

International

APRIL 1984

VOLUME 12

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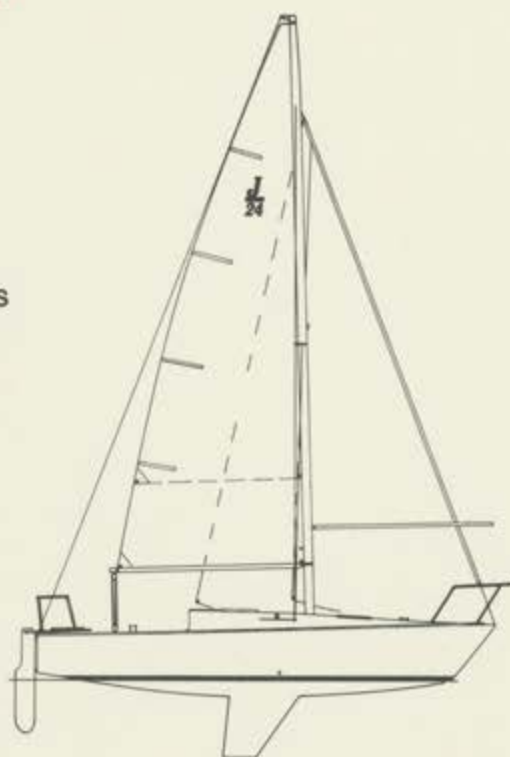
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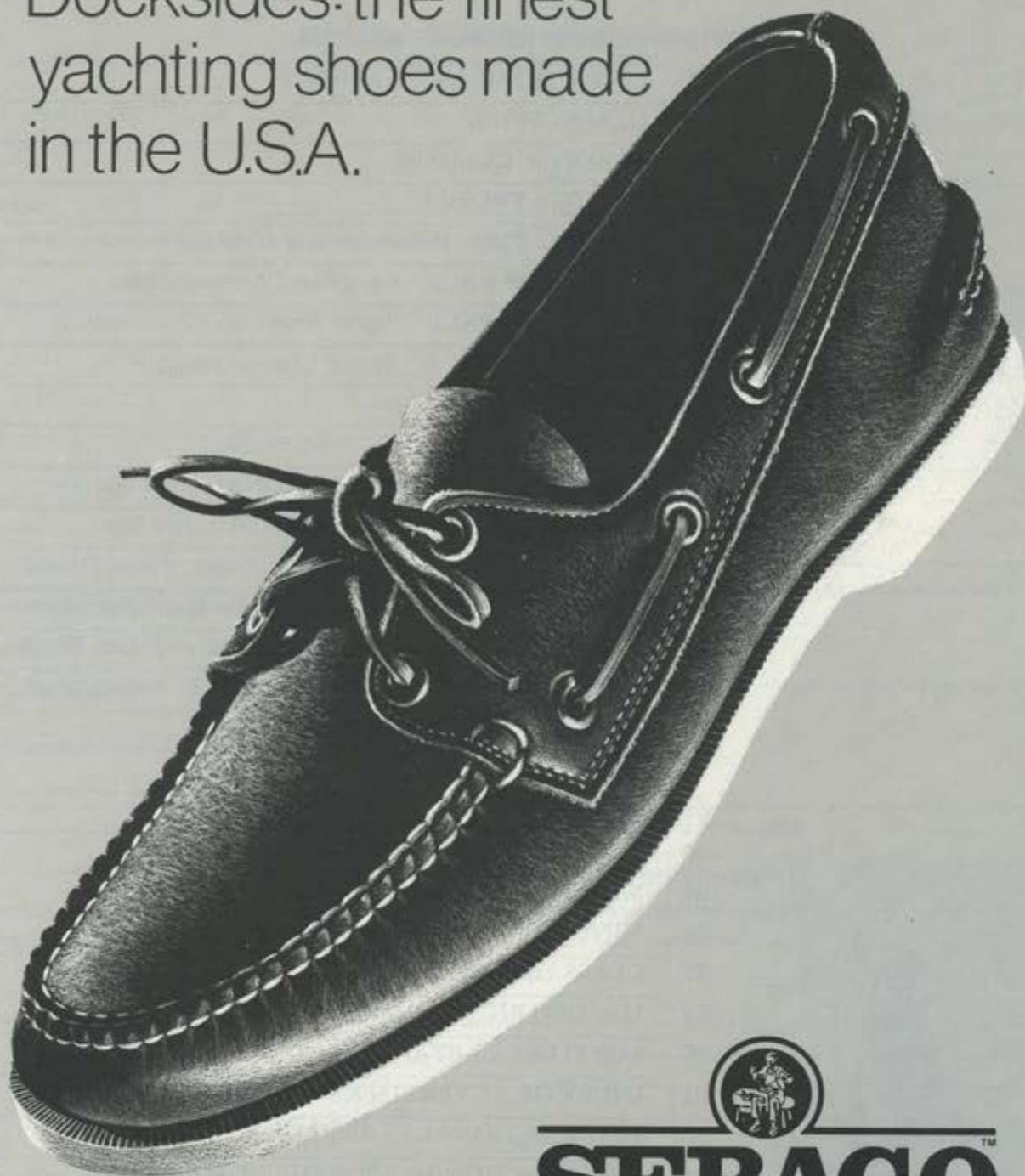
Dave Curtis and crew sail HJ to win 1984 Midwinters.

Photo by Chris Syms

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International J/24 Magazine, April 1984, Volume 12. Published bi-annually: April and October by International J/24 Class Association, Dick and Linda Tillman, Editors, P.O. Box 2578, Satellite Beach, FL 32937. Contents copyright © by International J/24 Class Association, Inc. For additional information call (305) 773-4141. POSTMASTER: Send address changes to IJCA, P.O. Box 2578, Satellite Beach, FL 32937.

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Bob Johnstone congratulates new IJCA Chairman Lorne Chapman.

Lorne Chapman Reports

This is my first contact with many of you, although I was fortunate to be able to meet many people involved with the Class at the IJCA Annual Meeting in London. It was a surprise and indeed an honour to be asked to carry on with the organization that Bob Johnstone has built up.

We have an international organization which is active in 19 countries with over 2100 members and are an international class recognized and respected by the IYRU. This is a tribute to the hard work and dedication that Bob has put into building the Class and the skillful assistance of the elder statesmen of the class: John Adams of the UK and Bengt Julin of Sweden. Knowing that I could draw on this body of experienced and able advice has certainly lessened my apprehension about taking over the helm. Both John Adams and Bengt Julin are Councillors of Honour in the Class World Council. Bob's move caught us by surprise, so we were not prepared to formally recognize his contribution, but we will make a point to do so.

We have reached a point of transition in the Class organization. The three significant aspects of this transition are firstly having a middle of the fleet with only rare flashes of speed sailor/boat owner as World Council Chairman — a switch from having the founder and copyright holder running the Class. The second is that we are broadening the management of the Class Association to include council members from Switzerland, Japan, and the USA. The third aspect is that I believe we have gone through a period of very rapid growth and will now see healthy but

not quite so dramatic increases in numbers. One of the main challenges in front of us is to manage our way into this more mature stage in our development.

Bob Johnstone mentioned that he has observed a new kind of growth in the Class, whereby inactive boats are being sold and the new owners are getting actively involved in the Class where the former owners were not. This is a very healthy sign and it shows the importance of each of us staying in touch with boat owners and helping to get used boats that are on the market into the hands of enthusiastic new members. The 'Golf Handicap' parallel scoring scheme should be a big help in capitalizing on this enthusiasm.

I have set myself some rather modest goals as Chairman which will guide the things I try to do for the Class. Behind these goals is what I believe the Class to be and where we want to take it as it grows. In another article I will expand on this, for you to have a chance to contribute your own thoughts. Meanwhile the goals that I am working towards are:

- To increase the participation of all member NJCA's in the development and management of the International Class organization.
- To improve communication both within and outside the Class, in order to demonstrate the vitality of the Class and fully involve our worldwide membership.
- To focus the Class efforts on those activities which increase the enjoyment of J/24 sailing, improving the competition, and increase participation and growth.
- To effectively manage the affairs of the Class internationally, keeping a healthy attitude towards change as well as financial and organizational stability.

I am sure that these goals will evolve over time, but they are a place to start. The next task is to get some action going relating to them.

One of the things that consumes much of the energy of many sailing classes is the administration of the class rules. Often this is energy that could be put to much better use building and promoting the class. We have a one-design boat and that is why many of us are in the Class. It is necessary to make changes from time to time to solve problems that are discovered in the process of measuring boats or to close off interpretations which are too creative. This sort of change is reflected in the modifications presented to the IYRU in London in November by the Class. In case you are not aware, as an International Class, our Class Rules are administered by the IYRU. The Class Association makes application to the IYRU requesting any changes we believe are necessary, and must show both a supporting rationale and support by the Class as a whole for the change.

While rule changes will continue to be necessary, I really believe that we should try to keep them to a minimum

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and focus instead on building participation. However, recognizing that some changes will be needed, we have established a calendar for any NJCA's who wish to propose changes to follow. The reason for doing this is so that everyone has a chance to participate and offer opinions before a decision is taken. The World Council will only consider proposals from NJCA's which are shown to have the support of the sponsoring NJCA, or from the copyright holder or Chief Measurer. If we can follow the program set out, I believe that our membership will be happier and that we will be better informed to make a decision at the IJCA Annual Meeting.

In 1984, we will schedule the IJCA Meeting to coincide with the Worlds in England between September 29 and October 6. Our dealings with the IYRU should be fairly minimal and I do not see any strong reason to schedule the IJCA Meeting to coincide with the IYRU meetings in November 1984. Instead, we could make a written submission and arrange appropriate representation. I for one would rather make the trip to the UK while the Worlds are on and I think that we would get more participation then, than if a separate trip were necessary in November.

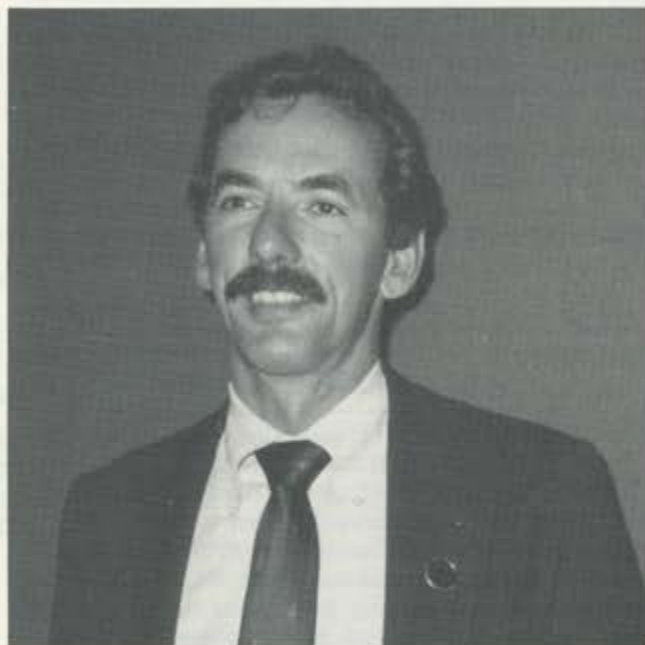
I look forward in the months ahead to meeting as many of you as I can, hopefully sailing with some of you, and working together in managing the Class organization.

Lorne Chapman
Chairman, IJCA

Lorne Chapman is a management consultant with the Toronto, Canada office of Currie, Coopers and Lybrand and specializes in strategic planning and the management of large scale information systems. He has owned a J/24 for three years and sails out of National Yacht Club in Toronto. The boat name Plus Ten is a clue to his earlier sailing in International 14's. While involved with International 14's, he acted as both secretary-treasurer and later as president of the Canadian class. More recently he has filled the same two offices in the Canadian J/24 Class Association.

Lorne is a professional engineer by background and has worked for IBM, one of the nation-wide Canadian banks, and had his own consulting practice before joining his current firm. He has two sons, Peter 17, and Tom 15 who sail with him whenever everyone's schedules allow. You are unlikely to see Lorne at a Midwinters as he is also a keen skier and can usually be found in Stowe, Vermont on winter weekends. Whenever skiing is poor you might find him and an old DN iceboat on some frozen lake around Toronto.

Most of his sailing is in the Toronto area where he sails club races and the Toronto area weekend series regularly. Other racing is around Lake Ontario, including the '81 North Americans in Rochester and CORK at Kingston in both '81 and '82. Plus Ten spent the summer of '83 in a barn as Lorne spent six months from May until December working in his firm's London, England office. While in the UK, he did some J/24 sailing in the Solent.



1984 USJCA President, Art Dufresne, sets goals.

Art Dufresne Reports

Getting everyone in the Class involved and committed, doing the little things well, achieving things by working together that are unachievable when working separately—this is what we must do to succeed. We began to do more of this last year and it's one of the reasons we remained healthy in 1983.

As I look back on 1983, there is no one event or handful of events that stands out as most significant, but rather a number of awards, success stories and new ventures. Let me review some of the highlights.

In Florida Linda and Dick Tillman continued their fine work producing two more outstanding magazine issues while coordinating both U.S. and International Class affairs.

In San Francisco the Class had its most lively and best attended annual meeting of District Governors ever. Then they provided their input and offered their assistance at the USYRU meetings that followed. (USYRU President, Vice President, Executive Director ... All are J/24 sailors.)

In Maine an attempt was made to organize a J Cruise that didn't work out, but a group of eight boats from Connecticut informally cruised from Hyannis to Buzzards Bay between regattas, breaking ground for a cruise to be run by the Hyannis Fleet (104) in 1984.

Major regattas continue to be the showcase and meeting place of the best talent in the country. Attendance keeps increasing and the competitive level remains keen. J/24 sailors are well recognized and respected nationally: Dave Curtis' YR/C Yachtsman of the Year, Ken Read's second in

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1st Canadian Championship, Hamilton
1st Stockholm Sailing Club Fall Regatta
1st District 7 Season Championship

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the USYRU Mallory Cup, the Golisons' USYRU Prince of Wales victory, John Koli's strong run at Liberty with *Courageous* in the 12's....

The Class continues to grow (1,500-plus members in the U.S., 2,100-plus members in 19 nations internationally). Inactive boats are being sold and the new owners are getting actively involved in the Class due to strong local fleet footwork.

The IJCA and USJCA both are strengthening and changing to reflect the needs of the Class in: increasing participation of all members, improving communication, focusing Class efforts to increase enjoyment, effectively managing Class affairs, and increasing the value of both time and financial investment.

Programs are being developed which will bring all of us closer together, on and off the water. After all, as the motto of the Japan NJCA states, SAILING IS FRIENDS.

Art

Arthur Dufresne
President, USJCA

Art Dufresne is involved in project engineering of instrument and controls systems for nuclear power plants. He works in the Power Systems Group of Combustion Engineering's main office in Windsor, Connecticut with occasional trips to nuclear power plants in California, Arizona and Florida.

Since late 1979 Art has owned a J/24. Jesus Saves has provoked many inquiries into the origin of the name, but his reason(s) remain unrevealed, much to the consternation of some. With or without JS, Art has sailed J/24's along the entire southern New England Coast, at the Florida Midwinters in California, and Bermuda. When the occasion permits he contacts local J/24 sailors on his travels and generally organizes a sail or get together. His 18 years of sailing have been in racing one-designs, starting with four years of intercollegiate racing at Stevens Institute of Technology. Following college he re-entered regular competition first with a 470, then in a J/24. While in college he served in a variety of roles with the student-run Stevens Yacht Club, including both racing team captain and Commodore. During his tenure the sailing team achieved its first "Top Ten" national ranking.

More recently Art has created the Southern New England Circuit (SNEC) and served as District 2 Governor in 1982 and 1983. He is currently a member of USYRU's Development Committee as well as representing the J/24 Class on USYRU's One Design Class Council. He is a very active racer in a very active area. His home fleet is Eastern Connecticut Fleet 31 (Rod Johnstone's fleet) and between local fleet racing, a Wednesday night series, District and regional events, he participates in 60-80 races per year. He took his first extended cruise last summer, along Sardinia, Corsica and the French Riviera to Marseilles. He is planning a cruise from Marseille to Tunisia and Malta on the same boat this summer.

Art has already initiated actions to more actively involve the J/24 organization in operating the Class. His major stress is on increasing communication between all J/24 owners and assuring that the Class acts in the best interests of all the members, recognizing that there are a lot of J/24 owners who don't want to belong to a strictly racing organization but can benefit from a sailing organization.



The Class Office is staffed by Dick and Linda Tillman.

State of the Class

The J/24 Class, both in the U.S. and worldwide, shows no sign of slowing down. Although only five of the 18 NJCA's (Australia, Canada, Holland, Italy and Japan) have reported current membership data, I expect a steady growth, if not as spectacular as the 33% increase occurring last year. Members in NJCA's as reported in 1983 for end of year 1982 membership is:

U.S.	1476	Ireland	24
U.K.	110	Brazil	20
Italy	80	Mexico	18
Canada	75	Argentina	17
Australia	60	Peru	16
Japan	60	Bermuda	14
France	53	Germany	7
Sweden	52	U.S. Virgin Is.	7
Switzerland	45	Holland	6

Class members in the USJCA exceeded 1500 for 1983. There is a trend toward new memberships coming from owners of newly acquired pre-owned boats. These members are enthusiastic and are bringing lots of vitality to their fleets and the Class. In addition, J Boats reports approximately 300 new boats were built last year and they are off to a fast start this year. Hull number 3900 has been built and before the year's end, J/24's will number more than 4000 worldwide.

A Tribute

Bob Johnstone has stepped down after serving two terms as the first IJCA World Council Chairman. Bob was the founding force behind the Class, undertaking such projects as writing the Class Rules and Constitution, publishing the first issues of the Class Magazine, acquiring International status for the J/24 and, through J Boats, financing the embryo class to the point where it has become self supporting. His dedication has made our Class the healthy organization it is today. All J/24 sailors owe him a great debt of gratitude for his tireless work in establishing the Class. Thanks, Bob, and we look forward to your continued counsel in maintaining a strong and unified class organization.

Safety

The South Atlantic Yacht Racing Association (SAYRA) has passed a Resolution urging USYRU to discourage the holding of championship regattas at locations with dangerous power lines. The Resolution was unanimously adopted in response to the tragic death of J. Stewart Walker, Jr., this past September. Stewart was an All-American sailor at the College of Charleston and an avid J-sailor. SAYRA has established a committee to recommend solutions to this continuing problem. Anyone aware of power lines which may pose a danger to sailboat masts are urged to contact this committee through its chairman, Leonard Krawcheck, 9 State Street, Charleston, SC 29401.

Sponsorship

Michelob actively supports sailing through many national sailing events and through their advisor, Gary Jobsen, has offered sponsorship of J/24 District events in 1984. Michelob will provide a perpetual trophy and keepers for first, second, and third place finishers, as well as a booklet called "Around the Course with Michelob" for each competitor, and posters to publicize your regatta. Arrangements have been made through District Governors to coordinate District events with Michelob.

1984 U.S. Class Dues

USJCA membership dues of \$30, valid to December 31, 1984, were payable on October 1, 1983 and delinquent on January 1, 1984. All 1983 U.S. Class members are being sent this issue of J/24 Magazine with the expectation you will renew your membership. The Class needs you and your support. If you have not yet renewed, use the form in the back of the magazine and send it with your check to **(note new address)** USJCA, P.O. Box 2578, Satellite Beach, FL 32937. It is best to pay directly to USJCA, not through your fleet.

New Fleets and District Changes

Two new fleets have been chartered since the last *Magazine* issue: South Florida Leaside Fleet 120 in District 10 and Lake Pend O'reille Fleet 121 in District 19. Welcome! To streamline the Gulf area, District 9 has been absorbed by Districts 14, 11 and 10. (See map on page 78.)

IJCA Annual Meeting

The 1983 AGM was held in London on November 11 in conjunction with the IYRU Annual Meeting. Eight NJCA's were represented: Canada, Ireland, Italy, Japan, Switzerland, Sweden, United Kingdom and United States. USJCA President Art Dufresne represented the U.S. The minutes of the meeting are printed in this issue on pages 71-76. Significant action included minor rule modification, incorporated in Class Rules beginning on page 82, and summarized below; venues for future championships, and election of officers (Chairman, Lorne Chapman of Canada; Vice Chairman, Peter Drake of England).

1984 RULE CHANGE HIGHLIGHTS:

Boom topping lift made optional.

No longer prohibited to fill in sink drain skin fitting. Spinnaker poles may be obtained from sources other than licensed builders, but must conform to specification in Class Rules.

Metal and plastic jib hanks are allowed.

Royalty labels may not be transferred from sail to sail.

Stowage of outboard motor is allowed only under one of the main berths or aft of the sill of the companionway.

USJCA Annual Meeting

The USJCA AGM was held at the St. Francis Yacht Club in October, in conjunction with the USYRU Annual Meeting. Governors of Districts 1, 2, 6, 7, 8, 10, 11, 14, 15, 17, 20 and 21 attended along with Vice President John Gjerde; designer, Rod Johnstone; and Executive Director and Assistant, Dick and Linda Tillman. The meeting included some ten hours of work in two sessions, as well as Class input at several USYRU Committee meetings. Minutes of the meetings are reprinted in this issue, pages 68-70. Some highlights of the meeting include:

For U.S. only, on an experimental basis, Rule 5.1 is modified to read: "The crew shall consist of a minimum of three persons." There is no weight limit and no maximum number, exceptions being worlds qualifying events which shall adhere to IJCA rules. In an effort to reduce collisions, the USJCA encourages percentage penalties (USYRU Appendix 3, Section 2 or 3) rather than 720 turns (Section 1) and suggests that no throwout races be allowed at major regattas.

Technical and informational committees were formed for uniformity in interpretation of rules and measurement procedures, and to communicate successful techniques for level racing instruction and improve local fleet participation.

1984 Officers are:

President	Art Dufresne
Vice President	John Gjerde
Technical Committee	Pat Crowe, Hank Killion, Rick Peper, Rod Johnstone



Back: Stokes, Drummond, Beckman, Killion, Dufresne, Johnstone, Fowler. Middle: Crowe, Anderson, Calloway, Gjerde. Front: Towles, Boyce, Pepper, L. Tillman, D. Tillman.

1984 Worlds Qualifiers

The 1984 World Championship will be held in Poole, England, September 29 - October 6. Five of the seven USJCA Worlds qualifying events have been held, results as follows with remaining events shown:

Date	Event/No. Qualifiers	Qualifier
Jun '83	North Americans (2) San Diego	D. Curtis - Marblehead B. Goldsmith - Long Beach
Aug '83	Northeast Regional (1) Buzzards Bay	D. Nicoll - Annapolis
Aug '83	Great Lakes Regional (1) Rochester	G. Buerman - Webster, NY
Oct. '83	Southeast Regional (1) Stone Crab, Clearwater	C. Morgan - Lutz, FL
Jan '84	Midwinters (2) Miami	*A. Diaz - Miami S. Johnstone - Newport
May '84	Southwest Championship (1) Dallas	
June '84	Western Regional (1) Alamitos Bay	

*Though Dave Curtis won the Midwinters, he had already qualified at the North Americans in June. However, the USISA grants of \$2500 each for the Worlds, based on the finish of World Championship qualifiers at the Midwinters, will go to Dave Curtis and Augie Diaz. **Note:** Midwinter qualifiers and award winners may be affected by protest appeals filed by Ken Read and Kirk Reynolds.

U.S. 1985 Worlds Qualifiers

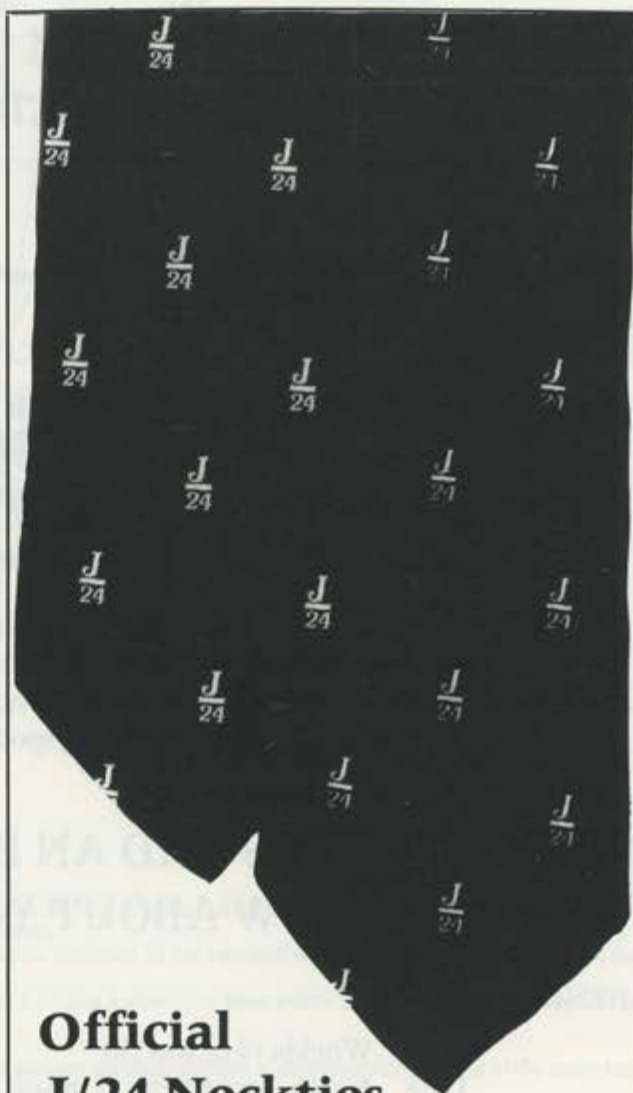
The following are scheduled as U.S. qualifying events for the 1985 World Championship in Japan in the Fall of 1985:

Date	Event/No. Qualifiers	Open to:
Aug 25-31, '84	North Americans (2) Kingston, Ontario	All USJCA members
Oct 6-8, '84	Northeast Regional (1) Noroton Fall Regatta	Districts 1,2,3,6
Oct 21-22, '84	Southeast Regional (1) Stone Crab, Clearwater	Districts 8,10,11
Jan '85	Midwinters (1) Miami	All USJCA members
Apr '85	Western Open (1) Corpus Christi	All USJCA members
May '85	Southwest Championship (1) Dallas	Districts 14,17,18
TBA	Great Lakes Regional (1) (Contact Governors)	Districts 4,7,12,15,16
TBA	Western Regional (1) (Contact Governors)	Districts 19,20,21,22

Miscellanea

We thank all of you who have sent articles, photos and reports for the *Magazine*. Keep them coming! If you have a topic you wish to write about, we urge you to do so and submit it. This is our avenue for communication, worldwide! Let's get to know each other via stories and photos. (While we love our J/24's, we all enjoy photos of faces too.) The deadline for material for the October issue is August 15. We look forward to hearing from you.

Address all mail to (**note new address**) J/24 Class Association, P.O. Box 2578, Satellite Beach, FL 32937, USA. Telephone (305) 773-4141. Office hours are Monday through Friday, 9:00 am to 5:00 pm, Florida time. Telex messages are received through J Boats, TLX 710 382 1221.



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RESULTS:

- 1982 Worlds (4 of top 10)
- 1983 North Americans (5 of top 10)
- 1983 Southwest Championship (1, 3, 4)
- 1983 Western Regionals (9 of top 10)
- 1983 Texas Circuit Regattas
 - 1st Shreveport
 - 1st Dallas
 - 1st Houston
 - 1st Austin
 - 1st San Antonio
- 1984 Texas Circuit Regattas (to date)
 - 1st Fort Worth
 - 1st San Antonio
- 1983 District 21 (California) Circuit
 - 1st Mid-Winters
 - 1st Long Beach
 - 1st Newport
 - 1st San Diego
- 1983 District 21 Championship (1 thru 5)
- 1984 Miami Mid-Winters, 88 Boats (2nd, 5th)
- 1984 Houston Mid-Winters (1st, 2nd and 3rd)
- 1984 West Coast Mid-Winters (8 of top 10)



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Milford, CT 06460
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(301) 643-2342
Attn: Mike

North Sails-Sydney
P.O. Box 511
Mona Vale, Australia
977-5966
Attn: Lee or Skip

A Vote For Benchmark

Dear Editors:

I read with interest Bob Johnstone's article on the J/24's as PHRF Benchmark. As an enthusiastic J/24 owner and the charter President of the Florida Suncoast PHRF and member of the USPHRF Committee, I applaud Bob's suggestions.

In the interest of the J/24 Class, however, I would point out that the J is far from being an impossible PHRF winner. In three years of racing J/24's in the Clearwater Yacht Club Kahlua Cup (a 120-mile off shore race), we competed in a class of between fifty and seventy boats. The first two years we slipped from 1st to 3rd only when the wind lightened on a beam reach in the last 20 miles, and in 1982 we took a first. In the first PHRF Florida Suncoast Championship, there was only one J/24 entered, and after the first day of racing it was at the top of the fleet. I noticed with interest just recently that a well sailed J/24 won two days in a row in the PHRF Division of the Florida Ocean Racing Association. Like any boat, the J/24 performs better to its rating relative to other designs in its favored wind conditions (stronger winds), and like any other fractional rig, it suffers greatly off the wind in lighter airs. It has been my experience that the well sailed J/24's are turning in creditable performances in PHRF.

J/24 Fleet 86 numbers just under fifty boats at present, and a large strength of our fleet is because of the active PHRF racing and the opportunity for sailing this gives to the new class members who would be discouraged by a continuous dose of one design Olympic course racing.

Steve Strong is doing an outstanding job of applying imperial data to PHRF rating, and I am sure he will see the wisdom in Bob Johnstone's suggestion as the J/24 for Benchmark. It will only make the J/24 more fun to race in PHRF because Strong's proposal will result in more fairly rating a very few PHRF boats that do achieve a disproportionate number of wins.

Yours very truly,

William C. Gregg, III

Air Bags

Dear Mr. Melrose:

Your article on air bags for a J/24 is fascinating and seems to solve the problem of making a keel boat unsinkable. The pressurized in-bag system which would inflate from the cockpit would seem to be the way to retain buoyance in a boat filled with water. I feel that this type of system ought to be standard equipment on all keel boats at the time of original purchase. It certainly would have given me peace of mind in last year's wind storm during our J/24 ocean race.

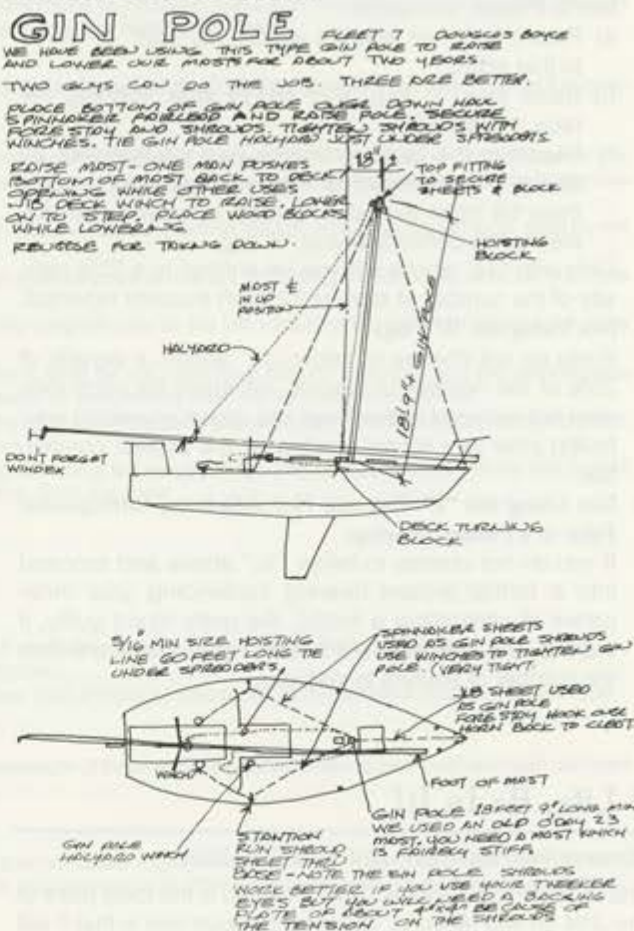
Like car air bags, it will probably take an act of Congress to get people to install them. It might be useful for USYRU or the J/24 Class Association to take a stand on this when such a system becomes available. My one suggestion would be to have as light a system as possible and to have the appearance of the bags very presentable. It may help to have them masquerade as cushions or back rests. I would just like to remind our organization that three J/24's have been sunk (for whatever reasons) in the past few years and by sheer dumb luck there were no lives lost.

Regards,

Arthur Topilow
Barnegat Bay Fleet 79 Captain

Gin Pole Plan

The sketch below was submitted by District 8 Governor and architect, Douglas Boyce, Jr.



Use of I Flag

District 15 Governor, Scott Stokes, instituted the use of the I flag in the 1983 District 15 Championship. His addendum to the notice of race is shown below for your information. - Eds

To better illustrate procedures in using the "I" flag (yellow w/black dot) for admitting infringements to Part IV of the racing rules, the following examples are given:

WHEN YOU HAVE BEEN FOULED:

When a boat has cause to believe her rights have been infringed upon by a J/24 or other racing yacht, she should:

1. Raise a red protest flag, and
2. Immediately indicate by a hail, "I'm protesting you, boat #_____" or words to that effect, and
3. Shortly after finishing, report to the race committee her intention to protest a yacht by saying, "I protest boat(s) #_____", or words to that effect.

Of course, if a collision has occurred, one of the boats involved must fly a protest flag, etc., or face a protest by a third party as prescribed in the USYRU racing rules.

WHEN YOU HAVE COMMITTED A FOUL:

When a yacht, either a J/24 or other racing yacht, hails its intention to protest and raises a red protest flag, you have three courses of action, as illustrated below:

1. Raising the "I" Flag:

At the time of the hail indicating the other yachts intention to Protest, you *should*:

- a) Return their hail with the words "my fault" or words to that effect,
- b) Raise your "I" flag, *and* shortly after finishing the race, you *MUST*:
- c) Report to the race committee your infringement by saying: "I acknowledge I fouled boat #(s)_____" (may be more than one incident to report) and display to the committee your "I" flag.

Only with "1c" above will you be entitled to a 25% penalty of the number of starters for each incident reported.

2. Not Using the "I" Flag:

If you *do not* choose to follow "1c" above, a penalty of 35% of the number of starters will apply for *each* incident not reported at the finish line, given you *admit* your foul(s) *prior* to a formal hearing by the protest committee.

3. Not Using the "I" Flag and Not Admitting Infringement Prior to a Protest Hearing:

If you *do not* choose to follow "1c" above and proceed into a formal protest hearing contending your innocence of committing a foul(s), the party found guilty, if there is one, will receive a score of one point more than the number of starters in that race.

J Life, Be In It!

(Excerpt from the NSW J/24 NEWSLETTER)

The forthcoming National Championship is the focal point of the J/24 for two reasons. The most obvious one is that it will

produce our best crew; and it will be a very skilled crew because the standard is high among the leading contenders. That is as it should be in an international class of the J's stature.

The second reason, however, may be even more important to us as a class, in that the Nationals bring more of us together for sailing and socialising than any other regatta. This time, for instance, J's are coming to Port Jackson from Pittwater, Botany Bay, Port Hacking and Port Phillip Bay. We may even lure Jazza back to the fold from Lake Macquarie.

To paraphrase a well-known Victorian grazier, winning was never meant to be easy. Few competitors in the Nationals are likely to dazzle the fleet. But all will find plenty of action at their own level. This always happens in a big fleet and the Nationals will be a big, fun, fleet. Another plus is that back markers will find themselves much closer to the leaders on the Olympic courses than they will have been used to in club races.

If I preach to the converted, it is only because some J owners of unspectacular ability have felt in the past that they were not good enough for the nationals. Such modesty may reflect a degree of charm but it has no basis in truth! It is, in fact, nonsense, because the very concept of the J/24 scene is to be a STARTER. Whether a boat is motherless last at the first mark or first at the last is immaterial. If you own a J then you are more than welcome to join in the fun. All we expect of starters is that they have a reasonable enough grasp of the rules to ensure that they can compete in safety and in fairness to other competitors.

So, if you have been being a little coy about entering, get weaving. It is your Nationals, after all. See you at the start (which when you think about it is all any of us can be absolutely confident about!)

Phil Mathews

*President J/24 Class Association
of NSW, Australia*

Midwinters Perspective

It has occurred to me that after every major regatta or championship there is always an interview with the winner about how he did it. I am sure that you will have some discussion with Dave Curtis about his victory on Key Biscayne, but there is a real need to hear from some of the guys who "were not in it."

I sailed on a boat from Marblehead, Massachusetts with a group of people who had very little experience racing J/24's and that certainly accounts for our poor finish. The skipper himself had only raced his J once or twice before, and two of the crew had never set foot on a J/24 before that week. All of this taken into account, we still had a terrific week in Miami. I am really writing this letter for those of you who decided not to come or who did not do well at the regatta.

The competition at this event was of the highest quality. Dave Curtis, Augie Diaz, Ed Baird, Ken Read, and the Johnstone's were all impressive with their blinding speed and great tactics. There were lots of new boats, with new keels and new sails which made the competition even tougher, and yet there were a large number of "hackers" like

us who seemed to be having a terrific experience, even if that meant just trying to stay out of last place. In the midst of all this fun my mind started considering some of the issues that did trouble me about entering this kind of regatta and entering it with the thought of winning.

Is it possible, if you are not a Dave Curtis, Augie Diaz or Stuart Johnstone to win this event or even place high among the Championship Fleet? My guess is that it is possible, but certain things are required. It seems that you must have very new sails. I would guess that Dave Curtis who works for Horizon Sails, Augie Diaz who works for North, Stuart Johnstone who owns J-World, and Ken Read who works for Shore Sails all had boats and sails that came as close to being perfect as was possible. I would guess that when these folks show up at the North Americans in Kingston, Ontario they will have sails that are just as new as the sails they had in Miami.

It also seems that you better have your keel and rudder faired down to minimum and make sure they are perfect blades. The new boats are coming from the factory that way and new efforts at quality control have done much to enhance this part of the boat. For those of us with older boats who want to be competitive, we better get the work done before next year.

There seems to have been a big change in spinnakers since I bought mine in 1981. The faster chutes seem to be more of a radial head with fuller shoulders rather than the tri-radial which we had aboard. They even performed well on the many tight reaches which we experienced during the races. Often we would go into a spinnaker leg leading eight or nine boats and reach the leeward mark leading only one boat. The new chutes are really fast. All of this raises a big issue for me, and I suspect for others. "How much are you willing to pay or spend to keep your boat competitive at a local or national level?"

Obviously, you would have to buy a new set of sails every year. You might not use your small jib very often, so maybe you would only have to buy a new Main and new Genoa. That could cost \$1,200 per year. If you blow out or stretch your chute, that would be an additional \$600. If you have not had your keel and rudder faired down and re-finished that would probably cost around \$2,000. Of course, that is a one-time expense. The use of Kevlar halyards for main and genoa seem to be very important, since halyard tension can have real importance in relation to boat speed, and the ability to duplicate sail trim. New halyards will cost me \$300-\$400, but should last me about four years with decent care. How does all this affect the family type sailor? As local fleets become more competitive and boats become more uniform in terms of keel shape and finish we are still left with the issue of sails. It simply seems unfair for amateurs to race against sailmakers who can put on new sails for every major competition. This is a reasonable justification for imposing the one set per year rule. Does this really work a hardship on the sail makers and is it unenforceable? It could and probably would limit the number of sails sold by a given sailmaker, but I do not believe the decrease would be dramatic. I am certain through some form of stamping technique or dating it would be possible to control this type of rule.

What I really want to stress here is for the person who doesn't feel like he is competitive with the balance of the fleet or the leaders. Remember, while you are getting stuffed into the back of the fleet, that you may not have spent the money which they spent to make them competitive. You may not have the time to race as much as some of these guys do. You may not have access to the kind of crew that they do or to the consistency of crew that they do. Drake and Stu Johnstone spend their lives on J/24's as instructors at J-World. Dave Curtis was able to train for and race in the Pan Am games. Augie Diaz lives in Florida and can sail all year long when he has the time. Don't be discouraged. Going to the Midwinters or the North Americans is an exercise of tremendous fun and it is very humbling. Yet, if you maintain your perspective you can walk away having learned a lot and having had a great time.

I am going to go to the North Americans. I will not have my keel faired, but I will have a new spinnaker. My tri-radial is slow. I will have a set of sails that are two seasons old, but in good shape. I am certain that I will have a wonderful time. I hope you will all come and have a happy time as well.

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**Jeff Neuberth, veteran of 3 America's Cup campaigns, 2 FASTNETs and at least 15 SORCs, in a Henri-Lloyd CONSORT Floater jacket that's been with him on every race since 1979.*



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Boat Building Big Business

Tillotson-Pearson, the J/24's east coast builder, is one of the largest fiberglass boat manufacturers in the country. The spacious plant is located on Route 136 in Warren, Rhode Island. Boat building is big business in Rhode Island. This state of just over 1,000 square miles ranks along with southern California and Tampa Bay as one of the country's top three centers of recreational boat building. This could be where the winning boat in an America's Cup is built. Everett Pearson, President, would like nothing better than to build a new (designed by Rod Johnstone?) 12 Meter, using fiberglass and new technology to win back the America's Cup from the Australians in 1987. A fiberglass design would be a new entry into the competition; all recent America's Cup challengers have been made of aluminum. "I'd love to build a fiberglass boat and go down and bring the cup back," Pearson declared. "We have the engineering capability and production capability to build that boat."

The fiberglass boat business that has been Tillotson-Pearson's mainstay over the years has a number of lines and sizes: the popular J-Boats, Etchells 22, the Freedom yachts and the top of the line Alden boats. The company has made it a policy to diversify, not just into different lines and classes of boats but into fiberglass industrial products as well. T-P wind generator blades are sold to a private concern in the windfarm business that has more than 900 windmills on the West Coast. T-P light poles can be found on runway aprons at Miami International Airport and the Gerald R. Ford Museum in Grand Rapids, Michigan, and its flagpoles stand tall in front of the Biltmore Plaza Hotel in Providence.

Pearson said it was difficult to determine which actually comes first at the company: the making of fiberglass poles or the fiberglass boats. "But it hardly matters," he added, "because the technology is the same, and the processes developed for one group of products often end up in another group as well." For instance, the free-standing masts on the Freedom line of boats were developed from the successful formula used in making the filament-wound fiberglass light poles.

The company goes back to 1968 when Neil Tillotson, who had made a fortune in rubber and latex products, approached Pearson about building a yacht for him. Pearson, in the fiberglass products business at the time, had come from a boat-building background. Captain of the Brown football team in 1954, he had joined a cousin to manufacture fiberglass boats in Bristol. Their company was sold to Grumman Allied Industries in 1961, but Pearson stayed on as vice president, treasurer and general manager for five years. Though Tillotson never took delivery on Pearson's yacht (it



Everett Pearson, president of Tillotson-Pearson.

was sold to someone else), the two opted to join forces. The new entity became Tillotson-Pearson, Inc., with 11 employees; it was not exactly big time. Today the company has a work force of nearly 400 with projected gross sales approaching 25 million dollars. Tillotson-Pearson made headlines earlier this year when they went into partnership with Hood Enterprises at Marblehead to develop 70 acres of former Navy land at Melville in Portsmouth. T-P will move its flag and light pole business as well as its large boat operation from Warren to Melville, and will also begin production of custom vessels there.

Of all the company's boats, it is the J/24sailboat that has most distinguished itself. With its speed and ability to execute a 360 degree turn in its own length, among other racing related attributes, it soon established itself as a boat to be reckoned with and indeed won numerous races. With sleeping accommodations it also appeals to those just wanting to go for a weekend cruise. The original J/24 was built by its designer, Rod Johnstone, of Stonington, Connecticut in 1976. More than 3900 have been sold since. Other designs

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soon followed and the J-Boat series now comes in a variety of lengths.

Except for the designers with whom the corporation has partnership arrangements, Tillotson-Pearson is entirely an in-house operation. From the casting of the hull to the making of the cabinets, to the painting and striping jobs, all is done at the plant. The company, meanwhile, seeks to maintain strict standards on its products. The warranty expense for servicing products that have been sold is less than one percent of total sales volume. A company inspector, giving a tour of the plant, pointed out a yacht on whose stern a circle had been drawn to signal a flaw. In order to see the flaw, one had to lean to within inches of the boat; it was a barely visible scratch, less than one inch long!

What's next for the company? Pearson said their recent venture into power boats such as the Rampage line designed by Richard Lema, a Narragansett sport fisherman, is indicative of the company's commitment to diversification and expansion. With the busy spring buying season at hand, the time is right for the introduction of a new J-Boat, the J/41, and three sizes of Rampage powerboats.



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Family Racer Gone Olympic?

by Ken Read

Since the J/24 Class was born, it has developed from the "family racer/cruiser" into one of the most competitive one-design classes in the world. This fact was confirmed at the recent Midwinters in Miami where the winner's five race average was 9.6 points. But with this growing competition, the family racer/cruiser has become a myth. Is it a fact that the boat cannot be sailed by a group who doesn't consider themselves trained gorilla's? I believe that the Class can work back toward the possibility of keying down the size and muscle of the crew. Below are my suggestions for tuning the boat to allow a more sane approach to J/24 racing.

Tuning the J/24 has become an obsession to many of the top competitors in the Class. I fit myself into this category. There was a time that I would completely lose control if my rig was not tuned to perfection for each tiny increment of wave and wind condition. But as sail design and material configuration has improved, with it has evolved the tuning down of multi-faceted tuning. One mast step position, one J-dimension, minimum height mast and maximum headstay length are the key factors to this.

The J/24 sail inventory has had a problem from the beginning. The range between the 150% genoa and the 100% jib creates a vast hole in the headsail inventory which is essential to fill. The simplest solution to control this problem was to develop a 150% that could cover the ranges from 0-22 knots through shape, material and rig control. Seeing this as a problem to solve, sailmakers went to a flat sail which could cover the upper ranges of the 150%. This, however, created a problem with lack of power in under 8 knots.

Rig tuning became the only way to overcome the gap. By using less or more headstay sag to help power or depower the headsail, efficiency in all wind ranges become available. This led to a complicated methodology preached by sailmakers: tighten uppers, loosen lowers, block here, position butt there. Whatever happened to leaving the dock and being competitive without having to be out on the water four hours in advance to re-tune the rig for each 2 knot interval?

Through many hours of testing, we have found that by going back to a fuller chord depth in the genoa and locating it forward where the headstay sag would most affect the sail shape, the genoa could cover the ranges needed. The mainsail could then be flattened, creating a more efficient shape and reducing backwind. To add to the pluses of this system, the slot is opened by the smooth exit in the draft-forward genoa and the flattening of the main.

With the shape of the main and the genoa matching, the rig must be tuned to maximize performance. The mast butt position should be set so the aft edge of the mast is 7



Ken Read presents alternative to trained gorilla crew.

inches forward of the bulkhead. (Tillotson-Pearson assured us that the bulkheads are within 1/8 inch of each other. If not, we have a position measured from the top of the transom forward.) Cut your mast blocks to ensure the maximum J measurement. And be sure that your mast is on the centerline of the boat. Do not rely on the mast collar at the deck to be on the center line. Most are not! (Ed Note: see "Centering the Mast," by Ned Lockwood, p. 19, J/24 Magazine, Vol. 11.)

Now that the rig is set up (done at the beginning of the sailing season) with the mast at minimum length and headstay at the maximum, for maximum rake to give the boat 'feel' in light air and allow you to sail flatter, the hard part is over. Center the masthead after snugging up the uppers and lowers at the same time. Now, tighten the uppers until you reach 1000 pounds on a tension gauge. The lowers may then be tightened to 900 pounds. While tightening the lowers be sure that the mast stays in column. It may require a turn in either direction to ensure that the mast stays in column athwartships. There will be 2½ to 3 inches of pre-bend in the spar created by blocking the mast at the deck level.

Fore and aft mast step positioning is determined through the spreader angle. With the new style spreader fittings, the mast butt must be moved back an additional ¼ inch. This is due to the aft load that the upper shroud angle to the spreader puts on the spar. The optimum spreader position is maximum aft with maximum length allowed by the Class rules. This produces the proper mast bend without excessively stiffening the already oversized spar.

Heavy air performance is enhanced by tightening the uppers and lowers approximately four turns each, which boosts the tension to 1200 pounds on both. The lowers stiffen the mast and load quicker with fewer turns, due to the shorter intersection point on the mast and less wire to stretch. With backstay tension pulling against the lowers, the headstay becomes firmer, allowing the 150% to be carried in a much higher wind velocity.

With this theory, tuning the J/24 has become much simpler. As in any highly competitive class, the J has gone through phases of what is fast and what isn't. It always seems, though, that these phases swing 180 degrees as soon as an individual makes the "necessary" modifications to any aspect of the boat. We now present this breath of fresh air. The technicalities are made trivial as long as your deck layout is functional and mast tune is correct. Sailing the boat is made a breeze, without an Olympic effort needed to stay competitive in the Class. The beauty of the boat continues to be the basic equality in boat speed. Any small edge is always strived for, but tactics on the race course should continue to be the name of the game.

Ken Read has sailed his J/24 to win the '82 Canadian Nations, placed second in the '83 Buzzards Bay Regatta and District 3 Championship, and fourth in the '84 Midwinters. He won the Block Island Race Week's first J/24 event in 1982. He was a three-time All American sailor and 1982 College Sailor of the Year while attending Boston University, and is currently a sales rep for Shore Sails, Newport.



Tremendous gains can be achieved off the wind if the boat is worked as hard as upwind.

Photo by Democrat & Chronicle

Going Downhill on a J/24

by Mark Sertl

After feverishly devouring every International J/24 Class magazine to date, I am left with an empty feeling. There have been articles talking about where to pin the spreaders, how to trim the genoa and why to sail on the lifted tack. However, the issue of what to do after you get to the weather mark has never been broached. This article will be directed towards the maximization of reaching and running boat speed and the use of sail trim and crew weight to achieve these goals.

Reaching

The majority of reaching conditions encountered on an Olympic Course will result in an apparent wind between 60 and 120 degrees. Within this range, we have found the boat's performance to be very sensitive to crew placement both fore and aft and athwartship. Optimum speed is achieved by sailing the boat perfectly flat in all but the lightest conditions. This has the effect of minimizing weather helm and presenting maximum sail area to the wind. Sailing the boat flat becomes more important as wind velocity increases since heel increases both weather helm and the possibility of a broach (which is very slow).

Equally as important as the heel is the fore and aft trim of the boat. Fore and aft trim is difficult to gauge. On Gunther Buerman's boat we added an inclinometer with 1° graduations mounted fore and aft in the cockpit. The device must be installed with the boat floating on its draft stripes. This will provide an accurate "0" point. While reaching, it is paramount to keep crew weight forward. Our helmsman sits with both legs in front of the traveler and the remainder of the crew on the cabin between the middle of the companionway and the spar. With the crew positioned accordingly you should not be able to hear excessive gurgling at the stern. If you do, either try moving your skipper further forward or check your rudder for a bucket. Only when hard reaching in a breeze should the crew move aft to keep the boat flat and the rudder in the water. This is the only condition where noise from the transom is acceptable.



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Photo by Mark McCQueen

Pole height is crucial to trim in close reaching. Here Partial Eclipse pulls away in last race of 1983 Canadian Championship.

With the boat flat on both planes, it is time to tweak the sails.

The fastest method of trimming the spinnaker results in a very small curl midway up the luff. Seldom do we let the curl exceed one panel. This method has been proven faster than the "three panel curl". The primary reason for the success of this technique is many helmsmen steer by the luff of the chute, thus, a large curl produces sweeping changes in course.

Pole height is crucial to proper trim in close reaching. If the pole is allowed to rise noticeably above horizontal, the flattening of the luff and subsequent tightening of the leech forces the main to be overtrimmed to reduce backwinding. Overtrimming the main stalls the sails and significantly reduces its efficiency. Accordingly, we exclusively use the lower ring on the mast and recently removed the upper ring. Setting the pole horizontal keeps the spinnaker leech open and allows the mainsheet to be eased before the sail goes soft. The J/24 under kite enjoys an open slot. To increase the size of the slot ease the spinnaker halyard approximately 12" in every condition except drifting. Although this does move the center of effort to leeward, the increased width of the upper slot allows the main to be eased slightly.

On J/24's, the mainsail tends to be neglected while reaching. Assign a specific crew member to hold a part of the mainsheet, sit on the cabin top and trim the sail. This individual makes sure the outhaul is correctly tensioned, backstay released (except in heavy conditions), cunningham eased and vang tightened. The individual should be careful not to overtrim the sail. Judge trim by easing the

sheet until the sail goes soft behind the mast at which time the sail is trimmed slightly. This method should be repeated throughout the leg. The vang is a very important control of the mainsail shape but is often overlooked, the reason being it is very difficult to precisely describe its adjustment in detail. A good benchmark is to adjust the vang so that the sail luffs evenly behind the mast when the sheet is eased. In light conditions ease the vang slightly from this point and in heavy conditions tighten the vang. When in doubt a loose vang is faster than over-vanging.

Over-vanging in conditions when control is a problem (move crew aft and to weather) does nothing but accentuate the problem. In these conditions, apply only moderate backstay and aggressively play the main sheet to maintain control. When an eased main sheet is not enough to keep the boat on its feet, the middle crewman should always have the vang in his hand. The vang should then be eased when it feels like the boat is becoming a handful. This will get the boat back on its feet. I am sure we pay more attention to our main than the majority of the racers. I cannot help but think that it is one of the factors that make us quick off the wind.

Running

Optimum fore and aft trim while running is very similar to that while reaching. The crew weight should be positioned slightly further forward on the cabin and the helmsman kept in front of the traveler. Once again your ears will tell you if the boat is properly trimmed. Athwartship trim while running differs from reaching trim. On a run, heel the boat 8-10° to weather. This allows the spinnaker to roll to

weather out from behind the main and also raises the clew of the main further above the water into less disturbed air. Be careful not to heel too much to weather or lee helm will result. Helm balance is a goal of offwind sailing. To check the balance, release the helm and the boat should track in a straight path, if not adjust your weight.

The spinnaker should be trimmed aggressively with very little curl. Try to keep the pole slightly oversquare to the wind once the apt. wind is aft of 100°. This helps to get the spinnaker out from behind the main. An 8" piece of yarn taped to the middle of the pole helps with this adjustment. The pole height is adjusted to keep the clews level with a tendency to keep the tack higher than the clew. This is in contrast to our reaching pole trim. On a run the boat is the fastest with the boom trimmed 8" off the shrouds. This diminishes the negative effect that the swept back spreaders have on the main. As when reaching, the vang adjustment is very important. The vang should be applied so the upper batten is 5° to weather of the boom. Trim the batten 5° to weather in all wind conditions. To accomplish this, the vang must be adjusted as the wind strength changes.

As with all fractional rigs, the J/24 must be tacked downwind. In light air keep the apparent wind at 145° and gradually bring the pole aft as the wind increases. Additionally in light air, it is very important to accelerate out of jibes. Head up to increase the apparent wind until optimum speed is reached. Only in a real blow should you sail the boat with apparent wind aft of 165°. We extensively use

our Windex tabs as references for lifts and headers downwind. The optimum jibing angle is selected for the wind speed and the position of the vane relative to the tab is noted. We then use the compass to detect shifts (if they occur upwind they must occur downwind) and in oscillating breezes jibe to stay on the headed jibe. If possible, try to work to the left of the fleet to be inside at the leeward mark.

Most sailors underestimate the bad air created on runs. Make it a point to insure you have clear air to the point of jibing away from a group or off a slight header. This technique has proven successful as the combination of clear air and an inside position at the leeward mark will repeatedly pick up boats on runs.

Tremendous gains can be achieved off the wind if the boat is worked as hard as it is upwind. The suggestions above will go a long way toward improving your speed and reduce the bad air in which you sail the second and third beats.

Mark Sertl is business manager of Haarstick Sailmakers, Inc. in Rochester, NY. He is the sail trimmer on Gunther Buerman's Partial Eclipse, 1983 J/24 Great Lakes and Canadian Champion, sixth place finisher in the 1983 Worlds, and qualifier for the 1984 Worlds in Poole, England. Mark is also the tactician on the reigning Half Ton North American Champion, has competed several times in the USYRU POW Championship and actively frosts bites in Interclub dinghy at the Rochester Yacht Club.

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Bacardi rum Canadian Championship, June 29 - July 2, 1984

- Site** The 1984 Canadian J/24 Class Championship will be hosted by the Pointe Claire Yacht Club, Pointe Claire, Quebec and the Canadian J/24 Class Association. Pointe Claire is a suburb of Montreal and is situated on Lake St. Louis. Racing will be held in close proximity to the Yacht Club.
- Rules** The Championship will be governed by the current IYRU racing rules, the prescriptions of the Canadian Yachting Association (CYA), the current rules of the International J/24 Class Association, and the sailing instructions.
- Eligibility** Entrants must be members of a National J/24 Class Association if no National Class Association exists in their country of residence. All boats entered must display a Class membership sticker valid for the current year in accordance with Class Rules. All sails used in the event must bear sail royalty labels in accordance with Class Rules.
- Schedule**
- | | | | |
|---------|----------|-----------|---------------------------|
| June 29 | Friday | 1200-2200 | Registration |
| June 30 | Saturday | 0800-1000 | Registration |
| | | 1100 | Race 1 followed by Race 2 |
| July 1 | Sunday | 1000 | Race 3 followed by Race 4 |
| July 2 | Monday | 1000 | Race 5 followed by Race 6 |
| | | | Awards presentation. |
- Racing** There are six races scheduled. A minimum of three races must be completed to constitute a championship. If more than four races are completed there will be one throw-out race.
- Courses** Racing will be on standard Olympic courses, length to be determined by the Race Committee.
- Scoring** The Low Point scoring system will be used (first place - 1 pt., second place - 2 points, etc.) Alternative penalties as described in CYA Rules 74.5 and Appendix 3, 2. percentage shall apply.
- Awards** Prizes will be awarded to the first three finishing boats.
- Inspection & Measurement** All entrants are subject to measurement of hull, rigging and sails at the discretion of the regatta committee at time of registration or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification of all races up to the time of detection at the discretion of the Race Committee. Specific instructions for measurement prior to launch will be provided in the registration information.
- General** Launching and mooring facilities will be provided at the Pointe Claire Yacht Club. Once launched, boats entered shall not be hauled out of the water before the conclusion of the event without the express written permission of the Race Committee. Crew substitutions will not be permitted except with prior written approval from the Race Committee. It is intended that this be granted in exceptional circumstances only. Sailing instructions will be provided upon arrival.
- Entry** A registration package, with entry form and information on the program, accommodations and fees, will be sent upon request. Completed registration forms along with full payment of the entry fee must be received by the Regatta Committee prior to June 1, 1984. Entries received after that date are subject to a \$25 (Can.) late entry fee. There is no limit on the number of entries.
- Contact** Please direct inquiries to: Mr. Tom Thompson, Pointe Claire Yacht Club, 1 Cartier Avenue, P.O. Box 1013, Pointe Claire, Quebec, Canada, H9R 4A6. Telephone: (514) 695-2441

Invitation

The Canadian J/24 Class Association, the Kingston Yacht Club, and the city of Kingston, Ontario are pleased to invite you to attend the J/24 1984 North American Championship. This is the first time the event will be held outside of the U.S. and it will provide J/24 sailors with a unique sailing opportunity.

Kingston is located at the east end of Lake Ontario and is one of the beautiful and historic small cities of Canada. It is one of the most famous sailing centres in the world and has hosted many major sailing events, including the 1976 Olympics. CORK Sail week is held in Kingston every year and in 1984 will take place during the week prior to the J/24 N.A.'s. Kingston has superb sailing facilities, with the Portsmouth Olympic Harbour, the Kingston Yacht Club, and the Confederation Basin Marina situated in the heart of the city. Kingston has a reputation for wind, and sailors are rarely disappointed.

There are a number of good hotels within easy walking distance of our mooring site, as well as a university residence with which we have made housing arrangements. Camping facilities are only a short drive away and there is always the comfortable quarter berth in your J/24. So there is no shortage of accommodation options in all price ranges.

The Kingston area has many attractions for family and friends who are not competing, including Old Fort Henry, cruises in the Thousand Islands, Upper Canada Village, and many more. We will ensure that you receive all the assistance you need. Why not come early or stay late and take your J/24 cruising in the Thousand Islands, a short sail of a few hours from Kingston?

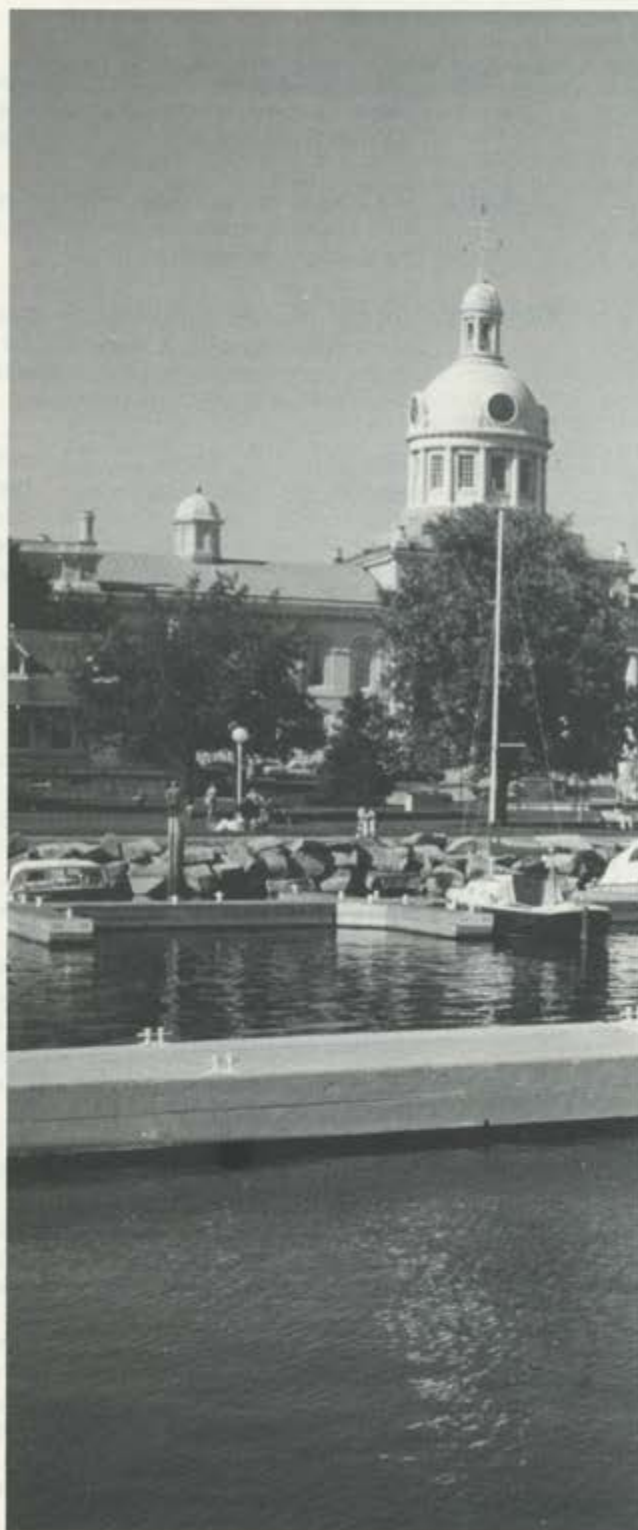
The racing for the North Americans will take place in the same area as the Olympics were sailed, so there is lots of weather data and 'not so local anymore' knowledge available. We have a full racing program planned and are looking forward to a large fleet.

Our off-the-water program will include an opening reception, informal dinner, attendance at the famous sunset ceremony at old Fort Henry, a regatta banquet, and the awards presentation. Also our host club, the Kingston Yacht Club, is making its facilities available and is an ideal place for a good meal or a visit to the comfortable bar. All regatta entrants will enjoy Club privileges while there.

Make the last week of August "J/24 North Americans Week" and join us in Kingston for good sailing, good friendship, and good fun. See you there.

Lorne Chapman
Regatta Chairman

Confederation Basin in downtown Kingston.



Site	The 1984 North American Championship will be hosted by the Kingston Yacht Club, the city of Kingston, Ontario, Canada, and the Canadian J/24 Class Association. Races will be held in waters approximately 4 miles west of the centre of Kingston in the same area used for the 1976 Olympic yachting events.			
Rules	The Championship will be governed by the current IYRU Racing Rules, the prescriptions of the Canadian Yachting Association (CYA), the current rules of the international J/24 Class Association, and the sailing instructions.			
Eligibility	Entrants must be members of a National J/24 Class Association or the International J/24 Class Association if no National Class Association exists in their country of residence. All boats entered must display a Class membership sticker valid for the current year in accordance with Class Rules. All sails used in the event must bear sail royalty labels in accordance with Class Rules.			
Schedule	August 25	Sat.	0900-1800	Registration
	August 26	Sun.	0900-1200	Registration
			1100	Practice Race
			1400	Race 1
	August 27	Mon.	1000	Race 2 followed by Race 3
	August 28	Tues.	1000	Race 4 followed by Race 5
	August 29	Wed.	1000	Race 6
	August 30	Thurs.	1000	Race 7 followed by Race 8
			1700	Awards Presentation
Racing	<p>Eight races are scheduled for the Championship. If there are fewer than 60 entries all eight races will be sailed if conditions permit, with a minimum of four races to constitute a series. If more than six races are sailed, there shall be one drop race in determining the Championship. If six or fewer races are sailed all races will be counted.</p> <p>If there are 60 or more entries, the fleet shall be divided into four subfleets to sail up to three qualifying races, after which the fleet will be divided in half. The top half shall constitute the Championship Division and the bottom half the Competition Division. Following the division, five races are scheduled, with a minimum of three to constitute a series. Scoring for both divisions will start anew following the qualifying series, and all races will be scored.</p>			
Course	Racing will be on either the standard Olympic course or the 60-120-120-60 degree trapezoid closed course except for the long distance race. Courses will be specified in the race instructions and will be at the discretion of the race committee.			
Scoring	The event will be scored using the low point scoring system (first place - 1 point, second place - 2 points, third place - 3 points, etc.). Alternative penalties as described in CYA Rules 74.5 and Appendix 3, 2: percentage shall apply.			
Awards	If fewer than 60 entries, prizes will be awarded to the top five finishing boats. If more than 60 entries, prizes will be awarded to the top three finishing boats in each of the Championship Division and Competition Divisions. Individual prizes will be awarded to the top boat in each race.			
Inspection & Measurement	All entrants are subject to measurement of hull, rigging and sails at the discretion of the regatta committee at time of registration or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification of all races up to the time of detection at the discretion of the jury. Specific instructions for measurement prior to launch will be provided in the registration information.			
General	<p>Launching of boats and trailer storage will be at the Portsmouth Olympic Harbour, approximately two miles west of downtown Kingston. Entrants will be moored at Confederation Basin in the centre of downtown Kingston, within easy walking distance of a variety of accommodations, stores, restaurants, and the Kingston Yacht Club.</p> <p>Once launched, boats entered shall not be hauled out of the water before the conclusion of the event without the express written permission of the jury. Crew substitutions will not be permitted except with prior written approval from the jury. It is intended that this be granted in exceptional circumstances only.</p>			

It is expected that a limited number of charter boats will be available. If interested, contact the regatta committee as early as possible, and no later than June 1.

Entry A registration package containing an entry form and detailed information and fees will be sent upon request. Completed registration forms along with full payment of the entry fee must be received by the Regatta Committee prior to July 15, 1984. Entries received after that date are subject to a \$50 (Can.) late entry fee. There is no limit on the number of entries. All entrants will receive information packages with arrival information and details on customs requirements, etc.

Contact Inquiries should be directed to:

Pres., Canadian J/24 Class Assoc.	OR	Regatta Chairman
David Connolly		Lorne Chapman
250 Prince Edward Dr.		23 Inglewood Dr.
Toronto, Ontario		Toronto, Ontario
Canada M8Y 3X8		Canada M4T 1G7
Phone: (416) 233-0147		Phone: (416) 488-1853



Kingston, located at the east end of Lake Ontario, hosted the 1976 Olympic Yachting events.

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Championship Division
Most Races Won

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Midwinters
Designers Division
First*, Fourth

J
24

Block Island Race Week
First, Second, Third

J
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Buzzards Bay Regatta
Second, Third, Fifth

J
24

Long Island Sound Champs
Second

J
24

District 4
First, Fifth

J
24

Narragansett Bay
Champs
First, Third

J
24

C.O.R.K.
First

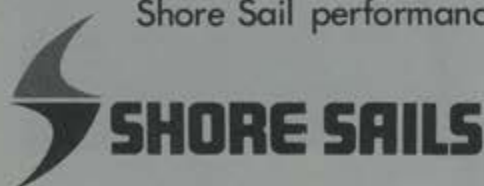
J
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Commodores Cup
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BURLINGTON 42 Main Street, Winooski, VT 05404 (802) 655-2326
LONG ISLAND 645 New York Avenue, Huntington, NY 11743 (516) 673-5055
MIDWEST 330 West Spring Street, Columbus, OH 43215 (614) 221-2410
CARIBBEAN Box 6195, Charlotte Amalie, St. Thomas, US VI 00801 (809) 774-4523
NEW JERSEY 101 E Route 35 South, Point Pleasant Beach, NJ 08742 (201) 892-8922
ARGENTINA 1648 Tigre, Buenos Aires, Argentina
JAPAN Aichigun, Aichi, Japan
SERVICE Buffalo, NY (716) 877-8221
SERVICE New Orleans, LA (504) 831-2497
INTERNATIONAL 5 Merton Road, Newport, RI 02840 (401) 849-2971
Telex #710 382-1223

World Championship VI September 28 - October 6, 1984

Invitation

The UK J/24 Class Association and Parkstone Yacht Club are very pleased to have been asked to run the 1984 World Championship and look forward to seeing many J/24 sailors from all parts of the world.

Poole is situated on the South

Coast of England, about 15 miles west of the Isle of Wight. Racing will take place outside Poole Harbour in the Bay, with negligible tidal streams or wind spoiling effects. With an experienced team of Race Officers looking after the racing and a very

cheerful social committee, we are hoping that this will be a Worlds to remember.

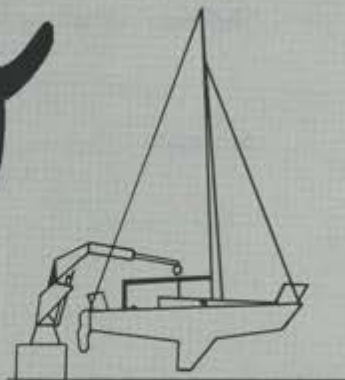
The racing area of Poole Bay is second to none in providing perfect sailing conditions.



Site	The 1984 World Championship will be held at Poole, England under the Burgee of Parkstone Yacht Club.		
Rules	The Championship will be governed by the International Yacht Racing Rules, the Rules of the International J/24 Class Association, and the sailing instructions.		
Eligibility	Eligibility is governed by IJCA Rule 2.5 and 3.6.14. The number of entrants from each country shall conform to item 5.3 of the Minutes of the IJCA Meeting, November 5, 1982, with subscription dates adjusted to 1984.		
Schedule	September 28-29 September 30 October 1 October 2 October 3 October 4 October 5 October 6	Friday-Saturday Sunday Monday Tuesday Wednesday Thursday Friday Saturday	Registration and measurement (0900-1800) Measurement and Practice Race Race One Race Two Race Three Race Four Race Five Race Six
Racing	Six races are scheduled and competitors may discard their least favourable result if four or more races are sailed. Starting will be in accordance with IYRU Rule 4.4(a) system 1.		
Courses	Five races are scheduled on Olympic triangular courses, and one long distance/coastal race.		
Scoring	Points will be awarded as follows: First place - 1 point, second place - 2 points, third place - 3 points, etc. IYRU Rules Appendix 3 - Alternative Penalties for infringement of a rule of Part IV (Percentage Penalty) shall apply.		
Awards	The J/24 World Championship Trophy for first overall Bengt Julin Trophy to the highest scoring yacht in first three races Bacardi Gold Reserve Trophy to the highest scoring yacht in last three races President's Cup (J Boats) to first skipper over 40 years old Eiffel Tower Trophy to top yacht with woman in crew Daily prizes and prizes for the top ten overall		
Measurement	Yachts, equipment and sails must be made available for measurement and checking on Friday 28th, Saturday 29th, and Sunday 30th, September 1984. All competing yachts, their gear and sails must have been measured before arriving for the Championship and current, valid measurement certificates must be produced on registration.		
Charters	It is hoped to make J/24's available for charter, details are available from the contact listed below.		
General	Yachts may not be slipped between races except by express written permission of the Race Committee. The same crew shall be on board throughout the Championship except by express written permission of the Race Committee. Only one suit of sails may be used throughout. Cockpit lockers shall be securely and positively fastened shut while racing. An International Jury shall be appointed in accordance with rule 1.5(d). It is the intention to apply to the RYA for the right to deny competitors right of appeal of decisions of the International Jury. One of the following charts is recommended: Admiralty 2615, Imray C4, or Imray Y40. Full details on accommodation and repair facilities will be forwarded on receipt of notice of intent to compete or on request.		
Entry	The entry fee is 200 pounds sterling, payable in two equal parts by a cheque drawn on a British bank or by International Money Order. An intention to take part must be advised by NJCA's, using a form provided upon request, with a payment of 100 pounds for each J/24 to be received by the Secretary, UK J/24 Class Association by noon on July 31, 1984. Completed entry forms with the balance of the entry fee must be forwarded by NJCA's to be received by the Secretary, UK J/24 Class Association by noon on September 15, 1984. The entry fee includes the use of a crane for launching and recovering and the use of moorings for the period of the Championship.		
Contact	All communications: Brian Goulder, Secretary UK J/24 Class Association, 59 Queen's Road, Cowes, Isle of Wight PO 31 8BW, England. Telephone: (0983) 291572.		

HOCO

Trailers



Form follows function

The HOCO J/24 Trailer is the best on the market today because it is different.

HOCO Trailers are built at the HOCO Yacht Yard in Hampton, Virginia where most of the J's in Fleet 71 are kept. The experience gained from working with these many different owners provides the basis for the HOCO design. The differences that set our trailers apart reflect common sense solutions to problems that exist with other trailers.

If you are a trailer owner or if you are looking, perhaps the features listed will be familiar.

Design Appeal:

Trailer appearance should not detract from your boat. We offer a wide variety of high gloss base colors and pin-striping that allows each owner to choose a custom color scheme that compliments the boat. We even include extra paint and striping for minor repairs.

Integrity:

The HOCO Trailer is easy on your boat. We have eliminated the pad damage and keel chafing that commonly occurs in transit. The backbone of our trailer is a high strength, tubular cradle that remains rigid when the boat is in tow. The suspension system is load matched to the weight of the frame and boat therefore reducing the amount of road shock that is absorbed by the hull.

Function:

Each trailer comes standard with a built in boarding ladder, high strength fenders that do not bend or break, oversized hydraulic brakes, and our unique drop away keel support that allows for total keel maintenance.

Price:

\$1,750.00

For complete information please call or write:

Billy Hunt, C/O HOCO Trailers
800 S. Armistead Ave.
Hampton, Virginia 23669
Phone: (804) 722-2543

MVP Scoring

This year J/24 fleets all over the country will be experimenting with a unique, new scoring system that could very well change the face of one-design racing. It is called MVP, for Monthly Variable Performance.

The first thing you should understand about MVP is that it is a supplementary scoring system. It is not a substitute for fleet championships based on a boat's actual finishing position. For those J/24 fleets racing under MVP, trophies will be given for both actual finishing position winners and MVP winners. So how does MVP work?

First, every J/24 will sail with an MVP factor. Here is how it is determined: The results of each boat's last five races are averaged, not counting DNF's, DSQ's, DNS's, PMS's or a percentage penalty. Next, the top boat with the lowest five-race-average is assigned an MVP factor of zero. Then the difference between the five-race-average for the top boat and every other J/24 in the fleet is computed to the nearest whole number to arrive at each boat's MVP factor. For example, if the

MVP scoring should result in more J/24's on the starting line week after week.

Photo by Chris Syms



top boat's average finish over its last five races is 2.2 and the seventh ranked boat's average is 5.8, the difference is 3.6. Taken to the nearest whole number, the MVP factor is 4.

Now, where does the monthly in Monthly Variable Performance come in? Every month, on a predetermined date, each J/24's MVP factor is recalculated based on the results of its last five races sailed. The better a boat does, the lower its MVP factor the next month. As for scoring a race under MVP, it is easy. You just subtract the

boat's current MVP factor from its actual finish position. (See Chart.)

MVP was created to encourage all J/24 sailors — especially new ones — to get more involved with racing. This new concept in scoring, inspired by Jack Couch (past J/24 Class Vice President) and developed by Bob Johnstone, provides every sailor a reasonable expectation of winning. It should result in more J/24's out on that starting line week after week, and produce smarter, faster sailors in the Class.

How MVP Factors Are Calculated

How Next Race Is Scored

How Fast Did They Go?												How Fast Did They Score?					
Boat		Fleet Race Results							Last Five Race Totals ^b	Average Finish Position	Diff.	MVP Factor	Boat	Finish ^c Place	Less MVP Factor	Net MVP Score	MVP Place
A	1	2	DQ	1	2	3	1	4	11	2.2	—	0	A	1	0	1	4
B	4	1	1	2	3	2	2	3	12	2.4	.2	0	B	2	0	2	6
C	3	3	3	3	1	4	3	2	13	2.6	.4	0	C	5	0	5	8
D	6	5	8	4	7	1	5	1	18	3.6	1.4	1	D	—	—	—	—
E	DF	4	7	5	4	7	7	8	31	6.2	4.0	4	E	—	—	—	—
F	—	6	6	—	8	—	4	7	31	6.2	4.0	4	F	3	4	-1	1
G	7	—	5	—	5	6	6	—	29	5.8	3.6	4	G	4	4	0 ^d	2
H	8	8	—	8	6	—	—	6	36	7.2	5.0	5	H	6	5(+1) ^c	0	3
I	DQ	9	4	7	9	9	—	—	38	7.6	5.4	5	I	7	5(+1)	1	5
J	—	10	11	—	—	10	12	10	53	10.6	8.4	(8)5 ^a	J	8	5(+1)	2	7

^a 10 total boats x .5 = 5 (maximum MVP factor).

^b Does not include DNS, DNF, DSQ, PMS or percentage penalty.

^c Since 8 boats competed, maximum MVP yachts gain one bonus point for every 2 yachts starting beyond the maximum MVP factor.

^d Ties broken in favor of boat with best actual finish position.

^e Actual finish position determines fleet championship.

U.S. J/24 Club
Annual Meeting
St. Francis Yacht Club, San Francisco
October 19, 1983

Run For The Roses

by Fred Helsel

After years of planning to one day be the owners of a J/24, we finally experienced those dreams as reality in the spring of 1983. Sandy and I had decided to buy a previously owned boat and completely refurbish it ourselves, so the search began. We traveled many hours and many miles in Florida inspecting the available J/24's. Dissatisfied with those we had seen, I gave an old friend, Dick Tillman, a call and fortunately he was able to help us locate our dream boat.

We purchased our 1978 J/24 from Fred Dellenbaugh, one of New England's super yachtsmen, who is now making his home here in Florida. After the legalities of buying were completed and good luck wishes were received from Fred and his lovely wife, Sandy and I drove off with our new toy in tow. As we drove down I-95, our minds conjured up all sorts of visions of the campaigns ahead as well as the make over plans we had worked on for so long.

We had several names in mind for

our new boat, all of which were very menacing, that would surely bring fear into the hearts of all our competition. However, as we were driving down I-95 that joyous day, Dan Fogelberg came on the radio singing his song "Run For The Roses". After carefully listening to the words of this very beautiful song, Sandy and I looked at each other and both in unison said, "That's our little thoroughbred!" So *Run For The Roses* was named.

We began her transformation the day after arriving at the Chinnock Boat Yard in Fort Lauderdale. Phil Chinnock was very helpful in providing guidance on the various projects undertaken as part of the restoration. Sandy started from scratch in the interior and spent many evenings preparing the templates for the keel and rudder. I began the project of preparing the hull and many hours were spent fairing the keel and rudder.

After the long hours of preparation on the hull, we had the hull awlgripped black, and the name *Run For The*

Roses applied down the side in gold mylar and edged in red. The next step was to hang her by her lifting ring and have the bottom spray painted with black Micron 22.

There were numerous phone calls to Dick Tillman for moral support. We even called Bruce Golison in California to make sure we were cutting the mast just right. Another call was made to the gentleman who faired the keel on Dave Curtis' *HJ*, during one of the nervous moments sanding on the keel. The end result was, and is proclaimed by all who see her, one of the most beautiful J's ever!

The final step was a new suit of sails from Arnie and Vince at the Concord Point Sail Loft in Havre DeGrace, Maryland.

Sandy and I have since moved to the Fort Myers area where *Rosie* now makes her home at Deep Lagoon Marina. We are getting to know our little thoroughbred better every week, sailing southwest Florida with the newly formed Southwest Florida Leaside J/24



Our new toy "before".



Fred fairing the keel.

Fleet 120. At this writing our best showing was a 2nd place in the C.M.C.S. Commodores' Cup. She's not the fastest J as of yet, but you must

recall the words to the song. *Run For The Roses* is still a colt.

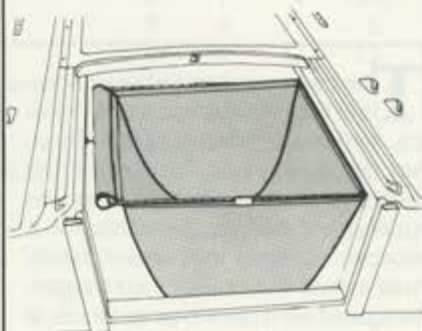


Sandy admires Rosie, "after".



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1983 J/24 Invitational Regatta Valle de Bravo, Mexico

by Rita Gardner

The bad news was I'd have to cancel my planned vacation in Mexico, tentatively scheduled for Christmas. My good friend Sallie and I had spent many a chill October afternoon figuring out our requirements for a Mexican vacation that would satisfy three sailors and one sun-worshiper. We figured we'd have to settle for lots of snorkeling in lieu of sailing. After all, there wouldn't be any real racing events during the holiday season....

Wrong! Which brings us to the good news: We were all going to participate in the above—*plus* a special invitational J/24 regatta on a lake in the mountains near Mexico City, over the Thanksgiving weekend. Don Trask of J-Boats West in Alameda, California, had graciously included us in his bi-annual trek to Valle de Bravo to compete against the Mexican Sailing Federation's J/24 fleet. Don has long been associated with the Mexican sailing

community; he and his family have spent much time with the avid J/24 sailors on Lake Valle de Bravo. There, he and his good friend Chato Saenz dreamed up a Mexican-American challenge regatta. From 1975 through 1979 this successful racing event was sailed in Lasers, and since then in J/24's.

The regatta was conceived as a reciprocal program, with the Valle team coming to San Francisco Bay one year



Don Trask gives the winners a hand.

Photo by Rita Gardner



Second place winners: (from left) Emilio Hirschfeld, Sally Robertson, Jim DeWitt, Rich Buchanan, Rita Gardner.

and the California group going down to Mexico the next. The 1980 race was held on San Francisco Bay at the invitation of Fleet 17, with 20 participants arriving from Mexico. The 1981 regatta was hosted by the Yacht Club La Peña in Valle. Due to economic and political instability in Mexico in 1982, the Valle de Bravo group was unable to come to the U.S. as scheduled. So 1983 once again saw the American team on its way for the third J/24 Invitational Regatta.

The regatta itself was held November 26 and 27, but the J-Boats group, under the leadership of Don Trask, spent the entire previous week sequestered in a beautiful seaside resort (Hotel Plaza Careyes) south of Puerto Vallarta, "tuning up" for the yachting event.

Every serious racer knows the importance of being "race-ready" and Don ensured the preparedness of the American team with an intensive five-day program prior to the race. The two-hour dusty bus ride from the Puerto Vallarta Airport, after the 1½ hour wait there in the immigration lines, and the loss of an entire suit of sails and some important yacht hardware were nothing compared to the grueling workouts of the next five days....

Well, the truth of the matter is we all got "workouts" in the areas of: tanning, feasting, drinking, swimming, snorkeling, sleeping, more feasting, drinking, "siesta-ing"—you get the picture! For an occasional break from the above routine, our "leader" Don introduced us to such diversions as the "Invade Club Med" game, group horseback riding (I

think that was to test the racer's ability to withstand pain) and other "yachty" events. Then it was time for the sailors to shake the sand out of their topsiders and head for the mountains and Valle de Bravo.

A short plane ride and three-hour bus ride saw us in an entirely different world: a combination of quaint old Mexico and modern summer villas on a pine-circled lake. Cobblestone streets and colorful Indians in the marketplace were a marked contrast to the Yacht Club La Peña and the 20 or so J/24's lined up at the Club's piers.

The 5-race regatta was held on Saturday and Sunday, Nov. 26-27, hosted by La Peña. Three races were held on Saturday, and two on Sunday.

The breeze, as predicted, made its appearance at noon on the lake. The American skippers drew boat names in the morning, and the starting gun went off at midday. Our crew consisted of skipper Jim DeWitt, Sallie Robertson, Rich Buchanan, Emilio Hirschfeld and myself. We drew *Grillo*, Emilio's snappy red J/24. Saturday afternoon saw *Grillo* in the top five, Sunday she came in third in the first race and first (by over 15 minutes) in the second, to take second place in the regatta. Results are as follows:

- 1st: Louis Morales (1982-83 Mexican National J/24 Champion), skippering *Manon*
- 2nd: Jim DeWitt (well-known yachtsman and sailmaker), skippering *Grillo*
- 3rd: Chato Saenz (head of the Mexican Sailing Federation), with crew including Don Trask of J-Boats West.

And so we came to the conclusion of a most unusual and delightful yachting event. We brought back home with us something more than just trophies—an appreciation of a part of Mexico not found in the glossy travel brochures. If I find myself planning another Mexican vacation, it won't be hard to figure out where to go!



First place winner, Luis Morales (third from left) with Chato Saenz (to his left) and crew.

Photo by Rita Gardner

Two Man Race Around Oahu

by Ted Beck

Sitting in the middle of the Pacific Ocean, Hawaii draws from many cultures. The result is that we can enjoy the best from a wide selection. Couple that with the fact that we have the best climate for sailboat racing in the world (it gets so cold at night that you have to put on a tee shirt) and we have produced some of the most fun and challenging races there are. By now everyone knows about our Clipper Cup series which reaches a climax with our 800 mile race around the State. However, now we have a low budget item that is just as gruelling which is our "Two man J/24 Race Around Oahu."

Thanks to Graham Eder we borrowed a Kiwi idea with a couple of slight modifications. The New Zealanders do this type of race with stop-offs every night as they go around the North Island. We decided that to do it we might as well do the 115 miles in one day. That proved to be a very long 21 hours.

Our race around Oahu has something of everything. In normal Trade-wind weather you have approximately 40 miles of beating to weather, 35 miles of close reaching and 40 miles of spinaker work. We have the Molokai Channel which is notorious. My last two crossings were typical with steady 25 to 30 knot winds and seas to 18 feet. To balance this out we have the sheltered Waianae coastline where you can swelter in the hot sun while praying for one slight breath of air.

We did borrow some of the New Zealand rules. You were allowed to paddle or row your boat. If you had the stamina this would help you get out of the calm spots. Also we decided that you could bring along movable ballast. It had to be water and not weigh more than two hundred pounds. These two

rules proved to be a highly interesting part of the race. How to propel a J/24 with a paddle in the most efficient manner is not easy to solve. Also how to transfer 200 lbs. of ballast every time that you tack is not simple.

Since our J/24 fleet is very small and this was to be our first annual race, we went out to find interesting and good prizes. These ranged from a new headsail from the local loft to a pair of sailing gloves. In between was a dinner for two on another island, with transportation provided by the host in his



private plane. These goodies inspired a lot of interest and at first we thought that we would have eight entries which would have been three quarters of the available boats. Soon there were strange appearances on the Ala Wai harbor as contestants tried to develop the best way to row a J/24 and still keep their rig secret from the competition.

We scheduled the race to start the third Friday of April. For safety reasons we did decide that if there were small craft warnings flying, the race would be postponed till the following Friday

night. Thanks to El Nino we had several weeks of delay as one storm after another passed through. Finally by mid-May the weatherman gave us a green light, but the delays had taken their toll of entries. The extra time gave more people time to think how difficult this race would be, particularly with the strong winds that we were having. The dropouts later regretted their decision and promised next year, but for now we only had three boats on the starting line.

In Zap we had Graham Eder and Tom Andrewes, while Les Vasconcellos and Phil Drips raced *Chicken Hekka*. On my boat *Nene* there was Jim "Fuzz" Foster and myself. This represented over 100 years of ocean racing; thus while the fleet was sparse the competition was excellent and very aggressive.

Bob Rhein of Hawaii Yacht Club gave us a start at 5:15 PM. This was just before the usual start of our Friday night beer can race. There was the threat of rain and light winds tending towards calm. Our performance at the start was typical of what the race would be like as everyone did something different to get out of the channel. Les led us to the channel entrance by briskly rowing his J/24. Next came Graham who started on the low side of the line and reached up with 150 genoa. I came next on starboard with my chute barely filling. By the time that we got to the last channel marker I had caught up to Graham, and Les maintained his lead.

We rounded towards Diamond Head to proceed counterclockwise around the island. The wind slowly shifted from northwest to north with many holes developing. At times this brought out everyone's paddles as we

fought the current. Also we all had several spinnaker sets as the shifty wind kept teasing us. This was not what any of us had expected and we all found that rowing a J/24 was no fun. Between Diamond Head and Blackpoint the complexion of the race changed. The wind was still light and spotty but we could see the dark clouds over the channel in the setting sun which forebode rain and more wind than we needed. Also the positions changed. Graham now led the race by over a half mile and Les was a couple hundred yards in front of me.

Graham hit the wind line first and soon became a small speck in the distance. Les was next and, shortly after getting going, he took a tack into Kahala to be to weather of everyone and follow the shoreline which is the rigor for local knowledge. When I finally got to the wind, I decided that we might just be able to lay Koko Head in one tack as the wind was fairly northerly. Also since the sun was setting and the wind was marginally strong, I decided that now was the better time to change from the 150 to the 110 headsail. That proved to be one of my smarter moves.



Les Vasconcellos leads the race to the channel entrance.

Les had kept his 150 headsail set, which proved difficult in the puffs. Also his tack into the beach had been wasted as I ended up at Koko Head before him. However Graham was nowhere in sight and Fuzz and I figured that he was long gone.

For once, the channel was kind to us. The wind was very northerly and we stayed on one long port tack up the channel. We could not lay Makapuu Point but we were only 15 to 20 degrees off of it and decided that shifting five 5-gallon containers of water from one side to another would delay us more than the beach area would help us. This proved wise as Les short tacked up the channel and again lost ground to us. The wind in the channel had picked up and was blowing a steady 20 knots plus. This also proved beneficial to us as our ballast arrangement appeared to be better than the competitors. It was so good that by the time that we were estimating the starboard lay line to Moku Manu Island of Kaneohe, we were surprised by a stern light of a sailboat passing on starboard tack only twenty boat lengths in front of us. This had to be Graham.

We continued on port tack for another five minutes as the wind was still very northerly. Though the low scudding clouds and occasional rain made the night extremely dark, we could see the light at Makapuu and knew we were well to weather. Finally with Fuzz at the helm I unbuckled my five water jugs from the life line and attached them to the boom vang in the center. Thence to the jib sheets for the tack, then up the new weather rail, and then haul up the jugs to put in place. In practice we had gotten this procedure down to less than a minute but in the middle of the Molokai channel with foul weather gear it must have taken at least three minutes, with much cursing.

Just after we were abeam of Mokapuu on our new tack, we saw the lights of an approaching sailboat coming out from shore. Here was Zap again, this time even closer as he tacked to leeward of us, but only five or six boat lengths ahead. Normally this leg to Moku Manu is a close reach but this time we stayed hard on the wind. The waves were slightly forward of abeam, giving the helmsman a workout and enough spray to keep alert. How-



Back: Phil Drips, Ted Beck, Graham Eder
Front: Fuzz Foster, Les Vasconcellos, Tom Andrewes

ever we were now four hours into the race and I was becoming aware that when we could, the second man should concentrate on resting.

Shortly before Moku Manu we caught and passed Graham. There were the few exchanges of pleasantries that competitors exchange when one overtakes another. But we were happy to be close to another boat on a dark, dark night. At Moku Manu you can ease off onto more of a reach as you head towards the unlit Kahuku Point. Normally this would be a spinnaker leg but with the north wind it was too tight. We kept the 110 jib up, as there was still too much wind, and settled down to longer watches as the sailing was easier. With the easier sailing we were unable to lengthen our lead on Graham. At best we got about twenty boat lengths ahead and then he would sneak up till we heard his bow wave. He would follow our stern light and I was nervous about the unlit point and several rocks in the area, so I stayed well off shore. A couple of years ago the old *Siska* found one in the Around The State Race and she had to withdraw.

Nearing Kahuku Point I was confused, as many new windmills had been added to the wind farms for electricity. The red lights were everywhere and added to the confusion. I did know that just before the point you should be able to see the lights of the hotel, which is beyond it. Thus we got our spinnaker ready early so that as soon as we did round the point we could pop it. With

my 200 lbs. on the foredeck Graham closed the gap. We bore off once to the new lower heading to see if we could set but being unsure of the point we went back to our original compass heading. This put Graham to weather.

Finally, we felt safe and we headed down. The chute went up quickly, filled and we were off like a shot. Graham had not been ready and it was a long time before we could faintly see his chute against his flashlight. Again I played it conservative on the coastline and stayed high. This time it proved to be an error as we spent the next three hours surfing to Kaena Point. Being in the lead and needing a new headsail, we worked the boat off the waves. The crew would pump the spinnaker and the helmsman would pump the main. The wind had now dropped to 16 knots and we needed the pumps to keep surfing.

Nearing Kaena Point the sky started to brighten. It was so cloudy from the rain squalls that this was not our usual, brilliant sunrise but just the blackness turning to light grey. We had to head down considerably now for the point, and behind us but to leeward on a closer reach was Graham. Being on a better point of sail he came up to us and again we had the opportunity to exchange pleasantries. However this time the shoe was on the other foot. It was fantastic to have raced for more than twelve hours and to still be this close. J/24's are good boats for that. Now we could even see Les, though he appeared to be about a mile and a half behind.

On rounding Kaena Point I committed a tactical error which blew the race. In retrospect I think that it happened because I was too tired and not in good physical shape. This year will be different as I am back to jogging six miles at a time. Local knowledge says again that most of the time the best place to be on the Waianae Coast is in close to the shoreline. I reasoned that, with the abnormal north wind and the heavy clouds keeping the land from warming up, the wind would hold on the outside. Also I could keep my chute up and go faster.

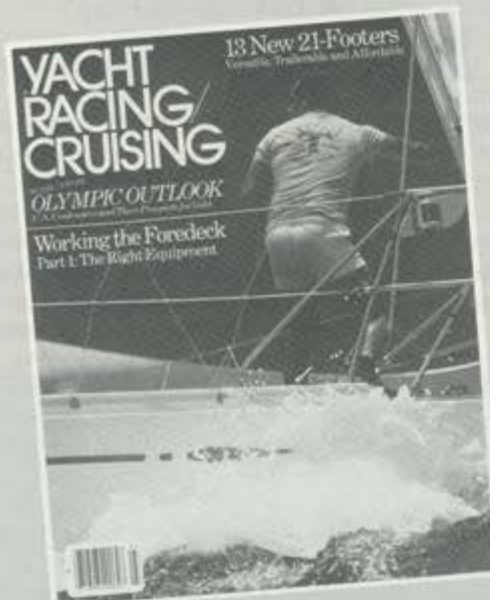
After jibing, we went as high as we could without rounding up in the gusts which pick up at the point. We were back to winds of 22 to 23 knots and refilled most of the water jugs which had just been emptied a couple of hours ago. Yes, we were screaming; but so was our competition. Graham was to weather without a spinnaker. It looked like we were moving on him but he was able to hold a higher course. And lo and behold there was Les behind Graham but in even closer to shore.

When we were abeam of Makaha, I knew that I had goofed and only a miracle could save me now. The wind started to lighten and we knew it would go flat in time. In desperation we tried to get into the beach but now it was too late. Inside we could see Les closing on Graham. Les had stayed close in and Graham had also goofed by being too far out. The struggle continued but Graham was able to work in and stay ahead. Les had one chance near the new deep draft harbor at Barbers Point when the oars came out again. However Zap poured it on and maintained his speed to the point. Once around, our northerly wind provided one long tack home with no more chance for tactics.

Graham and Tom were the winners with what we think will be a record for a long time, due to the north wind. Shortly after their 21 hours 9 minutes came Les and Phil. Regrettably, Fuzz and myself struggled in an hour later. But all of the entry fees (including those that didn't show up) went to a great Margarita party right after we finished. See us April 6, 1984 for the second annual race.



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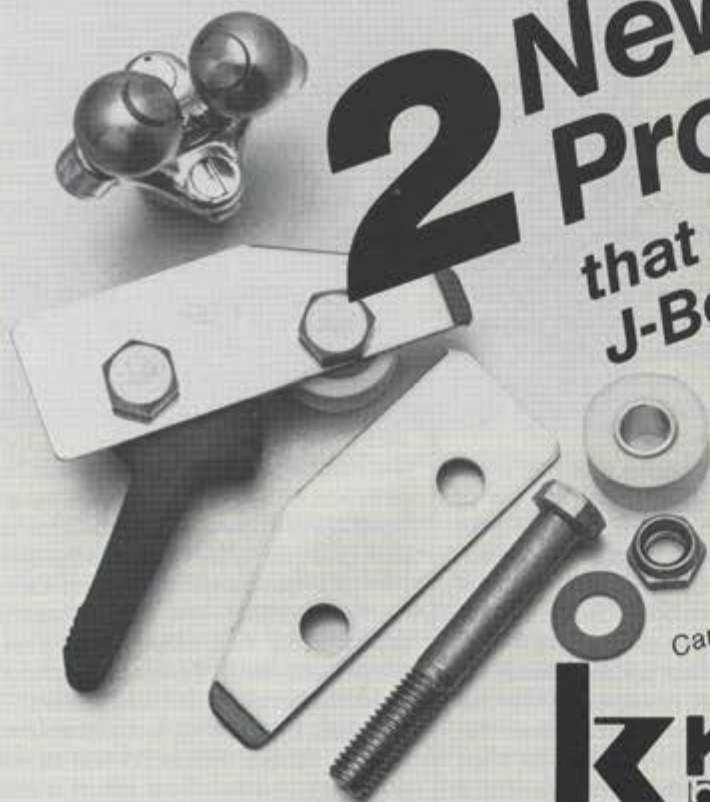
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by Skip Evans, Bill Price and Steve Treece

In 1982 I bought my J/24 to have at my home on Lake Norman near Charlotte, North Carolina. Being a former Intercollegiate and Laser racer, I was looking forward to getting back into yacht racing after a six-year layoff. My first few races were humbling to say the least. I realized that to be successful in my J/24 would take a good deal more than a pickup crew and a casual approach to my racing program. My first step was to enlist the help of regular crew members whose goals were similar to mine. My wife Lou, even though she was a rank novice, was enthusiastic about the prospect of racing our J. Her only reservation was that she didn't think that we would ever finish well. I also enlisted the aid of Bill Price who was a "B Fleet" Hobie 18 racer. With Bill on the jib, Lou in the companionway, and whomever we could find on the foredeck, we went racing. This would become the nucleus of what would become a very successful club-level program.

Sadly enough, PHRF is the rule on Lake Norman. There are about ten active J/24 racers on the lake, but there is no one-design fleet program. The J/24's are raced as a Section with all the boats starting at once. We were finishing in the middle of the J/24's who were racing. Most of them were not class legal and were sailing with out-sized mylar headsails, stripped out boats, no motors or class required equipment. We realized that we needed to sail against some other J/24's in a one-design event. Insanity then took over. We decided to go to the 1983 J/24 Midwinters, accompanied by two new sails. At least we were consistent, as we finished in the last ten boats in every race. We came back from our Florida experience more de-

termined than ever. Bill was so impressed with the J/24 that he purchased one in the early spring.

Even though we had not finished well in the Midwinters, we learned a great deal. We began to get a picture of what we needed to be successful on the local level. First on the list was crew development. Being on an inland lake, there was a scarcity of experienced sailors. The group that we finally assembled were rank novices. We had to first teach them the basis of sailing and then teach the rudiments of racing. We were fortunate enough to have Jeff Johnstone and Robbie Wilkins come in for a "J-World Weekend". The instruction in the area of crew work was particularly helpful. We read every sailing article we could find. The *J/24 Magazine* was invaluable in this area. The articles we felt were valuable were read and discussed by all of our group. We standardized deck layouts on both of our boats. We also standardized the crew work. We made 3x5 index cards with each crew position's duties printed for the different things that happen during a race. A separate card was made for starts, upwind, spinnaker sets, gybes and takedowns. We tried to incorporate as many of the techniques that we had read about as we felt we could handle.

The next step was practice, practice, practice. During the months of March, April and May, we had both boats out with full crews every weekend. Before sailing, we would have a blackboard session in Skip's den. A different topic was covered each day; included were racing rules, starts, sail trim, tactics and boatspeed. After our skull sessions, we hit the water. We made our own marks and ran short courses. Each day's practice had a

schedule that we tried to follow. We felt it was important for the crews to steer and the skippers to crew as it showed us all what the others' job was like and kept the group interest high. After sailing, we had pot luck dinners at Skip's house. They were a fitting end to fun days on the water.

We tried to interest some of the other J/24 owners in some pick-up racing. We had very few takers. Our fellow J/24 fleet members were in for an unpleasant surprise. In our first event, sailed in late May, the practice paid off. Skip finished first in the first race and Bill finished first in the second race of a two-race series. Skip won the event on points. Our group had arrived. The summer calm set in on the lake in June and we decided to take our show on the road. We went to Charleston, South Carolina for their summer regattas, in search of good winds and good competition. We knew that the J/24 fleet there was very competitive and raced one-design. Again, we were humbled by good competition, but we learned and refined our techniques. The J/24 sailors in Charleston were very cordial and helpful in giving us hints about J/24's.

We returned to the lake in the fall. Bill won the PHRF Fall Series where the J/24's were sailed as a Section, but were started with all the other boats. In one race, he was first overall against all boats. Skip won the first North Carolina J/24 Championship which was the only J/24 one-design event held on Lake Norman in 1983. The most amazing aspect of our 1983 sailing was the experience of Steve Treece, one of our crewmembers. His account follows.

April 1983 saw my first exposure to sailboat racing. Although I had sailed with a friend a few years before, I was

mostly along for the ride at that point. On that cold, blustery April day, I met Skip Evans, his wife Lou, and Bill Price. They needed extra ballast since the breeze was a fresh 20 or so. I've been at it ever since. Almost every weekend and sometimes on weekdays after work, Skip has nurtured my development as a sailor. The approach to crew work was very methodical.

With any beginner, there's always sailing "101". We spent the first few days learning parts of the boat and sails, port and starboard, points of sail, basic knots (I still get accused of having learned everything I know about from "Nancy Knot"—no offence, ladies!), tacks and gybes. Early on, each of us were given 3x5 cards with our exact duties at specific parts of the race. Coming out of the tacks, for example, my card read something like "Jib trim—3", then 2", off the spreaders ... crew weight positioned for boat balance". Approaching the weather mark it read, 'topping lift/downhaul set ... trim spinnaker as soon as it's up ..."

Our crew development program

We read articles from various magazines, studying between practice sessions. I spent a large amount of time deep in the *J-World Notebook*—a real storehouse of information. Expert articles in the *J/24 Magazine* were equally helpful. The hardest part of the crew development program is finding people willing to make the time commitment. Making the commitment and always sailing together are probably the most important factors in having a successful program. Too many times we've seen skippers show up with new, untrained crews for a race and encounter one problem after another.

All the work paid off. Our two boats generally won every event we sailed on Lake Norman. Each crew and skipper always wanted to win, but shared in the excitement when our "syndicate" partner won as well. My opportunity to steer a J/24 came in the Wilmar Cup series sponsored by Lake Norman Yacht Club in December. I had not steered during a race, so some preparation was needed. We spent a day doing mostly starting drills from both ends of the line; acceleration drills—how long

Day two found us with no breeze. The start was delayed about an hour and a half waiting for wind. I decided to make the same approach to the starting line, but this time could not get in. We took a few sterns, found a hole about one-third down the line and shot across it in clean air. Racing conditions soured as the wind lightened again. The J/24 ahead of us had a 170 genoa, but was allowed by the race committee to sail in the "J" Section with a 6 sec/mile penalty. He quickly disappeared in the light air.

We led the remaining J/24's until near the end of the spinnaker leg. Our off-wind speed that day wasn't up to par and we were caught by another boat. Try as we might, we could not match his speed and we were third at the leeward mark. As we approached the downwind mark we felt that the left side was favored upwind to the finish. The boat ahead had gone right. We also had observed his tacking rate earlier and felt it much too fast. We played the left side of the last leg, tacking on 5 degree shifts. Soon we were close enough that they might try to cover us. We were both on starboard with them about 300° to weather. A tack to port to dangle the bait was followed by their tack to port also. The hook was set. It was a tacking duel to the finish with us gaining on every tack. We crossed the finish line by a margin of seconds to give us two first place finishes for the series against the other J/24's, using class sails.

A postscript to Steve's story is that he plans to buy his own J/24 in the next few months. It was particularly amazing to see our program at work in taking a novice sailor to a first place finish in a few short months.

We felt our program was successful and we accomplished our goals on the local level. Our plans for 1984 include the Mid-winters as well as the addition of a third boat to our program. There is now some serious interest by our fleet members in one-design sailing. We learned a lot about sailing this year. We exposed some newcomers to the sport. Out of our program came two new boat owners. Most of all, we had a whole boatload of fun. We look forward to another good year of racing and sailing with our friends in the Southeast.



From left: Bill Price, Skip Evans, Steve Treece.

almost always involved Bill's and Skip's boats. We learned to compete from day one by trying to tack better and outdo the other boat on spinnaker sets/gybes/takedowns, on a very short course we set up using improvised markers. I can remember one day when we must have gone around that course six or seven times. We were constantly trying to make our boat faster than the other.

does it take to get moving at top speed and what distance is covered; stalls—slowing to avoid premature starts. Then came race day. We approached the starting line from the pin-end on port, tacked underneath the fleet and nailed the start. Excellent crew work, advice, and feedback made it a two-boat race at the finish line. The competition understood the finish line and we won by seconds.



The Super Tuned J/24—Part II

by Stuart Johnstone



Stuart Johnstone is a partner in J World and J World Charters. He qualified at the Midwinners for the 1984 Worlds.

One of the most intriguing and mysterious aspects of sailing in any class is trying to find out how the top boats are tuning their rigs to extract that last fraction of a knot. To some it might appear to be a cult of wire twinging gurus; magicians who grab shrouds and move them around, peer up the mast with a squint in their eye and proclaim self-confidently how the mast should be tweaked to achieve that long sought after speed.

It is true that some do have an innate ability to "feel" the rig and set the mast correctly but this has come from years of practice and working with precise measurements and methods to determine how things should be set up in the first place. Fortunately, tuning the J/24 rig is relatively straightforward and does not quite approach the training

required to tune a Stradivarius for classical concerts. What follows is a general tuning guideline that can be applicable to most J/24 sails I have seen in recent years.

To begin with let us first consider the factors which affect mast bend and their resultant effects on sail shape and helm balance. These are: 1) mast length, 2) forestay length, 3) spreader sweepback, 4) mast step location, 5) mast partners (deck level), 6) upper and lower shroud tension, and 7) backstay adjustment.

One of the first tuning factors to take into account is helm balance. You will find that most of the top boats will sail with minimum length masts and maximum length forestays. The reasoning for this is that the J/24, if not properly tuned, tends to have a lee helm. To overcome this it is necessary to get as much of the rig and mainsail area as far aft as possible. This can be achieved by shortening the mast to minimum length, extending the forestay to max length, and trying to get max "J" (distance of mast in partners from bow) whenever possible. With the sailplan in this configuration the problems of lee helm in light air should be alleviated and, given all else equal, the

boat will be faster than those with masts standing straighter. And as the breeze freshens max rake still has proven to be fastest for these boats in most conditions.

The next variable to consider is spreader sweepback. The degree to which the spreaders angle aft has the effect of either inducing or reducing mast bend. For a given upper shroud tension if the spreaders are swept aft to the maximum allowable (170mm), the mast will tend to bend quicker and easier as the backstay is applied (See Figure 1). Whereas with the spreaders set a minimum sweepback (95mm) the uppers are displaced forward and, thus, limit the bending action of the mast; the more the backstay is applied the more the spreaders prevent the middle of the mast from bowing forward. Remember, the spreaders affect the degree of bend in the entire middle portion of the mast; this will determine mainsail shape in its middle portions and, to a lesser amount, the headstay tension. In other words, limiting the bending action of the mast even with the spreaders will result in slightly higher headstay tension for a given upper shroud tension.

Another important factor to consid-

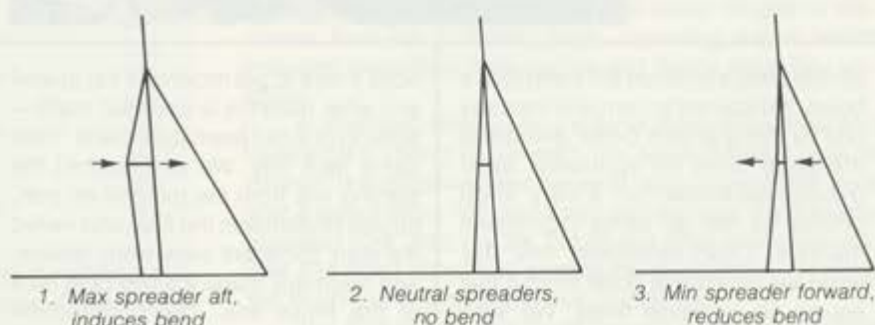
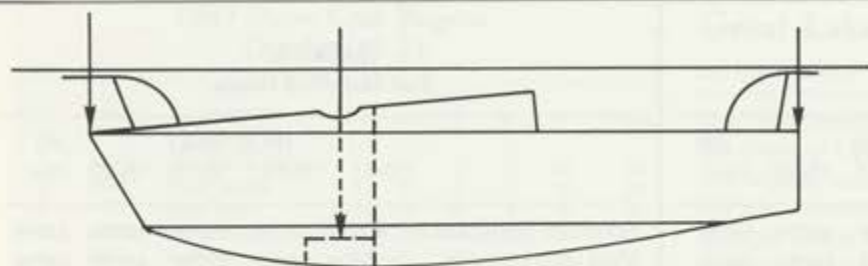


FIGURE 1



Plumb bob on bow, stern, and mast partner hole.

FIGURE 2

er is the locations of the mast step and partners. Before the mast is stepped it would be prudent to completely plumb the boat stem to stern to ensure both the mast step and partner are centered (See Figure 2). Oftentimes you will find that the mast step is fine but the partners are off to port by up to $\frac{1}{2}$ ". Problems in straightening the mast from tack to tack can be attributed to this, thus, it will be necessary to install blocks on the port side of the mast. Both of these factors also play an integral role in affecting your mast bend characteristics. If you set up with max "J" dimension in all conditions then the only manner with which to bend the mast in its lower third is by moving the butt of the mast. The further aft it is moved results in greater lower bend, flattening the lower part of the mainsail: an essential feature with overlapping genoas and relatively full mainsails (See Figure 3, A). Conversely, moving the mast butt forward will limit bend and induce fullness for flatter sails (Figure 3, B). With the latest generation J/24 sails we find it best to tune the mast close to max "J" position as this will then allow you to block the mast forward in lighter airs (flatten the main). In heavier going block the mast max aft to limit the tremendous bending loads and prevent inversion of the mainsail.

The final variables to consider before discussing various sail shape configurations are upper and lower shroud tensions and backstay tension. These are your ultimate controls over mast bend and, when thinking of J/24 fleets in general, are the determining factor in boatspeed. In general, the uppers control the mast bend athwartships and, depending on spreader angle, have some control over fore and aft bend and headstay tension. The lowers affect the middle of the mast both side to side and fore and

aft and they exercise significant control over its bending characteristics. And, finally, the ultimate control over the whole rig is the backstay. It bends the entire mast using the forestay attachment to the hounds as the fulcrum point. When tightened, it will bend the mast and tighten the forestay; this serves to flatten both the mainsail and the genoa. (Figure 3, 1-3).

Keeping the above in mind we should now look at a number of different sail shape configurations to see how we can best tune the rig for various upwind conditions — light to heavy air. Please remember that it is critical for you to consult your sailmaker in regard to rig tuning for their sails. However, the following should help you better understand the factors involved in achieving faster shapes and will, hopefully, de-mystify the art of toying with the fractional rig! When you read this be sure to refer to the tables for differences in adjustments as this will

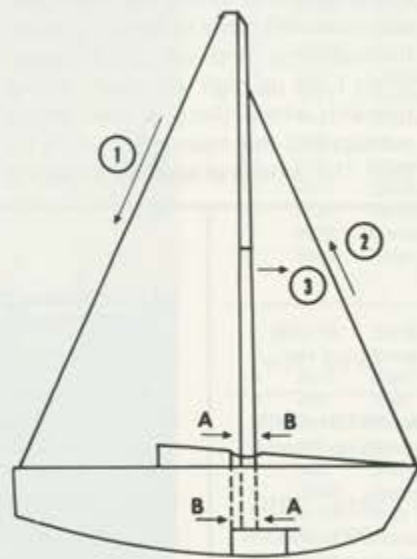


FIGURE 3

clue you in on how all the foregoing variables inter-relate to obtain the necessary rig tuning characteristics. Note that "Mast Step Location" refers to the amount of permanent lower prebend.

Let's examine the following sail shape combinations to see what steps must be taken to improve overall tuning of your boat. In Table I we have a relatively full main and flat genoa; you can tell this on your boat if you always seem to have a mainsail which backwinds in any breeze and you can point like crazy but have no speed. To rectify this situation the spreaders should be swept back to induce bend as well as moving the mast step aft to increase lower bend. A good three inches of prebend (no backstay applied) would help alleviate the backwind and provide a better overall shape for all wind conditions, especially at the extreme ranges — light and heavy. In light air, when a slightly fuller genoa and flatter main is needed, try blocking the mast forward at the partners and loosen both uppers and lowers. The mast will bend easier and the headstay will sag more. As the breeze builds it pays to straighten the mast; so tightening both uppers and lowers will obtain greater headstay tension and, consequently, flatten the genoa luff but still bend the mast enough to flatten the main properly. In heavier winds you can block the mast aft fully and, by using a lot of backstay and vang tension, flatten the main and get the requisite headstay tension.

In Table II we have both full main and genoa, a great combo for large, choppy waves and fast acceleration. For areas such as San Francisco Bay or Buzzards Bay where chop and breeze are the norm such a combo may prove to be reasonably quick... especially with an outgoing tide! In the lighter breezes, however, it is still key to flatten the sails so you will need to maintain uppers tension tighter than the lowers to induce bend (block mast forward). This will simultaneously prevent the genoa from getting too full and should give you a flatter main. As the breeze increases it is imperative to get the lowers tighter as the mast might bend too fast and you will not get critical headstay tension; which is necessary to prevent the genoa from looking like a sack. Thus, with the spreaders swept

TABLE I
Full Main/Flat Genoa

		TRUE WIND				JIB
	0-5	5-10	10-15	15-20	20+	
Spreader Sweepback	170mm	same	same	same	same	
Mast Step Location	Induce bend	same	same	same	same	
Mast at Deck "J"	2880	2880	2910	2910	2910	
Uppers Tension (lbs)	700-1000	900-1100	1000-1500	1100-1500	900-1300	
Lowers Tension (lbs)	400-600	600-900	900-1200	1100-1500	1100-1500	

TABLE II
Full Main/Full Genoa

		TRUE WIND				JIB
	0-5	5-10	10-15	15-20	20+	
Spreader Sweepback	145mm	same	same	same	same	
Mast Step Location	Induce bend	same	same	same	same	
Mast at Deck "J"	2880	2880	2895	2910	2910	
Uppers Tension (lbs)	800-1000	900-1100	1000-1500	1000-1500	900-1200	
Lowers Tension (lbs)	500-700	700-900	900-1200	1100-1400	1100-1400	

fully for this rig configuration the uppers and the lowers must both get tighter as the breeze pipes up.

In Table III, with a flat main and genoa, you will find that you have a very fast combo for inland lakes or sheltered waters; you can point high and go fast. As can be seen from the figures it is valuable to slacken the rig for light air to generate enough power to get the boat through any kind of seaway. However, for the flatter water you can get away with leaving the rig tight as "flat is fast" in these conditions. With these type of sails you must ensure the mast does not bend rapidly when the backstay is applied; this is the reason for pinning the spreaders forward and having the lowers get progressively tighter than the uppers as the wind strength increases. Furthermore, note that the mast is also kept at max "J" and prebend kept to a minimum to prevent this from happening.

In Table IV, with a flat main and fuller genoa you will notice that it is doubly important to get the lowers ten-

sion on earlier to prevent the genoa from getting too full. In other words, as the wind increases more backstay must be applied to keep the headstay tight for a relatively flat genoa, but if the lowers are "loose" the main would be impossible to trim correctly. What you have to watch out for is mainsail inversion, stress wrinkles emanating from the main clew and radiating towards the mast. Again, limiting mast bend and maintaining a good amount of headstay tension at all times is key, so spreader sweepback is kept to a minimum, the mast chocked to max "J", and the mast set up with little or no prebend.

You will find that most of the current sail shapes being produced by U.S. lofts will have a cross between these last two sail configurations. The mains will be relatively flat down low, with max draft close to 50% to prevent backwinding, and will get progressively fuller up high with draft moving forward, where there is less genoa overlap and the main works more by itself. The genoas all seem to be getting

fuller than they have been in the past, with deeper chord depths, flatter entries, and very flat exits on the leeches. The evolution of J/24 sail design has reached the point where a number of sailmakers produce shapes reasonably consistent with one another. The only perceivable differences in speed arise when some shapes might appear to be more "condition specific", i.e. are definitely faster in one wind/wave condition than another. Although sail shapes will always vary it will still depend on the individual to extract that last tidbit of speed to stay with the leaders.

Again, please remember that the foregoing should be taken as a general rig tuning guideline as you will find that you should always consult your local "hotshots" and sailmakers to be sure you have gone about your tuning correctly. In the meantime, "Good Luck" this season and hope to see some of you around!



TABLE III
Flat Main/Flat Genoa

		TRUE WIND				JIB
	0-5	5-10	10-15	15-20	20+	
Spreader Sweepback	95mm	same	same	same	same	
Mast Step Location	little bend	same	same	same	same	
Mast at Deck "J"	2880	2895	2910	2910	2910	
Uppers Tension (lbs)	500-700	600-900	800-1100	1000-1200	800-1200	
Lowers Tension (lbs)	400-600	600-800	800-1200	1100-1400	1200-1400	

TABLE IV
Flat Main/Full Genoa

		TRUE WIND				JIB
	0-5	5-10	10-15	15-20	20+	
Spreader Sweepback	95mm	same	same	same	same	
Mast Step Location	little bend	same	same	same	same	
Mast at Deck "J"	2880	2910	2910	2910	2910	
Uppers Tension (lbs)	600-900	800-1000	1000-1300	1100-1500	800-1200	
Lowers Tension (lbs)	400-600	600-800	1000-1300	1100-1400	1200-1400	

Tying the Knot on a J/24

Julie Louise Howard
and
Charles Scott Morgan
invite you to share
a day of happiness
as they begin a life of love
on Sunday, November thirteenth
nineteen hundred and eighty-three
at two o'clock
Immediately east of Pine Island
Indian River
Merritt Island, Florida

The day broke bright, brisk and beautiful as Scott Morgan and Julie Howard prepared for their wedding day. This day would not only be a day for the beginning of wedded life together, it would also be a day of fulfillment of early dreams. Julie, from young womanhood, had fantasized of marriage on the bow of a boat if marriage was to be her portion, and here it was — a dream come true.

The ceremony was held on the bow of *Splendor in the Splash*, with Scott and his best man on the starboard side of the mast and Julie and her maid of honor, Teresa, on the port side of the mast. The wedding party faced forward as Joe Morgan (unre-

lated to the groom), a notary public, faced aft to perform the ceremony. The couple recited the vows which they had written themselves. The entourage of friends and relatives on the anchored boats nearby clapped heartily and cheered as the newlyweds kissed on the foredeck after the exchange of rings.

All boats then up-anchored and headed for Indian Cove Marina's clubhouse for the reception. There

awaited many more friends who could not make the maritime ceremony, along with music from a D.J. and an abundance of punch, champagne and munchies, and a carrot cake made in the shape of a J/24 with *Splendor's* sail numbers on top in colored icing. Merriment and music abounded as the reception carried on past sunset with many congratulations going to Scott and Julie for a life of smooth sailing!



Julie and Scott exchange vows on the bow of *Splendor in the Splash*.

Curtis Tops 88 on Biscayne Bay

by Hale Walcott

Eighty eight J/24's made their first splash of 1984 in Miami's beautiful Biscayne Bay to form the largest group ever assembled for a J Midwinters. Representing the U.S., Canada, and England, contestants gathered for sunshine, good times, and the best competition available in a non-Olympic class.

After the usual scrubbing, sanding, and recovering from New Year's celebrations, the contestants launched their boats at Crandon Park's public facility on Key Biscayne. Tuesday, January 3rd, proved to be a good practice day, as skippers reassured their crews that it was possible to jibe a spinnaker without wrapping it on the headstay. That evening, the contestants gathered for the Skipper's Meeting at the Coral Reef Yacht Club. As Race Committee Chairman Mario Bustamante revealed his Black Flag—complete with skull and crossbones—everyone laughed. But, as many would discover on the starting line, he was deadly serious. Bustamante said he would fly the flag from the Committee Boat at his discretion, with the intention of controlling unruly starts. The essence of the Black Flag Rule was this: if you were over early in the last minute of the starting sequence, you were automatically disqualified for that race—even if there was a general recall.

At the cookout following the meeting, talk focused on who might prevail in the series. The early favorites were: defending Midwinter Champion and current World Champion Ed Baird, Pan Am Gold Medalist and current North American Champion Dave Curtis, East Coast Champion Kirk Reynolds, and Miami's favorite son and 1981 Midwinter Champion Augie Diaz.

The series consisted of three qualifying races with the 88 boats split into four groups. Each group would race against each of the other groups once. The scores were then totalled with the top 44 comprising the Championship Division and the bottom 44 comprising the Designer's Division. Wednesday's qualifiers were sailed in a 10-14 knot northeasterly with a short chop. Showing excellent upwind speed, Dave Curtis and *HJ* led the field with a 1-4-1. However, unlike previous Midwinters, the qualifying series would not count in the final standings. Spirits were high at Wednesday evening's Bacardi Rum Daiquiri Party at the Biscayne Bay

Yacht Club, as competitors speculated on their fortunes in the final series.

Three races were sailed Thursday in a brisk 12-18 knot northwester. Everyone was shivering in full foul weather gear except the Melges boys from Zenda, Wisconsin, whose attire consisted of shorts and no shirt! Stu Johnstone, sailing *Big Brother*, started strong with a 1-1-2 to Curtis' 2-2-1. Baird was close behind with a 3-2-8 until he was thrown out of the second race for being over early. The Black Flag had claimed its first casualty.

As the competitors waited for breeze Friday morning, two conclusions were reached concerning the



Curtis and Rogers approach weather mark.

Photo by Chris Syms



Clockwise from top: The launching line; Bustamonte congratulates Division winners Curtis and Gunn; spinnaker raft-up waits for wind; P.R.O. at work.



tactics of the regatta. First, you had to be conservative on the starting line. It was better to be buried with the opportunity for recovery than to press too hard and be scored DSQ. Second, there would be a throw out if there were four or more races, though the race committee could run as many as eight final races. So with the breeze waning, you had to sail each race as if it were the last one.

The fourth race finally started at 3:30 in a light southerly. The wind died about 5 PM and boats drifted across the finish line until well after dark. Though Curtis beat Johnstone by 8 places, it could be a throw out for either of them.

Saturday began with no wind, but a southwesterly gradually filled in at 8-12 knots. The Black Flag was up again for the start, and this time eleven

boats were caught over early. With Curtis 4th and Johnstone 5th at the jibe mark, they started match racing—both assuming that it was the last race. Curtis had to get Johnstone below 15th in order to win. Since Curtis' worst race was a 14th, Johnstone finished 15th with Curtis 23rd, but it didn't matter since Mario Bustamante decided to run another race. Now Curtis and Johnstone couldn't worry about each other because their lead over the rest of the fleet had been squandered, and several other boats were in contention for the lead.

For a while it looked as if neither would win. Curtis fouled and had to do a 720 early in the weather leg. Johnstone sailed into bad air after the start and had trouble getting clear of the pack. They both rounded the weather mark in the 30's and it was time



Photo by Sue Eldredge

The black flag signalled "sudden death" for premature starters.



to play catch-up. Curtis expertly worked the shifts to recover to 16th and win the regatta. Johnstone was less fortunate and settled for a 24th, and third overall. Augie Diaz came on strong at the end to secure second.

In his fourth try at the Midwinter title, Dave Curtis and his crew of Dave Dellenbaugh, Heather Gregg, Hale Walcoff, and Chuck Wilk relied on smooth boat handling, good speed, and conservative tactics to emerge victorious. By finishing 1-2, Curtis and Diaz qualified for the 1984 J/24 Worlds in Poole, England.

In the Designer's division, veteran sailor Lew Gunn skippered *Howzat!* to a one point victory over Ferguson and Robinson's *J Underworld*.

The regatta concluded Saturday evening with a great buffet dinner and trophy presentation at the Coral Reef Yacht Club. Special thanks went to Mario Bustamante and Ding Schoonmaker for running an excellent regatta. And a special "Black Flag" award was presented to Ed Baird for being caught over early twice in the final series.



Cockatoo leads Tantrum and Muscatel downwind.

Photo by Chris Syme



Above: Raging Queen, Muscatel, Taxi Dancer, and Jeopardy prepare to set spinnakers on first reach. Left: 3164 approaches weather mark in pursuit of 3703, 2513 and 2602.

Photos by Chris Syme

1984 Midwinters Championship Fleet

January 4 - 8

POS	SAIL	YACHT	SKIPPER	RACES						TOTAL *
				1	2	3	4	5	6	
1	2579	HJ	Curtis	2	2	1	14	23	16	35
2	1470	I'll Go	Diaz	12	10	28	5	1	12	40
3	3804	Big Brother	S. Johnstone	1	1	2	22	15	24	41
4	96	Maggie	Read	13	9	3	12	45	11	48
5	634	Monster Fish	Grillon	17	7	4	11	11	23	50
6	1369	Jade	Melges	9	8	12	29	19	3	51
7	2901	Darkstar	Morgan	20	39	10	15	5	2	52
8	2550	Zeppelin	Tillman	29	13	18	13	8	4	56
9	3493	P.D.Q.	Millican	6	5	13	34	25	7	56
10	2440	Down Under	Leonard	18	12	15	32	10	5	60
11	2250	Eclipse	Buerman	7	15	35	19	18	6	65
12	3418	Ben-Dover Express	Rogers	11	3	27	1	45	25	67
13	811	Tallawa	Bremen	26	23	14	7	16	10	70
14	2907	Muscatel	Tihansky	23	19	6	24	3	19	70
15	2567	Whirlaway	Lutz	5	11	37	17	13	28	74
16	821	Petite Mambo	Williams/Hutchinson	27	30	7	33	4	8	76
17	2911	Cunning Stunt	Brady/Nohren	16	4	45	6	21	33	80
18	3207	This Side Up	Reynolds	10	6	45	2	45	18	81
19	2573	More Grief	Elam/Conger/Wolcott	22	24	19	38	6	13	84
20	33449	Tantrum	Nicoll	19	17	23	10	45	21	90
21	2513	Steal Away	Whyte	34	16	16	41	24	1	91
22	3379	American Garage	Mahaney	38	38	11	3	9	30	91
23	3752	Vamoose	Wilkins	15	18	21	31	7	45	92
24	2913	Allied	Baird	3	45	8	8	45	34	98
25	525	Hot Stuff	Bonilla	35	42	20	9	29	9	102
26	1348	Telluride	Killips	21	27	9	21	26	31	104
27	581	Optimist	Silverman	24	20	38	4	45	22	108
28	502	River City Blues	Doyle	14	34	17	40	20	26	111
29	53145	C.S.S. Alabama	McCauley/Winters	32	22	26	20	12	35	112
30	3775	Blitz	Constants	8	32	5	42	31	36	112
31	30214	Out of the Blue	Cross	4	14	45	45	22	29	114
32	3703	Ziggy	J. Johnstone	33	25	25	30	2	37	115
33	3266	Apparition	Pentecost	31	29	22	28	17	27	123
34	1146	Lagnaf	Zimmerman	25	21	30	18	32	32	126
35	2602	Frey N'Machine	Freytag	36	41	31	25	14	20	126
36	222	Planet Claire	Koten	41	36	32	26	30	17	141
37	2215	Electric Pickle	Barth	37	26	33	37	45	15	148
38	3464	Twilight Zone	Sprague	39	28	39	23	28	38	156
39	1269	Tartis	Burgess	44	33	40	45	27	14	158
40	3465	Cockatoo	Dodds	28	31	24	39	45	45	167
41	2719	Grey Matter	Hood	30	40	29	27	45	45	171
42	3301	Breakaway	Pendleton	40	37	41	16	45	45	179
43	3602	Raging Queen	Carelli	42	43	36	36	33	45	190
44	21483	Apple Pie	Leitner	43	35	34	35	45	45	192

*Best five

1984 Midwinters Designer Fleet

January 4 - 8

POS	SAIL	YACHT	SKIPPER	RACES					TOTAL *
				1	2	3	4	5	
1	3785	<i>Howzat!</i>	Gunn	10	1	3	24	2	16
2	3243	<i>J Underworld</i>	Ferguson/Robinson	6	6	4	8	1	17
3	31352	<i>White</i>	Hunt	2	25	8	10	5	25
4	2000	<i>Zuma</i>	Griffith	7	2	45	2	23	34
5	3802	<i>Heathcliff</i>	D. Johnstone	9	4	1	45	20	34
6	3137	<i>Zip Code</i>	Bishop/Olsen	14	13	6	11	6	36
7	1175	<i>Ghost</i>	Chamberlain	8	11	17	3	15	37
8	217	<i>J Hawk</i>	Saylor	12	10	10	5	45	37
9	1567	<i>Venus</i>	Kolisch	4	19	13	31	3	39
10	091	<i>Doctor J</i>	Southam	45	14	5	7	13	39
11	K4058Y	<i>Splendor in the Splash</i>	Orrens	16	5	19	30	4	44
12	3259	<i>Moondance</i>	Rowland	3	15	11	36	17	46
13	33141	<i>Rabbit Transit</i>	Hillman	45	8	7	1	34	50
14	2997	<i>Shameless Hussy</i>	Eldredge	19	23	2	34	9	53
15	170	<i>Basic Transportation</i>	Hawksworth	1	9	20	25	30	55
16	1956	<i>Ruffian</i>	Dalglish	18	24	14	17	11	60
17	2296	<i>Man-o-War</i>	Regan	20	21	15	6	21	62
18	14990	<i>Blue Magic</i>	Williams	45	7	12	22	24	65
19	3246	<i>White Caps</i>	Soderberg	24	3	23	15	29	65
20	3356	<i>Sweet Agnes</i>	Housley	15	37	21	18	18	72
21	3698	<i>Treats</i>	James	13	20	24	16	38	73
22	3290	<i>Sugar Magnolia</i>	Liberty	31	17	18	12	31	78
23	2722	<i>Taxi Dancer</i>	Youngberg	11	39	29	28	10	78
24	2404	<i>P.F. Flyer</i>	Kaiser	45	18	33	21	7	79
25	3739	<i>Wooze</i>	Williams	21	12	16	33	33	82
26	1593	<i>The Price of Eggs</i>	Goldin	23	16	27	27	19	85
27	667	<i>Passing Strange</i>	Lombardo	5	32	25	40	26	88
28	3533	<i>Sheegwee</i>	Rhodin	30	27	34	19	14	90
29	3604	<i>J-Walker II</i>	Schimenti	45	28	9	13	45	95
30	3245	<i>Silver Streak</i>	Gallagher	27	22	45	35	12	96
31	3422	<i>Extreme Green</i>	Brown	25	36	31	32	8	96
32	1135	<i>Candy-Gram</i>	Gin	35	26	35	9	27	97
33	1536	<i>Humble & Luvable</i>	Freeman	17	35	40	20	28	100
34	2987	<i>Sunkist</i>	Pike	22	34	38	29	16	101
35	2322	<i>Vivacious</i>	Marengi	28	38	22	26	25	101
36	2601	<i>Duck Soup</i>	Price	38	43	28	14	37	117
37	1471	<i>Nirvana</i>	Kenoyer	29	41	32	23	36	120
38	175	<i>J-ello</i>	Gates	34	40	26	39	22	121
39	3226	<i>Jeopardy</i>	Anderson	36	33	30	38	56	137
40	967	<i>Run for the Roses</i>	Helsel	33	31	36	37	45	137
41	67423	<i>Photo Finish</i>	Lord	26	30	39	44	45	139
42	2448	<i>Dixie</i>	Peper	37	29	45	41	35	142
43	2410	<i>Optimum</i>	Mullen	39	44	37	43	32	151
44	1742	<i>Scrambler</i>	Sears	32	42	45	42	39	155

*Best four

District 18—Dillon: A Mountain Lake

by Richard T. Fell

J/24 sailing in District 18 is centered in Colorado at 9,000 feet above sea level on a lake located in the Rocky Mountains 70 miles west of Denver. We sail after the thaw! Lake Dillon Fleet 46, with over twenty members, is the only fleet at present in District 18. We start our first summer series in June and finish our second series in August. Our club, the Dillon Yacht Club, schedules some special events and the Club Championship in September, but that's all, folks! Some of us extend the season a little by dropping our J's into Pueblo Reservoir early in the spring (March) and race with the Southern Colorado Yacht Club.

But Dillon is "where it's at" for us in the summer. The winds can be fickle but then, so can the geographic effects. We get 20 knots plus in the same race that started in a drifter. In fact, we can have boats running and beating on the same leg. Some say the wind blows downward! We do have a 600 foot dam at the northwest end of the lake and the "usual" wind is from the northwest, down a valley and up the dam, and then down onto the lake surface. The hotter it is in Denver, the more it blows in the mountains, and we love it.

We have a very active fleet at the Dillon Yacht Club, with a usual start having fourteen or more J's. We race Saturdays and Sundays, with Saturday evenings usually reserved for lakeside barbecues or wine and cheese parties. Our big regatta is the Dillon Open in August each year, with five races and more than twenty entries. Stop in and visit or sail with us if you're going through Dillon in the summer.



Lake Dillon Fleet 46 sails on a lake at 9,000 feet above sea level.

Sailcomp's Digital Compass

Features

- Large custom display for high visibility
- Electronic sensor with no magnets or moving parts
- +/- one degree absolute accuracy
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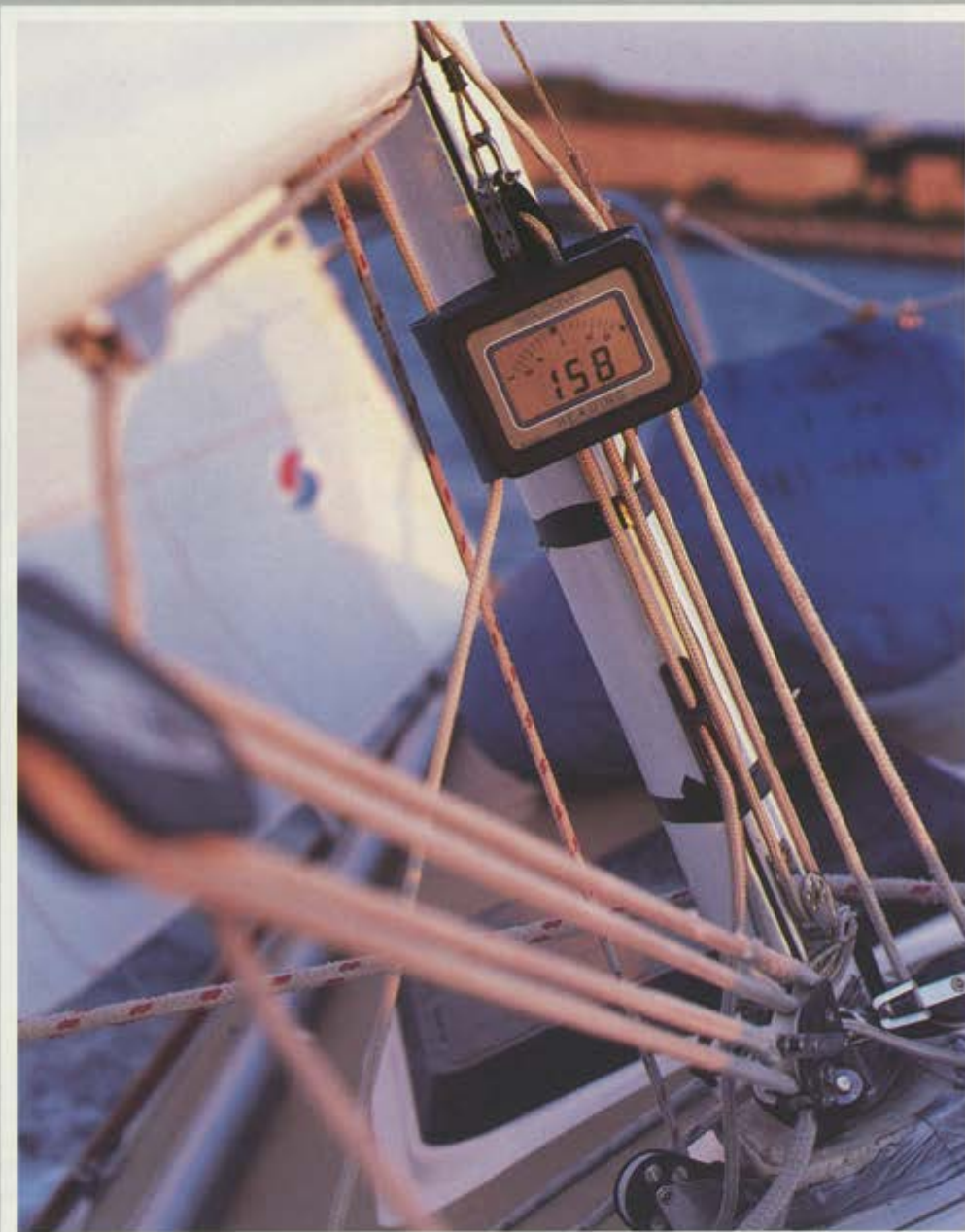
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District 2 Championship

Al and Dave Constants of Morris Plains, N.J. sailed impressively to win the 1983 District 2 Championship. The event was hosted by Fleet 104 and the Hyannis Yacht Club (Cape Cod) July 27-29, 1983.

The first two days of the regatta (3 races) featured 25-30 knot winds with 4 to 6 foot seas. Constants in *Blitz*, Dangle in *Puffin' Hard*, and Bishop in *Zip Code*, ended up virtually tied for the lead going into the final day. This included an incredible third race where these three boats finished *overlapped* in thirty knots of wind!

In Sunday's final two races, *Blitz* demonstrated superior speed in 10 knots of wind and coasted home to a decisive win over 29 other competitors.



Photo by Rick Bishop

Twenty-nine entered Districts at Cape Cod.

1983 District 2 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	691	<i>Puffin' Hard</i>	Dangle	3	1	2	5	2	13
3	2810	<i>Clash</i>	Morrison	4	4	5	4	5	22
4	3309	<i>Howzat</i>	Gunn	6	9	9	2	3	29
4	3137	<i>Zip Code</i>	Bishop	2	2	3	12	13	32
6	355	<i>Smokin'</i>	Holt-Boatwright	8	7	4	6	7	32
7	3245	<i>Silver Strk</i>	Gallagher	9	8	6	7	9	39
8	2299	<i>Locomotion</i>	Couch	12	5	12	15	4	48
9	3145	<i>Ychtzee Chling</i>	Biddle	17	10	7	9	14	57
10	2992	<i>Redheart</i>	Lane	7	14	8	10	18	57

District 7

by Hank Killion

District 7 has completed another successful year, highlighted by the completion of the first Annual Circuit. Winner of the 1983 Circuit was Gunther Buerman. The top five finishers were as follows:

POS	SAIL	YACHT	SKIPPER	HOMEPORT
1	2250	<i>Partial Eclipse</i>	G. Buerman	Webster, NY
2	3550	<i>Yakety Yak</i>	T. Oller	Orchard Park, NY
3	3229	<i>Asylum</i>	K. Allen	Hamburg, NY
4	2511	<i>Jack Rabbit</i>	M. Staniforth	Orchard Park, NY
5	2233	<i>Nirie VI</i>	T. Booth	Youngstown, NY

The 1984 District 7 Circuit will be an international event with the inclusion of the area Canadian fleets. It will include 1) Canadian National Championship, 2) District 7 Championship, and 3) North American Championship.

The 1983 District 7 Championship was hosted by the Buffalo Canoe Club. The opening few races were dominated by light wind and Tom Oller, who finished first in all three. The final day, with heavier air, showed Gunter Buerman finishing strong with two bullets, though not enough to overhaul Tom Oller's early lead.

Our District was honored this year to have one of our members, Lee Davis, as a member of the U.S. entry, *Liberty*, to the America's Cup. Lee's position was consulting meteorologist. His major contribution was to predict the winds for the day and choose the mainsail to be used in the race. Having done an excellent job, he was hired by one of the newly formed syndicates and was in Australia in February to begin preparation for the America's Cup Challenge in 1987.

District 17 Championship

The 1983 District 17 Championship was held in conjunction with the Oklahoma City Boat Club Labor Day Regatta on Lake Hefner as a four race no-throwout series, with 17 boats participating. The first two races on Saturday were sailed in genoa weather, about 11 knots, while the wind picked up to around 18, gusting as high as 30, on the second day. Olympic courses were sailed, except for one Gold Cup course.

The racing was much closer than the scores indicated, with three boats being overlapped on the finish line in one race. However, Mack Kilpatrick won the heavy air races with ease, sailing with an experimental blade jib. Races were also won by Chris Towles and by Steve Dwerlkotte, with Kelson Elam aboard. The results are as follows:

POS	YACHT	SKIPPER	1	2	3	4	TOTAL
1	Sly	M. Kilpatrick	2	2	1	1	6
2	White Mari's Disease	R. Berg	5	4	2	3	14
3	War Wagon	S. Dwerlkotte	4	1	4	6	15
4	Nightmare	R. Dwerlkotte	6	2	3	7	19
5	Rosebud	R. Bond	8	5	5	2	20
6	Foxy Lady	B. Galoob	2	8	6	5	22
7	Oreo Express	C. Towles	1	10	7	9	27
8	Floating Prime	C. Sweetser	9	7	8	8	32
9	Bullseye	A. Everett	7	11	DQ	4	38
10	Any Day Now	W. Kendall	10	9	9	10	38
11	Instead Of	R. Torres	11	6	DQ	NS	50
12	Ante Up	G. Sander	13	13	13	11	50
13	Silver Streak	D. Templin	15	16	10	12	53
14	Ajax	A. Hubbard	12	15	12	14	53
15	Hurry Hurry	W. Poe	14	14	14	11	53
16	Damnilino	J. Parrish	16	12	14	13	55
17	Bonus	J. Callard	NF	NS	NS	16	64

There were only two protests and no general recalls, although there were plenty of individual recalls. With the usual aggressive starting line behavior of a J/24 fleet, this was quite a tribute to the race officer, OCBC's Steve Taylor, also a USYRU senior Judge.

The social end of the event included a party on Saturday night (drinks and dinner for the whole crew included in the \$30 entry fee, a pretty good deal) and a covered dish dinner on Sunday night laid on by Oklahoma City Boat Club. Plans were begun for a District 17 Circuit to begin in 1984.

District 15 Championship

A variety of conditions greeted the 31 participants in the 1983 District 15 (Lake Michigan and surrounding waters) Championship in Chicago. Sunny skies prevailed. After the first race sailed in light air, with shifting winds providing mostly reaches, the winds steadily increased through the regatta and on the final day the competitors were greeted with 2-5 foot seas and 20-25 mph winds. In the last race, three boats withdrew because of traveller failures.

For the third year running, Alex Meleney with his crew of Dave Abbott, Bill Heuer and Jim Colgan showed his decisive skill and speed by winning the last three races and the championship. Following Alex were three other Wilmette Harbor boats skippered by Andy Kern, Scott Stokes and Scott Galloway/Greg Mack/Steve Pendelton.

An "I" flag alternate penalty system was used (25%/

35%/100% penalty of the number of starters) and worked well. A short one page addendum to the sailing instructions was used to clarify procedures new to most skippers and crews.

Bacardi Imports, Inc. sponsored the event in royal fashion. With personal attention from Paul Beggan, divisional manager, which included bartending for three Bacardi sponsored cocktail parties, a good time was had by all. Trophies for the first five skippers and crew, T-shirts for everyone, special skipper shirts and participation flags were all provided by Bacardi, Inc. Many Thanks!!

In 1984, the district championship scheduled for August 17-18-19 will be held at Wilmette Harbor, home port for Fleet 100, which provided 5 of the top 6 finishers in the 1983 district championship. Those boats from the west coast attending the North Americans at Kingston are welcome to join us. Smooth Sailing in 1984.

1983 J/24 District 15 Championship

POS	HELMSMAN	1	2	3	4	5	POINTS
1	Alex Meleney	7	3	1	1	1	13
2	Andy Kern	4	2	6	2	9	23
3	Scott Stokes	8	5	4	6	4	27
4	Galloway/Mack/ Pendelton	1	14	3	8	8	34
5	Mark Kastel	12	6	10	3	6	37
6	Bruce Johnson	19	10	5	4	3	41
7	Richard Kaiser	3	4	11	17	11	46
8	Terry Bowman	9	25	7	5	2	48
9	Rob Reyher	2	3	15	DSQ	5	52
10	Davis/Huff	13	7	2	12	I-20	54
11	Gladstone/Groble	6	9	8	19	13	55
12	Jan Soderberg	11	12	13	9	12	57
13	Rossens/Siegal	5	PMS	9	7	I-13	65
14	Siegal/Brown	21	I-16	12	11	7	67
15	Robert Benson	27	11	14	14	10	76
16	Tom Hofstetter	10	8	22	16	DNF	83
17	Michael Mullinix	16	16	16	22	15	85
18	Mike Auster	14	22	19	13	19	87
19	L. Dean Scane	17	23	17	15	17	89
20	Dick Siebel	20	18	DSQ	10	18	95
21	Litner/Cox	15	20	18	21	DNF	100
22	John Stokert	23	19	24	20	16	102
23	Glenn/Elsa Gustafson	29	15	20	23	22	109
24	Schlinkert/Uehling	26	21	I-27	18	20	112
25	Adrian Martin	18	13	DNS	DNS	DNS	124
26	Gerald Martin	25	29	23	24	DNS	132
27	Scott Ritson	24	24	25	DNF	DNS	132
28	Emil Bohnet	31	28	26	25	23	133
29	Robert Mullhall	30	25	21	DNF	DNS	135
30	Gerber/Braun	22	DSQ	DNS	DNS	DNF	142
31	Dik Muller	28	27	DNS	DNS	DNS	148
No. of Starters		31	21	28	28	26	
"I" Penalty (No. boats)		8	8	7	7	7	

I = Received 25 percent Penalty of the No. of starters in that race (to the nearest whole number rounded upwards), but no greater than one point more than the No. of starters in that race.

DNC & DNS = 31 points (Max. No. of starters in any race)

PMS & DNF = No. of starters in that race

DSQ & RET (after finishing) = One point more than the No. of starters in that race.

NOTE page 75 of the Racing Rules for meaning of abbreviations.

Galveston Bay Fleet 5

by Tony Nunes

Fleet 5 membership for 1983 grew to 45 boats, with some active racing.

Hurricane Alicia blew through in August leaving destruction in her wake. Fortunately, although one or two J/24's were lost, 99 percent of the fleet came through unscathed. The Houston Yacht Club was one of the hardest hit marinas on the bay; yet they managed to host the last District 14 Circuit Regatta just 3 weeks after the hurricane! Johnny Maudlin and Marvin Beckman in *Meaningful-One-Night-Stand*, from Fleet 5, sailed fast all year and ended up as winners of the Texas Circuit.

Nancy Flynn in *Endless Summer* proved consistently fast all year and was our GBCA Fleet B Champion in both the Spring and Fall Series, and ended up as overall GBCA champion for the year. Other Fleet 5 boats who performed well were David and Sue Lindsey in *El Rayo X*; Yandell Rogers, who won the Austin Circuit Series; Albert "Skip" Townsend, who was the Houston Yacht Club J/24 Fleet and overall Club Champion for 1983; Bob Mosbacher, Jr., who finished 8th in the North Americans in San Diego; and Jim Reeves and Farley Fontenot, who won the Corpus Christi Series.



Luckily no J/24's amidst destruction left by Alicia at Houston Yacht Club.

Southern New England Circuit

by Art Dufresne

The 1983 SNEC saw attendance increases at all its events, topped by Buzzards Bay with 57 boats and Noroton with 52. David Nicoll (*Tantrum*) of Annapolis made the trek to New England and won the Buzzards Bay Regatta and its qualifi-

cation slot for the 1984 Worlds. Kirk and John Reynolds (*This Side Up*) came from upstate New York and won the hotly contested Noroton Fall Regatta. The *Blitz* brothers, All and Dave Constants, won two events: The Raritan Bay Regatta and the windy Hyannis Regatta (District 2 Championship). Stu Johnstone won the Newport Labor Day Regatta. Carter Gowrie's two wins with his other finishes made him the overall SNEC champion with the *Blitz* brothers finishing a close second. Other SNEC finalists included Al Ferlazzo (*Army J*), Bob and Conrad Barth (*Electric Pickle*), Bob Moore (*Whirlaway*) and Vin Bitel/Irv Rich (*Snowbird*).

1984's SNEC schedule has been revised to include the increasingly popular Hyannis Fujawi Regatta and to reflect shifting District Championships. The July 4th Shelter Island Regatta was not included due to the midweek timing of the holiday. The Fujawi Regatta isn't a great racing event, but it is definitely the biggest blow-out, fun event around (nobody remembers who won last year). This year, separate SNEC entry will not be required. All US JCA members who enter at least three events will be counted. See SNEC calendar, page

The 1984 events include the last chance to try out Buzzards Bay before the 1985 North Americans, and the Noroton Fall Regatta which is the Northeast Regional Qualifier (Districts 1, 2, 3, and 6) for the 1985 World Championship in Japan.

Hyannis Fleet 104 is organizing a cruise to take Hyannis Regatta competitors (and anyone else) to Marion, Massachusetts for the following weekend's BBR. Kenny Read is stirring up action in Narragansett Bay and the District 2 Championship in East Greenwich should add to the 50 plus boat regatta list. Boats returning from the North Americans can be left on their trailer and be dropped off at East Greenwich enroute home. The District 3 Championship at Indian Harbor is guaranteed good attendance with the high density of J/24's in the area (170 boats in a 15 mile radius). At the Newport Labor Day Regatta the J/24's will again be treated to the likes of the 71 foot *Cotton Blossom IV*, as the Annual Wooden Boat Race coincides with our racing.

1983 Stone Crab Regatta

by Bill Gregg

The 1983 Stone Crab Regatta, hosted by the Clearwater Yacht Club at Clearwater, Florida, continued its tradition of growing each year. It did break in tradition in one respect: for the first time, instead of a gear busting weekend, the entire Regatta was sailed in Florida "postcard" weather with winds between 8 and 15 knots. Although the Regatta has always attracted some of the class heavyweights, this year the entries read like "Who's Who in J/24's" including such notables as Ed Baird, John Jennings, Mark Ploch and Jahn Tihansky battling for the chance to be the winner and go on to the World's. When the dust settled, the consistent finishes of Chris Morgan, et al on the J/24 *Dark Star* bested the entire fleet in this five race Gold Cup weekend. A special award for the outstanding skipper over 45 was given to Tom McCune; like the other trophies it was an engraved Brass Crab, but it was appropriately accompanied by a bottle of "Ancient Age."

1983 Stone Crab Regatta October 22-23

POS	SAIL	SKIPPER	RACE					TOTAL
			1	2	3	4	5	
1	2901	John/Chris Morgan	2	3	3	2	16	26
2	3494	Peter Dodds	8	2	2	6	12	30
3	151	Mark Ploch	3	11	10	3	3	30
4	2920	Mike Funsch	5	6	8	10	2	31
5	2913	Ed Baird	4	15	9	4	0	32
6	2911	Nohren/Jester	16	0	5	7	7	35
7	1129	Tom/Chad Horne	0	16	14	0	5	35
8	571	Jennings/Bickley	13	8	4	13	9	47
9	3201	Doug Sansom	6	9	7	5	22	49
10	792	Peter Van Arsdale	14	13	15	12	4	58
11	3004	James Howard	12	18	13	8	11	62
12	2907	Webster/Tihanski	15	25	0	21	6	67
13	2908	Tom McCune	10	19	11	16	13	69
14	2919	Rick Malchon	17	10	29	11	10	77
15	3204	Peter Duvoisin	42	7	6	20	14	89
16	3266	Levon Pentecost	7	14	24	17	30	90
17	3243	D'Agostino/Keitl	21	5	17	28	24	95
18	201	David Cooper	9	23	28	15	25	100
19	3127	Kuehr/Reischman	22	30	21	9	20	102
20	403	John Bankston	24	20	18	24	18	104
21	2534	Joe Byars	18	22	30	22	21	113
22	2918	Jim Waters	20	37	25	14	17	113
23	2916	Norm Olsen	19	32	20	18	26	115
24	153	Richard Peper	23	28	34	23	8	115
25	3465	Lenny Krawcheck	11	12	12	40	42	117
26	1729	Fletcher Groves	26	4	36	29	23	118
27	2433	Bud Picken	27	17	32	30	19	125
28	799	Cushman/Ballard	28	34	19	25	28	134
29	2902	D. & M. Drake	33	21	26	19	40	139
30	1135	Steve Gill	29	27	35	37	15	143
31	409	Norbert Zebny	38	31	16	33	29	147
32	1133	Gareth Eich	30	33	22	35	31	151
33	1	Boe/Page	34	29	31	31	27	152
34	1471	Stephen Pohiman	25	40	23	26	40	156
35	42	Peter Henry	31	24	37	32	33	157
36	249	Mike Horan	35	26	27	36	34	158
37	3223	Perry Flugge	36	35	33	27	41	172
38	3012	Courtney Ross	32	36	40	34	32	174
39	8114	John Pawley	37	38	38	40	40	193



Hooligan leads 50-50 at jibe mark.

Great Lakes Championship

by Hank Killion

The 1983 Great Lakes Championship was held on the southern shore of Lake Ontario, in Rochester, NY, August 11-15. The regatta was originally scheduled as a three day event, but was reduced to two when a deep low pressure system brought winds in excess of 35 knots on Friday. The postponement was not so much because of the high wind, but the 8 to 10 foot breaking waves coming through the breakwater, causing hazardous conditions.

However, Kirk (*Heavy Weather*) Reynolds went out to practice in the rough conditions. On his return through the breakwater he took a few breaking waves into the cockpit on an exciting spinnaker run.

Saturday's racing was under sunny skies and light winds, with the boats remaining out until after 7:00 pm in order to complete three races. Following the first two races, the fleet was split based on scores. Sunday's races were again sailed in light winds of 10 knots. With four boats in tight contention, the winner was not determined until the final race. Guenther Buerman captured the Championship by finishing a strong second in the last race. Lee Davis, the leader going into the final race, failed to cover Buerman on the second weather leg of the Olympic course and finished second overall.

1983 Great Lakes Championship

POS	SAIL	SKIPPER	RACE					TOTAL
			1	2	3	4	5	
A FLEET								
1	2250	Buerman	4	4	2	1	2	12½
2	3727	Davis/Lockwood	3	3	3	2	4	15
3	3207	Reynolds	1	7	6	3	1	17½
4	2521	Allen	9	1	1	4	5	19½
5	3550	Oller	5	2	7	11	8	33
6	2662	Odenbach	20	5	4	9	10	48
7	1586	Underhill/Lasky	6	18	11	8	9	52
8	1169	Koper	2	6	12	13	19	52
9	2021	Castle	12	13	5	7	16	53
10	3221	Kerst/Mele	10	10	10	24	3	57
11	1591	Shumway	7	8	8	21	15	59
12	3299	Allen	15	17	16	6	7	61
13	222	Shoemaker	8	11	17	17	11	64
14	2511	Staniforth	14	9	20	12	14	69
15	2720	Penfield	16	12	9	27	13	77
16	2572	Lawless	11	21	26	18	24	100
17	5059	Koten	21	16	13	25	25	100
B FLEET								
1	2233	Booth	24	14	14	5	12	69
2	447	Ross	13	28	19	10	20	90
3	2215	Barth	DNS	26	15	14	6	95
3	469	Roth	18	19	24	20	21	102
5	1947	Moran	22	29	18	16	22	107
6	468	Rekers	26	15	30	15	23	109
7	502	Bruns	23	23	21	29	18	114
8	1029	Gardner	17	22	23	23	30	115
9	21567	Kraft	30	25	22	26	17	120
10	1652	Barnash	19	24	DNS	19	26	122
11	2222	Bayly	25	27	28	22	24	126
12	2305	Weisberg	DNS	20	27	23	27	131
13	3716	Stieble	27	DSQ	25	33	28	148
14	2139	Clauss	28	DSQ	29	30	31	153
15	1519	Piczko	29	30	31	32	33	155
16	154	Scott	31	DSQ	32	31	32	161



Photo by Larry Workman

Charleston Fall Regatta was sailed in 20-25 knot winds.

Charleston Fleet 7

by Douglas Boyce, Jr., District 8 Governor

1983 Charleston Fall J/24 Regatta

POS	YACHT	SKIPPER	TOTAL
1	Cockatoo	Peter Dodds	2
2	Parrot	Lenny Krawcheck	10
3	Zuma	Ann Sloger/Carolyn Griffith	14
4	Say Hi Amigo	George Scarbrough	18
5	Classic	James Howard	20
6	Oyster Pie	Douglas Boyce	20
7	Treats	Squeak James/Mike Tapert	20
8	Apparition	Levon Pentecost	22
9	Howzat	Lew Gunn	23
10	Bright Finish	Mason Chrisman	26

Peter Dodds of Charleston, South Carolina, won the 1983 Charleston Fall J/24 Regatta with three bullets. Twenty boats sailed on September 24th & 25th in brisk 20 to 25 knot winds from the northeast. The regatta was to have been sailed in the ocean but because of a slight chill in the air and the seas being at that time a four to six foot chop and building, the three Olympic courses were set in Charleston Harbor. Each race was sailed once around the triangle, windward, leeward, and a windward finish. There were no protests.

Saturday evening we all enjoyed a chicken barbeque dinner cooked by Walter Prause. Everyone told me that they had a great time and were looking forward to our next invitational in the spring of '84. We would like to thank all the

skippers and crews from Jacksonville, Hilton Head, Charlotte, and Atlanta for bringing their J's.

Our next invitational, which will be held annually in the spring, will be the 1984 Charleston Spring Championship on March 30, 31 and April 1.

Lake Champlain Fleet 23

Our 1983 racing season consisted of 20 races. We had 18 boats participate during the season with an average of 11-12 per race. Several of our fleet members also finished well in the various regattas they entered—including Newport, Changing of the Colors, and the East Coast Championship. Our own Lake Champlain Regatta was plagued with light air and we were only able to get in 2 races.

1983 Season Standings

POS	SKIPPER	SAIL	YACHT
1	M. Beaudin	3213	<i>Sly</i>
2	S. Willard	2585	<i>Vitamin J</i>
3	T. Castle/C. Boynton	548	<i>Kwaheri</i>
4	R. Rowland	3259	<i>Moondance</i>
5	J. Reynolds	3207	<i>This Side Up</i>
6	H. Brown	3218	<i>Chinook</i>

Lake City Fleet 90

by Sandi Schoen

With the completion of our third full season of one-design racing on Coeur d'Alene Lake in Idaho's Panhandle, the J/24 Class has become a very competitive and well respected group of sailors. Even though we're small in numbers, we're big in determination.

The 1983 season gave us the most one-design racing ever made available to our fleet. Our May Series, which was the first series of the year, gave us good winds and a good turnout of eight boats during the two day-four race series.

We upheld the tradition of the J/24 mid-June Series, making this series mandatory to qualify for our overall fleet championship. This year it also was our first invitational regatta. Visitors from Flathead Lake in Montana and Lake Pend Oreille in northern Idaho joined us for two more great days of sailing. Our August Series presented us with the famous "light to no winds" Coeur d'Alene is noted for, giving us only a two race series.

Even though September was our last series of the year, it was the best. Going into the series there was only a two point spread between first and second place. September was good to us. Our "custom-order" J/24 winds did not let us down. Four races and two days later the final series was over. But, it ended in a three-way tie for first place of the series. And still, only two points separated first and second place. The overall fleet championship went to Roger Schoen and crew on the *Hot Mop*. Right at their transom was *Super Sunday*, skippered by Bill Cowles, in second place.

Another year — now we're more experienced and even more determined. 1984 can only get better!

Indian River Fleet 87

by Dick Tillman

The Third Annual Indian River J/24 Invitational Regatta, hosted by Fleet 87 and Eau Gallie Yacht Club, was held October 1-2, 1983. Jahn Tihansky of Tampa topped the twelve yacht event, five of which came from out of town. Six races were sailed in two days on triangle, windward leeward courses on the Indian River, in ideal 12-15 knot breezes. Using a separate start and finish boat allowed racing to conclude by 1:00 Sunday afternoon, at which time prizes and special awards were presented. John Blackford, at 14 the youngest skipper, received a Windex. Sam Heiss received the Crash Award, a strobe light. Steve Pohlman received a distress signal kit for travelling the furthest, from Lighthouse Point, Florida. A highlight of the regatta was the popular Bacardi Gold Reserve Rum Party and Bar-B-Que held at Melbourne Yacht Club Saturday night. This regatta was the first of the District 10 Florida Circuit being organized by Rick Peper, new District 10 Governor. The Florida Circuit consists of five regattas. The Indian River Invitational, Stone Crab, Florida State Championship, Midwinters in Miami, and the District Championship in Melbourne, March 17-18, 1984. Results of the Invitational Regatta follow.

Third Annual Indian River J/24 Invitational October 1-2, 1983

POS	YACHT	SKIPPER	1	2	3	4	5	6	TOTAL
1	<i>Muscateel</i>	Tihansky	4	1	1	1	2	1	10
2	<i>J-ello</i>	Gates	3	6	4	2	1	2	18
3	<i>Family Affair</i>	Tillman	2	5	2	10	7	3	29
4	<i>Millennium Falcon</i>	McAllister	7	2	8	3	4	8	32
5	<i>Nirvana</i>	Pohlman	1	12	5	6	3	10	37
6	<i>Tethys</i>	Heiss	6	9	3	9	9	6	42
7	<i>Shameless Hussy</i>	Eldredge	9	4	6	12	8	4	43
8	<i>Fine Tune</i>	McWilliams	5	10	7	8	10	5	45
9	<i>Apparition</i>	Pentacost	DSQ	8	10	4	6	7	48
10	<i>Dixie</i>	Peper	8	7	9	5	12	9	50
11	<i>Natra J.</i>	Sottak	11	11	11	7	5	12	57
12	<i>Second Wind</i>	Blackford	10	3	12	11	11	11	58



Sam Heiss receives crash award from Regatta Chairman John Eldredge.

Marblehead Fleet 28

Marblehead Fleet 28 celebrated its five year anniversary as a Fleet with its most successful season ever—both at home and on the road.

At home, Fleet 28's thirty race, six series season, extending from May to October, saw thirty boats participate in extremely competitive racing. With sailing conditions ranging from drifters to near gales, an average of 16 boats started each race with a range of 9 to 24.

Jim Hourihan sailed *Impasse* consistently well throughout the summer, including two firsts, two seconds, and a fourth for the six series, to take first place for the season. A real battle for second place resulted in Scott Killips of *Telluride* edging out the tri-skippers of *Smokin'*, Bill Boatwright, Emmett Holt, and Louisa Holt, by only four points. Jon Bloom of *Bearboat* was declared the Most Improved Skipper by moving up twelve positions in the standings from last year. The season championship is computed on the basis of the best 23 of 30 races. Complete results are listed below.

Marblehead J/24—Fleet 28 1983 Season Fleet Championship Results

POS	SAIL	YACHT	SKIPPER	TOTAL POINTS
1	1366	<i>Impasse</i>	J. Hourihan	70
2	1348	<i>Telluride</i>	S. Killips	100
3	355	<i>Smokin'</i>	B. Boatwright/ E. Holt/L. Holt	104
4	2410	<i>Optimum</i>	G. Crawford	137
5	1146	<i>Milt</i>	B. Kaul/P. Zimmerman	137
6	2570	<i>Mischief</i>	R. Reilly	171
7	1355	<i>Asteri</i>	G. Anagnostopolos	183
8	2209	<i>Dragonslayer</i>	S. Rose	188
9	1454	<i>Sam I Am</i>	B. Henze	190
10	3278	<i>Bullet</i>	P. Stokes	200
11	3330	<i>Bearboat</i>	J. Bloom	227
12	2329	<i>Relative M'Ocean</i>	S. Wakeman	230
13	23748	<i>Sunrunner</i>	C. Cumming	231
14	2727	<i>Brewhaha</i>	P. Evans	239
15	1673	<i>Akela</i>	T. Moore	262
16	2559	<i>Planet Claire</i>	F. Denapoli	241
17	3135	<i>Quantum Leap</i>	L. Fretts	245
18	2579	<i>HJ</i>	D. Curtis	271
19	2215	<i>Electric Pickle</i>	B. Barth	272
20	3369	<i>Delta Factor</i>	D. Frazier	273
21	3475	<i>Go For It II</i>	F. Jellineck	278
22	2100	<i>Torpedo</i>	C. Brogan	280
23	3717	<i>Summer Issue</i>	B. Kaul	287
24	3533		R. Rhodin	296
25	1750	<i>Misty Blue</i>	B. McLemore	298
26	2284	<i>Breakaway</i>	K. Fischer	322
27	2999	<i>Lila</i>	M. Nordstrom	336
28	3487		J. Burbank	341
29	2701	<i>Sea Legs</i>	J. Mills	353
30	2256	<i>State O'Chassis</i>	N. Somerville	357

On the road, Fleet 28 captured trophies throughout the world. After winning Fleet 28's Spring Series, Dave Curtis continued his streak by winning the North Americans and the Pan Am Games. Unfortunately for Dave, *HJ* did not make it back from Venezuela in time to race again in Marblehead.

Richard Hermon-Taylor took *Akela* to Sweden and finished second in the Worlds and returned to place sixth at the Buzzard's Bay Regatta. Scott Killips, while battling for second place at home, finished fifth at the East Coast Championships. Bill Boatwright, Emmett Holt, and Louisa Holt did likewise placing fifth at the District 2 Championship.

Next year, in addition to more success stories at home and around the world, Marblehead Fleet 28 is pleased to announce that it will be hosting the District 1 Championships the weekend of July 20, 21, and 22, 1984. For some really good competition, you got to be there!

Raritan Bay Fleet 2

by Eric Leitner & Doreen Seaman

Starting off the 1983 sailing season, Raritan Bay J/24 Fleet 2 held a midwinter party sponsored by Bacardi. The seventy-five people attending not only enjoyed sailing films and raffles, but were pleasantly surprised when everyone went home with a bottle of Bacardi Gold Reserve as a consolation prize. (Some consolation!) Now that's starting off the season right!

Along with the arrival of Spring came the opening of the racing season for Raritan Bay Fleet 2. The initial Spring Series consisted of ten races over a period of five weekends with a record turnout of fifteen boats. Highlighting the Spring Series was our first annual open Raritan Bay J/24 Championship sponsored by Gordon's Gin & Vodka and State Hotel Supply Company. Their featured drink, the "Fogcutter" left many people in a fog the following day. Mike Cunningham, crew member for Bill Rossy's *Pecochilla*, who is also owner of State Hotel Supply Company, donated mouth-watering 16 oz. choice prime ribs. Topping off the night of entertainment were the team quarter races soon to become part of the Raritan Bay J/24 Championship tradition. The captain of this year's winning team, John Tomberlin of *Tanger*, reminds all challengers for next year that "practice makes perfect." This year's Raritan Bay J/24 Championship will be held on May 26 - 27. Five races are scheduled using an Olympic course. Entry fee for this open event will include launching and hauling and, in addition, free housing will be available on a first come, first serve basis. The winner of this year's regatta was Al Constants in *Blitz*.

A long standing four race event held in honor of Nelson Macan Sr., known as the Macan Series, included the J/24 as a separate class start this year. In contrast to shorter courses usually sailed in other series, these races ranged in distances from ten to twenty miles, spanning waters which included lower New York Harbor and Sandy Hook Bay vicinities.

In what kind of race can a skipper shout at his crew and realize he's yelling at himself? The single-handed race of course. The single-handed series is open to any PHRF boat and is sailed with a 100 percent jib and mainsail. Participants included J/29, J/30, Cal 29, Cal 40 and other exotic vessels. The J/24 fared rather well against the competition, crossing the finish line first on numerous occasions.

The 37th annual Red Grant Regatta is traditionally held on the weekend following the Fourth of July and is an open event for PHRF boats and the J/24 class. Twenty J/24's sailed

a five race series on a separate olympic course. This open event was also the North Jersey Yacht Racing Championship with over one hundred boats from all classes competing. Festivities included an open bar sponsored by Bacardi, an excellent buffet dinner, and dancing to the sounds of a country western band.

What better way is there to break up the weekday routine other than a Wednesday evening series. These races were held over a period of sixteen weeks using a PHRF format with no spinnakers. Jim Coupar and Tom Sinatra, sailing *Keewaydin*, along with John Eggers in *Das Boat*, sailed consistently well throughout the series.

Have you been mooned lately, as in full moon? Fleet 2 experienced this delight during their five race Full Moon Series held each month on the eve of the full moon. Without the use of spinnakers the only pressures found in these races were from the bottles of champagne aboard most of the boats.



Peddler approaches Great Bed's Light House in Raritan Bay.

At the warning gun of one race, Dennis Hurley on *Devilous* could be found taking orders for burgers grilled on his hibachi on the stern pulpit. Aboard Robert Macan's *Deimos*, sons Patrick & Michael were busy watching T.V., while on board Tom Saunders' *Petite Nina* they were introducing their young sons, the youngest member two years of age, to the fun of night sailing. Andy Maggion's *Peddler* could be seen sailing off on the horizon to find his own moon while Jay Meyer on *Thistle* followed the strong scent of hamburgers trying to get a take out order. Charlie Petrock's *Synapse* looked for a floating liquor store to replenish his stock for the

finish of the race while Bill Cherry on *Cherry's Jubilee*, who led us around most of the way, zigzagged across the finish. A lot of fun!

This year our Fall races were divided into two series, the first of which was held over the first three Sundays in September. Mother Nature spared us from the blustery northwest winds that usually accompany cold fronts at this time of year. Our season finale consisted of four races held on the first weekend in October. A scheduled pig roast that night was changed to a barbecue with over one hundred pounds of excellent spare ribs and a couple of hams, compliments of Mike Cunningham. With Ed Liberty of *Sugar Magnolia* in command of the two grills, the ribs just kept on coming. Our host, Dr. Anthony J. Leitner, provided us with a fantastic game brought back from the glaciers of Alaska called Katch-a-Kan. Ken Goldman of *Scorpion* found his own little variation to this game, performing extremely well. A great party to end this fabulous year. The next day Eric Leitner's *Apple Pie* closed out the season with a win for the series.

One other highlight of the year was watching Merritt Viscardi aboard *Rapscallion*, sailing singlehandedly, raising, flying, and lowering the spinnaker by himself in a PHRF race. What will he think of next?

Our monthly meetings throughout the winter provided the planning to make this a memorable season. We're looking forward to seeing you all at our open events this year.

Barnegat Bay Fleet 79

by Art Topilow

The 1983 Fleet 79 season boasted many races for both one-design and PHRF in our area. At last count there were no less than 67 days of local racing (within 50 miles of the Toms River area). It was a season of innumerable mark roundings, memorable canon firings, untold numbers of pitchers of beer and endless post-race discussions.

Fleet 79 has had some turnover in 1983, but membership at present is 17 boat owners with 16 boats, which represents a net gain. Fred Wiedeke, our fleet measurer won our annual J/24 Invitational in his boat *Candy*. Richard Furie was second in *Cerianthus*, followed by yours truly Art Topilow in *Tops'l* and Pat DeGroote in *Crowded Canvas*. It was a memorable event with sun, warm weather, and the consistent cooling New Jersey sea breeze.

Other Fleet 79 participants in local events include Steve Zwarg in *Chip*, Mark Luling in *Mistral*, Tom Roessler in *Scratching Bottom*, Ed Albrecht in *Chaos*, Ron Byer in *Elusive*, George Whittle in *Boops*, Richard Lafferty in *Gunslinger*, Terry Kempton and Drew Siebert in *Distant Fire*, Terry Blackburn in *Sooner*, Cambell in *Hot Pickett*, Don Kates in *The Ol' Grey Mare*, Joe Bayman in *noname*.

Winter here has been dreadful but hopefully Spring will be upon us by the time we're reading this. Of growing interest to our fleet I believe, will be the development of the M.V.P., the monthly variable program, which is allegedly being developed by the class association. This program should be excellent in promoting interest at all levels of our fleet. We are presently developing our own local M.V.P. formula for use in the coming season, and will report results to you in the Fall of 1984.



Breakaway was competitive in all conditions.

Breakaway Wins Fleet 100 Championship

by Alex Meleney

Sailing consistently throughout the season, *Breakaway*, co-skipped by Scott Galloway, Greg Mack and Steve Pendleton, won the Fleet 100 season championship for 1983. The *Breakaway* syndicate rotated helmsmen and mounted an organized effort that was competitive in all conditions. Last year's winner, *Mariner*, sailed by Scott Stokes, was second. *Mariner* was strong through the first half of the season, winning the fleet's race weekend at the end of July, but tailed off in the second half. Third for the season was *One Hot Number*, sailed by Ed Klein.

Fleet 100, located at Wilmette, Illinois, has grown to 16 boats since its founding in 1981. The fleet has developed an active group of competitive racers which dominated the 34 boat District 15 Championships with 5 of the top six finishers, including the first four. Within the fleet, fairly even competition has developed, with several boats vying for the top spots in any given race. *Breakaway* was the third season champion in three years for Fleet 100.

Despite the interest in competitive racing, Fleet 100, led by chief partier Scott Stokes, managed to have a good time both on and off the water. Full coolers on the race course were the norm throughout the season and the fleet sponsored several onshore parties. Fleet 100 looks forward to more competitive racing and good camaraderie in 1984.

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Argentina

Nestor J.F. Vila-Moret sent the following results of the Argentine J/24 Championship held in November 1983. It was also the selection event for the South American Championship to be held in Peru in April 1984. He reports there are already 17 J/24's actively racing in the area of Buenos Aires. The Argentine crew also did very well at the Pan American Games in Venezuela, finishing third after the U.S. and Canadian crews.

1983 Argentine J/24 Championship

Buenos Aires
November 27, 1983

POS	HELMSMAN	RACES							TOTAL
		1	2	3	4	5	6	7	
1	Raul Lena	1	2	5	7	1	10	1	26
2	Alejandro Irigoyen	DNC	1	1	6	3	3	3	28.8
3	Armando Giliberto	3	4	4	9	4	1	2	32.7
4	Luis M. Garelli	7	3	3	2	2	9	4	38.4
5	Ricardo M. Boneo	2	7	6	1	5	2	8	40.7
6	Lucas Sonnino	4	5	7	4	7	4	7	61
7	Ricardo Capparelli	6	6	2	10	6	7	6	62.8
8	Eduardo Baquerizas	4	8	8	3	8	8	5	66.7
9	Guillermo Berte	8	9	9	5	10	5	10	80
10	Nestor Villa-Moret	9	11	14	8	11	11	9	95
11	Roberto C. Parada	RET	DNC	12	12	9	6	11	100.7
12	Alberto Moscoso	10	10	11	11	13	13	12	103
13	Manuel J.M.F. Navei	DNC	12	10	13	12	12	RET	110
14	Juan Scitutto Klot	11	DNC	13	14	RET	14	13	116

Australia

HAGAN TAKES NSW TITLE

National champion Bob Hagan of Pittwater, without a J for the present, borrowed Patrick MacGregor's *Jambo* to win the NSW Championship, sailed on the Broken Bay estuary. The racing, over short courses of six to seven miles to enable two races to be sailed a day and six races on three days, was extremely close with good starts essential. Hagan had to work hard for his win and got there by only .3 of a point from Ian Gibson's *Showdown*. Third was *Panache*, extremely well sailed by the up and coming Mark Willson. Two wins on the second day of racing gave Willson the points lead; two bad starts on the last day for two fourths dropped him to third.

FLEET NEWS

PITWATER FLEET — Eight J's sail regularly with RPAYC. At present they sail within the Restricted Class with several S80's, Highlanders and Sonata 8's, but next season we expect to have a separate Division. The J's have the opportunity of three races within each start, scratch and handicap within the J/24 and handicap within the Division (the only official result).

This season *Showdown* (Ian Gibson), showing the benefit of a considerable amount of hard labour during the winter combined with boat speed in the right direction, is the division scratch boat and disappears into the distance with monotonous regularity followed (mostly but not always) by *Panache* sailed by Bob Willson and Mark when he can be persuaded into little boats. Behind these two there is a regular scrum with *Justizere* (Brian Pettit and crews), *Joy Of A Toy* (Rowan Ayres who has confirmed that the addition of two female crew has improved his sailing out of sight), *Janeio* (John Carfrae who is becoming a greater threat each week) and *Jambo* (Patrick MacGregor). They finish in a different order each week, depending on conditions, mishaps and the after-effects of Friday night. *Mana 11* (Hans Holterhoff) and *Chameleon* (Paul Edwards and Brian Gray) are all the time just behind this group and regularly lift the handicap prize by big margins.

There are several other J/24's on Pittwater, including *Gamma Delphinus* (L. Glendenning), *Water Buffalo* (R. Travis), *Sea Hawk* (G. Gledhill), some of them to sail with us later this season or in 1984-85.

— Patrick MacGregor



Hagan sails *Jambo* to win 1983 NSW Championship.

BOTANY BAY — With the arrival of Vic Whitehouse's new *Satday Matnay*, Botany Bay Yacht Club now has five J/24's racing each Saturday. John Lockeridge's J, in JOG trim is also racing with the club.

Calypso, sailed by John Hearne and John O'Brien, has since the beginning of season been the J to beat. Often, however, the winning margin has been only 10-15 seconds. David McKay (*International Imperium*), Dick Shoebridge (*Tow Truck*) and Vic Whitehouse (*Satday Matnay*) have also won races.

Because the Botany Bay fleet is so new, skippers have been sharing tuning experience and have organised Wednesday afternoon boat for boat racing. Skippers hope this approach will allow the Botany Bay J's to be competitive in the Australian titles. All five have entered.

Botany Bay Yacht Club and Port Hacking Ocean Yacht Club have organised a six race inter-club J series which is sponsored by Lockeridge Marine.

In the only heat so far sailed, BBYC clean-swept with *Calypso* 1st, *International Imperium* 2nd and *Tow Truck* 3rd.

— Dick Shoebridge

MIDDLE HARBOUR — After a slow start, we have nine boats sailing as a fleet with Middle Harbour YC plus a few casual entries. It is good to see the fleet gathering strength again as J/24 class racing was initiated by MHYC.

Greg Hyde has not sailed this season as he has been concentrating on Windsurfing with great success, winning his division in the world championship, in Canada and currently training on a Windglider for Olympic selection.

The only two female skippers in the fleet have again been giving the men curry. Jan Hiles (*Unreal*) has improved with some good placings. Ann Finlay (*In The Mood*) won the spring pointscore on a scratch and handicap followed by David Fairfax (*Off The Rails*) who has improved tremendously. Third on scratch was *Flick Pass*, with Jim Curtis at the helm.

Abracadabra (Don Jameison), *Off The Rails* and *In The Mood* have been trying their hand in Junior Offshore Group racing this season with limited success.

— Ann Finlay

Class Association of Japan

by Hideo Tahara

Mr. Moto Hayashi has retired as President of the JJCA, and Mr. Teruo Ashida accepted the nomination for the post. Mr. Ashida competed in the Takarabune Regatta in Seattle in 1982, as described in *J/24 Magazine*, Vol. 9, and will compete in it again in Kobe, Japan in May this year. There are presently 100 J/24's in Japan.

Fifty-one J/24s competed in the third All Japan Championship held November 18 - 23, 1983 in Nishinomiya. Many new, top racers entered this exciting regatta. Winds were 5-10 m/s. Two women's teams, *Lady First* (2473) and *MS* (2895) competed in this regatta for the first time, doing very well for beginners. *Esmeralda* won overall. The top boat in Japan, *Esmeralda* has competed in the 1982 Worlds in San Francisco and plans to race in the 1984 North American Championship in Kingston.

Main events scheduled in 1984 include the fourth All

Japan Championship April 28 - May 6 in Nishinomiya, and the second Ladies' Championship, July 28 - 29 at Marina Tokai.



Winds were favorable for the 1983 All Japan Championship.

All Japan Championship

		November 18-23, 1983 NISHINOMIYA						
POS	SKIPPER	1	2	3	4	5	6	TOTAL (Pt)
(Best 20)								
1	M. Uematsu	13	6	2	8	4	1	328½
2	S. Fukumoto	15	2	11	15	1	6	303¼
3	M. Omura	4	11	6	7	12	16	302
4	K. Shiokawa	2	28	8	12	3	13	290
5	Y. Tsujimura	9	14	15	4	13	5	289
6	U. Ishida	12	25	14	3	5	3	288
7	S. Suwa	7	1	12	16	24	9	283½
8	T. Ninomiya	1	8	9	DSQ	2	2	281½
9	R. Tanaka	17	7	21	2	7	23	266
10	Y. Fukui	3	10	4	27	34	18	264
11	S. Eishin	5	33	5	23	19	14	260
12	S. Hagiwara	42	5	7	10	31	10	252
13	Y. Shozaki	8	4	36	9	11	8	252
14	H. Hara	24	42	24	1	6	7	236½
15	I. Ono	16	34	3	35	8	29	236
16	Y. Suwa	32	16	22	11	15	12	234
17	Y. Inagaki	20	22	18	14	20	20	232
18	H. Tanaka	21	30	10	17	21	24	231
19	S. Maesaki	25	3	1	41	38	27	228½
20	R. Igarashi	23	23	19	13	26	22	219

(Lady)

34	M. Otsuki	41	32	13	32	47	46	140
45	H. Takahara	35	40	37	47	48	39	81

Race 3 is Distance Race and counted double points



Mr. Teruo Ashida is new JJCA President.

1983 J/24 Bacardi Rum Canadian Championship

by Michael Knowlton

As you drive, sail, walk or crawl home from any sailing regatta you carry with you the memories which will stay with you, to grow and flourish, to be told and retold. The regatta committee strives to make all of these memories good ones so the stories can be light hearted and centre on the small technicalities which somehow intervened preventing what should have been the inevitable victory of the raconteur. This makes the task of the committee exceedingly complex because enjoyment means different things to different people and not all the variables come under their control. A summary of the priorities which contribute in different ways and to different degrees for each competitor to the successful completion of a regatta would probably include:

1. Competition
2. Winning
3. Race Committee Work
4. Sportsmanship
5. Organization
6. Weather
7. Social Activities — FREE BOOZE

With 36 boats registered, the 1983 Bacardi Rum Canadian Championships had the highest level of entries of any J/24 event on Lake Ontario during 1983. Boats came from as far away as Halifax, Nova Scotia, Milton, Vermont and Traverse City, Michigan, with many highly regarded J/24 sailors taking part.

Looking at the results it is evident that the winning aspect of the event was somewhat one sided, with Gunther Buerman and his crew on *Partial Eclipse* sailing away with 5

first place finishes and the Gerry Long Memorial Trophy. The immediate question that pops to mind is, why, if the competition was so good, did one boat manage to dominate the competition so totally? Boat speed is a function of many factors, each of which can be optimized to get the maximum performance in different wind and water conditions. Not all these factors are infinitely alterable; for example, once you have chosen your basic sail plan and sail shape for expected wind conditions over the season, it becomes very expensive to alter your choice or optimize this factor for different conditions at any particular regatta. The wind conditions at the Canadian Championships were constant in the 8-10 knot range with no major shifts occurring during the races. This allowed Gunther, whose boat was optimized for these conditions, to concentrate on boat speed and slowly devour the competition after some mediocre starts. He sailed his boat noticeably flatter and with more luff wrinkles than any of the competition and sailed the centre of the course, where his crew claimed the wind was of slightly higher velocity because of the funnelling effect coming out of Hamilton Harbour, rather than the preferred right side where most of the crowd gathered.

Gunther Buerman may have been the outright victor but other people won in their own way. Dave Connaly on *Mischief* had as his goal to win one flag and achieved that by placing second in the second race. Although only fifth overall, Kevin Brown on *Showdown* had the distinction of being the top Canadian Boat in the fleet, a result which will contribute towards qualification for the 1984 World Championships.

The work of the race committee when it's at its best should allow races to be won or lost by the competitors. The Royal Hamilton Yacht Club should be congratulated for the fairness of their starting lines, the accuracy of their mark placements and the efficiency of their protest committee.



2219 looks buried but was first to get chute flying and jumped in front.

Photo by Mark McQueen

Their performance was the best possible, so little else can be said.

Often the results of sailing regattas can be determined in the protest room, as competitors try to take advantage of the small print and win accordingly. Fortunately this type of attitude has not as yet spread to the J/24 Class and was certainly no part of the Canadian Championships where individuals avoided protest situations through common sense and sportsmanlike behavior.

Regatta organization is one of those intangibles that goes unnoticed if everything runs smoothly but can be a real pain if it doesn't. Being a part of the regatta committee it is difficult for me to judge the effectiveness of the organization, so let's suffice it to say that everything went as planned and I have heard no complaints.

Weather is the one area which is totally beyond anyone's control. Thank God It Was Great!

The social activities which become a major part of every regatta are often the area which attract many of the entrants who do not feel they have a chance at any of the silverware. Thanks to Bacardi Rum this aspect of the regatta was a roaring success. Their participation was one of the keys to the overall success of the event.

So, now that we have looked at the parts, what about the whole—what is the theme of the stories being told and retold? I have carefully had my ears to the ground (snow) and heard happy rumblings coming from all directions. A very satisfying sound.

1983 Bacardi rum Canadian Championships

POS	SKIPPER	RACE						TOTAL*
		1	2	3	4	5	6	
1	Gunther Buerman	1	6	1	1	1	1	3½
2	Tom Oller	4	1	3	2	3	2	10½
3	Ned Lockwood	5	7	10	3	2	4	21
4	Chris Pilcher	6	5	2	9	7	3	23
5	Kevin Brown	2	4	7	10	6	7	26
6	Josh Kersh	8	10	11	5	4	6	33
7	Don Williams	3	3	15	4	9	18	34
8	Chris Koper	7	9	9	7	8	5	36
9	Kurt Allen	19	8	8	8	5	DNF	48
10	Jeff Long	16	11	5	6	15	20	53
11	Bob Duggan	13	PMS	4	19	14	8	58
12	Dave Connolly	22	2	12	15	12	DNF	63
13	Jim Murray	20	13	17	11	16	12	69
14	Barb Stanforth	14	12	18	29	11	17	72
15	Mike Knowlton	25	14	20	18	10	13	75
16	Ken Richmond	10	17	19	17	13	23	76
17	Katie Nicholl	15	15	14	DNF	20	15	79
18	Chris Van Rossem	17	16	21	16	17	14	80
19	Allan Redfern	9	32	28	14	19	16	86
20	Henry Scheffer	11	24	13	24	18	DNF	90
21	Al Rawson	12	35	24	21	26	11	94
22	Tom Thompson	18	20	24	12	23	DNF	97
23	Ben Sproule	24	21	26	13	21	25	104
24	Ted Gramines	23	18	29	23	25	22	111
25	Ed Gardner	27	26	27	30	24	9	113
26	Tom Hart	29	31	25	20	29	10	113
27	Stuart Farson	DSQ	22	16	22	22	DNS	117
28	Roy Folland	28	27	DSQ	28	28	19	130
29	Dave McAlpine	21	28	34	43	27	27	137
30	Dolin Boag	31	23	23	32	33	28	137
31	Jerry Kuhn	34	30	31	31	30	21	143
32	Ross McTavish	33	33	22	33	32	26	146
33	Evert Vos	26	34	33	DSQ	34	24	151
34	Laurie Arnold	32	29	35	27	31	DNS	154
35	John Prince	30	32	30	34	35	29	155
36	Dave Miller	DNS	DNS	32	26	DNS	DNS	169

*6 race series—one throwout

For those interested, the 1984 Bacardi rum Canadian Championships are scheduled for the Pointe Claire Yacht Club in Montreal the weekend of June 30th-July 2nd. Information and entry forms can be obtained by writing to Tom Thompson, c/o Pointe Claire Yacht Club, P.O. Box 1013, Pointe Claire, Quebec, H9S 4H9—or by phoning (514) 695-2441.

Class Association of Italy

by Gian Putaturo

The J/24 Class Association of Italy is organizing the 1984 European Championship in Naples, June 3 - 9. The regatta will be conducted by the Italian Sailing Federation and Naples Yachting Club, and sponsored by Lancia Cars. The NJCA of Italy is offering:

- Hotel accommodations, 3 - 9 June, for two crews of each European country (4 people per boat).
- Special rates at Yacht Club restaurants to all competitors.
- One boat for each country for charter at no charge, with sails, for a total of 10 boats.
- Invitation to several social events.

The entry fee is 150,000 lire. Address inquiries to Gian Putaturo, 22 Via Vittorio Amedeo II, 10121 Torino, Italy.

Class Association of Mexico

by Luis Morales

We now have near 30 boats in Mexico. This past two years it has been difficult for the J/24 Class to grow, mainly because of import restrictions imposed by the Mexican Authorities. Nevertheless, we have been very active during 1983 and will hopefully grow in 1984.

Our Class is divided in two fleets; one sails in Valle de Bravo every other weekend during the year, and has about 18 boats. The other fleet is smaller and sails in Acapulco. The Mexican National Championship will be held in Valle de Bravo April 28 - May 1, as well as the National Regattas of Valle de Bravo for all classes, and a regatta to commemorate the day of the Marine. Also during the year all minor races are scored to determine the season champion.

Besides these events, in 1981 we started an interchange program between our fleet and a group of J/24 sailors from San Francisco, organized by Don Trask. In 1981 we travelled to San Francisco in October, and the group from San Francisco came to race in Valle de Bravo in late November. Unfortunately in 1982 we were not able to continue the program due to our latest economic situation. But in 1983, the group from San Francisco was able to come, and we celebrated a regatta (results shown below.)

It is very beneficial sailing against visitors from the US since we learned much from them and increased our level of competition. It is also fruitful since we have made a lot of friends from San Francisco. For 1984 we want to extend an invitation to any other fleet that may want to come down to Mexico and sail with our fleet.



Burgees exchanged at Invitational Regatta.

Invitational Regatta

November 25 - 26, 1983

POS	SKIPPER	RACE			
		1	2	3	4
1	Luis Morales	3	2	2	2
2	Jim DeWitt	4	6	3	1
3	Aaron Saenz	2	3	7	4
4	Joaquin Brockman	1	1	10	11
5	Alfredo Moreno	5	8	1	8
6	Javier Prieto	8	5	5	7
7	Luis Barrios	6	7	4	DNS
8	Felipe Yturbe	7	9	11	6
9	David Hulse	9	4	12	13
10	Wayne Rodgers	13	13	6	5
11	Patrick D'Spa	DSQ	10	13	3
12	Nicky Caldwell	10	11	8	9
13	Alfonso Gutierrez	11	12	9	12
14	Bruce Powell	12	DSQ	DNF	10

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April 14-15	District 8 Championship Lake Lanier S.C., Atlanta Newton Howard (404) 492-7721	July 14-15	Pacific Coast Championship Santa Barbara Y.C. John Beckman (213) 248-1015
April 28 - May 6	Japan Championship Hakata Bay, Fukuoka City Hideo Tahara (543) 5523	July 14	Peru National Championship Callao, Lima Alberto D'Angelo Apartado 0102, Miraflores Lima 18, Peru
May 19-20	District 19 Fleet Championship Olympia, WA Jerry Ehrlich 2408 S. Washington Olympia, WA 98501	July 19 - 22	Irish National Championship Cork Arthur O'Leary 7 South Mall Cork, Ireland (353) 21-509500
May 26-27	Raritan Bay J/24 Championship Raritan Yacht Club Eric Leitner (201) 442-4168	July 20 - 22	District 1 Championship Marblehead, MA Jim Hourihan (617) 373-6799
May 26-27	District 11 Championship Percy Priest Lake, Nashville Galen Freeman (615) 791-1780	August 3 - 5	Sheridan Shore Y.C. Race Weekend Wilmette, IL Alex Meleney (312) 491-1807
June 3 - 9	European Championship III Naples, Italy Gian Putaturo C/O J/24 Class Association of Italy 53.98.11	August 4-5	District 18 Championship Dillon Yacht Club Richard Fell (303) 761-6121
June 8 - 11	Swiss Championship Lac des 4 Cantons R. V. Brunnen	August 17 - 19	District 15 Championship Wilmette, IL Scott Stokes (312) 475-3958
June 9-10	Western Regionals Alamitos Bay Y.C., CA John Beckman (213) 248-1015	August 25 - 30	1984 North American Championship Kingston Yacht Club David Connolly (416) 233-0147
June 16 - 23	Kiel Week Kiel, Germany Blankeneser Hauptstrasse 75 D-2000 Hamburg 55, Germany (40) 753 40 51	September 1-2	District 17 Championship Cheney Reservoir — Wichita, KS Bob Dwerlkotte (316) 269-9004
June 18 - 22	Block Island Race Week Block Island, RI Yachting Magazine	September 15-16	District 2 Championship East Greenwich Y.C. Leo Constantino (401) 822-1414
June 29 - July 2	1984 Bacardi Rum Canadian Championship Pointe Claire Y.C., Montreal Tom Thompson (514) 695-2441	September 15-16	Indian Summer Regatta San Diego Y.C. John Beckman (213) 248-1015
July 7-8	Fleet 89 Invitational Gardiners Bay Rip Fisher (212) 744-1769	September 22-23	Vixens Ledge Regatta New London, CT Paul Risseeuw (203) 767-1995
July 7-8	Red Grant Regatta Raritan Yacht Club Eric Leitner (201) 442-4168		

September 28 - October 6 **1984 World Championship VI**
 Poole, England
 Brian Goulder
 59 Queens Rd., Cowes
 Isle of Wight, England
 (0983) 291572

October 13-14 **Indian River Fall Regatta**
 Melbourne, FL
 John Eldredge
 (305) 773-1719

October 20-21 **Newport One Design Regatta**
 Balboa Y.C.
 John Beckman
 (213) 248-1015

October 27 **Peruvian J/24 Open Championship**
 Ancon Bay, Lima
 Alberto D'Angelo
 Apartado 0102, Miraflores
 Lima 18, Peru

November 17-18 **J/24 Circus**
 Canyon Lake
 Lelf Zars
 10803 Gulfdale — Suite 500
 San Antonio, TX
 78216

November 17-18 **Turkey Day Regatta**
 Alamitos Bay Y.C.
 John Beckman
 (213) 248-1015

1984 SOUTHERN NEW ENGLAND CIRCUIT

May 26 - 29 **Fujawi Regatta**
 Hyannis — Nantucket
 Rick Bishop
 (617) 385-3243

July 27 - 29 **Hyannis Regatta**
 Rick Bishop
 (617) 385-3243

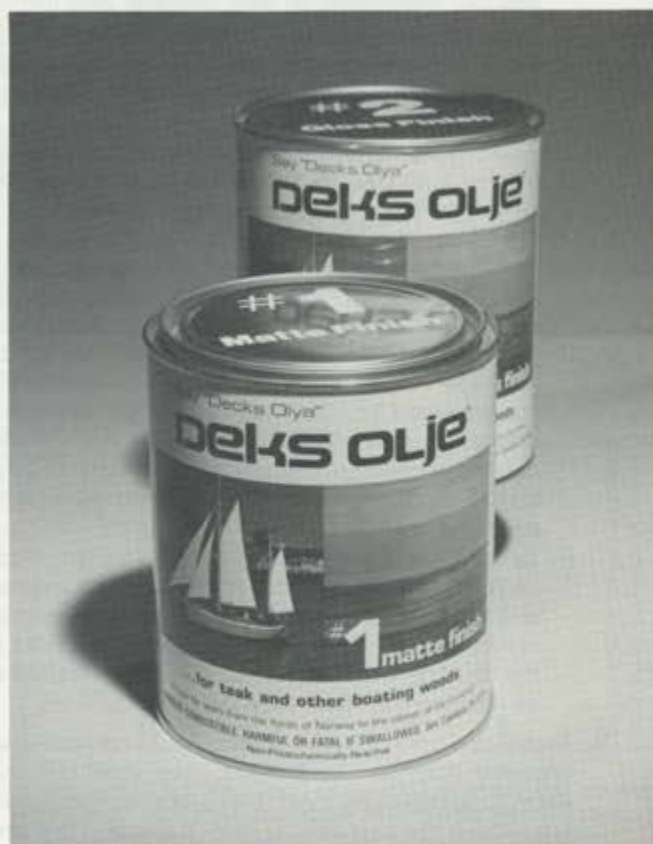
August 3 - 5 **Buzzards Bay Regatta**
 Marion, MA
 Preston Dalglish
 (617) 778-0613

September 1-2 **Labor Day Regatta**
 Newport
 Tom Pederson
 (401) 847-1410

September 8-9 **District 2 Championship**
 East Greenwich, RI
 Leo Constantino
 (401) 828-6130

September 22-23 **District 3 Championship**
 Indian Harbour
 Lee Scrowcroft
 (203) 637-3343

October 6 - 8 **Noroton Fall Regatta**
 Noroton, CT
 Tom Ettinger
 (203) 838-5148



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U.S. J/24 Class Association Annual Meeting St. Francis Yacht Club, San Francisco October 19, 1983

1. The 1983 Annual Meeting of the US J/24 Class Association was called to order by the Vice President, John Gjerde, at 9:40 am, October 19, 1983, at the St. Francis Yacht Club, San Francisco, California. Introductions were made of those present: District Governors Win Fowler, 1; Art Dufresne, *2; Ron Calloway, 6; Hank Killion, 7; Douglas Boyce for Roscoe Griffin, 8; Rick Peper, 10; Pat Crowe, 11; Jim Anderson, 14; Scott Stokes, 15; Chris Towles, 17; Bill Drummond, 20; John Beckman, 21. Also Don Trask, Fleet 17; Rodney Johnstone, designer and chief measurer; Dick Tillman, Executive Director; and Linda Tillman, secretary to the meeting.

*Also representing District 3

2. The Minutes of the 1982 Annual Meeting were accepted as published.
3. Dick Tillman gave the Executive Director's report.
 - a. Financial status — A preliminary financial report was reviewed, showing a FY 1983 surplus of \$51.61. A complete year end financial statement will be distributed to the Board with Minutes of the meeting.
 - b. Membership — He presented the membership figures for 1983 and the distribution by Districts. With 1569 members, the U.S. will have one more vote at the IJCA 1984 Annual Meeting, and one more entry in the 1984 Worlds. A discussion followed on ways to combine smallest districts with larger ones, as the USJCA Constitution states that a district shall be made up of three or more fleets. Gjerde appointed a committee comprised of Pat Crowe as chairman, Art Dufresne, Chris Towles, Jim Anderson and Rick Peper, to contact the fleets affected and recommend action if appropriate. Tillman advised that it is preferable that each Class member pay dues direct to the Class Office rather than through a fleet or district.
 - c. Magazine — The Fall Magazine was distributed and the Governors were thanked for their contributions. The new policy for crew subscriptions was explained. A regatta pre-registration form has been drawn up for possible inclusion in the Magazine, and will be distributed to fleet captains for trial use. The copy deadline for the April issue is February 1.
 - d. Sail Royalty Labels — Sail royalty labels should be on every sail manufactured after November 1, 1981. Enforcement at the local level is necessary. It

was noted that some sailors have transferred labels from sail to sail. Tillman was directed to send a letter to all fleet captains, district governors and sailmakers, advising them of this infraction and urging enforcement of royalty label requirement. Rod Johnstone will tell J-Boats to direct dealers that sails sold with boats must have royalty labels. By Rule 3.6.9, the sailmaker is to sign and date sails. Stokes suggested that each royalty label be signed and dated as well, and that it be self-adhesive to prevent removal. Dufresne moved that the Executive Director draft a proposal to the IJCA that the sail royalty label be redesigned to allow room for the sailmaker's date and signature, and that it be applied in such a way that it cannot be easily removed. Anderson seconded, and the motion passed.

- e. Communications — District Newsletters this year have been excellent. Dufresne pointed out that address label service is available from the Class Office at a minimum charge. Beckman raised the issue of having one magazine per year plus three smaller publications yearly. The consensus was that the present schedule of two magazines with periodic newsletters to fleet captains and district governors is satisfactory. Forms available to assist regatta organizers were explained: guidelines for notice of race, general regatta guidelines, standard sailing instructions.
- f. USISA Grants — The Class has requested and will receive a \$5,000 grant from USISA, which will be divided between the top two Worlds' qualifiers at the 1984 Midwinter Championship.
- g. Sponsor — Bacardi Rum has been an excellent Class sponsor in 1983. Local distributors may be willing to continue. Others who have sponsored events locally include Gordon's Gin, Michelob, Cockspur Rum, and Stroh's. The Class needs a national sponsor for 1984. Dufresne proposed that the Board acquire a consultant to locate a sponsor and coordinate their participation. A committee of John Gjerde, Art Dufresne and Dick Tillman will work to acquire a sponsor.
- h. Sports Festival Participation — The Southern Yacht Club, in conjunction with Baton Rouge has expressed a desire to use J/24's, Stars, and Snipes (as the three most active racing classes in the U.S.) in the yachting event of the USOC Sports Festival to be held there in 1985, 1986, or 1987.
4. Technical Report — Rod Johnstone, chief measurer, reported that the Class Rules have stabilized and seem understood by most, with few questions on interpretation this past year. LORAN is illegal at this time but may be allowed eventually. It is also illegal to cut

away the cockpit support for motor stowage. Three areas of concern include 1) the formation of a technical committee, 2) settlement of the crew weight and number issue, 3) proposed changes to the boat itself for safety and reduction of manufacturing cost (eliminating the sink drain and cockpit lazarettes, for example.)



Governors and officers discuss the issues at Annual Meeting.

5. Worlds Qualification — The qualifying method for the 1984 Worlds is well under way and several qualifiers determined. The method for qualifying for the '85 Worlds was discussed. There is a need to balance the location of a major event against the location of the North Americans each year. The following list of qualifying events for the '84 Worlds and the number each would qualify was proposed in a motion by Dufresne, seconded by Fowler, and passed. These events, held in '84 or very early '85, would give competitors ample planning time for the Worlds in Japan in the Fall of '85.

North American Championship	2	
1985 Midwinter Championship	1	
Major event in West or Southwest	1	(floating)
Northeast	1	
Great Lakes	1	
Southeast	1	
Southwest	1	
West	1	

By a toss of the coin, California will hold the major Southwest event in '84.

6. Fixtures List

a. North Americans

1. 1984 — Kingston Yacht Club, Kingston, Ontario, August 26-31, 1984
2. 1985 — Bids were heard from Buzzards Bay and Marblehead. Anderson moved that Buzzards Bay be the site of the 1985 North American Championship. The motion was seconded and passed. Beverly Yacht Club will host the event, August 6-10, 1985.

3. 1986 — One bid was received from Buffalo Canoe Club. It was felt that the site should be moved further west, following two consecutive events in the northeast. All agreed to wait for formal proposals forthcoming from Chicago and San Francisco.

b. World Championship

1. 1984 — Poole, England, September 29 - October 6, 1984
2. 1985 — Marina Tokai, Japan, November 1985
3. 1986 — U.S.

Following discussion of possible sites of Newport, Miami, Corpus Christi and Annapolis, Fowler moved that the decision be tabled until formal proposals are received. Tillman will write to all district governors requesting proposals be submitted no later than June 1, 1984 and include criteria for hosting the world event. (Note: Ida Lewis Yacht Club, Newport, RI, submitted a formal bid at the IJCA Meeting in London in November, to host the 1986 Worlds. It was accepted.)

7. Rules

- a. Measurement — The discussion brought out that all Class events must be run according to the Class rules. It is the host club's responsibility to run Class legal events and they should be willing to help with measuring. Rod Johnstone emphasized that everything in Part D should be measured. Adherence to the rules begins at the local level. Dufresne pointed out that governors should ensure that events are held according to rules. Beckman suggested that measurement equipment be made available to major regatta organizers by a measurement committee, and urged that at the North Americans, the maximum chord width of the keel be measured. Peper moved that the new measurement committee provide measurement instruments and produce a video on how to measure and tune a J/24. It was seconded and passed.
- b. Alternative Penalties — Strokes explained the use of I flags to acknowledge fault in a race and the percentage penalties used at the recent District 15 Championship. It was concluded that the 720 penalty resulted in too many collisions and is not severe enough in a large fleet. Anderson moved that the J/24 Class encourage use of percentage penalties, as prescribed by USYRU, at major regattas. The motion was seconded and passed.
- c. Outboard Motor — The motor cannot be carried over the keel on the cabin sole, for safety reasons and because it would be a weight advantage. Johnstone emphasized that it is implicit in the Rules that the motor must be operable. Any required equipment must work. The motor may be stowed in a cockpit locker or beneath a cabin bunk.
- d. Topping Lift — Many find the boom topping lift to be useful. It may be fastened to the pushpit with shock cord while under sail, to prevent chafing of the mainsail.
- e. Sail Limitations — Killion pointed out the extreme number of sails used by some, which is an option

not available to everyone. Beckman explained District 21's sail control program. Following discussion it was generally agreed to limit the number of sails purchased only if desired on the fleet or district level.

8. Crew Weight — In 1982 the U.S. Board of Governors voted to sail with a minimum of three crew and no maximum number, and no weight limit, on a trial basis in '83. In District 21 most sailed with five man crews, and occasionally six to seven small children were involved, with no significant effect on performance. A survey was taken of each Governor's position on the crew number and weight limit issue, according to the sailors in his district. It was a decisive straw vote that there be no weight limit. All favored a minimum of three and at least five maximum, and several indicated an upper limit of 6 crew. After discussion, Fowler moved that the USJCA propose to the IJCA that no weight limit be imposed. Beckman seconded and the motion passed. Discussion continued on the inequality of average weight of international competitors (i.e., Japan vs U.S.). In an attempt to deal with this problem Killion moved that the USJCA propose to the IJCA that the rule be changed to read "Minimum of three crew, no maximum crew, no weight limit", and that the USJCA use this, on a trial basis for 1984, at events other than World qualifying events (i.e. District Championships, fleet races, etc). The motion was seconded and passed.
9. Extension of USYRU Benefits — It was judged that any J/24 Class race is covered by USYRU insurance, as applied for by the USJCA. The sponsoring yacht club should also be covered by its own insurance through USYRU.
10. J/24 Non-profit Status — Each fleet and district desiring non-profit status, if qualified, may file for it with IRS.
11. Local Level Racing Instruction — Scott Stokes and a committee will coordinate contacting sailmakers, J-World, etc. to put together instructional tapes for fleet distribution. The Class Office will inform fleets when they are available.

12. Election of Officers — Art Dufresne was elected President, and John Gjerde was re-elected Vice President.
13. Formation of Technical Committee — Having agreed that the measurement and technical Committee would be best combined, the Technical Committee was formed, consisting of Pat Crowe as chairman, and Rod Johnstone, Hank Killion and Rick Peper as members.
14. USYRU Committee Meetings — Those present indicated the USYRU meetings they would attend representing the Class. The Board agreed to meet again on Thursday evening, October 20.
15. Adjournment — The meeting adjourned at 6:00 pm.

Second Session, Annual Meeting October 20, 1983

1. A second session of the Annual Meeting of the J/24 Class Association was called to order at 6:30 pm on Thursday, October 20, 1983 at the St. Francis Yacht Club. Governors present were Anderson, Beckman, Boyce, Calloway, Drummond, Dufresne, Fowler, Killion, Stokes, Crowe, and Towles; and Rod Johnstone, Dick Tillman, John Gjerde and Linda Tillman.
2. Discussion
 - a. Throwout races — After discussion on how best to reduce the number of collisions, it was moved and seconded that at all J/24 Class events there be no throwout races and that low point scoring be used. The motion passed.
 - b. PHRF rating — Those present voted to submit a written petition to the Chairman of the USYRU PHRF Committee, requesting a PHRF rating for the J/24 as a one design class, to be presented at the PHRF Committee Meeting the following morning.
 - c. Commendations — Rod Johnstone commended all the Governors for their attendance and participation in the Annual Meeting, calling it one of the best organized and most productive in the history of the Class.
3. Adjournment — The meeting adjourned at 8 pm.

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International J/24 Class Association Annual Meeting Royal Thames Yacht Club November 11, 1983

1. Present were John Adams, Councillor of Honour; Paolo Boido, Executive Committee; Lorne Chapman, Canada; Art Dufresne, USA and representing Argentina, Peru and Australia by proxy; Michel Glaus, Switzerland; Moto Hayashi, Japan; Colin Hall, UK and Executive Committee; Robert Johnstone, IJCA Chairman and copyright holder; Bengt Julin, Sweden, IJCA Vice Chairman and representing Germany; Gian Putaro, Italy; Archie O'Leary, Ireland; Heine Rusterholz; Dick Tillman, IJCA Executive Director; Linda Tillman, IJCA Assistant; Mrs. Vivien Rud-dock, secretary to the meeting.
- 1.1 The Chairman called the meeting to order, expressing a hope that these annual meetings would evolve in such a way that discussion was not centered on rules, but on stimulation and growth of the Class.
- 1.2 Roll call was taken to establish proxy voting. It was clarified that Mr. Archie O'Leary was representing the whole of Ireland and Mr. Hall represented England, Scotland and Wales, so should not be defined as representing England only. It was established that Italy could not use the proxy given by Greece as Greece had neither applied to be a NJCA nor paid any subscription. Mr. Adams agreed to ask Mr. Andriades to explain the procedure to Greek owners. The U.S.A. had three votes as a result of the number of national members. The representatives present held a total of 16 votes with no country having more than the maximum of five.
- 1.3 The Chairman asked the Executive Director to itemize arrears in accounts to ensure that all NJCA's represented were in good standing.
2. Approval of 1982 Annual Meeting Minutes
- 2.1 Mr. Hall said that at the 1982 meeting it had been agreed that the USNJCA and the IJCA accounts should be kept separately and budgeted separately. Mr. Tillman said that because the IJCA office was in the U.S.A., it had to deal with U.S.A. laws regarding corporations. A non-profit tax exempt status was granted the corporation after three years' negotiations. This was a primary factor for consideration in the accounting system and would create problems were there two separate accounts, particularly for the overseas income. It was agreed that it was not impossible for the accounts to be presented to the IJCA in such a way as to make clear the International and USNJCA income and expense analysis. The Executive Director was asked to break out the budget presented which projected a surplus of \$2,600, into USJA and IJCA accounts, and present it later in the meeting.
- 2.2 Weight Limits: — There was a question as to why a weight limit had been implemented at the 1983 Worlds. Mr. Johnstone said that in 1982 the specifying of weight limits had been left open and each NJCA was asked to experiment. Subsequent to the annual meeting, discussion had taken place with Mr. Boido and Mr. Julin concerning the possibility of using the World Championship as a test. Mr. Johnstone felt it was the consensus of the Executive Committee to try it at the World Championship. Mr. Hall claimed he had not been consulted. Mr. Johnstone thought he had been, and apologised for the oversight. Mr. Adams thought such problems would continue to arise until such time as there was agreement on a set of championship rules. Mr. Johnstone thought the Class rules should be used universally and had found it necessary to consult the IYRU at the World Championship to establish the Class position in the event of protests over items specified in the World Championship rules

that differed from the Class rules. Other changes made by the host NJCA at the Worlds which differed from what had been approved at the International meeting were the 720 penalties, a rabbit start option and a throwout race. It was agreed that International Sailing Instructions for World Championships and Continental events should be more firmly established. It was felt that there should be one set of Class rules for all levels of racing and that any changes required for local racing should be made by that fleet for their particular needs. Mr. Chapman said that Canadian owners were concerned that rule changes have been made in the past with little consultation with NJCA's. There should be a clearly laid down mechanism for recommending changes, circulating recommendations to all NJCA's for comment and analysis for presentation to the IJCA annual meeting, where decisions could be made regarding submissions to the IYRU. It was moved that the 1982 meeting minutes be approved subject to the comments set out above. The motion passed.

3. New Business
- 3.1 IJCA Submissions to the IYRU Keel Boat Technical Committee: Mr. Johnstone said these were not substantive rule changes but clarification in the light of experience. He agreed that any change should be approved by the Executive Committee, advised to the Class and then, all being well, submitted to the IYRU for approval and final ratification. The submissions were discussed and approved.
At this point Mr. Tony Watts, IYRU Chief Measurer, and Mr. George Andriades, Chairman of the IYRU Keel Boat Technical Committee arrived and were welcomed by Mr. Johnstone. The Class, he said, was most appreciative of the willingness of the Keel Boat Technical Committee to consider input from this meeting.
4. Possible additional submissions to the IYRU Keel Boat Technical Committee: Mr. Johnstone asked that one or two additional items be considered.
- 4.1 Spinnaker Pole — At present this has to be supplied by a licensed builder (rule 3.5.1). As the nearest licensed builder for some fleets is over 3,000 miles away, Mr. Johnstone felt that local chandlers should be permitted to supply replacement spinnaker poles. Mr. Hall said there was concern as to whether the spinnaker poles currently supplied by Proctor were the same as those originally supplied in terms of weight. The original spars were tapered; the current ones were straight but the end fittings were the same as for the tapered ones. An advantage could be gained by having a lighter pole and thus reducing forward weight. This was felt to be self-limiting, as too light a pole would lead to increased breakages and spinnaker pole breakages were practically unknown in Europe. Mr. Watts was not unduly concerned about the possible problem. Mr. Andriades said weight and not diameter was the controlling factor. This should include the entire assembly as well as the bridle. It was agreed to submit this change to the IYRU.
- 4.2 Royalty Patch Security: — Mr. Johnstone reported he had been advised by a sailmaker that a customer had asked that a sail royalty patch be transferred from an old sail to a new one. This was fraudulent behavior and it should be made clear that such practice was grounds for expulsion from the Class. Mr. Dufresne said there had been comment at the USNJCA annual meeting that some sailmakers were supplying new sails without patches. Mr. Chapman suggested each NJCA be asked to write to all J24 sailmakers in their country and point out that sail labels were essential for compliance with the Class rules. This was agreed. Mr. Dufresne asked if the Executive Director could have the labels re-designed to make them self destruct should an effort be made to transfer them. The Executive Director said this would be technically difficult and probably too expensive. Mr.

Boido suggested that measurers be instructed to stamp and sign the labels in the manner of a postage stamp frank — partly on the label and partly on the sail, making it more difficult to forge or reposition. He also thought it not necessary to register sails on the measurement certificate. Many owners had several suits of sails and it became difficult to match sails to certificates. For an important event the selected suit of sails just needed checking by the event measurer and stamping with the new special event stamp. No further control was necessary. It was established that new owners of secondhand boats did not need to have their boat re-measured provided they could supply the previous owner's certificate for endorsement. It was agreed that rule 2.5.4 required clarification.

- 4.3 Mr. Johnstone reported that the U.S.A. had asked sailmakers to stamp cloth weight on all sails at the head. This had been totally unenforceable and the weights could not be checked. Mr. Johnstone wondered if the IOR type system where the sail is stamped and the measurements recorded on the sail and in the measurer's records would be suitable. Mr. Watts confirmed that the idea was to be studied by the IYRU during the coming week. Mr. Johnstone asked if the Class could help the IYRU by trying out such a system. Mr. Adams said the UK never used the sail measurement forms anyway. Mr. Dufresne asked if the system would apply to new sails or all existing sails. The Executive Director asked how the issue of sail stamps could be controlled, as there were 60 J/24 sailmakers in the U.S. and "lost" stamps could defeat the purpose. Mr. Adams pointed out that most countries, unlike the U.S., do not permit sailmakers to measure sails and official measurers were less likely to part with official stamps.

Mr. Andriades had to leave the meeting at this point. He said the members of the Keel Boat Technical Committee feel it is very important to listen in on Class Association meetings to get a feel for the wishes of the Class, and it was very good to have the annual meeting at the same time as the IYRU meeting.

- 4.4 Stowage of outboard engine (rule 3.8.8): — Mr. Johnstone reported that at the Pan American Games several contestants had been found stowing the outboard suspended over the cabin sole as far forward as they could get it, on top of the berths. The jury had found it followed the letter of the rule as it was over and not on the cabin sole. He thought rule 3.8.8 should specify that stowage of the outboard should be under one of the main berths or aft of the sill of the companionway. This would include stowage in the aft laserette cockpit lockers or on the transom. Mr. Julin commented that Swedish law required outboard engines

be stowed outside the cabin, so they had a local rule requiring engines to be stowed in the cockpit locker. It was agreed that rule 3.8.8 should be re-drafted.

- 4.5 Electronic Safety aides: — A J/24 owner had questioned the wisdom of the Class safety rules and was of the opinion that equipment such as Loran should be specifically permitted. It was pointed out that Loran was only of use in the U.S.A. The matter was discussed and it was felt that rules 4.2 and 6.1.13 made adequate provision for extra safety equipment to be carried should the owner establish real need and that there was no necessity for further rules affecting a very small minority of J/24 racers.
- 4.6 Topping Lift and Storm Jib: — Mr. Adams and Mr. Hall raised two items which would affect the sailing instructions for the 1984 World Championship. The UKNJCA wished to make the topping lift optional, particularly as no Westerly-built J/24 had ever been fitted with one. Mr. Johnstone said that no NJCA could indicate the rules for the World Championship. International rules had to be followed. He reiterated his position: in light airs a topping lift is of tactical advantage; in heavy weather when reefing or dropping the sail it is a safety device. He was concerned with possible liability in the event of accident. Mr. Hall thought that a boom flogging at head height whilst reefing or dropping the sail was far more dangerous on the J/24 than a boom quickly lowered to the deck. A vote was taken and all present, with the exception of the designer and copyright holder, were in favour of deleting rule 3.5.4(n) and drafting a new rule 6.1.19. Mr. Adams hoped the matter could go through the IYRU Keel Boat Technical Committee that week.
- 4.7 Storm Jib: — The UKNJCA was anxious to have the area of the storm jib increased from 3.2 sq. m. to 8.9 sq. m. so that heavy weather jibs required by the ORC Category 4, under which most UK yachts raced, would be eligible. Mr. Adams maintained that the figure of 3.2 sq. m. had been set arbitrarily and that even a sail of 8.9 sq. m. was no good for racing and could not be regarded as a method of increasing the allowable number of sails. This raised the whole matter of countries' differing safety regulations. It was suggested that if a country required extra safety equipment then that country would have to fund the provision of that equipment for competitors. This was totally out of the question, Mr. Hall said, and financially impossible. Mr. Johnstone thought the question of storm jib area should not be pushed through but should be submitted in the proper fashion. It was agreed that either the UKNJCA come to some agreement with the host club over safety regulations, provide the neces-



From left: Colin Hall, Moto Hayashi, Art Dufresne, Bengt Julin, Lorne Chapman, Paolo Boido, Michel Glaus, Gian Puturo, Heine Rusterholz.

sary storm sails for all competitors, or drop the long distance race from the World Championship.

5. Procedure

Mr. Chapman thought that NJCA's should have the opportunity to discuss submissions before they go to the IYRU. Mr. Johnstone re-iterated that all submissions to the IYRU must be channelled through the IJCA and not put in by individual NJCA's to the IYRU. Mr. Adams said that the UK had discussed its submissions to the IJCA with the IYRU before making them, in order to clarify items such as wording. There was no intention, however, to short-circuit the system. Mr. Chapman suggested that deadline dates for rule proposals be documented so that all NJCA's understand the procedure. It was agreed that in the future all NJCA submissions be circulated to every NJCA for comment to be taken into account at the IJCA meeting in deciding which items should go forward to the IYRU. It was fully recognized by the meeting that if rules needed tightening to stop breaches of intention or misinterpretation, then the necessary proposals should be made to the IYRU as soon as possible; hence the Union's willingness to accept late submissions arising out of the IJCA annual meeting. There would be no attempt, however, to push in major rule changes in this fashion.

6. Crew Weight

Mr. Johnstone was of the opinion that there was little chance of coming to an agreement on crew weight limits. Therefore he asked the meeting to determine whether it thought there was any possibility of improving the current weight rule to make the class more popular and increase participation by all sizes of people.

Australia submitted that the rule be left as it is. Ireland thought likewise but would be amenable to the Peruvian addendum "that the same crew should be carried throughout the same event." Italy wished an amendment to be made to the effect that when five crew were racing the combined weight should be no more than 325 kg. The U.S.A. proposed no change, but if a change were found necessary, then it should eliminate the maximum crew number and include no weight limit. It was thought necessary to balance the original design intention of the boat to have four crew with the fact that there was considerable disadvantage for lighter or weaker crews if limited to four people. Families were discouraged by this. A two-tier system was proposed a) for top competition and b) for local racing. This was not approved.

Mr. Dufresne had circulated a questionnaire to be circulated to U.S. fleets and the response was heavily against any kind of weight limit. Mr. Chapman thought this type of restriction may well legislate against existing owners and crews and therefore could not be justified. It was vital to keep the boat generally popular. One fleet had tried sailing the entire season with a minimum crew of three rule, and no upper limit. It reported increased numbers of women and children racing.

The motion was put "that this meeting wished to change the crew rule."

Votes for:

Argentina, Italy, Japan, Sweden, Germany, Switzerland, Designer 7

Votes against:

Australia, Peru, Canada, Ireland, (3) U.S.A. 7

Votes abstained:

Copyright holder, UK 2

The motion was defeated.

Mr. Boido thought that if the designer designed the boat for four people and now wished to change the rule to an unlimited capacity, then he should have considered designing a bus. (general laughter) Mr. Hall proposed that the solution would be found if there was a vote taken on the UKNJCA proposal with no further discussion as, if the UKNJCA proposal were defeated, then the UK would accept no other amendment and would be able to vote against any change in the crew limit rules. Mr. Boido thought that any weight limit should not penalize a crew of five by making it possible to have a crew of four which weighed more than the weight limit to be imposed for a crew of five. This was possible if the weight limit was only imposed when five or more were carried.

The motion was put "that the crew shall consist of three or four persons. Exceptionally five persons may be carried but in this case the total crew weight shall not exceed 340 kg." (UKNJCA submission to the IJCA)

Votes for:

Australia, U.K., Japan 3

Votes against:

(3) U.S.A., Argentina, Peru, Italy, Canada, Ireland, Sweden, Germany 10

Votes abstained:

Copyright holder, Designer 2

The motion was defeated.

After further discussion the original motion was proposed again.

Votes for:

Argentina, Italy, Japan, Sweden, Germany, Switzerland, Designer 7

Votes against:

Australia, Canada, UK, Ireland, (3) U.S.A., Peru 8

Votes abstained:

Copyright holder 1

The motion was defeated.

7. Italy raised the question of mast specifications. Problems had been found. The matter was referred to the Technical Committee and Mr. Boido was asked to provide mast cross sections and a description of the taper of the Italian masts, together with a cross section of a British mast.

8. Builder Proposals to reduce costs:

Mr. Johnstone was concerned about keeping the price of J/24's accessible and recommended review of specifications and production techniques to see if there was any scope for cost reduction.

8.1 Colour choice: — One area of immediate saving in terms of labour and material costs was to eliminate from the standard U.S. Specification a choice of colours for no extra cost. Coloured gel coat costs more than white and mould cleaning between colours is very time-consuming. This was approved.

8.2 Cockpit lockers: — Mr. Johnstone said that no other J (except the J/30, which was more cruise oriented) had cockpit lazarette lockers and the deletion of these would improve safety and cut some cost. The weight difference would be negligible — a matter of 4 or 5 lbs and certainly less than 10 lbs. It was agreed that this was not desirable, as access to storage space would become difficult, the saving in costs was very small, the Swedish are not legally able to stow the outboard inside the cabin, it was bad from the selling point of view and would make cruising very unattractive. It was agreed that the solution to the safety aspect would be to adopt the UK prescription that "Cockpit lockers shall be securely and positively fastened shut while racing." This had been in use for some time in the UK and found very satisfactory. It was further agreed that this be added to the IYRU submission.

8.3 Interior design: — Mr. Johnstone said there were a number of builder variations in existence in interior finish and fittings in terms of storage area. Some builders fit pigeon holes, the U.S. have cupboards with sliding doors. He suggested that fitting time would be considerably reduced by having deep shelves instead of pigeon holes or cupboards, as the headliner and cabin liner would not then have to be fitted around them and a simple trim piece could be fitted to mask the hull to deck joint and bolts.

The UK said they were happy to approve such amendments providing it could be clearly stated that there was no difference in weight or moments of inertia as a result. The Swiss thought it would increase the apparent space inside and was therefore good. The proposal was approved. Mr. Johnstone also proposed providing a more attractive oval opening in the bulkhead and no objections were raised.

8.4 Cabin Sole: — As a result of repair difficulties and insurance problems, Mr. Johnstone proposed that a piece of teak and holly ply flooring be used instead of fiberglass as the present floor did not allow access to the hull over the keel for damage repairs without having to cut out the floor and patch it, all of which was costly. The wood section and fitting was more expensive but the appearance was good and it was much

cheaper from the insurance point of view. In answer to a question, Mr. Johnstone said it would not decrease stiffness as the liner floor was not structural.

- 8.5 Pipe cots: — Mr. Hall said that some Westerly built boats had pipe cots instead of fixed berth tops. The dip in the canvas increased sitting headroom by four inches which permitted sitting upright. Mr. Johnstone indicated that most owners preferred a firm base with foam cushions.
- 8.6 Cushions: — Mr. Johnstone suggested that cushions, or at least the V-berth cushions, be made optional whilst racing. This would make them an optional cost item. Mr. Adams said some boats had enough problems coming up to the weight required to submerge the flotation marks without reducing it by removing cushions (20 lbs.). In addition this was a bad sales move and would make the boat very unattractive. The proposal was not agreed.
- 8.7 Steaming light: — Mr. Johnstone suggested making the steaming light on the mast optional, as less than five percent of J/24's ever used it. This was agreed.
- 8.8 Headfoil: Mr. Johnstone reported that the headfoil would become optional in the U.S.A., as many crews already did not use it and it would reduce costs.
- 8.9 The 1984 rule change submissions follow:

International J/24 Class Association submission dated September 20, 1983, with additions dated November 11, 1983 (marked with *).

Rule 3.2.7(c)

Present Rule:

Prohibitions — "Filling in or closing the sink drain skin fitting. This restriction shall not apply to J/24's sailed in European Waters. Where local laws require closure of the skin fitting it shall be plugged from the inside and not filled and faired to the outer hull skin."

Amendment:

Delete

Reason:

Conflicts with Rule 3.2.4 added in 1982 and was not dropped due to oversight.

Rule 3.3.2

Present Rule:

"The external dimensions and configuration of the keel shall comply with the table of offsets contained in official Plan C. The keel may be overcoated in any base liquid or paste protective material."

Amendment:

Delete second sentence and insert "The keel may be overcoated in any base liquid or paste protective material, and faired provided it complies with minimum dimensions in official Plan C."

Reason:

The current rule can be interpreted strictly to mean that the keel must precisely meet the offset dimension, which is not the intention.

***Rule 3.5.1**

Present Rule:

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

Amendment:

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

Reason:

To remove inclusion of spinnaker boom with spars and treat spinnaker boom separately in modification of Rule 3.5.6.

***Rule 3.5.4(n)**

Present Rule:

"One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane."

Amendment:

Delete

Reason:

Relocate to Rule 6, Optional Equipment, as Rule 6.1.19, as many owners do not want or use the topping lift, and the UK manufacturers never supplied one as standard.

***Rule 3.5.6**

Present Rule:

Spinnaker Boom. The overall length of the spinnaker boom, including fittings, shall be not more than 2859mm.

Amendment:

Add: The spinnaker boom shall include (a) two full length wire bridles for attachment of the pole lift and foreguy (b) two piston type end fittings, and (c) one full length trip wire or rope. The weight of the pole and fittings shall be not less than 2.7 kgs.

Reason:

The spinnaker boom requires more frequent replacement due to damage or loss than do the mast and main boom. For convenience of competitors, such replacement from local chandlerys should be permitted.

Rule 3.6.11(i) and Rule 3.6.12(i)

Present Rules:

"Cloth sail hanks, if fitted, shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank."

Amendment:

Add "Non adjustable metal or plastic snaphooks may be substituted for cloth sail hanks."

Reason:

Owners may prefer such fastenings and they offer no inherent advantage.

Rule 3.6.12(j)

Present Rule:

None

Amendment:

Add new rule: "Spreader and stanchion abrasion patches may be added and shall be not more than 600mm long nor more than 200mm wide. Comprised of not more than two additional layers of cloth having a weight not greater than the body of the sail."

Reason:

It has been standard practice to install such patches to prolong the life of the genoa. But the rules do not specifically permit them and measurers are requiring competitors to rip them off.

***Rule 3.6.14**

Present Rule:

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

Amendment:

Add: "Royalty labels shall be securely affixed and shall not be transferred from one sail to another."

Reason:

To clearly establish that such action is a rule infringement.

***Rule 3.8.8**

Present Rule:

"An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be stored aft of main bulkhead."

Amendment:

Delete "aft of main bulkhead" and substitute "under one of the main berths or aft of the sill of the companionway."

Reason:

For lack of precise storage requirements, the Jury at the Pan Am Games ruled that outboards could be stored on top of the main berths and suspended over the cabin sole.

***Rule 6.1.19**

Present Rule:

None

Amendment:

Add new rule: "One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane."

Reason:

To include boom topping lift in optional equipment (reference 3.5.4(n)).

***Rule 6.1.20**

Present Rule:

None

Amendment:

Add new rule: "Anchor, navigation (steaming) light, or deck lights installed on the mast."

Reason:

In the interests of reducing cost, the Class voted to make the navigation (steaming) light (only required for motor operations at night) optional. For additional clarification, anchor and deck lights are included as optional as well.

***Rule 8.1.2**

Present Rule:

"Restrictions When Racing. The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel."

Amendment:

Delete "an outboard motor."

Reason:

Covered by amendment to Rule 3.8.8.

***Rule 2.5.4**

Present Rule:

"Change of ownership shall invalidate the Registration Certificate."

Amendment:

"Change of ownership shall invalidate the Registration Certificate and shall require re-registration."

Reason:

The Class has replaced the Registration Certificate with a Measurement Form upon which the new owner is instructed to re-register by submitting a new form.

Measurement Form:

Part D Yacht Measurements

Present item 4:

"If sink installed, is sink drain hull opening faired to lines of hull?"

Amendment:

Delete

Reason:

A sink drain hull opening is no longer required.

9. International Fixtures

Mr. Tillman said a maximum of three fixtures per country were permitted in the IYRU International Fixtures List.

9.1 The 1985 European Championship will take place in Ireland, at Cork.

9.2 Kiel Week: Mr. Julin said there was a chance for J/24's to participate in Kiel Week in 1984 and this should not be missed. The dates were 16-24th June and a minimum of ten boats would be required to form a Class. The Executive Director, Mr. Tillman, should contact Herr Otto Schlenska and Mr. Julin agreed to make the introduction during the coming conference week. The organization was already there. Mr. Julin suggested that approaches should be made to make Kiel Week the J/24 European Championship, but this was not felt to be suitable.

Mr. Glaus thought this a good thing but commented that the 1983 European and World Championships had been far too close together. In 1984, June and September were about as far apart as practical. He thought the winner of the European Championship should qualify automatically for the World Championship. This was agreed.

9.3 European Championship in Italy: Mr. Boido said that he had two possible venues: one was Capri and one Porto Cervo (the Porto

Rotondo area). He had arranged discount on the Genoa/Sardinia ferry route and free owner hospitality. Interest was shown in Porto Rotondo (cheaper than Porto Cervo). The Italian National Championship would be a week earlier so that there would be yachts available for charter. This would alleviate some of the towing and ferry problems. Mr. Adams said that few UK boats would be interested in travelling in 1984, if any, with the Nationals and Worlds in England. The Swiss would be making their Worlds' selections at events other than the Europeans. Mr. Johnstone said that this meeting was not the ideal place for discussion as to which country would hold the European Championship, or even whether there would be a European event in 1984. This should take place separately between the European countries involved and the decision reported at the annual meeting.



Michel Glaus and Heine Rusterholz ask Lorne Chapman's opinion.

9.4 World Championship, Japan 1985: The timing was discussed and it was agreed that the best time would be the end of September or early October. If this were not possible then it would have to be after 15th November so it would not clash with the IYRU or USYRU meetings. It would, however, be rather colder at that time.

9.5 1986 World Championship: The proposal for the 12 - 19th September, 1986 from the Ida Lewis Yacht Club, Newport was accepted.

9.6 1987 World Championship: Mr. Johnstone asked if there were any proposals. Mr. Julin said that as the Worlds were in Japan in 1985 and the USA in 1986, they should be in Europe in 1987 or the Class would be weakened. Interest was always lowered when championships were continually outside Europe. Mr. Johnstone asked European NJCA's to consider the matter and present proposals at the next annual meeting.

10. Class Promotion

Mr. Johnstone explained an idea from Mr. Jack Couch, ex vice president of the USNJCA and USYRU, whereby a "golf type" handicap is developed in order to maintain the interest of less skilled yachtsmen in the Class. The problem for J/24's in the USA, and probably elsewhere, is that the Class has been established for six years. Many bought boats hoping that in time they would become more competitive. If they did not have the skill to succeed as they had hoped, many started to drift away to other classes (to start the process again).

The "golf type" handicap team would be developed as an alternative and parallel system to elapsed time. A handicap would be established using the results of a number of races. If fewer people left the Class, there would be fewer yachts on the secondhand market, creating more demand and therefore a better price. There could also be a resulting increase in demand for new J/24's. In the USA, of the 20 percent growth, most are buying secondhand boats and therefore the substantial growth in the Class Association is not reflected in new boat sales. A disenchanted owner will probably have allowed his Class membership to lapse, sells his boat and the keen new owner joins up again.

Mr. Johnstone had asked Mr. Dufresne, Mr. Tillman and Mr. Couch to devise a one-page handicap system to send out to all districts for comment within the next month to six weeks. This would allow the manufacturers to implement advertising J/24 as the Class where everyone has a chance of winning. Mr. Hall thought this a splendid idea. The UKNJCA AGM was 11th January and he would be pleased to field the idea and see what the response showed. There were a number of top competitors in the Class in the UK who put the ordinarily good sailors out of the running and the middle of the fleet had no chance at all. This put people off. The only problem would be that there was an element of administration involved. Mr. Adams said the West Solent Handicap system which had run for a number of years, worked roughly on this principle. He stressed that the average must be worked on the middle of the fleet and not rounded up to the top or down to the bottom, as this caused ridiculous rises and falls in handicaps from past experience.

Mr. Dufresne said he had made a number of calls to owners, both at the top and bottom of the Class, and the response had been enthusiastic, provided the top finishers still received due recognition. The idea was to create a personal performance score and to get away from the "handicap" stigma. Handicaps would be worked on position and not on time. The winner would be the one with the least net point score.

11. Budget

11.1 The Executive Director reported that membership had increased dramatically in the International Class. In 1982 there were 10 NJCA's with a total of 1,641 members. As of 30th September, 1983 there are 19 NJCA's with a total of 2,317 members. He brought various points to the particular notice of the meeting. He said there was no charge for interest on outstanding accounts to NJCA's as there was to magazine advertisers. Mr. Hall said this was right and proper, as the arrangement with the NJCA's was that sail labels would be paid for when the NJCA itself had received sufficient monies from sales to make it worth sending money to the IJCA. Otherwise money transfer charges would rise out of all proportion. The item "promotion" under expenses in the profit and loss account was a documentary film of the 1982 World Championship in San Francisco, which was available to all NJCA's for showing.

11.2 Mr. Tillman presented the annual budget for the coming year to 30th September 1984. This was broken into NJCA and IJCA sections and showed a projected deficit for the IJCA of \$8,850. However the meeting was not happy with the allocation of expenses/income which had produced this figure, particularly with reference to the magazine expenses/income.

11.3 Magazine: Mr. Tillman said everyone was concerned with communications. Mr. Adams had asked for a quarterly news

sheet for NJCA's and this had been achieved during 1983. In the current magazine there were 16 pages of International news which was more than the amount of U.S. National news. The magazine was published twice a year — 4,500 copies per issue. The projected magazine sales showed there would be 2,000 unsold copies per issue and Mr. Rusterholz asked what happened to these and why production exceeded sales to such a large degree. Mr. Tillman said many back copies were sold at a later date. Mr. Rusterholz said it was a valuable asset that was not being fully utilized, although he fully appreciated that a lower print run did not reduce cost in ratio. He wondered if the price was right, particularly in respect to international sales. Mr. Hall said the magazine was a high-cost, well-produced publicity. The Class organization was also high-cost. He asked whether the meeting, being the World Council, should examine whether or not this kind of organization and production was appropriate to the Class. Would more communication in a less glossy form be more productive? Was the cost of the IJCA high because of the production of the magazine? Mr. Johnstone pointed out that if the magazine were eliminated there would be an extra \$21,000 expenses that were borne by the magazine and paid for through advertising revenue that would have to be covered by the Class. The only other sources of revenue were the royalty tags and NJCA subscriptions.

Mr. Dufresne thought the magazine was not used enough for promotional purposes. Mr. Adams said the UKNJCA members would not pay for it. They already paid their IJCA subscriptions and their NJCA subscriptions and received their own UK newsletter and in some cases a local news-sheet as well. These gave all the local information required and they were not prepared to pay more for a glossy magazine. Mr. Johnstone said there are two communication requirements — one is general Class information and the other is to provide immediate information on race/social activities. He had concluded after investigation that the International organization could not possibly satisfy local needs, nor could local newsletters give the International Class identity. There was no substitute for the magazine in some US areas, as there was in the UK for example with its own J/24 News. Local newsletters did not carry articles of general interest, such as tuning articles, etc., and the majority of space was devoted to results and fixtures. Many other classes publish an annual yearbook, perhaps twice the size of the J/24 News. By the time it is published most of the news is months old. By publishing twice, the J/24 owners can be more up to date and have a greater sense of Class involvement.

Mr. Dufresne pointed out the this type of publication attracted good advertising revenue which a smaller, simpler newsletter would not do. It should be used for promotional purposes to attract more members as well. Mr. Johnstone said advertising revenue was increasing each year and when it covered production costs then free copies could be distributed to the NJCA's. Mr. Dufresne suggested that sales may be encouraged by having a sliding scale of prices for bulk orders. This could encourage dealers and NJCA's to order more copies.

The minutes secretary left the meeting at this point (1800 hours).

11.4 The 1984 budget was approved subject to restructuring to show equitable separation of IJCA AND USJCA income and expenditures.

12. Election of officers:

12.1 The chairman proposed that Bengt Julin be made a Councilor of Honor, joining Mr. John Adams in that capacity. Both have made a vital contribution to the Class, especially its growth in Europe. All agreed.

12.2 An election was held and the following were elected:

Chairman — Lorne Chapman of Canada
Vice Chairman — Peter Drake of U.K.
Executive Council — Motor Hayashi of Japan
— Art Dufresne of USA
— Michel Glaus of Switzerland

12.3 Mr. Johnstone was recognized by the meeting for his outstanding work in establishing and leading the International Class Association. He assured continued and active involvement as a founder of the Class.

13. The meeting adjourned.



Bob Johnstone assured his continued involvement in the Class.

International J/24 Class Association

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INTERNATIONAL CLASS ASSOCIATION

CLASS RULES

As approved by the IYRU, March 1, 1984

*1984 Rule Modifications

1. OBJECTIVES OF THE CLASS RULES

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

2. ADMINISTRATION

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

2.7 Method of Measurement

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

3. CONSTRUCTION AND MEASUREMENT

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

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

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

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

3.2 Hull

- 3.2.1 The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds supplied by J Boats, Inc.

- 3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows: **Stem Flotation Marks:** The upper edge of the stem flotation mark shall be 1055mm measured *down and around the curve* of the stem, from sheerline at stemline.

- 3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.

- 3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight. The sink may drain into a container with a minimum capacity of 5 litres and/or overboard by means of a through hull fitting.

- 3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5 kilogram weight is suspended from the lifelines at any point between the stanchions. The stanchions shall not extend outboard of the sheer in plan. Where a second lifeline is fitted port and starboard this shall be a wire of not less than 3mm diameter.

- 3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the approved builder.

- *3.2.7 **Prohibitions** The following are not permitted:

- a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
- b) Reshaping of the hull profiles or contours.
- c) Windows or skin fittings other than one each for depthmeter and/or a knot meter/log and/or two for a marine toilet.

3.3 Keel

- 3.3.1 The keel shall be of moulded lead to the building specifications and cast in a mould supplied by J Boats, Inc.

- *3.3.2 The external dimensions and configuration of the keel shall comply with the table of offsets contained in official PLAN C. The keel may be overcoated in any base liquid or paste protective material, and faired provided it complies with minimum dimensions in official Plan C.

3.4 Rudder and Tiller

- 3.4.1 The rudder shall be supplied by a licensed builder.

- 3.4.2 The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in official PLAN D.

- 3.4.3 The weight of the rudder, including fixed fittings shall be not less than 11 kg.

- 3.4.4 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed on the rudder as follows: **Rudder Flotation Marks:** With the rudder fitted in its normal position the upper edge of the flotation mark at its intersection with the leading edge of the rudder shall be 670mm vertically from the sheerline at transom on centerline.

- 3.4.5 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

3.5 Spars

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

3.5.2 Mast

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

3.5.3 Standing Rigging

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

3.5.4 Running Rigging

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

3.5.5 Main Boom

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

***3.5.6 Spinnaker Boom.** The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm. The weight of the spinnaker boom and fittings shall be not less than 2.7 kg. The spinnaker boom shall include:

- a) two full length wire bridles for attachment of the pole lift and foreguy (downhaul)
- b) two piston type end fittings
- c) one full length trip wire

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3.6 Sails

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

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*3.6.12 Genoa

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8460mm nor less than 8100mm.
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall not be convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snaphooks may be substituted for cloth sail hanks.
- j) Spreader and stanchion abrasion resistant patches may be added and shall be not more than 600mm long and 200mm wide comprised of not more than two additional layers of cloth having a weight not greater than the body of the sail.

3.6.13 Spinnaker

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

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

- *3.6.15** Each sail which has been measured and approved shall be stamped by the measurer with the official IYRU stamp who shall then sign the sail in the stamp and enter the actual dimensions thereon.

3.7 Weight

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

3.8 Fixed Fittings and Equipment To Be Carried When Racing

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

4. SAFETY RULES WHEN RACING

- 4.1** The following equipment shall be carried on board:

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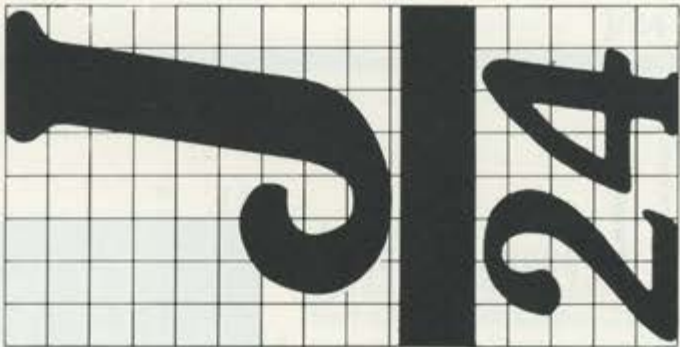
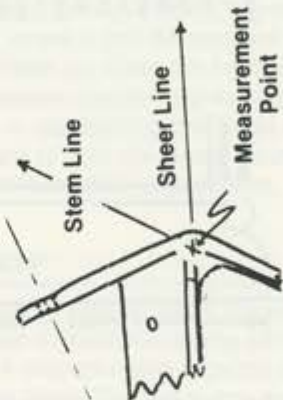
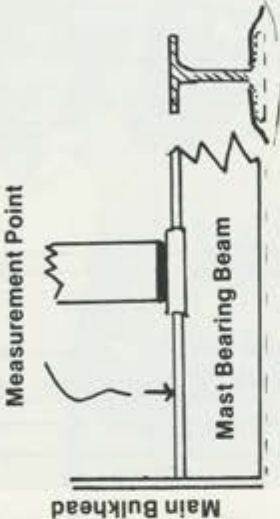
- 4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.
- 4.1.2 Navigation lights.
- 4.1.3 One fixed marine type compass.
- 4.1.4 One fog horn.
- 4.1.5 One water resistant flashlight, with spare battery(ies) and bulb(s).
- 4.1.6 Fire extinguisher(s) type and capacity required by local regulations.
- 4.1.7 Life jackets for each member of the crew as required by local regulations.
- 4.1.8 A minimum of one horseshoe type life ring and drogue on deck within reach of the helmsman and ready for instant use.
- 4.1.9 Equipment capable of disconnecting and severing the standing rigging.
- 4.1.10 One marine first aid kit and manual.
- 4.2 For local or national events, the notice of race and sailing instructions may prescribe other safety equipment.
- 4.3 Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of capsize.
- 5. CREW**
- 5.1 The crew shall consist of three to five persons.
- 6. OPTIONAL EQUIPMENT**
- 6.1 The following are permitted when racing:
 - 6.1.1 Barber haulers for the jib and genoa restricted as follows:
 - a) Fittings fixed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats.
 - b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
 - c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.
 - 6.1.2 Two secondary winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter may be fixed to the cabin top.
 - 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.
 - 6.1.4
 - a) The type and location of deck blocks or cleats for halyards, spinnaker sheets, backstay, Cunninghams, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
 - b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be fed through the clew cringles and be fixed to any permitted deck fitting.
 - 6.1.5 One mechanical masthead wind indicator with light.
 - 6.1.6 Headsail forestay hanks.
 - 6.1.7 One storm trysail of maximum area 4.40m² and/or a storm jib whose luff shall not exceed 5.20m length and of area not exceeding 3.20m². The cloth weight shall not be less than 270g/m².
 - 6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.
 - 6.1.9 Electronic devices to record and measure speed and distance and to indicate water depth.
 - 6.1.10 Radio direction finder.
 - 6.1.11 A two way radio and antennae.
 - 6.1.12 Additional lockers, bookshelves or personalized accommodation equipment.
 - 6.1.13 Additional safety devices and equipment to owner's requirements or to comply with local regulations.
 - 6.1.14 One deck fair lead with accompanying cleat port and starboard to be used for spinnaker sheet Barber haulers.
 - 6.1.15 A fixed block with integral clamcleat may be installed on a base platform located fore and aft of the center of the mainsheet traveller and at the same height, in lieu of one sheave and cam as provided standard on the traveller car.
 - 6.1.16 One genoa sheet fairlead/block fixed to the deck or on the track port and starboard through which the sheet may be led after passing through the track mounted genoa sheet block.

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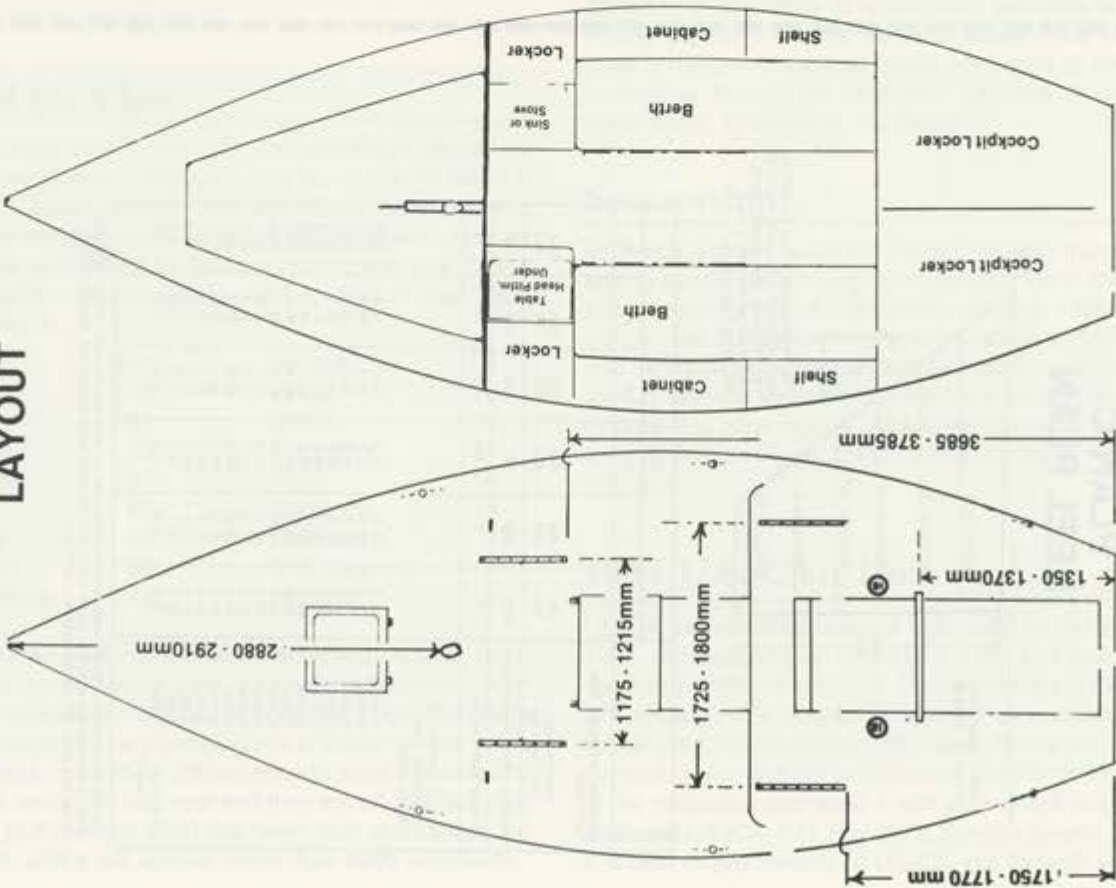
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- 6.1.17** A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- 6.1.18** Foot rests attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks.
- *6.1.19** One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.
- *6.1.20** Anchor, navigation (steaming) light, or deck lights installed on the mast.
- 7. PROHIBITIONS**
- 7.1** The following are not permitted:
- 7.1.1** Hydraulics.
- 7.1.2** Running backstays or devices to simulate such.
- 7.1.3** Wire stop for the backstay.
- 7.1.4** Halyard locks or hook up devices.
- 7.1.5** The use of a foresail halyard to vary the measured length of the forestay.
- 7.1.6** The use of any installed genoa and jib roller furling equipment when racing.
- 7.1.7** Spinnaker guy struts.
- 7.1.8** Stowage of the spinnaker pole on the main boom.
- 7.1.9** Spinnaker chutes through the deck.
- 7.1.10** Rigging utilizing Kevlar or other recently developed synthetic materials except for use of Kevlar or its equivalent for the main, jib and genoa halyards and spinnaker sheets as specified in 3.5.4.
- 7.1.11** A wire stop or the use of wire in the mainsheet control system.
- 7.1.12** Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
- 7.1.13** Any equipment or device to feed halyards or control lines below deck.
- 7.1.14** Except as permitted under rule 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging.
- 7.1.15** Double luff or double luff tape sails.
- 7.1.16** A 12 volt battery weighing more than 32kg.
- 7.1.17** "Angling" of headsail tracks which are approximately parallel as provided standard.
- 7.2** Other than specified in paragraphs 6.1.1 the trimming of genoa sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see 6.1.4b) first then through the clew on the 100 percent jib.
- 8. RESTRICTIONS WHEN RACING**
- 8.1** The following practices are not permitted when racing:
- 8.1.1** The use of more than one mainsail, one genoa, one jib, and one spinnaker, or the alteration thereof, during a regatta.
- *8.1.2** The stowage of equipment or gear other than unbagged sails in use on the cabin sole over the keel.
- 8.1.3** Use of other than normal sailing gear in normal, designed and proper stowage areas to attain sailing weight.
- 8.1.4** Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.
- 8.1.5** When in tracing trim without the crew, the flotation marks on the stem and rudder shall be immersed.
- 8.2** Notwithstanding the requirements of racing rule 60, the rapid repeated pumping of the headsail sheets or mainsail or any trim of the spinnaker halyard or guy to promote surging or acceleration of the yacht is not permitted. However, a single, even rapid trim of the headsail sheets and/or mainsail shall be permitted provided the frequency of trim is not greater than that of major waves passing under the yacht.
- 8.3** IYRU Racing Rule 66 shall apply.
- 8.4** Notwithstanding the requirements of Racing Rules 60 and 66, hanging on the mast or shrouds to promote roll tacking or gybing is not permitted.

PLAN B
MEASUREMENT POINTS
AND INSIGNIA

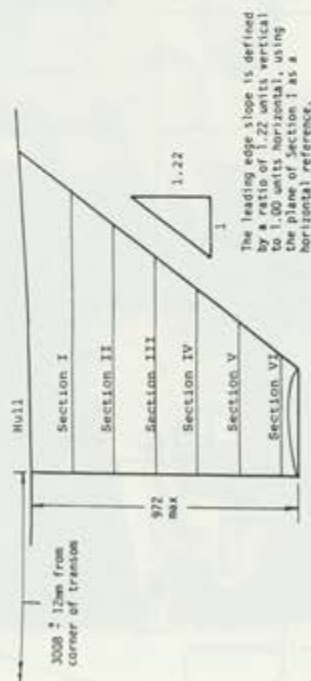


PLAN A
DECK AND INTERIOR
LAYOUT



**PLAN C
KEEL PLAN**

KEEL PLAN



	Keel Sections					
	I	II	III	IV	V	VI
Location distance from hull down:						
Leading edge	235	429	623	817	1011	1205
Trailing edge	153	363	453	603	783	903
Section chord length (x)	1015	898	781	664	547	430
Leading edge radius	13	13	13	13	13	13
Section $\frac{1}{2}$ width, y , at distance from leading edge:						
0.0125x	16.0	14.9	13.8	12.7	11.6	10.5
0.025x	22.5	20.6	18.7	16.8	14.9	13.0
0.05x	32.0	29.0	26.0	23.0	20.0	17.0
0.10x	46.3	41.5	36.7	31.9	27.1	22.3
0.15x	56.5	50.3	44.1	37.9	31.7	25.5
0.20x	64.0	56.7	49.4	42.1	34.8	27.5
0.25x	69.5	60.6	52.7	44.8	36.9	29.0
0.30x	70.1	62.0	53.9	45.8	37.7	29.6
0.35x	70.7	62.5	54.3	46.3	37.9	29.7
0.40x	69.9	61.8	53.7	45.6	37.5	29.4
0.50x	64.0	56.8	49.6	42.4	35.2	28.0
0.60x	54.4	48.5	42.6	36.7	30.8	24.9
0.70x	43.0	38.4	34.2	30.2	25.6	20.0
0.80x	31.0	27.9	24.9	22.2	19.2	15.0
0.90x	18.7	16.5	13.7	11.8	9.8	8.0
1.00x	6.4	1.8	1.8	1.8	1.8	1.8
(Trailing edge)						

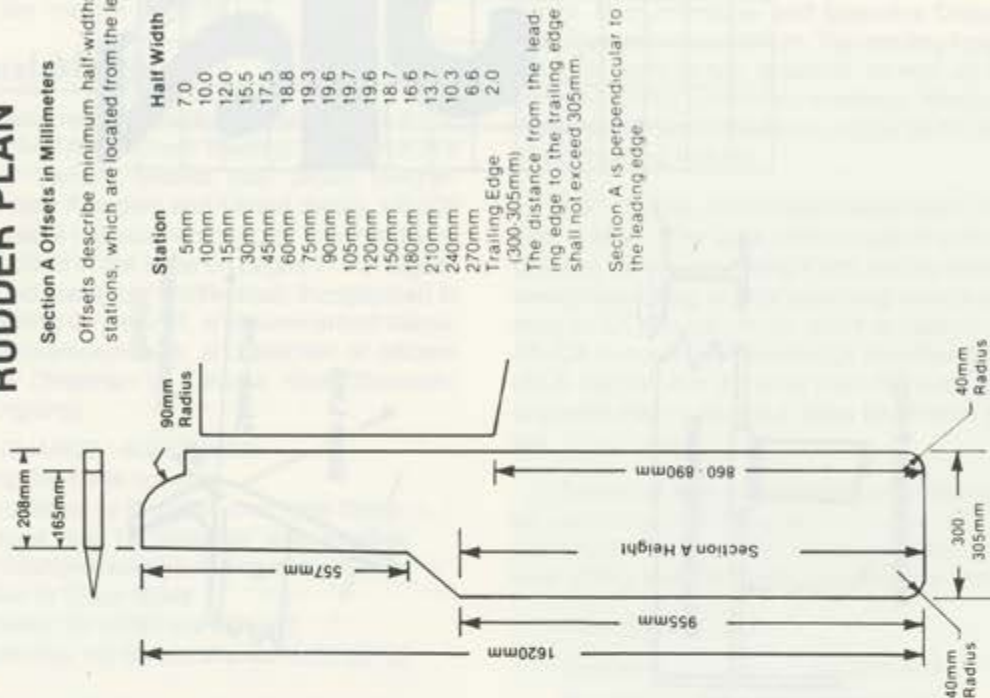


PLAN D
RUDDER PLAN

RUDDER PLAN

Section A Offsets in Millimeters

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



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.

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 _____

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 _____

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	3.2.2	Stem flotation mark located 1055mm down and around curve of stem from sheerline		YES/NO	
5	3.4.2	The depth of the rudder measured between the rudder tip and transom	860		890
6	3.4.4	Rudder flotation mark located 670mm from sheerline		YES/NO	
7	3.4.3	Standard rudder weight	11		
8	3.5.2c	Distance from forward face of mast to the stern at sheerline	2880		2910
9	3.5.2d	Mast chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
10	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted)			2800
11	3.5.6	Length of spinnaker boom including fittings			2895
12	3.5.2e	Distance between mast bands			8538
13	3.5.3b	Height of forestay attachment	8970		9000
14	3.5.3c	Distance between fixing points of the forestay	8595		8670
15	3.5.3h	Standard installed fixed spreader length	760		800
16	3.5.3h	Spreader sweep back distance	95		170
17	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle		YES/NO	
18	3.5.4n	One boom topping lift of wire fixed to masthead crane		YES/NO	
19	3.5.5c	Distance of 20mm boom band from mast			2970
20	3.2.5	Lifeline sag with 5kg weight			125
21	3.2.5	Lifeline stanchions in board of sheer in plan		YES/NO	
22	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
23	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 $\frac{3}{4}$ ht.				1175
5	3.6.10e	Width at $\frac{1}{2}$ ht.				1980
6	3.6.10g	Upper/Lower batten length				605
7	3.6.10g	Interm. Batten length				660
8	3.6.10g	Batten width				50
9	3.6.10h	Distance to head or clew of nearest batten		1775		
10	3.6.10i	Lowest reef point from clew on leech		1000		
11	3.6.3	Window size either direction				1500
12	3.6.5	Corner reinforcements				756
		100% JIB Sailmaker's Name				
		Ref. Number				
		Year	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.

☐ 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 \$14 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 \$14 for each subscription to the following:

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Signed _____

(J/24 Class Association Member)

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION P.O. BOX 2578 SATELLITE BEACH, FL 32937

J/24 INTERNATIONAL CLASS ASSOCIATION

U.S. FLEET CHARTER APPLICATION FORM (Minimum of 3 boats required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

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

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

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 _____

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

J/24 REGATTA PRE-REGISTRATION FORM

I plan to enter the event named below. I agree to follow all J/24 Class Rules, and understand that I must register upon arrival for a confirmed entry in said regatta.

Regatta _____ Date of event _____

Entrant _____

Address _____ Tel. (res.) _____

Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

Owner's Name if different from entrant's: _____

☐ I am a current J/24 Class Association member. I certify that the yacht entered conforms in every way to the J/24 Class Association Rules.

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

Enclosed is my regatta entry fee of \$ _____

Entrant's Signature _____ Date _____

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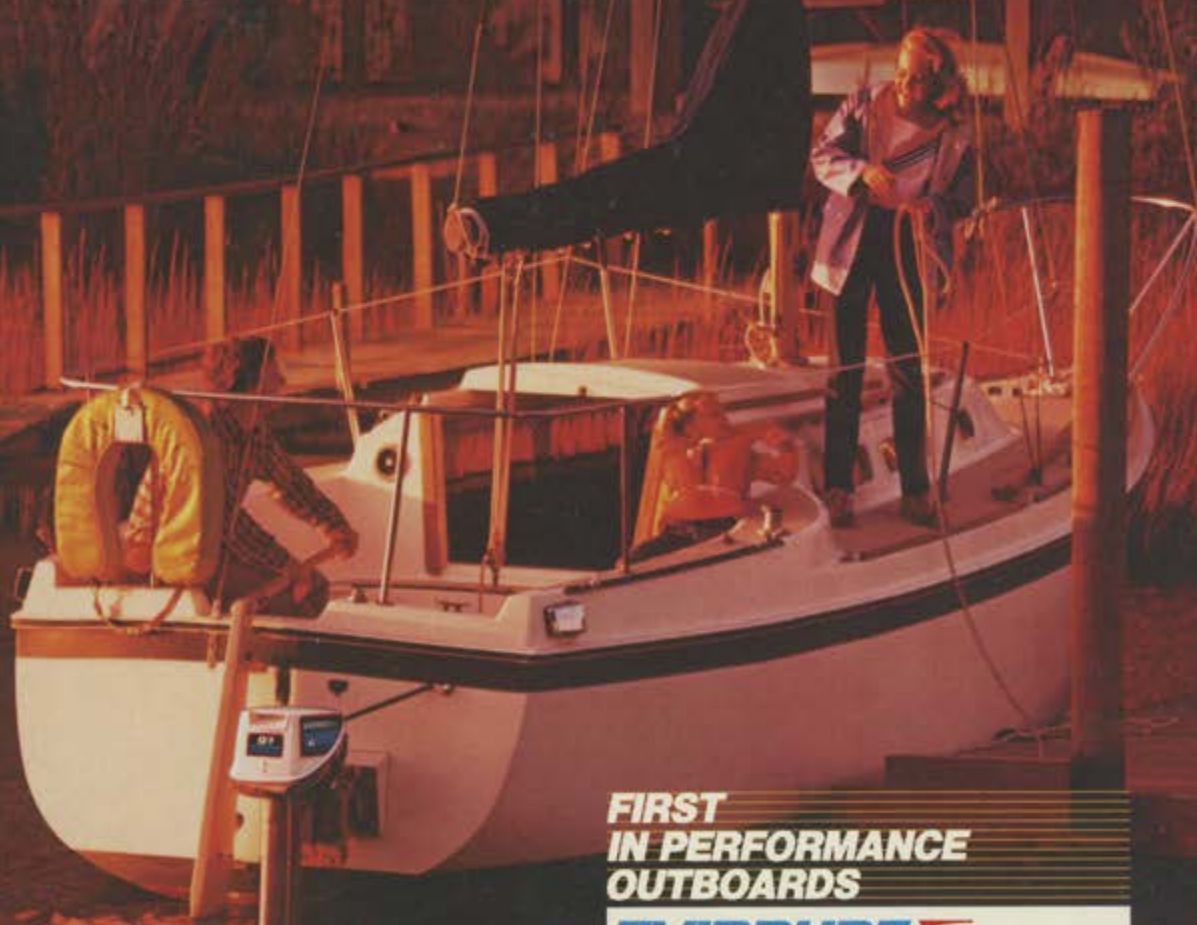


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