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5	IJCA CHAIRMAN'S REPORT
7	FROM THE CLASS OFFICE
9	READERS' COLUMN
11	SAILOR PROFILE
17	MAINTENANCE
19	TUNING TIPS <i>Ned Lockwood and Larry Klein</i>
21	NOTICE OF RACE MIDWINTERS VII
22	ADVANCE NOTICES WORLDS VI AND VII
23	THE SUPER TUNED J/24 <i>Stuart Johnstone</i>
26	AN UNSINKABLE J/24 <i>Bob Melrose</i>
29	CRUISING ON LAKE MICHIGAN <i>Ned Lockwood</i>
35	J/24—BENCHMARK FOR PHRF SUCCESS <i>Bob Johnstone</i>
37	EUROPEAN CHAMPIONSHIP <i>Stuart Alexander</i>
40	WORLD CHAMPIONSHIP V <i>Francois Richard</i>
45	A GOOD TIME IN SAN DIEGO <i>David Little</i>
48	SAILING IN THE PAN AMERICAN GAMES <i>Hale Walcott</i>
50	UNVERIFIABLE MATTER <i>Harold A. Calahan</i>
53	DISTRICT FEATURE
55	NJCA NEWS
61	U.S. FLEET NEWS
70	CALENDAR OF EVENTS
71	CLASS ORGANIZATION
72	U.S. DISTRICT GOVERNORS
73	U.S. FLEET CAPTAINS
75	INDEX OF ADVERTISERS
76	REGATTA GUIDELINES
77	REGISTRATION/MEASUREMENT FORMS
81	MEMBERSHIP/MAGAZINE FORMS

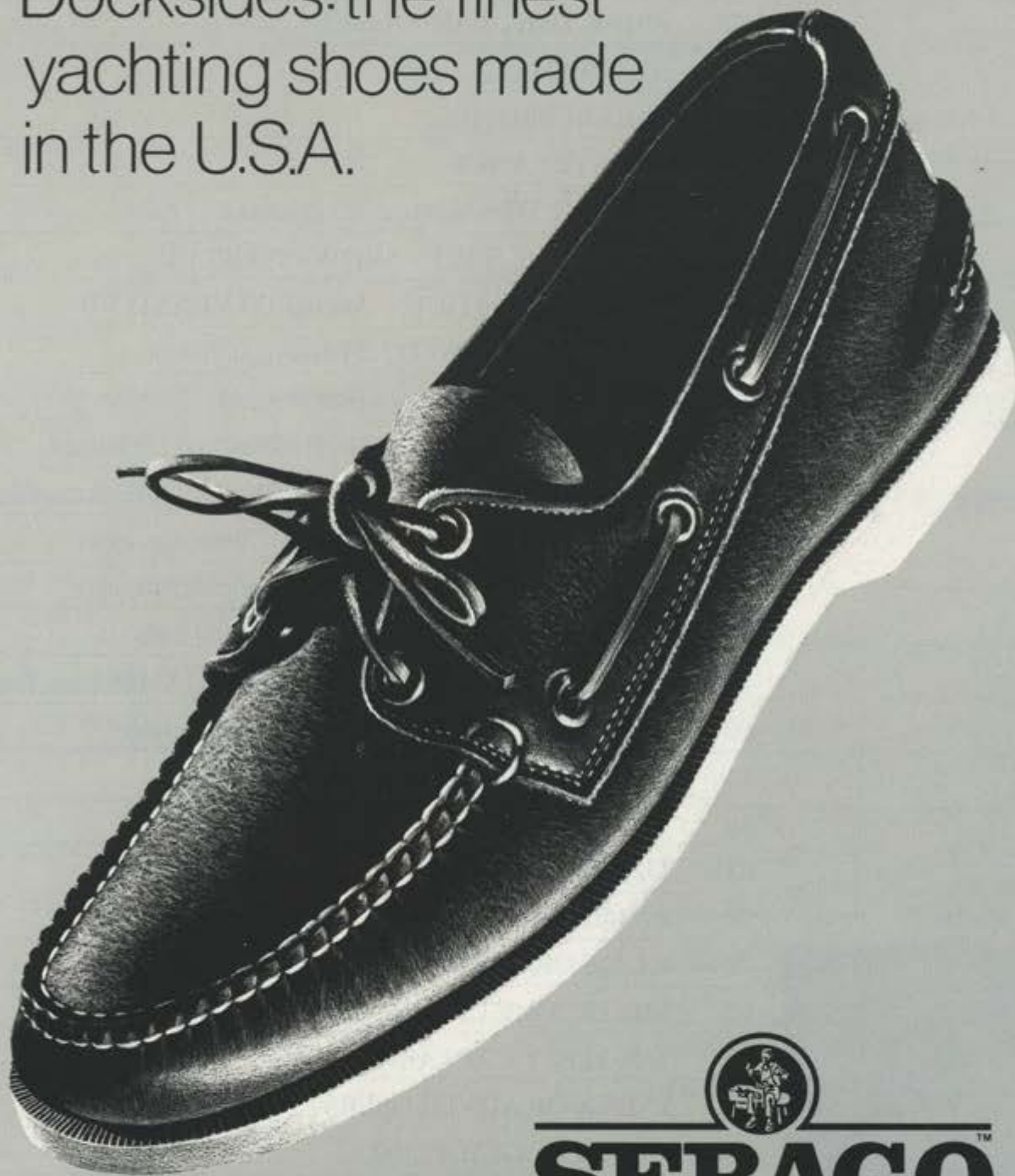


Cover Photo:

Bob Johnstone's Rabbit just around weather mark at 1983 World Championship V, followed by J. Lundberger's Teddy Bear of host country Sweden.
Photo by Francois Richard

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Bob Johnstone, IJCA Chairman, at helm.

As it turned out, the World Championship in Malmö was sailed in light to moderate conditions . . . never with the 100% jib and perfect for a crew of 4. Weighing in to meet the 325 kg. limit was done at registration and crews could eat and gain as much weight as they wanted thereafter. Most crews sailed with 4 aboard. Had there been no weight limit, we would have sailed with 5, just because everyone else would have . . . not knowing what to expect in winds. Robert Hopkins and Peter Isler mentioned this same defensive approach in jib selections (*Yacht Racing & Cruising* magazine): All they cared about was having the same sail up as everyone else, 100% or 150%. Their selection was not based on what they thought was right. If most of us think the same way, the 14 knot jib rule may make sense. And, it may help minimize the weight limit issue.

A change of the current crew rule and adoption of a weight limit may be impossible on a world level. Sydney, San Francisco and the Solent like the way the boat sails with five. Switzerland, Sweden, and Long Island Sound prefer a fewer number of light people, etc. It's very unlikely that the IJCA World Council will make any change next month in London unless there's a strong consensus. Right now we have as much consensus as we would on a vote to make all J/24's green.

There's nothing wrong, however, with local fleet or district or NJCA adoption of a jib or weight rule, if this were in the interests of most owners.

I would like to encourage all owners to take an active role in the future of the J/24 Class by writing their fleet captains with copies to their NJCA's on how they feel about the rules and what if any changes they would recommend.

The formula to limit the number of entries in the World Championship to less than 50 yachts, worked too well in 1983. One objective of the World Council will be to develop a formula for reaching the 50 boat fleet size, when countries don't use their

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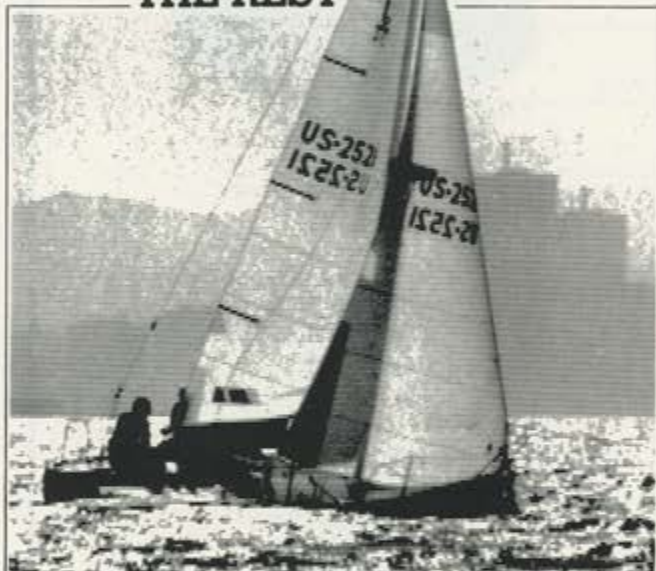
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entry quotas. Application of any formula will be easier if the entry deadline occurs 90 days before the event. And, the 90 day deadline will become more acceptable if qualifying regattas are held at least 6 months prior to the World Championship.

You know the Class is alive and well when 67 J/24's show up at the Buzzard's Bay Regatta, a three day event held August 5-7 at the Beverly Yacht Club in Marion, MA. The winner qualified for the 1984 Worlds in the U.K.

150 new J/24's were built in the first 6 months of 1983, with Japan and Italy accounting for 25 apiece. If the old ones would slow down a bit, or the new ones would speed up . . . Class numbers might multiply faster. But, it isn't happening. And, that's GOOD. Ed Baird stepped into a 1978 Westerly built boat in Sweden that had not been raced . . . and WON! We sailed a brand new U.S. built boat #3700, and Richard Hermon-Taylor and Bill Whitmore sailed a 3 year old U.S. built boat. Gunther Buerman sailed another 1978 Westerly boat and at times seemed faster than anyone. Magnus Olin was untouchable downwind. I asked Dave Curtis whether he wanted to sell "HJ" in Venezuela after the Pan American Games. His answer was "Yes, for \$25,000." The next answer was, "No, I don't really want to sell it." "HJ" looks like it's been through the wars. The mast is severely chipped. Dave says he's going to anodize it this winter. Added to the initial 30,000 miles of trailering, "HJ" logged another 6,000 road miles to San Diego for the North Americans and back to Miami to be shipped to Venezuela (another 6,000 ocean freight miles) and back. Familiarity helps build confidence. It's nice to see older boats doing well . . . because that means good one-design racing for many years to come.

There have been two developments which can improve just about anyone's performance on the race course: (1) The SAILCOMP digital compass which accurately averages upwind headings in memorable fashion to make the entire crew responsive to wind shifts, and (2) adjustment of shroud tension between races to insure that the shape of the genoa fits wind conditions. See Stu's article on the subject in this issue.

Bob Johnstone

Bob Johnstone
Chairman, IJCA



Dick Tillman, IJCA Executive Director, on Rabbit at Worlds.

Photo by Su Johnstone

Class Growth

The International Class continues to grow worldwide. Last year at this time there were ten National Associations reporting a total of 1641 members. This year there are 19 National Associations reporting a total membership of 2137. This is a 30% increase in membership and nearly double the number of countries involved. During this year new associations have formed in Germany (Reinhard Hipel), Holland (Ferdinand Costerman Boodt) and Peru (Alberto D'Angelo). A breakdown of membership by country for 1983 is:

U.S.	1476	Brazil	20
U.K.	110	Mexico	18
Italy	80	Argentina	17
Canada	75	Peru	16
Australia	60	Bermuda	14
Japan	60	Germany	7
France	53	U.S. Virgin Is.	7
Sweden	52	Holland	6
Switzerland	45	British Virgin Is.	1
Ireland	20		

Change in Fiscal Year and U.S. Class Dues Increase

The Class Association completed its short (9 months) fiscal year on September 30th. The new fiscal year for 1984 begins October 1, 1983 and ends September 30, 1984. U.S. Class membership dues for FY 1984 have been set at \$30. This increase in dues is the first since the Class was established in 1977. It is necessary to cover the expanded services the Class now provides and is more in line with fees charged by other international classes.

All current U.S. members should use the mailing card that came with this magazine to renew membership. Boat owners, co-owners, and helmsmen must be Class members to race. Please return the mailing card with your check to the Class Office, noting any change in name, address or fleet data. 1984 memberships are payable October 1, 1983 and delinquent on January 1, 1984. Each member will receive a 1984 membership card, transom sticker and window decal, and 1984 April and October issues of *J/24 Magazine*. The new transom sticker has a yellow border and may be placed alongside or under the 1983 red sticker.

Magazine Subscriptions For Crews

A new policy goes into effect for 1984 which will allow crews to receive the *J/24 Magazine* at a reduced cost. Class members may now order a magazine subscription for their crews or friends by completing the subscription form found in the back of this issue. The subscription includes both the 1984 Spring and Fall issues of *J/24 Magazine* for a total of \$10. Again, the magazine subscription is available only to crew and/or friends of a J/24 Class Association member (owner, co-owner or helmsman). All U.S. J/24 Class members automatically receive the magazine. Other NJCA's may continue to order magazines at the current rate of US\$7 per issue Air Mail, or US\$6 surface mail.

International J/24 Magazine

The number of news reports and photos coming in from NJCA's and U.S. Fleets, as well as solicited and unsolicited articles, is very gratifying. Your contributors are excellent, and are what make our Class publication of interest to so many. Please keep your articles coming, preferably in double spaced typed form, with black and white photos, color prints or 35 mm slides, if possible. Copy deadline for the April '84 issue is February 1. In reporting regatta results, use low point scoring (1 point for 1st, 2 for 2nd, etc.) in the following format:

POS	SAIL	YACHT	SKIPPER	HOMEPORT	1	2	3	4	5	TOTAL
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New Fleets

Five new fleets have been chartered since the April '83 Magazine went to press. Welcome and good sailing to:

- Lake Lanier Fleet 115—District 8
- Monterey Bay Fleet 116—District 20
- Kerr Lake Fleet 117—District 8
- Lake Mendota Fleet 119—District 15
- Puerto Rico Fleet 118 (NJCA forming)

District Newsletters

Several districts are publishing District Newsletters to cover their upcoming events, results of local regattas, etc. District 1 (Win Fowler), District 2 (Art Dufresne), District 19 (Jeff Fisher) and District 21 (John Beckman) are to be commended for their informative newsletters sent out during the past year.

Bacardi Gold Reserve Rum Sponsorship

Bacardi's presence at U.S. District events was very much in evidence and appreciated during the past year. Thousands of

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sailors competing in various District regattas had their spirits raised, thanks to Bacardi. Negotiations are proceeding to continue Bacardi sponsorship for fiscal year 1984.

Film—Sailing With Warren Miller

The 23-minute Warren Miller J/24 film is available for fleet, sailing association and club use. The film is 16 mm, full color, full sound, and narrated by Warren Miller. J Boats will distribute it to chartered J Fleets at no charge. They require a \$50.00 refundable deposit, and freight charges and insurance must be paid by the user. Requests for the film should be addressed to:

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This film is an excellent way to get the J/24 message across to new boat owners or prospective fleet members.

J/24 Regatta Guidelines

Guidelines for District, National and World Events have been established for use by regatta organizers to insure high standards and uniform racing conditions at J/24 regattas throughout the world. These guidelines are reproduced on page 76. Please observe them when organizing your regattas. A sample Notice of Race and Standard Sailing Instructions are available upon request. Mailing labels can be obtained for fleets, states or districts at a minimum cost.

U.S. Plan For World Championship Qualification

The USJCA Executive Committee, under District 2 Governor Art Dufresne's leadership, has adopted a plan to qualify the eight U.S. allocations (9 if total membership reaches 1500 members) to World Championship VI at Poole Bay, England, September 29-October 6, 1984. Using five regional events plus the 1983 North Americans, and the 1984 Miami Midwinters, the qualifications slots are as follows:

North Americans	2	N.A. Championship, San Diego, June 1983
Northeast Region	1	Buzzards Bay Regatta, Aug 1983
Great Lakes Region	1	Great Lakes Championship, Aug 1983
Southeast Region	1	Stone Crab Regatta, Clearwater, Oct 1983
Southwest Region	1	Southwest Championship, Dallas, May 1984
West Region	1	Western Regional, Alamitos Bay, May 1984
Midwinters	1-2	Midwinter Championship, Miami, Jan 1984

At press time, Dave Curtis and Bruce Golison have qualified from the North Americans, and David Nicoll qualified at Buzzards Bay. The system outlined above is designed to allow competitors adequate planning time for the 1984 World event.

Notice Of IJCA Annual Meeting

The third annual meeting of the International J/24 Class Association (IJCA) World Council will be held at 1000 hours at the Royal Thames Yacht Club, Knightsbridge, London, on Friday, November 11, 1983. Presidents or representatives of all National J/24 Class Associations are encouraged to attend this session. It precedes the IYRU Annual Meeting in London, November 14-18.

Office Hours

The J/24 Class Office hours are Monday through Thursday, 9:00 am to 5:00 pm Florida time, and till noon on Friday. Address all mail to J/24 Class Association, 645 Caribbean Rd., Satellite Beach, FL 32937, USA. Telephone (305) 773-4141. Telex messages will be received through J Boats, telex number 710 382 1221

Rules Enforcement

Dear Mr. Tillman and J/24 Magazine:

After sailing in the Edgartown Regatta this July, I decided to take a look to see how many of the boats in the fleet of 18 were not members of the IJCA. I was surprised to see that 8 of those boats were not members. The following weekend, the District II Championships were held at the Hyannis Yacht Club, and again some of the boats racing were not members. The week immediately following Hyannis was the Buzzard's Bay Regatta, a regional qualifier for the J/24 World Championship, and again there were boats competing which were not registered with the IJCA or any National Association of J/24's. I am wondering why this happens.

It occurs to me that there are several possible reasons why non-member boats and skippers who are prohibited from racing under Rules 2.5.7 and 2.5.8 are out there racing in these competitions. I look to my own behavior first. I don't want to be one of those rotten guys out on the water who protests some boat for a "petty class rule violation". I am completely willing to protest a competitor for violation of sailing rules, i.e. a port-starboard situation, but the other seems so petty and small minded. Second, I didn't believe I had the time or the responsibility to check to see that each competitor had his decal in place or his horseshoe lifering on deck as prescribed by the rules. This summer has changed that attitude.

I protested one boat for violating rule 8.3 and another for violation of 8.1.1. I subsequently discovered that neither boat was aware that they were violating any rule and on further checking discovered that neither boat was an association member. In a non-protest situation, I suggested to a competitor that he did not have his horseshoe lifering and drogue on deck as required by rule 4.1.8. He then proceeded to make a very salty comment to me about my insistence on class rules. I later discovered that he too was not a class member.

What can be done? It seems to me that the first thing is that sponsoring yacht clubs should be more effectively informed about IJCA Class Rules, and they should be given help by association members to see that they are enforced. All owners and or helmsmen should be required to show their NJCA or IJCA registration card at the time they register and an inspection

should be made of all competing boats to determine that the decal is in place as required by 2.5.8. This process could be made easier with the assistance of district and fleet officials who could aid the sponsoring club in making the checks.

A district, fleet or local sailor could be authorized to collect registration forms and fees to allow non-members to join prior to a regatta or event. This would help to eliminate the problem of the boat that has come a long way to sail in an event, and then is told that he will not be able to compete because he is not a class member. It will also assist in increasing the strength and size of the IJCA.

The final level of enforcement is up to the racer on the course. Just as any one of us would protest someone for using a mylar genoa or light air spinnaker sheets, or for illegally stowing his outboard motor on the cabin sole above the keel, so should we be willing to protest a boat for failure to register with the class. Many might claim that failure to register does not affect the boat's performance, and they would be correct. It has been my experience, however, that people who do not observe one of the class rules, do not observe others. Which of the class rules is too small or insignificant to be observed? You will be assisting your entire fleet and the class as well as yourself by protesting the registration violation.

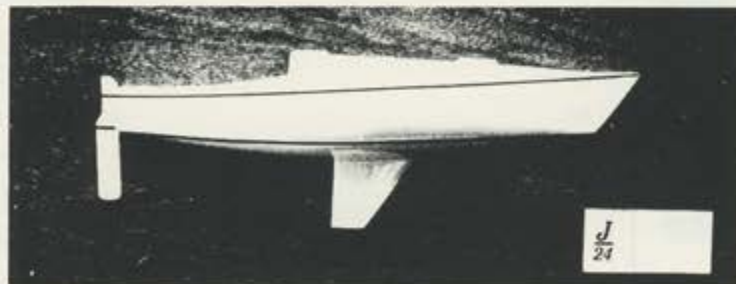
I plan in the future to work with the Edgartown Yacht Club, and other clubs in the area to check the registration of boats entered in local events. I will appreciate any assistance which the IJCA can render. Hopefully, by greater insistence on this rule and increased involvement by local sailors, I will not have to file protests for rule violations of which some non-member skipper was unaware.

Sincerely yours,

Lowell B. Copeland
Jubilant-A.B.J.

Keel Analysis

Listening to the experiences of the local sailors that went to the World's in San Francisco talking about keels, and noticing that the top three boats in my fleet in the early races of the season all



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had refaired their keels to the class minimums, I decided that I would see if there was any correlation between keel shape and the performance of the boats at the North Americans in San Diego.

The method used to check the keels at San Diego basically used a U shaped template made to the minimum maximum thickness for the section being checked. The location of maximum draft was marked on both legs of the U. A standoff on the front of the U established the vertical location of the section being checked. This method was very quick, but did not allow observation of the total keel shape; however, it did facilitate keel thickness measurements, establishment of draft location, and provided a qualitative indication of the port-starboard keel symmetry.

After checking a couple of keels it became obvious that there were significant differences in the keels. The maximum thickness varied by over half an inch, and the location of maximum draft varied between 28 and 40 percent of the chord length. Additionally, several boats exhibited unsymmetrical draft location between port and starboard sides of the keel. The trailing edge thickness varied between .147 and .544 inches. On about ten of the boats that appeared to be very close to the class minimums I asked the owners if they would like to see how their keel profile compared to a set of precision templates made to the class rules. The top three boats all had keels that were extremely smooth and fair, with maximum draft at the exact location of the class rules. Two of the top three boats were at the minimum thickness and the third was less than 5/32 of an inch over the minimum. Although none of the first three boats had a trailing edge at the minimum, two were significantly thinner than the fleet average.

Having previously measured several Tillotson Pearson keels to determine the factory profile and concluding that it varied significantly depending on when the boat was made, determining how well a "factory stock" keel finishes requires making an assumption as to what "stock" is. From previous experience and from talking with entrants with obviously thicker keels, the factory boats appear to be approximately half an inch fatter than the class rules allow. Using this as the definition of a "stock boat", the best finish of any boat in a single race was fourth. The best overall finish in this regatta was eighth.

I'd like to thank the race committee for all of the assistance that they provided in helping me obtain the measurements and still have the measurement proceed rapidly. Anyone who would like a printout of the data on the keels at the San Diego North Americans can request it by sending a stamped self addressed envelope to: Larry Leistiko, 10210 Queen Avenue So., Bloomington, Minnesota 55431.



Photo by Francois Richard

Ed Baird was interviewed during a 24 hour stop over between the San Diego Pre-Olympic Regatta, in which he raced a Soling, and Miami for departure to Venezuela, where he competed in the Pan Am Lightning Class event. John Weber is the Editor of *Sailor's Gazette*, well known sailing news magazine of the Southeast, and lives in St. Petersburg with his wife Marcia and two sons.

Ed Baird Interview

by John Weber

"He's smart. He has the ability to self-coach himself which very few people have, ability to look at himself and say, 'here's what needs to be done,' and sets up a program to work on it and does it. He has the motivation; most people don't. Most people need a coach to look at them and tell them. Ed can do it himself, that's why he's a good teacher and you'll find anyone who can teach well will become good because they can see what needs to be done."

Dave Perry, himself a USYRU instructor and noted sailor, made these comments about Ed Baird at St. Petersburg last winter during an intensive training program for Soling crews who were ranked as Olympic team prospects. Both Perry and Baird were participants in the clinic and continue as rivals for the one U.S. Olympic team selection in the Soling Class.

Perry's perception of Baird's success on the race course has been obvious to Florida sailors who have watched Baird's progress over the years, from his start in Optimist Prams at the St. Petersburg Sailing Center to his World Championship in Laser and J/24 classes.

Baird entered J/24 Class competition last December at the Midwinters, his first serious racing in the Class. His intent was to seek out the best competition possible, to hone his overall sailing skills as an aid to becoming the United States' best Soling skipper and thus qualifying for the '84 Olympics. Baird won the Midwinters, added the 1983 J/24 World crown, and is the Lightning Class entry in the '83 Pan American Games.

Baird was interviewed immediately after the '83 Pre-Olympic regatta at San Diego (where he lost the regatta on a controversial protest by Perry) and before participation in the Pan Ams.

In the J/24 Midwinters, you took a stock boat and whipped a blue-ribbon fleet. How did you analyze what the boat needed for max speed and how did you implement these changes?

The boat was two years old and in very good condition although no work had been done to deck and hull. From crewing on Js I knew what was a good deck layout, so we spent two days redoing the deck to make all the spinnaker controls lead to the foredeck crew in terms of halyard, foreguy, topping lift, etc., and getting the crew out of the stern since the J has a problem with riding transom-down.

We also moved the winches forward in the cockpit for easier trimming so the mainsheet would not get in the way of the winch handle when rounding the leeward mark. We brought the backstay into the center of the boat instead of the sides so we would not have a problem of running out of backstay line on either tack. The mainsheet was put on a center cam cleat separate from the traveler so when trimming in light conditions the traveler would not move.

We replaced many lines that were worn, checked all the rigging, cut the mast off as short as allowed, and made the forestay as long as possible for maximum rig. We then placed the mast on the step so as to have a moderate amount of J so we could either straighten the mast or bend it more with the use of mast blocks. We chocked the mast side to side, and fixed the spreaders at maximum forward position to help stiffen the mast for windy conditions. We put foot braces on the side decks, and a longer tiller extension to allow me to sit at the front of the cockpit while steering the boat.

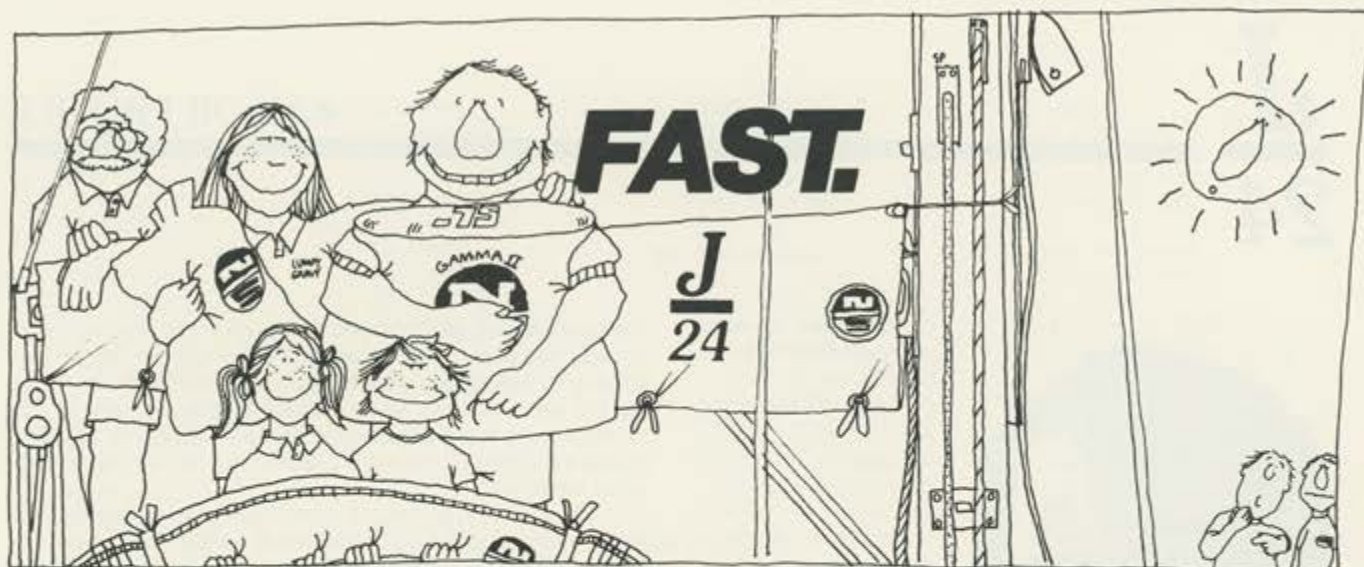
Lastly, we spent a major amount of time making the keel smooth with very rough sandpaper, filler and sealer paint. We did nothing to the hull or rudder. If we had had more time we may have made the rudder thinner aft as it was very large as was the keel in the after sections.

Based on sailing in the Midwinters and Worlds, have you been able to spot some common mistakes in boathandling and tuning among the competitors, things that they could work on to improve their skills?

Some of the common mistakes that I've noticed in the J/24 class include overtrimming the jib to the point where it touched the spreaders, and overtrimming the main especially to the point where the top telltale on the top batten is stalled. These two things really make you go slowly.

Another area where people have problems—and this is still in boat speed—is in the heel of the boat. I feel that most people are sailing with their boats heeled over too much. The J seems to enjoy sailing flat. The helm feels terrible when you're doing that, but the boat goes very quickly. Other than that, I think one of the major things we learned in Miami and Sweden is that a J can be pinched very easily—even with a slight luff in the jib or at least with the telltale pointing up all the time in the big genoa in most breezes—and go every bit the same speed as everyone else and point higher.

We found many times that we went fastest when I turned around and looked at the boats sailing behind us because I was sailing according to the heel and the shoreline with the other boats and not watching the jib. When not watching the jib, I would tend to steer with the telltales pointing straight up on the windward side and with maybe a small luff in the sail, and we would be going very fast. Most of the sailors in the class are able to do this and I feel that this was one of the most important boat speed advantages we came up with—this technique of steering very high in moderate breezes and smooth water.



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Another mistake I felt people were making was keeping their shrouds very tight. This meant having to tighten the headstay too much when using the backstay to make the main look good. The jib, especially the small jib, is not overly powerful and when the boat is not in an overpowered situation, easing the headstay by means of shroud tension is important to give the jib power. When you are in the upper range of each of the four sails, it is OK to have a tight headstay, but when you are in the bottom range, under marginal conditions for the small jib, or lighter airs for the 150, a fair amount of headstay sag needs to be achieved while not making the mast go straight. So looser shrouds, especially lowers, will allow the mast to bend fore and aft easier, so that less backstay will be needed to make the main look right. This will allow you to still have headstay sag and keep the jib powered up.

When we started sailing the J with me steering, Larry Klein on the foredeck, Tucker Edmondson trimming and Rod Johnson in the middle, we knew that if anything our biggest problem would be boat handling. We didn't have much time to practice boat handling and therefore were a bit worried about working together well as a team.

We spent three days in St. Petersburg and one day in Miami practicing our boat handling maneuvers. Spinnaker sets, jibes, takedowns, as well as tacks. At first we were pretty bad, but since we knew what we were trying to achieve—a good roll without hanging onto the shrouds and a good flattening down of the boat on the new side, at the proper time—the tacks began to come together rather quickly.

The difficult part of tacking was skirting the jib. Normally, I'd stay on the leeward side after the tack. After easing the mainsheet slightly, I'd slap the lifelines hard with my forward hand which would allow the jib skirt to come over the stanchion while the trimmer was cranking the winch. This would keep him from having to go through two steps to get the jib end of the sheet and getting the skirt over the side and sheeting some more. It also eliminated having a foredeck person to leeward after the tack which would be very detrimental since that is the widest part of the boat.

Did you approach sailing in the Worlds in Sweden as you did the Midwinters at Miami?

At the Worlds we did much the same thing with the J. We took a boat that was virtually new and stock and sailed it as fast as anyone else over there by spending some time working on the keel, rudder and hull, smoothing them down, fairing the keel a bit to make it a better shape, and setting up the deck so it was easier to perform the boat handling maneuvers.

We felt we were not quite as fast at the Worlds as we were in Miami, mainly because we found the European mast to be much stiffer than the North American mast, causing us to have a bit too full a mainsail most of the time. We just weren't able to get enough bend in the mast and still have the headstay sag properly to fit our mainsail. In the Midwinters with a bit flimsier mast, we were able to fit the Boston sails we were using perfectly and felt we were really going fast there.

The only thing we were not ready for at the Midwinters was starts. We hadn't raced the boat at all so we didn't know exactly the characteristics of acceleration that we would need to know to get a good start. Fortunately, we had a couple of recalls early in the series and were able to get a little practice in this area. Starting in the Midwinters was not overly difficult as there was a fair sag at nearly every start and we were able to get right on the line and get clear of the other boats.

At the Worlds, I sailed with a totally different crew except for Larry Klein, including Danny Miles and Stefan Pilotti, both from Sweden. In fact, Stefan, the boat owner, had only raced a few championships prior to this Worlds and was, I think, not quite prepared for what we were about to do to his boat or the fact that



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we would be winning the Worlds. But he did a super job and really enjoyed himself along the way. Danny was the jib trimmer and the teacher of all of us about keeping the boat going fast. He did a superb job of running the cockpit and trimming the sails to keep us going as fast as possible at all times. Larry was in charge of general sail shape and how it came from the loft. Larry and his loft, Boston Sails, had made some spectacular sails for us, especially the light genoa and downwind spinnaker.

We spent a fair amount of time monitoring how we were going and checking our sail trim to be sure we were as quick as we could possibly be. At the Worlds, we really didn't have any local knowledge but we studied hard while the other people worked on their boats. We arrived at the championship 10 days early and worked five days on the boat and four days practicing and training on the water and learning about the local conditions.

The thing that was probably more important to us on the water was the current and its direction and velocity on different parts of the course. Also, we studied very hard for the coastal race—which became apparent as we came to the weather mark, the first mark of the race. We were virtually tied for the lead with two other boats and we were the first to sight the marker, allowing us to round with a small lead and increase it on the run from there.

The European markers were very different from what we'd ever seen, so we spent a lot of time familiarizing ourselves with their shapes and sizes. Other than that, we just kept our eyes open and everybody on the boat spent a lot of time looking around and checking for weather changes of which there were several during the championship. Having three pairs of eyes

other than my own searching the horizon and three other minds thinking ahead for situations that might come up soon really made my job easier. I spent my time concentrating on the compass, boat speed and waves and let the other guys decide what we were doing tactically and what the weather and current were doing to us on the course.

We put a real serious team effort into winning the Worlds and I felt that we were probably more prepared than most of the other sailors who arrived at the last minute. This was enough of an edge for us to overcome our newness to the class and sail as fast as the other top boats.

Has sailing the J helped prepare you to do battle in Solings, to get you ready for a U.S. Olympic berth?

In the J/24, we were fortunate to have excellent boat speed. Sailing in the Midwinters and Worlds really gave us confidence to know that with good speed, picking the correct ways to go and sailing a tactically sound race is much easier. It gave us the drive to achieve that in the Soling where we have been at the top of the class in speed but not the best. Recently, we feel we have made major gains in our speed program in the Soling and are going as fast as anyone in the world right now. Racing Js is every bit as competitive as sailing Solings. The J Class is filled with extremely aggressive and competitive people, so every minute all around the course was a great challenge and did help to improve our skills both mentally and physically even though the things we were doing on the boat—boat handling-wise—were a bit different than they were on a Soling.

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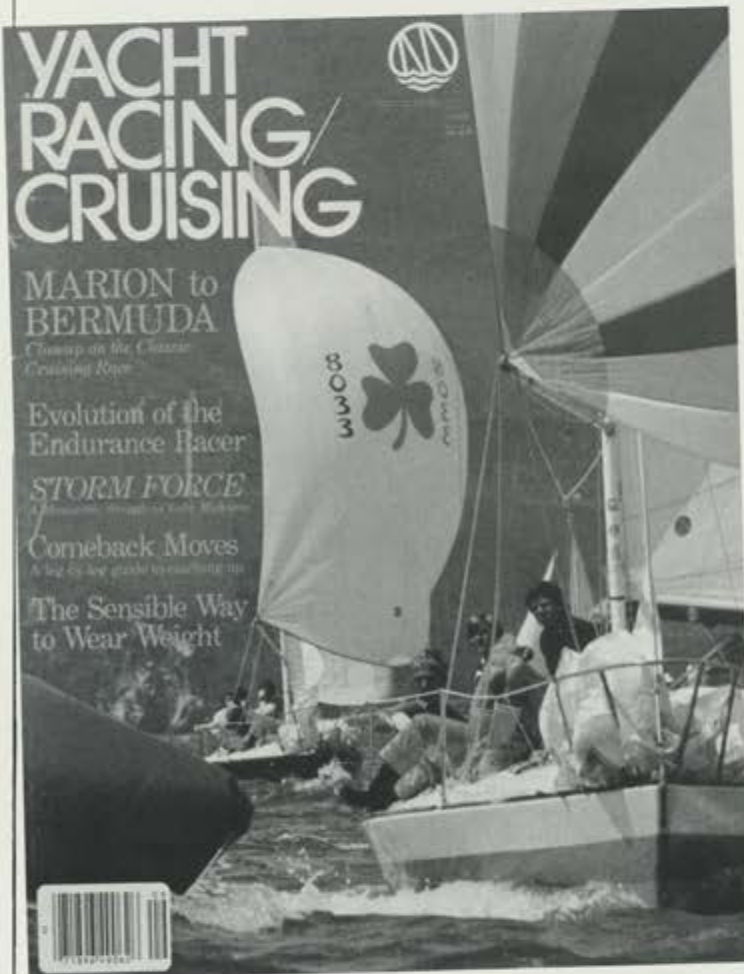


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Keel

Sanding the protective epoxy paint of the keel is not recommended. The factory goes to the expense of applying this coating to protect the keel and fairing materials to prevent water penetration.

If you are compelled to fair the keel, be sure to reapply an epoxy coating before applying the bottom paint.

Chainplates

One of the most neglected maintenance spots on a J/24 is the chainplate covers. At least once a year the main shroud chainplate covers should be lifted, the old silicone removed, and then fresh silicone generously and thoroughly applied around the chainplates. Be careful not to overtighten the holddown screws to prevent stripping the glass deck.

Mast leaks

A fair amount of water can be prevented from entering the boat by filling the mast luff groove with silicone at the mast chock area up to the top of the mast boot. You may want to run a fine bead of silicone around the top of the mast boot.

Traveler

Tillotson-Pearson is using a better traveler track and wooden support bar fastening system which we recommend older boats to retrofit to. The system thru-bolts the traveler track and support bar together at each end with a 1/4"-20 x 4" fh ss bolt. The hole in the track needs to be reamed to 1/4" and countersunk to accommodate the head of the bolt. It's important for long life of the wood to thoroughly bed the components with silicone.

In General

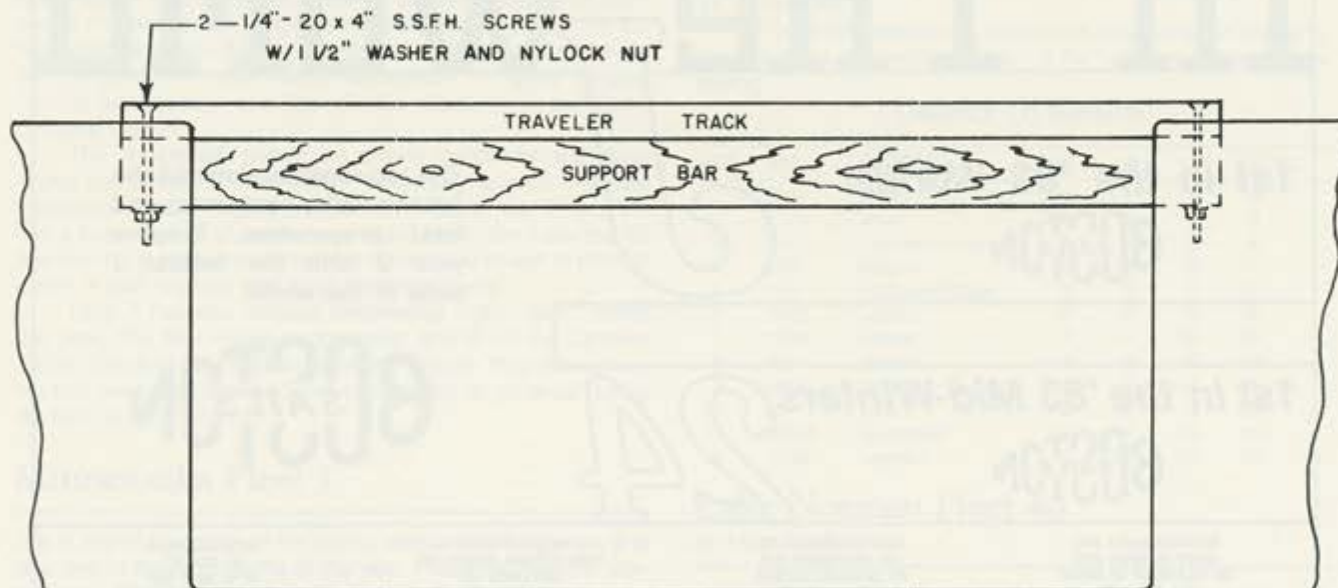
Reprint from Volume 9

1. The bulkhead reinforcing kit is NOT FREE under any circumstances.
2. Bulkhead replacement is warranted only after a proper survey and photographs are forwarded to Philip Piffard, Customer Service, Tillotson-Pearson, P.O. Box 60, Warren, RI 02885.
3. The traveler support bar is not teak as many owners assume. It is ash and requires maintenance annually. Some have had a problem with the traveler support bar rotting out at the bolt holes at either end. To prevent or repair this, take the traveler off, check for rot, and refinish the wood. Either re-bed both bottom and top of end bolt holes, or through bolt the aluminum traveler and wood support bar at ends, to deck.
4. When telephoning Tillotson-Pearson, please have hull number ready. Tel. (401) 247-1050.
5. When ordering parts, allow at least one week for delivery or pay extra shipping cost for Emery Express overnight delivery service, C.O.D.
6. All out-of-country orders for parts must be prepaid in US dollars, including freight.
7. For all mast problems call Don Zimmer at Kenyon Marine (203) 453-4374.

Rudder Pintles

Reprint from Volume 9

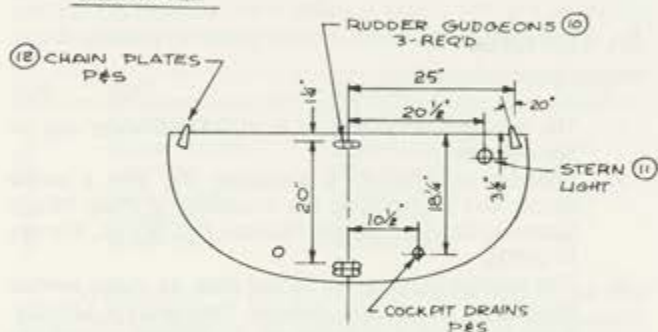
There has been a fair amount of confusion over the new rudder pintle system. As most J/24 owners and dealers know, a much improved pintle system was introduced in 1981. It consists of two pintle straps, an upper and a lower, to be mounted on the rudder.



The new style has a hole rather than a pin, which lines up with the holes in the two pairs of gudgeons on the transom. The six pieces are held in place with two separate heavy stainless steel pins.

The old system had three gudgeons on the transom, one upper and two stacked one above the other for the lower pintle.

OLD STYLE



TRANSOM LAYOUT

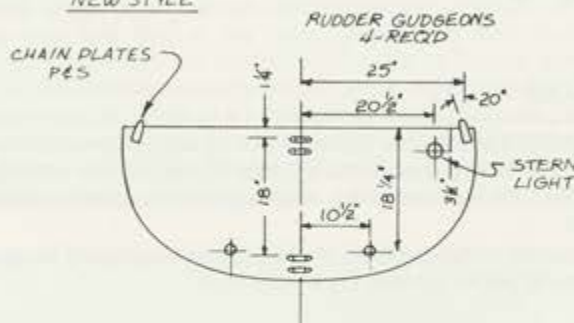
The gudgeon size may be the same as the present system or it may be smaller if the boat is quite old.

The old style pintle system is no longer available. If an owner wishes to replace his old rudder pintle system, there is an update package available from Tillotson-Pearson for \$62.00. This includes the two new style pintles with separate securing pins and one gudgeon. The one new gudgeon is added to the top set below the existing gudgeon the width of the pintle strap. The two gudgeons at the bottom must be separated by moving the top one up the width of the new pintle strap.

If the boat has the older, smaller size gudgeons, then the

owner will need three more gudgeons as well to replace the existing ones. In this case he should order a complete set costing \$82.50, which includes two new style pintles, two securing pins and four gudgeons.

NEW STYLE



TRANSOM LAYOUT

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

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

Refer questions to Philip at Tillotson-Pearson, (401) 247-1050; TX 230 952 134.

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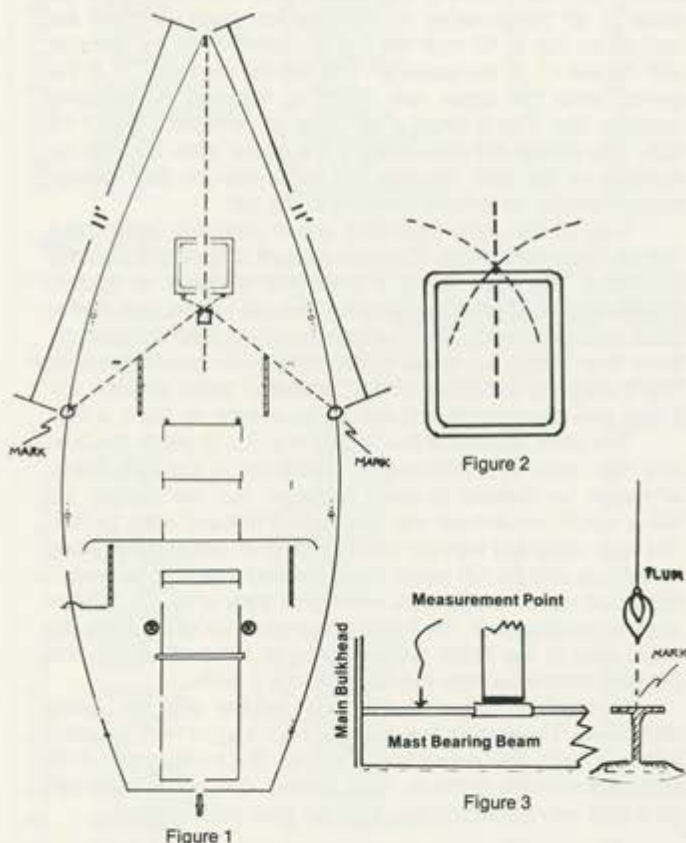
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Centering The Mast

by Ned Lockwood

One of the most important things on any boat is the lateral location of the mast (at deck level and at the step) in order to achieve a decent tuning job on the rig. The partner location on a J/24 could be off the center line as much as 3/8 inch. Also the I-beam location could be off. In order to have the mast in both locations as true as possible, I suggest the following procedure before stepping your mast for next season.

Measure 11 feet aft from the center hole at the jib tack and mark with an ice pick through a small piece of white tape (see Figure 1). These points should be equidistant from the hull's outer skin. Then measure from these points an equal distance to the front part of the mast partner. Use these two arc intersections as your mast center deck location (see Figure 2).



Then, with the boat in the water and no gear or people in it whatsoever, drop a plumb bob from the arc intersections on the deck to the I-beam, to find the center location on the I-beam for the base of the mast (see Figure 3) and mark it. Scribe a center mark in the base plate of the mast, then line this up with the plumb bob mark that you placed on the I-beam.

Once you have centered the mast on your J/24 you are ready to tune your mast and thus achieve maximum sailing efficiency.

Ned Lockwood is owner/manager of Shore Sails Great Lakes.

A J/24 Tuning System

by Larry Klein

The main object of our tuning system for the J/24 is to provide a wide range of effectiveness for both the 150% Genoa and main-sail. Plenty of power in the 150 is necessary in underpowered conditions. To make the sail fuller requires headstay sag. Depowering the 150 in overpowered conditions requires a straighter headstay. The J/24 150 must go through a very wide range in comparison to other boats of the same size because of Class sail restrictions. So one needs to adjust the rig around a single headsail rather than change to smaller, heavier sails as the wind increases.

All tuning systems face this problem. The way we deal with it is different than some other systems and we think, provides a wider range of adjustment and a more forgiving, easier to steer 150. We change shroud tension and mast partner "blocking" for different wind strengths. We pin the spreaders forward so the tip to tip measurement to the back side of the mast is 110mm. This is very close to what the new stock masts have. But the older type spreader bracket allows the spreader to move aft sometimes so far that the tip to tip exceeds the legal limit of 160mm. We have found the best way to pin the spreaders in this case is to install a second bolt through the bracket and spreader and to fill the bracket around the spreader with epoxy or a hard polyester resin like Marine Tex.

The reason we keep the spreaders forward is to provide "pre-load" on the upper shrouds. In other words, if you look up the shroud to its intersection with the mast, you will see the



Larry Klein and Ed Baird prepare to launch at Worlds in Sweden.

Photo by D. Tieman

shroud pulled forward of a straight line. This pre-load holds the mast aft as the shroud loads up (through wind pushing on the sail or tighter turnbuckles) and makes the mast stiffer. This allows more backstay tension to be used for a given amount of mast bend, transmitting more tension to the forestay, keeping out headstay sag and undesirable fullness in the 150 as the wind increases.

In light air (up to 8-10 mph) we want headstay sag. A fuller 150 gives the boat both speed and higher pointing ability in these conditions. Because the shrouds are pre-loaded and swept aft of the mast, they must be eased for light air. In fact, in both the 1983 Midwinter and Worlds we sailed the light air races with the lee shrouds hanging just loose. By easing the shrouds it is not necessary to pre-bend the mast by pushing forward at the partner. As the wind increases, we increase shroud tension up to around 1200 lbs. No more than this is needed, even in winds up to 18-20 mph with the 150.

With no pre-bend pushing forward and pre-loaded shrouds we can limit headstay sag well enough to be able to build the 150 a little fuller in both camber and entry for better light air performance. This is the basis of our rig tune. We also feel it necessary to put in as much mast rake as possible by making the headstay maximum length and cutting off the bottom of the mast. We place the mast butt in a position that puts the mast at deck level in the middle of the "J" measurement tolerance. This is usually very close to the stock position. We use one removable mast partner block 1/2" thick. In light air the block is removed to promote the mast bend and forestay sag. In overpowered conditions (over 12 mph) we put in the block to stiffen the mast and straighten the headstay.

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So, with the combination of shroud tension and the mast partner block we go from a flexible mast and sagging headstay to a stiffer mast and straighter headstay. Although we try to have the lee shrouds tight when the boat is overpowered, we have been caught with them loose in 15-18 mph and have had very good speed.

Our range of adjustment on the upper shroud turnbuckles is about 8 full turns from 0 mph to 18 mph. We adjust the lower shrouds to keep the mast straight sideways. We also make sure that our backstay is loose when the adjuster is eased.

We have the backstay eased until the tiller is loaded with weather helm. The J/24 likes the main full and twisted. So we bring the traveler to weather, the boom on centerline and trim to keep the top telltale flowing about half the time. We never let the traveler down below center as the wind increases. It is important to have a fixed mainsheet pedestal with cleat so you can play the mainsheet over waves and in puffs with traveler centered and the vang on. Adjusting the traveler is not fast enough.

We trim the main boom in the center until maximum backstay is on. Then we pull the vang on tight, using hand power only (no winch) and play the mainsheet to keep the boat flat. We use just enough Cunningham to remove wrinkles. The outhaul is eased in light air so the shelf is half open. In over 8 mph winds we close the shelf.

We look at the genoa lead as an outhaul for the foot of the 150. In light air we have it forward enough so that the genoa is almost, but not, touching the lifelines with the leech trimmed about 3" off the spreader. As the wind increases we move the lead aft so that in 18 mph the foot is curled up on the shrouds with the sail 4" off the spreader. This flattens the lower 1/3 of the genoa while the upper two thirds is flattened by reducing headstay sag. This is about a 10" span of movement from 1-18 mph. You should drill extra holes in the genoa track for finer adjustment of the lead. As with the main, we use just enough halyard tension to remove wrinkles in the luff.

Two of the most important speed affecting items have nothing to do with tuning. They are amount of heel, and steering technique. We have found it extremely effective in light to moderate air to sail the boat very flat. We use just enough heel to put in a touch of helm. This is where maximum rake is important. More rake allows you to sail flatter for a given amount of helm. This is also why a mainsail with a "powerful" leech works in a J. It may feel uncomfortable to sail so flat in light air, but it is fast.

The other technique that is fast in a J is to pinch the boat very high, even in underpowered conditions. At the Midwinters, whenever we needed to pinch someone out, our skipper, Ed Baird, would turn around and look behind him and steer by feel. The boat would sail with the inside telltales on the genoa sticking straight up and the luff would show the beginnings of backwind. We would sail at least as fast and higher than when the telltales were streaming back. By looking backward he didn't have the visual clue of the inside telltale saying to head off. Again, this pinching technique may feel strange, but it works.

Remember that different sails require different tuning techniques. The system I've outlined here may or may not work with your sails. That depends on their cut. But a willingness to do some adjustments to the rig, mast partner, and genoa leads can go a long way in helping you improve your performance.

Larry Klein is the Sales Manager at Boston Sails, Mt. Clemens, Michigan. He has won the Thistle Midwinters twice and the Highlander National Championship five times. He was a 1974 Collegiate All American, and more recently won the 1983 J/24 and Lightning Midwinters sailing with Ed Baird. He is currently campaigning a Soling with Ed Baird for the 1984 Olympics, and as his crew was instrumental in Baird's victory at the J/24 World Championship V in Sweden.

Midwinters VII January 2-7, 1984

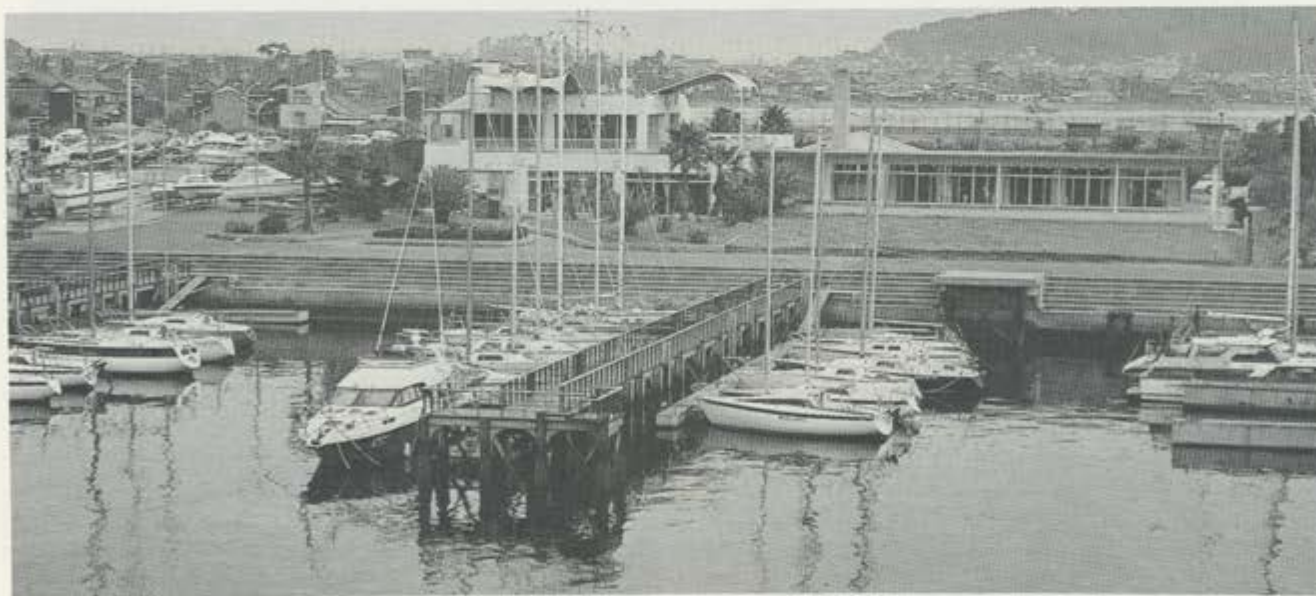
Site	The 1984 Midwinter Championship will be held on Biscayne Bay, Miami, Florida. It will be sponsored by the Orange Bowl Regatta Committee, Michelob, and Bacardi Gold Reserve, and hosted by Coral Reef Yacht Club.		
Rules	The Championship will be governed by the racing rules of IYRU, the prescriptions of the USYRU, the current rules of the International J/24 Class and the sailing instructions.		
Administration	The Regatta will be conducted by the Coral Reef Yacht Club Race Committee.		
Eligibility	The Championship will be open to 1984 members of the J/24 Class Association. Membership cards, transom stickers, and sail royalty labels are required.		
Schedule	Jan 2	Mon	0900-1700 Launching and Measurement at Crandon Park 0900-1700 Registration at Coral Reef Yacht Club. Tune-up Race (if possible)
	Jan 3	Tue	0900-1700 Launching and Measurement at Crandon Park 0900-1600 Registration at Coral Reef Yacht Club. Tune-up Race (if possible) 1700 Skippers' Meeting at C.R.Y.C. (Attendance mandatory) Free Cook-out, Burgers & Beer, Cash Bar
	Jan 4	Wed	0900 Warning Signal Race 1 Daquiri Party following day's events
	Jan 5	Thurs	0900 Warning Signal Race 1 Free Beer and Cash Bar following day's events
	Jan 6	Fri	0900 Warning Signal Race 1
	Jan 7	Sat	0900 Warning Signal Race 1 Haul out following race 1800 Cocktails 1900 Buffet Dinner and Trophy Presentations
Racing	The Midwinters will consist of as many as eleven (11) races (including qualifying series.) Assuming more than 60 entries, the fleet shall be divided into four groups to sail a qualification series of as many as three races on Wednesday. Before Thursday's race, the fleet will be divided in half. The top half shall constitute the Championship Division; the bottom half the Designer Division. All yachts shall start anew, not counting the qualification series.		
Courses	The courses and lengths of courses will be determined by the Race Committee of Coral Reef Yacht Club. The Committee reserves the right to race the qualification and regatta races on separate courses.		
Scoring	The low point scoring system shall be used as outlined in Appendix 5A-Low Point Scoring System, Option 2 (See USYRU Rulebook).		
Awards	First over-all perpetual and over-all trophies for first, second, third, fourth, and fifth in both classes.		
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. Random inspections will be made and the top five (5) finishers will be fully measured.		
General	This event will qualify 1-2 entries in the 1984 J/24 World Championship at Poole Bay, England in September.		
Entry	Entries may be made before December 1, 1983 by sending a check for \$100 payable to J/24 Midwinters, c/o Coral Reef Yacht Club, 2484 Bayshore Drive, Miami, FL 33133. For advance information and official entry package, contact Joe Kolisch, (305) 447-8600, or write to the above. Entries postmarked later than November 30, 1983 must add a \$25 late entry fee. No refunds will be given after December 10, 1983. Entry includes crane and dockage fees, free cook-out and beer Tuesday, Daquiri Party on Wednesday, beer Thursday, and dinner Saturday for skipper and 3 crew. Extra tickets will be available at registration.		



World Championship VI

The 1984 World Championship will be held in Poole, England, September 29 to October 6. The event will be sailed under the burgee of Parkstone Yacht Club, whose experience in hosting and organizing major regattas is quite exceptional. Yachts will be berthed together in the Poole Harbour Yacht Club Marina, which has berthed the fleets of two Half-Ton World Championships, a

Two-Ton World Championship, the 1979 J/24 European Championship and the 1982 UK National Championship. The racing area of Poole Bay is second to none in its ability to provide perfect sailing conditions. Poole is situated on the South Coast of England, about 15 miles west of the Isle of Wight, and enjoys a predictable tidal pattern and generally weak currents.



World Championship VII

The 1985 J/24 World Championship will be held in Japan. Japan is a very beautiful, warm and livable country. Though some of you might have visited, I should like to introduce Japan to those who have never been to our country. The Nissan Marina Tokai, host marina for the regatta, is located at Mikawa Bay in the middle of Japan, on the Pacific side as shown in the figure. On the way to the Nissan Marina Tokai from Narita International Airport, you can enjoy the comfort and speed of the 200 km/h Bullet

Train, from which you will observe famous snow-covered Mt. Fuji. In Mikawa Bay we have moderate tidal current, wavelets, generally warm climate and suitable winds of 5-8 meters per second. These conditions will assure pleasant sailing for you.

The rapidly growing Japan J/24 Class Association of 100 J/24's and ten fleets has started the preparation to welcome you to the Championship. —Moto Hayashi

The Super Tuned J/24

by Stuart Johnstone



Photo by Francois Richard

Stuart Johnstone is a partner in J World and J World Charters along with his brother Drake and cousin Jeff Johnstone. Stu was selected Intercollegiate Sailor of the Year in 1980 and was crew on the second place boat in this year's J/24 World Championship.

The J/24 is a relatively simple boat to get used to and race "as is" from the factory. However, as you get to know the boat better you begin to realize there are a number of changes that can be made to enhance the boat's speed and boat-handling capabilities.

Nowadays, the competitiveness of J/24 fleets has increased to a point where any amount of preparation and fine-tuning beforehand will greatly boost both your self-confidence and, hopefully, your success on the race course.

Keeping this in mind, let us now consider how we prepared our boat *Rabbit*

for this year's J/24 Worlds in Malmo, Sweden and how we tuned our rig for the various wind conditions.

When you begin to prepare your boat you should think of working in three different but inter-related areas: 1) the underwater surfaces which include the hull, keel, and rudder; 2) the deck hardware and layout, ie. "crew ergonomics;" and 3) the rig and sails. Since the first thing that must be dealt with before the boat even hits the water every year is the bottom preparation, let us first consider the keel, rudder, and the hull.

In regards to the keel, there have been two theories kicking around as to how it should be shaped. Some argue that a fat keel is faster; the reason is you accelerate faster out of tacks and it gives slightly greater lift in super short, steep chop. Others feel that a thin keel faired to minimum class dimensions is better, as when the boat reaches top speed it has less "frontal profile" and, consequently, less drag through the water, ie. faster in a straight line. The former makes sense if you sailed in "washing machine" wave conditions and very shifty winds. However, most sailing areas aren't this way (like Malmo), so the latter approach was favored.

To fair the keel we positioned the standard keel templates along stations I, III, and V. We then faired the keel to maximum length fore and aft and to minimum width sideways. This produced both greater keel span and minimum frontal profile. The leading 40% of the keel was made extremely smooth and the after third of it was made as flat as possible, fairing this entire portion down to the thinnest trailing edge allowable—3.6mm (below keel stub). The fairing of the keel was not easy, as parts of it had bumps and hollows. In order to get it to its desired shape we started with belt sanders and #50 grit sandpaper to obtain its initial

"ball-park" shape and then did the final fairing with "long-board" air-powered sanders (3" x 18" sandpaper). We utilized a new fairing putty made by the Awlgrip makers, U.S. Paint, called "Awlquick" which enabled us to achieve excellent results within a short amount of time (any epoxy fairing putty is better than polyester compounds). The stuff works incredibly well and sands beautifully and can be either sprayed on for large areas or applied with small plastic "spreaders" for smaller areas. Once the entire keel has been faired, a coat of bottom paint can be applied; however we simply left it and sanded, using wet-or-dry from #220 to #600.

With this done, our attention turns to the rudder. Even though it represents much less wetted surface it is equally as critical to fair perfectly. In fact, it is a great winter project to do at home because once you finish it you will be able to maintain control much longer on those "slam-dunk" screaming reaches than your competitors. Make the rudder template accurately out of heavy plastic or plywood, or purchase a set of templates, and fair the rudder to that shape. You will be amazed at the amount of gelcoat and non-structural glass that will have to come off to achieve the desired shape. We found that the leading 3-4 inches and the after 4-6 inches are bare glass after you have completed the initial fairing job. Again, particular attention was paid to making the forward 30% extremely smooth and the after third as flat as possible, faired to the minimum trailing edge thickness of 2.0mm. With a clean parabolic leading edge and a flattened after section, you will notice the next time sailing that the rudder's "dynamo hum" (that annoying vibration that sets in at high speeds) has been eliminated. Once the rudder is fully faired (again we used "Awlquick"), it is ready for bottom paint or to

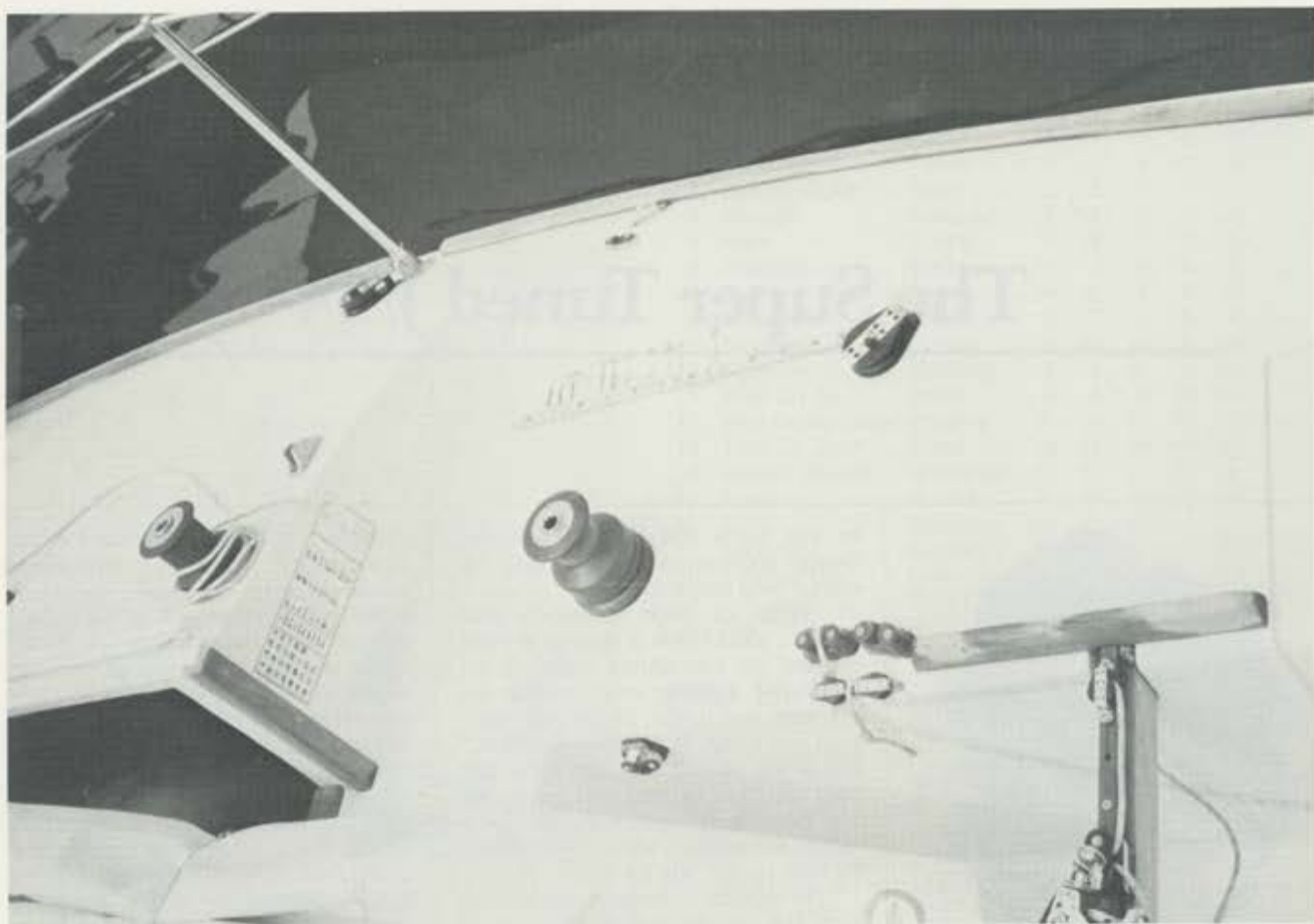


Photo 1



Photo 2



Photo 3

Photos by D. Talmán

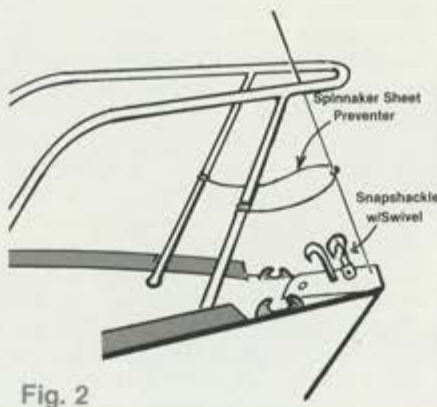
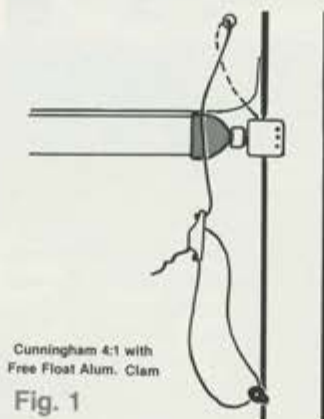
be sanded down smooth while increasing gradations of wet-or-dry to #600.

Now that we have super quick foils, what do we do to the bottom? Quite frankly, we gave ours the "deep rub." This involved a fairly quick and dirty routine of using a medium to coarse fiberglass rubbing compound on the *entire* hull and acetone off the waxy residue. This method made the hull nice looking while getting a very smooth surface. Of course this meant that we had to dive under the boat every two days to be sure the bottom was clean!! And Sweden is not too warm at the beginning of summer . . . For those of you who keep your boat in the water during the summer we believe that a bottom that has been sanded down using long-boards (get them at wallpaper shops or boatyards) is sufficient. Just be sure to have the bottom paint properly applied and sanded smooth.

With our underwater surfaces taken care of, let's now take a look at the deck hardware and how it was optimized to allow the crew to work most efficiently. The standard factory layout works very well, especially when sailing short-handed or with inexperienced crew. However, when going for a World Championship there are quite a few things that need changing to optimize the machine for the human being! Beginning with the cockpit and going forward I'll discuss what we changed and why. In photo 1, looking at the starboard side of the cockpit, you'll notice that the primary winches were moved forward and outboard. This allows the jib trimmer to always face forward during the tacks, even when cross-sheeting to windward in heavy air, and it also enables the skipper or the genoa trimmer to winch in the jib once it has been eased. The cleats for the genoa were cam cleats instead of the conventional ones as these were easier and faster to use.

In fact, an improvement on this system would have the self-tailing version of the Barient 18s or 21s without the arms, which this would allow you to cleat to either side on the winch and would further clean up the cockpit area (an innovation noticed aboard Dave Curtis' boat). Next to the primary genoa winches you see a teak foot brace in front of which are the traveler and backstay cleats. This was done to get the skipper further forward in the cockpit, getting the weight out of the transom, and to enable the cockpit person to help trim the backstay from either side in most conditions. Just outboard of these controls you'll see a large Schaefer padeye and cleat, which were set up perpendicular to the second factory-drilled hole for the genoa cars. We found this to be the best place to locate the

genoa barber hauler system for most sail designs. The cleat was lined up to self-cleat when the genoa barber hauler line was led to the windward halyard winch. The barber hauler line itself was attached to a Harken dinghy block through which ran the genoa sheet. This system then enabled us to barber haul at will, even upwind in puffs, and most importantly on the tight close reaches encountered on the long distance race. This is the most effective method to depower the genoa when it is set up correctly. Next, you see that the small #10 halyard winches were set-up on teak pads very close to the edge of the cabin top; this facilitated its multiple uses for barber hauling, halyard trimming, and spinnaker sheet trimming without overrides. Finally, we eliminated the spinnaker ratchet cheek block on deck and installed a swiveling version onto the base of the stanchion and moved the aluminum cam cleat away from the rail. This was done for simplicity and crew comfort for the cockpit man who had to always sit next to the stanchion! One final note here on picture 1 is that it is very important to drill at least two more holes in the genoa track in between the factory ones, in order to set your genoa that much better for given breeze/wave conditions. Some of you might also wonder why there are no blocks to lead the 100% jib sheet back



through to the primaries. Instead, we simply lead the sheet straight back through the genoa lead blocks and then to the primaries. Yes, it does rub across the cabin's edge but a chafe strip of aluminum would save the gelcoat.

Going further forward in the boat, in picture 2 you see the mast base area. We installed the pole up and down controls on the forward edge of the hatchway cover so that any crew member could trim them. Mounted on Schaefer swivel cam bases, these pole control positions allowed us to sit anywhere to make the adjustments. The problem with the standard setup is that it is difficult for other than the cockpit man to make any adjustments. Our system has the pole-up to starboard and the down control to port. Just ahead of the pole-up control you see a Harken block; this is where the spinnaker halyard leads after it comes out of the mast. Our Spinnaker halyard cleat is mounted on the side of the mast. This allows the foredeck man to do something useful after setting the pole, besides which this system is *much* faster than the standard one and it also makes for faster takedowns. Going further forward in the picture, you can see two teak footbraces on either side of the mast between it and the foredeck hatch. This gave the foredeck a much better foothold in wavy conditions when gybing the pole.

In picture 3 is the digital compass we had mounted in a mast bracket. Besides giving us an instantaneous readout, averaged over 2-3 seconds, it also gave us a trend over a greater period of time telling us whether the trend was for a lift or a header! It was invaluable to have, as it gave us hard facts as to what was really happening to us (remember, compasses show history) instead of having to look at wildly swinging compass cards and guessing the trends.

Two other items of interest that were done differently on this boat were the cunningham and the attachment of the jib tack. The cunningham (see Fig. 1) was four-to-one power using an aluminum clam with a built-in sheave . . . nice, simple, and it worked great. The jib tack (see Fig. 2) was attached along centreline by a swivel snap shackle with screw attachment, ahead of the tack horns. This was beneficial in that when the jib leads were positioned to the same holes the jib set consistently from tack-to-tack.

Next issue we will continue our discussion on how to tune the rig and sailplan for various sail shapes and wind conditions. In the meantime, we look forward to seeing you at the J/24 Mid-winters!



An Unsinkable J/24

by Bob Melrose



Bob Melrose is Fleet Captain of Gardiners Bay Fleet 89 in District 2, where he sails his J/24 Tilt. He is retired from 30 years in engineering management and research and development with Republic Aviation.

It has come to my attention while reading books about the Fastnet Race disaster and newspaper accounts of marine accidents that many more sailors would have survived if they had had a boat which was unsinkable and could have stayed with it to await rescue.

In the past the life raft has been accepted as the best means to provide a life support vehicle for the sailboat crew until rescue could be effected, but the problems of launching and boarding a life raft in high winds and seas impose many hazards for the sailor. The life raft is a small target to find and after the crew departs on the life raft they are separated from the safety equipment, clothes and provisions which are normally stored on

the boat.

The possibility of being able to save not only the crew, but the boat as well, has to be another consideration for making a boat unsinkable.

The necessary flotation might be provided by the installation of styrofoam bats but this would require giving up storage space which is at a premium on all sail boats. By going to flotation bags the boat can be made unsinkable at a cost which is less than a modern life raft and it can be done without giving up useable storage space.

Mr. Guy Scrivner published an article in the March 1981 issue of the J/24 Magazine in which he analyzed the flotation of a J/24. Mr. Scrivner's study indicated that the J/24 had a negative buoyancy of 715 lbs. It was my decision to make a flotation bag installation in my J/24 Tilt with a three bag installation giving 2700 lbs. of flotation. This would give the J/24 a positive flotation of 2000 lbs.

I discussed this requirement with Mr.

Christopher Brooks, Director of Mountcracken Marine in Brighton, Sussex, England. This resulted in their designing and fabricating a set of bags for the J/24. One bag has a flotation of 800 lbs. and is contoured to fit in the forepeak. This is unuseable space on a J/24 and I have elected to leave this bag inflated at all times (Photo 1). The other two bags have a flotation capacity of 950 lbs. each and are installed on the berths in the main cabin. Uninflated, these two bags are 5' in diameter and 5'6" long. They are hung under the storage compartments on either side of the cabin, above the berths (Photo 2). The aft portion of the bag when inflated is retained by the cockpit structure over the berth. The forward end of the bag is retained by a strap that is attached to the inboard face of the berth (Photo 4). When inflated these bags are approximately 18" in diameter (Photo 5, looking aft on the starboard side of the boat). The total weight of the three bags is 25 lbs.

The two bags in the main cabin are presently inflated with a foot pump. I am working on the design of a pressure air system which will be operated by a control in the cockpit and will utilize two aluminum pressurized cylinders. These cylinders will weigh about 7 lbs. each and require a space 4 1/2" in diameter by 20" long. The cylinders can be located under the main berths.

This flotation bag installation has been tested on a J/24 in England by Mountcracken Marine. The above photo shows the unsinkable J/24 and her four man crew floating level with about 6" of freeboard.

Bob Melrose is interested in readers' reaction and invites comments to be sent to him at 39 Robinson Rd., Greenport, NY 11944.

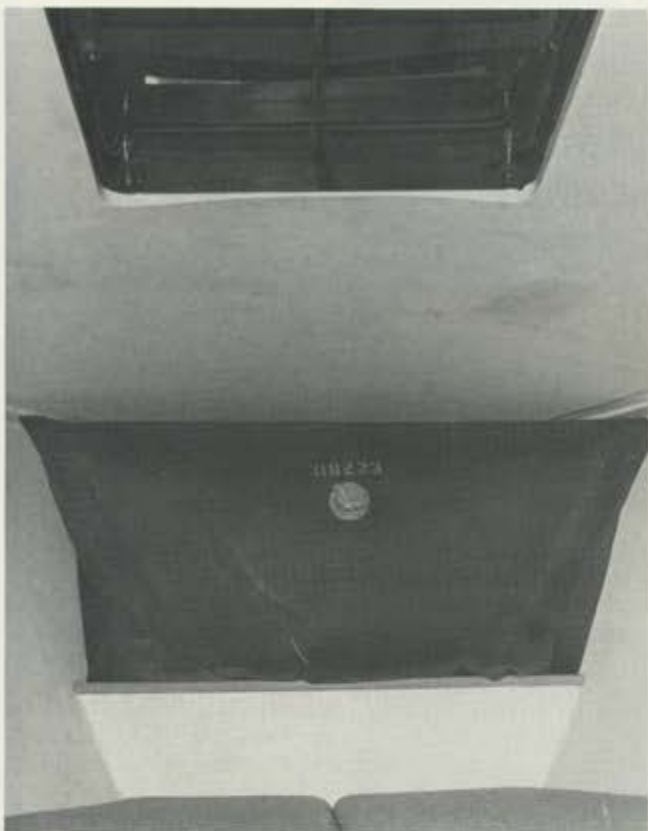


Photo 1



Photo 2

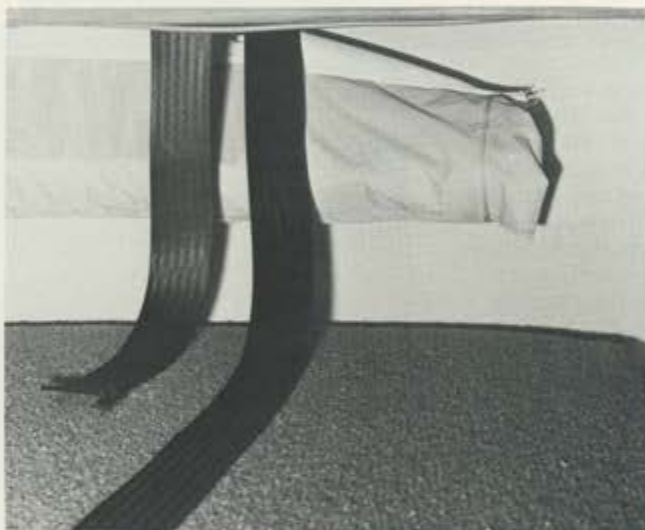


Photo 3

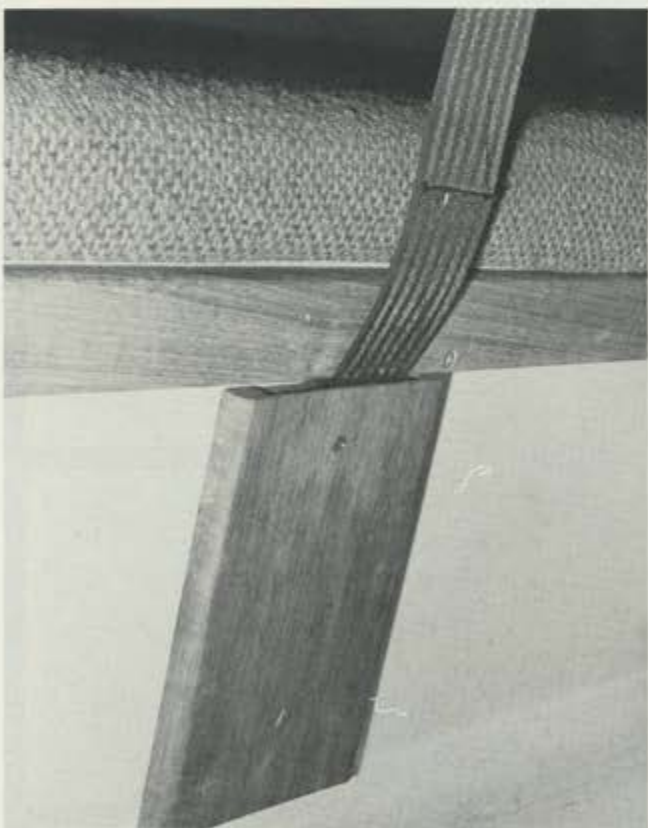


Photo 4



Photo 5

The Millimeter
More boat at an affordable price. Contact your nearest dealer for more information. Complete boat ready to sail \$2495⁰⁰ FOB San Rafael. Base boat \$1545⁰⁰ FOB San Rafael. Prices subject to change.



SPECS

LOA	12'-6"
BEAM	3'-0"
DRAFT	2'-4"
DISPL.	430 lbs
BALLAST	300 lbs

SAIL AREAS

MAIN	30 sq. ft.
GENOA	30 sq. ft.
SPIN	41 sq. ft.

The spar is a tapered extrusion from Kenyon with an internal luff groove for less weight aloft providing a very flexible rig. Double spreaders, adjustable backstay and roller furling for the jib come standard on the complete boat.



250 lbs of cast ballast comes divided in eight 30lb segments molded to fit in the efficient fin keel. Additional ballast is added by way of lead shot to bring total displacement to 590 lbs.

Adjustable backrest and unitized cockpit give you the comfort & control needed while either day sailing or racing. Its unballasted hull weighs approximately 130 lbs and is easily carried by two people.



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Cruising On Lake Michigan

by Ned Lockwood

Cruising on Lake Michigan in a J/24 was a very enjoyable experience for us. When we learned that the District Championships were going to be held in Wilmette, Illinois, we decided to proceed by water rather than to trail the boat the 400 miles by land which means going down around the bottom of Lake Michigan, through Indiana, and then through Chicago up to the Sheridan Shore Yacht Club in Wilmette, Illinois.

Before leaving Traverse City by J/24, we had to gather a few extra items in order to make such an extended journey. One was extra fuel, and the other was an anchor and chain. Assuming that you use a standard 3.5 HP outboard, then for an extended cruise, you should take 4½ gallons of gas. If you are a sail-oriented person, this amount of fuel should last at least 200-300 miles. We took 4½ gallons which lasted almost the entire round trip. Gas on a J/24 is best carried in small containers as anything larger than 2½ gallons is too big to store and handle.

The second item that one should have is an anchor that weighs at least 8-10 lbs. and about 8-10' of chain to go along with it. The 40 meters of anchor line that is required by the class should be sufficient for most harbors. Without 8' of honest chain, an 8 lb. Danforth type anchor cannot be trusted. There is one other item that should be on board and that is an anchor light. Guest makes an anchor light (6 volt) that is good for 240 hours. You hook it to your topping lift and it will assure other boats of your location at night. I would not recommend using the mast light on a J/24 because it would be a drain on your battery which is not practical.

As for food and water, I carry a Gott model 1505 container that has a capacity of about 10 liters and it will last two people at least three days. It is much easier to

carry water in an insulated portable container rather than use the stock tank that comes standard with a new boat. We had a single burner coleman stove to cook with and carried about one week's supply of food.

We departed from Traverse City at noon on Saturday, July 24th. The first leg of our journey took us north around the tip of Lelanau Peninsula; then down in a southwesterly direction towards the Manitou Passage instead of going into Leland Harbor. We decided to head for South Manitou Island. That evening the wind was directly from the southwest, and thus it was uphill all the way from the tip of the Leelanau Peninsula to South Manitou Harbor. We tacked over to the west first to get into the lee of the north island because it was getting rougher as the sun settled towards the Lake Michigan horizon. The eastern side of North Manitou Island used to be a haven for Great Lakes steamers when they wanted to take refuge from the westerlies that would haunt the steamer passages for several days at a time. The first written records of any sailing vessels in these waters occurred in 1820 when Henry Schoolcraft sailed through the passage in September of 1820. As soon as we rounded the southernmost tip of North Manitou Island (we could sail within 40' of the beach and be in 10' of water), the south island came into view. Now we were in the open waters of Lake Michigan and it began to get rough. At this particular moment, and for the next 1½ hours, I was glad to be in a J/24. My, how that boat can handle rough water. The waves were 8' from crest to trough and the wind was blowing about 25 mph. As it was now dark, I decided not to risk going forward to change to the 100, so we kept driving along with a luffed main at 5-6 knots.

As we approached the South Island, the weather seemed to become more

hazardous and the waves from the southwest became larger. I could barely make out the island in the pitch black, and since there are no harbor lights, I just headed a few degrees to the south up the northern tip of the island. Since the harbor is quite deep one can come within 20' of shore without hitting bottom. Finally after one hour of sailing we entered into the lee of the harbor, and what a relief it was to feel the warmth of the land and the serenity of this beautiful anchorage. After sailing around the harbor for several minutes we ventured up to within 100' of the beach and dropped our anchor.

It's ironic that the harbor now has no navigational aids for the visiting yachtsman. In 1840 the government built a lighthouse on the southeast corner of the island, and then in 1958 the lighthouse was closed. During stormy conditions as many as fifty vessels would seek refuge in this little harbor. Let's hope that this lighthouse will be preserved, as it was very instrumental in guiding thousands of ships to settle the heartland of our country.

When we awoke the next morning we noticed at least 15 boats in the harbor, indicating that it is still a popular cruising spot on the Great Lakes. We raised our anchor and put the bow of our J/24 about 10' away from the edge of the beach next to the ferry dock, and went ashore to explore.

One could spend at least a week touring this beautiful island. There are some cedar trees here that are 20' in circumference and 200' high. Fortunately during the logging days of the 1880's and 1890's many of the original trees were not cut. The same is not true for North Manitou as most of the original trees here had been cut. South Manitou Island has more visitors than North Manitou but the North Island has much more wildlife. Probably one of the most unusual features

on South Manitou Island are the magnificent white cedar trees located there. Some of the stands of white cedars on the southwestern side of the island date back to the days when Columbus discovered America. Other trees found here are Jack Pine, Fir, Basswood, Hemlock, White Spruce, Oak, Beech, and Birch. According to the American Forestry Association, South Manitou Island is the location of the largest maple tree, the largest Elder and the largest White Cedar in North America.

We did not really have enough time to do justice to South Manitou because we had another 200 miles to go and our schedule required that we be in Wilmette no later than Thursday for the start of the

Districts. We departed the island Sunday noon and headed southwest for Frankfort, a beat all the way. We stayed on the port tack out to the middle of the passage to keep away from the land effect of Sleeping Bear Dunes. These are a massive amount of wind-blown sand about 500-600 feet above the lake and are at least 5-6 miles in length. After tacking upwind for most of the afternoon, we finally sighted Point Betsie off our port bow. Point Betsie is about 5 miles south of Frankfort. This harbor is one of the many pleasant anchorages on the western shore of Michigan's lower peninsula. As we approached Frankfort Harbor from Point Betsie we sailed through at least 50

Chicago to Mackinac racers headed north towards Mackinac Island. Also, we had to negotiate at least 100 fishing boats that were trolling 1-2 miles off the Frankfort Harbor entrance. Frankfort is one of the most popular fishing areas on the entire Michigan shoreline. Frankfort Harbor was so crowded with summer tourists that we just stayed there long enough to pick up my son and head back to the open lake.

For the next 38 hours we were under power. We set our course from the Frankfort Harbor light directly for Milwaukee. The lake was very smooth during our voyage towards Milwaukee. Needless to say we used our 3.5 hp Mariner most of the way. As soon as we



Wreck of the "Francisco Morazan," south of South Manitou Island.

Photo by John McGuffin



South Manitou Lighthouse

saw the lights of Milwaukee we changed our course for Racine as this was a little closer to Wilmette. Fortunately we did have some wind from the north and we were able to shut the motor off occasionally. Racine Harbor was a pleasant sight after having been on the big lake for such an extended period. We docked at the Racine Yacht Club and then spent the rest of the day catching up on lost sleep. That evening we enjoyed the pleasure of our first hot meal since Saturday. The last time that I visited Racine, Wisconsin was in 1961 when I raced at the Thistle National Championships. Since then they have erected a beautiful new club house and I highly recommend a stop here, as they certainly were courteous to us as visiting yachtsmen. We were able to use all of their facilities including the hot showers.

The next day, which was Wednesday, a very pleasant north wind carried us on the the Sheridan Shore Yacht Club in

Wilmette. This harbor can be seen for miles because it is immediately next to the magnificent Bahai Temple. Wilmette Harbor has more boats per square feet than any harbor that I have ever been in. Fortunately we were provided with a very convenient slip during the District meet and for this, we were most grateful.

After three days of racing in which we placed 2nd in a fleet of 25 J/24's, we again headed north on our voyage home. (The majority of our crew drove down and back due to work obligations in Traverse City.)

We left Sunday evening and headed directly for Ludington with a beautiful southwesterly pushing us along. The only rather frightening part of the trip were the thunderstorms and lightning we encountered the first night out of Wilmette. We were riding in wind gusts of 50-60 mph for short periods and I must say the little J/24 came through with flying colors. Because the J/24 is built very sturdily, it gives one a

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nice sense of security when encountering one of these Lake Michigan squalls. It seems that the squalls on the lakes hit with greater fury and more quickly than those on the eastern seaboard. Fortunately this front went through in about one hour and that was enough for us. The rest of the journey to Ludington was uneventful and we arrived there at 9:00 p.m. the next evening where we met some friends and made another crew switch. We did buy one gallon of "insurance" gasoline in Ludington although it never was used. Ludington has a very nice municipal marina, and good restaurants are within walking distance.

The next morning we departed at 9:00 a.m. and began the 100 mile voyage to Leland which was to be our next landfall. The wind was blowing at 25 knots from the southwest. We had to lay a course for Point Betsie, then Sleeping Bear Point, then Pyramid Point and on in to Leland Harbor. We negotiated some exhilarating rides for the first 60 miles. The waves were at least 20 feet crest to trough and I must say, in my lifetime of sailing I have never experienced such wild acceleration in any boat. We had our heavy weather chute up, and although not highly recommended, it certainly was fun. By the time we were abeam of Sleeping Bear Dunes, the wind had died and we

had to resort to our mariner outboard to propel us up the coastline. Just the view of Sleeping Bear Dunes from a small sailboat in Lake Michigan is awesome. These sand cliffs ascend almost vertically to a height of 500' above the lake level. The shallow water depth along this entire stretch is very hazardous to coastal ships. Many passenger steamers and schooners ended their voyages on these shoals in the latter part of the 19th century, generally due to fog, and many lives were lost trying to save the passengers and crewmen on these vessels. Very few of the remains of the wrecks are visible today, as they were either covered up by sand or removed by souvenir hunters.

We continued motoring along the dunes, then around Pyramid Point and finally arrived in Leland at 9:00 p.m. (100 miles in 12 hours, with the last 20 averaging only 4 knots.)

When we arrived in Leland Harbor, there were no slips available but we were able to raft our J/24 for the night. One thing we noticed as soon as we wandered ashore was the large amount of freshly caught fish available—white fish, chubb and menominees. The fish are processed in the old smokehouses that have been there for over 100 years. Just to wander around the fish docks in Leland is a treat. Leland Harbor is the only place to attain

fuel or food between Frankfort and Charlevoix and during the summer months one has to arrive fairly early in the day to get a slip. There is a very nice restaurant here called The Bluebird and we highly recommend it for a good evening meal.

The next day was the final leg of our voyage. A very pleasant northwest wind was available for our passage back to Traverse City. We sailed out towards South Fox Island before making the final run down Grand Traverse Bay. South and North Fox Island are two more islands that we would like to explore someday. They are similar to the Manitous except they have no natural harbors. We rounded Grand Traverse Point, (which has very many uncharted rocks), set our spinnaker, and arrived just in time to miss a rain squall that was coming directly at us from the south.

After being on a J/24 for 10 days it was nice to get away from the boat. Yet this boat offers the most complete accommodations for two people cruising anywhere on the Great Lakes. I am definitely looking forward to more cruising next summer!



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J/24—Benchmark For PHRF* Success

by Bob Johnstone

**Note: PHRF (Performance Handicap Rating) is the dominant handicap racing system in the United States. Local Rating Committees determine handicap spreads in seconds per mile between different designs using observations of boat speed rather than rating formulas. Supposedly boats are rated, not skippers.*

Steve Strong, Chairman PHRF-US, stated in the September 1983 issue of *Yacht Racing & Cruising* that his committee, "might propose a set of benchmark handicaps with narrow suggested spreads for local options. These benchmarks are already in de facto existence, as the national handicap book shows a number of large classes with a very narrow spread in reported handicaps. Giving them official recognition would guide smaller (PHRF) fleets to a degree of uniformity with the established, larger fleets."

Sail magazine research indicates that 53% of J/24 owners race handicap. And, believe it or not, an analysis of the *USYRU PHRF Handicaps of 1983* shows that sailors of performance oriented one-design yachts are the most active participants. Making sure that these yachts are fairly rated will contribute to the health of PHRF racing. Since PHRF attempts to fairly rate boats, not people, it follows that the design with the most registrations should be winning the most races. Unfortunately this doesn't seem to be the case. There are nearly 3 times more J/24's registered to race PHRF than any other sailboat. Unfortunately, we receive too many reports that, "It's impossible to win locally under PHRF, even for a world class sailor. There's no analysis by the local PHRF rating committee to substantiate favorable ratings given to other boats. No J/24 has won a PHRF race for

two years!"

Because of sheer numbers, it would seem that the J/24 should be the boat with the least number of rating problems. Going from there in establishing benchmarks for other popular boats, should provide PHRF Committees with a solid framework of reference points with which to rate the performance of any design. So, the purpose of this article is to recommend that the J/24 become the primary benchmark by which to rate all other boats under PHRF . . . and to bring PHRF fleets into line with a national norm so that the published data when applied has a common reference point.

Publication of *USYRU PHRF Handicaps-1983* leads to a standardization of ratings. It's a crutch for PHRF Committees which (a) lack a sound data base (b) have little experience with new designs (c) don't have time to analyze local race results, or (d) have difficulty in assessing the local "skipper" factor. There isn't a PHRF meeting that doesn't refer to another area's ratings in making their decisions. But, development of local fleet rating spreads have been haphazard enough to make "inter-area" comparisons invalid. Then when an attempt is made to correct inequities among several problem designs, the balance of the fleet is prejudiced . . . creating an endless series of complaints, meetings and adjustments.

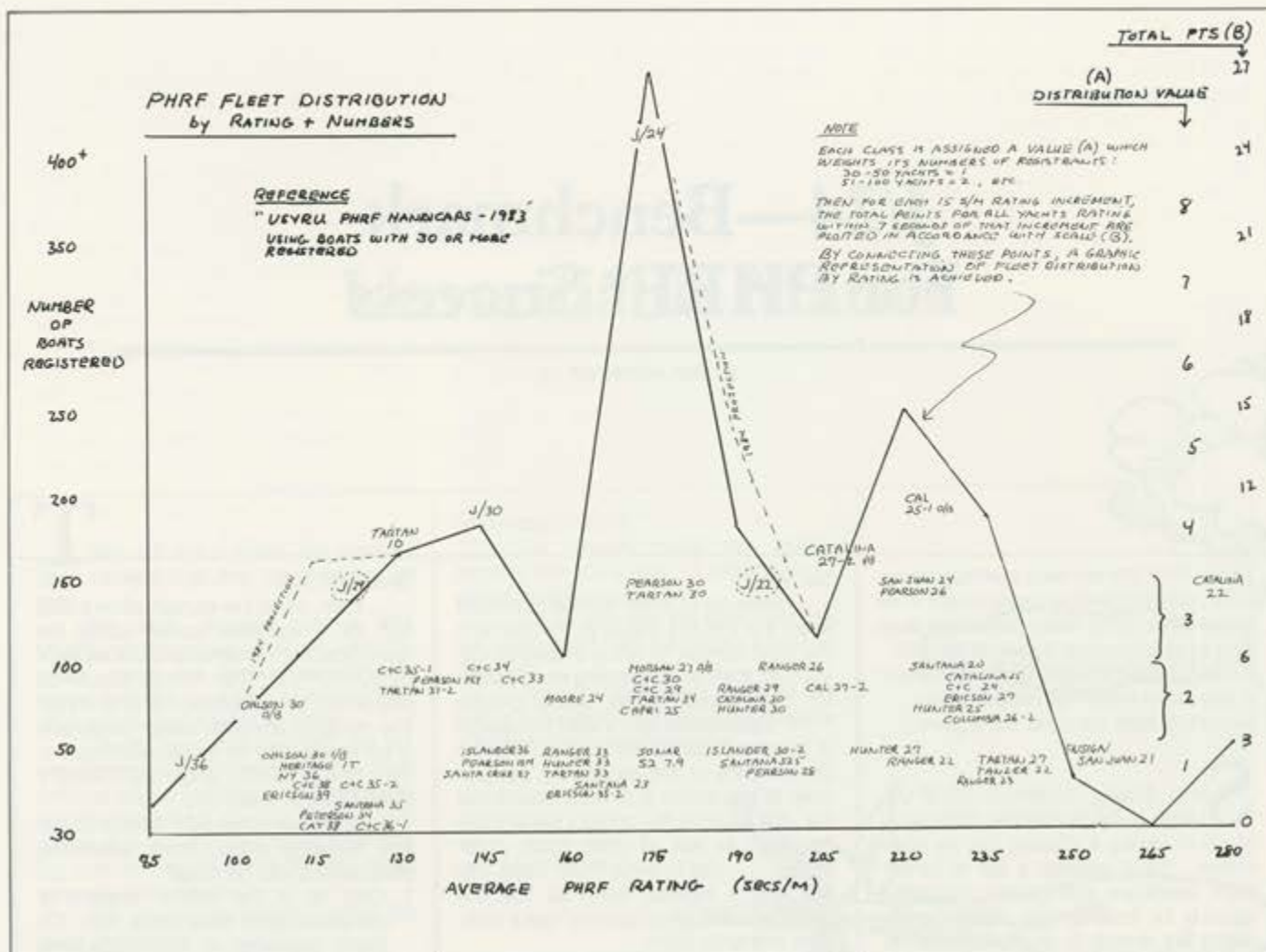
What's needed is a national logic or methodology which each local PHRF Committee can use as (1) a starting point and (2) a framework with which to rate all boats. Since 25% of the entire national PHRF fleet could be rated at 174 and since there are twice as many J/24's as any other design registered under PHRF, it seems that either the J/24 or a 174 rating could serve as the BASE BOAT or

BASE RATING.

Then, there are enough other boats, with 100+ registered, spread across the rating spectrum to serve as SECONDARY BENCHMARKS. Their ratings should be pinpointed by exhaustive local analysis. The rating for any other design would lastly be established by cross references to the BASE BOAT and SECONDARY BENCHMARK boats only.

Referring to the *USYRU* publication and following chart, some interesting observations can be made:

1. Only 10 of the 1800+ designs or variations listed have more than 100 boats registered in PHRF. Counting YRA of Long Island Sound, there are more than 400 J/24's registered, which is over twice that of the next most popular class.
2. The greatest concentration of boats is at the 174 rating with peaks on either side at 126-144 and 215-228. The Catalina 22 is the only design holding up the chart over 255 and at the other end, the J/36 is the only design with significant participation under a rating of 100.
3. The range of the chart represents a time differential of 62 minutes in a 20 mile race . . . from the J/36 to the Catalina 22.
4. The five boats which top their performance categories (J/24, J/30, Tartan 10, Ohlson 30 and J/36) under a rating of 200 have active One-Design Class Associations. Only the J/30 and J/36 have standing headroom among them.
5. It is anticipated that within 12 months, two new designs (J/29 and J/22) will exceed 100 registered boats each. When that happens, 5 of the 7 top boats in terms of participation will be perfor-



mance oriented with sitting headroom only.

6. Distribution by Size:

Length	No. of Designs	Weighted Distribution
20-23'	9	12
24-25'	9	27
26-28'	12	22 64%
29-30'	11	26
33-34'	9	15
35-36'	8	9
37 +'	5	6
	63	117

92% of the Fleet is in the 22-36' range, as there are only two boats under 22 feet: the SJ21 and Santana 20.

7. 6 of the 100+ classes are older popular designs: Cal 25, Catalina 27, Pearson 30, Tartan 30, San Juan 24 and Pearson 26.

8. Over 50% of the designs rating less than 180 were introduced in the past six years.

9. Distribution by Rating:

Rating Spread	Number	Weighted Distribution
Under 125 s/m	11	13
126-150	10	21
151-175	16	34 62%
176-200	9	17
201-225	7	16
Over 225 s/m	10	16
	63	117

25% of the entire fleet is rated at 171-174 on a weighted basis with 33% rating faster and 42% slower.

CONCLUSIONS

PHRF Handicaps should be established for all boats using the J/24 as the base rated boat with a rating of 174... which is the "mean" rating of the PHRF fleet nationally and the rating at which the greatest number of popular designs is clustered. Accordingly, deviation errors will be reduced in rating any design, and

insuring the fairest rating structure for a PHRF fleet. Secondary benchmarks should be established using those designs where 100 or more yachts are registered nationally. Local analysis of performance should be exhaustive between the J/24 and these secondary benchmark yachts. With framework in place, any other design's rating can be pegged with cross references to the 10 benchmark boats.

If PHRF is the democratic system it claims to be and the J/24 Class is the most organized, then logic will prevail. All it takes is a big J/24 turnout at the local PHRF handicap meeting. We've come a long way in establishing the true meaning of one-design... maybe we can contribute to improving a handicap system as well.



1983 Range Rover J/24 European Championship

by Stuart Alexander

Bernard Dunand is the J/24 European Champion for the second year in succession. Having clinically dealt with the French on their own ground in Brittany last year, the Swiss helmsman sailed an impeccable series to retain the title in his native Switzerland but on Lake Neuchatel rather than his home waters of Lake Geneva.

The championship—officially the second Europeans—was sponsored by

Range Rover, their first entry into European events but part of their continuing support for J/24's. Range Rover are also sponsoring the U.K. National Championships at Abersoch from July 3rd to 8th, 1983.

There were no French for Dunand to deal with this time as the rigours of President Mitterand's foreign exchange policy meant that the limit on overseas spending dissuaded the French from traveling—perhaps they are saving their

money for the pilgrimage to Cowes. He did, however, have to deal with the strong challenge from fellow countrymen Jean-Phillipe L'Huilier and Jean-Claude Vuithier.

The weather throughout was light, each day the breeze taking time to settle into the southwest and bringing with it cold unpleasant rain. As always, on a lake, it was essential quickly to pick up some of the local quirks and to play the patchy wind strengths. This Dunand did



Winner for the second year running of the J/24 Europeans at Neuchatel in May was Bernard Dunand, the Geneva based Swiss helmsman. He is seen here with his crew receiving the Range Rover J/24 European Trophy from Hans Morikofer, sales manager for Land Rover and Range Rover of the Streat AG Company in Switzerland.

Range Rover J/24 European Championship 7-15 May, 1983

POS	SAIL	YACHT	SKIPPER	RACE				TOTAL POINTS
				1	2	3	4	
1	Z 3037	<i>Coincoin Dubois</i>	Dunand	4	1	1	3	2.9
2	Z 3060	<i>Koumari V</i>	L'Huilier	2	3	2	2	4.8
3	Z 1705	<i>Gar O'Papa</i>	Vuithier	3	DQ	6	1	8.9
4	Z 884	<i>Cli-Cli-Mouchet</i>	Chopard	1	DQ	5	4	9
5	G 683	<i>Viva</i>	Hippel	5	2	7	15	13.6
6	K 4012	<i>Mijway</i>	Estaugh	18	12	3	5	19.9
7	Z 3054	<i>Just a Big Dinghy</i>	DuPasquier	6	4	10	11	20
8	G 1809	<i>Ohio Express</i>	Jacoby	10	11	8	7	25
9	G 3181	<i>Vitesse</i>	Konig	7	7	11	12	25
10	Z 555	<i>Rode Orm</i>	Kjelsberg	13	8	9	9	26
11	Z 1086	<i>Samadhi</i>	Christinat	14	6	12	8	26
12	G 3234	<i>Pinacolada</i>	Bresse	15	5	15	6	26
13	Z 1889	<i>La Mantenuta</i>	Tribo	8	10	17	16	34
14	Z 2321	<i>Jackie Blue</i>	Mach	9	DQ	4	AB	34
15	A 865	<i>Mac Hullot</i>	Spichiger	17	9	14	13	36
16	Z 727	<i>Jamaica Flip</i>	Rusterholz	16	15	13	10	38
17	Z 2448	<i>San Remo</i>	Meyer	12	18	16	18	46
18	Z 1407	<i>Spica</i>	Thiebaud	21	13	18	17	48
19	K 4001	<i>Rana</i>	Southcott	20	14	AB	14	48
20	Z 1526	<i>Biba</i>	Sansone	19	17	19	19	55
21	I 50	<i>Nostra Signora</i>	Gallo	11	DQ	DQ	INP	56
22	Z 870	<i>Geronimo</i>	Attinger	22	16	20	20	56

*Best three scored: 1st = 0 pts. 2nd = 1.6 pts. 3rd = 2.9 pts. 4th = 4 pts., etc.

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A J-24 with newly-constructed frame. Using ordinary tools, the job takes about two hours to assemble, a half hour to disassemble. (Below) Form-fitting, treated cover provides the ultimate protection.



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Mijway and Vitesse watch for opening in congestion at leeward mark while Dunand (Z-3037) can just be seen, background right, making good his escape.

superbly, taking careful note on each beat of the pattern of the wind and constantly tweaking the genoa for maximum speed. His reward was three firsts and he was never out of the top four.

After a disastrous start, Vuithier, the current world 5.5m champion and local favorite, began to pull back. He was helming for Claude Lambelet, the regatta organizer, his son and daughter. Doubtless Monsieur Lambelet blessed the day when his daughter chose a world champion helmsman for a boyfriend.

But Vuithier ended only third, unable to overtake L'Huillier, another 5.5m man. His chances were not helped when L'Huillier was one of the two who successfully protested out the whole of the fifth race on the basis of a local rule which said that an average speed of at least 6km per hour must be achieved. He had just recorded his worst result of the week and was keen to protect his position ahead of the final race. That race

was abandoned through lack of wind and so the series was decided on four races with a discard, Dunand winning with two firsts and a third against L'Huillier's three seconds and Vuithier's first, third and sixth.

British interest centered mainly on the challenge from the northwest. The Windemere boat, *Mijway*, is owned by two engineers at the Leyland truck and bus company, Graham Hughes and Bob Kyle. It was helmed, however, by four times GP 14 world champion Richard Estaugh from Walsall and the crew was completed by Estaugh's own regular crewman 'Linus' Birtles. Eventually they were sixth overall having had a poor start and then having to cope with the recurrence of the knee injury which kept Estaugh out of the GP 14 championships last year. Their results pointed up the need for early arrival at a championship and the chance to sail together in the regatta waters rather than warming up in the championship proper.

The other British boat, chartered by UK class president John Adams and former RYA chairman Brian Southcott, fared more badly as they struggled to integrate a local, relatively inexperienced, crew.

The Italian challenge evaporated on Wednesday when their single representative boat owned by Franco Gallo and helmed by Paulo Boido packed up and went home following an adverse decision by the all-Swiss jury in the protest room.

More encouraging was the performance of the Germans. There are only seven J/24's in Germany but four of them came to Neuchatel, three from Hamburg and one from Kiel. They also used this series as their selection trials for the J/24 World's at Malmo in Sweden. By securing fifth overall Reinhart Hippel snatched the place and led a German contingent which improved strongly during the week.



1983 J/24 World Championship

by Francois Richard

This year's J/24 world event, held for the second time in Europe, took a slightly different form. The American born keelboat class had in recent years held a World Championship in which U.S. and Australian entries were great in number. The fleet was especially large last year when the Worlds was held at San Francisco in October.

Fully involved in the America's Cup trials, John Kolius, '83 World Champion, could not come to Sweden and fight for a

possible third world title in the fast growing J/24 Class. The U.S. west coast sailors who had done so well last year were missing, with the U.S. representation coming mainly from the Miami Midwinters held in January. As a winner of those Midwinters, Ed Baird, the former Laser World Champion and one of the best U.S. Soling skippers, led the U.S. team consisting of Bob Johnstone, Chuck Millican, Richard Hermon-Taylor, etc. . . . altogether 7 U.S. teams. To remain the favorites, the U.S. teams had to size up the situation with the

Swedes sailing in their home waters and several good teams coming from all over Europe. Surprisingly the '82 and '83 European Champion, Bernard Dunand, was not entered. With a different site, and different people racing, the main contrast to the '82 Worlds was the wind. It was mostly light to moderate during the six races and a strong two to three knot current didn't make the game easier.

Malmö is the sailing site of South Sweden. Numerous championships for many Olympic classes have been



The close racing shown here explains the few points separating the final results of the '83 Worlds.

Photo by Francois Richard

organized there off the western side of Southern Sweden, exactly in the channel that all ships and ferries must use when they sail between Sweden and Denmark.

The Championship started with a practice race in which Baird and Johnstone did well. The winds were not strong enough to complete a race on Monday, but one race was sailed on Tuesday in a nice 8-10 knot breeze from the Southwest. Johnstone, Buerman and Baird rounded the first mark in that order and then led the fleet all the way to the finish. Baird had had a recall at the start, but managed to recover nicely.

Two races were set for Wednesday in similar wind conditions. The Swedes tried this time to take the lead and two of them, Gapinski and Venneman, actually

finished first and fourth but were later disqualified for their early start. The honors so went to Ed Baird, who had kept in second position ahead of Buerman. After two races Baird, Johnstone and Buerman had equal points for first position. In the third race, Buerman and Magnus Olin of Sweden led for a long time, but Johnstone went left during the second beat and passed them. Later, while Hermon-Taylor was impressively recovering to second place, both Baird and Buerman chose the wrong shift and dropped to 18th and 19th. This made Johnstone the leader going into the 35 mile coastal race on Thursday.

The distance race was held in light to medium winds and some rain, on a course set across the Strait between Malmo and Copenhagen. After his usual

conservative start, Johnstone was further disadvantaged from the 30 degree veer that determined the positions at the first mark. Baird led all the way in front of Magnus Olin, while Johnstone proved to be fast and came from tenth to the first mark to third on the finish line.

In Race 5 both Johnstone and Baird remained conservative and watched each other constantly. This situation, together with a very light 4 to 6 knot breeze, was advantageous to the opponents. Bedford, from the UK, led after the first triangle, but a clever tack on the right shift during the second beat finally gave the race to Hermon-Taylor, who also proved to have excellent speed on his *Aquila*. Baird remained third the entire race while Johnstone recovered from a bad position



Baird and crew under spinnaker on *Laissez-Faire*.

Photo by Francois Richard



Starboard!



Rolf Haggbom and crew on S-21.



Johnstone and judges.



Dennis Ellis raises UK flag.



Malmö Segel Sällskap, site of Worlds V



Moto Hayashi, JJCA President.



World Champions Danny Miles, Stefan Pilotti, Ed Baird, Larry Klein.



Electronic readout for crew weigh-in.



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Julin presents runner-up trophy.



I-11, S-77, G-683 and US-3493 reach to leeward mark.

early in the race to fifth. British born and now U.S. citizen Richard Hermon-Taylor knew he would have to do well to gain the advantage over both Johnstone and Baird, who had to match race each other during the sixth and final race to determine the title.

The sixth race was sailed in less than ten knots of wind and a strong three knot current. The ferry boat that crossed the fleet after the first weather mark did not help. Hermon-Taylor escaped as did Baird, while Johnstone could do no more than sail the leeward side of the first reach. Hermon-Taylor sailed a superb race for his second win of the series, while Baird managed to pass Olin just on the finish line and came in second. Not very far behind, Johnstone once again recovered superbly to finish fourth, for second overall in the series.

So Ed Baird won the World Championship, with Larry Klein and Danny

Miles who race with him also on the Soling, and Stephan Pilotti, the owner of the boat. These experienced sailors from the Laser, Thistle, FD and Soling classes showed excellent teamwork and also had one of the best boat speeds. Their win proved the one-design standards of the Class. Baird chartered his J/24, "Laissez Faire" (French trans.: "Let it do."), and brought his own sails. On this boat which had hardly been sailing in the past five years, he managed to have identical speed as Johnstone's *Rabbit*, the latest built J/24 on the U.S. production line. Each of the top three teams had won two races, but the most consistent was Johnstone and crew, with finishes of 1-3-1-3-5-4, recording a fifth as their worst race.

As in other top world keelboat events, this 1983 J/24 Worlds saw very intense racing in the top 15 finishers. As European fleets increase, the competition could become more balanced between

European sailors and visitors next year when the 1984 Worlds will be held at Poole Bay in England. Three Swedes, Olin, Svensson and Gapinski, shared the honors of the top ten places with one Brazilian, Lebreiro, and the six U.S. teams. In 13th and 14th positions, the Italian, Samele, and the British, Bedford, proved consistent and beat the best of the Japanese, Seishiro Fukumoto. Next to Australia, where the Class is very active and gets some of its best world teams, the J/24 has found strong success in Japan, where it is likely the number one keel boat. The Japanese J/24 Class Association has many members, and the Rising Sun Empire will host the 1985 J/24 World Championship at the newest Nissan Marina on the southern coast of Japan.



1983 World Championship

POS	SAIL	YACHT	SKIPPER	RACES						TOTAL*
				1	2	3	4	5	6	
1	US 2920	<i>Laissez Faire</i>	Ed Baird	3	1	19	1	3	2	10
2	US 3700	<i>Rabbit</i>	Bob Johnstone	1	3	1	3	5	4	12
3	US 1673	<i>Akela</i>	Richard Hermon-Taylor	7	4	2	12	1	1	15
4	S 30	<i>Suset</i>	Magnus Olin	6	6	4	2	10	3	21
5	US 3493	<i>PDQ</i>	Chuck Millican	9	5	9	4	4	15	31
6	US 2250	<i>Follow Me</i>	Gunther Buerman	2	2	18	9	8	13	34
7	S 53	<i>Gambler</i>	Ola Svensson	4	16	3	13	18	10	46
8	US 2729	<i>Problem Child</i>	Tom Whitmore	5	8	10	18	14	12	49
9	BL 631		Luiz C. Lebreiro	13	10	15	6	RET	8	52
10	S 38	<i>Kiss Of Fire</i>	Jan Gapinski	17	PMS	8	20	6	9	60
11	S 40	<i>Teddy Bear</i>	J. Lundberger	10	DSQ	11	5	DNF	6	64
12	US 172		Robert Wilkins	11	PMS	5	7	25	17	65
13	I 11	<i>Quattro Stagiomi</i>	Aldo Samele	8	14	12	16	16	16	66
14	K 4150Y	<i>Jolly Boat</i>	David Bedford	20	11	31	19	1	20	72
15	S 3	<i>Vagspel</i>	Gunnar Janseus	27	7	6	10	23	DNF	73
16	J 2697	<i>Apolonia</i>	Seishiro Fukumoto	19	13	17	17	21	7	73
17	S 77	<i>J-Okey</i>	Fredrik Wallman	24	17	13	14	19	11	74
18	S 21	<i>Julia</i>	Rolf Haggbom	18	18	7	15	17	DNF	75
19	K 4119Y	<i>Jammy B.</i>	P.A. Bauchop	15	9	21	8	22	DSQ	75
20	F 3200	<i>Cherie Noire</i>	Michel Perroud	29	15	20	27	9	5	76
21	J 2672	<i>Ko-Marge</i>	Hiroshi Maeda	DSQ	12	14	22	11	24	83
22	I 48	<i>Nostra Signora</i>	Luca Lualdi	25	20	16	11	13	27	85
23	S 13	<i>Dutch Treat</i>	Henk Venneman	16	PMS	22	26	7	18	89
24	S 32	<i>Bazz</i>	Olle Lundquist	12	22	28	23	15	25	97
25	H 2	<i>Redneck</i>	F. Costerman Boodt	22	27	25	30	12	22	108
26	G 1809	<i>Ohio Express</i>	K. Jacoby	23	21	26	29	27	14	111
27	J 2474	<i>Honky-Tonk</i>	Moto Hayashi	14	23	29	28	RET	19	113
28	F 1281	<i>Gin To</i>	Daniel Tassin	26	24	24	21	24	21	114
29	N 2446	<i>Julie</i>	E. Haugan	21	25	30	31	20	23	119
30	G 683	<i>Viva</i>	Reinhard Hipel	28	19	27	24	26	26	122
31	K 4040Y	<i>Julia</i>	Brian Baird	PMS	26	23	25	DNF	28	134

* Best five

A Good Time In San Diego

by David Little

The 1983 J/24 North Americans were hosted by the San Diego Yacht Club. Registration was held on Saturday and Sunday and 43 boats measured in with little incident. The contestants came from such far away places as New York, Puerto Rico, Ohio, Michigan, Wyoming, Louisiana, and Texas

as well as from up and down the West Coast.

Following a 9:00 a.m. skippers meeting and a welcome from Commodore William Stephens, racing started at 12:30 p.m. Monday, June 13, in the Pacific, off Point Loma. The race on Monday, the first of a series of six races with no throw outs, was sailed in a fair breeze.

By late in the afternoon a short chop had built up and John Kostecki, who is familiar with these conditions, powered up *American Beauty* and won the first race, just squeezing out Bruce Golison's *Ace of Cups* at the finish.

Races 3 and 4 on Tuesday were sailed in more typical conditions. The wind did not come up much at all until 11:30



Pocket Rocket sites down start line.

1983 J/24 North American Championship

POS	SAIL	YACHT	SKIPPER	RACES						TOTAL
				1	2	3	4	5	6	
1	2579	<i>HJ</i>	Dave Curtis	3	1	1	8	9	2	24
2	1130	<i>Ace Of Cups</i>	Bruce Golison	2	2	11	2	2	28	47
3	1066	<i>Electric Pumpkin</i>	Rastello/Kingaard	7	3	7	19	11	1	48
4	57786	<i>The FM H20</i>	Mike Bartell	25	9	6	5	3	3	51
5	8176	<i>American Beauty</i>	John Kostecki	1	5	2	DSQ	1	12	64
6	67709	<i>Pocket Rocket</i>	Blair Francis	6	14	4	7	4	29	64
7	3204	<i>Bruiser</i>	Peter Duvoisin	4	10	17	10	15	15	71
8	2646	<i>Disirregardless</i>	Rob Mosbacher Jr.	20	17	10	12	7	9	75
9	2617	<i>Coal Pile Express</i>	Ned Lockwood	13	13	14	1	16	19	76
10	1892	<i>Mo'Bettah</i>	Michael Galloway	11	7	13	4	22	20	77
11	1977	<i>Bandito</i>	Vaughn/Menninger	13	6	12	25	8	13	77
12	16139	<i>Exocet</i>	Peter Skinner	8	19	5	24	19	4	79
13	77234	<i>Crusader Rabbit</i>	Bruse Humann	18	8	19	17	6	16	84
14	77385	<i>3J's</i>	John Beckman	15	15	16	6	12	28	92
15	57901	<i>Woodstock</i>	Jim Gurley	12	12	15	26	17	10	92
16	546	<i>Party Animal</i>	Greg Lowe	10	4	11	DSQ	23	5	96
17	3364	<i>Blue Blood</i>	Pat Kabris	14	11	21	16	24	14	100
18	67		Len Chamberlain	26	25	24	13	5	26	119
19	77251		Dick Denzler	9	18	DSQ	20	35	6	131
20	3536	<i>Koinania</i>	Doug Ament	28	24	18	23	18	22	133
21	2966	<i>Plan B</i>	Rusty Rutherford	19	26	9	27	26	32	139
22	3355	<i>Bon Temps</i>	Douglas Decluitt	16	21	8	40	37	18	140
23	2185	<i>Skagit</i>	David Little	22	DNS	32	11	10	24	142
24	1798	<i>A-Joy</i>	Charles Myers	43	16	27	29	22	8	145
25	77131	<i>Jigsaw</i>	Whit Boardman	31	29	26	15	39	11	151
26	2949	<i>Boss Hog</i>	James Reeves	30	20	31	37	13	21	152
27	1911	<i>Mystic</i>	Jeff Fisher	23	27	20	22	38	15	155
28	2174	<i>Too Hip</i>	Rob Fuller	27	31	40	14	21	35	168
29	2722	<i>Taxi Dancer</i>	S.P. Youngberg	35	32	25	18	34	31	175
30	19771	<i>Slithergadee</i>	John Niesley	24	30	22	39	30	30	175
31	2166	<i>J-Hosen-Neig</i>	John Chapman	32	37	28	35	20	27	179
32	2573	<i>More Grief</i>	Conger/Wolcott	29	23	29	33	DSQ	23	180
33	1654	<i>Illusion</i>	Cooney/Cooney	25	22	33	31	41	34	186
			Hill/Unser							
34	67854	<i>Wolfe</i>	Brad Windsor	36	28	41	36	36	17	194
35	8165	<i>Capriccio</i>	John Burton	38	34	23	38	28	33	194
36	8099		Bill Drummd	40	35	34	30	32	36	207
37	8257	<i>Phantom</i>	John Gulliford	39	39	38	28	29	37	210
38	67081	<i>Vivo</i>	Kaleb Nelson	DNS	40	39	21	25	DNF	211
39	3149	<i>Class Act</i>	Thomas Gayle	34	33	43	34	DSQ	38	225
40	670	<i>Shai-Hulud</i>	George Holley	33	38	35	40	40	39	225
41	2843	<i>Blue Smoke & Mirrors</i>	Richard Conley	DSQ	41	42	41	31	41	239
42	67617	<i>Pelle</i>	Zamir Tarmu	37	36	43	42	42	40	240

DNS, DNF and DSQ are awarded 43 points (highest number of entries plus one)



Skagit rounds ahead of HJ in close action at leeward mark.



District 21 Governor John Beckman leads pack.

a.m.; then, after peaking at 5 knots, blew itself out by 3:00 p.m. Dave Curtis showed great speed in these conditions and easily won both races.

Wednesday was a welcome layday to most sailors. Those who weren't suffering from severe sunburn or a hangover could have been found at the docks tuning and retuning their rigs.

Going into the 4th race it looked like Curtis might have it wrapped up with a 3-1-1, but he took an unexpected 8th & 9th, while Ned Lockwood in *Coal Pile Express* won the fourth race and Kostecki won the fifth race. Kostecki and Golison were involved in protests and counter pro-

tests, and going into the 6th and final race Curtis had a clear lead 8 points ahead of Blair Francis.

After lots of bargaining, several collisions and 5 general recalls, the 6th race got underway. Curtis tacked off to the left side of the course and sailed a very clean race, finishing 2nd and easily winning the regatta with 24 points. Mark Rastello won the 6th race and was awarded 2nd place with 48 points.

Following the regatta, Bruce Golison filed and won an appeal on his protest in the 4th race, moving him to 2nd overall.

Curtis, as 1983 North American Champion, qualified to represent the U.S.

in the J/24 event of the 1983 Pan American Games in Venezuela. This event also qualified Curtis and Golison for the 1984 J/24 World Championship in England.

San Diego Yacht Club did a fine job sponsoring the regatta. Not only were the competitors treated to great courses set by Chuck Driscoll, but also free beer following each day of sailing. The protest committee waded thru innumerable protests, but kept their spirits up. It can be said that a good time was had by all!



Sailing In The Pan American Games

by Hale Walcoff with photos by Joanne Curtis

Sailing in the 1983 Pan Am's was a little different from most regattas we attend, being in Venezuela. We qualified by winning the 1983 J/24 North Americans in San Diego, in June. Our team was made up of Dave Curtis as helmsman, Buddy Duncan as spinnaker trimmer, Hale Walcoff in the cockpit, Tom Tompkins as foredeck, and Joanne Curtis,

navigator. Having packed up and sent *HJ* by freighter, we flew to Miami for processing, August 7-10, along with the other members of the U.S. Pan Am team. We were filled in on the conditions to expect and provided with uniforms before flying on to Venezuela. The other U.S. athletes went to Caracas, where the other events such as track and gymnastics were to be held, while the sailors flew the same after-

noon on to where the yachting events would take place, Puerto Azul, about 200 miles away. We actually never went to the stadium in Caracas, as the people in Puerto Azul considered it a security risk for the sailors; so we watched the opening ceremonies and some of the events on television. We felt that our facilities were excellent and that the sailors were a privileged group. We were glad to see Bob



Dave Curtis and crew await starting sequence.



Bob Johnstone, official J/24 measurer at Puerto Azul.

Johnstone's friendly face (under his wide brimmed hat) and after he measured the boats and stamped the sails, we went out to tune up against sailors from Puerto Rico, Brazil, Argentina, Jamaica, and others. We found that in the relatively smooth water our speed was very close upwind, but it seemed we had a slight advantage downwind. The practice race

was won by Eric Tulla of Puerto Rico, followed by the Brazilians, and *HJ* third.

The races were sailed in a wide bay about six miles across. Rimming the bay were several high islands rising sharply out of the water about 2000 feet, which we quickly realized affected the winds. The predominant breeze was northerly to northeast, and seemed to go right, 30

degrees, throughout the day. There were nine J/24's, the largest keelboat class. Other classes competing were Stars, Solings, 470's, Snipes, Lightnings, Lasers and Windgliders.

The first race was sailed in a light breeze, 6-10 knots, as were five of the seven races. The other two were in 14-18 knots. The J/24 fleet generally sailed in a close tactical pack up the beats, very concerned with each other . . . good tight racing. In four of the races, *HJ* was first to the weather mark, but always overlapping another boat. In the other two races Eric Tulla was first to the weather mark. We felt we had the edge with our crew work, which enabled us to maintain a lead if ahead or to come from behind and win the first six races.

Overall the competition in the J/24 fleet was close and friendly, especially with the Canadians (silver medalists), the high pointing Argentinians (bronze medalists), and the Brazilians (fourth). We certainly enjoyed our stay in Venezuela. In the high heat and humidity, the shade was very welcome, but the people were always friendly. It was a unique experience, and we are glad the J/24's were a part of the Pan Am Games in Puerto Azul.



U.S. Pan Am Yachting team, uniformed and ready to fly to Venezuela.

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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.

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Unverifiable Matter

by Harold A. Calahan

They tell me I could not possibly have remembered this; but it seems so real . . .

The stork dropped me, a little roughly, on the golden pavement near the pearly gates. He groped beneath his breast feathers for a plug of tobacco, bit off a chunk, and started to chew.

"Better pay attention, kid," he admonished kindly. "Here come your good and bad angels with their gifts. They'll play an important part in your life." I was aware of two great shining figures bending over me, so dazzlingly bright I could scarcely look at them.

"I'll make him honest," cried the good angel.

"But poor," added the bad one.

"Why do you guys always begin like that?" moaned the stork. He was obviously bored.

"I'll give him a pleasant smile," continued the good angel.

"And a bad temper."

"I'll give him friends."

"Who will bring him their troubles—not their merriment."

"I give him the love of a woman."

"But only one woman. All the rest will think him a zany."

"Better watch your words," growled the stork. "'Zany' is good enough in 1889 but by the time he grows up, no one will know what that means."

"All right," answered the bad angel, "I'll say 'flat tire' if that's any better."

The whole thing seemed so unkind, so inexorable, that I started to bawl. Remember, I was very young. The two angels continued but I didn't hear a word they said. After a while I paused and heard the stork say, "Aren't you boys going to give him anything in the line of sport?"

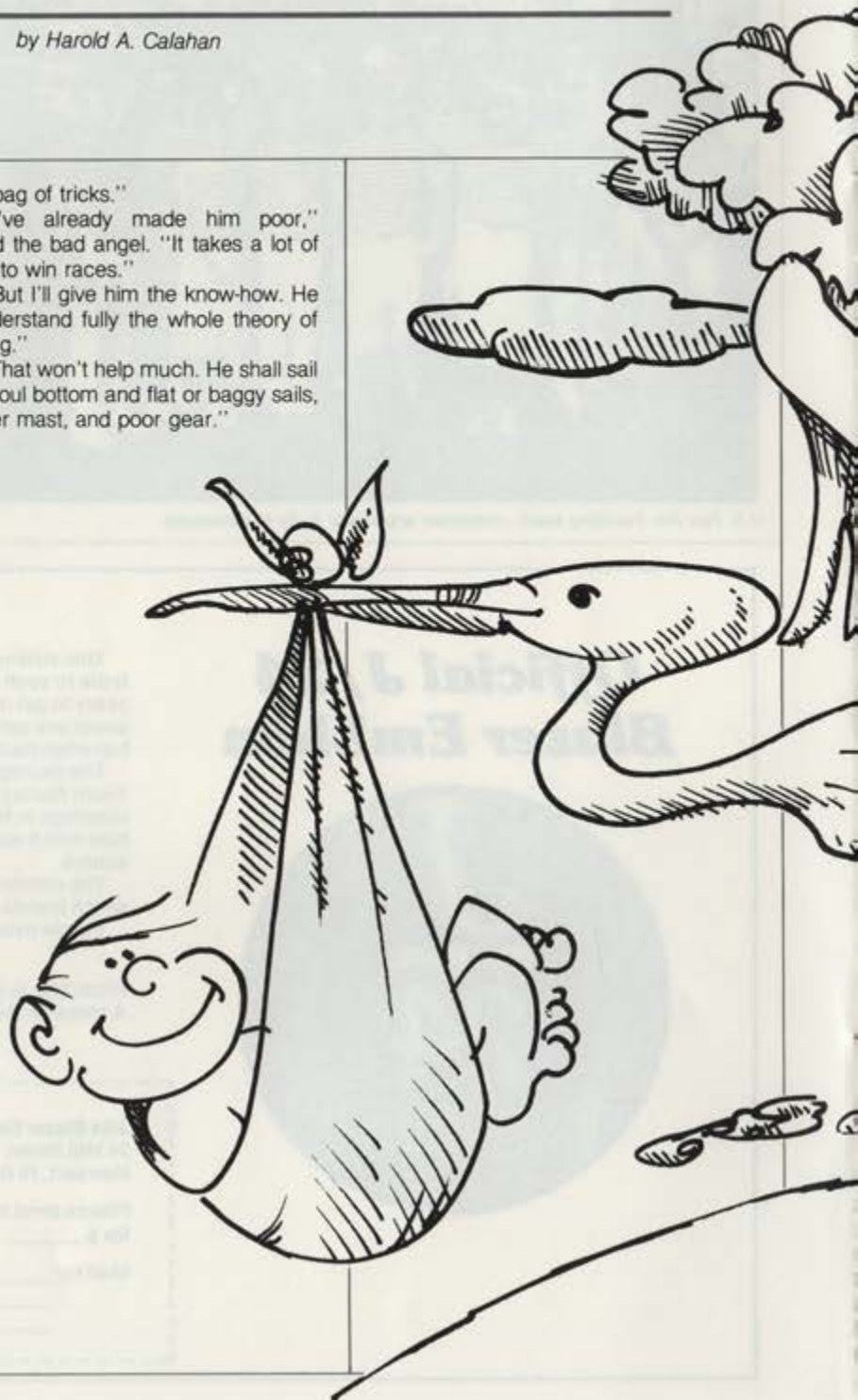
"I'll make him a yachtsman," cried the good angel. "That's the best gift in the

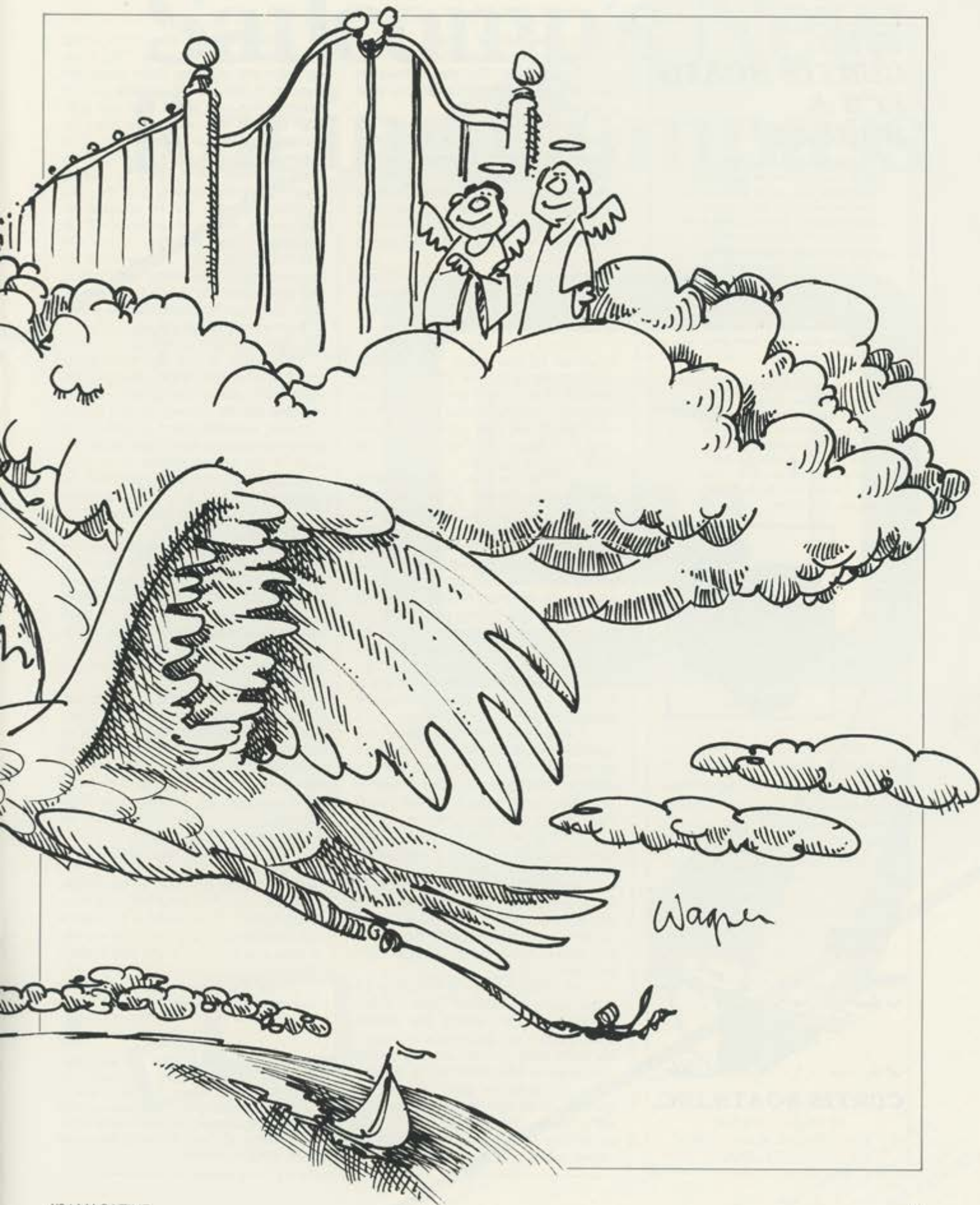
whole bag of tricks."

"I've already made him poor," laughed the bad angel. "It takes a lot of money to win races."

"But I'll give him the know-how. He will understand fully the whole theory of the thing."

"That won't help much. He shall sail with a foul bottom and flat or baggy sails, a rubber mast, and poor gear."



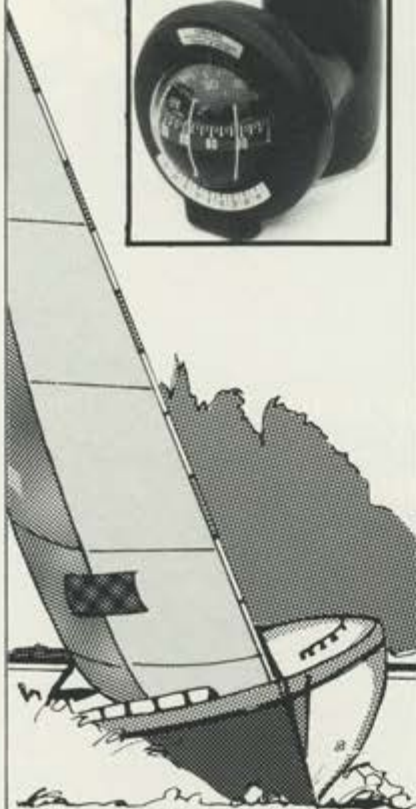


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"Yet he shall win races."

"But lose more than he wins."

They paused. The stork turned his head and spat a stream of tobacco juice to leeward.

"Between the two of you," he grumbled, "you've made the world's worst duffer. Well, it's too bad, kid, you're sure to have rough going of it. Now it's time we shoved off. I'm going to have a hard beat coming back and I want to catch the tide." He gathered up the ends of the sling in his bill and I felt myself swaying slightly.

Suddenly the good angel cried out, "I'll make him a writer of books. Books on sailing. If he can't win races himself he'll at least help others to win them."

"Not if they read the papers," answered the bad angel. "The yachting reporters will lay for him. They'll hammer Hell out of an author who writes about racing but can't win races himself. If he wins, they'll call it an upset and a fluky race. If he loses, they'll say, 'Calahan, as usual, finished a bad last.'"

Just then the stork hopped off. With a few mighty strokes of his wings, he cleared the pearly gates, then started sailing down hill.

And what a sail that was!

Those great, powerful wings, balanced and poised so perfectly. Silence save for the humming of the wind and an occasional slight rippling of feathers like the rattle of reefing points. I wish Levick and Rosenfeld had been there with their cameras to catch those wings, and Dr. Curry to see the constant adjustment of them as if the stork were trimming his sheets and setting up his shrouds.

I shall never forget their beauty. I lay comfortably enough but a bit precariously as though in a martingale under the bowsprit, looking up at those wonderful sails sharply outlined against the blue of the skies like the blue of the sea.

Then all was dark for a spell. Then I heard someone say, "It's a boy," and I knew the sail was over.

Sometimes I think all yachtsmen try to recapture the thrill and perfection of that first sail. Surely the racing yachtsman remembers subconsciously the power and drive of those great wings against the blue sky.

All his life he tries to reproduce the same results to recapture those first sensations of perfect sailing. He messes around with a rag and a stick to produce on earth what Heaven alone provides. And when in brief moments of achievement he "gets her goin'"—when he feels his vessel take life and speed ahead with nearly perfect sails and nearly perfect trim and a nearly perfect hull—he comes pretty close to Heaven.

These things are given to the racing yachtsman and to him alone. Your cruising man and your day sailor enjoy the beauties of sea and sky and the glory of motion which only a sail boat can give. Your cruising man revels in a quiet anchorage, the huge satisfaction of a voracious appetite, and soul-satisfying sleep to which he is lulled by lapping waves, slapping halliards and the fitful beams of his riding light. He enjoys an indescribable sense of achievement in reaching a distant port. New waters lure him. Old scenes recall fond memories. He has an enviable understanding of comfort and leisure and self-reliance. No one on earth can teach him more than he knows of the meaning of "well-being."

But he misses perfection.

I except, of course, those blithe spirits who race in cruising boats, crossing oceans, racing, driving every step of the way. But the ordinary cruising man is a casual, easy-going sort of person. No profanity makes a blue aura about his craft. If his vessel moves, it is good enough for him. If his helmsman holds his course, he is satisfied. If his sails are clean and free from mildew, his cup of joy is brimming.

Not to him is accorded that quest for perfection which is the urge of the racing yachtsman. Not to him is vouchsafed those exquisite moments when everything is taut and humming, when his craft, heeled down exactly to her sailing lines, is slipping quietly through the water at her very best speed. He has not seen the wings of the stork.

These rare moments of perfect sailing are the supreme reward of the racing man. He may finish in the ruck; but if he has found a brief interval of perfection, he is satisfied. He may finish first and get the consolation of the winner's gun and a silver cup; but, if he has floundered through a poorly sailed race, there will always be something missing.

The layman and the cruising man do not understand this. They think that because a prize is offered to the winner, he races to gain this prize. They call him a "mug hunter." They conceive it his ambition to fill his home with an infinite number of cups and cigarette boxes and cocktail shakers.

They can never understand. They have not seen the stork.



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District 2—Southern New England

by Ernie Schenck

10:35 a.m.—Art Dufresne calls. Could I do a story on District 2 for J/24 Magazine, he wants to know. Since I did remember mumbling something about doing this piece at our last District meeting, and since Art is the District Governor, I agree. "But how am I going to cram everything there is to say about District 2 into a single magazine page," I ask? "You'll think of something," Art responds, as he heads off for a week of cruising in Europe. Nice guy, that Art.

From New Haven, Connecticut to Hyannis, Massachusetts, District 2 is, by any standard, a hotbed of yacht racing activity. There's the America's Cup, of course. Block Island and Edgartown Race Weeks. The Buzzards Bay Regatta, which now holds the distinction of being the single largest regatta on the East Coast, and this year served as a qualifier for the J/24 Worlds. And a recent addition to the steadily intensifying level of J/24 racing in District 2, the Southern New England Circuit, a series not unlike that which comprises the Texas Circuit, and consisting of several major regattas spread throughout the District.

With a high degree of activity on the club, fleet, YRA and District levels, many J/24's in District 2 can look forward to over 125 races in the course of a single season. Which may help explain the plethora of talent our District has contributed to the

class—Ed Adams, Wiley Wakeman, Ken Read and Stu Johnstone just to name a few.

By now, of course, the entire civilized sailing world knows of the J/24's legendary birth in Rod Johnstone's garage in Stonington, Connecticut, just one of dozens of scenic and historic ports on Eastern Long Island Sound, from the whaling wonders of Mystic, Connecticut to the varied and pleasant anchorages of Fishers and Shelter Islands. Fleets 4, 31 and 89 represent the class well in this western-most section of District 2.

At the center of the District lies Newport, Rhode Island. When the city isn't home for the world's 12-Meter fleet, it's no less busy playing host to everything from the Tall Ships to racing and cruising yachts from around the world. The Newport-to-Bermuda race, the Onion Patch and OSTAR are just a slim fraction of the many national and international yacht racing events that have become synonymous with Newport. In 1980, the United States Olympic Trials were sailed here, and although the boycott put a damper on things, the regatta still managed to attract much of the country's top talent. History will also record that the very first J/24 North Americans were held here in 1979.

Further to the east can be found some of the finest racing and cruising venues in the country. Stretching for 28 miles on a southwest-northeast axis is Buzzards Bay, with its predictable 15 to 20 knot sea breeze, steep chop and dozens of picturesque harbors. Among them, Westport, once a haven for prohibition era rum runners; Padanarum, home of the Concordia yawl, still



Nicholson and crew sailing on the Sakonnet River.

Photo by S. Pease

one of yachting's all-time classic designs; and Marion, with its sailing oriented preparatory school, Tabor Academy, a frequent and enthusiastic host to major one-design regattas.

Still further east, on Nantucket Sound, lies Hyannis, and though better known as the home of the Kennedys, this popular port on Cape Cod is fast becoming known to the local sailing crowd as a growing attraction for J/24 owners. The 1983 District

2 Championships were hosted by the Hyannis Yacht Club and Fleet 104.

District 2 encompasses some of the country's most scenic and challenging waters with something for every J/24 sailor, racer or cruiser, and we welcome all of you to come up and sail with us sometime. Perhaps in 1985, when the North Americans will be held in Buzzards Bay. See you there!



A raft-up at Cuttyhunk after 1983 Twenty-hundred Club Race from Newport.

Photo by S. Pease

DID YOU EVER WONDER WHY THE WINNERS HAVE BETTER SPEED AND POINTING?



The problem, like the proverbial iceberg, may not be what's above the water, but rather the keel below. You spend a significant amount of time and money selecting the proper shape for your sails, but what have you done about your underwater sails? The shape of your keel and the amount and location of your keel's draft are critical factors that determine the pointing ability and speed potential of your boat.

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Patent applied for Computer Keel Products.

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Irish National Championship

by Sean Dillon

The Dunhill J/24 Irish National Championship was held August 18-24. The fleet of 22 J/24's assembled for briefing at the Royal St. George Yacht Club, Dun Laoghaire, on the East Coast of Ireland outside Dublin city. The championship was comprised of a series of five races, four Olympic style courses and one coastal (30 mile) race. The fleet consisted of three boats from Crosshaven County Cork, one from Northern Ireland, five from the United Kingdom (4 Wales, 1 England) and the balance from the well established Dublin Fleet.

Declaration of Crew at race registration set the tenor of the championship, which showed two former Olympic helmsmen, one recently returned Irish Admirals Cup helmsman and many crack dinghy sailors together with Michael Jackson from Parkstone Yacht Club, Poole, U.K., who recently placed fourth in the U.K. Championship. Light winds characterized the cham-

pionship won by Anthony O'Leary in *Flying Ferrett*. Though not winning a single race, his consistent finishes (three seconds and one fourth) reflected his excellent boat speed and tactics. *Jacko* (Michael Jackson) was second overall, and *Stroker* (Tim Goodbody) was third.

Japan Reports

The Second Kansai Championship, which selected the 1983 World Championship entrants, was held at Lake Biwa March 19-21. Thirty one boats competed, including the lady's team *Lady First* and the junior team *E.T.* made up of high school boys. The regatta was very exciting, just like the All Japan Championship. In the distance race they met with dead calm, however, and all the boats stood side by side. Results of the top ten are shown below. *E.T.* finished 22nd, and *Lady First* finished 28th. Two of the five scheduled races were cancelled for lack of wind.



Second Kansai Championship at Lake Biwa.

The 2nd J/24 Kansai Championship

POS	SAIL	YACHT	SKIPPER	HOMETOWN	1	2	3	TOTAL
(Top 10)								
1	2474	<i>Honkey Tonk Jr.</i>	M. Hayashi	Fukuoka	3	1	1	107
2	2697	<i>Appollonia</i>	S. Fukumoto	Fukuoka	6	3	3	98.5
3	2864	<i>J of J</i>	Y. Shozaki	Nishinomiya	8	6	7	87.5
4	2672	<i>Ko-Marge</i>	M. Shibata	Shimizu	2	18	4	86
5	2677	<i>China Town</i>	T. Ishida	Tokyo	9	15	2	85
6	2462	<i>J/13</i>	M. Nanba	Kyoto	5	4	14	82
7	2871	<i>Olive (II)</i>	S. Hagihara	Tokyo	14	8	6	81
8	2876	<i>Koume</i>	T. Saita	Fukuoka	11	2	13	79.5
9	2699	<i>Street Girl</i>	K. Tanebe	Toyama	18	14	5	72.5
10	2687	<i>Mahoroba</i>	H. Sanagi	Niihama	15	10	10	72



Ladies Championship Trophy Party.



Chisato team sailing very hard at First Ladies' Championship.

The 1st J/24 Ladies Championship

POS	SAIL	TEAMS	SKIPPER	HOMETOWN	1	2	3	4	TOTAL
1	2677	<i>Pink Kiss</i>	M. Tsuchiya	Tokyo	1	1	3(30%)	2(30%)	25.6
2	2876	<i>Little Mama</i>	Y. Takano	Fukuoka	DSQ	4	1	1	21½
3	2685	<i>Sweet Potato</i>	M. Moriyama	Numazu	DSQ	2	2	3	20
4	2891	<i>Pina Colada</i>	M. Nakajima	Nagoya	2	5	4	6	19
5	2473	<i>Lady First</i>	M. Otsuki	Nishinomiya	4	7	5	4	16
6	2886	<i>Chisato Ladies</i>	C. Noshitani	Nishinomiya	3	6	8	5	14
7	2464	<i>Ms.</i>	H. Takahara	Nagoya	5	3	7	8	13
8	2681	<i>Orfe Gals</i>	S. Koyanagi	Nishinomiya	6	RET	6	7	8
Wind (m/s)					6-8	8-10	4-5	3-4	

The First Ladies Championship was held at Osaka Bay April 29-30, hosted by Lady First team. *Pink Kiss* won. The Lady First team says that they have competed in the usual races feeling that they were none the worse for losing the races against male sailors. But in this Ladies' regatta, all of the team showed a strong fight and felt pressure competing for the first time against lady sailors. However, they enjoyed the regatta very much and felt a great accomplishment. After the regatta they said they wish to continue the Ladies Championship. The Second Ladies Cham-

pionship will be held in Spring of 1984. The winners, sailing *Pink Kiss*, were very happy to have won and are looking forward to competing and furthering friendly relations with World J/24 sailors at the '85 J/24 World Championship in Japan.

The Second Kanto Championship was held at Sagami Bay April 29-May 1. Thirteen boats competed, including *Street Girl* coming 250 miles, from Toyama. *China Town* won again. The Second Chubu Championship was held at Mikawa Bay on July 16-17. Eleven boats competed, and Broster won.



Start at Shikoku Championship.

Sweden's World Championship

by Marie-Louise Carlsson

When the Swedish J/24 Class Association president, Bengt Julin, told us that the 1983 Worlds were going to be held in Sweden, there was a lot of excitement. But the excitement quickly changed to eager preparations to make this event as good as possible. We soon realized that there were many pieces that had to fit together before the first race could take place. It was decided that the races should take place in the south of Sweden, at Limhamn near Malmö, and the hosts for this worlds should be Malmö Segel Sällskap.

At the opening ceremonies on Sunday, June 12, the Swedish Class Association presented a magnificent Orrefors crystal bowl, named the Bengt Julin Challenge Cup, to be given to the crew which is first after the three first races. Bengt Julin has introduced not only the J/24 to Sweden, but also the Optimist, the Flying Junior, the FD, Tempest, Soling, the DN Ice Yacht and the Laser. His efforts to make Sweden known at international sailing events are admirable, and we owe him a lot.

After very careful measuring of the yachts led by Dennis Ellis, the tuning up races were sailed. On the first day of the Championship, the wind was shifty and weak, and the first race was postponed. On the second day only one race could take place. Because of this weak wind, the "lay day" was no "lay day" and two races were completed on Wednesday. At this point, Bob Johnstone was first, but after the distance race Ed Baird took the lead. The distance race was very tricky with irregular currents and shifty variable winds. The fifth race was held in a very weak breeze and it finished close to the maximum time limit. Some boats did not finish in time because they had to cast



Bengt Julin, Swedish NJCA President, at prizegiving ceremony with new World Champion Ed Baird.



Top contenders Johnstone and Baird at Worlds.

anchor at the first mark to keep from going backward with the current. Bob Johnstone had taken the lead again before the last race. Most thought he was the winner, with his skillful crew including son, Stuart, as tactician, and excellent boat speed. In the last race Johnstone finished fourth and Baird second, making Ed Baird and his crew the 1983 World Champions. The best Swedish boat, *Suset*, helmed by Finn World Champion Magnus Olin, finished fourth.

Everybody seemed satisfied with the racing and the charter arrangements. Of note is that Ed Baird chartered his boat from R. Pilotti of Sweden. The discipline was good, there were only a few recalls, and the Jury had not many protests to handle. At the prizegiving ceremony held at the clubhouse overlooking the marina, the Japanese issued their invitation to the 1985 World Championship. The 1983 World Championship is over and the Swedish J/24 Class Association hopes that the participants enjoyed their stay and the races.

Open Dutch Championship

by Jochem H. Costerman Boodt

From 9-11 July the first J/24 Open Dutch Championship was sailed on the IJsselmeer near Medemblik.

Eight J/24's from Holland, Germany and England sailed in light to moderate winds, six Olympic courses.

The English boat *Jammy B.* owned by Paul Bauchop won the first four races, and showed who was the best. The last two races were won by the German boat *Viva* owned by Reinhard Hippel.

The event was a great success even considering only eight J/24's took part.

This also, because for Holland it was the first J/24 event ever held, and a lot of people had never seen so many J/24's

before.

The Dutch Class Association is slowly growing, and only by showing the boat in races is it possible to convince racing sailors that a J is the only way.

In 1984 we hope to organize the European Championship also in Medemblik, another good thing for the class in Holland.

Results

POS	YACHT	HELMSMAN	HOMEPORT
1	<i>Jammy B.</i>	Bauchop	England
2	<i>Viva</i>	Hippel	Germany
3	<i>Ohio Express</i>	Jacoby	Germany
4	<i>Redneck</i>	Costerman Boodt	Holland

J/24's In Bermuda Race Week

Dick Tillman took top honors in the first J/24 Class event of Bermuda's International Race Week held May 1-6. Of the fleet of eight J/24's, four were invited from outside Bermuda to compete against the top sailors of the local J/24 Fleet. Visitors were Art Dufresne, District 2 Governor; Carter Gowrie, winner of the 1983 Southern New England Circuit; Dick Tillman, current Laser North American Masters Champion; and David Barrow, successful British keelboat sailor.

The seven races were sailed on 8 to 10 mile Olympic courses set in Bermuda's beautiful Great Sound, with six races counting. Winds were medium to heavy for all but the last race, when the medium breeze dropped to a drifter and shifted nearly 180 degrees for the last leg. While Tillman won the first six races, only one point separated Barrow and Gowrie going into the last race. Three time Bermuda National Champion Michael Ashton won the last race, Gowrie dropped to third on the last light air leg,



One last rum punch together, at close of week.



Tillman and crew on *Petite Pappillon* prepare to launch at weather mark.



Cartie Gowrie at helm of *Centipede* in Bermuda Race Week.

and Barrow chose to take a DNF for his throw out, putting him in second place overall by one point. Trophies for all eight classes participating were presented at the Royal Bermuda Yacht Club in Hamilton.

POS	SKIPPER	HOMEPORT	1	2	3	4	5	6	7	TOT
1	Dick Tillman	Satellite Bch., FL	1	1	1	1	1	1	2	6
2	David Barrow	Hampshire, Eng.	2	2	3	3	2	3	DNF	15
3	Carter Gowrie	Old Saybrook, CT	4	4	2	2	3	2	3	16
4	Michael Ashton	Warwick, Bermuda	5	5	4	6	5	4	1	24
5	Richard Bath	Southampton, Bermuda	3	3	7	4	6	5	4	25
6	David Ashton	Paget East, Bermuda	6	8	5	5	7	7	5	35
7	Art Dufresne	Poquonock, CT	8	7	8	7	4	6	7	39
8	Andy Burnett-Herkes	Somerset, Bermuda	7	6	6	8	8	8	6	41

Peru

There are now 46 J/24's in Peru and the NJCA is growing fast. A series of races was held June 24-29 and July 2-3, results of which follow. The winner (Alberto D'Angelo, Peru NJCA President) qualified to represent Peru in the 1983 Pan American Games.

Callao Series

POS	YACHT	SKIPPER	TOTAL POINTS
1	<i>Black & White</i>	A. D'Angelo	3.0
2	<i>Carumba</i>	J. D'Angelo	21.7
3	<i>Vanessa</i>	G. Caravelli	26.7
4	<i>Airone</i>	C. Canziani	35.0
5	<i>Venemo</i>	P. Barclay	45.0
6	<i>Calamari</i>	J. Quinones	62.7
7	<i>Tifon</i>	L. Rizzo	68.7
8	<i>Majo</i>	J. Balbuena	69.4
9	<i>Manana</i>	J. Mejia	72.0
10	<i>Waka</i>	K. Wiegardt	72.7
11	<i>Vendaval</i>	A. Piazza	73.0
12	<i>Intuicion</i>	A. Debernardi	76.7

1983 District One Championship

The 1983 District One Championship was hosted by Casco Bay Fleet 43 and Portland Yacht Club. Twenty boats from 4 states competed in the 5 race, no throwout series, sailed in predominately light and fluky conditions on Casco Bay, July 15-17.

The series was run using a crew weight limit of 340 kg. (748 lbs.) as an experiment to give competitors a chance to gauge their reactions to this proposed Class rule change. Comments ranged from strongly negative to strongly positive, but the general feeling seemed to be that the concept worked fairly well. There was no general weigh-in, but the official scales were available from registration on, and all crews knew they would be subject to protest if over weight.

Boats were about evenly divided between four and five member crews. Several boats carried light women or juniors who might not otherwise have had the opportunity to sail, not because of their lack of ability, but because of their lack of beef. A few skippers commented that, if enacted, the weight limit should be chosen with care, but did not agree on what the limit should be, the usual proposal being about 10 lbs. more than the proposer's present crew weight.

Parker Hadlock sailed *Airplay* (crew: 5) to a convincing victory showing good speed and better smarts in the often frustrating conditions. Second place in the series went to District Governor Win Fowler in *Nancy H* (crew: 4). Third and fourth were Bob and Conrad Barth in *Electric Pickle* (4) and Frank Adshead in *Synergy* (5).

Scheduled 10:30 starts were postponed each day as the race committee, headed by Dr. Tim Tolford, waited for some hint as to whether any of the wind gods intended to stir themselves that day.

A light southerly appeared just before noon Friday allowing the first race to get under way. The Barths in *Electric Pickle*, Jay Corson in *Diogenes*, and Fleet 43 Captain John Tarling in *Apex* made the best of the cats paws on the first weather leg rounding close together, followed by a big pile up, which Hadlock skillfully avoided to move *Airplay* into fourth. Corson had spinnaker problems and dropped quickly. Hadlock stayed high on the second reach, missing a hole that slowed *Apex* and *Pickle*, and rounded the leeward mark inside to take the lead for good. The Barths came second, Tarling third, George Tonini in *Trick or Treat* fourth, and Win Fowler in *Nancy H* fifth.

The second race of the day saw the local boats, lead by Fowler head quickly for the favored right hand side of the course on the first beat, only to overstand the mark considerably. *Pickle*



Airplay in the unusual position of playing catch-up to *American Garage*, *Synergy*, and *Apex*.

Photo by Doug Jones



Diogenes prepares to round the weather mark followed by Walk On By and American Garage.

Photo by Doug Jones

rounded first followed by Hadlock and Fowler in 4th and 5th. These two made the most of the right side on the second beat, moving into first and second, which was not lost on Gerry Crawford in *Optimum* who went to the right corner on the final beat to pass 7 boats and finish 3rd. *American Garage* sailed by Lance Mehaney was 4th and the Barths 5th.

Saturday saw zephyrs from all points of the compass before settling SSE. A 20 degree back just before the start of the first race of the day found Fowler and Ned Semonite in *Etera* alone at the pin to give them a quick lead. Fowler sailed conservatively up the middle to round first, followed by Parker Stokes in *Bullet* and the Barths both of whom found the left side heavily favored. On the final beat the dying breeze veered sharply, catching the Barths and Crawford off guard and allowing Elliott Wislar in *Whiteout* and Hadlock to move into 3rd and 4th behind Fowler and Stokes, with the Barths 5th.

The second race started in the now southerly but restarted at the first leeward mark when the wind died completely and the entire fleet congregated at the mark, but couldn't round against the tide. Frank Adshead in *Synergy* managed to squeeze out first followed by Mehaney and Tarling and when the wind finally came back a little it was southeast again, turning the remainder of the race into a parade. Hadlock salvaged a 6th, and the Barths a 7th to hold series first and second, while a disastrous 12th put Fowler in 3rd with one race to go.

Sunday saw the best wind of the series with a shifty north-westerly appearing around noon and increasing as the final race progressed. Hadlock made his series win convincing by nosing out Adshead on the last tack of the last beat. Stokes was 3rd,

Fowler 4th, and Mehaney finished 5th, although he was later dislodged by a protest.

POS	YACHT	SKIPPER	FINISHES				
1	<i>Airplay</i>	Hadlock	1	1	4	6	1
2	<i>Nancy H.</i>	Fowler	5	2	1	12	4
3	<i>Electric Pickle</i>	Barth	2	5	5	7	7
4	<i>Synergy</i>	Adshead	6	12	9	1	2
5	<i>Apex</i>	Tarling	3	9	7	3	15
6	<i>Optimum</i>	Crawford	10	3	6	8	13
7	<i>Bullet</i>	Stokes	14	18	2	5	3
8	<i>Whiteout</i>	Wislar	9	7	3	14	8
9	<i>Diogenes</i>	Corson	12	10	10	4	6
10	<i>American Garage</i>	Mehaney	7	4	12	2	DSQ
11	<i>Walk On By</i>	Beals	8	8	8	15	11
12	<i>Wild Goose Chase</i>	Knowles	15	6	16	10	5
13	<i>Trick Or Treat</i>	Tonini	4	17	14	17	10
14	<i>Aeolian Jenesis</i>	Chrisenten	13	11	11	16	14
15	<i>Hawk</i>	Russell	11	13	18	18	9
16	<i>Etera</i>	Semonite	16	15	13	13	12
17	<i>Four Play</i>	Naylon	17	14	19	9	16
18	<i>Emerald City</i>	Cunningham	18	16	17	11	17
19	<i>J 4 Janet</i>	Green	NS	NS	15	20	NS
20	<i>Still Crazy</i>	Poulin	NS	NS	20	19	18

1983 District 19 Championship

District 19 held their District Championships July 30th and 31st at the North Flathead Yacht Club, Somers, Montana. Boats came from Seattle, Couer d'Alene and even one boat from Denver, CO, along with the local boats to make a twenty boat regatta.

Racing started early Saturday morning under sunny skies on a strong northerly breeze. Jeff Fisher from NFYC won this race, followed closely by four boats from Seattle—Frederic Lafitte, Brett Hayfield, Harry Dursch and Bernie Hyde. The second race of the morning was held in lighter air with the Seattle boats capturing the first four places—Dursch, Hyde, Hayfield & Lafitte. After a lunch break, the boats returned to the water, but due to light and shifting air, no races were held. A make-up race was scheduled for 7:00 that evening. This gave participants an opportunity to swim in the lake and enjoy a bar-b-que provided by Fleet 25.

Saturday evening's race started in a ten knot westerly breeze with a very short weather leg, making it very congested at



Jeff Fisher rounds on the inside of Bob Baunton and Frederic Lafitte at District 19 Championship.

the weather buoy. At the end of five legs, Frederic Lafitte was in first place, Dursch second, Fisher third and Hayfield fourth, but due to a foul at the weather mark, Lafitte was disqualified. So, at the end of the first day of racing the standings were as follows: Dursch 5½ points, Fisher 8¾ points, Hyde 10 points, Hayfield 14 points and Gregory 19 points.

Sunday morning did not produce the wind of Saturday morning. A thin layer of haze held the morning thermal to eight knots or less. The race started with most boats going to the right hand side of the course, which appeared to have more wind, although Buck Love, who started on the port end and stayed left, was the first boat to the weather buoy by two hundred yards. Shortly after the boats had rounded the weather buoy, the wind almost died and slowly veered to the south. By the end of the five legs, Fisher was first, Hayfield second, Lafitte third, Dursch fourth and Hyde fifth. Shortly after these boats finished, the race committee abandoned the race, thus putting Dursch back in first over-all. Another race was started on a light southerly breeze. The results of this race were Hyde first, Love second, Kunnary third and Lafitte fourth. Due to lack of wind the regatta was terminated, leaving Dursch first, Hyde second, Fisher third, Hayfield fourth and Lafitte fifth. Over-all results are as follows:

1983 District 19 Championship

POS	SAIL	SKIPPER	YACHT	1	2	3	4	TOT
1	2845	Harry Dursch	<i>Self Abuse</i>	4	¾	2	6	12¾
2	2179	Bernie Hyde	<i>Lemon Hart</i>	5	2	7	¾	14¾
3	1911	Jeff Fisher	<i>Mystic</i>	¾	5	3	9	17¾
4	62	Brett Hayfield	<i>Eddie Hasket</i>	7*	3	4	8*	22
5	2171	Frederic Lafitte	<i>Chips Ahoy</i>	2	4	14¾*	5	25¾
6	1659	Buck Love	<i>Saracen</i>	6	6	13*	2	27
7	65	Dennis Gregory	<i>X-Rated</i>	7	8	5	7	27
8	662	Bob Baunton	<i>Manu-Rotorua</i>	9	12	10	12*	43
9	2959	Cliff Kunnary	<i>Blew By U</i>	16	17	11	3	47
10	2198	Roger Carlson	<i>Cheap Thrills</i>	8	7	15	19*	49
11	344	Jim Thompson	<i>Rascal</i>	11	13*	16	11	51
12	3705	Wally Berard	—	18	14	6	13	51
13	1660	Ken Yachechak	<i>Sunkissed</i>	10	10	14	19*	53
14	2389	Bob Hyslop	<i>Bombay Blues</i>	13	11	21*	10	55
15	2844	Marion Hyde	<i>One Trick Llama</i>	12	15	8	22	57
16	1894	Roger Schoen	—	15	18	12	12	57
17	2388	Richard Baxter	<i>Spring Fever</i>	14	16	13	16	59
18	1781	Hank Busey	<i>Blue Jay</i>	18	13	18	17	66
19	343	Larry	<i>Mariah</i>	17	19	19	19*	74
20	305	Jack Truzzolino	<i>Windsplitter</i>	19	20	20	22	81

* Indicates alternate penalty.

Lake City Fleet 90

by Pat Hoy

Like the J/24 itself, Fleet 90's enthusiasm seems to get better with age. This year participation in one-design racing by Fleet 90's members is at an all time high.

It seems the effects of "El Nino" have been causing our very unusual weather this year. Our spring series was sailed in a strange mix of moderate, heavy and dying air. After four races in the May series Bob Hyslop and crew held a 3½ point lead over defending Fleet Champions Roger and Sandi Schoen, with our silver-haired senior skipper Craig MacPhee in third place.

Mid-Seasons was the next event on Fleet 90's calendar. Once again *El Nino* gave us her best shot, but could not discourage our members from completing the four race series. The winds were mostly light but the rain was definitely heavy

throughout the series. This event is taking on an invitational theme, much to our satisfaction. We had visitors from Flathead Lake, Montana and from Lake Pend Oreille, Idaho joining us for the event. The competition was excellent. Bill Cowles won the series rather handily with Roger and Sandi second and Dick Baxter in third place with a very good series.

So with only 4½ points separating the top three boats and only eight races remaining it's going to be a tremendous run to capture the Fleet Overall Champion for 1983.

Casco Bay Fleet 43 Second Annual Luffers and Duffers

For the second year in a row the Casco Bay Fleet 43 J-Cats celebrated the annual Luffers and Duffers on Chebeague Island in Casco Bay. The event takes place on the 4th of July and the equipment needed consists of a J/24 (though a J/22 participated), a set of golf clubs, and Bloody Marys.

Chebeague Island has a 9-hole golf course and it is probably not one of the most challenging courses on the eastern seaboard, but for us it was perfect.

We all agreed to meet at Chebeague Island at 10:00—equipped. One of the most important participants is Winn Fowler (Nancy H)—not because of his golf game, but because he has the best Bloody Mary mix going. Other participants included Parker "Jack Parr" Hadlock (*Airplay*), John "Sam Snead" Tarling (Apex), Peter "Arnold Palmer" Sowles (*Slap Shot*), and Jon "Jack Nicklaus" Knowles (*Wild Goose Chase*). The guest J/22 was Bob Twinem and John Koeing's *White Rushin*.

Parker Hadlock's stroke looked like a cross between someone digging for clams and swatting flies. Winn Fowler's divots were enormous (when he actually hit the ball) and Peter Sowles cheated—he was drinking Samosa's instead of Bloody Marys.

The end of the game is determined by three things: running out of Bloody Marys, actually finishing the course, or losing all of the golf balls. This year I think we ran out of golf balls.



Equipped for Casco Bay's annual Luffers and Duffers event.

Gardiners Bay Fleet 89

by Robert Melrose

On May 7 Jeff Johnstone from J World in Newport came down to Shelter Island Yacht Club and gave a seminar on "Racing a J/24". The first part of this seminar was dock side with a J/24 where he discussed rigging, tuning and crew assignments. The balance of the session involved starting, upwind and downwind tactics in the Shelter Island Club house. His presentation was enthusiastically received by 35 J/24 owners and crew members of Fleet 89—Gardiners Bay. Undoubtedly, all our boats will be faster as a result of Jeff's presentation.

On July 2, Shelter Island Yacht Club and Fleet 89 con-

ducted the Second Annual Invitational Regatta which consisted of a race around Shelter Island. Twenty-one J/24's started in Orient Harbor and the first boat to finish was *Risk*, sailed by Carter Gowrie of Fleet 31 in Connecticut. The time for the race was 3 hours and 10 minutes, probably a record for boats 24 feet long. The fastest time on record is 2 hours 55 minutes for a Division I boat.

On Sunday, July 3, the J/24 Fleet participated in Division II of the Heatherton Trophy Race, conducted by Shelter Island Yacht Club in Gardiners Bay in light air. The J/24, *Yachtzee Challenge*, sailed by G. Biddle, was the winner.

The winner for the two days of J/24 racing was *Risk* with a 1-4 followed by *Yachtzee Challenge* with a 1-6. These two races were scored as part of the SNEC.



Pin end of starting line in race around Shelter Island, July 2nd.



Jeff Johnstone teaches dockside session at Fleet 89 racing seminar.

Nicoll Wins 1983 Buzzards Bay Regatta

by Carter Gowrie

In an uncharacteristically light air series, Dave Nicoll of Annapolis, Maryland sailed *Tantrum* consistently well to win the regatta and qualify for the world championships to be held in Poole, England in 1984. Buzzards Bay, known for heavy air, disappointed fifty-nine J/24 sailors August 5-7, when a weak cold front hung over the area for three days. In spite of these adverse conditions, the Race Committee of the New Bedford Yacht Club did an excellent job and completed eight races.

With his crew of Ann Allsop, Jan Carpenter, and Bill and Pat Fitzgerald, Nicoll managed to, "keep his nose clean" and pick the shifts well to score an impressive win over Ken Read of Rhode Island. "The wind never seemed to go to the right the way the local people told me it would," said Nicoll. "We just started near the pin and took advantage of the shifts that seemed to come from the left side of the course."

Ken Read had excellent boat speed in the light winds, but he was not as consistent. He withdrew from one race after being protested for roll tacking; and in spite of scoring four firsts, he could not total as well as Nicoll.

Chuck Millican, also of Annapolis, sailing *PDQ* finished third, and Jim Mead of Annapolis in *Swag* placed fourth, showing the strength of the J/24 fleet in Maryland. Millican had recently placed fifth in the World Championships in Sweden. Richard Hermon-Taylor, who was third in the same world championship, placed sixth at Buzzards Bay.

The Designer's Fleet was won by Ted Scott of Marblehead, Massachusetts. C. Brown finished second and Bill Simson third.

Photo by Dave's Photo Studio

Buzzards Bay Regatta Championship Fleet

POS	YACHT	HELMSMAN	1	2	3	4	5	6	7	8	TOTAL*
1	<i>Tantrum</i>	D. Nicoll	3	1	6	3	1	1	3	12	17 1/4
2	<i>Ubangy Stomp</i>	K. Read	7	WD	1	1	2	1	7	1	19
3	<i>PDQ</i>	C. Millican	1	9	6	1	4	5	5	6	27 1/2
4	<i>Swag</i>	J. Mead	4	4	7	9	1	9	23	5	38 3/4
5	<i>Obstreperous</i>	M. Hill	4	8	5	6	6	10	1	10	39 3/4
6	<i>Akela</i>	R. Hermon-Taylor	6	2	4	2	15	14	10	2	40
7	<i>Whirlaway</i>	R. Moore	5	11	5	14	5	1	12	8	48
8	<i>Risk</i>	C. Gowrie	3	11	9	8	3	6	8	21	48
9	<i>Older Woman</i>	J. Linville	5	4	3	10	5	19	25	4	50
10	<i>Civil War</i>	N. Hall	17	5	8	7	6	7	2	19	52
11	<i>Dusty Work</i>	L. Keith	6	DSQ	2	2	2	10	16	18	56
12	<i>Lickety Split</i>	A. Zwig	14	6	7	3	17	2	24	11	60
13	<i>Cuckoos Nest</i>	B. McLeod	11	8	8	18	7	7	6	14	61
14	<i>Locomotion</i>	J. Couch	2	7	13	13	10	19	21	3	67
15	<i>Blitz</i>	A. Constance	15	3	12	4	12	4	19	WD	69
16	<i>Telluride</i>	S. Killips	8	3	11	12	7	11	18	DSQ	70
17	<i>Sou'West</i>	P. Dickey	19	1	14	11	8	17	4	23	73 1/4
18	<i>Envy</i>	T. Ettinger	16	6	10	6	9	16	13	26	76
19	<i>Dat Gas</i>	C. Kostanecki	15	5	3	DSQ	4	6	29	15	77
20	<i>Scandal</i>	W. Crane	9	17	1	18	16	15	15	7	79
21	<i>Electric Pickle</i>	R. Barth	2	2	20	7	10	DSQ	22	17	80
22	<i>Impasse</i>	S. Hourihan	17	9	11	19	12	8	14	9	80
23	<i>Grace Pressure</i>	J. Raymond	10	10	4	24	14	11	9	DNS	81
24	<i>J Walker II</i>	S. Schimenti	11	7	16	13	3	22	11	DNF	83
25	<i>Compromise</i>	T. Scott	20	12	2	10	11	17	27	16	88
26	<i>High Frequency</i>	R. Burgess	8	4	13	20	17	8	20	20	90
27	<i>Smokin</i>	Holt/Boatwright	1	14	17	11	19	13	17	22	113 3/4
28	<i>Tonka</i>	W. Durgin	12	18	12	4	13	15	26	25	99
29	<i>Clash</i>	Morrison/Profsky	9	10	21	8	15	12	28	DNC	103

*Best 7 of 8

Buzzards Bay Regatta Designer Fleet

POS	YACHT	HELMSMAN	1	2	3	4	5	6	7	8	TOTAL*
1		T. Scott	DNS	DSQ	10	5	13	3	2	3	65
2	<i>Synergy</i>	C. Brown	DSQ	13	14	5	DSQ	3	3	1	67
3	<i>Gracie</i>	W. Simson	21	12	18	9	14	18	1	5	76 3/4
4	<i>Fin</i>	W. Wickes	18	22	19	17	9	5	11	2	81
5	<i>Lowly</i>	C. Rimson	11	21	16	14	24	13	5	4	84
6	<i>Red Heart</i>	J. Lane	20	15	23	23	11	4	10	6	88
7	<i>Yachtzee</i>	B. Biddle	8	16	20	WD	16	18	7	9	94
	<i>Challenge</i>										
8	<i>Quack</i>	S. Shumway	13	24	9	20	18	12	9	DNC	105
9	<i>Nobul</i>	B. Knowles	13	20	18	15	20	23	13	7	106
10	<i>Charisma</i>	J. Healey	21	17	21	22	25	16	4	8	109
11	<i>Hooligan</i>	J. Kirk	16	25	17	DNF	22	9	8	15	112
12	<i>Ajax</i>	A. McKnight	22	19	DSQ	17	19	22	6	10	115
13	<i>No Name</i>	C. Axelson	14	15	DNC	16	18	DNC	18	16	116
14	<i>This End Up</i>	T. Clemow	18	16	24	12	21	DNC	19	12	122
15	<i>Excalibur</i>	D. Mazzaresse	23	19	15	23	23	20	16	17	133
16	<i>Steal Away</i>	J. Conway	20	18	24	19	18	DNF	17	19	135
17	<i>Water Margin</i>	T. Fromson	23	20	15	15	21	14	DNC	DNC	137
18	<i>Slap Shot</i>	K. Mazzaresse	DNC	DNC	DNC	16	20	21	12	11	140
19	<i>Amy J</i>	A. Ferlazzo	24	23	23*	21	22	20	20	13	142
20	<i>Jesus Saves</i>	A. Dufresne	24	21	22	25	DSQ	DSQ	15	14	149
21	<i>Amulet</i>	K. Costikyan	24	26	19	24	27	21	14	DNC	155
22	<i>Thoro Red</i>	J. Hackett	DNS	DSQ	22	22	23	24	21	18	159
23	<i>Puffin Hard</i>	Dangel	16	23	25	21	26	DNF	DNC	DNC	168

*Best 7 of 8

Fleet 29's 1983 Southwest Championship

by Bruce Nutt

Bruce Golison put together a characteristically superb performance to win the Annual Southwest Championship hosted by Rush Creek Yacht Club, Heath, Texas, Memorial Day weekend. The fleet of 38 boats sailed five scheduled races of a no throw-out series.

Golison in *Snafu* managed to move into first place on the second day of sailing with two firsts after being in fifth place behind Paul Foerster in *Grand Slam*, Robert Mosbacher in *Disirregardless*, Jody Smith in *Jet Stream*, and Jim Anderson in *Graybeard*.

After the second day of racing, the positions for the top five had taken on a different look. Maudlin-Beckman in *Meaningful One Night Stand* had moved into second place behind the new leader, Jody Smith held his position, with Vince DiLorenzo moving into fourth place followed by Karl Dietz in *Blueprint*.

The racers "relaxed" after two days of racing with a "Ya'll

Come" Bar-B-Que Dinner and a real Texas Stomp. Somehow everyone found their way to the race course on Monday for the final day of racing. All top five boats managed to hold their positions in the final race.



Bruce and Margo Golison and crew display first place trophy at Southwest Championship.

Rush Creek Yacht Club 1983 J/24 Southwest Championship

POS	SAIL	YACHT	SKIPPER	RACE					TOTAL
				1	2	3	4	5	
1	1130	<i>Snafu</i>	Bruce Golison	4	12	1	1	13	31
2	3484	<i>Meaningful One Night Stand</i>	Maudlin-Beckman	12	5	5	4	14	40
3	3281	<i>Jet Stream</i>	Jody Smith	6	4	19	2	11	42
4	1961		V. DiLorenzo	8	18	3	5	9	43
5	126	<i>Blueprint</i>	Karl Dietz	1	26	2	9	7	45
6	2017	<i>Proud Mary</i>	Toby Ricks	10	7	11	19	4	51
7	3694	<i>Boss Hog</i>	Fountone J. Reeves	18	8	7	10	10	53
8	542	<i>Wicked Wahaine</i>	Kegler	20	13	17	11	2	63
9	1679	<i>Ms. Sippi</i>	Steve Andre	9	15	10	14	16	64
10	275	<i>Windfall Prophet</i>	Hallman	31	14	12	3	5	65
11	2705	<i>Priceless</i>	Irwin Sturzenberger	25	2	6	6	28	67
12	2848	<i>Disirregardless</i>	Mosbacher	2	3	22	21	22	70
13	1040	<i>Graybeard</i>	Jim Anderson	5	10	13	16	26	70
14	2573	<i>More Grief</i>	Conger-Wolcott	22	16	20	12	1	71
15	1979		Meadows	16	6	26	23	3	74
16	968	<i>Grand Slam</i>	Foerster	3	1	4	39	38	85
17	1903	<i>El Rayo-X</i>	Lindsay	28	9	24	7	17	85
18	634	<i>Monster Fish</i>	Light-Peck Pfister-Pitarin	11	29	9	15	29	93
19	270	<i>Ante-Up</i>	Berg	7	28	14	DSQ	8	96
20	3287	<i>Prep. J</i>	Bob Chilton	13	39	8	25	12	97
21	3148	<i>Class Act</i>	Gayle	14	22	32	24	6	98
22	2574		Cary	26	11	29	17	25	108
23	3355	<i>Bon Temps</i>	DeCluitt	17	19	18	DSQ	19	73
24	1449	<i>Whatboat</i>	Hirschberg	19	30	23	20	20	112
25	2722	<i>Taxi Dancer</i>	Youngberg	23	34	25	13	21	116
26	60	<i>Rally</i>	Shelton	29	17	15	18	38	117
27	2309	<i>Greenback</i>	Pete Snider	21	24	31	8	38	122
28	3131	<i>Cheap Sunglasses</i>	Lomax	15	27	16	27	38	123
29	1748	<i>Bingo</i>	Bruce Nutt	33	21	33	22	15	124
30	3279	<i>Buzzoff</i>	Irwin-Walker	27	20	27	30	30	134
31	1428	<i>Rainbows</i>	Burt Scott	30	31	21	31	23	136
32	3323	<i>Bullseye</i>	Everett	32	23	34	29	18	136
33	43463	<i>Cottentail</i>	Powell	24	25	28	28	31	136
34	517	<i>Itsy</i>	Nowery	34	33	30	26	24	147
35	2302		Schermerhorn	36	32	36	32	38	174
36	2018	<i>Ammo Box</i>	Mangold	35	39	37	DSQ	27	138
37	786	<i>Footloose</i>	Skelton	38	36	38	33	32	177
38	3477	<i>Make It</i>	Tom Bilek	37	35	35	DNF	DNS	107



Photo by Charleston Evening Post

Breezy conditions prevail year round on Charleston Harbor.

Charleston Fleet 7

by Mason Chrisman

Charleston Fleet 7 enjoyed a winter and spring of non-stop racing with great participation by everyone in the fleet. There are now 15 J/24's active, up from only 2 at this time last year.

At the South Atlantic Yacht Racing Association Championship Regatta held on June 11 and 12, a different boat won each one of the five races. Going into the last race, any one of the top five could have won the regatta. Ross Griffith in *Zuma* proved to be the best man with Lenny Krawcheck in *Parrot* second, George Scarborough and Peter Dodds tied for third, and Cathy Chrisman fourth.

The photograph shows the breezy conditions and close racing that prevail on Charleston Harbor year around. The fleet Invitational Annual Regatta date is set for September 24 and 25, and a large turnout of coastal and inland boats are expected for this event. Courses are set for both harbor and ocean to provide a test of both olympic and short distance racing.

Fleet 7 has also initiated Wednesday night "Beer" races this year. The fleet meets on the water at 6:30 off the Carolina Yacht Club dock for the informal harbor course. This relaxed racing has been well received and is expected to continue during daylight savings time.

Minnetonka Fleet 1

July is one of the peaks of the sailing season on Minnetonka (it is also one of the two months of the year it hasn't snowed in Minneapolis). The fleet hosted the District 16 Championship on July 22-24 in what was hoped would be a 6-race series. In true arctic

form, Friday washed (sweated) out with 97° temperatures and absolutely no wind. Saturday brought good winds ranging from 10-20 knots. Pat Kabris, our District Governor, was in first place in the first race and Billy Allen (4th in the '82 Worlds) first in the second. Sunday dawned clear and cool—and calm—but became clear and brutally hot—and almost calm. Our third and final race on Sunday afternoon brought Billy Allen his second win and the Championship in light to very light to "almost not there at all" conditions.

The series presented a sometimes frustrating but challenging spectrum of conditions which is the hallmark of Minnetonka sailing.

District 16 Results

POS	SAIL	SKIPPER	1	2	3	TOTAL
1	2521	Allen	2	1	1	4
2	2770	Wyer	4	2	2	8
3	3577	Gjerde/Jurnquist	3	3	3	9
4	1361	Nelson	8	4	5	17
5	374	Forbes/Kitchak	5	5	7	17
6	3420	Levitus	6	6	6	18
7	3364	Kabris	1	11	10	22
8	959	Jensen	7	8	9	24
9	3276	Loomis	12	9	4	25
10	26	Law	9	13	8	30
11	26045	Sundquist	13	7	14	34
12	1006	Leskiko	10	12	12	34

Lake Norman Fleet 40

by Mike Scofield

Fleet 40 is located in Charlotte, NC, and has a membership of 30 active sailors. Generally, we race PHRF with the Outrigger Har-

bor Sailing Association on Lake Norman and have about 15 boats registered for a series. For the Fall series at Outrigger, we will have our own start (first) and will be racing strictly a one-design series. We hope to have 12 to 15 boats on the list for each of the races.

We held a nine-race series consisting of three races each on June 12, August 6 and August 7. There were no throw-outs and the 720 Rule was not in effect. A total of 12 boats registered and 6 qualified by sailing all nine races. The results were:

POS	BOAT	SKIPPER	TOTAL
1	<i>Smithereens</i>	Skip Cook	21
2	<i>Double Trouble</i>	Leonard Van Eijk	29½
3	<i>Loop Hole</i>	Mike Scofield	31
4	<i>Sloop du Jour</i>	Reagan Rowe	34¾
5	<i>Sillyvester</i>	John Jenkins	35½
6	<i>White Trash</i>	Mitch Buboltz	56

On November 12 and 13, Fleet 40 will be host for the First Annual North Carolina J/24 Championship. Anyone interested in entering this regatta may obtain information and registration forms from Fleet Captain Richard Jones, 109 Oxford Terrace, Matthews, North Carolina 28105; or Mike Scofield, Fleet Secretary, 4900 Hadrian Way, Charlotte, North Carolina 28211.

We have adopted a short set of bylaws and will be glad to share these with any other fleet that is interested.

District 10 Championship

John Tihansky of Tampa won the 1983 J/24 District 10 Championship co-hosted by the Eau Gallie and Melbourne Yacht Clubs and sponsored by Bacardi Gold Reserve Rum. Defending Champion Tihansky and his crew of Luke Lukowski, Robert and Linda Phillips, and Dave Webster sailed *Muscatel* to win four races of the five race, no throw-out series sailed on the Indian River at Eau Gallie, Florida. Three races were sailed back to back beginning at noon on Saturday, in sunshine and 8-12 knot winds on 6 mile triangular and windward leeward courses. At the close of Saturday's racing, local skipper Dick Tillman in *Family Affair* led the series by one point over Tihansky, with Chris Morgan of Lutz, Florida in *Dark Star*, third by 7 points. The 17 competitors and

their families, which included entries from around the state and Michigan as well, enjoyed a Bacardi Gold Reserve Rum party and roast beef dinner at the Melbourne Yacht Club Saturday evening. Sunday's two races in increasing winds of 12-18 knots saw positions change when Tihansky won both races to cinch his title while Tillman paid two 720 penalties and ended up 13th in one race and third in the other, dropping to third overall. Morgan's *Dark Star* was second in both races on Sunday, rounding out his Saturday record to second place overall. Joe Byars of Tampa steered *Tchau* in a consistent series to finish one point out of third place, in fourth overall. Sixteen year old Mike Henry of Indialantic steered Don Dietrich's *Zeppelin* to fifth place honors. Complete results are shown below.



Race Committee Chairman Herb Shipp congratulates John Tihansky and crew, 1983 District 10 Champions.

1983 District 10 Championship

POS	SAIL	YACHT	SKIPPER	HOMEPORT	RACES					TOTAL
					1	2	3	4	5	
1	2907	<i>Muscatel</i>	John Tihansky	Tampa	4	1	1	1	1	8
2	2901	<i>Dark Star</i>	Chris Morgan	Lutz	2	7	4	2	2	17
3	3202	<i>Family Affair</i>	Dick Tillman	Sat. Beach	1	2	2	13	3	21
4	151	<i>Tchau</i>	Joe Byars	Tampa	9	3	3	3	4	22
5	2550	<i>Zeppelin</i>	Mike Henry	Indialantic	3	5	5	4	DSQ	35
6	2997	<i>Shameless Hussy</i>	John Eldredge	S. Merritt Is.	5	12	11	5	9	37
7	1458	<i>Fine Tune</i>	Mike McWilliams	Melbourne	7	4	10	6	10	37
8	1657	<i>Watercolors</i>	John Amadon	Melbourne	11	14	6	7	5	43
9	2230	<i>Natraj</i>	Ed Sottak	Ind. Hbr. Beach	8	10	9	9	8	44
10	2407	<i>Millenium Falcon</i>	Bert McAllister	Indialantic	12	9	13	12	7	53
11	1471	<i>Nirvana</i>	Steve Pohlman	Lighthouse Pt.	13	15	7	8	12	55
12	175	<i>J-ello</i>	Chris Gates	Sat. Beach	14	13	8	10	11	56
13	153	<i>Dixie</i>	Rick Peper	Jacksonville	10	8	12	14	13	57
14	3336	<i>Tethys</i>	Sam Heiss	Sat. Beach	15	11	14	11	6	57
15	1165	<i>Zazz</i>	Bill VanWestern	Suttons Bay, MI	6	6	16	16	15	59
16	1459	<i>Cheap Shot</i>	Ed Ruttencutter	Palm Bay	16	17	15	15	14	77
17	2985	<i>Marianne</i>	Raine Williams	Maitland	17	16	DNS	17	16	83

Raritan Bay J/24 Championship

by Peg Nilsson

Al and Dave Constants of Morris Plains, N.J. won the Raritan Bay J/24 Championship hosted by Raritan Yacht Club of Perth Amboy on May 28-29, 1983. They sailed *Blitz* to a commanding lead of 1-3-1-1 in the five-race regatta. The brothers belong to Fleet 99, Rowayton, Ct.

Eric Leitner of the home Raritan Bay Fleet 2, District III, sailed *Apple Pie* to second place with 4-1-2-3-3. Lee Morrison in *Clash*, Fleet 99, Rowayton was third with 2-4-5-2-6; Ed Liberty in *Sugar Magnolia* and Dennis Hurley in *Devious*, both of Raritan Bay Fleet 2, were fourth with 5-5-7-4-4 and fifth with 8-9-4-5-5, respectively.

Twenty-two skippers competed; seven came from outside the Raritan Bay Fleet 2 area. Art Dufresne, a governor in District 2, Southern New England and Eastern Connecticut, crewed on one of the home fleet boats. Bill Moore who trailed *Whirlaway* from Bridgeport, won the prize for traveling the greatest distance.

The best three of the Raritan Bay Championship races may be counted towards the McMichael trophy, a day race trophy for District 3. The regatta also was included in the Southern New England Circuit.

Gordon's Dry Gin Distillery Company sponsored the regatta. They provided a cocktail party after the first day's racing, and prizes for the first five winners. State Hotel Supply Company of Newark, N.J. donated steaks for the Saturday night dinner.

Eric Leitner, captain of Raritan Bay Fleet 2, and Ed Liberty of the same Fleet 2, propose to make this an annual affair, and expect a bigger turn-out next year.

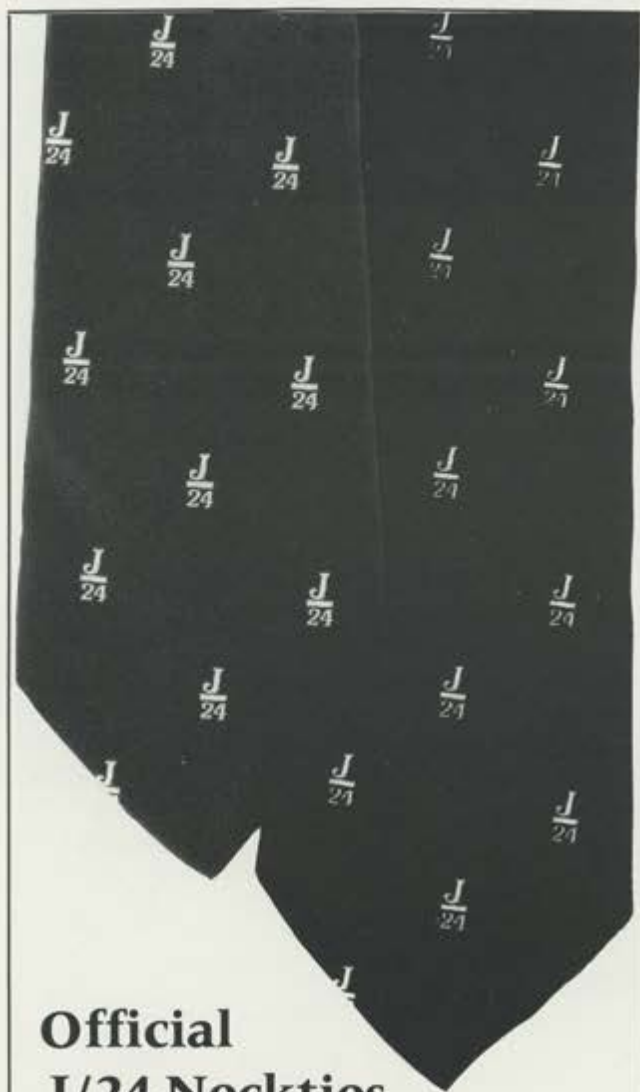


Kathy Hagen enjoys sun between races at Raritan Bay Championship.

Photo by George Molnar

Raritan Bay Championship

POS	SAIL	YACHT	SKIPPER	RACE					TOTAL
				1	2	3	4	5	
1	1258	<i>Blitz</i>	Constants	1	3	1	1	1	7
2	3511	<i>Apple Pie</i>	Leitner	4	1	2	3	3	13
3	2810	<i>Clash</i>	Morrison	2	4	5	2	6	19
4	3290	<i>Sugar Magnolia</i>	Liberty	5	5	7	4	4	25
5	1549	<i>Devious</i>	Hurley	8	9	4	5	5	31
6	2724	<i>Ajax</i>	McKnight	13	7	3	7	9	39
7	2567	<i>Whirlaway</i>	Moore	3	2	8	8	DSQ	42
8	332	<i>Larissa</i>	VanDalen	6	11	6	17	2	42
9	8079	<i>Petite Nina</i>	Saunders	12	6	11	9	7	45
10	3725	<i>Keewayden</i>	Coupar	10	8	10	6	12	46
11	363	<i>Tanger</i>	Tomberlin	18	12	14	14	8	66
12	460	<i>Volkswagon</i>	Volk	9	17	18	10	13	67
13	242	<i>Diemos</i>	Macan	11	20	12	11	14	68
14	1225	<i>Pecochilla</i>	Rossy	17	21	9	13	15	75
15	33250	<i>Peddler</i>	Maggion	16	14	16	DSQ	11	77
16	246	<i>Cherry's Jubilee</i>	Cherry	14	16	15	16	17	78
17	1011	<i>Trojan</i>	Greenbaum	DSQ	DSQ	13	12	10	81
18	2557	<i>Rapscallion</i>	Viscardi	20	18	17	15	16	86
19	3535	<i>Flat Out</i>	Goulet	15	10	DNS	DNS	DNS	88
20	2330	<i>Turning Point</i>	Hagen	21	15	20	19	19	94
21	1555	<i>Trolleri</i>	Efsen	DSQ	DSQ	19	18	18	101
22	30785	<i>Outrageous</i>	Morecraft	22	DNF	DNS	DNS	DNS	108



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|------------------------|--|
| October 19 | USJCA Annual Meeting
St. Francis Yacht Club/San Francisco
Richard Tillman
645 Caribbean Rd.
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773-4141 |
| October 22-23 | Stone Crab Regatta
Clearwater Yacht Club
Art Johnson
P.O. Box 5068
Clearwater, FL 33518
(813) 446-3333 |
| November 11 | IJCA Annual Meeting
Royal Thames Y.C., London
Richard Tillman
645 Caribbean Rd.
Satellite Beach, FL 32937
773-4141 |
| November 19-20 | Turkey Day Regatta
Alamitos Bay Y.C., CA
John Beckman
(213) 248-1015 |
| November 19-23 | 1983 All Japan Championship
Osaka Bay
Hideo Tahara
17-1 Ginza 6-Chome
Chuo-Ku, Tokyo 104, Japan
(543) 5523 |
| November 25-27 | Florida State Championship
Florida Yacht Club/Jacksonville
Dick Spence
(904) 384-3566 |
| January 2-7 | 1984 Midwinters VII
Coral Reef Yacht Club
Joe Kolisch
90 Almeria Ave.
Coral Gables, FL 33134
(305) 447-8600 |
| April 28-May 6 | Japan Championship
Hakata Bay
Hideo Tahara
17-1 Ginza 6-Chome
Chuo-Ku, Tokyo 104, Japan
(543) 5523 |
| August 25-31 | 1984 North American Championship
Kingston, Ontario
David Connolly
250 Prince Edward Dr.
Toronto, Ontario
M8Y-3X8 |
| September 29-October 6 | 1984 World Championship VI
Poole, England
Peter Drake
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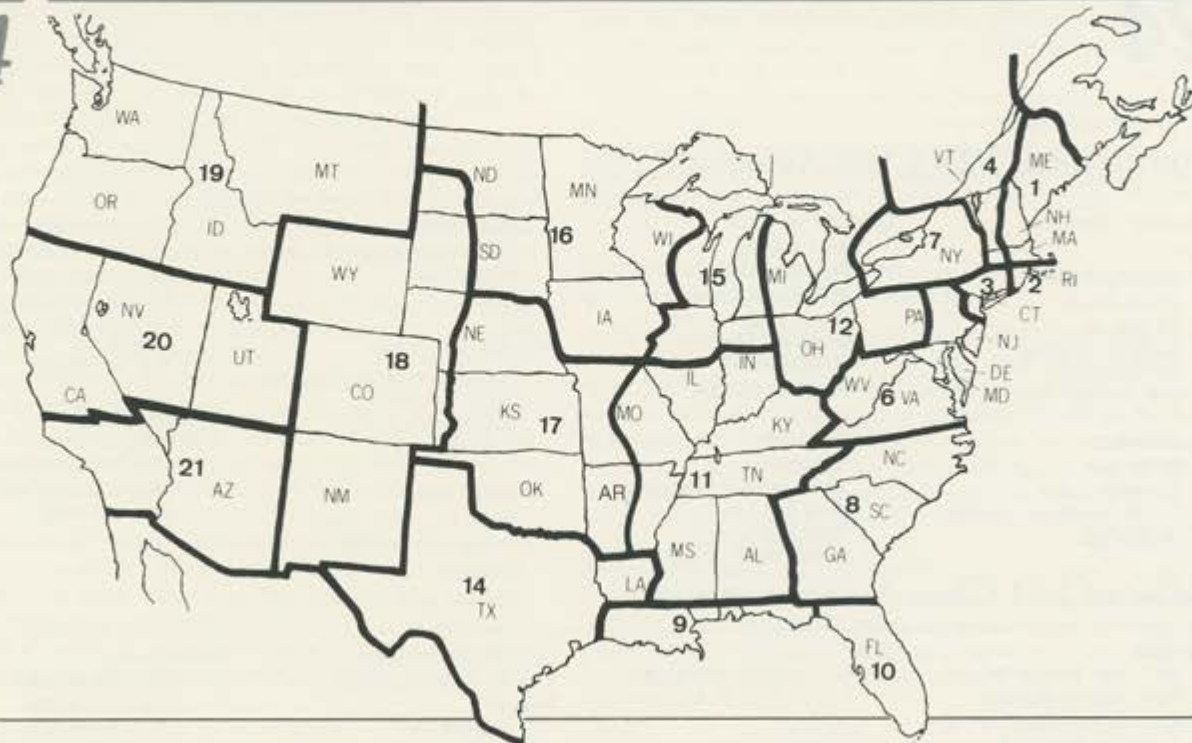
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INDEX OF ADVERTISERS

A.G.A Correa	5
All-Shape Sails	6
Bacardi Gold Reserve	84
Baltic Marine Products	10
Boston Sails	18
Computer Keels	54
Curtis Boats, Inc.	52
Delaney Engineering	31
Force 12 Models	9
Fores Manufacturing	75
Hood Sailmakers	34
Horizon Sails	2
Hydrohoist	13
International Sailing Products	6
J/24 Blazer Emblem	49
J/24 Buttons	75
J/24 Class Necktie	70
J World	83
J World Charters	8
Leonard Sails	14
Loos Tension Gauge	20
Martingale Co.	13
Millimeter Marine	28
North Sails	12
Sail Comp Industries	33
Sebago Docksides	4
Shore Sails	16
Ulmer Sails	32
William J. Mills & Co.	38
Yacht Racing/Cruising	15

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J/24 Regatta Guidelines For District, National, and World Events

A. GENERAL

1. J/24 regattas should be held, if possible, at a recognized yacht club which can offer launching facilities.
2. Regattas should be held in locations in which adequate lodging and eating places for participants are readily available.
3. The sponsoring organization must check membership cards, transom stickers, and sail royalty labels, and ensure that the owners, co-owners and helmsmen of all registered yachts are current members of the J/24 Class Association.
4. The sponsoring organization, for National and World events, must collect copies of the Official Measurement Certificate from each entered yacht, and a system of spot checking must be instituted to ensure that yachts have required and declared equipment on board.
5. Entry fees are at the discretion of the sponsoring committee, but the Association retains the right to suggest adjustment. Entry fees should if possible include costs of docking and launching and hauling yachts. Expense of events such as dinners and no-host parties may be handled as optional add ons to keep the entry fee reasonable.
2. A minimum of four and a maximum of six races shall be scheduled, not counting any qualifying races required by paragraph B7, Fleet Size. A minimum of three races shall be completed to constitute a series.
3. Courses shall be either the standard Olympic course or the 60-120-120-60 degree trapezoid closed course.
4. Distances should be 10-14 miles depending upon conditions and weather. Courses may be shortened at the discretion of the race committee. A distance race of no more than 25 miles may be scheduled, time and conditions permitting, but is not required.
5. The low point scoring system as described in USYRU Rules Appendix 5A Option 2 shall apply. Alternative Penalties as described in USYRU Rules 74.5 and Appendix 3 shall apply.
6. The "One Minute Disqualification" or similar rule for starting shall not be applied.

B. RACING

1. Regattas shall be run under the current Yacht Racing Rules of the International Yacht Racing Union as adopted by the national authority, by the current rules of the J/24 Class Association, these Regatta Guidelines, and by the Notice of Race and Sailing Instructions for the series and any amendments thereto.
7. Fleet size: If there are 60 or more entries, the fleet shall be divided into four subfleets and identified by a color ribbon flown from the backstay. The top eight competitors shall be identified by a committee established by the organizer and seeded equally among the subfleets. The remaining competitors shall be assigned into a subfleet by random choice. A minimum of two and maximum of three qualifying races shall be sailed, after which the fleet shall be divided in half. Any odd boat will be assigned to the upper division. The top half shall constitute the Championship Division. The bottom half shall constitute the Competition Division. The scoring for both Divisions shall start anew, not counting the qualifying races. No races shall be dropped.

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 the NJCA 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 _____ Owner Signature _____

PART B

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.6.3	Lead keel weight before assembly	415		435
2	2.6.4	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 _____

PART D

YACHT MEASUREMENTS*

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.1	Corner of transom to trailing edge of keel at hull	2996		3020
2(a)	3.3.2	Does keel comply with minimum faired dimensions of Plan C at Sections II and V?		YES/NO	
2(b)	3.3.2	Do you believe the keel complies with the minimum faired dimensions of Plan C elsewhere?		YES/NO	
3	3.3.2	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	3.5.2e	Distance between mast bands			8538
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.

INTERNATIONAL

J/24

CLASS ASSOCIATION

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	Royalty Tag No.			
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 ¼ ht.				1175
5	3.6.10e	Width at ½ 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	Royalty Tag No.			
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	Royalty Tag No.			
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 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	¼ 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

INTERNATIONAL J/24 CLASS ASSOCIATION

1984 USJCA MEMBERSHIP APPLICATION FORM*

(For Boat Owners, Co-Owners, and Helmsmen)

All J/24 owners, co-owners and helmsmen must be Class Association members to participate in J/24 fleet racing. As a member, you will receive a membership card, transom sticker (required for racing), window decal, 1984 April and October issues of *International J/24 Magazine*, and be eligible to participate in J/24 racing at all levels.

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

HULL NO. _____ FLEET NO. _____ DISTRICT NO. _____

YACHT NAME _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending September 30, 1984, and agree to abide by all Class Rules.

Membership fee is \$30. Make check or money order payable to J/24 Class Association.

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

SIGNATURE _____ DATE _____

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

1984 MAGAZINE SUBSCRIPTION FORM

(For Crew of USJCA Class Members)

A USJCA Class member may order a year's subscription of *International J/24 Magazine* for his crew and/or friends, at a total cost of \$10 per subscription. One subscription includes both 1984 Spring and Fall issues. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsman) and must be ordered by that member.

Please send 1984 magazines, at \$10 for each subscription (**\$14 if ordered after March 1**) to the following:

Name _____	Name _____
Street _____	Street _____
City _____ State _____ Zip _____	City _____ State _____ Zip _____
 Name _____	 Name _____
Street _____	Street _____
City _____ State _____ Zip _____	City _____ State _____ Zip _____

Signed _____ Membership Number _____

(J/24 Class Association Member) (ex: A501-3-99-1965-0184 J/24)

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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You will receive more intensive sailing instruction at J World than at other sailing schools. During the five-day course you will receive six hours of instruction per day on the water and in the classroom. To this end, the learning atmosphere, curriculum, and teaching methods at J World are geared toward the positive reinforcement of the course material, emphasizing the fun of the sport. Why not come to our Key West or Newport program to enjoy a week of sailing?

WORLD CLASS INSTRUCTORS

J World instructors average more than fifteen years sailing experience in Olympic and offshore classes, J/24s, J/30s, J/36s, Hobies, Lasers, and Windsurfers.

The instructors currently compete in National and World-level competition, therefore bringing you the latest in go-fast ideas and sailing techniques. The highly qualified staff includes Stuart, Drake, and Jeff Johnstone, and Jeff O'Brien.

THE KEY WEST PROGRAM

J World offers twelve five-day sessions in Key West, Florida beginning January 22, 1984 and ending April 13. Students

will arrive Sunday evening for a reception and cookout. From Monday through Friday the students will receive six hours of instruction per day with the evenings free to explore Key West's restaurants, shops, historic buildings and to enjoy the spectacular sunsets.

THE NEWPORT PROGRAM

In Newport, Rhode Island the J World program will run from May 22, 1984 through August 30, 1984. The operation is based at Newport Offshore Ltd., builder and home of offshore racing yachts and America's Cup 12-Meters. You can sail amongst these yachts during the day and in the late afternoons and evenings you can enjoy the historic mansions, excellent seafood restaurants and the night life.

RACING PROGRAM

- Extensive short course racing & a long distance race
- Tactical application of the racing rules
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