and the Eastern bloc countries have been pushing at the IYRU level?

Yes, I don't know to what degree. My understanding is that they've always wanted more boats furnished.

That's OK if the boats are right!

I happened to see some of the Russian manufactured ones (470's) that they'd proposed before the 1980 games. I don't think that was a particularly good idea in that particular case.

Do you think there's a better format for a world championship of

sailing than the Olympics, the America's Cup, or Individual Class Championships...maybe one with regional eliminations?

Every system has its drawbacks. In the Olympics, it's how much weight you place on the equipment. In the equestrian events, what would it be like if they furnished the horses? It's easier to equalize with boats, of course. But, part of racing is equipping and tuning and knowing your equipment.

Two of the problems with the Olympics are (1)It's not a true world championship because one entry per country often excludes a high number of the best sailors in the class and (2)because of this it becomes too nationalistic in nature.

No question about that.

One thought has been to use Pan American Games, Pacific Games and European Games to select the top sailors from among a greater number of entries (say three) from each country for the Olympics or a world sailing championship. Then you'd have a true championship devoid of the strong national orientation.

I've always felt that a world championship in any class attracts and includes more good sailors than the Olympics. The three best Star sailors in the world may come from the same country, yet only one can get in. You always have the tail enders in the Olympics who are just not of that caliber.

What you're saying is that for a strong class like the J/24's is that the best format for a world championship is that class's own world championship.

Sure. Absolutely. And, if you equalized J/24's and put them into the Olympics, the divergence in the abilities of the contestants would be tremendous. Whereas in the J/24 Worlds, where everyone has to qualify and those competing better represent the number of boats active in the world, you get better racing.

Maybe we should conclude that if the J/24 class is where the Olympic sailors go in the off years when there are no Olympics, that says something...that we've got a good thing going!

Sure, I suppose that's true.

To change the subject from sailing, what does Charles Kober & Associates do?

We're an architecture and engineering firm doing commercial, industrial and institutional work. Right now we're doing a 600,000 square foot office complex for Jim Kilroy out at the airport here in Los Angeles. We've just done a regional shopping center in Miami that has teflon coated fabric roofs. We did the Chinese and German Pavilions for Disney in Orlando. We do some work for the universities and have done offices in Chicago, Seattle and San Francisco. It's lots of fun.

What's your outlook for the economy and business?

It's turning. We've seen in the last six weeks greater interest in starting up new projects and taking projects which had been on hold, off the shelf. This is coming from major developers and builders. I'm encouraged.

What's the word on the 12 Meters in southern California, who's doing the best?

I don't really know. I'll be sailing on them next week. I'm not really an authority when it comes to America's Cup boats at all at this point.

What do you think the chances are for Group Therapy repeating as fleet champion in 1983?

I don't know. All I can say is that we're going after it. We're going to give it a try, at least.

Chuck, you sound about as non-committal as Tom Blackaller! Good luck and thanks for this interview.

District 10—Florida Peninsula

by Bert McAllister

District 10 encompasses the entire state of Florida except for the panhandle. The district is composed of five active fleets and 110 members, making it the sixth largest district of twenty in the United States. 1350 miles of Atlantic and Gulf coastline, 1100 miles of inland waterways and rivers, and a climate conducive to year-round sailing make the Sunshine State a sailor's paradise. The number of J/24's in the state will undoubtedly continue to grow. J/24 sailors visiting Florida may be interested in where the various fleets sail.

Key Biscayne Fleet 10 draws its membership from the Miami area, with racing on beautiful Biscayne Bay. Fleet 10, currently headed by Chip Abele, has hosted the last two J/24 Midwinter Championships which attract competitors from all over the country (especially the North.)

Fleet 55 is located in Jacksonville where sailing is excellent on the wide St. Johns River. Captained by Steve Holland, Fleet 55 sponsors the annual Florida State Championship in the Fall. This year the State Championship drew sailors from as far away as Tennessee, North and South Carolina, Kentucky and Georgia.

Naples Fleet 68 on the Southwest coast is headed by Peter Van Arsdale. Fleet 68's eighteen J/24's race in the Gulf of Mexico off Naples. Racing in conjunction with the Gulf Coast Sailing Club, they have their own fleet starts and compete for best overall PHRF finish as well.

Suncoast Fleet 86 on Florida's West coast is the largest fleet in the district, with 36 members and Rich Doyle as Fleet Captain. Fleet 86 had grown slowly until the 1981 Championship of Champions was held at the St. Petersburg Yacht Club. The 25 new J/24's sailed in the Championship were sold locally in advance, doubling the size of the fleet. The fleet has four areas of activity: Tampa, St. Petersburg, Clearwater and Bradenton. They hold two day, J-only regattas one or more times a month, September through June, the premier of these events being the Annual Stone Crab Regatta in Clearwater each November. Other racing is held in the Tampa area Thursday evenings and Sunday afternoons. While there is a lot of PHRF racing in Florida, there is an increasing trend toward separate J/24 one-design starts. Suncoast Race Week in April will have a J/24 start this year for the first time.

Indian River Fleet 87 is on the East Coast south of Cape Canaveral in the Melbourne area. Fleet Captain Chris Gates bought the first J/24 in the area in 1979 and the fleet has since grown to 17. Dick Tillman, IJCA Director, is a member of Fleet 87 and chief promoter of J/24's in the area. Racing is held on the Indian River (Inland Waterway) each Saturday afternoon during the Fall and Winter, and on Friday evenings in the summer. Having raced PHRF in the past, the J/24 fleet now has a separate start and manages two races in the time the PHRF-ers race one. Fleet 87 holds an Annual Indian River J/24 Regatta in the Fall, and hosted the 1983 District 10 Championship in March.

Now that you know where we sail, be sure to look us up when you come to Florida. You might even get a ride on a J/24!



District 10 Governor Bert McAllister in the lead of Indian River Fleet 87 race.



The Dragon, a landmark at the junction of the Banana and Indian Rivers, Melbourne, FL.

The Story Of The Swiss J/24 Class Association

by Heine Rusterholz

It all started with an article written by the famous Jack Knights. He described very enthusiastically the new J/24 in *Yachts & Yachting*. This article impressed me very much so I decided to immediately write Bob Johnstone. He answered quickly and explained to me that Westerly Marine was going to build the boat for Europe. After some long discussions with Westerly Marine, they agreed to grant me the sole distributorship for Switzerland. In June 1978, I became the proud owner of J/24 number 732.



Heine Rusterholz, Swiss NJCA Founder.

In order to promote the boat I raced on every possible occasion in handicap races and was able to compete quite successfully against many bigger boats. The fact that the J/24 is sporty and fast in all wind conditions it is surely not without coincidence that three ex-Fireball sailors bought the boat in the first season. My experience with creating the Swiss Fireball Association and developing the Laser Class made me think that I should also start one for the J/24 Class. During the Swiss Boat Show in Zurich and Geneva in the spring of 1979 I was going to various boat dealers and builders to find a partner to help sell the boat in the Swiss-French region of Switzerland. Again it was an ex-dinghy sailor, an old World Flying Dutchman Champion, Serge Graz, who became my partner. His small boat-building company was very well known in his area as a first-class operation. By the end of the second season we had sold fifteen J/24's on both Lake Zurich and Lake Geneva.

Getting the class started was made difficult by the fact that most yacht clubs on the lakes require that at least ten boats are needed for a one-design class start. Consequently, we had to race under the Swiss A-B-C Rule, a handicap rule which encouraged boats of our size to have much more sail area. When racing in the lighter wind areas of our lakes we were at a handicap. So to make us more competitive under this rule we had to introduce 72 square meter (about 210 sq. ft.) spinnakers flown from the masthead. Needless to say, we more than held our own against the others with this monster chute.

At this time the Swiss J/24 Class Association had been organized with eight founding members. If it were not for a mooring problem all over Switzerland (our lakes are very deep and the shoreline extremely costly) our class growth would have been much faster. In the spring of 1980, our class benefitted from the addition of Claude Lambelet of Neuchatel, a famous Lightning sailor, as Graz's agent in the Jure Mountain Lakes region. Lambelet immediately sold four boats. As a result, we now had three fleets with twelve members in Neuchatel, Geneva, and Zurich.

The Neuchatel fleet has been a valuable addition to the Swiss J/24 class. They are located on one of the best sailing areas in Switzerland. The lake of Neuchatel has a southwest to northeast orientation, which takes advantage of the prevailing southerly and northerly wind conditions. The yacht club they sail out of, the Circle de la Voile de Neuchatel, has everything sailors need: repair shops, good launch and mooring facilities, restaurant, and a very efficient race committee. The club has hosted numerous World and European Championships, like the 5.5s, Dragons, etc., and since they have J/24s the club decided after the San Remo J/24 Worlds to ask if they could host the 1981 J/24 Europeans. It was not until November 5, 1982 that the International J/24 Class agreed to have the 1983 Europeans in Neuchatel.

So if you want to beat the 1982 European Champion, a Swiss team comprised of B. Dunant, M. Glaus, and D. Stampfli, you should come to Neuchatel from the 7th to the 15th of May 1983.

Today, 44 "Js" are cruising the Swiss Lakes. Twenty of them are members, but the rumor that the J/24 members have such a fantastic and friendly atmosphere will surely lead to more members and more boats.

J/24 In Sweden

by Bengt Julin, Vice Chairman, IJCA

How did it start, the interest in J/24? More than 30 years ago I introduced the Optimist in Sweden, later on in the sixties the Flying Junior, and also the FD. The next class was the Tempest and I had the first Soling which was later given to our King, at that time the Crown Prince. The next classes to be introduced were the DN ice yacht and the Laser. My first had a number of 3000. But how about the J/24?

For many years I have been an admirer of the way Jack Knights handles the English language. Therefore it was also quite natural that I was reading his articles from the time he was in Newport and for the first time sailed the J/24. He took part in a race when it was really blowing hard and he gave us his account in a marvelous way.

What was then more natural than to visit Westerly (builder) at the Boat Show in London when the boat was shown for the first time on this side. That was also the first time I bumped into Bob Johnstone but, luckily enough, not the last time. To make a long story short I was pretty soon the owner of the first J/24 delivered in Europe and certainly the first one in Sweden. It resulted in a grand joint venture with Rolf Haggbom and Bertil Grandinsson. The boat got number S1 and was christened *Julia*. She was successful from the start and even more so the



Bengt Julin, Swedish NJCA President and IJCA Vice Chairman.

boat with the same name but with number S21. She won the first European Championship with son Jonas at the helm.

During that time the fleet grew bigger and bigger, and today we count between 80 and 90 boats. Sweden is geographically a long country and therefore quite naturally there are certain areas where sailing is more concentrated. Our biggest fleets are around Stockholm, in south Sweden in Skane, and then on the west coast.

Adopting after the Laser, each summer we have had three Grand Prix races in order to get a good rating. Earlier we have had boats taking part in the Baltic Race, which is around 200 nautical miles. But today racing is mainly concentrated to this Grand Prix and to club racing. And the boat is very much used for holidays, perhaps more than in other countries because of our fantastic archipelago.

Now we are pleased to welcome J/24 competitors to the 1983 Worlds, and in the meantime good luck with your racing during 1983.

Republic of South Africa

by Reg Mackay

There are unfortunately only two boats, of the five in this country, racing actively. We are both at the same venue which is a fairly large lake some 40 miles North of Johannesburg. I am trying to get the other three to join us but may be only successful in one case. You are probably aware that we race throughout the year and my J has been fairly successful having won our Winter Series and two other shorter series against our closest competitor, the L26 Class, which has had a very good sales story being a locally designed and built yacht. If the Dollar rate should even out and when our recession, which has just started, ends we may yet see a market for imported boats again.

Fleet 34 Bermuda

by Michael Ashton

The Bermuda fleet has enjoyed its best year ever! Our one design racing schedule is now officially recognized and managed by the Royal Bermuda Yacht Club—we have arrived! Six series were raced throughout the year under their auspices with Michael Ashton (*Petit Papillon*) winning four series and the Overall Trophy, David Ashton (*Swiftsure*) one series and Richard Bath (*Solaise*) one series. We compliment the R.B.Y.C. for their high caliber of organization. As part of our one design schedule we have created the Bermuda Team Race Challenge Cup. Unfortunately we immediately lost it to Fleet 99 with

representatives from the Norwalk and Noroton Yacht Clubs. Bermuda however was recovering from a slow start down two to one, when even we had to admit defeat to a blasting westerly that began shredding sails before the start of the fourth race. Great fun was had by all and we plan to return the cup to Bermuda when we race again in Connecticut in June 1983.

1982 also saw the third J/24 Bermuda National Championship which was won for the third time by Michael Ashton and crew. Ashton won five races of six.

Bermuda National Championship

POS	SAIL	YACHT	SKIPPER
1	1235	<i>Petit Papillon</i>	Michael Ashton
2	194	<i>Solaise</i>	Richard Bath
3	204	<i>Swiftsure</i>	David Ashton
4	3319	<i>Asantemaa</i>	Roger Farge
5	203	<i>Mtoto</i>	Duncan Stott
6	3317	<i>Spray V</i>	Francis Carter
7	3312	<i>Slid in-Bye</i>	Minugh-Simpson

Our fleet is the fastest growing in Bermuda and we should have 12 Js on the line in 1983, second only to the revived grand old International One Design Class. 1983 will be highlighted by our participation in the R.B.Y.C.'s. Invitational Race Week which takes place May 1st through 7th. We are in the process of inviting skippers from the United States and the United Kingdom. The class is looking forward to this our first Race Week. The weather is usually beautiful with good winds and plenty of sun which should give us outstanding sailing conditions.

Australia

New South Wales Championship

by Patrick MacGregor

The 1982-83 New South Wales State Championship for J/24 yachts was conducted by the Royal Prince Alfred Yacht Club on the Palm Beach Circle off the northern beach suburbs of Sydney. The 20 entries included boats from Port Hacking, Botany Bay, Pittwater and from five clubs which sail on Sydney Harbour.

The first heat was sailed in 25 knot winds at a temperature of over 40°C with visibility affected by dense smoke from a major bush-fire in the nearby National Park. Greg Hyde in *Hideaway* established a narrow lead at the first mark which he gradually extended to 2 minutes at the finish. Ian Gibson in *Showdown* worked his way through the fleet to take second place 6 seconds ahead of Bob Hagan in *Haywire*. A feature of the race was the extremely close racing in the middle of the fleet and several spectacular planing reaches in the gusty winds.

The start of the second heat was in 15-20 knot north-westerly winds with half the fleet using genoas and half the fleet preferring jibs. In the moderate conditions the boats with the 150% headsails drew ahead but a sudden wind change with gusts of about 30 knots revised placings. *Haywire* rounded first followed by *Hideaway* and *Infidel* (Phil Mathews). On the reaching legs of the Olympic Course *Won One* (Gary Gietz) closed on the leaders and after changing down to his small headsail took a handy lead on the next beat. At the end of the downwind leg all the leaders changed sails with *Won One* changing up and *Hideaway* and *Haywire* down. As the wind strengthened this proved decisive and *Haywire* won narrowly from *Hideaway* with *Won One* third.

Heat 3 was sailed in a 5 knot north-easterly with a lumpy sea which required concentration to maintain boat speed. After two general recalls the fleet achieved an even start

and at the first mark *Haywire* led narrowly from *Won One* and *Men At Work* (Ian Porter). As the race continued *Won One* moved into the lead and away from the rest to win by more than 3 minutes. Behind the leader there was a continual changing of places with *Wavecutter* (Graeme Thorburn) passing *Haywire* and holding third position for most of the race. Close to the finish *Haywire* regained third behind *Men At Work* and in front of *Wavecutter*. As a result of the close racing there were several protests which kept the jury busy late into the evening.

In the fourth heat *Hideaway* showed powers of recovery by rounding the first mark in second place after being recalled at the start. In a 10 knot breeze with some swell it was important to keep the boat moving and also to pick the occasional major wind shifts. The race developed into a close tussle between *Hideaway*, *Showdown* and *Haywire* but on the last beat *Panache* (Mark Willson) who had been close behind, stood out to sea and gained from the strengthening sea breeze. Approaching the finish the first three boats appeared level but *Panache* managed to win by 1 second from *Showdown* with *Hideaway* a further 1 second behind and *Haywire* 24 seconds away in fourth place.

Heat 5 was sailed in similar conditions and *Haywire*, pointing high, took the lead shortly after the start and kept it to the finish. They did not have an easy time as the winning margin was just 16 seconds from *Showdown*, then *Hideaway* a further 15 seconds away in third place.

After 5 heats, with one dropped race, *Haywire* led on 7.5 points from *Hideaway* (8.75), *Showdown* (10.0), *Won One* (12.75) and *Panache* (14.75).

The final race was sailed in a 10 knot south-easterly breeze strengthening to 15 knots at the finish. Although there was a great deal of place changing in the middle of the fleet the lead was again contested by the top 5 boats. *Haywire* led narrowly at the first windward mark but was passed by *Hideaway* on the reaches. Despite efforts by *Showdown* and *Won One*, *Hideaway* held on to her lead but



not without drama. On the final beat the tack of the genoa tore and the crew had to make a very rapid headsail change to keep in front. At the finish *Hideaway* won by 13 seconds from *Haywire* with *Showdown* a further 8 seconds away in third place.

A most successful and enjoyable series thus ended in an unbreakable tie between *Haywire* and *Hideaway*. Throughout the fleet racing was close and competitive. The class had the benefit of the excellent facilities provided by the Royal Prince Alfred Yacht Club who conducted the racing with their usual impeccable efficiency. The regatta closed with a presentation barbeque attended by 150 crew and friends.

New South Wales Championship

POS	SAIL	YACHT	SKIPPER	RACES						TOTAL POINTS
				1	2	3	4	5	6	
1	KA63	<i>Haywire</i>	Bob Hagan	3	1	3	4	1	2	10
1	KA76	<i>Hideaway</i>	Greg Hyde	1	2	9	3	3	1	10
3	KA60	<i>Showdown</i>	Ian Gibson	2	4	DSQ	2	2	3	13
4	1005	<i>Won One</i>	Gary Gietz	6	3	1	5	4	4	17
5	KA64	<i>Panache</i>	Mark Willson	4	5	7	1	5	5	20
6	3366	<i>Men At Work</i>	Ian Porter	DSQ	6	2	9	6	7	30
7	KA79	<i>Rebel Yell</i>	Mike Brown	8	7	5	6	17	8	34
8	KA4	<i>Infidel</i>	Phil Mathews	11	12	8	DNF	7	6	44
9	PH441	<i>Wavecutter</i>	Graeme Thorburn	12	10	4	11	15	10	47
10	KA12	<i>Jumping Jack</i>	Richard Hayes	5	14	13	8	9	13	48
11	KA51	<i>Jambo</i>	Pat MacGregor	7	17	12	7	12	14	52
12	MH308	<i>Off The Rails</i>	David Faifax	9	8	15	15	18	9	56
13	3267	<i>In The Mood</i>	Ann Finlay	13	18	6	12	14	12	57
14	KA70	<i>Wavelength</i>	Chris Cudlipp	DSQ	11	14	13	10	11	59
15	KA13	<i>Pure Imagination</i>	Hugh Loewenthal	DSQ	13	11	14	8	18	64
16	3086	<i>Hit and Miss</i>	Andrew South	10	16	10	17	13	16	65
17	2705	<i>Bad News</i>	Bob Ross	DSQ	9	DSQ	10	16	15	71
18	3200	<i>Slack Alice</i>	Alex Nemeth	15	15	17	16	11	19	74
19	KA23	<i>Beaujolais</i>	David Good	14	19	18	18	19	20	88
20	2657	<i>Chamaeleon</i>	Brian Gray	16	20	16	19	20	17	88

J/24 Association of Ireland

Ireland now has 30 active J/24's in three fleets and intends to enter 1-2 boats in the 1983 World Championship in Sweden. Ireland's NJCA President Dennis Kelly, his wife and daughter are traveling to Florida in the Spring, where they plan to do some cruising in a J/24.

Japan J/24 Class Association

by Hideo Tahara, Secretary

There are currently 60 J/24's registered in the Japan J/24 Class Association, with 100 active members, 100 associate members, 8 fleets and 1 district, the Osaka Bay District, Hyogo prefecture. The district governor is **Teruo Ashida**, who is also the JJCA Vice President and Commodore of the Suma Yacht Club. He participated in the Takarabuen Regatta in Seattle last year, as described in the October 1982 J/24 Magazine. This district has two affiliated fleets, Suma Fleet, and Nishinomiya Fleet.



Teruo Ashida

I would like to introduce our fleet captains:

Moto Hayashi is the fleet captain of the Hakata Fleet, in the Fukuoka prefecture. He is also the President of the JJCA. This fleet has seven J/24's, sailing in Hakata Bay. The winner of the 1982 Pan Am Clipper Cup, Mr. Saita, usually sails a J/24 in this fleet. A ladies' team is training for the first Ladies Championship to be held in April. Two boats from the fleet will compete in the ARIRAN Race in May, starting from Pusan, Korea and finishing in Hakata Bay, a distance of 150 miles.

Masatoshi Yonetani is the fleet captain of the Ehime Fleet, Ehime prefecture. These five J/24's sail in the Seto Inner Sea, and often suffer from calm seas and tidal currents in the summer. But they are very proud of J/24 and competed in the All Japan Championship and other J/24 events last year, with plans to do much more this year.

Takaomi Matsumoto is the fleet captain of Suma Fleet, Hyogo prefecture. These four J/24's sail in Osaka Bay, and also belong to Suma Yacht Club. This year the Suma Yacht Club will select three teams to compete in the Takarabune Regatta, the match race series vs. Seattle Yacht Club, to be held in Suma in 1983, possibly in J/24's. These fleet members are training very hard so that they will be selected.

The fleet captain of the Nishinomiya Fleet, Hyogo prefecture, is **Noboru Okamoto**, owner of *J of J*, the 1982 Japan Champion, and manager of boat dealer. He has raised two ladies' teams, *Lady First* and *Orfee Gals*. This fleet is to hold the 1983 J/24 all Japan Championship, and first Ladies' Championship. The ladies' teams are training very hard for the races. Many will remember "*J of J*", who competed in the World Championship.

Yasataro Tsujimura is the fleet captain of Biwako Fleet, Kyoto prefecture, with seven J/24's sailing in the lake Biwa. This fleet is to hold the Kansai Championship March 19-21, which may be the largest Regional Championship yet with twenty five or more boats to compete. This event will select the entries to the World Championship V. Yasutaro Tsujimura is very interested in family cruising also, and is planning it in the fleet.

The fleet captain of Chubu Fleet, Aichi prefecture, around Nagoya, is **Takahisa Yamadu**. This fleet has eight J/24's that sail in Mikawa Bay. They moor the boats in Nissan Marina Tokai. One of the fleet members *Hornet II*, competed in the Worlds III as the 1981 Japan Champion. The fleet captain has raised two ladies' teams and is training them very hard in the cold wind for the Ladies' Championship. The names of the teams are *Pinacolada* and *Jungle Kong*.

Satoshi Yasutomi is the fleet captain of Numazu Fleet, Shizuoka prefecture. He is also the Inspector (measurer) for JJCA. This fleet has three J/24's sailing in Suruga Bay, where Mt. Fuji can be seen, very close and beautiful. This fleet also has a ladies' team.

Moto Hayashi



Yasataro Tsujimura



Masatoshi Yonetani



Takahisa Yamadu



Takaomi Matsumoto



Satoshi Yasutomi



Noboru Okamoto



Makoto Uematsu



The Kanto Fleet, near Tokyo, is in Kanagawa prefecture, and **Makoto Uematsu** is the fleet captain. He is also the JJCA Vice President, the first J/24 owner (*Esmeralda*), and was the first active member of JJCA. The eleven J/24's in this fleet sail in Sagami Bay, near Nissan Sajima Marina, which held the Quarterton World Championship in 1978. Teams from this fleet that have competed in J/24 World Championships are *Hikari*, *China Town*, *Olive* and *Esmeralda*.

Main events planned for 1983 are as follows:

DATE	EVENTS	PLACE
March 19-21	2nd Kansai Championship which selects Worlds V entrants	Biwako
April 29-30	1st Ladies Championship	Nishinomiya Port
April 29-May 1	2nd Kanto Championship	Sagami Bay
June 15-16	1st Inter Fleet Race	Hakata Bay
July 1-3	1st Chubu Championship	Mikawa Bay
November 2-6	3rd All Japan Championship	Nishinomiya Bay

New NJCA—Peru

Alberto D'Angelo, President of one of our new national Class Associations, writes: We have bought 19 boats from Argentina. They should be in Lima the first week of January. We sailed a J/24 for the first time in the South American J/24 Championship held in Buenos Aires. We are satisfied with the results. There were four Peruvian boats and we came in the middle of the group.

As for a short introduction of myself, I can say that I have sailed since I was very young. I have raced Lightnings, Sunfish, Cruisers and lately the Hobie 16, and have won for the second time consecutive the Multi Class Regatta with over 100 sailboats. My usual partner is my son Alberto, Jr. (11 years.) In 1982 we were second in the Peruvia National Championship of Hobie 16, and won four of the seven championships. We are waiting anxiously for our J/24's, to begin with the racing.



Alberto D'Angelo, President, Peru NJCA

1982 Canadian Championships

The 1982 Canadian Championships were held in Kingston in conjunction with CORK again this year. The competition provided an excellent week of racing. You will recognize many of the names in the top ten finishers as being some of Canada's top sailors. Unfortunately, however, the number one spot was taken by an American for the second consecutive year. Perhaps if some of the Canadians had had a little more time to learn a bit more about the J/24 the results may not have been the same but that is only supposition. Besides, Ken Read in *Mama Tried* has excellent credentials, being the U.S. ICYRA sailing champion over the past year. All this points out the tough competition experienced during the regatta as many of the skippers and crews were vying for positions on the Canadian Team for the PanAm games.

As usual the Kingston Yacht Club race committee's work was excellent, setting good square lines and proper courses. The only real problem that occurred happened during the first race when the weather mark was moved, causing some consternation for the competitors. The race committee was protested by several boats but to no avail with each boat awarded average points for the race.

After the third race, Jeff Boyd in *Spirit of Foolishness* and Ken Read emerged tied for top position. Terry McLaughlin in *France 3 Canada 1* would have been up there too if the problem with the first race had not taken place. After winning race 4, Ken Read moved into the sole possession of first place and did not relinquish it again for the rest of the series.

The wind conditions varied from gale force to barely a whisper, challenging the skippers and crews ability in all facets of the sport. The racing was never dull with the aggressive fleet causing a large number of DSO and penalty situations.

1982 Canadian Championship

POS	SAIL	HELMSMAN	RACES									TOTAL POINTS	NET POINTS*
			1	2	3	4	5	6	7	8	9		
1	2537	Kenneth Read	2	3	1	1	3	5	3	1	1	30.1	14.4
2	2794	Terry McLaughlin	YMPA	1	4	3	1	9	1	DSQ	6	77.1	31.1
3	1970	Jeff Boyd	1	2	3	2	9	13	2	13	3	73.4	35.4
4	2136	Gil Mercier	YMPA	4	2	6	2	RET	15	3	2	94.3	42.3
5	2725	James Kidd	YMPB	6	7	5	4	1	5	DSQ	7	111.7	67.7
6	3300	Alan Adelkind	3	8	5	8	5	6	19	7	11	120.4	78.4
7	1330	Bob Martus	8	5	9	DNF	16	4	14	2	8	137.0	84.0
8	2594	H. Blane Bowen	10	10	10	10	11	7	4	4	4	118.0	85.0
9	14990	Don Williams	YMPA	7	6	7	6	11	9	10	9	126.0	93.0
10	3424	John Roy	YMPA	9	8	4	8	15	13	8	9	134.1	94.1
11	2561	Kevin Brown	11	12	12	9	13	8	8	6	DSQ	156.7	107.7
12	3294	Dirk C. Kneulman	16	19	15	13	7	2	6	20	16	162.7	111.7
13	1169	Chris Koper	6	16	13	21	12	3	16	12	DNF	173.4	116.4
14	2511	Barbara Staniforth	13	14	11	12	20	19	11	5	12	170.0	119.0
15	1273	Susan Holt	9	21	22	16	10	12	10	18	13	185.0	130.0
16	3221	Josh Kerst	4	15	17	15	21	16	12	15	18	185.0	134.0
17	2538	W.J.S. Marshall	12	13	18	11	15	10	21	19	19	192.0	140.0
18	3022	John Williams	5	11	16	20	17	14	18	19	PMS	197.0	141.0
19	684	Paul Hull	7	20	20	14	18	20	17	20	10	200.0	148.0
20	2764	Alan Redfern	15	22	14	17	24	21	20	17	14	218.0	160.0
21	2130	Niilo Avarmaa	17	17	DSQ	22	14	22	19	16	15	221.0	162.0
22	54218	Colin Boag	14	18	19	19	23	17	23	21	17	225.0	167.0
23	2218	Lorne Chapman	18	23	21	18	19	18	DSQ	11	20	227.0	167.0
24	1210	Mike Bond	20	24	23	23	22	23	22	22	DNC	258.0	197.0

*Best 7 races scored. YMPA indicates average pt.

Lake City Fleet 90 Coeur d'Alene Lake, Idaho

by Pat Hoy

It was a year in which the "force" was with us almost all season. One-design racing returned to Lake Coeur d'Alene last season with a spectacular showcase led by Fleet 90's J/24's.

The owners came out of a long, cold winter by having a real hot April Series. Roger Schoen won the series by just 1.25 points. Schoen turned around in June to win the Michelob Cup from a PHRF Fleet in a three race series. But all of this was a preliminary for the big show coming next in the form of the District 19 Championship.

Districts were sailed in marvelous conditions. The wind, varying from 8-20 knots and shifting 180 degrees during the second race, challenged the 25 boat fleet. Seattle's Fleet 26 grabbed eight of the top ten spots. Jack Seznick and Keith Laurence sailed *Keema* to four bullets and won District honors.



The District Championship was an awesome show of strength for those of us who answer the challenge of one-design racing. It was a powerful presence on the lake that fine June weekend. But that presence didn't disappear down the road like the trailers bearing the J-Boats that came to our sailing waters for this event. The presence remained on the lake disguised as *Super Sunday*, Bill Cowles' J. After a disappointing fourth in fleet at Districts, Bill quietly qualified for the Spokane Sailing Club's "Commodore's Cup". The four race buoy series sailed under PHRF determines the overall champion. Bill and his crew put *Super Sunday* through her paces and sailed away with the biggest prize on the lake.

With all of these highlights there was one proud crew of J-sailors who did their best, but came up short. That crew of Sandi Shoen, Karen Roberts, Marla Ziemantz, and Melodee Jones represented Fleet 90 in the Women's Series. After leading the series at the halfway mark their wholehearted effort was overcome by a more experienced crew and they came in second in the last race. The defeat, by 12 seconds

on handicap, denied the girls the trophy for the Women's Series. But second place isn't bad on their first ever all-women crew.

In all it was a busy, successful and a highly visible season for Fleet 90. We won't know till spring if the "force" is still with us, but with Roger repeating as Fleet Champ, other J-drivers are going to need some type of "force" to help get their acts together in preparation for the honors in '83.

FLEET 90 1982 RESULTS

POS	SKIPPER	YACHT	SERIES TOTALS			
			A	D	J*	PTS.
1	Schoen/Hyslop		3.5	64	8	75.5
2	P. Hoy	<i>Too Hi Too</i>	12	70	12	94
3	D. Baxter	<i>Spring Fever</i>	12	81	4.75	97.75
4	D. Dayley	<i>Natural Gas</i>	DNS	74	4.5	98.75
5	Zehm/Calkins	<i>Bombay Blues</i>	21	61	DNS	100
6	B. Cowles	<i>Super Sunday</i>	DNS	74	4.5	102.5
7	J. Pataky	<i>Fast Lane</i>	13	110	DNS	141
8	C. MacPhee/ J. MacPhee	<i>Colonsay</i>	17	112	15	144
9	D. Robertson	<i>Smokin J</i>	DNS	113	DNS	155

*A = April Series D = Districts J = July Series

Portland Fleet 27

by Mike Hinds

Another successful season has drawn to a close for the Portland, Oregon Fleet 27. We now number 28 spirited members throughout the State of Oregon and participated with a one-design start in 66 races on the Columbia River last year.



Fleet 27 members tie up for Sunday brunch.

Two perpetual trophies were established by the fleet in 1981. The Fleet 27 Championship is determined by the 20 best finishes from a target race selection of 44 races. This trophy has had three different recipients during its history, with Jim Durden, skipper of *Or You Can Call Me J* adding his name for the 1982 season. Our Oregon Championship Trophy is awarded to the winner of a five race series conducted in August by the Small Yacht Sailing Club of Oregon. The winner for 1982 was Jim Durden followed by Mark

Williams of Eugene, Oregon.

Our 1983 Fleet Captain, Bruce Kerr, has established several new programs to increase membership participation within the fleet. We are holding a monthly fleet meeting, rotating among member's homes with a program of some sort each meeting and a few minutes to conduct current fleet business. Since we are not all "died in the wool" racers, a cruising program is being established for 1983 including a week long cruise to the San Juan Islands of Washington and several overnights in our local area.

The first of our Sunday brunches for 1983 was held on a January morning with twenty hardy souls aboard four "J's" descending upon a local riverfront restaurant; braving fifteen knot winds, forty degree temperature and a steady drizzle to downpour. We plan to hold a fleet brunch the first Sunday of every race series this year.

All in all, the most exciting fleet in Oregon is looking better and better; planning to place a fleet in every series this year, enjoying the camaraderie of the finest people on the river and just plain having fun.

Southern New England Circuit

by Art Defresne

The J/24 Southern New England Circuit (SNEC) completed its inaugural year with first place being taken by Bill Simson and Carter Gourie sailing *Gracie*. Simson/Gourie overtook Mike Hill's *Obstreperous* by finishing second in the final SNEC event, Vixen Ledge, at New London, CT on Sept. 25. The SNEC saw a total of 248 racers compete in the five events held in Connecticut, Massachusetts, New York and Rhode Island. The events attracted racers from four districts and represents some of the most competitive racing in the country. Individual SNEC events were won by Ken Read, John Holmes, Jr., J.C. Newton-Nash, Wiley Wakeman, Mike Hill and Stu Johnstone.

The Buzzards Bay Regatta, SNEC Event 4, was considered by many to be the pinnacle of the season, with 41 competitors and 7 superbly executed races (Buzzards Bay Regatta was selected as the 1982 St. Petersburg Trophy recipient.) Many local fleet champions were surprised with back of the pack finishes in this event.

Circuit racing varied from scenic 'round island races in Newport and Shelter Island to the pitched battle triangles, replete with black flag starts, of Buzzards Bay. Add to this the competition and revelry of Block Island Race Week and it is easy to see why the SNEC is a guaranteed success.

Hand finished wooden half hull models were presented at the District 2 Annual Governor's meeting held at Bob Johnstone's in Newport on January 29. The first place trophy, complete with sails, as well as the second and third place half hulls, were hand made by J/24 sailor Mike Fifer of Groton, Connecticut, who is to be congratulated for his fine work. The SNEC was guaranteed at least one more year's existence when the third place trophy was claimed by SNEC founder and chairman, Art Dufresne. Final results of those completing the minimum events in the 1982 SNEC follow.

1982 Southern New England Circuit

POS	SKIPPER	FINISHES					TOT
1	Bill Simson/Carter Gowrie	-	2	-	9	3	7
2	Mike Hill	3	-	-	6	1	10
3	Art Dufresne/Kevin Farrar	-	7	-	14	4	15
4	Harry McDonald/Tom Merola	-	6	-	21	9	18
5	Paul & Mary Risseuw	-	5	-	26	6	18
6	Tom Scott/John Elliot	2	-	-	17	7	26
7	Jack & Kiki Couch	6	-	9	11	-	26

The 1983 schedule has been expanded to include several new events while retaining the best of 1982. Stretching the geographic boundaries of Southern New England even further this year, seven events will be held and entries will be required to complete a minimum of three events to qualify for the overall SNEC trophies. Four of the seven events are anticipated to start 40-plus J/24's. See SNEC Calendar, p. 70.

New Sailor Joins Fleet 42

by Hank Killion

Shown studying the J/24 Keel Plan with her dad, three month old Lindy Lockwood Davis is the newest member of Fleet 42. It seems that having won the 1981 Districts, Lee dropped to sixth in 1982. Following Lindy's advice, he modified *Rikki Tikki Tavi's* keel and made a strong comeback to win the Fleet Summer and Fall series. Hank Killion, in *Sea Monster*, was the winner of the Spring and Wednesday Night series.



One of our strengths in the Class is the continued growth, and this growth depends heavily on our younger sailors. One of our prime goals as a fleet is to work with the Junior sailing programs. This summer several instructional sessions will be set up with our juniors, to allow them to participate in all aspects of sailing a J/24. This past year our Junior Champion, Josh Kerst, was runner-up in the Sears Cup area eliminations. Josh also put together a crew with an average age of 16 to sail in the Canadian Championships in Kingston. His best finish was fourth in the first race, finishing overall in 15th place of 24 competitors.

Kanza J-Racers Fleet 53

by Bob Dwerlkotte

On the evening of January 22, the members of Fleet 53 drove through 3 inches of snow to their annual meeting. After a great Texas-style chili dinner prepared by Ed and Lois Webb, the meeting began.

Results of the '82 season showed that Bob Dwerlkotte, John Cornett, Rick Loewen and Tom Olsen had sailed *Nightmare* to her second consecutive Fleet Championship. This prompted much conjecture about who would be on which side of the horizon in 1983. I guess time will tell.

At least one and probably two new J's will join our Fleet this year. Why do people in this area continue to buy J-Boats? The reasons I hear most often are: boat speed, active fleet, boat speed, skippers and crews of all ages, boat speed, economical, boat speed, boat speed...

Those of you with little wind and/or racing in July and

August might check out the following: (Kansas is windy in the summertime so bring your 100) Ninnescah Yacht Club at Lake Cheney (near Wichita) was selected to host the 1983 J/24 Kansas Championship. The regatta will be a 3-5 race event held July 30 & 31, 1983, and open to all J/24's. An entry fee of \$15 (\$20 at the regatta) covers post-race kegs, trophies, crane use and docking. USYRU and J/24 Class rules will apply. Races will be olympic style on a one mile circle. No cruising-type races. To enter or for further information contact Bob Dwerlkotte, 1505 N. Pleasant View, Wichita, KS 67203 or call 316-945-8919 evenings. The preceding weekend, July 23 & 24, is the CSSA Mid-Summer Open Regatta, also at NYC (last year 120 various boats entered). If you can make both Regattas, yard space with the mast up during the week can be arranged if we know you're coming. We're glad to have you so just call if you need anything.

1982 Florida State Championship

by Steve Holland

The Fourth Annual Florida State J/24 Championship Regatta was held in Jacksonville, Florida this past November 27th and 28th. This annual regatta is traditionally hosted by the Florida Yacht Club and sponsored by Jacksonville Fleet 55.



John Bacon in Doo-Dah, Doo-Dah pushing Bob Rives and Steve Suddath in Outrageous.

Each year this event has drawn participants from all over the Southeast. Entrants from Kentucky, Tennessee, the Carolinas, Georgia and Florida made up this year's fleet of 21 boats. Four races were held over a 10 mile Olympic triangle. Steve Suddath and Bob Rives from Jacksonville, Florida sailed a neat 1, 8, 1, 1 series on *Outrageous* taking first place honors with a 5 point separation over Chip Riddle from Madisonville, Kentucky in *Flica* who took second place with a 6, 1, 5, 4. Third place went to Lewis Gunn on *Howzat?*, from Hilton Head, South Carolina with a 5, 2, 9, 3. Results follow:

Florida State Championship November 27-28, 1982

POS	SAIL	YACHT	SKIPPER	1	2	3	4	TOT
1	22565	<i>Outrageous</i>	Bob Rives/Steve Suddath	1	8	1	1	11
2	1552	<i>Flica</i>	Chip Riddle	6	1	5	4	16
3	3309	<i>Howzat?</i>	Lewis Gunn	5	2	9	3	19
4	201	<i>Teenie-Jeanie</i>	David Cooper	4	4	4	13	25
5	3266	<i>Apparition</i>	Levon Pentecost	12	10	2	2	26
6	1452	<i>Simplicity</i>	Allen Simoni	9	5	6	19	32
7	1699	<i>Crackerjack</i>	Chip Broome	3	6	12	15	36
8	22461	<i>Sage</i>	Jay Cummings	10	7	10	10	37
9	153	<i>Dixie</i>	Rick Peper	16	9	7	6	38
10	1128	<i>Doo-Dah, Doo-Dah</i>	John Bacon	2	11	13	14	40
11	21541	<i>Maxi-Taxi</i>	Rodney Hill	7	22	8	7	44
12	2448	<i>Warrior</i>	John Zylinski/Phil Theotisto	11	3	14	17	45
13	2260	<i>Indecision</i>	Peter Gamble	18	11	3	8	51
14	2502	<i>Whizz</i>	Al Posniak	15	12	16	9	52
15	2462	<i>Fool</i>	Steve Holland	8	22	17	11	58
16	518	<i>Boom-Boom</i>	Bill Kirill/Mike Harrell	13	14	15	19	61
17	3241	<i>J-Willie</i>	Herb Elphic	14	22	24	5	65
18	2291	<i>Silver Bullet</i>	Pat Fugeman	17	22	11	16	66
19	2998	<i>Blue-Job</i>	Rick Blankenship	19	13	18	20	70
20	3016	<i>Navi-Gator</i>	John Arnold	20	15	19	18	72
21	2264	<i>J-Cuzzi</i>	Ed Fay	22	22	22	22	21

Charleston Fleet 7

by Mason Chrisman

Fleet 7 in Charleston, South Carolina, has recently become rejuvenated with new J boat skippers and eight brand new boats. The mild weather this fall and early winter provided the fleet with some really fine racing every weekend right up until time to travel to the Midwinters in Miami.

It is hoped that the current surge of new interest in Charleston J/24 racing continues. Mason Chrisman was elected Fleet Captain for the coming year, with Vick Sinnott becoming Secretary and Lenny Krawcheck the Fleet Measurer. Long time J boat skippers Ross Griffith, Douglas Boyce and Peter Dodds are extremely pleased to have a fine new crop of J's for competition after a couple of "quiet" years in the harbor where they raced PHRF.

For those of you who have never enjoyed the experience of sailing on Charleston Harbor, we are blessed with moderate weather and good winds year around, and challenged with tricky currents caused by the flow of the tides in and out of the harbor. The four yacht clubs as well as two colleges in our area are all very supportive of sailing, and large fleets of one-design and ocean races abound. We are now back with an extremely active 12 boat J fleet who really enjoy racing. We are hopeful of attracting a large number of inland J's this summer when their wind gets light and of having a really fine series of races for them as well as ourselves.

1982 Stone Crab Regatta

by Arthur B. Johnson

The Fourth Annual Stone Crab Regatta, hosted by Fleet 86 in Clearwater, lived up to its prior reputation: plenty of crab traps, high winds, heavy seas, and high quality performance by skippers, crews, and boats. One of the skippers observed, "The Stone Crab Regatta can make you appreciate being occasionally becalmed."

Saturday saw three races sailed in winds gusting to 30 knots,

with seas running five to seven feet. One boat withdrew with hull damage from a collision and another with a broken spreader. Sunday's two races were also sailed in high winds, with seas lower on the Gulf due to a wind shift to the east. Results of the top ten follow.

1982 Stone Crab Regatta

POS	SKIPPER	1	2	3	4	5	TOT
1	Mark Ploch	2	1	2	1	5	11
2	James Howard	4	3	9	4	2	22
3	Fred Bickley	6	5	8	5	1	25
4	John Tihansky	1	2	1	DSQ	4	42
5	Peter Duvoisin	9	19	5	8	6	47
6	Jack Wright	7	10	10	11	11	49
7	Doyle/Malchon/ Hough	13	6	11	6	13	49
8	Tom McCune	3	DSQ	4	3	7	51
9	Steve Boel/ Steve Page	14	9	14	7	8	52
10	Gareth Eich	11	14	7	14	10	56

From District 7

District 7's 1982 racing season was highlighted by the District Championship held in Rochester. A total of 34 entries competed over an Olympic course. Kirk Reynolds of Skaneateles, sailing *This Side Up*, came away with the honors. The top ten finishers follow:

1982 District 7 Results

POS	SAIL	SKIPPER	HOMEPORT	TOTAL
1	3207	Kirk Reynolds	Skaneateles, NY	12
2	434	Tom Oller	Orchard Park, NY	21
3	3300	Alan Adelkind	Toronto, ONT	24
4	2725	Jamie Kidd	Toronto, ONT	27
5	2511	Mike Staniforth	Orchard Park, NY	29
6	2212	Lee Davis/Sally Lockwood	Fayetteville, NY	30
7	3339	Steve Calder	Toronto, ONT	33
8	1734	Eric Gesner	Ithaca, NY	33
9	2021	Bob Castle	Rochester, NY	34
10	2250	Gunther Buerman	Webster, NY	48

Originally scheduled as a five race series, the Districts was reduced to four races when a violent squall caused abandonment of the fourth race. The 68 knot line squall (on record at the Rochester airport) struck the fleet with spinnakers up, on the leeward leg of the race. Most boats prudently dropped their chutes, except for Guenther Buerman and a few others. Guenther, sailing *Partial Eclipse*, reached 17.5 on his knotmeter with many boats under main alone, registering speeds in excess of 10 knots. Although there were some ripped sails, not a single boat received any structural damage, attesting to the quality built into the boats.

New for the 1983 is the formation of a District 7 Circuit, with the "Boat of the Year" to be decided after the Great Lakes Championship in Rochester, scoring the best three regattas.

District 7 Circuit 1983

DATE	EVENT	LOCATION
June 24, 25, 26	Dist. 7 Championship	Buffalo Canoe Club
July 15, 16	EYC Regatta	Fair Haven
July 23, 24	Level Ton Regatta	Youngstown
August 14, 15, 16	Great Lakes Championship	Rochester

For further information, contact:
Hank Killian
146 Jamesville Rd.
DeWitt, NY 13214
H: (315) 446-2871

1982 East Coast Championship

The J/24 East Coast Championship was held in Annapolis, Maryland on September 17th-19th. It was sponsored by Scott's Marine Service and Pussers Rum. Past World Champion, Charlie Scott, served as race committee chairman, running a flawless series consisting of five olympic course races. The first two days of the series were characterized by shifty Northwest winds ranging from 8-16 knots. The final race took place in a dying Northeaster, in which the first boats made the time limit by less than five minutes.



Local sailmaker, Larry Leonard, sailing *LL Express* won the series compiling a consistent 3-5-1-3-3 record. Scott Allen finished second with scores of 1-2-2-10-4 and Dave Nicoll came on strong, winning the final race and taking third.

1982 East Coast Results

POS	YACHT	SKIPPER	1	2	3	4	5	TOT
1	<i>LL Express</i>	L. Leonard	3	5	1	3	3	15
2	"I"	S. Allen	1	2	2	10	4	19
3	<i>Tantrum</i>	D. Nicoll	11	1	10	15	1	38
4	<i>Bangor Packet</i>	Parker/Driscoll	6	3	6	5	20	40
5	<i>This Side Up</i>	K. Reynolds	2	20	10	6	5	40
6	<i>High Voltage</i>	P. Fitzgerald	12	14	3	12	6	47
572	<i>Roo</i>	K. Yellott	52	7	12	8	7	18
8	<i>Snuzuluz</i>	C. McKinney	9	6	22	2	15	54
9	<i>Spizz</i>	J. Biles	10	8	12	13	14	57
10	<i>Bad News</i>	J. Lauderman	17	7	4	18	12	58

Northeastern Region

Northeastern J/24 sailors can look forward to a season of outstanding events within a 200 mile radius of New York. With a list that varies from week long cruises in the beautiful waters of Maine, to race weeks in Martha's Vineyard and Lake Ontario, the northeastern J/24 sailor has only one major problem—insufficient vacation time. With 500 J/24's registered in the region we can look forward to eight or more regattas with more than 40 starters. A schedule of major events in the region, including the SNEC events noted above, follows:

- April 16,17** **District 11 Championship**
Chattanooga, TN
Pat Crowe
(615) 624-4462
- April 13-19** **4th Annual Suncoast Race Week**
Bradenton Yacht Club/St. Petersburg
Yacht Club
Dick Merriman
(813) 822-3873
- May 1-7** **Invitational Race Week**
Royal Bermuda Yacht Club
Michael Ashton
Granaway, Harbour Rd.
Warwick, Bermuda
- May 7-15** **European Championship II**
Neuchatel, Switzerland
Mr. Claude Lambelet
Tel 38-259963 (office hours)
- May 13-15** **Western Regionals**
Alamitos Bay Yacht Club, CA
John Beckman
(213) 248-1015
- May 28, 29** **SNEC Event-Memorial Day**
Raritan Bay, NJ
Art Dufresne
(203) 683-1648
- May 28-30** **District 6 Championship**
Annapolis, MD
Ron Calloway
(301) 778-3021
- June 4** **Fleet 86 Summer Regatta**
Tierra Verde Island Resort
Richard Doyle
(813) 522-1679
- June 11-18** **World Championship V**
Limhamn (Malmo), Sweden
Bengt Julin
Sturplan 2. 4tr.
11435 Stockholm
Sweden
Tel (8) 100358
- June 12-17** **1983 North American Championship**
San Diego Yacht Club
Peter Jung
(619) 484-3104
- June 24-26** **District 7 Championship**
Buffalo Canoe Club
Frank McGarry
(716) 856-6066
- July 2, 3** **Fleet 89 Invitational Regatta (SNEC Event)**
Shelter Island Yacht Club
Larry Landry
333 E. 92nd St.
New York, NY 10028



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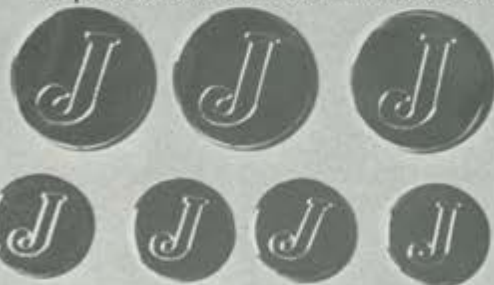
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_____ Fleet # _____

July 9-13 **Open Dutch Championship**
Medemblick
Jochem H. Coosterman Boodt
Bremlaan 20, 1901 BR
Castricum—The Netherlands
Tel 02518-53096

July 15-17 **District 1 Championship**
Portland, ME
John Tarling
(207) 772-0630

July 15-22 **1st Annual J Cruise**
Camden, ME
F.T. Brown
Main Street
Northeast Harbor, ME 04662

July 18-25 **Edgartown Race Week**
Martha's Vineyard, MA
Art Dufresne
(203) 683-1648

July 28-31 **District 2 Championship**
Hyannis Yacht Club
Hyannis, MA
Preston H. Dalglish, Jr.
(617) 778-0613

July 30, 31 **1983 J/24 Kansas Championship**
Ninnescah Yacht Club
Lake Cheney near Wichita
Bob Dwerlkotte
(316) 945-8919

August 5-7 **District 18 Championship**
Lake Dillon, CO
Richard Fell
(303) 761-6121

August 5-7 **Buzzards Bay Regatta**
New Bedford, MA
Bob Saltmarsh
(617) 997-0061

August 11-15 **1983 Great Lakes Championship**
Rochester Yacht Club
Betsey Ross
99 Woodland Dr.
Rochester, NY 14612

August 13, 14 **District 2 Rendezvous**
Block Island, RI
Art Dufresne
(203) 683-1648

August 20-26 **CORK**
Kingston, Ontario, Canada

August 27, 28 **Newport One Design Regatta**
Balboa Yacht Club, CA
John Beckman
(213) 248-1015

September 3, 4 **Labor Day Regatta**
Newport, RI
Art Dufresne
(203) 683-1648

September 9-11 **East Coast Championship**
Annapolis, MD
Dave Nicoll
(301) 377-0654

October 1, 2 **5th Annual Changing of the Colors**
Francis DiTommaso
2 Hessian Dr.
Schuylerville, NY 12871

October 8-10 **Noroton Fall Regatta**
Noroton, CT
Jack Couch
(203) 838-0232

November **Golf/Yachting**
San Remo, Italy
Paulo Boldo
Tel 6508597

November 11 **IJCA Annual Meeting**
Royal Thames Yacht Club
London, England
Richard Tillman
(305) 773-4141

November 14-18 **IYRU Meeting**
London, England

November 19, 20 **Turkey Day Regatta**
Alamitos Bay Yacht Club, CA
John Beckman
(213) 248-1015

1983 TEXAS CIRCUIT

March 26, 27 **Shreveport Yacht Club**
Jim Nowery
Fleet 92
(318) 226-0056

April 23, 24 **Corpus Christi Yacht Club**
John Shepherd
Fleet 3
(512) 884-9347
(World Qualifying Regatta)

May 28-30 **Rush Creek Yacht Club**
Jim Anderson
Fleet 29
(214) 722-6823

July 9, 10 **Austin Yacht Club**
Rick Smith
Fleet 21
(512) 327-7027

September 10, 11 **Houston Yacht Club**
Gerald Cooney
Fleet 5
(713) 482-1714

1983 SOUTHERN NEW ENGLAND CIRCUIT

May 28, 29 **Memorial Day Weekend**
Raritan Bay, NJ

July 2, 3 **Shelter Island J/24 Invitational
and Heatherton Trophy Gardiners**
Bay, Long Island, NY.

July 29, 30, 31 **District 2 Championship**
Hyannis, MA

August 5, 6, 7 **Buzzards' Bay Regatta**
New Bedford, MA

Sept. 3, 4 **Labor Day Regatta**
Newport, RI

Sept. 24, 25 **Vixen Ledge Regatta**
New London, CT

Oct. 8, 9, 10 **Columbus Day Regatta**
Noroton, CT

For details contact Al Dufresne, P.O. Box 293, Poquonock,
CT 06064, Ph. 203/683-1648.

International J/24 Class Association Annual Meeting Royal Thames Yacht Club November 5, 1982

1. INTRODUCTION

1.1 Attendance:

Robert Johnstone - Chairman, representing the copyright holder, the designer and the NJCA's of the United States, Canada, BVI, USVI and Bermuda.

John Adams - Vice Chairman

Paolo Boido - Executive Committee representing NJCA's of Italy and Greece

Bengt Julin - Executive Committee representing NJCA's of Sweden and France

Michel Glaus - NJCA of Switzerland

Colin Hall - Representing NJCA's of UK and Australia

Shuji Watanabe - NJCA of Japan

Dick Tillman - Executive Director IJCA

Gianfranco Putaturo - Class Secretary, Italy

Heini Rusterholz - Switzerland

Pat Healey - Observer; Coach, Canadian National Team

Tony Watts - IYRU Chief Measurer (1000-1200 HRS)

Vivien Christmas - Secretary to the Meeting

1.2 Call To Order And Welcome

The Chairman called the meeting to order at 0930 hrs and welcomed those present.

It was agreed that since Tony Watts was only able to attend for two hours and the Swiss had planes to catch, the agenda order would be re-arranged as necessary.

The Chairman reported that a meeting had been held the previous day between Mr. Watts, Sir Gordon Smith, Mr. Tillman and himself to discuss the submissions to the IYRU Keel Boat Technical Committee.

1.3 Minutes Of The 1981 Meeting

The minutes of the 1981 meeting as published in the October 1982 issue, Volume 9 of J/24 Magazine were approved as being an accurate record of proceedings.

Mr. Julin suggested that 'decisions only' minutes be kept in future to save time and printing space, but it was generally felt that, for the benefit of owners who would read the minutes, it was a good thing for them to be aware of the reasons for decisions taken.

2.1 Swiss Membership of NJCA

Mr. Rusterholz said the Swiss Association was having trouble making owners become members of the Swiss NJCA as the Swiss Yachting Federation did not require owners to be members of their class association in order to be

eligible to race. This problem was shared by several countries. A further problem was that the Swiss Yachting Federation would not permit a national championship to be held until such time as there were qualifying series of five races with minimum ten entries held in three different parts of Switzerland. It made no difference that the J/24 held International status. It was agreed that these problems should be brought to the notice of the IYRU.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Tillman circulated papers itemizing:

- a) time by percentage spent on various duties by the IJCA/USNJCA office,
- b) unaudited income/expenditure statement of the IJCA/USNJCA for the nine months ended 30th September 1982 and a summary thereof,
- c) the auditor, Paul Kaufman's statement for the six months ended 30th June 1982,
- d) a breakdown of NJCA subscriptions paid, and
- e) a breakdown of IJCA sail royalties paid by country.

It was agreed that in future, the accounts should be written up for the IJCA and the USNJCA separately in order to avoid any possible misunderstanding. Costs should be apportioned as appropriate.

3.1 Budget - The calendar year 1983 budget was presented, explained in detail, and approved.

3.2 Fiscal Year - It was also proposed that the 1983 fiscal year end September 30, 1983 in order that complete end-of-year financial data be available for both National and International Fall meetings. Further this date would more closely correspond to the end of the sailing season for most countries. The change in fiscal year was approved.

3.2 Sail Royalties - With reference to the figures supplied by the Executive Director, Mr. Hall said most British sails had been supplied with sail labels. Mr. Boido said some sails had been delivered to Italy from the USA without labels. It was agreed that sailmakers should be encouraged to supply labels even if the sails were for export in order to avoid difficulties for customers expecting to receive sails ready for racing.

There was discussion on the problems of paying for sail labels. Clearly a NJCA could not be expected to pay on receipt and because of bank charges it was impractical to send money to the USA every time a label was sold. It was agreed that NJCAs should hold stocks of labels and send monies collected to the IJCA every quarter or as appropriate, but should certainly provide a statement of stocks held and send monies due in time for the IJCA account audit.

3.4 NJCA Subscriptions - Referring to figures circulated, many countries owed subscriptions and if this were not rectified within the next few months the number of countries eligible for entry to the World Championships would be affected. This fact should be pointed out to all NJCAs as soon as possible.

Mr. Boido thought there was little incentive for owners to pay IJCA subscriptions as they received little tangible for it – the IJCA office and work, although valuable, was remote from their regular racing. Mr. Hall suggested the subscription should be built into the NJCA subscription and sent as a percentage of total subscriptions to the IJCA in one lump sum. This is what was done in the UK. One payment, even if a little higher was psychologically more acceptable.

Subscription rates shall be one of the following:

- a. US\$15.00 for each boat registered in those NJCA's who wish to automatically receive the International J/24 Class Magazine. (The Spring and Fall issues will be delivered free of surface freight charges to a single addressee. Air freight charge is US\$1.00 per magazine extra, paid in advance.)
- b. US\$5.00 for each boat registered in those NJCA's who wish to order the magazine separately. Magazine charges are US\$6.00 per magazine paid in advance, which includes surface freight charges for delivery to a single addressee; or US\$7.00 per magazine for air shipment.

1982 overdue or partial NJCA Subscriptions (for boats registered as of December 31, 1981) must be paid by December 31, 1982. An accounting of 1982 subscriptions as of this date is:

Argentina	0
Australia	63
Bermuda	6
Brazil	16
British Virgin Islands	1
Canada	65
Chile	0
England	103
France	32
Ireland	11
Italy	0
Japan	50
Mexico	25
New Zealand	0
South Africa	0
Sweden	4
Switzerland	0
USA	1137
U.S. Virgin Islands	7
Venezuela	0

- 3.5 *Communication* - It was generally felt that NJCAs should receive communications from the IJCA more often. The important factor was that the information should be current, even if it were in the form of duplicated sheets. This could then be put into local newsletters at the earliest opportunity. This kind of information should include notices of race and entry forms for the major championships. Mr. Julin showed the committee the type of bulletin sent to FD owners three times a year.

It was felt the cost of the magazine and the method of financing it should be shown separately.

4. *IJCA SUBMISSION TO THE IYRU*, dated 2nd September 1982
There was a request that members of the Executive Committee should receive copies of the IJCA submission earlier in future.

- 4.1 It was explained that there were two submissions to the Keel Boat Technical Committee of the IYRU concerning the International J/24 Class – one from the IJCA and one from the RYA. The former incorporated nearly all points raised in the latter which was a submission made independently of the UKNJCA. A major part of the RYA submission concerned re-structuring the format of the sail measurement rules.

- 4.2 Mr. Watts reported that there were at present a number of International Classes whose sail measurement rules were adequate for the control of the class but were not presented in a logical fashion. The RYA submission was partly aimed at providing a preliminary model format and the matter was likely to be on the agenda for the 1983 IYRU Conference. It was agreed that the IJCA would wait until the IYRU was ready to propose such a re-organisation generally before taking any action as continual change was unsettling. Such a move was however likely to receive class support in due course.

- 4.3 Mr. Hall reported that much of the content of the RYA submission had arisen out of the UK National Championships where problems of interpretation of wording had forced the Jury to rule against the intent of the rules.

- 4.4 The following submission was then discussed, modified and approved for presentation to the IYRU Keelboat Technical Committee where further minor revisions in wording were suggested. These changes do not become official until March 1983 upon publication by the IYRU.

Rule 2.5 - Registration and Measurement Certificate

Present Rule: 2.5.7 - No yacht shall race unless the owner(s) and helmsman(men) are full members of an NJCA or the IJCA.

Amendment: Delete the word "full".

Reason: No such member category exists.

Add
New Rule: "2.5.8 - No yacht shall race without a current Class Association membership sticker placed on the outer face of the transom near the upper starboard corner.

Reason: To encourage compliance with class membership requirements.

Rule 3.2 - Hull

Present Rule: "3.2.4 - The cabin moulding on the starboard side aft of the main bulkhead should be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kg in weight."

Amendment: Add "The sink may drain into a container with a minimum capacity of 5 litres and/or overboard by means of a through hull fitting."

Reason: To comply with certain inland lake boating regulations which prohibit overboard discharge of any kind.

Present Rule: "3.2.5 - The deck shall be fitted with a wire or coated wire lifeline, port and starboard, with wire of not less than 4mm diameter. The

lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5kg weight is suspended from the lifelines at any point. The stanchions shall not extend outboard of the sheer in plan."

Amendment: Add "Where a second lifeline is fitted port and starboard these shall be of wire of not less than 3mm diameter, or of synthetic rope of not less than 4mm diameter.

Reason: To ensure uniformity of specifications and a diameter that embraces existing yachts.

Rule 3.5 – Spars

Present Rule: 3.5.3(c) - The distance between the fixing points of the forestay shall be not more than 8600mm or less than 8545mm."

Amendment: Delete existing rule and insert "The distance from the fixing point on the mast bracket to the intersection of the stemline and the sheerline shall not be more than 8670mm or less than 8595mm."

Reason: To use an established measurement point rather than a hole in the stemhead fitting which could vary.

There was comment that the existing rules for the control of the mast were inadequate in the control of mast length and some articles on tuning had recently actually advocated trimming the foot of the mast. It was appreciated that masts were not supplied exactly the same length by the manufacturers and there were in addition variations in the length of the mast step and the method of mounting the mast step in the boat.

Mr. Rusterholz suggested there should be a black band at boom height to fix the distance between the mast step and the boom and that this band should then become the datum point. The meeting was referred to item 7.2 of the 1981 annual meeting minutes. Mr. Johnstone reported that J Boats Inc. had tried unsuccessfully to obtain measurements from builders in order to clarify the variation extent of mast steps but difficulties in explaining exactly what was required had led to the receipt of useless information. The matter would, he hoped, be resolved during 1983 as he hoped Mr. Watts would be able to visit most of the plants to take the required measurements personally.

Present Rule: 3.5.4 - Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, . . . etc."

Amendment: Add "Kevlar or equivalent synthetic rope of not less than 6mm diameter is permitted for jib or genoa halyards."

Reason: To permit kevlar which has proven to be as durable and inexpensive as wire and rope halyards.

Present Rule: "3.5.4(g) One mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio."

Amendment: Delete and include under 'Optional Equipment' as 6.1.17 with the preface "A second mainsail . . ."

Reason: To place an optional item under a list of optional equipment rather than under a list of mandatory equipment.

Present Rule: "3.5.4(h) One Cunningham control of synthetic rope using a maximum of 6:1 power ratio which may include a single wire sail attachment strap."

Amendment: Delete existing rule and insert "Cunningham controls of synthetic rope using a maximum of 6:1 power ratio which may include a single wire strap or attachment to the mainsail or headsail.

Reason: To clarify that Cunningham may also be used for headsails.

Present Rule: "3.5.4(k) - Headsail and spinnaker Barber haul tackles of synthetic rope"

Amendment: Delete

Reason: To remove from this section an optional item already covered under 6.1.1

Present Rule: "3.6.1 – One mainsail, one genoa, one jib, and one spinnaker only shall be carried when racing."

Amendment: Delete existing rule and insert "Except as provided in 6.1.7, one mainsail, one genoa, one jib, and one spinnaker only shall be on board when racing."

Reason: To clarify for race management and jury personnel that storm sails may be carried on board in addition to four racing sails.

Present Rule: "3.6.2 - The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines, and genuine repairs to damage, and shall be of woven material as defined by the IYRU."

Amendment: Delete existing rule and insert "The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage. Sails shall be made of woven material so that, when the material is torn, it shall be possible to separate the fibres without leaving evidence of a film.

Reason: To further define what woven material is.

Present Rule: "3.6.5 - The maximum reinforcement of any corner of any sail shall not exceed 500mm plus 3% of the length of the luff. Additional reinforcement of two layers or material of the same weight as that of the body of the sail is permitted. Local reinforcement of the reefing points is permitted but shall not exceed

	400mm in any direction. The above reinforcements shall be capable of being folded."	Amendment:	Delete and insert "Only sails which have been officially measured and carrying an International J/24 Class Association Royalty Paid label sewn onto the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. The Royalty label is not required for sails manufactured prior to 1st November 1981."
Amendment:	Delete existing rule and insert "Sail reinforcement shall be in accordance with the current IYRU Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus 3% of the length of the luff of the sail and from any Cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham or reefing eye reinforcement of not more than 1200mm. All reinforcement shall be capable of being folded flat in any direction without damaging the fibres. Reinforcement finishing materials or coating applied to the reinforcement shall not prevent the sail being folded flat."	Reason:	To clearly outline class requirements for the Royalty Paid label on sails.
		3.8 Fixed Fittings and Equipment to be Carried When Racing	
		Present Rule:	"3.8.7 - One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp."
		Amendment:	Add "When carried, anchor chain shall be attached to the anchor and not be stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3 kgs and the maximum weight of the chain carried shall not exceed 6 kgs."
Reason:	To establish a limitation on reinforcements having the same weight as the sail so as not to create a multi-ply sail.	Reason:	To prevent excess amounts of anchor chain being used in the keel sump to bring a yacht up to minimum weight.
Present Rule:	"3.6.9 - Minimum cloth weight for the mainsail shall be 218gm per square metre except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218gm per square metre. Minimum cloth weight for genoa shall be 166mm per square metre. Minimum cloth weight of spinnaker shall be 33gms per square metre. Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail."	Present Rule:	"6.1 - The following are permitted when racing: 6.1.1 - Barber haulers for the jib and genoa restricted as follows: (a) Fittings installed on the deck shall not exceed one padeye with or without an attached block, mounted outboard of each of the four headsail tracks, plus a total of two cleats. (b) Tackle shall be limited to a single part of a rope which may be attached to the headsail by a block, hook or cringle between the sail and the track mounted sheet block. (c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks trimmed to a cleat or halyard/sheet winch."
Amendment:	Add "Commencing 1st March 1983, the weight in grammes per square metre of the basic material of the sails shall be indelibly marked by the sailmaker together with his signature or stamp and date near the head of the sail."		
Reason:	To encourage self-policing by sailmakers of the same weight restrictions.		
Present Rule:	3.6.10(i) - At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000mm, and not more than 2000mm, measured in a straight line from the clew.	Amendment:	Delete (a) and insert "Fittings installed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats."
Amendment:	Revise "At least one, and not more than two reefs"	Reason:	To comply with the intent that Barber haulers be used to provide an outboard sheet lead. Vertical or fore and aft adjustment is intended to be accomplished by the fixed sheet block only. Owners were installing padeyes against the jib tracks to create a vertical adjustment.
Reason:	To prevent use of grommets in the sail as a means of justifying additional reinforcements or multi-ply sails.		
Present Rule:	"3.6.14" An IJCA Royalty Paid label shall be sewn on the starboard side near the tack of each sail."	Present Rule:	"6.1.2 Two halyard winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. They may be fixed to the cabin top."

Amendment: Delete and insert "Two secondary winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter may be fixed to the cabin top.

Reason: Clarification. Winches may also be used for sheets, etc.

Present Rule: "6.1.4.(a) The type and location of deck blocks or cleats for halyards, spinnaker sheets, backstay, Cunningham hole, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional."

Amendment: Delete "Cunningham hole" and insert "Cunninghams".

Reason: Self explanatory.

Present Rule: "6.1.4.(b) To increase the purchase of the sheet of the 100% jib the sheet may be led through the clew cringles and be fixed to any standard fitting."

Amendment: Delete "standard" and insert "permitted deck".

Reason: Self explanatory.

Present Rule: "6.1.7 One storm trysail or storm jib of not more than 3.25m ±."

Amendment: Delete and insert "one storm trysail with an area of not more than 4.4m ± and/or storm jib with an area not more than 3.2m ± and luff length not longer than 5200mm. The minimum cloth weight for either sail shall be 270 grams/m ±."

Reason: To permit both a storm trysail and storm jib and to specify that cloth weights should be of adequate strength.

Add New Rule: "6.1.17" see 3.5.4.(g)

Reason: Transfer to appropriate section.

Add New Rule: "6.1.18 Foot rests attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks."

Reason: To better define permitted hiking aids.

7. Prohibitions

Present Rule: "7.1.8 Stowage of the spinnaker on the main boom."

Amendment: Delete "spinnaker" and insert "spinnaker pole".

Reason: Self explanatory.

Present Rule: "7.1.14 Quick throw devices, levers or other equipment that may increase the power ratio of the running rigging"

Amendment: Delete and insert "Except as permitted under 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging."

Reason: To qualify a conflicting statement.

Present Rule: "7.1.15 Hiking equipment, above the cockpit sole, attached to more than one fixing point."

Amendment: Delete (see new rule 6.1.18) and insert "Double luff or double luff tape sails."

Reason: To prevent usage of two or more luff tapes on the same sail as well as sails that wrap around the headstay or headstay luff groove device."

8. Restrictions when Racing

Add New Rule: "8.3 IYRU Racing Rule 66 shall apply.

Reason: To included a needed reminder that one cannot hike outside either upper or lower lifelines on a yacht equipped with lifelines. This is the only IYRU Class fitted with lifelines and numerous offshore events permit variations in the requirements of Rule 66.

Add New Rule: "8.4 Notwithstanding the requirements of Racing Rules 60 & 66, hanging on the mast or shrouds to promote roll tacking or gybing is not permitted."

Reason: To restrict crew practice to normal boat handling actions.

5. NEW BUSINESS

5.1 *Swedish proposal to hold 1983 World Championships 13-22 June*

Swiss proposal to hold 1983 European Championships late April/early May:

(a) The Swiss NJCA proposed to hold the European Championships on Lake Neuchatel organised by the Neuchatel Yacht Club. Wind conditions were best in late April and no worse than those at La Trinite or San Remo. There was no tide. Other International Classes held successful championships there. The lake was 45km long and 8km wide. It was in the centre of Europe and could be used as a stopping off point on the way to Sweden.

Mr. Julin raised the question as to whether there should be European and World Championships in the same year in Europe but since this would happen in 1983 and 1984 it was agreed that as much racing as possible should be offered. Policy could always be amended in future. Entry to the World Championships was in any case restricted.

(b) The proposed timing of the World Championship was dictated by general holidays in Sweden, the Admiral's Cup, and short frosty days in September and October. There was a clash with the North American Championships but Mr. Johnstone would see if these could be brought forward.

The venue would be Limhamn, the Malmö Segelsällskap. Access was through Ejsborg, Gotenborg, Kiel and Copenhagen. It was agreed that an approach would be made through the IYRU to the German representative to see if any general permission could be granted for trailering J/24s through Germany for the event.

A main problem would be the provision of a minimum of 25 charter boats in championship condition. Mr. Julin thought this was not a problem if the owner could form part of the crew. It was suggested that the charter fees should be used to bring the yachts up to scratch condition. It was an advantage to an owner to have his yacht tuned to championship pitch and have the experience of sailing with a top crew in the World Championship even though he himself had not been selected.

Mr. Johnstone discussed the possibility of providing 25 new yachts for sale after the event. He hoped they could be pre-sold, however Mr. Boido wanted to know who would fund such an exercise, even if charter fees were used to defray costs.

Mr. Adams proposed both events be scheduled and entered on the IYRU Fixtures list without delay:

Votes were cast separately.

- (a) European Championship dates and venue were approved unanimously as in 5.1
- (b) World Championship dates and venue as in 5.1 (above)
For: UK, Italy, Switzerland, Sweden, Japan, France, Australia, Greece
Against: USA(3), Canada, British Virgin Islands, US Virgin Islands, Bermuda
Abstained: Copyright Holder, Designer
Carried.

5.2 World Championships 1984-1986

The UK plan for 1984 was to have the National Championships two weeks beforehand. It would be an open event and the selection trials for the UK participants in the World Championship beginning 29 September 1984 at Poole Bay, Parkstone Yacht Club, assisted by Poole Harbor Yacht Club. Range Rover would be the sponsor and the contact is the Hon. Secretary Brian Goulder. The proposal was accepted.

Japanese proposal for Worlds — The Japanese proposed hosting the 1985 World Championship during the month of October, 1985 on Sagami Bay. The proposal was accepted.

U.S. Proposal for Worlds — A proposal is expected from Miami and/or Corpus Christi for the 1986 World Championship.

5.3 Numbers for World Championships

It was agreed that fifty was the maximum desirable. Mr. Julin suggested a system based on that used by the Flying Dutchman class be adopted; and the following was agreed upon:

The number of qualifiers for the World Championship per NJCA will be determined as follows:

No. of Paid NJCA Subscriptions	No. of Qualifiers
1-25	1
26-50	2
51-150	3
151-250	4

251-500	5
501-750	6
751-1000	7
1001-1500	8

Host Country: Three times its normal number of qualifiers (except for the U.S.)

Defending Champion: 1

Founders: 2

"The number of Worlds qualifiers per NJCA shall be based upon the number of 1983 NJCA Subscriptions paid for boats registered as of December 31, 1982 and received by the IJCA Class Office by March 1, 1983 (paragraph 6.2, IJCA Constitution). In addition, unpaid subscriptions due in 1982 must be brought up to date and paid in full."

5.4 Championship Rules

It was agreed the notice of race and championship conditions should be submitted to the Executive Committee for approval for 1983.

Mr. Julin thought there should be a maximum of six races in order to keep the championship within a week and suggested:

- day one — one race
- day two — two races
- day three — lay day
- day four — coastal race
- day five — one race
- day six — one race

There was discussion as to whether the programme could be left open for signalling on the day according to the weather conditions, but it was decided that the coastal race should be on a set day as it required advance preparation both for navigation and supplies. It was agreed that it should be possible to shorten any race. It was also agreed that as the yacht was designed as a cruiser/racer, there should be a coastal race in the championships. The Chairman thought the first leg of the races held at San Francisco were too short resulting in bunching at the windward mark. He was in favour of using trapezoid courses again — now christened 'Newport Courses'. He suggested that non coastal races should be either Newport or Olympic type according to the conditions of the day.

The 720 degree was felt to be dangerous for a large J/24 fleet and better to use percentage penalty. Also better to use the low point scoring system, i.e., one point for first, two points for second, etc.

5.5 Linville Proposals

Mr. Johnstone reported two ideas put forth by Jim Linville subsequent to the USNJCA meeting. These ideas had been received favorably by some of the top U.S. sailors and were presented for consideration as future rule change submissions or testing on the local fleet level during 1983.

55.1 Permit the upper lifelines to be led to the base of the stern rail so the helmsman would not have it cutting into the back of his neck. This would allow better visibility of waves and more advanced sighting of crossing boats.

55.2 Make provision in Conditions of Race for the Race Committee to display a flag to signal a mandatory change to the 100% jib before the start or any weather mark when wind velocity exceeded 14 knots (Force 4 or 7 meters/second). The purpose of this was to reduce the need for

heavy crews, to improve visibility and thus safety in higher winds particularly at the start and 1st mark; and to give emphasis to tactics in heavy air as opposed to boat handling with expert crews.

There was concern that such a provision might complicate Race Committee work, although signalling would not be more complex than a course change after the start. And, the second concern was that it would take some of the decision making away from the crew which made J/24 sailing more interesting than in some other one-designs.

It was agreed that the provision would be written into the Conditions of Race for the 1983 World Championship in Sweden to allow for a test.

The World Council would like to get reports from any fleets trying the above.

5.6 Crew Number Or Weight Limitations

Considerable discussion on this subject followed with the general consensus being that the original or design objective of the yacht was for a crew of four, unless a lightweight or family crew were involved. In which case, five were permitted.

The USNJCA proposed a minimum crew of 3 with no weight or number limitation in the belief that boat performance would limit excesses and that this would also allow any number of lighter weight people to be on board.

The UKNJCA used a 365 kg weight limit as recommended by the IJCA in 1981 but found that this was a little too high, so recommended a 340 kg. maximum with no change to the 3-5 number. They found that the trend was healthy. At the UK Nationals, twelve women competed in 1982 versus only one the previous year when they operated with a four crew number.

The Swedish NJCA concluded that the average crew of four was less than 300 kgs and believed that 340 kgs was too high.

The Swiss NJCA was adamant about keeping the J/24 a four man boat. If the crew number is allowed to go beyond four, then the cost and complications arising to compete for the owner increase 33% plus: Getting four more people, instead of three. (Or if one is already, or can effectively compete, with wife or girl friend; it's 50% harder to get three more instead of two more people to race with).

It was agreed that details of the various options, advantages and disadvantages should be published in the J/24 magazine together with the Committee's recommendation for a submission for the 1983 IYRU Conference. Comment would be invited with a deadline for receipt of 30th July 1983.

Subsequent to the meeting, the Executive Committee further modified the limit to 325 kgs. to more closely fit the Swedish proposal and to be used for the 1983 World Championship and as a test level by NJCA's or fleets prior to voting for a rule change.

The Committee recommended 'that the crew limit should remain at minimum 3, maximum 5 but subject to a maximum overall crew weight of 340 kg — wording to be drafted'.

For: UK, Australia, Italy, Greece, Japan, Copyright Holder.

Against: Sweden, France, designer

Abstain: Switzerland, USA

Carried

5.7 Magic Boxes

There was considerable discussion over a proposed amendment which the US Chief Measurer considered clarified a practice already permitted but which other countries represented considered was prohibited by the rules. It was generally considered that the legalisation of so called muscle boxes would prejudice family raced yachts, many of whom would not be strong enough to handle the halyards without winches.

It was against the constitution to propose such a major amendment without widespread consultation, neither should common practice be a reason for a rule change (although it was thought only about 100 yachts were affected). It was considered that wider consultation should precede such interpretations of rules. Mr. Adams was against an article proposed on the subject for the magazine by Mr. Tillman. He thought if there was no good reason for making a change to a one-design class then it should not be made.

Mr. Johnstone argued that the Magic Box actually cleaned up the deck, was less costly, and fulfilled the design objectives of the class which was to allow limited customization of the deck layout to suit individual preferences or comfort in handling the boat.

The motion was proposed: "That tackle boxes should be prohibited for the adjustment of halyards in lieu of winches — actual wording to be drafted by the Keel Boat Technical Committee."

For: UK, Australia, Italy, Greece, Switzerland, Japan, Sweden, France

Against: USA(3), British Virgin Islands, US Virgin Islands (the USA being unable to cast more than a total of five votes by proxy - see Constitution), Designer, Copyright Holder.

Motion carried 8 to 7.

5.8 Mylar Genoas

A vote was taken as to whether or not Mylar genoas should be permitted.

Motion: 'That Mylar genoas be permitted'

For: USA (3)

Against: Japan, UK, Australia, Italy, Greece, Sweden, France, Bermuda, Designer

Abstain: British Virgin Islands, US Virgin Islands, Canada, Switzerland, Copyright Holder.

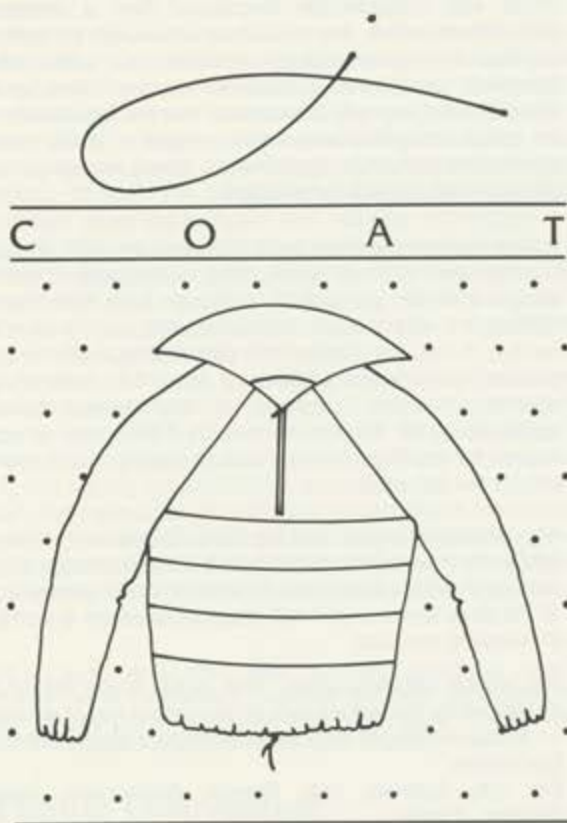
defeated.

Mr. Julin reported that the Flying Dutchman class had allowed Mylar and were about to retract the rule as it had not lived up to expectations. The Chairman asked him to submit a short article on the matter for the class magazine.

5.9 Miscellaneous

There was discussion as to what should be done if flotation marks came above the water line. Additional equipment should be added — not weights.

Mr. Boido thought some of the weights in the manufacturer's declaration were unrealistic and should be modified — in effect tightened. He gave Mr. Johnstone a list of recommended modifications to tolerances for checking and possible future submission to the Technical Committee. He also thought that, for the information of the customer, the standard boat specification should be



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printed on the form — Ref: Item 2 builder measurements. Mr. Johnstone said the average weight of Tillotson Pearson J/24's was 2750-2850 lbs. The flotation marks were designed to be in line with the water at a total weight of 3,100 lbs.

Mr. Hall drew the Committee's attention to a report that some competitors in the World Championships in San Francisco had custom built rudders. Measurers should be on the lookout for this contravention of the rules.

6.0 ELECTIONS

- 6.1 Mr. Adams had to leave the meeting at this point and as he was retiring from an official capacity in the class after a year as Vice Chairman he thanked all concerned, particularly the Committee, Bob and Rod Johnstone for all their help and said that anything he could do in future in an 'unofficial' capacity to further the class interests, he would be delighted to do.

The Chairman on behalf of the Committee said the class was greatly indebted to John Adams for all he had done and for the energy, enthusiasm and interest he had demonstrated in getting the class off the ground right from the beginning. He would make sure that John would remain involved with the class even if he wished to remain unofficial in the near future.

6.2 Election of Officers

The Chairman proposed a change in the Constitution to allow for a position of Councilor of Honor, a non-voting role serving in an advisory position. He proposed the outgoing Vice Chairman, John Adams, be the first selected for this position. Colin Hall (UK) and Paulo Boido (Italy) were nominated as Council Members and Bengt Julin (Sweden) as Vice Chairman, being the host for next year's (1983) World Championship in Sweden. The position of Vice Chairman would always go to the Council Member from the country hosting the World Championship. The Chairman also proposed adding two more council members to the Executive Committee beginning at the 1983 annual IJCA meeting, to provide broader geographical representation to the World Council. The proposals were seconded and passed. The officer nominees were elected.

6.3 Technical Committee Appointments

It was moved and seconded to appoint Rodney Johnstone as Chairman of the Technical Committee, with Dennis Ellis (UK) and Shuji Watanabe (Japan) as members. The motion passed.

- 7.0 **CLOSING** — The Chairman thanked the Executive Director for his effectiveness in organizing the International Class, taking it from a manufacturer's class to a financially sound owners' association within a year's time. And he thanked all in attendance for the time and contribution they had made to the class in 1982.

8.0 ADJOURNMENT

The meeting was adjourned at 2030 hrs.



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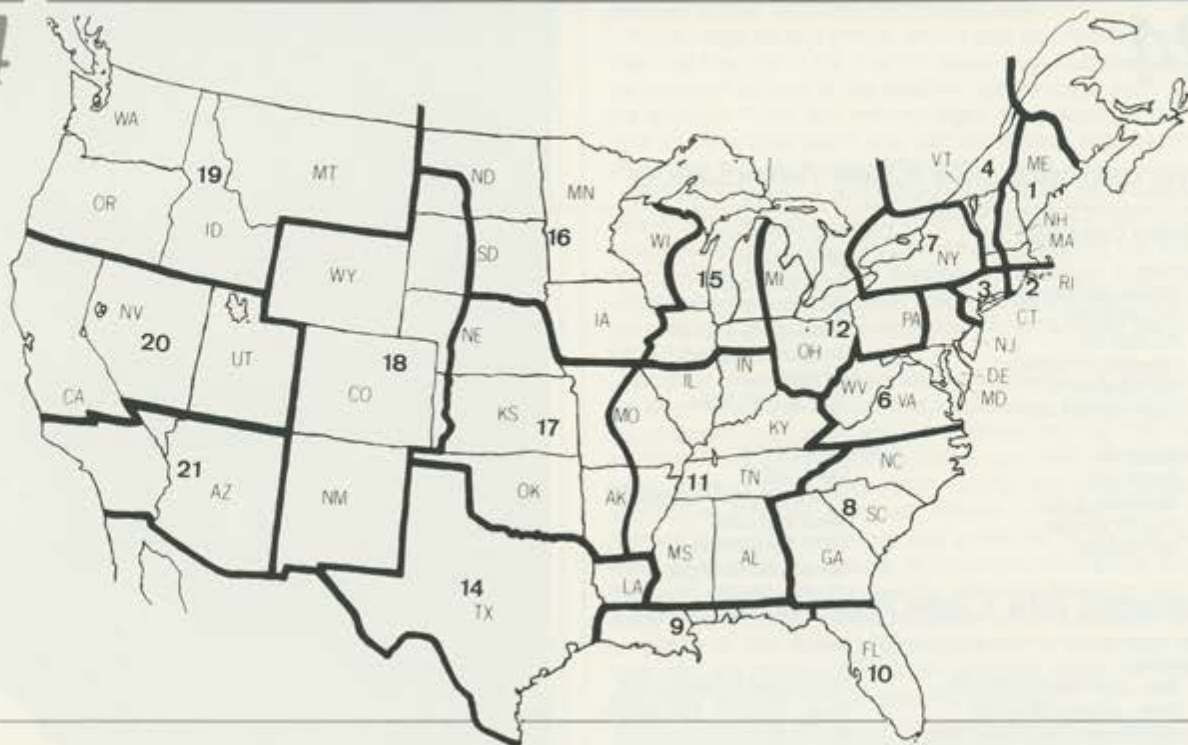
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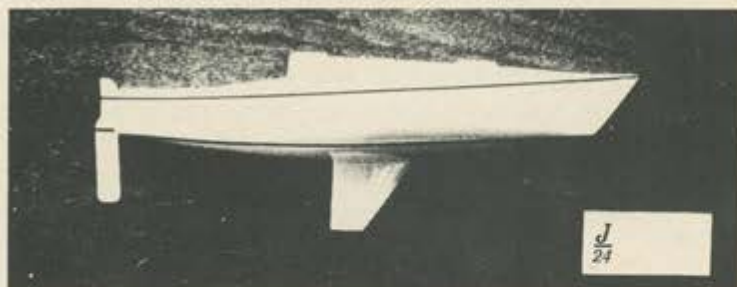
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CLASS RULES

As approved by the IYRU, March 1, 1983

* 1983 rule modifications

1. OBJECTIVES OF THE CLASS RULES

- 1.1 The J/24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.
- 1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All yachts shall comply with official PLANS A, B, C & D, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in current rules.
- 1.4 Alterations or modifications to official PLANS A, B, C & D, and class rules shall only be permitted with the joint approval of the copyright holder and the International J/24 Class Association (IJCA).

2. ADMINISTRATION

- 2.1 **Authority** The international authority for the class shall be the IYRU which shall cooperate with the International J/24 Class Association on all matters regarding these rules. Interpretations of these rules shall be made by the IYRU which in coming to its decision may consult the International J/24 Class Association.
- 2.2 **Language** The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of a dispute over class rule interpretation, the English text shall prevail.
- 2.3 **Builders** J/24's shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (24 Mill St., Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
- 2.3.1 **Building License** Applications for building licenses shall be made to J Boats, Inc., who shall request that the national authority of the country concerned indicates its support for the applicant.
- 2.4 **Building Fee** The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.5 **Registration and Measurement Certificates**
 - 2.5.1 No yacht shall be deemed to be a J/24 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
 - 2.5.2 The sail number shall be as required by the owner's national authority.
 - 2.5.3 No yacht shall race unless a current valid Measurement Certificate has been issued by the owner's National Authority, or if the National Authority is not administering the class, by the National or International J/24 Class Association.
 - 2.5.4 Change of ownership shall invalidate the Registration Certificate.
 - 2.5.5 Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars invalidates the Measurement Certificate until remeasured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.
 - 2.5.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules and that a copy of Measurement Certificate and Sailmaker's Certificate is kept aboard the yacht.
 - 2.5.7 No yacht shall race unless the owner(s) and helmsman(men) are full members of an NJCA or the IJCA.
 - *2.5.8 No yacht shall race without a current Class Association membership sticker placed on the outer face of the transom near the upper starboard corner.
- 2.6 **Measurement**
 - 2.6.1 Yachts shall only be measured by a J/24 class measurer recognized by his National Authority.
 - 2.6.2 A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.
 - 2.6.3 The builder shall weigh and record the weight of the keel before assembly with the hull.
 - 2.6.4 The builder shall record the weight of the complete yacht to the standard specification before delivery.
 - 2.6.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
 - 2.6.6 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the class. A certificate may be refused even if the specific requirements of the rules are satisfied.

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2.7 Method of Measurement

- 2.7.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of IYRU.

3. CONSTRUCTION AND MEASUREMENT

- 3.1 **General.** The hull, deck, interior layout, keel, rudder, sail plan and basic fittings shall conform to the building specifications, class rules and official PLANS A, B, C & D.

- 3.1.2 Any alleged or suspected alteration to the configuration of the hull, keel or rudder of a yacht for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a Measurer appointed by the NJCA or IJCA to a sample of 10 other yachts.

The disputed yacht shall be accepted if she does not show any evidence of having been altered and if she has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of 10 yachts.

If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum or minimum obtained from the sample of 10 yachts, the matter shall be referred to the Race Committee for action.

3.2 Hull

- 3.2.1 The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds supplied by J Boats, Inc.
- 3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows: **Stem Flotation Marks:** The upper edge of the stem flotation mark shall be 1055mm measured down and around the curve of the stem, from sheerline at stemline.
- 3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.
- *3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight. The sink may drain into a container with a minimum capacity of 5 litres and/or overboard by means of a through hull fitting.
- *3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5 kilogram weight is suspended from the lifelines at any point between the stanchions. The stanchions shall not extend outboard of the sheer in plan. Where a second lifeline is fitted port and starboard this shall be a wire of not less than 3mm diameter.
- 3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the approved builder.
- 3.2.7 **Prohibitions** The following are not permitted:
 a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
 b) Reshaping of the hull profiles or contours.
 c) Filling in or closing the sink drain skin fitting. This restriction shall not apply to J/24's sailed in European waters. Where local laws require closure of the skin fitting it shall be plugged from the inside and not filled and faired to the outer hull skin.
 d) Windows or skin fittings other than one each for depthmeter and/or a knot meter/log and/or two for a marine toilet.

3.3 Keel

- 3.3.1 The keel shall be of moulded lead to the building specifications and cast in a mould supplied by J Boats, Inc.
- 3.3.2 The external dimensions and configuration of the keel shall comply with the table of offsets contained in official PLAN C. The keel may be overcoated in any base liquid or paste protective material.

3.4 Rudder and Tiller

- 3.4.1 The rudder shall be supplied by a licensed builder.
- 3.4.2 The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in official PLAN D.
- 3.4.3 The weight of the rudder, including fixed fittings shall be not less than 11 kg.
- 3.4.4 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed on the rudder as follows: **Rudder Flotation Marks:** With the rudder fitted in its normal position the upper edge of the flotation mark at its intersection with the leading edge of the rudder shall be 670mm vertically from the sheerline at transom on centerline.
- 3.4.5 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

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3.5 Spars

- 3.5.1** The spars shall be of aluminum extrusion supplied by a licensed builder. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

3.5.2 Mast

- a) Rotating masts are not permitted.
- b) (for future use).
- c) The distance from the forward surface of the mast at deck, measured horizontally to the stem at sheerline (see official PLAN B), shall be not more than 2910mm nor less than 2880mm.
- d) The mast shall be fixed at the keel and be choked at deck level in way of the mast and shall not be altered when racing.
- e) Distinguishing contrasting coloured bands of a minimum width of 20mm shall encircle the mast: The distance from the upper edge of the lower band (at standard boom height) to the lower edge of the upper band shall not be more than 8538mm.
- f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 2800mm above the upper surface of the mast bearing beam. The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

3.5.3 Standing Rigging

- a) The mast standing rigging shall only consist of the one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel or galvanized steel multi-strand wire. The shrouds and forestay, except when a permitted optional forestay equipment is fitted, shall not be less than 4.7mm in diameter. The backstay and backstay bridle shall not be less than 3.9mm in diameter.
- b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket and not more than 30mm or less than 20mm from the forward surface of the mast and not more than 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.
- *c) The distance from the fixing points on the mast bracket to the intersection of the stemline and the sheerline shall not be more than 8670mm or less than 8595mm.
- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall be not more than 170mm or less than 95mm measured as the shortest distance from the aft edge of the mast.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- *b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter. Kevlar or equivalent synthetic rope of not less than 8mm diameter is permitted.
- *c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface. Kevlar or equivalent synthetic rope of not less than 6mm diameter is permitted for jib and/or genoa halyards.
- d) One kicking strap (vang) of synthetic rope not less than 10mm diameter contained in a 4 power ratio tackle with integral jamming cleat.
- e) One spinnaker boom downhaul of synthetic rope not less than 8mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.
- *g) Cunningham controls of synthetic rope using a maximum of 6:1 power ratio which may include a single wire strop for attachment to the mainsail or headsail.
- h) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- i) Two mainsheet traveller control lines of synthetic rope with maximum of 2:1 power ratio.
- j) One mainsail mainsheet of synthetic rope not less than 9mm diameter and having a maximum power ratio of 4:1.
- k) Spinnaker sheet of synthetic rope not less than 8mm diameter. Kevlar or equivalent synthetic rope of not less than 8mm diameter is permitted.
- l) Headsail sheets of synthetic rope not less than 10mm diameter.
- *m) Reefing lines of synthetic rope.
- n) One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.
- o) One spinnaker boom uphaul of synthetic rope not less than 6mm diameter.

3.5.5 Main Boom

- a) The boom shall not be tapered or permanently bent.
- b) The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, one mainsheet fiddle block, kicking strap (vang), reefing equipment, and leech tensioning devices.
- c) A distinguishing contrasting coloured band of minimum width 20mm shall encircle the boom. The forward edge of the band shall not be more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.

- 3.5.6 Spinnaker Boom.** The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm.

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3.6 Sails

- *3.6.1** Except as provided in 6.1.7, one mainsail, one genoa, one jib, and one spinnaker only shall be on board when racing.
- *3.6.2** The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage. Sails shall be made of woven material so that, when the material is torn, it shall be possible to separate the fibres without leaving evidence of a film.
- 3.6.3** The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted, no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.
- 3.6.4** The sails shall be made to measure to the recommendations of the IYRU except where varied herein.
- *3.6.5** Sail reinforcement shall be in accordance with the IYRU Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus 3% of the length of the luff of the sail and from any Cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham or reefing eye reinforcement of not more than 1200mm. All reinforcement shall be capable of being folded flat in any direction without damaging the fibres. Reinforcement finishing materials or coating applied to the reinforcement shall not prevent the sail being folded flat.
- 3.6.6** National letters and distinguishing numbers shall be placed on the mainsail, genoa and spinnaker.
- 3.6.7** The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be on line between mid head and mid foot, between the top and next batten pockets.
- 3.6.8** The National letters and distinguishing numbers shall not be less than: height 300mm, width 200mm (except the figure or letter I), thickness 45mm. The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number or letter on the genoa shall be within 200mm of the luff.
- 3.6.9** **"Minimum Sail Cloth Weights"** Minimum cloth weight for the mainsail shall be 218 grams per square meter except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218 grams per square meter. Minimum cloth weight for genoa shall be 166 grams per square meter. Minimum cloth weight for spinnaker shall be 33 grams per square meter. Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail. Commencing 1st March 1983, the weight in grammes per square metre of the basic material of the sails shall be indelibly marked by the sailmaker together with his signature or stamp and date near the head of the sail.
- 3.6.10 Mainsail**
- The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
 - The length of the leech shall not exceed 9170mm.
 - The cross width measurements shall be taken from the three-quarter, half and quarter points on the leech, located when the head is folded to the clew for the half-height point, and when the head and clew are folded to the half-height point to determine the three-quarter height points.
 - The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
 - The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
 - The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
 - The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
 - The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
 - At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing defice in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
 - A Cunningham hole may be fitted in the luff.
 - A leech tensioning cringle may be fitted in the leech.
 - A leech line is permitted.
 - Camber lines are permitted.
- 3.6.11 Jib**
- The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - The luff shall be not more than 8300mm nor less than 7845mm.
 - The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
 - A Cunningham hole may be fitted in the luff.
 - Reefing attachment points or devices may be fitted.
 - The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
 - A leech line is permitted.
 - Camber lines are permitted.
 - Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank.

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3.6.12 Genoa

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8460mm nor less than 8100mm.
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall not be convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank.

3.6.13 Spinnaker

- a) The spinnaker shall be a three-cornered sail, symmetrical about its center line.
- b) The sail, laid out on a flat surface, shall be measured when folded in half about its center line, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
- c) The length of the leeches shall be not more than 8130mm nor less than 7930mm.
- d) The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
- e) The half-width of the foot shall be not more than 2600mm nor less than 2300mm.
- f) The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The three-quarter-height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
- g) The half-height half-width shall be not more than 2610mm nor less than 2540mm.
- h) The three-quarter-height half-width shall be not less than 1600mm.

- *3.6.14 Royalty Paid Labels** Only sails which have been officially measured and carrying an International J/24 Class Association Royalty Paid label sewn onto the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. The Royalty label is not required for sails manufactured prior to 1st November 1981.

3.7 Weight

- 3.7.1** The all-up weight for racing excluding crew shall be indicated by the flotation marks. In still water these marks shall not show above the surface.

3.8 Fixed Fittings and Equipment To Be Carried When Racing

- 3.8.1** Four headsheet tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.
- 3.8.2** One mainsheet traveller track, positioned as indicated in PLAN A.
- 3.8.3** Two primary sheet winches positioned between the mainsheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.
- 3.8.4** Berths equipped with cushions as supplied by the manufacturer.
- 3.8.5** A manual bilge pump and a bucket of minimum capacity 10 litres.
- 3.8.6** A 10 litre water container with a minimum of 5 litres of water.
- *3.8.7** One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall not be stowed on or under that cabin sole over the ballast keel. The minimum weight of the anchor shall be 3kg and the maximum weight of the chain carried shall not exceed 6kg.
- 3.8.8** An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed aft of main bulkhead.
- 3.8.9** A container of a type as required by the National Authority or local regulations with a minimum of 2 litres of motor fuel.
- 3.8.10** A transom bracket for the outboard engine.

4. SAFETY RULES WHEN RACING

- 4.1** The following equipment shall be carried on board:
 - 4.1.1** One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.
 - 4.1.2** Navigation lights.

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- 4.1.3 One fixed marine type compass.
- 4.1.4 One fog horn.
- 4.1.5 One water resistant flashlight, with spare battery(ies) and bulb(s).
- 4.1.6 Fire extinguisher(s) type and capacity required by local regulations.
- 4.1.7 Life jackets for each member of the crew as required by local regulations.
- 4.1.8 A minimum of one horseshoe type life ring and drogue on deck within reach of the helmsman and ready for instant use.
- 4.1.9 Equipment capable of disconnecting and severing the standing rigging.
- 4.1.10 One marine first aid kit and manual.

4.2 For local or national events, the notice of race and sailing instructions may prescribe other safety equipment.

4.3 Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of capsize.

5. CREW

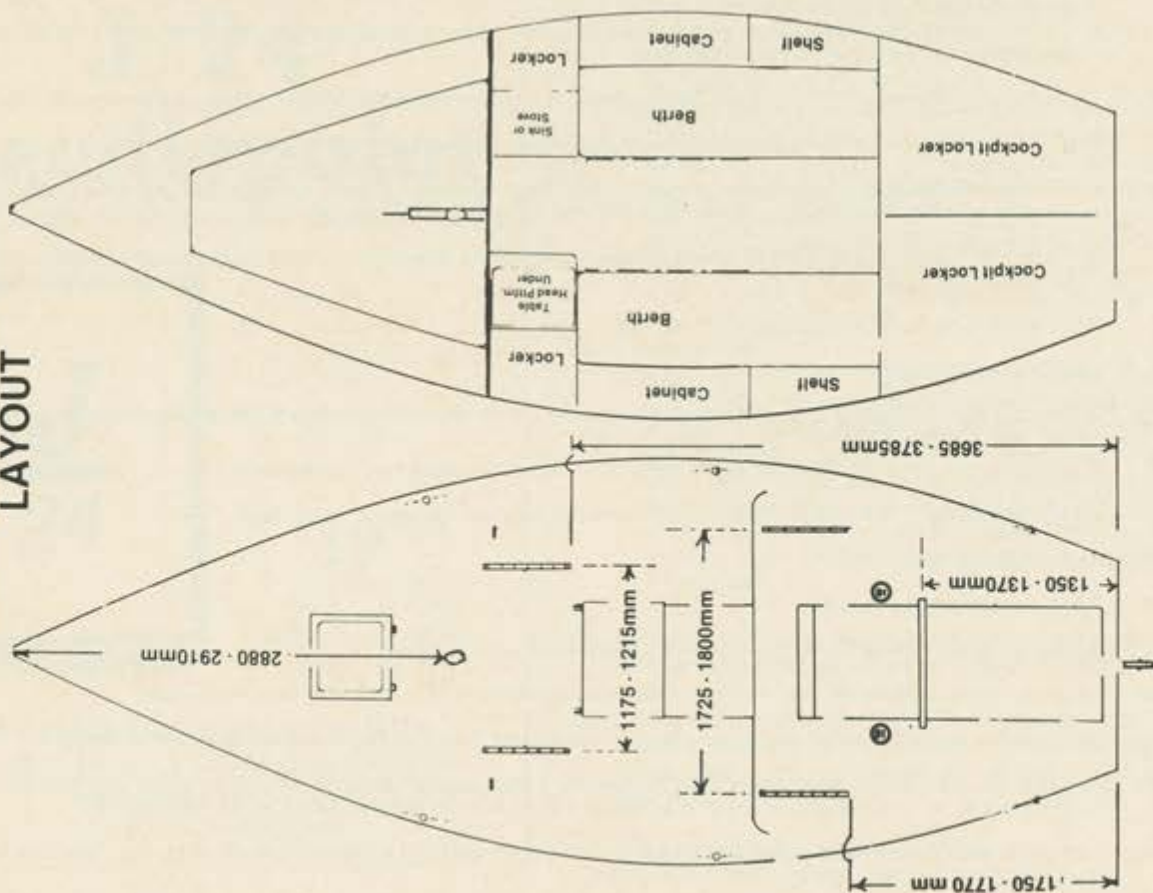
5.1 The crew shall consist of three to five persons.

6. OPTIONAL EQUIPMENT

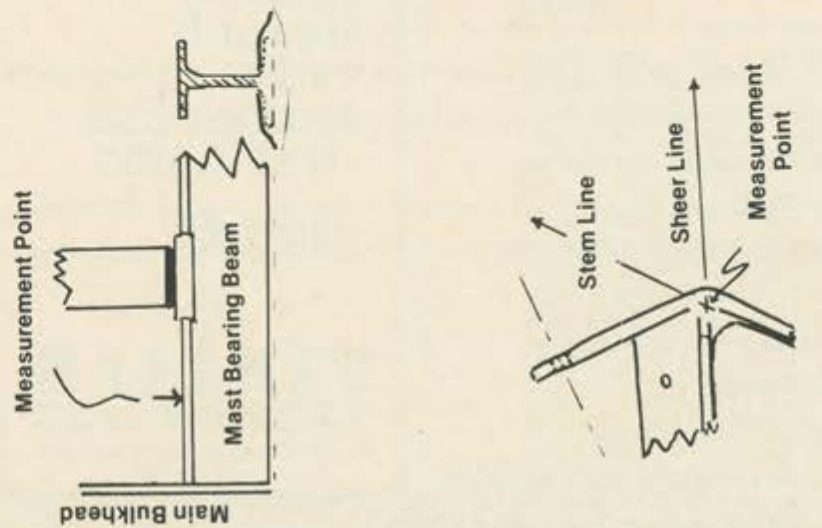
6.1 The following are permitted when racing:

- *6.1.1 Barber haulers for the jib and genoa restricted as follows:
 - a) Fittings fixed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats.
 - b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
 - c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.
- *6.1.2 Two secondary winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter may be fixed to the cabin top.
- 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.
- *6.1.4
 - a) The type and location of deck blocks or cleats for halyards, spinnaker sheets, backstay, Cunninghams, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
 - b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be fed through the clew cringles and be fixed to any permitted deck fitting.
- 6.1.5 One mechanical masthead wind indicator with light.
- 6.1.6 Headsail forestay hanks.
- *6.1.7 One storm trysail of maximum area 4.40m² and/or a storm jib whose luff shall not exceed 5.20m length and of area not exceeding 3.20m². The cloth weight shall not be less than 270g/m².
- 6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.
- 6.1.9 Electronic devices to record and measure speed and distance and to indicate water depth.
- 6.1.10 Radio direction finder.
- 6.1.11 A two way radio and antennae.
- 6.1.12 Additional lockers, bookshelves or personalized accommodation equipment.
- 6.1.13 Additional safety devices and equipment to owner's requirements or to comply with local regulations.
- 6.1.14 One deck fair lead with accompanying cleat port and starboard to be used for spinnaker sheet Barber haulers.
- 6.1.15 A fixed block with integral clamcleat may be installed on a base platform located fore and aft of the center of the mainsheet traveller and at the same height, in lieu of one sheave and cam as provided standard on the traveller car.
- 6.1.16 One genoa sheet fairlead/block fixed to the deck or on the track port and starboard through which the sheet may be led after passing through the track mounted genoa sheet block.

PLAN A DECK AND INTERIOR LAYOUT



PLAN B MEASUREMENT POINTS AND INSIGNIA



3008 ± 12mm from corner of transom

HULL

Section I

Section II

Section III

Section IV

Section V

Section VI

972 mm

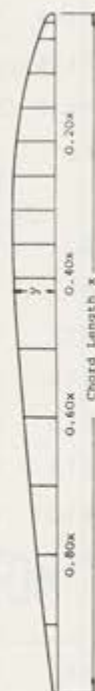
1:1.22

The leading edge slope is 1:1.22 by a ratio of 1.22 to 1.00 units horizontal to the plane of Section VI

The leading edge slope is defined by a ratio of 1.22 units vertical to 1.00 units horizontal, using the plane of Section I as a horizontal reference.

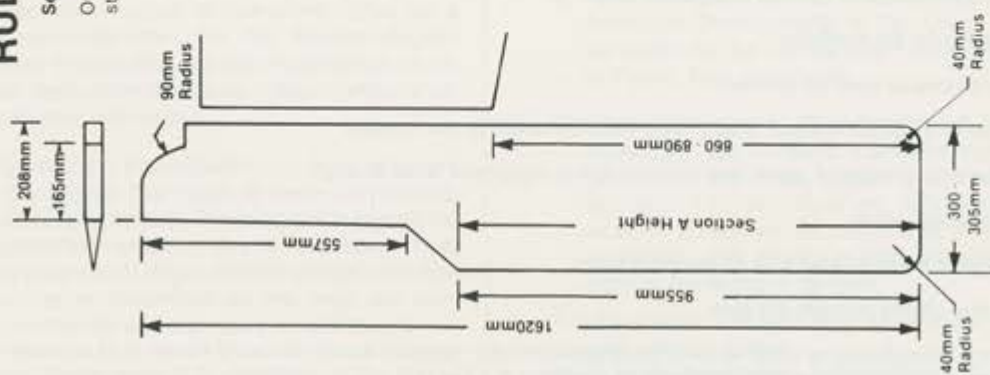
	Keel Sections					
	I	II	III	IV	V	VI
Location distance from hull down:						
Leading edge	235	429	623	817	1011	1205
Trailing edge	153	303	453	603	753	903
Section chord length (x)	1015	898	781	664	547	430
Leading edge radius	13	13	13	13	13	13
Section $\frac{1}{2}$ width, y_c , at distance from leading edge:						
0.0125x	16.0	14.9	13.8	12.7	11.6	10.5
0.025x	22.5	20.6	18.7	16.8	14.9	13.0
0.05x	32.0	29.0	26.0	23.0	20.0	17.0
0.10x	46.5	41.5	36.7	31.9	27.1	22.3
0.15x	56.3	50.3	44.1	37.9	31.7	25.5
0.20x	64.0	56.7	49.4	42.1	34.8	27.5
0.25x	68.5	60.6	52.7	44.8	36.9	29.0
0.30x	70.1	62.0	53.9	45.8	37.7	29.6
0.35x	70.7	62.5	54.3	46.1	37.9	29.7
0.40x	70.9	62.6	54.7	46.2	38.0	29.8
0.45x	71.0	62.7	55.0	46.3	38.1	29.9
0.50x	71.0	62.8	55.2	46.4	38.2	30.0
0.60x	71.0	62.8	55.4	46.6	38.3	30.0
0.70x	71.0	62.8	55.6	46.8	38.4	30.0
0.80x	71.0	62.8	55.8	47.0	38.5	30.0
0.90x	71.0	62.8	56.0	47.2	38.6	30.0
1.00x	71.0	62.8	56.2	47.4	38.7	30.0
1.00x (Trailing edge)	6.4	1.8	1.8	1.8	1.8	1.8

The above represent the minimum faired dimensions at each station and offset templates made in accordance with the above shall fit the keel when placed not more than 20mm below and parallel to the relevant sections.



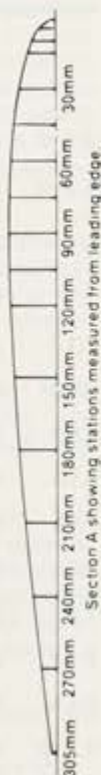
Section A Offsets in Millimeters

Offsets describe minimum half-widths at stations, which are located from the leading



The distance from the leading edge to the trailing edge shall not exceed 305mm

Section A is perpendicular to the leading edge.



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- *6.1.17 A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- *6.1.18 Foot rests attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks.
- 7. PROHIBITIONS**
- 7.1 The following are not permitted:
 - 7.1.1 Hydraulics.
 - 7.1.2 Running backstays or devices to simulate such.
 - 7.1.3 Wire stop for the backstay.
 - 7.1.4 Halyard locks or hook up devices.
 - 7.1.5 The use of a foresail halyard to vary the measured length of the forestay.
 - 7.1.6 The use of any installed genoa and jib roller furling equipment when racing.
 - 7.1.7 Spinnaker guy struts.
 - 7.1.8 Stowage of the spinnaker pole on the main boom.
 - 7.1.9 Spinnaker chutes through the deck.
 - *7.1.10 Rigging utilizing Kevlar or other recently developed synthetic materials except for use of Kevlar or its equivalent for the main, jib and genoa halyards and spinnaker sheets as specified in 3.5.4.
 - 7.1.11 A wire stop or the use of wire in the mainsheet control system.
 - 7.1.12 Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
 - 7.1.13 Any equipment or device to feed halyards or control lines below deck.
 - *7.1.14 Except as permitted under rule 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging.
 - *7.1.15 Double luff or double luff tape sails.
 - 7.1.16 A 12 volt battery weighing more than 32kg.
 - 7.1.17 "Angling" of headsail tracks which are approximately parallel as provided standard.
- 7.2 Other than specified in paragraphs 6.1.1 the trimming of genoa sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see 6.1.4b) first then through the clew on the 100% jib.
- 8. RESTRICTIONS WHEN RACING**
- 8.1 The following practices are not permitted when racing:
 - 8.1.1 The use of more than one mainsail, one genoa, one jib, and one spinnaker, or the alteration thereof, during a regatta.
 - 8.1.2 The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel.
 - 8.1.3 Use of other than normal sailing gear in normal, designed and proper stowage areas to attain sailing weight.
 - 8.1.4 Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.
 - 8.1.5 When in racing trim without the crew, the flotation marks on the stem and rudder shall be immersed.
- 8.2 Notwithstanding the requirements of racing rule 60, the rapid repeated pumping of the headsail sheets or mainsail or any trim of the spinnaker halyard or guy to promote surfing or acceleration of the yacht is not permitted. However, a single, even rapid trim of the headsail sheets and/or mainsail shall be permitted provided the frequency of trim is not greater than that of major waves passing under the yacht.
- *8.3 IYRU Racing Rule 66 shall apply.
- *8.4 Notwithstanding the requirements of Racing Rules 60 and 66, hanging on the mast or shrouds to promote roll tacking or gybing is not permitted.

MEASUREMENT FORM

TO OBTAIN A MEASUREMENT CERTIFICATE

1. The licensed builder shall obtain a hull number (consecutive worldwide) from the copyright holder, J Boats Inc.
2. The licensed builder shall complete Parts B and C and hand over the Measurement Form with the yacht.
3. The licensed builder or the owner shall obtain a sail number from the owner's national yachting authority (NA), or National J/24 Class Association (NJCA) if the NA has delegated its responsibilities regarding the administration of the class.
4. The owner shall complete Part A and send two copies (not the original), with the current membership fee, to apply for membership in the association. Should the yacht be purchased in a country prior to the existence of an NJCA, application may be made direct to the International J/24 Class Association (IJCA).
5. A measurer recognized by the appropriate NA (or NJCA if the NA has delegated its responsibilities) shall take the measurements in Part D and Part E. Note: In some countries the NA (or NJCA if that NA has delegated its responsibilities) may authorize the owner or sailmaker to take these measurements.
6. The completed Measurement Form shall be sent to the NA (or NJCA as in 3 above) who may issue a Measurement Certificate. (Note: This may be done by endorsing this form.)

NOTES

1. All measurements are in millimetres or kilograms.
2. Change of ownership invalidates the Measurement Certificate and the new owner should in his interest advise his national authority at once. In order to obtain a new Certificate, the new owner shall submit the information required in Part A together with the previous owner's Certificate.

PART A

OWNER DECLARATION

Name of Yacht _____ Fleet _____

Owner _____

Address _____

_____ Tel. No. _____

Co-Owner _____

Address _____

_____ Tel. No. _____

I undertake to race this yacht only so long as I maintain it in conformity with the Class Rules. I also declare that only sails, spars etc., which have been measured and found to be in accordance with the rules, will be used.

Date _____ Signature _____

PART B

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.5.3	Lead keel weight before assembly	415		435
2	2.5.4	Weight of standard yacht prior to delivery (excluding fixed options)	1200		1300

Sail Number _____ Date Completed _____

Hull number _____ Builder's Code _____

PART C

DECLARATION

To be signed by the LICENSED BUILDER after completing items 1 and 2.

I certify that this yacht (a) has been built in moulds obtained from the source approved by J Boats, Inc., (b) constructed according to the official plans, specifications, and J/24 Class rules, (c) has been built in accordance with the spirit and letter of the Class Rules and licensing agreement and (d) that the measurements in Part B were taken prior to delivery.

Name of Builder _____ Signature _____ Date _____

REGISTRATION BY THE NATIONAL J/24 CLASS AUTHORITY

To be signed by either (a) the National J/24 Class Association (b) the National Sailing Authority acting as the administrative body for one-design classes or (c) the International J/24 Class Association if a National J/24 Class Association does not exist.

I certify that (a) this yacht has been registered in the Official National (International) Class Register under the owner indicated in Part A above and (b) the builder is in good standing with the copyright holder and the International Yacht Racing Union.

J/24 Class Authority _____ Date _____

Name of Representative _____ Signature _____

J/24 CLASS ASSOCIATION

PART D

YACHT MEASUREMENTS*

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.1	Corner of transom to trailing edge of keel at hull	2991		3015
2(a)	3.3.1	Does keel comply with minimum faired dimensions of Plan C at Sections II and V?		YES/NO	
2(b)	3.3.1	Do you believe the keel complies with the minimum faired dimensions of Plan C elsewhere?		YES/NO	
3	3.3.1	Width of keel trailing edge in Section II-VI	3.5		
4	3.2.7c	If sink installed, is sink drain hull opening faired to lines of hull?		YES/NO	
5	3.2.2	Stem flotation mark located 1055mm down and around curve of stem from sheerline		YES/NO	
6	3.4.2	The depth of the rudder measured between the rudder tip and transom	860		890
7	3.4.4	Rudder flotation mark located 670mm from sheerline		YES/NO	
8	3.4.3	Standard rudder weight	11		
9	3.5.2c	Distance from forward face of mast to the stem at sheerline	2880		2910
10	3.5.2d	Mast chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
11	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted)			2800
12	3.5.6	Length of spinnaker boom including fittings			2895
13	3.5.2c	Distance between mast bands			8535
14	3.5.3b	Height of forestay attachment	8970		9000
15	3.5.3c	Distance between fixing points of the forestay	8595		8670
16	3.5.3h	Standard installed fixed spreader length	760		800
17	3.5.3h	Spreader sweep back distance	95		170
18	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle		YES/NO	
19	3.5.4n	One boom topping lift of wire fixed to masthead crane		YES/NO	
20	3.5.5c	Distance of 20mm boom band from mast			2970
21	3.2.5	Lifeline sag with 5kg weight			125
22	3.2.5	Lifeline stanchions in board of sheer in plan		YES/NO	
23	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
24	3.8 8.1.2 8.1.3	Fixed fittings and equipment located according to Class Rules		YES/NO	

DECLARATION To be signed by the OFFICIAL MEASURER upon completion of this section.

I declare that the measurements recorded above were taken by me, and that to the best of my knowledge and belief this yacht complies with the International J/24 Class Rules.

Location Where Yacht Measured _____

Printed Name of Measurer _____

Signature _____

Date _____

Measurer's Authority _____

Measurer's Phone Number(s) _____

*A National Authority may authorize owner to take these measurements.

PART E

SAIL MEASUREMENTS*

SAIL NUMBER _____

PROCEDURES:

All sails shall be measured in accordance with the I.Y.R.U. Sail Measurement Instructions, and the Measurement and Class Rules, in a completely dry state on a flat surface with tension adequate to remove all wrinkles adjacent to the measurement being taken, unless otherwise specified in the rules. Measurers shall mark with a "✓" those items which are within the tolerances. The year of sailmakers delivery and a reference number shall be stated for each sail. These identification figures shall be printed on sails. All measurements are in millimetres unless otherwise stated. *IJCA Sail Royalty Tags must be affixed as of November 1, 1981.*

ITEM	RULE	MEASUREMENT	MINIMUM	"✓"	MAXIMUM
		MAINSAIL Sailmaker's Name			
		Ref. Number			
		Year			<i>Royalty Tag No.</i>
1	3.6.7	Blue J/24 Emblem 305 x 610			
2	3.6.10a	Headboard			115
3	3.6.10b	Leech length			9170
4	3.6.10d	Width at $\frac{3}{4}$ ht.			1175
5	3.6.10e	Width at $\frac{1}{2}$ ht.			1980
6	3.6.10g	Upper/Lower batten length			605
7	3.6.10g	Interm. Batten length			660
8	3.6.10g	Batten width			50
9	3.6.10h	Distance to head or clew of nearest batten	1775		
10	3.6.10i	Lowest reef point from clew on leech	1000		
11	3.6.3	Window size either direction			1500
12	3.6.5	Corner reinforcements			756
		100% JIB Sailmaker's Name			
		Ref. Number			
		Year			<i>Royalty Tag No.</i>
13	3.6.11a	Width of the head			95
14	3.6.11b	Luff length	7845		8300
15	3.6.11c	LP	2785		2895
16	3.6.11f	Batten lengths			230
17	3.6.3	Window size either direction			1500
18	3.6.5	Corner reinforcements			749
		150% GENOA Sailmaker's Name			
		Ref. Number			
		Year			<i>Royalty Tag No.</i>
19	3.6.12a	Width of the head			95
20	3.6.12b	Luff length	8100		8460
21	3.6.12c	LP	4180		4345

*A National Authority may authorize the sailmaker to take these measurements.

J. 24

INTERNATIONAL CLASS ASSOCIATION

PART E

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
22	3.6.3	Window size either direction				1500
23	3.6.5	Corner reinforcements				753
		SPINNAKER				
		Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
24	3.6.13c	Leech lengths		7930		8130
25	3.5.13d	Centerfold length		8600		9600
26	3.6.13e	Half width of foot		2300		2600
27	3.6.13g	Half height half width		2540		2610
28	3.6.13h	$\frac{3}{4}$ height half width		1600		
29	3.6.8	Sail Numbers				
30	3.6.9	Sail cloth weights				

DECLARATION

I certify that the above mentioned sails conform to the measurements indicated and to the best of my knowledge to current Measurement and Class Rules. Reference numbers and measurer's initials are clearly marked on the sails and dated. Royalty tags are securely sewn on tacks of sails.

Printed Name of Sailmaker

Signature

Location Where Measured

Date

Sailmakers's Address

Phone Number

USJCA MEMBERSHIP APPLICATION FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending September 30, 1983.

Membership fee is \$20.00.

☐ This is a new membership.☐ This is a renewal. Computer No. on previous membership card _____

Enclosed is my remittance in the sum of \$ _____

I am a member of, or planning to join J/24 Fleet No. _____ In District No. _____

The name of my J/24 is _____

Her sail number is _____ Her hull number is _____

SIGNATURE _____

DATE _____

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION 645 CARIBBEAN ROAD SATELLITE BEACH, FL 32937

FLEET CHARTER APPLICATION FORM
(Minimum of 3 boats required)

FLEET CAPTAINS' NAME _____

ADDRESS _____

CITY _____ COUNTRY/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 _____	_____	_____
9 _____	_____	_____
10 _____	_____	_____

Members of the _____ fleet agree to abide by the International Class Rules, By-Laws of the National J/24 Class Association and the district of which the fleet forms a part.

FLEET CAPTAIN SIGNATURE

PRINTED NAME

DATE

DISTRICT GOVERNOR SIGNATURE

PRINTED NAME

DATE

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