

International **J**[®] 24





We won the Worlds for you.

Photo by: Koren Evans

*"HJ" powers to victory,
1984 Worlds.*

In 1984, our sails won more major J/24 regattas than all our competitors combined. That's quite an achievement in a class known for its fierce competition.

But if there's one thing we've learned, it's that staying at the top of this class means you can't stand still. You've got to keep improving. Careful boat preparation and well-honed sailing skills have become common in the J/24. Now the key variable (apart from the wind!) is the sails.

We've raced in every possible wind, weather, and wave combination from a midsummer's drifter in Marblehead to a near-gale in Britain's Poole Bay. And after racing against the best competition, we've evaluated our J/24 sails and improved them for 1985.

These improvements fall into three areas:

- Radial clew patches are now standard on every sail.

These patches maintain smooth, flat lower leeches and increase the racing life of the sails.

- A choice of spinnakers – our new cross-cut and our standard tri-radial. The cross-cut is ideal for light to moderate air, and delivers extra power broad reaching and running. The tri-radial excels in tight reaching and windy conditions, providing longevity in a colorful sail.

- Refinements on our other sails: The main is wider up high for better downwind performance. The genoa is fuller for better acceleration. And the jib now has a leech line and fuller foot section.

The same sails that powered "HJ" to victory in Poole are now available for you. Just contact Dave Curtis or Hale Walcott in Marblehead or your nearest Horizon loft.

HORIZON	HORIZON	HORIZON	HORIZON	HORIZON
Long Life Sails	High Performance	Series 2000 Sails	Sail Care	Surf Sails

**We produce more J/24 sails
than anyone else in the world.**

NORTH AMERICA
 South Norwalk, CT 06854 70 So. Main St. (203) 853-2259
 Marblehead, MA 01945 16 Lincoln Ave. (617) 631-4735
 Annapolis, MD 21403 108 Severn Ave. (301) 268-1175
 Mt. Pleasant, SC 29464 1084 Highway 17N. (803) 884-4725
 Chicago, IL 60616 2323 So. Michigan Ave. (312) 326-1053
 Largo, FL 33543 7200 Bryan Dairy Rd. (813) 541-7707
 Carson, CA 90745 3218 W. Torrance Blvd. (213) 327-3581
 Seattle, WA 98107 6319 Seaview, N.W. (206) 783-1202
 Grand River, OH 44045 93 River St. (216) 352-4033
 Chicago, IL 60647 2650 W. Belden Ave. (312) 227-2244

**SERVICE LOFTS
OEM SAILS**

AUSTRALIA
 Gladestville
 (Sydney)
 St. Kilda
 (Melbourne)
 Perth
 Southampton
 Kowloon
 Florence
 Stockholm
 La Rochelle
 Auckland

**ENGLAND
HONG KONG
ITALY
SWEDEN
FRANCE
NEW ZEALAND**





Photo by Yasuo Ishihara

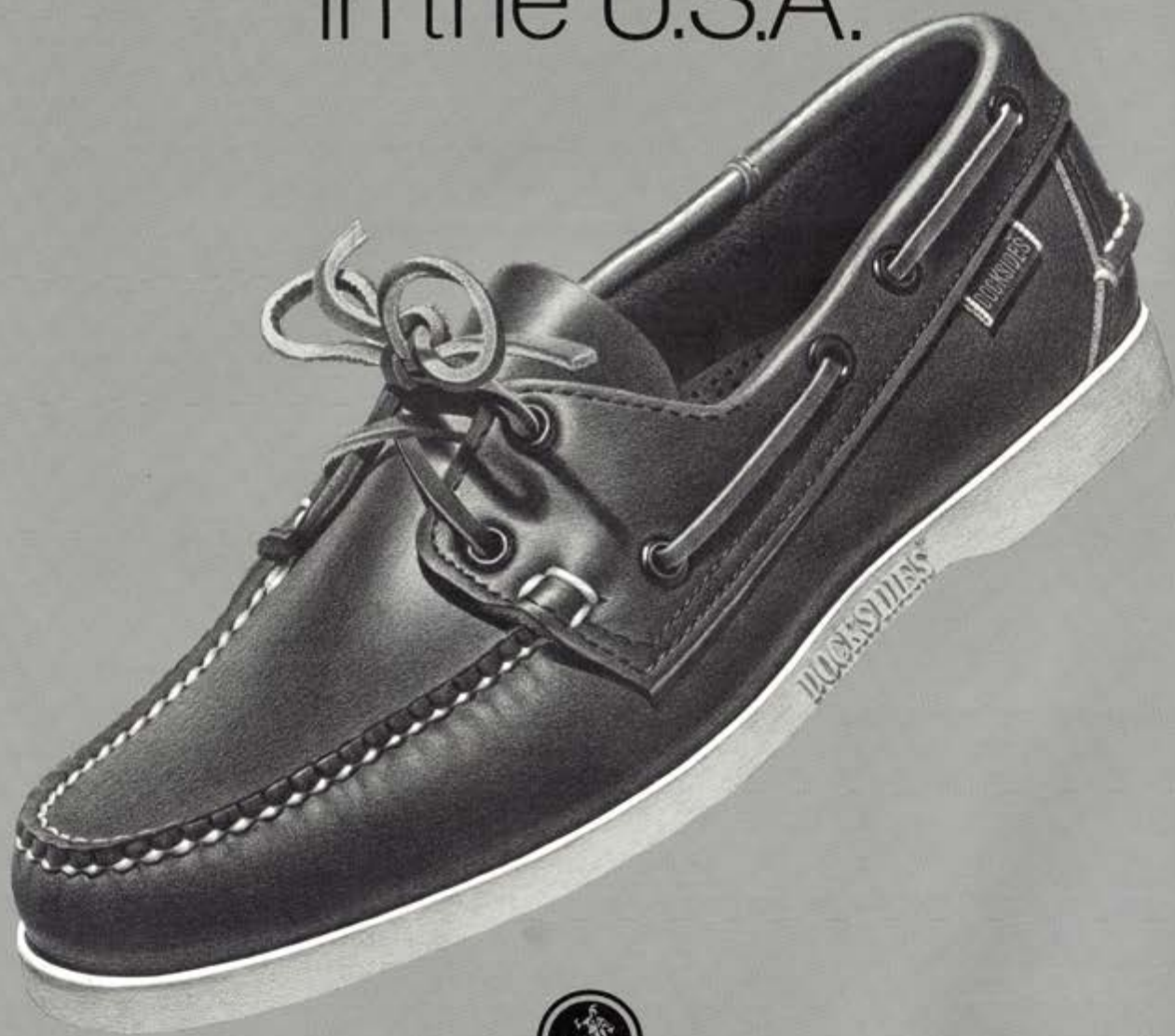
Cover Photo:

The pontoon at Nissan Marina Tokai, Japan, site of 1985 World Championship.

International J/24 Magazine, April 1985, Volume 14. 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.

3	IJCA CHAIRMAN'S REPORT
5	USJCA PRESIDENT'S MESSAGE
7	CLASS OFFICE
9	READERS' COLUMN
12	TECHNICAL INFORMATION
13	MYLAR ISSUE
20	TUNING: BASIC RIGGING IDEAS <i>Jim Brady</i>
24	FIVE RULES OF GOOD SEAMANSHIP <i>Scott Stokes</i>
25	MAINTENANCE <i>John Maxwell</i>
28	NOTICE OF REGATTA <i>Canadian Championship</i>
29	NOTICE OF REGATTA <i>European Championship</i>
30	NOTICE OF REGATTA <i>North American Championship</i>
32	NOTICE OF REGATTA <i>World Championship VII</i>
34	NOTICE OF REGATTA <i>Women's World Keelboat Championship</i>
35	WOMEN'S RACING CLINIC SCORES <i>Margee Ryder</i>
37	WHY I LOVE MY J/24 <i>Lew Gunn</i>
39	THE SAILING MAHER FAMILY <i>Rene Maher</i>
41	SPINNAKER TECHNIQUES <i>Drake Johnstone</i>
46	GOLF YACHTING AT SANREMO <i>Paolo Boido</i>
48	CURTIS WINS THE WORLDS <i>Hale Walcott</i>
53	MIDWINTERS VIII REPORT <i>Nancy Trimble</i>
61	FORMULA FOR FLEET SUCCESS <i>Bob Johnstone</i>
64	DISTRICT FEATURE <i>John Peck</i>
65	USJCA NEWS
73	NJCA NEWS
79	CALENDAR OF EVENTS
81	ANNUAL MEETING MINUTES
85	CLASS ORGANIZATION
86	U.S. DISTRICT GOVERNORS
87	U.S. FLEET CAPTAINS
89	INDEX OF ADVERTISERS
90	INTERNATIONAL CLASS RULES
99	REGISTRATION/MEASUREMENT FORMS
103	MEMBERSHIP/MAGAZINE FORMS
104	FLEET CHARTER/REGATTA REGISTRATION FORMS

Docksides: the finest
yachting shoes made
in the U.S.A.




SEBAGO
DOCKSIDES

Westbrook, Maine 04092

Manufacturer of the official shoe of the US Sailing Team.



Lorne Chapman chairs 1984 IJCA Annual Meeting in Poole.

Lorne Chapman Reports

This is the third opportunity I have had to write this column and in the twelve months that have passed since the first, I have seen many changes in the class. We are maturing as an organization and this is beginning to show its effects.

We enjoyed a very successful World Championship in Poole in October. This event was organized by Peter Drake, our IJCA Vice Chairman from the UKJCA, who served as both regatta chairman and race committee chairman. He did a superb job in all areas and the class thanks him. Perhaps Peter's only failing was that in his order for a supply of wind, he didn't place any upper bounds.

The IJCA Annual Meeting was held in Poole, England, on a lay day in the World's schedule. The minutes are elsewhere in this issue and I encourage you to read them. We were able to easily cope with the business of the class and, for the second year in a row, limited our rule changes to a few minor improvements in the rules themselves. There was excellent representation at the meeting, with some members travelling to Poole solely for the meeting.

Part of the maturity of the class I referred to earlier is seen in the efforts on the part of the class executive commit-

tee to get the financial affairs of the class under control. We have not previously published financial statements, and we should regularly. We have also worked over the past year and are continuing our efforts to have the class office operate under a budget approved by the executive committee and to respond more to the direction of the executive committee. There is an active and cooperative effort between the executive committees of the IJCA and USJCA in these areas.

The class continues to grow in all countries and we are happy to welcome Greece as the newest NJCA. We continue to suffer from a lack of active builders in the U.K. and northern Europe, a problem we are working on with J-Boats.

More executive time is being focused on class promotion. Our view is that class promotion has three goals. One is to increase the numbers of people sailing J/24's and bring in members of the class. A second goal is to increase the participation of these boat owners and members in both sailing and off-the-water class events. A third and equally important goal is to increase the influence of J/24 sailors in the general sailing community and its organizations. Promotion is something we all must have a part in and the excellent article by Bob Johnstone covers a good place to start — at the local fleet level. J-Boats helps with their well done advertisements in key sailing publications. Two opportunities exist to increase our influence as a class. One is to really get behind and help with national and international interclass championships such as the Women's Worlds that will be held in J/24's, and to continue to promote the use of the boat for these events. The second is to get involved in sailing training by national organizations and encourage the use of J/24's in these programs.

We are continuing our program to improve class communications with a series of executive bulletins to the NJCA's, to help keep them aware of current activities. Our plan is to publish four to six throughout the year, from the class office.

As I write this, it will be three months before my boat goes in the water for the 1985 season — a limitation of living in our northern climate. The time will be filled with skiing and getting some class work done so that when the ice goes, we have time for sailing. Enjoy the rest of this issue of the magazine — there are many interesting items — and have fun sailing.

Lorne Chapman
Chairman, IJCA

Shore Sails and Silver

J₂₄

1984

1st North American
Championship

1984

3rd World
Championships
(won 3 of 5 races)

1984

1st Stone Crab

1984

1st Southwest
Championships


1984

1st Buzzards Bay
Regatta

1985

1st Midwinters



 **SHORE SAILS**

Willing to be the Best

Any sailmaker can boast that they have "the" fastest sails. Only Shore has the results and are spending the time in the class to prove it. Shore Sails J24 program - Simply, a group of dedicated sailors prepared to do whatever is needed to make your boat faster. Tuning guides, seminars and personal attention are just a small part of our commitment to the class. The results prove our commitment. Shore Sails, Willing to be the Best.

Shore Sails Rhode Island, 7 Merton Rd., Newport, RI 02840 (401) 849-7997. Contact: Ken Read
Shore Sails Chesapeake, 7310 Edgewood Rd., Annapolis, MD 21403 (301) 268-6501. Contact: Chuck Millican
Shore Sails Houston, P.O. Box 940, 602 West Dr., Kemah, TX 77565 (713) 334-7559. Contact: Jay Lutz
Shore Sails Great Lakes, 10285 Cherry Bend Rd., Traverse City, MI 49684. Contact: Ed Reynolds
Other lofts in: Huntington, NY; Columbus, OH; Point Pleasant Beach, NJ; St. Thomas, USVI; Windoski, VT; Cleveland, OH; Portland, ME; Auburn, WA; Aichi, Japan.



Photo by Dick Tallman

USJCA President, Art Dufresne.

Art Dufresne Reports

The 1984 U.S. J/24 Class Association Annual General Meeting in Boston in October was very well attended, with lots of familiar faces and names. It's always a good feeling to get together with people who have such strong common interests, work so incredibly hard and have so much zeal. They have to be volunteers, because no one could pay them enough to work that hard for a living! It's a great reward to be part of such an organization.

This zeal was evident in many of the discussions, but none more than during a four-hour brainstorming session which Bob Johnstone has recorded in the "Formula for Fleet Success" article found in this issue.

We are a very successful group and what we started in Boston was our first attempt to define what makes up the success . . . so we can share it . . . so we can build upon it. I ask all of you to read Bob's article carefully and to think about what works in your area. Try some of the ideas. Let your class officers know what is working, so we can all share. No two situations are exactly the same, but among our 100 plus

fleets, I am sure there are ideas and programs that will help others. The number of boats on a starting line is only one measure of our health . . . hearty laughter around a crowded room is another. Sailing and sailboat racing are social sports. Personally, I get a lot more pleasure when I can edge out a friend at the finish line instead of some nameless face. It also seems to take some of the bite out of it when the tables are reversed.

The "Formula for Fleet Success" is one of the ways your class organization is trying to promote itself, to remain healthy and viable. Along these lines, the class has sponsored (with a lot of help from J-Boats) the USYRU poster enclosed with this issue. This poster capitalizes on the J/24's selection for use in the leading U.S. national championship series for men and women. 10,000 copies of this poster are being distributed to every corner of the country through a cooperative effort by USYRU, J-Boats and the J/24 Class. Every J/24 sailor can take great pride in this and in the fact that the J/24 will also be used for the first Women's World Keelboat Championship. Check the Calendar of Events in this issue for the dates and places, and support these events.

The USJCA and IJCA plan to do more to promote the J/24. We want to expand upon our foundation as the top U.S. One Design Keelboat to become the top *World* One Design Keelboat. It's not that we aren't already — it's just that not enough people know about it! Opportunities for international competition beyond the World Championship already exist. The various NJCA championships, European Championship, South American Championship, Kiel Week, Italian Golf-Yachting, Bermuda and Venezuela International Race Weeks, etc. are held on a regular basis and welcome participation from the U.S. as well as from other J/24 owners around the world. The diversity of summer cruises and picnics, club and fleet racing, handicap racing, district, regional, national and international racing provide the J/24 owner with choices that make the availability of "time off" the limiting factor.

Among the many issues that were discussed at the AGM, probably the most controversial is the consideration of adopting Mylar for use in genoas. The right decision for the class is the one that the members want after intelligent, rational discussion. There are lots of opinions on this issue and a few of them are presented elsewhere in this magazine. Read them. Get informed. Then put your opinion in writing, using the form printed on the back of your mailing card (if applicable) and send it to your district governor **BY JUNE 1, 1985**. U.S. District Governors will vote to determine the USJCA position on the important issue of Mylar headsails. If approved, the rule will be proposed to the IJCA annual meeting, and if approved will be submitted to the IYRU Keel Boat Committee for final approval. As Rick Peper explains in his Technical Committee Report, only then can it become a class rule.

PROUD TO BE A J/24 SAILOR?

J[®] 24

Wear a personalized computer mono-grammed J/24 shirt complete with J/24 emblem and your boat number. Shirts are white Lacoste type. J/24 design is sewn in blue.

Men-S,M,L,XL
Women-S,M,L,XL (Women's run small)

Price-\$19.00*
(Boat name also available - \$4.00 per shirt)

Send check (U.S. dollars) or international money
order to:

Ruby Begonia Designs
151 Inwood Avenue
Upper Montclair, N.J. 07043
201-746-9827

* Add \$2.50 postage plus .50 for each additional
shirt. Overseas add \$5.00 postage plus \$1.00 for
each additional shirt. Allow 2 weeks for delivery.

J is a registered trademark of J Boats, Inc.

On the organizational side of the class, significant efforts are being made to make our association work more efficiently and effectively. District governors are being asked to do more. Committees exist for technical, financial, constitutional and promotion activities, to help divide the workload, keep office costs down and most importantly, to have J/24 owners run the class. Your support and participation are needed and appreciated.

During the past year I spent some four months working in Phoenix, Arizona. There I met two typical J/24 owners. "Typical" may not be the exact way to describe Jim and John Chapman. Unless a lot of you trailer your J/24 back and forth between the likes of Phoenix and Los Angeles for weekend regattas (8 hours, at 75 miles per hour, one way). But they were typical in their hospitality, friendliness and enthusiasm for life that I find common to J sailors wherever I go. It sure makes the going great. My appreciation goes out to that J/24 oasis in the desert.

Good sailing,

Art

Arthur Dufresne
President, USJCA



BLITZ
SAILED BY
AL AND DAVE
CONSTANTS.

2nd AT 1985 J/24
MID-WINTERS.

**THERE ISN'T
A J/24 IN
THE WORLD
WE CAN'T
MAKE
FASTER.**



New York 175 City Island Ave., City Island, N.Y. 10464 (212) 885-1700
Maryland 1610 Whitehall Road, Annapolis, Maryland 21401 (301) 757-7575
Texas 1606 First Street, Seabrook, Texas 77586 (713) 474-4168 TLX 762369
Florida 1211 N. Betty Lane, Clearwater, Florida 33515 (813) 461-0022
Rhode Island Route 114, Melville, Newport, R.I. 02840 (401) 683-9311
Washington 3815 4th Avenue N.E., Seattle, Washington 98105 (206) 632-7797
Ohio 19522 Detroit Avenue, Lakewood, Ohio 44107 (216) 221-3300
California 501 29th Street, Newport Beach, Ca. 92663 (714) 675-1823
Minnesota P.O. Box 112, Spring Park, Mn. 55384 (612) 471-8546
California 2220 Livingston St., Oakland, Ca. 94606 (415) 261-6556 TLX 704348
Massachusetts 59 Park St., Beverly, Ma., 01915 (617) 927-1965
Canada 245 Queen's Quay West, Toronto, MSJ 2K9 (416) 364-2790 Export sales only
Japan Yokosuka City, Italy Florence
Ulmer Kolius International 25 Van Zant St., Norwalk, Ct., 06856 (203) 866-0071



IJCA Executive Director, Dick Tillman.

State of the Class

The International J/24 Class Association membership, following a trend that began in 1982, continues to grow and showed a healthy increase in 1984. International dues are paid by member national associations based on their membership at the end of the preceding calendar year. Congratulations to all the national associations for doing such a fine job in promoting the boat and class within the 18 countries active in the Association. Keep up the good work. We will look for activity in Chile, Venezuela, and our newest NJCA, Greece, in 1985. Members reported in 1984, based on 1983 membership, were:

U.S.	1569	Brazil	26
U.K.	150	Peru	26
Italy	105	Ireland	25
Japan	100	Argentina	17
Canada	82	Mexico	14
Australia	80	Bermuda	11
France	55	Germany	8
Sweden	53	U.S. Virgin Is.	7
Switzerland	52	Holland	6

1985 U.S. Class Membership

USJCA membership dues of \$30 remain the same as last year. Dues were payable beginning October 1, 1984, and membership is valid for the calendar year (through December 31, 1985). The majority of 1984 members have renewed (reminder notices are being sent to those who have not) and there are a number of new members. The member-

ship card should be carried and presented at regatta registrations. Every boat taking part in fleet racing must display a current transom sticker. If you see a boat without a sticker chances are the owner is not aware of the class association. Please make an effort to recruit that sailor into your fleet and the class association. It is the members that make the class strong, beginning at fleet level. New fleets chartered since the last issue are: Delaware River Fleet 125 in District 6; Waukegan Harbor Fleet 126 in District 15; and Louisville Fleet 127 in District 11. Congratulations to these fleets, and welcome to the association.

U.S. 1985 Worlds Qualifiers

The following have qualified for the 1985 World Championship to be held at Atsumi Bay, Japan, November 15-24, with three qualifying events yet to be sailed.

DATE	EVENT/NO. QUALIFIERS	QUALIFIER
1984		
Aug.	'84 North Americans (2) Kingston, Ont.	Steve Grillon Jay Lutz
July	Great Lakes Regional (1)	Larry Klein
Oct.	Northeast Regional (1) Noroton Fall Regatta	Wiley Wakeman
Nov.	Southeast Regional (1) Stone Crab	Morgan Reeser
1985		
Jan.	Midwinter Championship (1) Miami	Al Constants
Apr.	Western Open (1)	(To be determined)
13-14	Balboa, Calif.	
May	Southwest Championship (1)	(To be determined)
25-27	Dallas, Tex.	
May	Western Regional (1)	(To be determined)
25-26	St. Francis Y.C., San Francisco	

Note that Ken Read as 1984 North American Champion, and Dave Curtis as 1984 World Champion, are also Worlds qualifiers.

U.S. 1986 Worlds Qualifying Events

The 1986 World Championship VIII is scheduled for September 13-19, 1986, hosted by Ida Lewis Yacht Club, Newport, Rhode Island. U.S. qualifying events are as set forth in paragraph 11.1 of the 1984 USJCA Annual Meeting Minutes, found in the back of this issue. For dates and details regarding qualifying events in the designated districts, contact the appropriate district governor.

1985 North American Championship

The USJCA Executive Committee reviewed the possibility of creating an allocation system for the 1985 North Americans, to be held August 9-16, at Marion, Mass. After considering a number of allocation schemes it was decided to continue to hold the NA's as an open, first come-first served event that any and all J/24 Class members are welcome to attend. It was felt that creation of an allocation system would unfairly limit the accessibility of the event to the average member and would put the class in the untenable position of deciding who could attend if the event were oversubscribed. An "earliest postmark date" system will be used, to assure that all potential entrants have an equal chance to attend. All entries must be postmarked May 15, 1985, or later, to be considered for entry. All interested members are advised that the 100 boat limit is expected to be reached early, as there are 400+ J/24's within a 100 mile radius of Buzzards Bay. See the Notice of Race in this issue.

1985 Rule Changes

IJCA rules effective March 1, 1985 are reprinted in entirety in the back of this magazine. Only four rules were modified since last year, and these in a very minor way. For reference, the rules modified are 3.4.2 (allows overcoating of rudder);

3.6.5 (allows leech reinforcement patches); 3.6.7 (concerns placement of J/24 logo on mainsail); and 8.1.1 (allows repair/replacement of damaged sails). Please read these rules to avoid any confusion.

USYRU Events

USYRU Committees have selected the J/24 for their championships (It is the most exciting and suitable boat available!). This year the J/24 will be used for the Mallory, Adams and Sears Championships. Help promote the class by urging others to participate and/or entering these events yourself. The U.S. Naval Academy has purchased 12 new J/24's, which will be used in the Sears Cup finals.

Sponsorship

Michelob and Anheuser-Busch are continuing their national sponsorship of our regattas for 1985. District governors and fleet captains were asked to identify by February 22 any regatta needing Michelob's support. Michelob provides a perpetual trophy and keepers for first, second and third place finishers. Each competitor receives a booklet called "Around the Course with Michelob," and Michelob sends posters to help promote the regatta. We are very pleased that Michelob wishes to identify with the J/24 Class and look forward to their continued support.

J/24 Magazine

Many thanks to our readers who have been so complimentary about the magazine, and to those who have contributed their time and talents to the content, and to the advertisers whom we urge you to patronize! With the summer racing season ahead, we look forward to receiving many newsy articles and photos for the October '85 issue. Deadline for copy is August 1, preferably in typed form, with PHOTOS!

Publicity

At the 1984 annual meeting, the benefits of increased publicity were discussed. Fleet captains and/or regatta publicity chairmen are urged to provide coverage of regattas to their local newspapers, regional and national yachting magazines. Include the following: name of event, date, location, contact, number of boats, names of top five finishers (include home port., i.e. city, state, yacht club), total points and a photo.

Office Hours

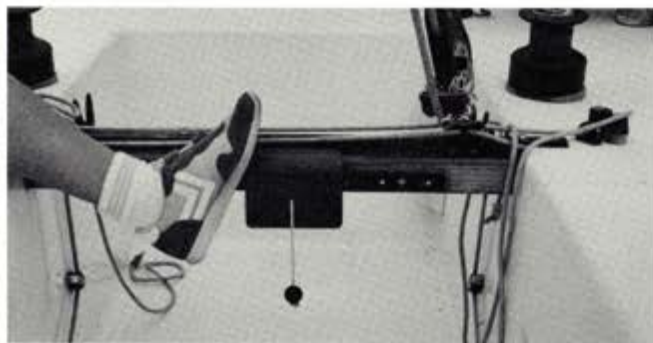
The J/24 Class Office hours are Monday through Friday, 9:00 am to 5:00 pm, Florida time. Telex messages are received through J Boats, TLX 710 382 1221. Address all mail to J/24 Class Association, P.O. Box 2578, Satellite Beach, FL 32937, USA. Telephone (305) 773-4141.

J/24 FOOTBRACE

\$89.00

Includes Postage

- MOUNTS ON TRAVELER BAR
- INSTANT ADJUSTMENT
- TEAK AND STAINLESS CONSTRUCTION



KIT CONTAINS:
FOOTBRACE, ALUMINUM TRACK
AND MOUNTING HARDWARE

JOSEPH STAHL
6 DORCHESTER ROAD
COLLEGEVILLE, PA 19426

Check or Money Order



Look What I Ran Into

Hi. Thought you might enjoy this license tag I ran into in the Atlantic City, New Jersey area this summer. I was amused, to say the least.

I own a 1979 J/24, hull number 1684, and love the boat. Have raced in the Ocean City Yacht Club series and also four years in the Atlantic City Race Week series.

Please send my 1985 dues renewal form. Thanks.

Sincerely,
Woody Paisley

IJCA Promotion Group

I wish to congratulate Art Dufresne for his suggestion of an IJCA Promotion Group. I have been working for the J/24 Class development since 1980 and have felt the need for such an international organization. I would recommend considering benefits and accommodations for official NJCA representatives who attend European, South American, U.S. (or elsewhere) events. I suggest a limited number of events which might become part of a circuit, for example a J/24 Ocean Racing Circuit (J.O.R.C.), open to class association representatives, scoring each NJCA according to the points each team got in the J.O.R.C. races, even if represented by different crews of the same NJCA. Selections would be arranged at national levels by the NJCA, to assure attendance by high performance crews. Good work, Art, and good luck.

Paolo Boido

Barnegat Bay Fleet Rates MVP

I am sure that many J/24 sailors who read the Fleet 79 article in the Fall '84 J/24 Magazine were interested in a followup article because of the interest we had in the MVP (Monthly Variable Performance) scoring system. I am sorry to say that because of my Fall run-in with infectious mononucleosis and unavailability of race results, I am not able to declare the Fleet 79 MVP winner. I still believe it is a good system and hope to try to use it again this year.

My best wishes for good health and a successful sailing season to all.

Art Topilow, Fleet 79 Captain

Circumnavigation

by Alex Nemeth

In Australia's J/24 NSW Newsletter

Australian Sailing's Bob Ross tells about a sailor in the Australian J/24 Championship who took "doing time" to a new extreme. Approaching the leeward mark, a boat (best identified as *Disaster*) fouled a competitor. While executing a 720 turn, *Disaster* hit a mark and had to do a 360 penalty. Through the 360, it fouled a second competitor, necessitating a further 720. Through the second 720, *Disaster* again hit the mark. After completing a tally of 2160 penalty degrees, *Disaster* went freely on her way. (Probably to the bar!)



Richard Hamilton's license plate – great!

An Open Letter to Bob J.

Dear Mr. Johnstone,

This is for you! Your drive, your enthusiasm, and your determination are contagious. We caught the J bug and couldn't stop! Your support for a fair rating in the PHRF system was our creed, and after five years of reading, seminars, J World classes, instructions from the class magazine, and sweat and tears, we did the right stuff. We are proud owners of *Cool Change*, hull 295, named 1984 "Boat of the Year" in the Saginaw Bay Yacht Racing Association. How we wish we could tell you every detail of an unbelievable racing season. The changes of weather *Cool Change* went through and her stability and performance were the talk of the bay. We must tell you a few facts that will help you understand our gratitude for your endeavors.

Saginaw Bay is dominated by mast head rigs, and the general consensus is that a fractional rig won't go to weather in the chop that is predominate on our waters. The Saginaw Bay Yacht Racing Association as a whole really felt that our little boat had no chance of survival on the downwind runs against the likes of Catalina 27's and Tartan 32's, yet they placed us in the same fleets. The past year saw bigger and better rivals: the Mull 54 foot *Dolphin*, 50 foot *Insanity* (once Sail Magazine cover star), a North American 40 and a Morgan 36, to name a few. We must also make it clear that many of the folks we sail against have received honors in the prestigious Port Huron to Mackinac Race, including *Meteor* which was named best PHRF boat overall. Despite these overwhelming odds, of the 43 yachts racing PHRF in five divisions, including a multi-hull fleet, we won overall in five out of eighteen races. What happened to the myth that "he with the longest waterline wins"?

A normal day of racing on Saginaw Bay can bring you at least three fronts, and wind velocity changes from 3 to 30 knots within six hours. Because of the size of our competitors, our race course triangle has been stretched to nine miles, and six races out of eighteen are long distance courses. *Cool Change* had a Micrologic loran and a Sailcomp compass installed this past summer, and what great "crew" they became. Many times in this past sailing season the captain could not see the bow due to the elements (the Labor Day Regatta brought rolling fog and hail stones the size of golf balls at the same time!) Still we sailed on while our competition doused their sails and went below. The electronic compass kept us on the right path in many a drifter, and of course the equipment was invaluable in the overnight race.

Thrills by the dozen came to us this past season. We are sure we can never duplicate the excitement we experienced. We had read breathtaking accounts in our J/24 Magazine of the thrilling rides of some of the best J-Boat racers. Now, here we were topping 15.5 knots with the spinnaker bulging at the seams, *Cool Change* "steady as she goes," with our crazy crew screaming and whahooing as the eight foot swells tried to slow our bow and we rushed to the back of the boat to raise us to the next crest!

Our most memorable race, however, will be the Saginaw Bay Invitational held June 23-24, 1984. This two day, three race event went from no wind one day to 35 knots the second. In the last race, which was 17.5 miles long, *Cool Change* was fifteen feet from the finish line under full main and working jib, when a rogue wind blew a funnel directly in our path.

There was no warning except the sudden stippling on the water. Look! The yacht just ahead had a knock down! Quick! Try to steer away. Then . . . capsize! The main is flat in the water, the captain is trying to grab the safety line behind his head to stop him from falling forward and out of the boat. The middle man is contemplating hiking out and stepping onto the keel to help right the boat. The foredeck is hoping the wind doesn't pull the bow around to where *Cool Change* won't pop up when she starts to right. The water is inches away from the companion way . . . oh how we wish the hatch was secured! Then Odin, the wind god, ceased his fit of rage and *Cool Change* popped up and headed for the finish line. The committee boat crew cheered in amazement when we crossed. And to make a great story greater, *Cool Change* was best overall finisher for the regatta weekend!

So, Mr. Johnstone, we really owe it to you. And to J World and to Matt and Charlie and Drew and Drake, who drilled us and told us what was wrong and what was right. We owe it to your efforts to make family racing really competitive (we sailed as a family most of the past five years), and we owe it to you for making us aware of the potential for winning that is in most of us. How proud we are to have one of the smallest boats in all the fleets, as well as one of the most reasonably priced.

How grateful we are to have had all the knowledge and experience of others to help us along the way through the Class Association and a sailing school to teach us about our boat. We encourage you not to lose sight of the little people as you create greater sailing vessels that attract some of the best sailors in the world. Some of them even come from the largest class of PHRF racing boat in the world, the gutsy, go-fast J/24.

Sincerely,
Christine and Fred Rogel



Cool Change crew, (l to r) Gary Warner, Marcia Mayer, John Woodruff, Fred and Chris Rogel at Banquet of Honor.

Know Your Dealer

Many of us often ask the question, "How do I increase the size of my local fleet?" and "How do I get to know who might purchase, or has recently purchased, a J/24 in my area?" One answer is to get to know your local dealer and develop a working relationship with him or her.

This can be accomplished in many ways. First of all, have your fleet captain introduce himself to the dealer. This personal contact and relationship is very important. Also provide your dealer with any and all information concerning your fleet, such as:

Racing schedule — both fleet and district

Fleet membership list — maybe a prospective buyer is acquainted with a member of your fleet.

Class membership form — encourage your dealer to assist in promoting the merits of the Class Association.

You will be pleasantly surprised at the cooperation that you will receive, for this relationship will benefit both individuals. Additionally, ask if your fleet can assist at the local boat show. My dealer, Lonny Kerst of Fair Haven Marine, yearly provides our fleet an area to publicize the J/24 Class Association. There is nothing that helps to sell boats or attract new members more than satisfied owners and class members.

Hank Killion
USJCA Vice President



J/BOATS

Top quality 100% cotton Signal or Hanes t-shirt, full color silk-screened. Long sleeve **\$18.00**, short sleeve **\$12.00**, postage included. We specialize in custom work for special interest groups — send for our brochure on other One Design shirts. We do not charge for artwork for custom orders. Tex. residents add 6% sales tax. Outside USA add \$3.00 per shirt shipping.

	S	M	L	EX
LONG S				
SHORT S				

Number of Shirts

NAME

ADDRESS

CITY/STATE

ZIP

PHONE #

MARINA/YACHT CLUB

ADDRESS

ONE DESIGN MARINE

PO BOX 50908 • DALLAS 75250 • 214 828-2223



The Ultimate Shirt for the Ultimate 1 Design

Top quality 100% cotton Signal or Hanes t-shirt, full color silk-screened. Long sleeve **\$18.00**, short sleeve **\$12.00**, postage included. **J-BOATS** shirts also available. We specialize in custom work for special interest groups — send for our brochure on other One Design shirts. We do not charge for artwork for custom orders. Tex. residents add 6% sales tax. Outside USA add \$3.00 per shirt shipping.

J/24	S	M	L	EX
LONG S				

White on Blue

Number of Shirts

NAME

ADDRESS

CITY/STATE

ZIP

PHONE #

MARINA/YACHT CLUB

ADDRESS

ONE DESIGN MARINE

PO BOX 50908 • DALLAS 75250 • 214 828-2223



The Ultimate Shirt for the Ultimate 1 Design

Top quality 100% cotton Signal or Hanes t-shirt, full color silk-screened. Long sleeve **\$18.00**, short sleeve **\$12.00**, postage included. **J-BOATS** shirts also available. We specialize in custom work for special interest groups — send for our brochure on other One Design shirts. We do not charge for artwork for custom orders. Tex. residents add 6% sales tax. Outside USA add \$3.00 per shirt shipping.

J/24	S	M	L	EX
LONG S				

SHORT S

Number of Shirts

NAME

ADDRESS

CITY/STATE

ZIP

PHONE #

MARINA/YACHT CLUB

ADDRESS

ONE DESIGN MARINE

PO BOX 50908 • DALLAS 75250 • 214 828-2223





*Rick Peper, 1985 USJCA
Technical Committee Chair-
man.*

U.S. Technical Committee Report

by Rick Peper, Chairman

At the USJCA Annual Meeting this year, the hot topic was the "Mylar" rule proposal for the genoa. Since then much time and energy has been devoted by the Technical Committee towards drafting a rule that meets the objectives of the class rules, while best utilizing the available technology and materials.

The process of developing the Mylar rule proposal has been an eye-opening experience for me. It helped me understand the need for communicating our class rules structure, and the method for facilitating rules changes as well as interpretations by the Technical Committee to the class as a whole.

The 1983-84 year was the first year of operations for the Technical Committee of the USJCA and I believe many important issues were addressed. The most common questions I heard, other than requests for rules interpretation, were how are our rules implemented, who controls the implementation and how, what is the current method of changing rules and what is the effect of a technical interpretation by the Technical Committee.

To address the questions in reverse order, a technical interpretation does not change a rule but is simply the Technical Committee's opinion of what specific language in the class rules means when it might be subject to more than one interpretation. This interpretation remains in effect until a rule proposal, adopting or rejecting this interpretation, is reviewed by first the USJCA and then the IJCA and finally reviewed by the IYRU Keel Boat Committee. The method of requesting a technical interpretation is to submit a concise question regarding the rule and what specific area you wish interpreted. The Technical Committee will then consider the question and issue an interpretation or cite a previous interpretation where applicable. Please be patient, as we are separated by great geographic distances and all have busy schedules.

The method of proposing a rule change is to first submit a rule proposal to the National J/24 Class Association either

through your District Governor, the Technical Committee or the Executive Committee (i.e. President, Vice-President, Executive Director). The rule proposal should set forth the present rule, the proposed rule, the effect of the change and any persuasion to support your case. The rule should be forwarded, in writing, approximately sixty (60) days prior to the USJCA annual meeting usually held in October.

The next step is approval of the District Governors at the Annual Meeting. This meeting is conducted for the purpose of generating as much discussion as possible about each rule proposal distributed early to all District Governors prior to the meeting.

Once approved at the Annual Meeting, the rule is proposed to the IJCA and voted on at their Annual Meeting. Once approved, the rule is then submitted to the IYRU Keel Boat Committee for final approval. Only then does it become a class rule. As you can see this is a long and involved process but during this proposal stage, much discussion and debate is illicit and in the long run many rules which initially sound good are examined carefully and discarded before becoming class rules. I believe a good example of this was the weight restriction proposal in previous years.

I hope this discussion has helped to clear up the mystery of how the rules are changed and the hard work and discussion that goes into each, prior to its implementation. I also want to point out our international status and the need for considering the international consequences of each proposal.

The following is a brief discussion of questions generally heard and for which Technical Committee opinions were recently issued.

1) Adjustable Forestays

Although some forestays on very early boats had turnbuckles, there are very few in existence with the turnbuckle as original equipment. The Committee has previously ruled that adjustable forestays are not permitted in order to meet with the class objectives of lower cost of operation and ease of handling. In addition, since forestay length can be a great speed factor in light air, and considering the difficulty of measuring forestay length, the rules would be best served by prohibiting the adjustable forestay except those which are original equipment. In this case the forestay must be locked and not changed during a regatta.

2) Self-Tailing Winches

The Committee found that no significant advantage was gained as long as the mechanical advantage did not exceed class rules. It was determined that the winches are, for the most part, a personal preference item.

I hope that the next year will see continued increased growth in the class and as strong an interest in the class as I have witnessed this year. It is this interest in the J/24 Class which keeps it strong and viable.

The Issue

At the 1984 USJCA Annual Meeting, the District Governors voted to submit a rule proposal to allow Mylar genoas for J/24 Class racing. Due to the importance of this subject and the potential impact on every boat owner, the following four articles are presented. Every attempt has been made to provide accurate and complete information and several representative opinions on the use of laminated fabrics for genoas. After reading them, if you would like to express your opinion on the Mylar issue, use the form found on the reverse of the bulk mail address card, or write a letter, and send it to your DISTRICT GOVERNOR, by **June 1, 1985**. Non-U.S. members should write to the IJCA Chairman, Lorne Chapman (23 Inglewood Dr., Toronto, Ontario, Canada M4T 1G7). If the U.S. District Governors vote in favor of the Mylar genoa proposal, it will be presented to the 1985 IJCA Annual Meeting. If approved, the rules submission will then be presented to the IYRU for final approval. Note: Mylar and Dacron are registered DuPont trademarks.

Mylar . . . Is It Time?

by Win Fowler



Win Fowler has sailed his J/24, Nancy H., since 1978, and is District 1 Governor for the third year. He has been a sailmaker for 10 years and is presently a partner of Shore Sails, Maine.

One of the actions taken by the USJCA District Governors at the last U.S. Class annual meeting in October was to direct the Technical Committee to draft a new wording of the class rules that would allow the use of Mylar genoas. Because of the International status and organization of the J/24 Class, such an independent action of the U.S. Class Association, unless adopted by the IJCA as a whole, could only apply to American competition, not to international events or world qualifiers.

Since then the Technical Committee has done considerable research on the subject. They have asked me to share

their discoveries with you and ask your guidance in whether to adopt this change. Please let us know how you feel.

First, you may wonder why the Governors felt such a radical approach was necessary. Why not just follow the normal course and pursue the rule change at the international level?

Unfortunately, the U.S. made one attempt to have the rules changed at the IJCA level in 1982 with no success. At that point the U.S. was alone in favoring the change. Despite the fact that the USJCA represents 70 percent of all class members, it still does not control even a bare majority of votes in the IJCA.

Moreover, it has become clear that the competitive life span of the genoas built under the present rule is alarmingly short. As one Governor expressed it, "The J/24 Class cannot afford to become known as the class with the throw-away genoa."

While the U.S. will undoubtedly continue to lobby for a full-blown rule change, the District Governors felt that immediate action was necessary to assure the class's continuing strength (and, some felt, would help pressure the IJCA to follow suit).

The October 1982 issue of J/24 Magazine contained an article on the (then) state of the Mylar art by Neal Fowler (no relation). As the USJCA argued in London for the legalization of Mylar laminates, many of you were reading this conclusion that, at that time, the performance of Mylar and Dacron in J/24 sails would be comparable.

Some experts still feel that Mylar will not serve the class well. David Curtis, of Horizon Sails and reigning World Champion, feels that, based on the experience of the Soling Class, Mylar sails would not prove to be competitive, and therefore opposes the rule change.

On the other hand, Ken Read, of Shore Sails and reigning North American Champion, is emphatically positive. "Mylar in the 150 percent would be a vast improvement in the sailing ability of the boat and result in longer racing life for these sails."

John Sparkman of Howe & Bainbridge and Terry Zanes of Dimension Sailcloth, the two principle suppliers of high performance sail fabrics in the U.S., were both helpful in drafting the proposed rule change and both think that laminated fabric sails would be good for the class.

Who's right? What is the state of the art in Mylar today? Although Neal described well the beginnings of Mylar technology, he had no way to anticipate the giant strides sail fabrics would make in the next two years. Laminated fabrics available today include a bewildering array of constructions.

As a sailmaker myself, I started with a mild bias for laminated fabrics. Of course, knowing that these fabrics are likely to become legal, I started studying the ones I thought might be appropriate. And it was this study that made up my mind.

Table 1: Genoa Fabric Comparisons

Fabric	Actual gm/m ²	10 Lb. Stretch		Load @ 1.5% Elong.		Efficiency	
		Prime	Bias	Prime	Bias	Prime	Bias
3.8 oz MF Dacron (lightest currently legal woven fabric available, a poor performer but nothing to stop a sailmaker from using it!)	168	5.5	22.5	37	11	55%	27%
4.4 oz NYT (typical high quality resinated woven material in present genoas)	193	3.0	4.5	78	47	100%	100%
TRIPLY 3100 (fill oriented woven scrim laminate sandwiched in 1.5 mils Mylar)	125	3.5	5.0	72	48	143%	159%
V320 (as above, warp oriented)	141	2.5	5.5	92	47	162%	138%
16P440 (fill oriented knitted warp substrate laminated to 1 mil Mylar)	136	3.6	8.3	59.5	26	109%	79%
12P1000 (as above on 1.5 mil)	176	3.0	6.6	76	33	108%	78%
2 oz. 1 mil (woven substrate, warp oriented, 1 mil Mylar)	156	4.5	8.9	75	23	120%	61%
3.4 temperkote (old style woven substrate on 2 mil Mylar, slightly fill oriented)	170	3.0	4.2	65	48	95%	116%
*4.4 oz NYT	213	2.0	4.0	112	47	130%	90%
*4.5 oz SFD	215	2.0	4.5	100	55	115%	105%
*16P1000 Mylar (2 mil Mylar)	225	2.0	3.5	112	52	123%	95%

*Added by Curtis and Walcoff

Notes

The PRIME direction is the strongest direction of the fabric. BIAS direction is 45 degrees to the prime.

10 LB STRETCH is the industry standard for cloth specification, but is not necessarily very revealing. Low is good.

LOAD @ 1.5% ELONGATION is a measure of ultimate fabric strength. Fabrics may suffer permanent damage at this point. High is good.

EFFICIENCY compares strength per unit weight to 4.4 oz. NYT, which is, I believe, the fabric in more J/24 genoas than any other.

Table 1 is a chart showing the characteristics of a few samples of Mylar materials that might be used to build genoas under the new rule, as well as those of a couple of woven Dacron samples. This should give a feeling for the range of laminated fabric constructions available to the sailmaker today.

Studying this chart, you will find that there is considerable variation among the different materials. Some have a lot of Mylar, some a little, some strong on the prime thread, some on the bias. Moreover, there are quite a few other measures of fabric usefulness I have not included; e.g. permanent stretch, tear strength, peel strength, fatigue, etc. Some of these fabrics will work best in crosscut or fan cut sails. Others are best suited to radial or vertical constructions.

You may feel more than a little confused by all this. I'm sure that even some sailmakers feel the same way. My purpose is not to try to make you an expert on sail fabric or to

bewilder you with statistics. But there are two points I want to make:

The first is that Mylar laminates are superior to woven Dacrons. This should be clear from the chart and is even more apparent in fatigue tests. But the real proof is their universal acceptance in open handicap racing.

In his article, Neal had a little chart of the advantages vs. the disadvantages of Mylar. Doing one today I would be inclined to make one like this:

Use of laminated fabrics in J/24 Genoas

Advantages

- Lighter
- Stronger
- Easier to handle
- More tear resistant
- Longer racing life

Disadvantages

- I'm still thinking

What's more, this wonderful stuff doesn't cost any more than the Dacron we're using already. The sails themselves may cost a little bit more, since Mylar usually involves a little more labor, but basically, they're the same. Furthermore, Mylar is likely to be cheaper than Dacron before too long.

However, Mylar alone, whatever it costs, will not assure better or longer lived sails, especially at light minimum weights. In superior modern laminates the substrate fibers contribute substantially to strength in the load direction, be it warp or fill, as well as to tear strength. It is up to the sailmaker to properly align the strength of the fabric with the loads in the sail.

That leads me to my second point, which is that sailmakers have not used the lightest available woven materials under the present rule. Instead they have gravitated to heavier fabrics that handle the job as the best available compromise between weight and strength. I think this is strong evidence of the wisdom of sailmakers over rulemakers.

Therefore, we have tried to rewrite the rule in such a way as to allow the use of the best of the present day laminates for unforeseen future advances in technology.

It is the job of all conscientious sailmakers to know and understand the characteristics of the available fabric constructions and to use this information to build sails that serve the best interest of their customers. Sailmaking is a very competitive business these days, and sailors are becoming very discriminating consumers. No sailmaker who either deliberately or through ignorance produces an inferior product will last long in the marketplace, especially in so competitive a class as the J/24.

History has shown that sailmakers will work to make the best sails they can within the rules. To make the class the best we can, we should let them continue to do so.

I believe that a valid argument can be made for writing a rule that specifies minimum cloth weight to prevent the appearance of special light air genoas not suitable for the top end of the 150 percent range. I also believe that for the moment it is reasonable to exclude expensive exotic materials such as aromatic polyamids and anisotropic melt polymers, but these may become desirable in the not too distant future. It is also arguable (though I personally disagree) that the rules should prohibit certain "exotic" sail constructions such as plying, stepped weights, and large fanned radials, that might drive up the cost of sails. But, I strongly believe that the rule should not limit fabric constructions. Let the sailmaker, whose job it is to understand cloth, make these decisions.

If I haven't convinced you so far that laminates are a panacea and sailmakers, as a breed, are possessed of the wisdom of Solomon, I hope I have at least convinced you that this subject is worth your consideration. Check with those racers you know who have bought laminate sails within the past year. Ask your local sailmaker for cloth samples of Mylars and the kind of heavily resinated Dacrons typical of today's genoas. Talk to the experts and the amateurs. Decide for yourself.

Then let us know.

Why Mylar?

by John Beckman



John Beckman is technical manager at Jet Propulsion Laboratory of Cal Tech, Pasadena, California. He is District Governor of District 21 and has raced his J/24 3 J's for the past four years as a member of Long Beach Fleet 59.

Why Mylar? This was the first thought I had when our fleet started discussing the issue back in October 1981. In fact, based on little information, I voted with the majority of the fleet to drop consideration of going to a Mylar genoa at that time.

Today my ideas have changed, based on much thought and conversation with the "experts." I would like to share the evolution of my thought process with you, using a simple question and answer format. Basically these are the questions that I mulled over in 1982 and 1983.

Sheets and afterguys made of silky steel.

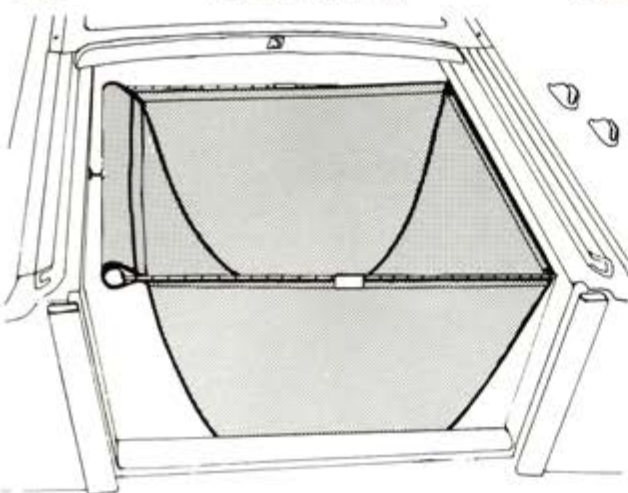


Eliminate mushy sail trim with sheets and afterguys of Yale's Aramid 80™, a composite of zero-stretch Kevlar® core fibers covered by a soft-handling, abrasion-resistant Dacron® sleeve. Yale also builds premier nylon and all-Dacron ropes in colors (solids and color-coded) plus pure white. Write Yale for a free splicing brochure. See your dealer for Aramid 80.

*DuPont registered trademarks.

YALE CORDAGE

Old Sparhawk Mill
Yarmouth, ME 04096
207-846-9048



RETRACTABLE COMPANIONWAY SPINNAKER POUCH (\$130)

- Does not interfere with opening/closing of companionway
- Shockcord quickly closes & retracts pouch to the side (not forward where it would interfere with headroom)
- Helps eliminate difficulties with repeated launchings
- Complete kit includes Harken Cam-matic cam cleat, 4 bullet blocks, shockcord and much more
- Handy pocket on side for sun screen, sun glasses, etc.
- Detailed large diagram and installation instructions incl.
- Choose from all standard colors - H & B Yachtcrillic

UNIQUE J/24 SUNSHADE, 8' wide, 12' long, heavy dacron (\$130)

- Arched middle batten provides standing headroom in cockpit
- Boat sails perfectly with sunshade up under genoa alone
- Easy boarding and motor mounting with sunshade on
- Choice of color for panel over forward end of cockpit

J/24 BOOM SAILCOVER (\$100)

- Special J/24 design provides extra room for mast compass
- Zippered front with "common sense" fasteners on bottom
- Measurement forms available for non-J boats (\$11/foot)

REMOVABLE DODGER (\$130)

- Quick on and off, and once removed no hardware remains on deck to interfere with crew during racing (less bruises)
- Privacy with headroom & windows provide 360° visibility
- Zippered flap aft overlaps drop board
- Slides forward for easy entrance and exit

ASK ABOUT OUR:

- Sailing training aids and seminars
- Other racing and cruising products for all boats
- Prompt and experienced sail repair
- Custom banners and flags (I-flags, \$6/doz.)

**ALL PRICES INCL. UPS SHIPPING WITHIN USA
TO ORDER SEND CHECK (U.S. DOLLARS) TO:**

ASTRE MARINE, 1206 Florence Ave., Evanston, IL 60202

QUESTIONS or REQUESTS:
Call Scott Stokes, (312) 475-3958

What is the proposal?

To allow Mylar genoas for J/24 Class competition.

Why change? What is wrong with our current sail arrangement?

It only affects racing. One of Dacron's characteristics is stretch. After use (i.e., forces on the sail encountered during sailing), the shape of the sail changes. This alters the geometry of the original sail design, making a slower sail.

So what? Isn't the effect a small one?

Yes and no. The effect to the untrained eye is not much, but there is a noticeable difference in upwind pointing and speed. A new sail will walk away from a stretched-out sail.

Ok, but doesn't a Dacron genoa last a reasonably long time before stretching out of shape, say one to two years?

No, that's the problem. It depends on wind velocity. I have talked to J owners who felt the sail lost its edge after one regatta! My last genoa kept its edge for about three regattas (12-13 races), all in light to moderate air (10-12 knots maximum).

What do you mean when you say, "edge?"

My experience has been with North sails; the most recent example was a 4.4 oz NYT. The "edge" was the ability to point higher while maintaining the same speed, as the wind built to the point where hull speed was achieved. This was not a large effect, and could only be measured against competitors that normally were as fast upwind as my boat was before the new sail. After the three regattas, the difference in speed seemed to disappear.

Why is Mylar better?

Mylar does not stretch. Therefore, the shape the sailmaker builds into the sail stays there.

Isn't Mylar more fragile than Dacron?

Mylar is inherently stronger than Dacron. However, early in Mylar development, there were problems with tearing (on spreaders and stanchions), exploding (failure from over-stress) and delamination (the Mylar film peeling away from the fabric backing). Sailmakers tell me that delamination is a thing of the past, and tears are no worse than with Dacron. A light Mylar sail can still be exploded by overloading. However, since Mylar is so strong, a "bullet proof" Mylar genoa (able to stand higher wind than the boat's ability to carry the sail) can be designed using lighter cloth (say 3.5 oz) than the current Dacron sail.

Does this mean I have to spend more money to buy a new Mylar sail, just to stay competitive?

No! It actually will have the opposite effect and is the major reason why the class should shift to Mylar. The simple fact today is that very few people really have competitive Dacron genoas at any given regatta. Unless your Dacron genoa has less than, say, 10 to 15 races, I submit that your sail is not as competitive as a new sail. Unless you can afford two to three new genoas a year or are a sailmaker, you are not competitive all the time. On the other hand, a conservatively designed Mylar genoa should have a relatively long racing life (it's hard to be specific, without tests, but probably in excess of one year, maybe two).

Isn't a Mylar genoa more expensive than a Dacron genoa?

Today it might be 5 to 10 percent more, but sailmakers tell me that the difference will disappear if it becomes a volume class sail.

Mylar Genoas: A Realistic Appraisal

by Dave Curtis and Hale Walcott



Dave Curtis, owner of Curtis Sails, is 1984 J/24 World Champion, 1984 Midwinter Champion and 1982 and 1983 North American Champion as well as four-time E22 World Champion, 1981 Yachtsman of the Year, and Pan Am Gold medalist in the Soling (1979) and J/24 (1983). Hale Walcott, production and marketing manager of Curtis Sails, has crewed for Curtis on HJ as sail trimmer for many years.

There has been a lot of interest lately in allowing the use of Mylar in J/24 genoas. Although it is now considered illegal under class rule 3.6.2, some feel that genoas constructed in Mylar will deliver greater speed at roughly the same cost as Dacron sails. Others feel that the one-design nature of the J/24 is enhanced by the excellent Dacron sails now available. They like to race J/24's partly because they don't have to deal with the costly and changeable nature of Mylar laminates as seen in PHRF, MORC, and IOR racing.

Let's first see how Mylar has fared in other one-design classes, then how it relates directly to the J/24.

In the Soling Class, for the last five years Mylar has been allowed in one of two jibs you can measure in at a regatta. In this extremely competitive Olympic boat, where a one percent speed advantage can mean a Gold Medal, you'd think everyone would use Mylar. But at the 1984 U.S. Olympic Trials, none of the top five boats measured in a Mylar jib, and at the 1984 Los Angeles Olympics, none of the top six chose any Mylar. This is because Mylar offered no performance increase over conventional yarn-tempered Dacron jibs, while it presented a serious durability problem.

Just two hours after the seventh race of the 1983 Soling Worlds, Champion Robbie Haine's Mylar jib blew apart. This was just from fatigue, since a Soling jib doesn't hit the mast, shrouds, spreaders, or lifelines like a J/24 genoa.

Mylar has also been legal for five years in the Interclub frostbite dinghy which we sail in Marblehead. In an average season of 100 races, a 3 oz. NYT sail delivers consistent performance without fatiguing. The same sail in 3 oz. Mylar develops permanent leech distortion after a few heavy air races. (Heavy air is 15 knots, since racing is cancelled in higher winds.) The sailmakers' solution has been to use stepped (composite) construction with 3 oz. Mylar in the forward 2/3 of the sail and 3.5 oz. Mylar in the leech. The

stepped construction and large corner patches (covering 66 percent of the leech length) necessary for longevity are both illegal in J/24 rules. Though Mylar has increased the price of Interclub sails, an equally tangible performance increase has not been realized; two of the last three Interclub Nationals were won with Dacron sails.

In evaluating Mylar for J/24 genoas, stretch characteristics, cost, longevity, performance, consistency, and availability must be considered.

To Win Fowler's chart of cloth stretch characteristics we've added three items: two Dacrons we have used plus one Mylar which our Bainbridge salesman deems an effective replacement for the yarn temper Dacron. None of the Mylar's on Win's list has the ultimate stretch resistance of our good Howe and Bainbridge 4.5 NYT or Dimension 4.5 SFD. At the 1.5 percent elongation level, the woven fabrics are at least 30 percent stronger on the prime or leech loading, and 25 percent stronger on the bias or diagonal loading. To equal the stretch resistance of our good Dacron, we must go to a heavier Mylar such as 16P 1000. With this weight Mylar, it's quite possible that a Dacron genoa would be faster in light air. We do not consider "efficiency" numbers to be important, since even 2.2 oz. NYT is more efficient than 4.4 oz. NYT per weight. But a 2.2 oz. NYT genoa, even if legal, would be fatigued after one race. The ultimate stretch is what matters.

COST: Most sailmakers currently charge 10-15 percent more for Mylar headsails than conventional Dacron. Although the cost of material may sometimes be lower with Mylar, the construction will certainly be more expensive. According to John Sparkman from Howe and Bainbridge, "Radial construction in Mylar will certainly beat conventional cloth construction." For conventional construction in both materials he also says that 4.4 NYT will deliver comparable performance." So to get a potentially better sail using Mylar, radial construction is necessary. And this will cost more than a Dacron genoa.

LONGEVITY: With the current class restrictions on reinforcements, a J/24 genoa is competitive for a full season — consisting of 40-50 races. This does not constitute a "throw-away sail", but is comparable with other one-design classes which normally buy a new jib every year. Closely tied with longevity is competitive racing life. Even if a Mylar genoa (at greater initial cost) lasts 50 percent longer than Dacron, it will likely be out-designed six months after it is purchased.

As each sailmaker chooses his Mylar and construction



SEA-BAND RELIEVES STORMY STOMACHS

Sea-Band is the revolutionary new way to control nausea caused by seasickness or motion-sickness. A Sea-Band worn on each wrist begins working to relieve nausea in moments without the drowsiness or unpleasant side-effects sometimes associated with drugs. Sea-Band uses "acupressure"... a method proven effective in the relief of seasickness. Sea-Band is also effective in the control of morning sickness and other causes of nausea. Simply "take two" for a seaworthy stomach.

\$6 includes two Sea-Bands and complete instructions. Please add \$1.50 for postage and handling.

SOUWEST BAND CORPORATION

1645 Palm Beach Lakes Boulevard
W. Palm Beach, FL 33401. (305) 684-4508

technique, the initial sails will certainly not be as close in performance as their Dacron counterparts. In fact, as seen in other one-design classes, many of the early Mylar sails will be "dogs" relative to the Dacron sails now produced. Ken Read's statement that Mylar "would be a vast improvement in the sailing ability of the boat" makes you think we're allowing the use of the outboard motor or a trapeze. Actually, it would be very hard to tell any difference in performance. The net result may be that everyone will be 20 seconds faster per race, but is that really important? The J/24 has the closest racing of any one-design class, something which Mylar would affect. As sailmakers go from generation one Mylar to generation two and three, everyone will be faced with buying yet another Mylar genoa — or be uncompetitive.

CONSISTENCY: Since most sailmakers use one of two nearly identical products for J/24 genoas, the clothmakers stock large quantities of these high quality fabrics. The chart points out a few of the many Mylars there are to choose from, but doesn't show or forecast that future laminates will make obsolete these current choices.

AVAILABILITY: The chart doesn't consider the fact that one sailmaker — North — produces its own Mylar laminate called Norlam. It's quite possible that Norlam, in a weight appropriate for J/24 genoas, would be superior to anything Bainbridge or Dimension could produce. This would create a monopoly for North in the genoa market, thus eliminating competitors and affecting the consumer's freedom of choice. The best Dacron, however, is equally available to the largest and smallest producer of J/24 sails.

A realistic list of pros and cons is as follows:

PRO-MYLAR

slightly stronger at same weight
slightly longer lasting

AGAINST MYLAR

more expensive
difficult transition
new sailmaker design curve
no improvement in quality of racing
illegal internationally
unknown availability

RECOMMENDATION:

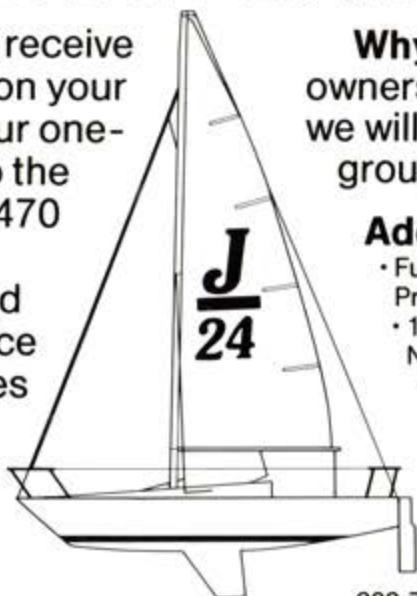
Based on the preceeding analysis and our experience in the Soling and Interclub classes, we don't feel that the legalization of Mylar for the J/24 genoa is appropriate at this time. Instead, we propose the following plan which will help ascertain the feasibility of Mylar in the future.

First, allow one Mylar genoa in each fleet on an experimental basis. The choice of sailmaker and how to cover the expense of the sail could be decided on a fleet basis. The sail would be used on a round-robin basis during the summer, so everyone in the fleet would get a chance to use and evaluate it. Also, three boats would be allowed to use the sail in the Midwinter and North American qualifiers. A record would be kept of how many times each sail was used, and how it performed. At the end of the season each fleet would send its results to the Technical Committee. If the consensus is favorable, the Committee should send a separate mail ballot to the class membership.

New GROUP Insurance Rates For Your J/24

Now Save 20% plus receive special group benefits on your J/24 boat insurance. Our one-design plan is similar to the successful Thistle and 470 class plans.

Nationally recognized A-rated marine insurance carrier, with claim offices in every major sailing area across the country, has formulated our group plan.



Why? Statistically, J/24 owners are safer sailors and we will be placed in a safety group plus receive...

Additional Benefits:

- Full Racing Coverage and All Risk Protection
- 12 Month Unlimited Trailering and Navigation in the U.S.
- No Deductible Applies for Collision Between Two J/24s in Our Group

JOIN NOW!

For more information call collect 203-767-2691 or write GOWRIE MARINE INSURANCE, P.O. Box 836, Essex, CT 06426

Mylar: Food for Thought

by Andreas H. Josenhans



Andreas Josenhans has been a sailmaker for 10 years and currently heads up the North Sails East, One-Design Department along with Ched Proctor. He was the winning crew in two Star World Championships and two Soling World Championships, and was selected by Yacht Racing & Cruising as the 1984 Crew of the Year.

On the topic of Mylar Genoas for the J/24 Class I would like to offer some food for thought, since it is such a hot topic.

The potential change from Dacron sailcloth to a sail with partial Mylar content has disturbed class growth and stability in the Soling, Star, and 505 classes. The intention of this letter is to suggest some criterion by which the class can decide for or against Mylar without disturbing the class growth and quality of one-design racing.

Today's state-of-the-art J/24 genoa is a highly sophisticated sail which uses three dimensional computer molding to enhance durability and the ability to cope with windspeed extremes. The cloth genoa today has the following four things built in to let it take the hard knocks again and again:

1. 25 percent stronger cloth than class rule minimum
2. Panel rotation to match cloth strength and loading
3. True radial clew
4. Radial tack

The cloth genoa's racing usefulness is usually limited to one season despite the stated design/construction methods which are aimed to produce longevity.

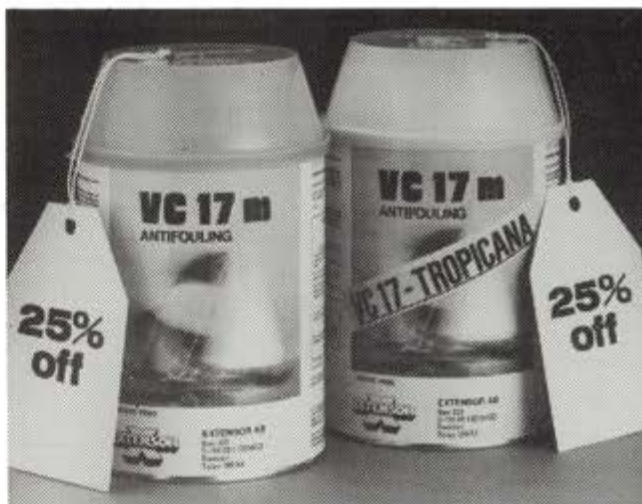
As a rule, a Mylar sail will have a greater ability to control the maximum camber amount and location within two percent of the designed amount, which I'll call Aerodynamic Durability.

The cloth sail has usually maintained its structural integrity longer than a sail with partial Mylar content.

In the light of this debate about Mylar vs cloth, we need some objective criterion. I would suggest the following; a) The Mylar sail must have opportunity to be tested in competition on the race course and prove superior in performance and durability. b) The Mylar sail must be the same cost, or provide significant performance/durability advantages. c) The Mylar sails made by various sailmakers must be visible on the race course at non-qualifying events so that sailmakers can test the material without having an unfair advantage.

In conclusion, any decision toward sails with partial Mylar content should be based on the proven fact that the new sails will be superior without a major price increase.

Now, everybody can have a smoother bottom.



If you've always wanted to have a smoother bottom on your boat, but haven't wanted to pay the price, we have good news for you.

The price of VC17 boat bottom paint has just been reduced by 25%.

Which makes it about the same price as many lesser paints.

A pretty good deal for a paint that does so much more.

A paint that's so easy to use, you simply spray or roll it on.

A paint that creates a surface so smooth and thin, it can actually increase the speed of a boat by as much as 10%.

But most of all, once you have a coat of VC17 on, it means you may never have to sand your boat again.

For more information about VC17 for fresh or salt water, call us at 312-645-0999. Or write Baltic Marine Products, Inc., P.O. Box 14615, Chicago, IL 60614.

And have a smoother bottom, once and for all.

VC17.
**The best boat bottom
paint in the world.**



Jim Brady (left) and crew pack up Hot Pursuit after '84 Stone Crab Regatta in which they finished second.

Basic Rigging Ideas

by Jim Brady

With over 4,000 J/24's floating around, the racing scene is becoming increasingly more competitive. The class is continuing to grow and attract more sailors, as well as their ideas, from other classes. The increasing growth and competition has enhanced the improvements now found in deck layout. If you want to win, you want every advantage the rules will allow.

A good deck layout is a simple one. Complex controls lead to confusion and misuse of the control. This has become even more important with five crewmen aboard because rarely are you lucky enough to have the same crew aboard for each regatta. A simple deck layout, labeled well, will enhance boat handling maneuvers and sail control adjustment.

The key to simplicity is ease in adjustability. Gone are the days where the cockpit crew adjusted the sail controls and the others "rode the rail". To place well in today's fleet, the sail controls must be constantly adjusted to changes in wind strength and wave conditions. All of the sail shape controls should be within arm's reach of one and preferably two crew members while on the rail. This not only keeps the weight where it is most needed but it also keeps the skipper's view of the waves clear. The mechanical advantage should be just enough for heavy air while not hampering the control's

use in light air due to friction. A good bit of effort should be put into reducing friction in all of the running rigging. On *Hot Pursuit* (the boat I now sail), Harken blocks and cleats as well as Servo cleats are used extensively. The blocks have very little friction even under load and cleats are easy to use, as well as having a smooth top. The smooth top allows the line to run free with minimal friction. Cleats such as the Schaefer (supplied with the boat) have sharp tops and chafe the line as well as induce friction when releasing. The Servo cleats work well when cleating an already highly tensioned line such as a genoa or spinnaker sheet.

We have found these unique rigging methods to be quite helpful and I hope they can serve to enhance your boat's performance. The purpose of this article is to discuss some of the more subtle, yet important, rigging styles, some of which possess specific advantages over traditional styles. Keep in mind, though, that you must be the judge of what system will work well for your boat.

MAINSHEET: There are basically three styles of running the mainsheet. The boat comes with a Harken fiddle block with cleat attached. This system is least expensive; for our purposes, it is also less functional. The obvious disadvantage is that the relative angle of the cleat to the skipper's hand changes as the boom moves inboard and outboard. Because the cleat is facing down, the mainsheet can be difficult to uncleat in heavy air. Also, if the leeward traveller line is uncleated, the traveller will slide to weather when pulling on the mainsheet rather than pull the mainsheet blocks closer together. By adding a Harken swivel arm and cleat, the height of the cleat is always constant. The traveller will not be affected (slide) when pulling on the sheet because the mainsheet is being pulled away from a stationary point. (Figure 1)

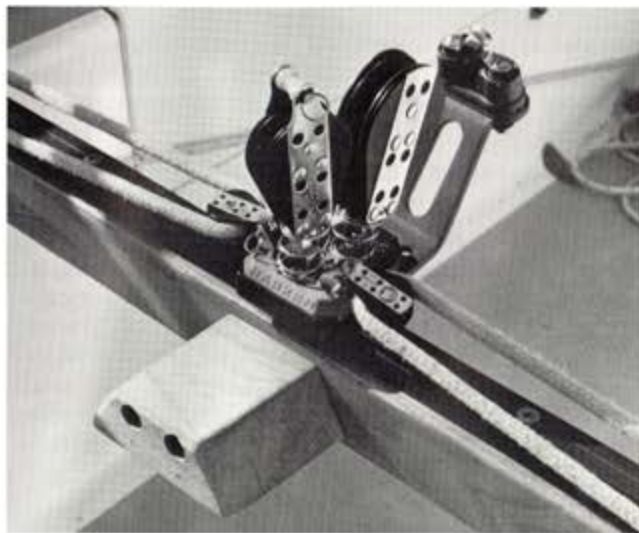


Figure 1. Mainsheet system and skipper's foot brace.

Dave Curtis and many others have located this swivel arm forward of the traveller. The advantage of this is that the mainsheet control is farther forward. This allows easier trimming for a skipper sitting in front of the traveller and also allows the crew to adjust the mainsheet. One obvious disadvantage, however, is that you cannot "carry" the mainsheet with you to the new side when tacking. If you like to adjust the mainsheet while tacking, this system can be difficult.

BACKSTAY: This control is the most important control and should be led within easy reach of the skipper and not too far away from the cockpit crew. The standard system makes it difficult to uncleat the backstay while the skipper is sitting up to the windward side. If you are the kind of skipper whose feet never leave the cockpit floor this standard system works fine. A better arrangement, though, is to lead the backstay to the corner of the cockpit combing and forward of the traveller. (Figure 2) This allows the skipper to cleat or uncleat the backstay while sitting to windward. Notice the deadeyes located between the cheek block and the cleat. This allows you to pull in the leeward backstay line from the windward side without it wearing on the side of the cheek block.

TRAVELLER: The standard cleat placement is too far aft for the skipper to use his or her forward hand to adjust. Nowadays with skippers sitting farther forward, most find it best to position the cleat forward of the traveller itself by about 6" to 10". (Figure 2) To best position this control, you should decide when you like to use the traveller. Since I like to use the traveller only in light to moderate air, pulling the boom up to center line, the new Harken "Bastet Self Tacking Traveller" with cleats on the traveller car might work very well for this purpose. Harken hopes to have this system on the market this summer. I imagine many boats will try this system and find it to their advantage.

MAIN CUNNINGHAM: The standard 3:1 ratio system seems adequate for some but for our purposes can be greatly improved upon. Some people prefer to lead this to the cockpit, although we chose to lead it to either of the forward two crew. By positioning the Cunningham cleat on the forward outside corners of the companionway hatch, either crew member can easily cleat or uncleat this control from the rail. (Figure 3) Since this system is double-ended, leading to both sides, an even number purchase is required. I recommend using a 4:1 mechanical advantage.

JIB CUNNINGHAM: Many boats have not yet installed a luff tensioning device for the genoa. If used properly this control can be very effective in "changing gears." Again, I recommend a 4:1 mechanical advantage with the control line within easy access to the foredeck crew. (Figure 4)

GENOA SHEET: The standard Genoa sheet length is about two feet too short for our purposes. We chose to replace both sheets with a minimum diameter very low stretch line. To help speed up our tacks we eliminated the need for bowlines. We attached the sheet to the clew of the sail by sewing a strong piece of webbing into the end of each sheet to connect them in the middle and then using the webbing to double through the jib clew.

HALYARDS: The main and genoa halyard cleats on our boat are staggered with the main just slightly farther

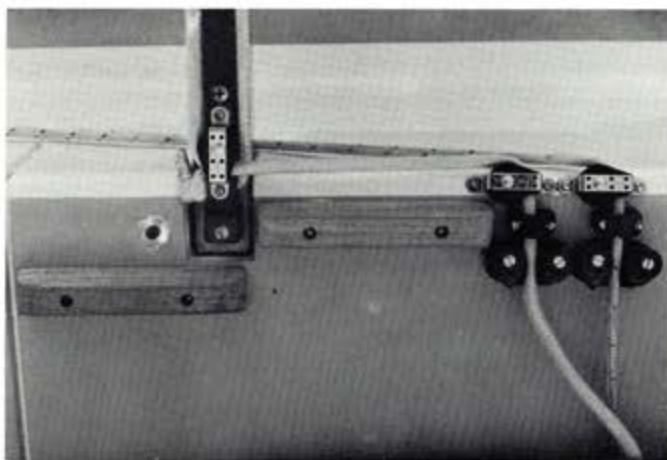


Figure 2. Backstay and traveller cleats, foot braces and compass buttons.



Figure 3. Topping lift, foreguy and main cunningham control.



Figure 4. Jib cunningham and jib skirt roller on lifeline.

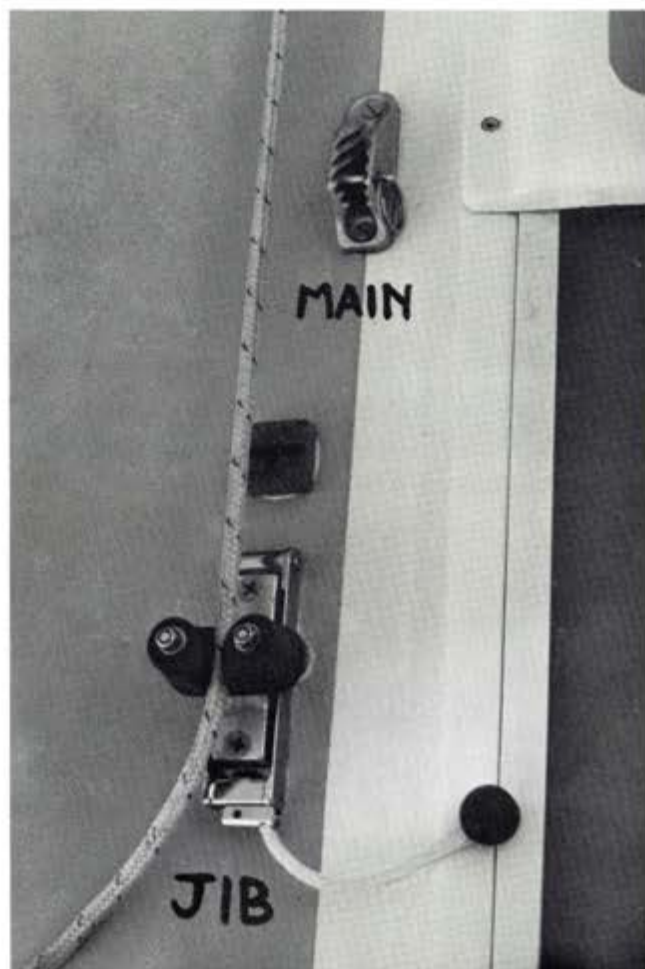


Figure 5. Main and genoa halyard cleats.

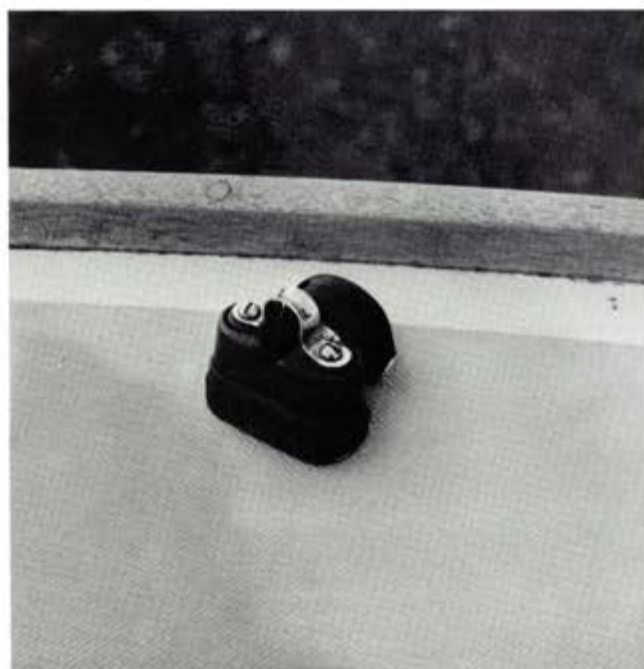


Figure 6. Tweeker cleat and lead located near the rail.

forward. (Figure 5) This helps to eliminate confusion between the two, especially when the same type of cleat is used for both halyards. Notice the retaining pin in the top of the main halyard cleat. This helps to insure that the mainsail is never lowered accidentally. For the genoa halyard cleat we chose to use a quick release device to assure a swift genoa douse at the windward mark. We also chose to use a minimum diameter 100 percent Kevlar genoa halyard with a one foot wire tail to run over the top sheeve in the mast. The idea is to reduce stretch and weight aloft. After testing many different cleats we decided on a Harken cam-cleat for the genoa halyard. If you prefer the 5/16" wire to rope halyard (standard), then I recommend using the standard cam-cleat in the quick release carriage device.

TOPPING LIFT AND FOREGUY: The new boats are now coming with these controls mounted on the starboard forward edge of the companionway hatch. (Figure 3) The advantage of having these controls here is that, with limited movement, either of the two forward crew can easily adjust the pole height from either tack. Notice the small block located behind the topping lift. The topping lift is run through this block which allows it to be cleated by pulling from anywhere on the boat. Also notice that the topping lift control is to the port side so that when approaching the leeward mark on port tack (as we oftentimes do), the topping lift is the easiest to release. We have also found it advantageous to use different color line to distinguish the topping lift from the foreguy.

TWEEKER: To properly position the tweeker cleat and lead, first you should review its function and use. Its function is to help steady the pole position and to widen the relative sheeting angle of the spinnaker pole. The farther outboard the tweeker lead, the better it will serve both of these functions. The fore and aft location is mostly a matter of preference. We tend to use the tweeker in moderate to heavy air on the windward side only. By positioning the cleat just inboard of the lead, we found that it was much easier to adjust this control. (Figure 6)

To help keep confusion to a minimum, especially with a new crew, I suggest labeling each control on the boat. Since most lines should be tighter rather than looser under increasing tension, I recommend using a very low stretch line such as pre-stretch or Kevlar where allowed.

In today's class racing it is becoming more important to have an easy-to-use and functional deck layout. If winning is an important factor, do not give up the possible advantages of re-rigging your boat. Agreed, the best deck hardware and its placement may not make you a winner, but I assure you that it will not hurt.

Jim Brady is a student at the College of Charleston, and an employee of Ulmer Koliis Sails. He crewed for the 1979 Midwinter Champion, Mark Ploch, and was presented an award for the top crew under 16. He participated in the yachting events at the 1982 National Sports Festival, and was a member of the 1983 Pan American Yachting Team. He worked as a J-World instructor in the summer of 1983, and more recently won the 1984 J/24 Florida State Championship and placed second in the 1984 Stone Crab Regatta.

SOBSTAD sails can deliver high performance wherever J/24's compete!

1st—1984 CHARLESTON SPRING CHAMPIONSHIP
 1st—1984 MID-WINTERS WEST
 1st—1984 EAST COAST CHAMPIONSHIP
 1st—1984 WESTERN REGIONAL CHAMPIONSHIP
 1st—1984 PACIFIC COAST CHAMPIONSHIP
 1st—1984 DISTRICT 20 CHAMPIONSHIP (1985 Worlds Qualifier)

In all of these major events sailed in a wide variety of conditions SOBSTAD made the difference!

SOBSTAD mains can be powered up or depowered in many different conditions require.

Upwind a series of waves can slow the boat down so SOBSTAD designs J/24 headsails to sail in a relatively wide groove. When you drive off for speed the power is there!

SOBSTAD spinnakers have a smooth, flat profile for reaching, with free, open leeches enough shape to support maximum projected area running.

John Kostecki has written a J/24 Tuning Guide so even the newest skipper and crew can harness the flexibility power built into SOBSTAD sails.

Explore the SOBSTAD difference!

SOBSTAD
 1230 Brickyard Court
 Ft. Richmond, VA 22431
 415-234-1334

In the East Coast: Contact Larry Leonard SOBSTD - Annapolis 12 Severn Avenue Annapolis, MD 21403 410-268-1161	In the Midwest: Contact Tim Stearns SOBSTD - Chicago 2243 N. Elston Avenue Chicago, IL 60614 312-384-2828
--	--

West Coast Call John Kostecki

1st—1984 MID-WINTERS WEST

1st—1984 EAST COAST CHAMPIONSHIP

1st—1984 WESTERN REGIONAL CHAMPIONSHIP

1st—1984 PACIFIC COAST CHAMPIONSHIP

1st—1984 DISTRICT 20 CHAMPIONSHIP (1985 Worlds Qualifier)

SOBSTAD mains can be powered up or depowered as conditions require.

Upwind a series of waves can slow the boat drastically so SOBSTAD designs J/24 headsails to sail in a relatively wide groove. When you drive off for speed the power is there!

SOBSTAD spinnakers have a smooth, flat profile for reaching, with free, open leeches and enough shape to support maximum projected area running.

John Kostecki has written a J/24 Trim and Tuning Guide so even the newest skipper and crew can harness the flexibility and power built into SOBSTAD sails.

**Explore the
SOBSTAD
difference!**



SOBSTAD

1230 Brickyard Cove Road
Pt. Richmond, CA 94801
415-234-1534 & 234-8192

**On the East Coast:
Contact Larry Leonard
SOBSTAD—Annapolis
222 Severn Avenue
Annapolis, MD 21403
301-268-1161**

**In the Midwest:
Contact Tim Stearns
SOBSTAD—Chicago
2243 N. Elston Avenue
Chicago, IL 60614
312-384-2828**

Out West: Call John Kostecki
SOBSTAD—San Francisco
1230 Brickyard Cove Road
PL. Richmond, CA 94801
415-234-4334 & 234-8192

Five Rules of Good Seamanship

by Scott Stokes

Over the years when I have taken a course in a new sport, or a seminar on a new subject, there always seemed to be a group of guiding principles, mottos or basic postures one strived to master and refine. For example: In skiing, "Weight on the downhill ski, uphill ski forward;" in scuba, "Breathe, keep breathing and don't forget to breathe;" in Boy/Girl Scouts, "Be prepared!" In business, one hears about management principals of planning, controlling, directing and monitoring. Now in sailing, we have the five rules of good seamanship.

These five rules were developed over a number of years by sailing instructors of the Northwestern University Shields Sailing Club in Chicago. It was found that whenever a sailing student was having difficulty, one of the five rules was not being followed. So, in the interest of better and more enjoyable sailing, here are the . . .

Five Rules of Good Seamanship

1. PREPARE: "Prepare yourself, your boat and your crew."
2. CONTROL: "Control yourself, your boat and your crew."
3. INSPECT: "Inspect, inspect and reinspect."
- 4 & 5. "A NEAT and CLEAN ship is a Safe and Happy ship."

The formula looks like this:

Prepare/Control/Inspect/Neat and clean = Safe and Happy.

Smoother Tacks and Improved Steering Angle: A Speed Advantage You Can Count On.



The unique shape of Karl's J-24 tiller allows better control through tacks and a straight positive angle for the tiller extension...improving upwind response. Constructed of laminated oak and Honduras Mahogany with West System Epoxy and five coats of Captains varnish. \$95. plus shipping (UPS) Mass. Residents add 5% sales tax. Call Monday-Saturday 9-5 EST.

Karl's Boat Shop Master Card or Visa accepted
Orders Promptly attended to.
1-(617)-394-9526
47 Theophilus Smith Rd., South Dennis, MA 02660



Scott Stokes promotes J/24 sailing as a member of Wilmette Harbor Fleet 100.

Safety is the central concern of the above rules and each rule's impact on the safety of the crew is always stressed. Sailing instructors have found it valuable to review any difficulties or problem areas in the format of these five rules, which help students better organize their thoughts and attitudes. By the way, three cheers for Dave Perry's article, "Inner Sailing," in the October 1984 J/24 Magazine! Great attitude.

I must mention a tradition my sailing students have, which points out another important little phrase we use: "Sailing is social." After the students complete their lessons, I explain that if they are asked to repeat the five rules of good seamanship, by me or another student, and they cannot repeat the rules with minimal assistance, they owe that person a drink of their choice. And, of course, turn about is fair play!

I wonder if that would work with J/24 sailors now . . . you never know when a thirsty sailor might ask for the five rules of good seamanship. What are they?

Scott Stokes has an extensive sailing background, with experience as a Northwestern University Sailing Club sailing instructor for 13 years, Chicago Yacht Club and Winetka Yacht Club junior sailing program instructor for five years, has served on Chicago Yacht Club's race committee, was twice North American Sunfish Champion, has given private sailing lessons on J/24's since 1981, is past J/24 District 15 Governor, and currently runs his own marine oriented business, Astre Marine, in Evanston, Illinois.

Taking Care of Business — A Guide to Spring Maintenance

by John Maxwell

For any J/24 owner, it is important to schedule a maintenance program that will keep their boat sailing trouble-free and protect their investment. Sailors in the southern U.S. must be disciplined about this because it is easy to disregard potential problems when the sun is out and the breeze is up. Sailors in the northern U.S. have a naturally imposed maintenance period called Winter. With five months to prepare the boat for the upcoming season, everyone ought to be ready; however all too often it is a mad dash to get the boat in the water.

Make the most of the time remaining and get a jump on everyone by following this three-part TOP TO BOTTOM program:

Part 1 — MAST AND RIGGING

- Masthead Fly — remember where you put it last Fall?
- Main Halyard Sheave — clean and lubricate.
- Main Halyard — Check for wear and chafe.
- Spinnaker Sheave — clean and lubricate.
- Spinnaker Halyard — check for chafe, lubricate snap shackle.
- Genoa Halyard Sheaves — clean and lubricate.
- Genoa Halyards — check for wear and chafe.
- Headfoil — check for splitting.
- Topping Lift Sheave — clean and lubricate.
- Pole Topping Lift — check for chafe, check the spring hook.
- Spreader Brackets — check rivets and welds for stress.
- Spreaders — check for splitting (inboard) and bending.

- Spreader Ends — are they still in one piece?
- Spinnaker Cleat — now's the time to change over from the old on-deck system.
- Spinnaker Pole Eye — replace if bent.
- Spinnaker Pole — lubricate frozen end fittings.
- Mast Shoe — check for undue corrosion.
- Mast and Boom — clean, compound and wax.
- Reef Lines — check for chafe.
- Reefing Hardware — replace missing parts.
- Outhaul — check for chafe, inspect shackle, inspect cleat for holding ability.
- Cunningham — find and inspect loose parts.
- Standing Rigging — check all for signs of over-stretch; the shrouds, headstay and backstay should last the lifetime of the boat, but if you really crank up your rigging, you may want to invest in a new set about every five years.
- Turnbuckles — clean and lubricate; cleaning does not mean one spray of WD-40 — really clean them so all the grime of winter and gum from last year's duct tape is out of the threads. Make sure all the clevis pins are still there, and — for Pete's sake — invest in new cotter pins!
- Backstay Adjuster — clean and lubricate.

Part 2 — THE DECK AND DOWN BELOW

A) The Deck

- Pulpits and Stanchions — clean and shine with "Never Dull;" bronze wool will get the tough spots.
- Toe Rails — clean and oil/varnish; replace if still broken from last year's port/starboard confrontation.
- Tiller — sand and varnish.
- Footrests — clean and varnish — if you don't have them, you should — they're great.
- Traveler Support Bar — remove, sand and varnish — make it last.

HAGAR THE HORRIBLE by Dik Browne



- Genoa and Jib Track — drill additional holes for variable sail settings
- Blocks — replace if worn-out.
- Cars — check springs and pistons.
- Winches — tear-down, clean and regrease.
- Jam Cleats — replace if worn-out.
- Cam Cleats — replace if worn-out.
- Cheek Blocks — replace if worn-out.
- Mast Chocks — replace if delaminated.
- Mast Boot — clean.
- Twing Lines — if found, check for chafe; reposition fairleads and cleats the way you thought of last Fall.
- Jib, Spinnaker and Main Sheets — replace if needed; first, however, soak them in warm, soapy water (changing water often) to see if they soften up a bit.

B) Down Below

Many J/24 sailors never see past the companionway in the boat and don't realize that it's actually kind of nice down there. Do something different this season and go for a weekend cruise on it — you will gain a whole new insight into why you bought the boat in the first place.

But first, clean it up a bit:

- Cushions and Covers — send the covers to the cleaners and air out the cushions.
- Woodwork — sand and oil teak trim.
- Cooler — clean out mildew from last year; replace broken lid, if necessary.
- Interior Lighting — check, replace bulbs, if necessary.
- Settee and V-berth Boards — sand and varnish to stop delamination.
- Mast Step — check for corrosion.
- Main Bulkhead/Chainplates — check for delamination. (If the main bulkhead is delaminating, call TPI for warranty information).
- Buy and install a tapedeck — helpful in adjusting attitude.

Part 3 — BOTTOM

Lots of people spend lots of money having their boat bottoms professionally prepared for them; however, with some time, work and attention to detail, you can achieve a top quality bottom job by doing it yourself.

On a new boat, the battle is half over. The bottom is already nice, smooth and ready to paint. Most of the new generation of bottom paints do not require sanding — good,



A little wax does wonders.

since most folks get carried away with the sanding process and end up damaging the gelcoat. Carefully read the directions given by the paint manufacturer and follow them to the letter.

On an older boat already painted but in need of a fresh coat, preparation is the key to a good finish. When sanding, take the time to achieve uniform smoothness, though be careful not to sand away the gelcoat. Gelcoat is the boat's primary seal against water and should be treated with care while sanding. If you do sand into the gelcoat, be sure to put some kind of barrier coat (epoxy) on the areas affected, to reduce the possibility of water entering the hull.

Once the old paint has been sanded smooth, clean the dust away with a tack rag, and then paint to the manufacturers specifications. (HINT: If applying paint with a roller, select one with as thin a nap as possible. Foam rollers are good, though check to make sure the paint you've selected does not react adversely to the foam.)

Part 4 — KEELS AND RUDDERS

To fair or not to fair is the question. (How to fair has already been covered in previous issues of this magazine). Owners must determine for themselves whether or not the time and expense is worth super-duper underwater foils. A good benchmark for deciding whether a fairing job will help make the boat go faster is your standing in the fleet: If you are in the bottom-middle of the fleet, don't bother. What you need to do is take the time and money you could spend on the job and spend the time on crew practice and the money on beer and sandwiches (crew get mean if not fed). If your standing is toward the front of the fleet, you may want to consider it — if your crew work, tactics and sails are as good as they can be; this may be the trick to send you into the lead.

WHY THE WINNERS HAVE BETTER SPEED AND POINTING!



Winners understand that the keel's shape, symmetry, and the amount and location of maximum draft are critical factors that affect the pointing ability and speed potential of the boat. Through the use of computers and sophisticated microprocessor controlled equipment, Computer Keels Company makes it practical for you to fair your keel and provides you with an understanding of what is required to significantly reduce, or eliminate keel blistering.

COMPUKEEL® TEMPLATE KIT: All six sections of your keel and rudder, computer drawn in ink, on Mylar along with instructions to easily transform these patterns into templates using scissors, utility knife, staple gun and tape (not

included). Also included are instructions for keel fairing, keel alignment, and blistering prevention information. \$95. Non US orders add \$5 for additional shipping.

THE ADVANTAGE® ALUMINUM TEMPLATES: Templates for your keel and rudder cut in aluminum by microprocessor controlled equipment, plus keel fairing and alignment instructions and information on the prevention of keel blistering. \$395. Non US orders add \$75 for additional shipping.

To Order: Send check or money order (\$US) only to: Computer Keels Company, Dept. J/24, PO Box 35757, Edina, MN 55435.

If your boat has a fin keel, Computer Keels patented products can improve its performance. Write or call (612) 881-4453 for details.

Copyright © 1985 Computer Keels Company
*Trademark

Spend Years Improving Your Sailing... or Spend A Week At J World.

The J World Program. Whether you are 17 or 70, a daysailor, racer, cruiser, crew, beginner, aspiring local or national champion, there is something J World can teach



you. We'll teach you in one week what might otherwise take years to learn. Because our unique approach maximizes on-the-water sailing time and places a J World instructor on board *every boat* in *every program* for five full days. Sailing is not learned in just mornings or afternoons...retention of course material is lost in too many hours of free time. That's why at J World you spend 5 to 6 hours per day sailing, with morning lectures and



afternoon wrap-ups. Video and blackboard presentations reinforce onshore what you learn on the water. In the evenings you're free to explore the waterfront

shops, seafood restaurants and enjoy the night life. You can even sail after hours on a J/24!

J/24. The Ultimate Sailing Classroom. Simple, fast and maneuverable, the J/24 actually helps you progress more rapidly. Its sensitivity to proper handling and sail trim gives you the instant feedback necessary for skill refinement. With the stability of larger boats and the responsiveness of a dinghy, the J/24 is the ideal teaching platform to maximize your learning.



World Class Instructors. Because the instructor is as important as the boat, we have taken the time to select the very best. Each teacher on our staff has competed successfully on national and world levels in one-design and offshore boats. Equally important is the fact that our instructors

are thoroughly trained in the fine art of teaching. So you learn in a friendly environment that makes learning fun.

Come Learn at the Most Exciting Locations. Each J World location is renowned for its excellent sailing conditions (10-25 knot sea breezes), warm climate, open ocean access and scenic coastline...Newport, Key West and San Francisco are ideal for the J World program. As a student, you sail in all wind and wave conditions... from flat water and shifty winds to steady breezes and



choppy seas. Such sailing diversity produces valuable confidence and a well rounded experience. So spend a week at J World. Whether you're a cruiser or a racer you will reap the rewards in years of sailing enjoyment.

The J World Curriculum. The specific schedule varies depending on the program you enroll in. Each day begins with a seminar, after which you are assigned to a boat with people of similar skill levels. Then you head out on the water and end the day ashore with a brief review.

Join Us.

Newport June 2 - Aug. 30, '85

Kingston, Ont. June 2 - Aug. 30, '85

San Francisco Sept. 8 - Oct. 18, '85



Beginner to Advanced Racing programs available. American Sailing Association certificate awarded. Special J World/USYRU Women only programs are held in Newport and San Francisco.



MasterCard and Visa accepted. Ask about our early sign-up incentive program. Family discounts are available. Call us now or write for more information.

J World, Box 1500, Newport, R.I. 02840

Call 1-800-343-2255

In R.I. & Outside U.S. 1-401-849-5492

J WORLD
THE PERFORMANCE SAILING SCHOOL

Bacardi Canadian Championship July 16-20, 1985

Invitation

The Canadian J/24 Class Association and the Nova Scotia Sailing Association extend a warm welcome to all J/24 owners to come to Nova Scotia and participate in the Fifth Annual Canadian Nationals.

For those travelling down through New Brunswick, follow the main highway past Halifax to the South Shore and exit at Hubbards. For those coming from New England, the ferries from Portland and Bar Harbour sail to Yarmouth, with a short drive to the Regatta site.

If you are thinking of an extended stay, we recommend cruising Mahone Bay and taking in Chester Race Week in early August. An accommodations list and tourist package is available on request.

Don Williams
Regatta Chairman



Photo courtesy of Nova Scotia Govt. Service

Site	<p>The Regatta will be hosted by the Canadian J/24 Class Association and the Nova Scotia Sailing Association (Sail East). Racing will take place on St. Margaret's Bay, a five mile by five mile saltwater bay on Nova Scotia's famous south shore. Shore facilities will be at Hubbard's Cove.</p> <p>Hubbard's is located 30 miles west of Halifax and a three-hour drive from Yarmouth, with ferries from Portland and Bar Harbour.</p>		
Rules	<p>The Championship will be governed by the current IYRU Racing Rules, the prescriptions of the C.Y.A., the current rules of the International J/24 Class Association and the Race Instructions.</p>		
Eligibility	<p>The Regatta will be open to any current member of a National J/24 Class Association or the International J/24 Class Association.</p>		
Schedule	<p>July 16 July 17 July 18 July 19 July 20</p>	<p>Tuesday Wednesday Thursday Friday Saturday</p>	<p>Registration and Measurement A.M. Registration and Measurement/Skipper's Meeting P.M. First Race A.M. & P.M. Racing A.M. & P.M. Racing A.M. & P.M. Racing Closing Ceremonies</p>
Racing	<p>Seven races are planned, on Olympic course triangles, with approximately 1.5 mile legs.</p>		
Inspection	<p>Partial or complete measurement may be performed on any yacht at any time during the Regatta. Class membership stickers shall be displayed on the transom, and sails used in the event must bear sail royalty labels.</p>		
Entry	<p>Entry may be made by sending a check for US \$100 to the address below, payable to "Sail East". Fee includes: launching, hauling, docking and mooring, entry package, regatta dinner, Bacardi Rum Night and prizes.</p>		
Contact	<p>For accommodations and further information contact: Ed Backman, P.O. Box 832, Sta. M, Halifax B3J 2V2, Canada, Telephone (902) 429-5409.</p>		

European Championship September 7-13, 1985

Invitation

by Stephen Hyde, Class Captain

The Royal Cork Yacht Club is the oldest yacht club in the world, dating from 1720, and has hosted such sailors as Lord Dunraven and Sir Thomas Lipton, in the good old days. Cork Harbour itself is reputed to be one of the best natural harbours in the world. There are first class berthing and chandlery facilities in Crosshaven, together with a host of social activities laid on for the event. Cork City, the nearest city to Crosshaven (12 miles), is 800 years old this year, and the celebrations will be twelve months long. The Cork Harp Folk Festival will take place September 7-8, and will include a street carnival. There will also be a triangular tennis tournament between Ireland, Scotland, and Wales on the same two days — plenty to interest all those J/24 sailors and camp followers.



Site	The 1985 Dunhill European Championship will be held at the Royal Cork Yacht Club, Crosshaven, County Cork, Ireland.		
Rules	The Championship will be conducted under the current International Yacht Racing Rules with I.Y.A. Prescriptions, the Rules of the International J/24 Class Association, and the sailing instructions.		
Eligibility	Eligibility is governed by IJCA Rules 2.5 and 3.6.14.		
Schedule	September 7	Saturday	Inspection of yachts — Competitors' Briefing (1800 hrs)
	September 8	Sunday	Practice Race (1300 hrs)
	September 9	Monday	Olympic Race (1300 hrs)
	September 10	Tuesday	Two Olympic Races (beginning 1000 hrs)
	September 11	Wednesday	Spare Day
	September 12	Thursday	Coastal Race (1000 hrs)
	September 13	Friday	Olympic Race (1300 hrs)
			Prize Giving (1900 hrs)
Courses	The courses will be laid in Cork Harbour, Admiralty Chart Number 1777.		
Measurement	All competing yachts shall be in possession of a valid measurement certificate, plus a valid insurance certificate. A suit of previously measured sails for each yacht will be checked, measured and marked with an official championship stamp. This suit of sails only shall be used throughout the series, none other without Race Committee written approval.		
General	Facilities will be provided for launching and hauling participating yachts. All competing yachts will be provided with berths at the Royal Cork Yacht Club marina. Competitors will have honorary membership of the Royal Cork Yacht Club for the duration of the event. There are a limited number of boats available for charter.		
Entry	Entries must be received by the R.C.Y.C. no later than Saturday, June 1, 1985. The entry fee is 150 Irish Pounds, and is non refundable, except in exceptional circumstances. An additional late entry fee of 50 Irish Pounds may be accepted at the discretion of the R.C.Y.C. Entry fees may be paid in Irish Pounds or equivalent currency at the time of payment.		
Contact	Event and General Information: Royal Cork Yacht Club, Crosshaven, Co. Cork, Ireland. Phone: CORK(021)831023. Accommodation in Cork and Crosshaven: Cork-Kerry Tourism, Grand Parade, Cork, Ireland. Phone: CORK(021)23251. Telex: 26131 CKRT E1.		



A usually reliable SW sea breeze combined with a straightforward tidal pattern on Buzzards Bay creates ideal conditions for one design racing.

Photo by Gail Scott Seeman

Site

The J/24 1985 North American Championship will be held from August 9 (Friday) through August 16 (Friday) on the waters of Buzzards Bay. The Beverly Yacht Club of Marion, Massachusetts is the host club and organizing authority. Marion is approximately 60 miles south of Boston and 15 miles west of Cape Cod.

Rules

The regatta will be governed by the 1985-1988 International Yacht Racing Rules ("IYRR"), the prescriptions of the USYRU, the Class Rules of the International J/24 Class Association, this Notice and by the Sailing Instructions. Class Rule 2.5.3, which requires a Measurement Certificate, shall be waived. The regatta is a Class IV event. That is, a Jury will hear protests and requests for redress, will supervise all aspects of the event, and has final authority on all matters (including the direction of the Race Committee).

Eligibility	The competition shall be open to J/24 class yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
Schedule	Friday	August 9	1200-1700	Registration and Measurement: Tabor Academy
	Saturday	August 10	0900-1700	Registration and Measurement: Tabor Academy
			1730	Opening Ceremonies and Skippers Meeting
	Sunday	August 11	1030	Practice Race and Qualification Series #1
	Monday	August 12	1030	Qualification Series #2, #3 & #4
	Tuesday	August 13	1030	Qualification Series #5 & #6
	Wednesday	August 14	1030	Final Series #1 & #2
	Thursday	August 15	1030	Final Series #3 & #4
	Friday	August 16	1030	Final Series #5 — Awards Ceremony
Racing	The North American Championship will consist of as many as twelve races, including one practice race and a qualification series. The entrants shall be divided into four fleets to sail up to six races in a qualification series. Subsequently, the fleets will be divided into two divisions on the basis of the results of the qualification series. The top half will constitute the Championship Division. The remainder will constitute the Designer Division. Up to five races will be run in the final series.			
Courses	Races will be run on Olympic courses or variations thereof. Course length will be determined based on sailing conditions.			
Scoring	The Low Point Scoring System, Appendix 5A of the IYRR, will be used. A version of the "Percentage Alternative Penalties for Infringement of a Rule of Part IV" of the IYRR (Appendix 3, Part 2) shall apply.			
Prizes	Prizes will be awarded to at least the top five finishers in both the Championship and Designer Divisions.			
Inspection and Measurement	All entrants are subject to measurement of hull, rigging, and sails at the time of check-in or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification for all races up to the time of detection, at the discretion of the Jury. Specific instructions for measurement prior to launch will be provided in the registration information.			
General	This regatta will qualify one U.S. entrant for the 1986 World Championship at Newport, Rhode Island. Launching and hauling will be at Barden's Boat Yard in Marion. Moorings will be available beginning Friday, August 9, through Friday, August 16. All yachts remaining beyond noon on August 17 will be charged. Mooring procedures will be in accordance with the regulations of the Marion Harbormaster and the Regatta Committee. Launch service is limited; participants are urged to bring and use dinghies to avoid long delays. It is hoped to make J/24's available for charter. If some become available, details will be included in the regatta information package sent in response to registration.			
Housing	Participants are allowed to sleep on their boats. A list of local accommodations and details regarding housing at Tabor Academy will be sent to all registrants.			
Entries	Each entry must be submitted on an entry form such as the one on the last page of this magazine. Fully paid entries mailed <i>after</i> May 15, 1985 will be accepted in the order that they were mailed. The organizing authority intends to limit entries in order to keep the number of participants at, or below, 100. Entries must be accompanied by a check for \$225 made payable to the Beverly Yacht Club. Entries postmarked after June 15, 1985 must include a \$50 late fee. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, one fleet/division identification signal, two signal flags, launching, hauling, mooring (2-3 boat rafts) and five tickets to both the Opening Ceremonies Party and Awards Ceremony Party.			
Sailing Instructions	The Sailing Instructions will be available at registration.			
Contact	Refer questions and mail entries to Lori Schaefer; 28 Crapo Road; Marion, Mass. 02783. Telephone (617) 748-0955.			

Invitation

The Japan J/24 Class Association cordially invites J/24 sailors from all parts of the world to attend the 1985 World Championships. This year the championship will be held in Atsumi Bay, Aichi Prefecture, located on the Pacific side of mid Japan. For those of you who wish to attend, a general itinerary has been planned by Japan Airlines and a travel agent, who together are making all transportation and hotel arrangements. Arrival at Narita International Airport, near Tokyo, is scheduled for November 10, 1985 and includes a one night stay in Tokyo. The following day a swift,

comfortable Bullet Train will carry all participants at speeds up to 200 km/h past beautiful snow covered Mt. Fuji to the hotel near Nissan Marina Tokai, the host marina. From there short trips will be possible to such historical sites as Kyoto and Pearl Island. The sailing conditions in Atsumi Bay promise to be satisfactory. Moderate tidal currents, wavelets, a generally warm climate and suitable winds of approximately 10-6 knots are all indigenous to the area, and should assure pleasant sailing.



Nissan Marina Tokai, Atsumi Bay, Aichi Prefecture, Japan, site of 1985 World Championship.

Site	The 1985 World Championship will be held in Atsumi Bay, Aichi Prefecture, Japan. The Championship is hosted by Nissan Marina Tokai.		
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. The 20 percent alternate penalty shall apply.		
Eligibility	Eligibility is governed by IJCA Rule 2.5 and 3.6.14. The number of qualified entrants from each country shall conform to item 5.3 of the Minutes of the IJCA Meeting on November 5, 1982, with subscription dates adjusted to 1985, in addition to the guidelines shown on page 74 of International J/24 Magazine October 1984 issue and on the letter from IJCA Chairman to the secretary of IJCA dated December 12, 1984 as under: (1) The regatta chairman and the IJCA Chairman. (2) Australia has been allocated two additional places for this event by the IJCA meeting at Poole in October 1984. (3) Any places not taken by September 30 according to the formula for allocations shall then be offered to all countries, with first choice given to that country with the greatest number of members, and so on. In no event shall the number of entrants from any country, including the host country, exceed 30 percent of the number of entrants in total as determined by the formula.		
Schedule	November 15	Friday	Registration and Measurement
	November 16	Saturday	Registration and Measurement
	November 17	Sunday	Practice Race
			Opening Ceremony
	November 18	Monday	Race One
	November 19	Tuesday	Race Two
	November 20	Wednesday	Race Three (Distance)
			Cocktail Party
	November 21	Thursday	Lay Day (Make-up Race, if needed)
	November 22	Friday	Race Four
	November 23	Saturday	Race Five
	November 24	Sunday	Race Six
			Trophy Presentation Party
Racing	The World Championship will consist of as many as six races and a minimum of four. The lay day may be used for a make-up race if four races have been completed.		
Courses	The racing will consist of five Olympic races and one medium-distance race.		
Scoring	The low-point scoring system will be used as described in Appendix 5A, Option 2. of the IYRU Rules		
Awards	<p>The J/24 World Championship Trophy will be awarded for first overall.</p> <p>The Bengt Julin Trophy will go to the highest scoring yacht in the first three races.</p> <p>The Nissan Trophy will go to the highest scoring yacht in the last three races.</p> <p>The President's Cup (J Boats) will be given to the first skipper over 40-years-old.</p> <p>The Eiffel Tower Trophy will go to the top yacht with woman in crew.</p> <p>Daily prizes and prizes for the top ten overall will be presented.</p> <p>A prize for the top yacht from the country who will hold the next World Championship.</p>		
Measurements	Inspection and measurements will be performed on each yacht before completing registration. Only four sails will be measured for use in the World Championships. You can expect full measurement of each boat, which must be equipped with the safety equipment specified in the IJCA Rules.		
Charters	Charter boats will be available to those qualified competitors from outside of Japan. The charter fee will be Yen 120,000 for boats without sails and Yen 170,000 with sails. There is also a refundable Yen 150,000 security deposit. Additionally, the charterer shall provide insurance for the term of charter.		
Entry	The completed entry form and fee of Yen 70,000 per boat plus any charter fees must be received by the Japan JCA Secretary no later than September 30, 1985. This fee includes the opening reception, cocktail party, and trophy banquet for both skipper and crew.		
Contact	All communications: Tomohiko Sekiguchi, Secretary Japan J/24 Class Association, C/O Marine Department of Nissan Motor Co., Ltd., 17-1, 6-chome, ginza, chuo-ku, Tokyo 104, Japan. Cable address: "NISMO" TOKYO; Telex No.: NISMO J22503; Phone: 03 (543) 5523.		

First International Women's Keelboat Championship September 21 - 29, 1985

Invitation

by Helen Ingerson

We feel this 1985 Championship offers a challenge for women to test their skills against women crews from all over the world. It will provide exciting opportunities for women to increase their racing skills and confidence by competing against other women with a high level of racing expertise.

There are increasing numbers of women skippering and crewing in keelboats, yet there are few women in any major regatta. This championship is a challenge to women sailors to put an all women crew together and compete in a high quality racing situation without having to qualify or go through a ladder event. It is an opportunity to race to be the top International Women's Keelboat Championship Crew. It will be fun and will provide time to get to know women from all over the world as well as a chance to race in a different area in great boats.

We hope that many will take advantage of this prestigious event. There are no eliminations or restrictions as to

number from any country or area. Women just need to arrange for an experienced crew, a J/24, and come prepared to race. There will be some J/24's available for charter. Crews from overseas will be given first choice until August 1; then early entries and those from long distance will be given opportunity to charter. Interesting courses will be scheduled depending on the weather — some in the ocean, others in Narragansett Bay and one around the Island. The host club is planning some interesting social events and meals.

The Organizing Committee for the Championship includes: Robert (Bob) Johnstone, J/24 Class advisor to Committee; Robert Conner, Ida Lewis Yacht Club and USYRU Treasurer; Ann Conner, Event Chairwoman, Ida Lewis Yacht Club; Jan O'Malley, USYRU representative to IYRU Women's Sailing Committee; Marilyn Thordarson, Chairwoman of USYRU Women's Sailing Coordinating Committee; Marge Robfogel, member, USYRU Women's Sailing Coordinating Committee; Helen Ingerson, Organizing Committee Chairwoman and USYRU Vice President; and Jonathan Harley, USYRU One Design and Olympic Director and advisor to the Championship Committee.

Site	The first International Women's Keelboat Championship will be hosted by Ida Lewis Yacht Club, Newport, Rhode Island. The regatta is organized by the United States Yacht Racing Union and will be sailed on Rhode Island Sound off Newport, and on Narragansett Bay.	
Rules	The Regatta will be governed by the International Yacht Racing Rules and the rules of the International J/24 Class, except as modified in the Notice of Race or Sailing Instructions.	
Eligibility	Open to women sailors (skippers and crews), each of whom is a member of a yacht club, or a class association, or her National Yachting Federation (Association).	
Schedule	Sept. 21	Arrival Day
	Sept. 22, 23	Registration
	Sept. 22	0800 - 1700 Measurement of sails and boats
	Sept. 23	1300 Practice Race
	Sept. 24 - 29	Seven races to be sailed, with one lay day if possible.
Awards	Daily first and overall prizes will be awarded. Low point scoring will be used.	
Launching & Mooring Boats	Launching will be by hoists at Fort Adams, with moorings at Brenton Cove and Newport Harbor.	
	J/24's on a bring-your-own-boat basis. Some boats will be available for charter through the Organizing Committee, with priority being given to overseas entries prior to August 1, 1985. Charter rates are: \$750 (boat with sails), \$500 (boat without sails). A \$250 reduction on these rates is possible if the competing crew permits the female owner or owner's representative to sail as a crew member. In addition, a \$100 refundable damage deposit and a \$50 insurance fee are required.	
Housing	Lodging information for motels/hotels is available on request. Limited housing in homes or boats of local members is available to contestants only. Those wishing housing should contact Ida Lewis Yacht Club as soon as possible.	
Entries	The entry fee of US\$300 per boat, payable to Ida Lewis Yacht Club, includes racing, launching, mooring, two receptions and two dinners. Entry form must be received prior to July 15, 1985 by Ann Conner, Event Chairperson, USYRU, Box 209, Newport, RI 02840, U.S.A. For further information and/or entry form, write to Helen Ingerson, c/o USYRU.	

Women's Racing Clinic Scores

by Margee Ryder



Photo by Donna Disk

Iris Yagi is in the lead on 3941. She trailered her boat, Go With The Wind, from New York to sail in the clinic.

This Ain't No Party was an understatement as the Women of War made a Beeliner to Go With The Wind and develop their Sea Sharp skills during the second annual Coral Reef Yacht Club Women's Yacht Racing Association J-World Women's Racing Clinic.

The Clinic got underway Tuesday, January 1, 1985, as 13 J/24's and 52 women participants arrived from places as far north as Canada and as far south as Venezuela. Coral Reef Yacht Club, host of the Clinic, made the Clubhouse available New Year's Day for the launching of the J/24's, registration, orientation and a complementary hamburger cookout.

Co-Chairmen Carol Owens and

Jane Anne Pincus introduced each of the 13 coaches including Jeff Johnstone, Drake Johnstone and Peter Johnstone, whose family designs, builds and merchandises the array of J-Boats all over the world. Other coaches included Bill Laughlin, a USYRU Coach from Minnesota; Hale Walcoff of Horizon Sails in Marblehead, Massachusetts; John Bonds of the U.S. Naval Academy; Mary Brigdon, graduate of the Naval Academy, officer in the U.S. Navy and Navigator on one of the U.S. 12 Meter Challengers; Cory Fischer, women's one-design champion from Annapolis, Maryland; Stu Silvestri of J-World in Newport, Rhode Island and Coconut Grove's own David Himmel.

The five-day Clinic began each morning at 8:30 a.m. with an hour's lecture on a variety of topics including sail trim, starting, upwind and downwind strategy and tactics. By 10:30 a.m. the boats were rigged and sailing out the channel for a full day of advanced boat handling, spinnaker sets, jibes and takedowns, short course racing and starting. The boats usually hit the docks at 3:00 p.m. for unrigging and cleanup, followed by a video review and workshop of the day's activities.

Each day John Graves' Sly Mongoose would most graciously serve as the video and spectator yacht, following the fleet all over Biscayne Bay recording every tack, jibe, set, takedown,

wrap, frown and smile. Graham Hall of Newport, Rhode Island, spent hours filming the videos and presenting them each day along with informative, critical, complementary and often humorous commentary. On the first day of the Clinic only Graham and John could be seen on *Sly Mongoose*, but by the end of the Clinic the yacht was filled with spectators, photographers and friendly cheerleaders.

WYRA President Pam Bennett's *Melange* served as the committee boat for the entire Clinic and was manned each day by Seymour Owens, of Coconut Grove, and Doug Stump, of Atlanta, with the help of CRYC's Rick Preston and John Bonds towards week end.

Owens and Pincus, who organized the Clinic for the second year in a row with the help of Fay Regan and numerous others, placed an emphasis this year in bringing in more women to Miami from all over the country. This nationwide invitation was made even more attractive with the promise of free housing for the out of town visitors in the Coconut Grove, Coral Gables and Key Biscayne areas. In addition to the coaches from Newport, Marblehead

and Annapolis, women from Canada, Vermont, Connecticut, New York, Minnesota, Massachusetts, Illinois, Virginia and Georgia either drove down or flew in to Miami for the week's instruction in the Florida sun on the sparkling waters of Biscayne Bay.

The out of town yachts included Iris Yagi's *Go With The Wind* from New York, Aulis Lind's *Beeliner* from Vermont, Jeff Johnstone's *Ziggy* and Drake Johnstone's *Heathcliff* from Newport, and WYRA's own Sherry Welch's *This Ain't No Party* from St. Petersburg. The local J/24's included Jane Anne Pincus and Mary Babcock's *Menage*, Hiddy Doren on *Night Owl*, Nancy Burns on *Gust buster*, Geri Kolt on *Sea Sharp*, Sue Vrana-Brogen on *Man-O-War*, Jan Hart Grave (a/k/a "Johnny's Bride") on *Venus*, Kim Logan's *Honky* and Carol Owens on *Deviant*.

Days one and two were definitely bikini weather but by Friday the front moved in with morning rains, overcast skies, rough seas and 20-23 knots of breeze with higher gusts. The video showed a lot of white knuckles on Friday, but it was a successful lesson in heavy air boat handling and the im-

portance of getting weight on the rail, with no mishaps.

By Friday evening the women were ready for Mary Babcock's annual Chili Party, and it was a grand success with about 150 guests in attendance. Following the Saturday morning lecture, the Race Committee set up the course for the five race series. Seas were still rough and the winds were around 18 knots with higher gusts; however, the Committee got in three races.

Saturday evening was highlighted by the Commodore's cocktail party with gallons of CRYC's famous rum punch and a wide variety of hors d'oeuvres.

The winds had subsided a bit by Sunday morning and all of the yachts were able to go with the 150 percent genoas by the 10:00 a.m. start of the fourth race. The Committee went with the same windward-leeward-windward course of Saturday's race and by the start of the fifth and final race, the competition for the top three positions overall were fractional points from one another. The winds picked up to around 14 knots for the final leg and positions changed as the yachts played the favored side of the course.

As we came into the dock around noon, John Bonds was waiting for us with the final scoring sheets in hand showing *Honky* first overall, *This Ain't No Party* second overall and *Heathcliff* third overall for the series.

After all the yachts were cleaned up and gear was put away, the participants and guests attended the CRYC Sunday buffet and awards presentation. Many "fun" awards were presented to participants and coaches, thanks to Sue Vrana-Brogen, and Carol Owens thanked the two-three dozen people that helped put the Clinic together.

Through the bruises, aching muscles and wounded pride, when we realized how much more we all had to learn to truly master one of these yachts on the race course, everyone agreed that this Clinic was successful in its presentation, instruction, organization and execution. It was a rewarding experience to meet and sail with different people and learn the different sailing techniques each of the coaches had to offer on the race course.



Stu Johnstone coaches helmsman Margee Ryder of Miami, and Suellen Stump of Atlanta trims the chute as they lead to the jibe mark.

Photo by Donna Disk



Why I Love My J/24

by Lew Gunn



Lew and Janet Gunn aboard *Howzat* at winter home port, Hilton Head, South Carolina.

Our J/24, *Howzat*, was recently featured in the local press relating to a story about our dog barking at dolphins. The more the dog barked, the closer the dolphins came! I thought they were going to jump aboard. They were certainly no more than a foot away, and the dog was in my lap.

The J/24 is so easy to rig that I frequently go out alone (or with the dog) for an hour or two. If you say, "Well, any boat would do," I have to add that I sail out from my Harbor Town

dock space, which is only 28 feet long, and sail back in. The J/24's light weight and maneuverability make it all possible.

On the subject of maneuverability, I am sure most J/24 owners with guests aboard have shown off by doing a sharp 360 degree turn without touching the sails. If you haven't, try it. Tell everyone to "hang on tight" first. You leave a 20 foot circle of smooth water in your wake and just keep going!

One of my life's most exciting moments occurred in the '79 Worlds at

Newport. That famous ride downwind under spinnaker, after rounding Brenton Reef Tower (which was exciting enough), with the wind blowing a steady 40-45 knots, was more of a thrill than any amusement park ride! Yes, we went over on our side in a flying jibe, but that was all part of the fun, we say now! That flying jibe, and resulting knockdown from which *Howzat* recovered so well, brought out another feature: It's an exciting boat, but safe.

Some young friends of mine wanted to borrow *Howzat* for the Ed-

gartown Regatta. I said, "Let's go out on Tuesday and see how you do." Fortunately on Tuesday it was really blowing. Ignoring requests to "try for a calmer day," out we went into a very choppy Nantucket Sound. When I told them to set the pole and get the chute ready, there were four very white faces. They got it up with much struggling; then came the order to "prepare to

jibe." They just made it. On the fourth jibe, however, over we went — mast-head in water and all. When the crew turned to me for help, I just laughed and said, "If you want to race, get the boat up and let's go!" *Howzat* of course came up with very little help and it didn't take the crew long to learn how to handle her and sail the boat well.

I have owned a number of *How-*

zat's over the years — 509, 2103, 2729, 3109 and 3785. They've been *strong, solid* boats that have stood up to lots of banging around. (Watch out for those "motel overhangs", though, when travelling on land!) It's interesting to me that my original hull number, 509, is just as fast as 3785. Surely no class can claim to have adhered to the "one-design" principle as well as the J/24.

Learning to set the boat up for racing is a fascinating experience. I've been fortunate enough to get advice and learn from many of the experts attracted to the J/24 Class. These include Mark Ploch, Gary Jobson, Scott Allen, Charlie Scott, Dave Curtis and his expert Hale Walcott, Bill Shore and his specialist, Chuck Millican. Whenever I approached any of them, I received the utmost help and cooperation. Buy a J/24 and get an ongoing education — free! It's interesting to note the changes in theory with regard to mast bend: straight, big pre-bend, little pre-bend, straight. It's a great boat that can challenge such inventive minds and leave them with no definitive answer.

I admit to enjoying the sight of pretty girls. Is the J/24 "too much" for the ladies? No way. My wife Janet has been my "foredeck man" for 16 years and a tremendous joy to have aboard. Look at Dave Curtis' crew and you will see Heather Gregg, or her counterpart. The Adams Cup crews really enjoy J/24's, and we have had all-girl crews at the Midwinters and Charleston regattas who have done very well, even in heavy air.

We have attended six Midwinter Championships, and the sailing fun and games make for a great holiday. In 1981 I was fortunate enough to be presented a "Senior Sailor" Award, a half model which I treasure, by Rod Johnstone. Everyone said, "Wow! If he can do it at 62, look at how many years of fun we have ahead!" Well, it's four years later, and we hope to see you at the N.A.'s in Buzzards Bay!

Howzat!



Lew Gunn played cricket and squash for Canada before taking up golf and sailing at age 43. A current "9" handicapper in golf, he is a member and Fleet Champion of both Hilton Head J/24 Fleet 97 and Nantucket Sound J/24 Fleet 104.

Who ever heard of fan mail for foul weather gear?

We recently sent questionnaires to Henri-Lloyd customers. More than 700 answered us. That was a pleasant surprise. More surprising is how many took time to add comments of their own. Here, unedited, are some of them.

"Best fitting gear I've worn in 16 years of racing & cruising."

"Waterproof, but doesn't feel like a heavy PVC suit."

"The very best I've ever worn."

"Very comfortable fit compared to other brands."

"Keeps you totally dry in the worst conditions."

"It works and is very comfortable and looks good. In places where the weather is foul, one only finds Henri-Lloyd (Seattle). Adverts are a dime a dozen and all claim to be the best. I am in the 3rd year of a planned circumnavigation and will leave Australia soon to cross the Indian Ocean. Someone should write an article about the good stuff—the stuff that works the way it ought to. Henri-Lloyd would be on that list. I wouldn't buy another product at any price."

"It doesn't leak."

"It works! and is quite comfortable."

"Truly waterproof."

"It can't be improved."

"Keeps me dry. I have a red outfit which I use for deer hunting over heavy clothing—works well but is noisy."

"This is without doubt the finest gear I have owned. It is taking the abuse it gets on the foredeck extremely well, and has kept me drier after two years than my Atlantis did new—an important factor in the Pacific N.W. in winter."

Incidentally, when asked to rate foul weather gear, 83% said "It's the best gear I've ever worn." You will, too. No matter what brand you wear, Henri-Lloyd will change the way you think about foul weather gear. It will keep you dry and comfortable. It will deliver legendary durability. If it fails, for any reason of manufacturing or material defect to meet those commitments, it will be repaired or replaced free for three years. The only thing we can't promise is that you'll share the experience of one customer who wrote: "It has never rained on my boat while I'm on board since I hung your gear in the hanging locker."

For a free, full-color catalog, price list, and dealers for Henri-Lloyd engineered gear, call us—toll-free: 1-800-645-6516.



the engineered gear

HENRI-LLOYD Box 1039 Manhasset, New York 11030 (516) 883-8450

© 1985 HENRI-LLOYD USA

The Sailing Maher Family

by Rene Maher



Maher Family: In boat, Lawrence; on ladder, Marcus; standing (l to r): Lanie, Larry and Mindy. Not shown (mother and photographer): Rene.

In October of 1983, we purchased *Keemah*, J/24 hull 31, from Tog and Yandell Rogers, well-known J sailors who had an extra boat. It was love at first sight! Kemah, Texas, is just down the road from LaPorte, Texas, where we live and sail out of the Houston Yacht Club. *Keemah's* graphite bottom was a selling point, even though the self-contained head was not (it was later removed since we have no pumping stations). Our objective was to own and operate a family racing boat. My husband, Larry, and I had ten years of racing experience on cruising sailboats. In recent years we had gravitated to cruising in our Irwin 37 ketch.

Our children had all raced their Sunfishes from a tender age, with some very notable success, I might add. It

was time to move up to a bigger, faster, more sophisticated boat; and one-design was our choice. The J/24 fleet at our club was, and is, very competitive and most amiable. The decision of helmsperson was fairly easily resolved. Lawrence, our 19 year old son, was the most experienced and would skipper. Marcus, our 13 year old son, had a season of experience with Nancy and Terry Flynn on their J/24 and was great in the cockpit or on the foredeck. Mindy, our 18 year old daughter, had run the foredeck in the Governor's Cup in California as a member of HYC's Sears Team, so she could handle foredeck. Our other daughter, Lanie, also 18, had crewed for Bruce Golison, from California, when he won the Mid-winter Regatta at HYC a few years ago and she was very flexible on the J/24.

Larry had the strength and judgement to handle the tacking, and I went along for the ride. In fact, we said the J was the kids' boat. We did get drawn in several times, however.

The maiden voyage was the HYC Spiller Trophy (Ladies Day). Having never sailed on a J/24, I took the helm, figuring that was the best way to learn. Fortunately, Lanie and Mindy were there to help. We weren't last, but we weren't first! Our next venture was somewhat more notable, the Turkey Day Regatta, and howling winds and a spinnaker pole left on the dock set the stage. While sailing back into the harbor to retrieve the pole, Larry assisted the boom in a flying jibe like he had done a million times in the past. This time, however, he fractured his right wrist; and he is a right-handed dentist!

Like a faithful crew member, he completed the race and was in the office Monday morning, and we won third place — a decent-sized turkey. The next race, Revognah (hangover spelled backward), moved us up to second, as the kids and about ten of their friends sailed smartly through the fleet in this one.

During the Spring Series, and our strongest winds, the kids sailed when they could spare time from their studies. Often only the four of them sailed, sometimes taking a friend along. The lightest crew with the oldest boat and oldest suit of sails moved steadily up through the fleet. Lawrence's command of the helm transferred successfully from the Sunfish, Catalina, Ensign, Laser, Irwin and every other boat he had sailed. The girls didn't mind the wet and cold. Marcus learned to put the spinnaker up, drop it, and put it up again — without repacking. Lanie could fly the chute with the best of them, and Mindy could handle any situation on the boat. In fact, when Albert Townsend's boat submarined during a race, *Keemah*

was one of the first boats to drop out and render aid.

Summer of 1984 was filled with sailing activities. Houston Yacht Club hosted the Sunfish North American's which Lawrence won. Marcus was second in Founders Cup. Mindy placed in Founder's Cup, and Lanie placed in the Solo Invitational, also on Sunfish. I was a counselor at the Women's Sailing Camp (we are ready to put the campers in the J/24 next summer). Mindy and Lanie were counselors at two sessions of Kids' Sailing Camp, and Lawrence was Sailing Instructor at Lakewood Yacht Club. Larry and I took a trip down the Texas coast in the Irwin. In July, we all reassembled for the J/24 Circuit Race at HYC. As is tradition, the race is a calcutta. Some dear friends of ours (who will remain unnamed) decided that we should buy our own boat, sailed by our kids and two of their friends. Well, we missed winning our money back by one point! Our boat, renamed (unmentionable) with crew sporting matching shirts for the occasion, missed third place by a slim margin. Oh well, it was worth it.

During the rest of the summer, we kept the boat in a slip so Marcus could take friends pleasure sailing. Mindy took most of the band out several times, and Lanie and a group of girl friends had a wild spinnaker ride one windy day. Larry and I sure appreciated the J being in the water when the Irwin was laid up for repairs. Speaking of which, we have recently had the J/24 keel faired, and the bulkhead work done that many older J/24's require.

Our most recent Ladies Day at the club was an "almost victory." Lanie and I thought we had won, but had miscalculated, so we finished first in class, and second in fleet.

This year's Revognah brought us our first complete victory: first in class and first in fleet. The trophies are old, unclaimed ones, but that doesn't matter! The boat was sailed by our family, plus a friend of Lawrence's who has been introduced to sailing through the J/24. It was cold, wet, windy miserable weather, but we were together having fun, and that is saying a lot for a family in these times.



CAI SVENDSEN / BALTOPLATE



Custom Yacht Finishing



Yacht Finishes

A Winning Combination

1st Place November '84 STONE CRAB REGATTA - Clearwater, Florida - 45 Boats
1st Place January '85 MID-WINTERS - Miami, Florida - 100 Boats

Cai Svendsen and Baltoplate wish to congratulate Ron Kerr and the crew of "Sea Sharp" for their recent success. The "Sea Sharp" was brought to us for keel and rudder fairing and a Baltoplate racing bottom in October, 1984. He has been winning ever since. We are proud to have helped him win. We can help you win too.

Baltoplate and its sister product, Epoxydur Black Mastic are in stock and available from Cai Svendsen. Order by phone. We ship anywhere. Dealer inquiries invited.

7540 N.W. 77 Terrace Medley, Florida 33166 Phone 305/888-3219

Spinnaker Techniques

by Drake Johnstone



Photo by Dick Tillman

Drake Johnstone runs the J World office in Newport with his partner and cousin, Jeff.

for awhile until you're past the spinnakers. Then make a decision whether or not to tack.

Reach-to-Reach Jibes:

Improper foredeck technique can really slow up a reach-to-reach jibe. A common error is for the foredeck to tape the lanyard in the middle of the pole (most poles have a continuous lanyard that opens the jaws on either end). Some crews rationalize that tape in the middle is necessary in order to prevent both ends of the pole from opening simultaneously. When placing the pole on the pole ring sometimes the

forward end opens and the guy falls out and vice versa. A solution to this problem is to tie small loops of line to the lanyard at each end. When attaching the pole to the mast pole ring, pull on the loop of line, opening the inboard end of the pole.

For reach-to-reach jibes we advocate a continuous lanyard (no tape in the middle). During the jibe, the foredeck releases the spinnaker pole from the mast and the guy simultaneously. The foredeck positions his entire body to windward of the pole (standard side), facing forward with butt against the mast and feet played apart in front

Good boathandling and positioning at the jibe mark and leeward mark will insure that you maintain your position in fleet and possibly gain a few boats. Before a regatta go out with your crew and practice reach-to-reach jibes, sets and takedowns. Once you are confident that your boathandling is good, make sure you don't get greedy at the mark roundings. At the jibe mark and leeward mark it often pays to slow up before the mark to insure good positioning at the mark. For example, before the jibe mark, if you are caught on the outside of another boat, slow down and get behind them so that you can round the mark without anybody on your inside. At the leeward mark, if you are right on someone's tail, slow down by taking down your chute early. If you round the leeward mark a foot behind another boat you will be badly gassed and will have to drive off to leeward or tack to clear your air. On the other hand, if you had slowed down before the leeward mark, and separated a boat length from the boat in front of you, then you can hang in there on port tack.



Photo by Karin Olsen

If caught on the outside of another boat just before the jibe mark, slow down and get behind them so you can round the mark without anybody on your inside.



As soon as the guy is released, the foredeck moves to the port side of the boat and reaches for the new guy with his left hand.

of the mast. He places his left hand, palm up under the inboard end of the pole, and his right hand grasps the lanyard about a foot from the inboard end. In order to release the inboard end he yanks the lanyard and exerts pressure forward and down to pop the pole off the mast, then pulls the lanyard again and torques the outboard end of the pole downward by pushing down on the pole with his right forearm and pushes up the inboard end with his left hand. As soon as the guy is released he moves to the port side of the boat, holding the lanyard of the pole with his right hand a foot from the old inboard end. With his left hand he reaches for the new guy and places it in the jaw of the pole (old inboard end). With the guy in the pole, he shoves the pole forward toward the headstay. At this point he is on the port side of the boat, facing forward, with right hand under the jaw of the pole, palms up, and the left hand on the lanyard one foot back from the new inboard end. He pulls the lanyard, pushes forward on the pole and at-

taches the pole to the mast pole ring. In a difficult jibe the fifth crew member can go forward and help put the pole on the mast. This is very helpful in heavy air jibes, especially where the skipper throws the boat into a bat turn.

Middleman

While on the starboard tack reach, the starboard twing is pulled down to the deck and the leeward twing is off completely. (The twings or tweakers are block and tackle that pull down on the spinnaker sheets to tighten the angle to the spinnaker. Normally the twing on the guy side is pulled down to help keep the pole off the headstay and hold the guy along the deck so the crew has a place to hike without having the guy in their face. On a beam reach, never tighten the leeward twing because that will choke off the leeward leech of the spinnaker. Just before a jibe the middleman eases off the foreguy (pole down) 2-4 inches (this makes the foredeck's job easier; the

foreguy forces the inboard end of the pole into the mast). Do not adjust the topping lift during the jibe; the pole rests on the topping lift and any adjustment will drive your foredeck bonkers.

During the reach-to-reach jibe we'll be jibing from starboard to port tack around the jibe mark. As the boat bears away from a beam reach to a run leave the starboard twing tight, then release it when the boat is downwind. Wait until the pole is in place on the new tack before tightening the port twing. Have a crew member step on the guy and pull the twing to the deck; this will help pull the pole off the headstay. As soon as the pole is in place, tighten the foreguy.

Spinnaker Trimmer

The J will be jibing from starboard to port around the jibe mark. The spinnaker trimmer should stand in the cockpit for maximum leverage. As the boat bears away from a starboard tack beam reach down to a run, the spin-

naker trimmer pulls the guy back as quickly as possible and eases the sheet, using as his guide the luff of the spinnaker (starboard leech). Keep pulling the guy and easing the sheet so as to maintain a curl in the spinnaker. If you are rotating the spinnaker too quickly you will get too large a curl and the spinnaker will collapse. If you are rotating too slowly you can tell by the lack of a curl in the luff of the spinnaker. Once you are dead downwind and the mainsail has jibed, keep rotating the spinnaker (pulling on the starboard sheet and easing the port sheet until the tack of the spinnaker (port clew) is at the headstay. If the foredeck is having problems attaching the pole to the mast, ease out the leeward sheet (starboard), and if necessary collapse the spinnaker; then when the pole is in place, trim the sheet in. Don't ease off the guy because the spinnaker will stay full and you will have a hell of a time trimming in the guy.

Helmsman

On the first reaching leg, play speed racer the first half of the reach; then concentrate on establishing a good position for the mark rounding the last half of the leg. If you are outside several boats and don't anticipate passing them, slow up and get behind them. You never want to round a mark outside another boat because you will be pinwheeled to the outside and may have 5-10 boats roll over you. I was involved in a jibe mark rounding at the Buzzards Bay Regatta wherein several boats were overtrimming their mains and collapsing their spinnakers in order to slow up and get behind another boat rather than be stuck on the outside. This was done at 4-6 lengths from the mark.

If you have eight boats hot on your tail and are sailing in 18-20 knots, you might want to consider a "rag jibe." Steer a sharp turn around the mark to protect your inside and intentionally have your crew collapse the spinnaker by easing off the leeward sheet until the pole is in place, then trim in the sheet and you're off.

When approaching the jibe mark, try to work above the mark at least a boat length so that you will have room to bear away to the mark for the jibe. Thus, you will bear

away from a beam reach to a run; then, as you reach the mark, jibe the main and spinnaker pole and turn sharp enough to prevent other boats from getting inside you.

The Reach-to-Reach Jibe

We are approaching the jibe mark in fifteen knots of breeze on starboard tack. Just before the jibe I've worked above the mark some to make the jibe easier and have made sure there is no one inside of us. I hail "Prepare to jibe," three boat lengths from the mark. The spinnaker trimmer moves into the cockpit to handle the sheet and guy.

The middleman eases off the foreguy several inches. We are a boat length from the mark, and begin bearing off to the mark. I holler, "Square the pole, I'm bearing off. Keep bringing the pole back and ease that sheet!" At the mark, "I'm dead down, cut the pole, mainsail is coming across, shove that pole forward. Ease the sheet until the pole is on, OK now trim in the sheet." The foredeck should not begin jibing the pole until the boat is between a broad reach and downwind, at which time, as a skipper, I usually yell "cut." Talk your crew through the maneuver; this insures a coordinated effort.



Try to work above the jibe mark at least a boat length so you will have room to bear away for the jibe.

Windward Takedowns-Float Drop

Scenario: The boat is on port tack approaching the leeward mark, the mark is left to port; the pole is released from mast and guy, then the spinnaker is taken down on the windward side (port side).

Downwind: The foredeck flakes the spinnaker halyard (the spinnaker cleat is on the mast). If you hoisted the spinnaker halyard by pulling the halyard through a block on the deck, then pull the line back through the block and lay the line back and forth on the deck so that when the halyard is released the top of the coil is unraveling first. Then the foredeck should make sure the genoa is to leeward and the windward genoa sheet is over the pole and in front of the pole topping lift so that the foredeck is clear for an immediate tack after the leeward mark. The jibman flakes the leeward spinnaker sheet so that it runs through the blocks freely.

8-10 Lengths from the Mark : The helmsman tells the crew, "We are doing a windward float drop. The spinnaker will be pulled down on the port side." Then he asks the middleman to "raise the genoa," and the foredeck to "adjust the outhaul and cunningham for upwind sailing." When the genoa is up the jibman should pull the slack out of the leeward genoa sheet, being careful to trim the sail loosely, otherwise the spinnaker will collapse.

2-3 Lengths from the Mark: Helmsman says "stow the pole." The foredeck has the topping lift draped over his shoulder so that he can release it (the pole controls are forward on the hatch, like the new J/24's). The foredeck releases the pole from the mast, then the guy, and lowers the pole to the deck. The helmsman says "Douse the spinnaker." The middleman grabs the guy and pulls until he has the tack of the spinnaker; meanwhile the jibman is releasing the spinnaker sheet (JIBMAN: make sure you do more than uncleat it, help overhaul the sheet vigorously!) When the middleman has the tack he yells "Halyard!" and the foredeck releases the spinnaker halyard. If it is a close reach, the foredeck leaves the pole dangling on the deck and helps pull the spinnaker down, and then resumes stowing the pole.

WINDWARD TAKEDOWN — FLOAT DROP

DISTANCE FROM MARK	8-10 LENGTHS	2-3 LENGTHS	AT THE MARK
HELMSMAN:	"Raise the Genoa" "Get prepared for windward float drop"	"Stow the pole" "Douse the spinnaker"	"Trim the genoa"
JIBMAN:	Trims spinnaker sheet Pulls slack out of leeward genoa sheet	Release spinnaker sheet Starts trimming genoa	Trims in genoa
MIDDLEMAN:	Pulls up genoa halyard	Gathers in spinnaker on port side "Release spinnaker halyard"	Stows spinnaker Hikes on rail
FOREDECK:	Genoa to leeward with sheet over pole	Stows pole on deck Releases spinnaker halyard	Skirts the genoa Hikes on rail

At the Mark: The helmsman begins his turn wide (half boat length) and then turns so that he is as close as possible to the mark on the upwind side. The jibman trims in the genoa, the middleman or helmsman trims the mainsheet, and the foredeck skirts the genoa. (Leave your upper lifelines at the maximum looseness allowed under class rules, then the jibtrimmer can pound the lifeline with his fist and the genoa will pop inside the lifelines.)

Standard Leeward Takedown

Scenario: Boat is on port tack approaching leeward mark, mark is left to port; spinnaker is pulled down to starboard, then the pole is released from the mast and guy, and stowed.

8-10 Lengths from Mark: The helmsman says "we are doing a standard leeward takedown, the spinnaker is pulled in on the starboard side, then the pole is lowered." Then he asks the middleman to "raise the genoa," and the foredeck to "adjust outhaul and cunningham."

2-3 Lengths from the Mark: The helmsman says "Douse the spinnaker," then "Stow the pole." The jibman eases the guy forward until the pole is on the headstay. The middleman pulls in the sheet until he almost has the clew, then he asks the foredeck to release the halyard; as the spinnaker is being gathered in, the jibman releases the guy (Jibman, overhaul the

STANDARD LEEWARD TAKEDOWN

DISTANCE FROM MARK	8-10 LENGTHS	2-3 LENGTHS	AT THE MARK
HELMSMAN:	"Raise the genoa" "Tighten the outhaul and cunningham" "Get prepared for standard leeward takedown"	"Douse the spinnaker" "Stow the pole"	"Trim the genoa"
JIBMAN:	Trims spinnaker sheet	Releases guy Starts trimming genoa	Trims in genoa
MIDDLEMAN:	Pulls up genoa halyard	Pulls in spinnaker on starboard side	Stows spinnaker Hikes on rail Pulls in mainsail
FOREDECK:	Makes sure genoa is to leeward and the windward sheet is over the pole Tightens outhaul and cunningham	Releases spinnaker halyard Stows pole on deck	Skirts genoa Hikes on rail

guy!) Next, the foredeck releases the topping lift and stows the pole next to the mast with the inboard end attached to one of the halyards exiting from the base of the mast.

At the Mark: If you are not making perfect mark roundings, you might consider passing the mainsheet to the middleman so you can concentrate on steering around the mark.

Additional tips:

Kevlar or duracom sheets are a must, so when your pole is almost on the headstay, it won't stretch forward.

Ask your sailmaker to make your spinnaker with small grommet holes instead of large rings; run the spinnaker sheets through the grommets and tie a double stopper knot on the backside. If you tie a normal bowline, the pole might slide forward and jam on the knot.

Wrap duct tape at four inch intervals around the pole so that the pole is not slippery when wet.

If you have an old deck layout with the pole controls aft, move them forward onto the hatch. If you have one of the original boats with the flexible flyer

hatch, you can move the controls forward onto the deck.

Make sure you install an upper pole ring on the mast, in addition to the factory pole ring. Then in a good breeze when the outboard end of the pole is angling up, raise the inboard end of the pole to the upper ring so that the pole is more horizontal — this projects the outboard end of the pole further forward and helps to separate the spinnaker from the mainsail. This definitely makes a speed difference. I noticed at the J/24 Midwinters that some boats neglected to do this. (Install the top ring 2800 mm above mast bearing beam.)

Make sure your spinnaker halyard is minimum diameter (6 mm). Some of the original boats had fat halyards. The minimum size halyard is plenty strong and there is a lot less friction.

J-World Advanced Boathandling Videotape

J-World has produced an advanced boathandling videotape that shows bearaway sets, jibe sets, reach-to-reach jibes, heavy air jibes, windward takedowns, leeward takedowns,

mark rounding techniques, foredeck technique. The videotape is filmed by Graham Hall who did an excellent video on the 1982 J/24 Worlds in San Francisco. The boathandling maneuvers are performed by Drake Johnstone, J-World Director Charlie Robinson, Cliff Nelson, Jon Alofsin. This tape is available to J/24 owners for \$45. Contact J-World, Box 1500, Newport, RI 02840. Phone: 1-800-343-2255.

J-World Racing Rules Videos:

J-World instructor rules expert, John Alofsin, discusses starting, upwind, downwind rules. This rules video would be good to show to the local fleet to get them primed for the season. Contact J-World, Box 1500, Newport, RI 02840, 1-800-343-2255.

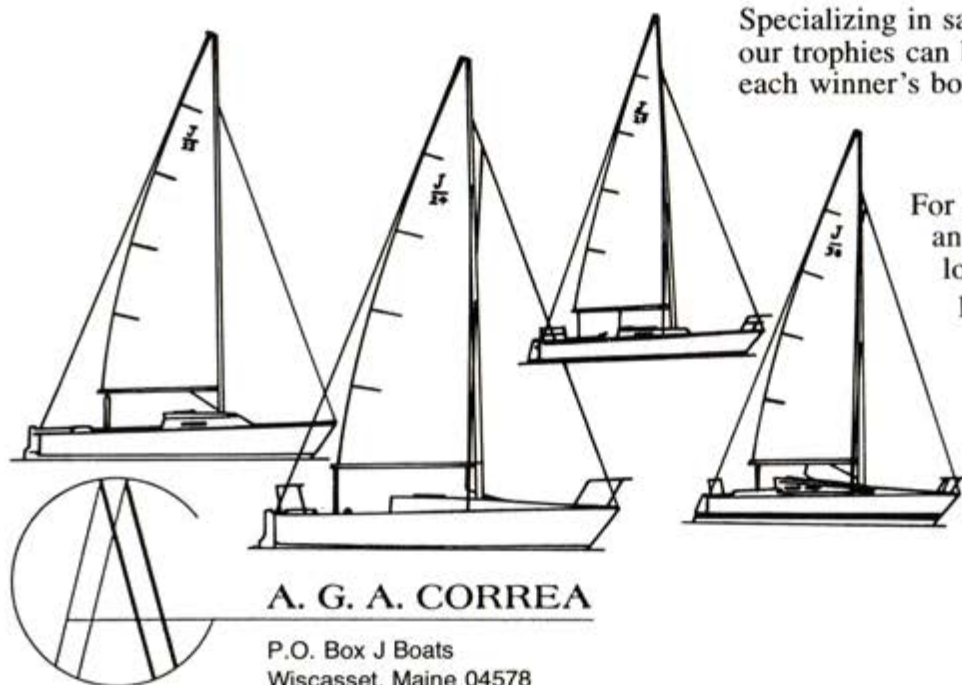
J-World Weekend Seminars:

J-World has put on over 25 weekend seminars for J/24 fleets. The seminars are an excellent way to sharpen your skills for the summer season, and improve fleet participation. If you are interested in a weekend seminar contact Drake or Jeff Johnstone at 1-800-343-2255.



AVOID THE USUAL

We make trophies specifically for sailors



Specializing in sailplan reproductions, our trophies can be as individual as each winner's boat.

For complete information and our free 1985 catalogue of Sailing Trophies, call or write today!

A. G. A. CORREA

P.O. Box J Boats
Wiscasset, Maine 04578

1-800-341-0788
Maine: 882-7873

Golf Yachting at Sanremo

by Paolo Boido



Fleet on line for first start.

Photo by Franco Pogg

A sunny week and the beautiful Sanremo Gulf were a nice background for the fourth J/24 Martini Golf Yachting Regatta, held November 1-4, 1984. The world renowned Martini & Rossi was the generous sponsor of this fascinating event, which has reached a high technical and interesting level with the best Italian and European J/24 sailors and golfers in attendance. A perfect organization was arranged at sea by the Yacht Club Italiano, and on the greens by the Golf Club degli Ulivi, with impressive support given by Porto Sole, one of the largest new Italian marinas.

This is the formula for the event:

1. Yachting competition consists of three Olympic course races of about 12 miles each.

2. Golfing includes three golf competitions (two 18 hole foursome, stroke play, and one 36 hole stroke play)
3. Each J/24 team shall enter four crew members total.
4. One will take part in the 18 hole foursome, stroke play competition, with handicap limited to 18.
5. One will take part in all three golf competitions, with handicap limited to 10.
6. Separate scores are kept for golf and yachting, with one overall result based on the two, using the Olympic point system.

Thirty-six entries represented Germany, France, Monaco, England, Switzerland and Italy. The 34 J/24's on the starting line included top sailors

such as the 1984 European Champion, Francesco Deangelis; König of Germany; and the 1982 and '83 European Champion, Dunand of Switzerland. The golfers included Claudio Maiolo, with a 0 handicap; Italian Champion more than once, Leandro Grua; the clever and nice Dominique Rey, a top golfer in Switzerland with a 0 handicap as well; and Silvia Audisio, from the winning team, *La Gazzetta*.

This year we welcomed the attendance of His Honor The Prince Alberto of Monaco at his first yacht racing experience. H. H. The Prince's J/24 was named *Mogambo*, from the title of a film in which his mother, Grace Kelly, played at the beginning of her career, with Clark Gable.

During the series, there were many unexpected events and emotions. Francesco Deangelis, on the *Gazzetta dello Sport* team (the biggest Italian newspaper), won the first race in light but regular airs. Second was Sanremo Yacht Club's President, Mr. Solerio, followed by the Swiss Dunand. The second race was cancelled and rescheduled to the lay day, because the wind shifted 180 degrees, then dropped entirely.

The next day, after three hours postponement, the wind came in for the second race, but it was light all day and the race committee decided to shorten course. Deangelis crossed first again, with Pilo Pais in *Slam*, second, and Schieroni in *Viva l'Italia*, in third. Only three people were on board the boats in the above race, because the golfer was playing the 36 holes stroke play. It was interesting to see how easy the J/24 is to handle in high performance, even with a limited crew.

The wind arrived at last for the third race, a strong East breeze over 30

knots, blowing steadily. F. Deangelis, who was leading the series, had seen his top position compromised during the 10 minutes before the start, when he had a tremendous collision with *Mogambo*, driven by Stefano Conzi from the North Sails Italy loft. At the beginning of the second beating leg, Deangelis was obliged to abandon the race, having his waterline about 15 cm. below normal and nearly sinking because of the sea water coming through a leak.

Luckily, because of the good scoring of their golfer who was leading the golf competition, Deangelis' team won the 1984 Golf Yachting, though fourth in the sailing scoring. The top

boat in the sailing scoring was *Canarino Feroce* (Cruel Canary), sailed by Aldo Samele who represented Italy at the 1983 Worlds and is very strong in heavy weather. Samele was second overall in the Golf Yachting, with the Swiss Dunand on IJCA Council member Michel Glaus' *Coin Coin du Bois*, in third. The outsider, Pilo Pais, on *Slem* was leading up to the end. Some protests generated great suspense till late in the evening, modifying the final scoring.

At the end there was a generous prize giving and a large Martini & Rossi cocktail party (can you imagine how many Martini drinks!). It was a lot of fun for everybody.

The next Golf Yachting is scheduled October 31 to November 3, 1985. We hope that more foreign representatives will attend this interesting regatta in the future. Contact the NJCA of Italy if interested, as there are good facilities for official teams coming from abroad.



Top: Lecour, of Monaco's team, sinks putt.
Bottom: Mogambo approaches weather mark.



Photos by Franco Polo



Competitors enjoy on-shore activities (H.H. The Prince Alberto of Monaco at far right).



H.H. The Prince congratulates 1984 Martini Golf Yachting winner, Francesco DeAngelis.

Curtis Wins the Worlds

by Hale Walcott



Photo by Mike Wright

Jest (J-2678), Jaws (IR-1183) and Jacquerie (IR-428) on fast approach to reach mark.

In the early English autumn, crews from 51 boats representing 16 countries gathered at Poole Bay, Dorset, England, to compete in the 1984 J/24 World Championship. Warm British hospitality, combined with their penchant for flawless organization, produced an event which will be hard to equal in the future.

The social center of the regatta was the Parkstone Yacht Club, which had an ample bar as well as a special marquee set up to accommodate a horde of cold and hungry sailors. Competition was very keen, though friendly, as participants preferred the local pubs to the protest room. Measurement of boats and sails was done September 28 - 30 at Cobbs Quay Marina and Tab Sails, respectively.

Racing was scheduled October 1-6, including five races with the new Olympic-type course, and one long distance race.

Anticipation and enthusiasm ran high at the marina prior to launching, as sailors thumped hulls, inspected underwater foils for possible advantages, and renewed acquaintances from regattas past. Pre-race performance predictions centered on the strong United States contingent which included Midwinter Champion Dave Curtis, North American Champion Ken Read, Canadian National Champion Kevin Mahaney, and defending world champion Ed Baird. Most of the Americans had shipped their own boats, something they hoped would prove advantageous. British National

Champion Eddie Owen and 12 Meter helmsman Lawrie Smith led the local favorites, Olympic 470 Gold Medalist M. Soades from Brazil led the South American hopefuls, and Hong Kong's Helmer Pedersen headed up the Far East group.

With the advent of the practice race on Sunday afternoon, the 30th, warnings of wild wind and rogue waves vanished in favor of sunshine and fluke breezes reminiscent of Long Island Sound. The British Championship had ended just a week before, with overall winner Baird and British Champ Owen telling tales of 40 knot winds, screaming spinnaker reaches, dismastings, and even sinkings! But for competitors like Dave Nicoll, who ghosted across the line to win the prac-

tice race, nothing could seem further from reality. At the Gordon's Gin Opening Ceremony that evening, anyway, everything looked rosy.

By the start of the first race on Monday morning, spirits were dampened a bit. Brilliant sunshine had given way to intermittent rain, with dark clouds obscuring the Isle of Wight in the distance. A 5-10 knot northeasterly was slowly oscillating, and the current was a strong factor in pushing the fleet to three general recalls. After correctly picking the left side on the first beat, local Mike Hobson sailed *Out of Sight* to lead at the weather mark. Unfortunately for Hobson, Baird and Curtis weren't far behind, and were soon vying for the lead along with Crispin Read-Wilson in *Jitterbug*. In the most unusual event of the week, a low flying bomber crossed the fleet near the jibe mark, and let out a long string of paratroopers. There was no cause for alarm, though, as Curtis' British foredeckman explained, "Don't worry — it's just a group of Brits out for exercise!" *Jitterbug* led until a few hundred yards from the finish, when Curtis' *HJ* pulled away to notch his first victory of the World's. Read-Wilson secured second, and Baird, sailing *Just Enuff*, was third. Eddie Owen made a good recovery to finish 12th, Ken read struggled to 15th, and Mahaney was a dismal 30th. But with one throw-out race, anything could happen.

That night, as the competitors munched on the "English Evening" fare of steak and kidney pie and listened to the folk singer in the Clubhouse, the mood was upbeat as they looked forward to a two-race day.

After raining hard Monday night, Tuesday began sunny with light wind, until a 15 knot westerly filled in just before the race. Ken Read started *Maggie* two thirds of the way down the line, then tacked into a strong port tack lift to lead Kevin Mahaney's *American Garage* and the left side. Curtis started near the Committee boat and came from the less favored right side to nip Mahaney at the weather mark. By then Read had already gotten his kite up and was planing away, so Curtis had to settle for second. Mahaney hung onto third, with Soades fourth and Baird fifth.

The third race, held the same afternoon, proved pivotal in the series.



Schleuder Trauma (Bresse, of Germany) prepares to set spinnaker for first reach.



HJ (Curtis) leads after first beat, followed closely by American Garage (Mahaney).



Photo by Mike Wright

Maggie (Ken Read) speeds downwind after a fast spinnaker set.

The wind had built to about 25 knots, still from the west, and this time everyone used working jibs. The waves were steep and close together which made steering difficult, thus favoring the right side which was somewhat sheltered. Curtis took advantage of *HJ's* good speed in the chop to consolidate with the right side and lead at the top mark. Just behind him were Read and Baird, who had gotten into a tacking duel. Read was on starboard, so Baird ducked him on port, then tacked a few boatlengths later. Meanwhile Read tacked to port and converged again with Baird. Read tried to lee-bow him but misjudged the distance between the boats. Baird held his course and the boats collided while Read was still in the process of tacking. So Read was disqualified and Baird notched a second in the race.

Wednesday's designation as lay-day proved a welcome respite for the

weary crews who had finished after dusk on Tuesday. The race committee was not inclined to shorten course, as they believed the World's should be a proper test of stamina, as well as wits. Since the wind surged into the 40 knot range due to a hurricane off the Spanish coast, Thursday's racing was cancelled, with the Distance Race rescheduled for Friday. With the series reduced to five races, Baird was the only one left with a chance to catch Curtis.

Lay-day activities were varied and plentiful: driving in the countryside with a stop at Stonehenge, trying the local golf course, buying a thick wool sweater and a one-piece suit to thwart the cold sea water, playing darts in a smoky pub, working on the boat, or simply watching the anemometer in the Clubhouse.

The Distance Race was a 25 mile test of boat handling and navigation

skills in a 25-35 knot northerly. Gale warnings were in effect, so the competitors were sent out at 6:30 am to try to beat the brunt of the storm. This strategy, plus locating the course in the lee of the Poole and Bournemouth highlands, made the racing manageable. Ken Read and Eddie Owen fought for the lead most of the race, with Read finally passing Owen on the final reach when Owen's spinnaker shackle let go. But the real battle was to see if Baird could drive his old Soling rival (Curtis) deep enough to force a final race showdown. Through a last weather leg tacking duel, Curtis stayed with Baird boat-for-boat, thus assuring himself of victory. Baird's consistency also paid off, as he secured second place without having to sail the final day.

The last race became a contest for third, with Read getting the nod over the promising Mahaney, who at 22 was the youngest skipper in the regatta.

Curtis' winning strategy was simple but effective: start conservatively, consolidate with the fleet, be in the lead group at the weather mark, and never take a chance in a mark rounding or port-starboard situation. Relying on fellow Marblehead sailors Wally Corwin and Hale Walcott, plus Vermonter Adam Beaudin and British Olympic sailor Jerry Richards, gave Curtis the right blend of strength and tactical expertise.

Sailing the royal blue *HJ*, Dave Curtis has been familiar in the winner's circle for four years, with the notable exception of a World Championship. This time, amidst the blare of bagpipes and the effervescence of Mumm's Champagne at the Closing Ceremonies, there was no mistaking the sparkle in Curtis' eyes as he received the first prize.

Designer Rod Johnstone finished strong to win the Bacardi Gold Reserve Trophy for the top scoring yacht in the last three races, and the President's Cup for the first skipper over 40 years old. Curtis also picked up the Bengt Julin Trophy for top scoring yacht in the first three races.

For the 1985 World Championship, the backdrop will shift to the Land of the Rising Sun, as the Japanese host their first major J/24 regatta.





Photo by Dick Tillman



Photo by Dick Tillman

Clockwise from top left: A happy '84 World Champion, Dave Curtis, at closing ceremonies; defending World Champion, Ed Baird and crew prepair boat; Tomohiko Sekiguchi and Teruo Ashida of Japan and Bob Ross of Australia at IJCA Annual Meeting held on the lay day; Estaugh and crew on Mijway work to weather in the heavy air.



Photo by Dick Tillman



Photo by Mike Wright

Results

1984 World Championship

September 29 - October 6

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOTAL*
1	US-2579	<i>H.J.</i>	D. Curtis	1	2	1	4	51	8
2	US-4141	<i>Just Enuff</i>	E. Baird	3	5	2	3	51	13
3	US-96	<i>Maggie</i>	K. Read	15	1	51	1	1	18
4	YS-3379	<i>American Garage</i>	K. Mahaney	29	3	7	5	7	22
5	K-4199	<i>Ghost</i>	S. Mount/L. Smith	6	10	5	6	6	23
6	BL-990	<i>Linha D'Agua</i>	M. Soades	14	4	3	13	4	24
7	K-4088	<i>Luder</i>	E. Owen	12	7	6	2	51	27
8	US-1	<i>Ragtime</i>	R. Johnstone	27	14	4	8	3	29
9	Z-3037	<i>Coin Coin Du Bois</i>	C. Faure	8	13	51	7	5	33
10	K-4001	<i>Sanjola III</i>	E. Warwick	7	32	9	9	14	39
11	K-4070	<i>Jacko</i>	K. Slater/M. Lawlor	19	11	10	11	11	43
12	KH-4147	<i>Hi Jack</i>	H. Petersen	20	8	8	10	22	46
13	K-4094	<i>Jitterbug</i>	C. Read-Wilson	2	45	23	16	8	49
14	K-4012	<i>Mijway</i>	R. Estaugh	16	9	16	15	18	56
15	US-3896	<i>Smiffy's J</i>	P. Dodds	55	12	22	14	9	57
16	US-33449	<i>Tantrum</i>	D. Nicoll	24	51	14	20	2	60
17	K-4108	<i>Jern</i>	R. Roscoe	37	23	21	12	12	68
18	K-4181	<i>Out of Sight</i>	M. Hobson	4	29	31	21	15	69
19	US-2250	<i>Partial Eclipse</i>	G. Buerman	11	16	18	24	51	69
20	K-4057	<i>Foremost</i>	S. Slater	5	37	30	26	10	71
21	K-4150	<i>Jollyboat</i>	D. Bedford	23	26	11	19	20	73
22	F-1281	<i>Gin'To</i>	G. Pillet	13	17	25	22	24	76
23	KB-194	<i>Rolling Stock</i>	R. Bath	43	15	19	31	16	81
24	BL-1035	<i>J. Walker</i>	L. Clarkson Lebreiro	10	22	22	30	28	82
25	I-83	<i>Santa Pазienza</i>	A. Dalla Vecchia	9	6	51	49	21	85
26	K-4124	<i>Red Alert</i>	G. Bailey	25	18	20	23	51	86
27	K-4191	<i>Dreadnought</i>	C. Hall	34	19	17	34	17	87
28	J-2678	<i>Jest</i>	Y. Tsujimura	21	20	27	27	38	95
29	K-4119	<i>Jammy B.</i>	A. Gale	18	51	15	17	46	96
30	IR-428	<i>Jacquerie</i>	L. Lyttle	32	25	24	25	26	100
31	K-4103	<i>Jo Jo</i>	P. Pym	35	21	29	32	23	105
32	F-1723	<i>J'Go</i>	T. Laurent	22	33	13	49	51	117
33	S-9	<i>Prins Bertil</i>	M. Johansson	31	24	51	38	29	122
34	Z-3613	<i>Paille En Quelle</i>	S. Graz	26	27	51	39	30	122
35	KA-111	<i>J 2</i>	R. Ross	36	31	26	35	32	124
36	G-3234	<i>Schleuder Trauma</i>	B. Bresse	45	34	34	28	31	127
37	IR-1183	<i>Jaws</i>	J. Ross-Murphy	41	28	28	49	33	130
38	IR-1810	<i>Stroker</i>	T. Goodbody	40	30	35	29	37	131
39	J-2697	<i>The Jumbies</i>	K. Hatue	50	38	37	33	27	135
40	K-4113	<i>Avlin</i>	B. Dunning	51	47	51	18	19	135
41	S-26	<i>Follow Me</i>	B. Enksson	28	45	38	51	25	136
42	PU-11023	<i>Tiger</i>	E. Conterno	17	40	51	46	34	137
43	IR-1814	<i>J'Ai Tout</i>	R. Hogan	30	39	36	49	33	138
44	IR-2424	<i>Lady A.</i>	S. Hyde	55	41	33	47	35	156
45	F-3200	<i>Cherie Noire</i>	M. Perroud	39	36	32	49	51	156
46	KC-2218	<i>Joe Cool</i>	L. Chapman	42	46	41	40	36	159
47	J-2893	<i>Dr. Jeckyll</i>	S. Murayama	43	43	39	42	39	163
48	S-73	<i>Jipi Japa</i>	P. Engdahl	38	44	40	49	41	163
49	G-683	<i>Oxygen</i>	E. M. Schmidt	44	48	42	41	40	167
50	H-2825	<i>Four Tops</i>	A. Carabain	55	49	43	49	46	187
51	KA-12	<i>Jamais</i>	R. Brewer	55	42	51	51	51	195

*One throwout

Midwinters VIII: Hot Competition, Light Air

by Nancy Trimble – One Design Editor, Yachting*



Photo by Sheila Hill

Start of a Championship Fleet race (note black flag).

After placing one-two, respectively, in the opening race of the J/24 Midwinters, Glenn Darden and Augie Diaz took their crews to Joe's Stone Crab Restaurant in Miami Beach for a celebration dinner. Coming out on top of a fleet as large and as competitive as the one gathered for this regatta was certainly good reason for these former college buddies to celebrate. And dining on stone crabs is without question one of the best reasons to come to a regatta in Miami. But that, might have been the high point of their week. For Darden, Diaz and other J/24 champions such as Dave Curtis and Ken Read, one word summed up the series: frustration.

"We had so much talent down there, and everybody was geared up for a top notch regatta. And then the wind didn't co-operate. It was pretty frustrating," said Darden, who had driven some 25 hours, trailering his boat,

Thunderstar, all the way from Fort Worth, Texas.

A moderate wind blew only for the day of the qualifying series, which divided the 96-boat fleet into two divisions. As the crews rigged their boats each morning of the final series sailed January 9-11, a light wind would ripple across Biscayne Bay, giving the sailors some hope the breeze would fill in. But the wind was just teasing. A weather system stalled over southern Florida brought the same conditions day after day: the light wind would disappear just before the start or soon after the start of the first race. This year's Midwinters will be remembered for abandonments, postponements, shortened courses and long, long hours of drifting in the hot Florida sunshine. Many crew members felt the heat but saw little of the sun's tanning rays, as some skipper sailed with one, two or even three crew below deck in the light conditions. If it was frustrating for the sailors, it was

more frustrating for the race committee of the Coral Reef YC, which was host for the event. Six races were scheduled, but the committee could get in only four races for the championship division and three races for the designer division.

Even Morgan Reeser, who grew up in Miami sailing on Biscayne Bay, can't recall a week with such persistent light air. "And it never blows out of the west like it did that week. My local knowledge didn't help at all," he said. But never mind that Reeser was unaccustomed to sailing in his home waters in these conditions or that he had been skipper in a J/24 regatta only once before, a few weeks earlier. He won this regatta, out-distancing some very formidable competition in the championship fleet that included the reigning J/24 World and North American Champions.

Although new to J/24's, Reeser, 22, is a much accomplished dinghy

*Reprinted with permission from Yachting.

racer. A four-time All American, he was named College Sailor of the Year in both 1983 and 1984 while at the U.S. Merchant Marine Academy.

With finishes of 3-4-14-10, Reeser always managed to get to the right side of the course and find whatever small amount of air there was to be found, even though, he admits, his starts were "nothing stellar." Reeser gives more than a little credit for his victory to his sailmaker and competitor, Ken Read. "After the qualifying series, Ken told me I was sheeting the main in way too hard. And he told me the top batten should be angled to weather about three degrees in most conditions except in very light or very heavy air." Read, J/24 North American champ, may have had some second thoughts about sharing that advice. He finished third in the division, behind second-place Al Constants of Morris Plains, New Jersey.

Although Reeser still finds the J/24 a bit too big, he commented, "I really like the boat, and the class is really well run . . . as for the Midwinters, well, I've never sailed in such a good fleet before." He didn't deny that he and his crew — Dave Himmel, Albert Owler,

Ron Kerr and Don Kerr — were a bit nervous about the caliber of talent at the regatta.

With a total of 96 starters in two divisions, this was one of the largest J/24 fleets ever assembled anywhere. And it was larger than the fleets at any of the seven previous J/24 Midwinter Championships. The boat is hot; the competition is hot; and the class keeps getting more popular every year, while many other one-design classes are on the decline. Looking around the Coral Reef Yacht Club at all the world-class sailors gathered there, you might have thought it was the SORC, if you were unaware that the SORC wasn't due to hit town for another month.

Coral Reef Yacht Club hosted a complimentary beer and hamburger cookout with all the trimmings, following the opening skippers' meeting Monday evening, and a daquiri party after Tuesday's racing. Though the winds were light, the race committee and on-shore activities were smoothly run, due to the efforts of Fay Regan, regatta coordinator; Skip Ryder, race committee chairman; and D. Sennett Duttonhofer, regatta chairman. The Miami Orange Bowl Committee,

headed by Lester Johnson, hosted the final awards banquet, held at the Port of Miami, featuring an open bar, shrimp cocktail, Chateaubriand, wine with dinner, and a live band.

Glenn Darden wasn't the only racer who had traveled a great distance for what promised to be one of the best J/24 series yet. Paul Cayard and John Kostecki came from California, and Larry Klein, from Michigan. Ken Read and his boss Bill Shore traveled from Newport, Rhode Island, as did most of the Johnstone family — Stu, Drake, Jeff, Peter and Rod (who designed the J/24.) Even the B division — politely called the designer fleet — boasted yachting notables such as Russel Long. Long, who is probably more accustomed to steering a 12-Meter on his father's maxi boat, *Ondine*, finished in the middle of the pack. Victory in the designer fleet went to Jeff Scherpf of Havre de Grace, Maryland.

Sailmaker Dave Curtis, the defending Midwinter Champ and the 1984 World Champion, may have wished he had stayed home in Marblehead. He probably can't remember finishing so close to the bottom of the pack in any other regatta; he



Sea Sharp (Morgan Reeser) squeezes in at weather mark ahead of Liten Jente (Nelson and Bowers).

Photo by Chris Syme

was 40th in the championship fleet. "A 42nd in the first race was disastrous for us and it was pretty obvious we weren't going to win, especially when we were disqualified in the second race. We were over early and were black flagged. At that point we knew we had no hope and we considered packing up and going home. But we couldn't do that, so we kept racing and decided we'd go out there and do the best we could. We got a second in the next race and that buoyed us up a bit," Curtis said. He was black flagged in the fourth and final race as were 18 others in the championship fleet. Then he was more than ready to head home. Curtis admits that day after day of racing in air that light makes it "hard to concentrate and it gets a little boring. But once you go across the starting line you always give 100 percent."

The black flag rule, which disqualifies premature starters, was effective in the large fleets. Although he was black flagged twice, Curtis said he has no quarrel with the rule, which he feels has worked well in the J/24 Class.

If it's any consolation for the becalmed Midwinter racers, the 1985 World Championship in Japan is expected to provide plenty of wind.



Boats rafted up off CRYC docks.

Photo by Paul O. Bosvert



Photo by Sheila Hill

Maggie (Read) and Hot Stuff (Bonilla) beat the crowd around the mark.



Parrot's foredeck lowers genoa after set.

Photo by Chris Syme



La Petite Mambo's crew scrambles to get spinnaker up and flying.

Photo by Chris Syme



Youngest crew at Midwinters, helmed by Joe Logan (r), sailed Honky to finish tenth in Championship Fleet.

Photo by Linda Tillman



Fleet descends on leeward mark.

Photo by Sheila Hill



Clockwise from above: Rod Johnstone presents Designer Fleet trophy; Top ten skippers and crews received personalized glass pitchers and mugs; R. C. Chairman Skip Ryder and Orange Bowl Committee Chairman, Lester Johnson; Regatta Coordinator, Faye Regan; Midwinter Champs, Morgan Reeser (r) and crew; USYRU Judges, Tom and Barbara Farquar; revelers from Nova Scotia; Quack with duckling in tow; water sports between races.



Championship Fleet 1985 J/24 Midwinters VIII

POS	YACHT	HELMSMAN	HOMEPORT	RACE				TOTAL
				1	2	3	4	
1	<i>Sea Sharp</i>	Morgan Reeser	Miami, FL	3	4	14	10	31
2	<i>Blitz</i>	Al Constants	Morris Pl., NJ	20	1	4	19	44
3	<i>Maggie</i>	Ken Read	Newport, RI	15	20	7	2	44
4	<i>White</i>	W. Hunt, Jr.	Hampton, VA	14	6	10	16	46
5	<i>I'll Go</i>	Augie Diaz	Miami, FL	2	14	19	13	48
6	<i>p d q</i>	Chuck Millican	Severna Pk, MD	8	18	3	21	50
7		Mark Hillman	Arnold, MD	25	2	20	6	53
8	<i>Out of the Blue</i>	Larry Klein	St. Clair Sh., MI	46	3	5	3	57
9	<i>Squarehead</i>	Ken Olsen	Dennis, MA	5	8	16	30	59
10	<i>Honky</i>	Joe Logan	Miami, FL	48	13	6	1	68
11	<i>Parrot</i>	Lennie Krawcheck	Charleston, SC	31	9	25	5	70
12	<i>This Side Up</i>	Kirk Reynolds	Skanaeateles	37	12	11	12	72
13	<i>American Beauty</i>	John Kostecki	Pt. Richmond, CA	22	32	12	8	74
14	<i>Stohli</i>	Robby Wilkins	Lexington, SC	18	10	29	17	74
15	<i>Mad Max</i>	Stuart Johnstone	Newport, RI	4	21	34	20	79
16	<i>Ziggy</i>	Jeff Johnstone	Newport, RI	19	19	26	15	79
17	<i>Blueprint</i>	Laura/Nagle	Charleston, SC	16	22	24	18	80
18	<i>Thunderstar</i>	Darden/Haggerty	Ft. Worth, TX	1	11	28	51	91
19	<i>Liten Jente</i>	Nelson/Bowers	Deephaven, MN	9	7	51	25	92
20	<i>La Petite Mambo</i>	Williamson/Hutchinson	Miami, FL	27	29	33	9	98
21	<i>Spread Out</i>	Charlie Robinson	Waterford, CT	28	28	37	7	100
22	<i>P.M.S.</i>	Scott Ferguson	Jamestown, RI	10	40	31	23	104
23	<i>Hot Pursuit</i>	Brady/Craig	Charleston, SC	33	5	18	51	107
24	<i>State of the Arc</i>	Dan Curran	Burlington, NJ	40	27	15	27	109
25	<i>Monster Fish</i>	Eric Hood	Seabrook, TX	6	24	32	51	113
26		Chapin/Cayard	San Diego, CA	34	23	9	51	117
27	<i>Three Speed</i>	Andy Roy	Toronto, Ont.	29	17	22	51	119
28	<i>Zuma</i>	Ross Griffith	Charleston, SC	12	36	21	51	120
29	<i>Mondo Bondo</i>	Terry Bowman	Chicago, IL	11	31	51	29	122
30	<i>Oombriago</i>	Tom Babel	Traverse City	44	16	39	27	126
31	<i>Joe Slick</i>	Scott MacLeod	Rowayton, CT	24	38	13	51	126
32	<i>Grey Matter</i>	Edward Hood	Columbia, SC	17	46	41	14	128
33	<i>Blue Magic</i>	Tim Cabral	Naples, FL	30	42	43	14	129
34	<i>Barbie</i>	Bill Allen	Plymouth, MN	23	15	40	51	129
35	<i>Kool in the Cubes</i>	John Roy	Halifax, NS	13	44	23	51	131
36	<i>Moondance</i>	Randy Rowland	Colchester, VT	49	34	1	51	135
37	<i>E²</i>	Jim Capron	Bethesda, MD	50	47	35	4	136
38	<i>Howzat</i>	Lewis Gunn	Hilton Head Is., SC	7	41	44	51	143
39	<i>Ben Dover Express</i>	Rogers/Lutz	Kemah, TX	41	35	17	51	144
40	<i>HJ</i>	David Curtis	Marblehead, MA	42	51	2	51	146
41	<i>Heathcliff</i>	Drake Johnstone	Newport, RI	45	26	47	28	146
42	<i>Alliance</i>	Kevin Doyle	Buffalo, NY	32	33	30	51	146
43	<i>Hot Stuff</i>	Will Bonilla	Miami, FL	21	37	38	51	147
44	<i>American Garage</i>	Kevin Mahaney	Bangor, ME	38	25	36	51	150
45	<i>007</i>	R. Schlieske	Tonka Bay, MN	35	45	45	26	151
46	<i>Disirregardless</i>	R. Mosbacher	Houston, TX	26	30	46	51	153
47	<i>Stinger</i>	John Selldorff	Brighton, MA	47	43	42	22	154
48	<i>J-Walker</i>	S. Schimenti	Palm Beach, FL	46	51	8	51	156
49	<i>Renegade</i>	R. Curtis III	Greenwich, CT	39	39	27	51	156
50	<i>Fan Belt Kitty</i>	Harwath/Berman	New York, NY	43	51	51	11	156

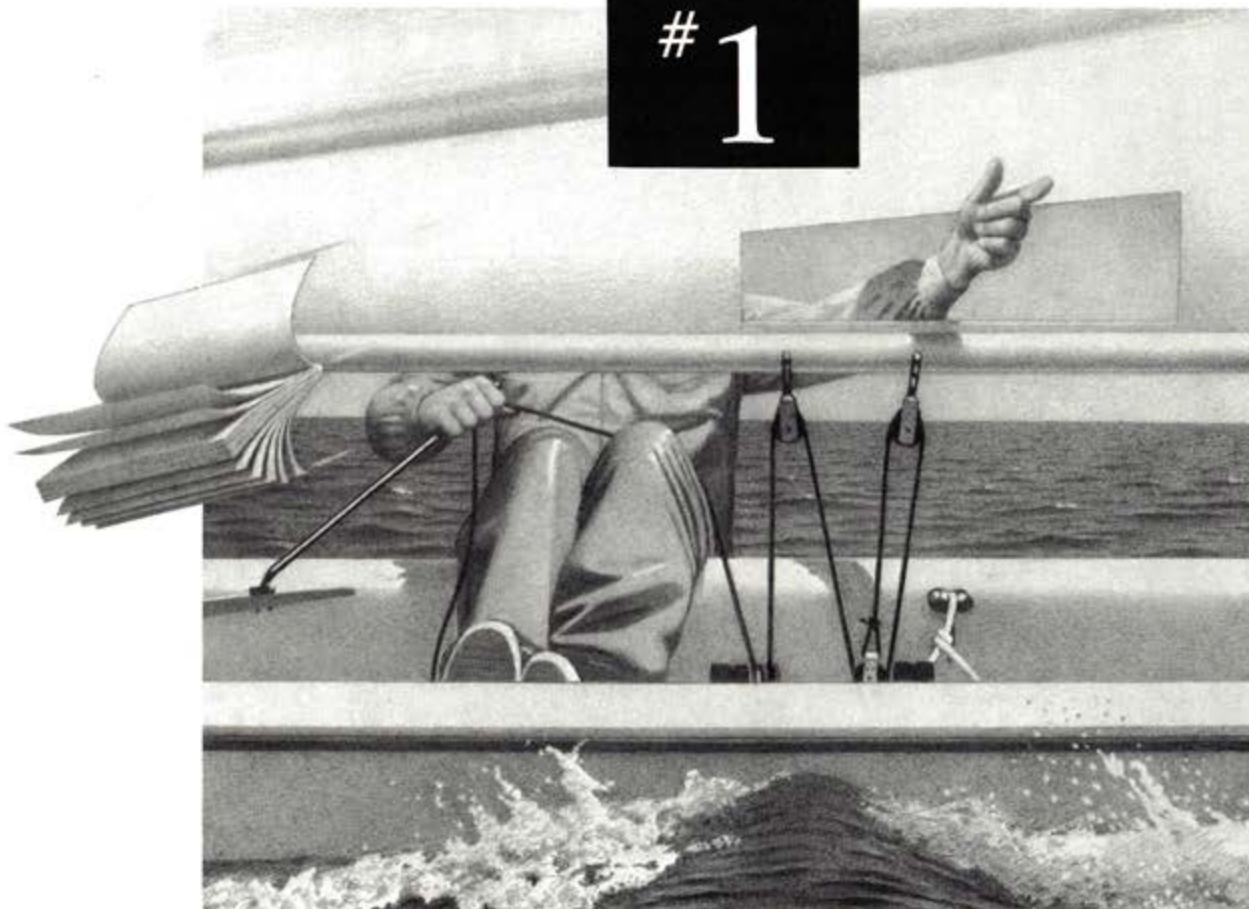
Designer Fleet 1985 J/24 Midwinters VIII

POS	YACHT	HELMSMAN	HOMEPORT	RACES			TOTAL
				1	2	3	
1	<i>Rock-it</i>	Jeff Scherpf	Havre de Grace, MD	2	5	4	11
2	<i>Dixie</i>	Rick Peper	Neptune Beach, FL	9	6	3	18
3	<i>Insta-Gator</i>	Allen Maxwell	Metairie, LA	11	1	11	23
4	<i>Sisu</i>	Jim Keane	Huron, OH	12	2	15	29
5	<i>Man O'War</i>	Elliot Oldak	Annapolis, MD	13	19	1	33
6	<i>Risk</i>	Carter Gowrie	Essex, CT	4	18	14	36
7	<i>Bunky</i>	Richard Hines	Arnold, MD	3	8	27	38
8	<i>Ain't No Party</i>	Greenberg/VanDalen	Elkins Park, PA	6	29	5	40
9	<i>Energizer</i>	Bob Brown	Ft. Myers Beach, FL	23	12	12	47
10	<i>Green Flash</i>	Kerry Klinger	Nyack, NY	30	11	9	50
11	<i>Twilight Zone</i>	Gary Sprague	Miami, FL	21	13	17	51
12	<i>Willie</i>	L. E. Williams	Hampton, VA	28	7	19	54
13	<i>PYT</i>	Rich Hamilton	Marietta, GA	27	24	6	57
14	<i>Trouble</i>	Bob Seidel	Cleveland Hts., OH	1	27	31	59
15	<i>J'D</i>	Doug Klein	Bellevue, OH	39	14	8	61
16	<i>Jest</i>	Bud Picken	St. Petersburg, FL	5	28	29	62
17		Stuart Archer	Tacoma, WA	32	20	10	62
18	<i>Scrimshaw</i>	Smith/Fisher	Leland, MI	40	21	2	63
19	<i>The Price of Eggs</i>	Al Goldin	Waldorf, MD	19	37	7	63
20	<i>Gizmo</i>	Bob Sadler	Charleston, SC	20	9	34	63
21	<i>Illusion</i>	Brad Tazewell	Virginia Bch, VA	15	26	25	66
22	<i>More Grief</i>	Conger/Wolcott	Shreveport, LA	7	34	26	67
23	<i>Lead Sled</i>	Loomis/Baskerville	Minnetonka, MN	18	22	35	75
24	<i>Quack</i>	Skip Shumway	Webster, NY	38	25	13	76
25	<i>Jet Star</i>	Guy/Sinnickson	Alexandria, VA	22	33	21	76
26	<i>Devious</i>	Dennis Hurley	Haledon, NJ	24	15	38	77
27	<i>Dr. J</i>	John Southam	Key Biscayne, FL	10	26	42	78
28	<i>Arion</i>	Russell Long	New York, NY	51	4	24	79
29	<i>Flight</i>	Mike Huck	Satellite Bch., FL	25	36	18	79
30	<i>Ninja</i>	Bill Hofmeister	Nashville, TN	26	3	51	80
31	<i>Tallawa</i>	Ken Davis	Miami, FL	33	20	28	81
32		Hap Lucas	Riverton, NJ	31	31	20	82
33	<i>Chinook</i>	Harold Browne	Colchester, VT	16	39	30	85
34	<i>Excess</i>	Mia Thompson	Berwyn, PA	8	41	37	86
35	<i>Boogie</i>	Hellerquist	Nashville, TN	14	35	40	89
36	<i>Uprising</i>	William Winters	E. Amherst, NY	51	23	16	90
37	<i>Godspeed</i>	Wake/Landau	Deltaville, VA	51	17	22	90
38	<i>Amanda</i>	Dan Lawless	Pittsford, NY	35	32	32	99
39	<i>Comet</i>	Berry Hayley	Miami, FL	29	43	36	108
40	<i>Go!</i>	Louis Aronne	New York	36	40	33	109
41	<i>Run for the Roses</i>	J. Fred Helsel	Cape Coral, FL	41	30	41	112
42	<i>Redneck</i>	Sawyer/Dysart	Hampden, ME	34	42	39	115
43	<i>Venus</i>	Joe Kolisch	Miami, FL	17	51	51	119
44	<i>Sweet Thing</i>	Alan Perper	Durham, NC	43	38	43	124
45	<i>Painted Lady</i>	R. Dickinson	Key West, FL	42	44	44	130
46	<i>Aqueous Humor</i>	M. Blumenkranz	Miami, FL	37	51	51	139



USYRU RULES TIP

#1



Send **\$5.00** for each copy in cash, check or money order to:
USYRU, Box 209
Newport, RI 02840

Or join USYRU for just \$25 (\$10 if you're under 21) and receive the Rule Book **free**, plus updates, appeals and the other benefits that come with membership.

Name

Address

City State Zip

No. of copies requested Membership

Age (for youth membership)

If your order is for \$15 or more, we will be happy to charge it to your Visa or MasterCard. Call us at (401) 849-5200.



That's right. Scrap your old rule book.

The racing rules for the next four years have changed enough that the old Rule Book is now obsolete.

The new 1985-88 Rule Book has been completely updated, incorporating the International Racing Rules as adopted by USYRU for American sailors. The format's been updated too. So it's faster and easier to read. But the price is still just \$5.00.

Most important though – these are the rules we'll all be sailing by for the next four years, beginning this Spring.

So use this coupon – send for your copy of the new USYRU Rule Book today. Without it you'll be sailing by yesterday's rules.

Formula for Fleet Success

by Bob Johnstone



Bob Johnstone, President of J-Boats, Inc. and J/24 Class Founder.

There is a way to guarantee success of a one-design fleet with steady growth in membership and more boats on the starting line each year. But, it has less to do with running races than most people realize. *In fact, the more incidental that sailboat racing is to the social program, the more successful a fleet becomes.* A paradox, you say? Yet that's the conclusion reached by 18 U.S. District Governors at the 1984 annual National J/24 Class Association meeting in Boston.

The key to success is in the planning and organization of social events that promote good fellowship. Sailboat racing is included as one of the activities. Like "musical chairs" is included in birthday parties. A weekly "musical chairs" game on the school playground without the candles and cake could get dull real fast. It happens in one-design racing as well. The fleet

program for the year must be carefully planned to allow everyone to participate in the parties *and* in the racing if they choose.

Too often a new fleet is just another gun on the starting line of the local yacht club, with an officer or two to buy trophies and assess dues. There is no place to turn for help. There are no manuals or textbooks on such situations. Each fleet had to re-invent the wheel as best it could. Some came up square.

Now with 700 fleet years of experience in J/24's (7 years with 100 fleets), a pattern of success is emerging. What we want to address are the events and activities which are important to the *local fleet captain* and which represent 90 percent of the class activities for the average owner. "Local fleet" is defined as the first level of contact and organization amongst owners of one-design boats. The most probable range for such a fleet is one hour's time on the water from the racing area, or a radius of 6 miles.

It is important that the distinction between *local* and *regional* activities is made. The local fleet must have an identity and a fleet championship of its own to prosper. The strength of the class in a region is a function of the strength of the local fleets within that region. There is very little opportunity for a widely dispersed "regional fleet" to develop the social dynamics required for growth and longevity. Pockets of real strength are needed.

The Formula

Simply stated, the formula for success is a short, summer weekday, evening series of potluck dinners. This achievable plan leaves time for major regional regattas or family activities on

the weekends. Interspersed with the above are some special events. At least one get-together is organized per month in the off-season. Further spice in the form of short Spring, Fall or Winter Series can be added for the dedicated. Let's review each of the elements of the Annual Fleet Plan in more details. For the sake of simplification, one plan will be outlined to communicate the concept. Each fleet may have its own unique variation, a different peak season, etc.

I. The Fleet Championship: Nine potluck suppers preceded by two short summer weekday evening races.

Nine Thursday evenings are selected between June 1 and August 10 while the sun sets late, permitting the first of two planned, short (3-4 mile) races to start at 6:30 p.m.

Before the season starts, the potluck dinner schedule is distributed so that everyone knows who is the host after the races and what is to be brought. This social commitment is as important as showing up on the starting line.

An important educational feature of the potluck dinners can be the "winner's roast", whereby each race winner must answer questions and describe the tactics and sail trim used. The informality of the occasion is an ice-breaker for new members or novice sailors seeking advice from the more experienced. MVP and daily first awards can be handed out the same night along with "special awards"

Sample of Fleet 50's Potluck Dinner Schedule

	DATE								
NAME	6/7	6/14	6/21	6/28	7/12	7/19	7/26	8/2	8/9
Drake Johnstone	HOST	—	Side	Salad	Dssrt	Munch	Side	—	Munch
Tom Peterson	Munch	HOST	—	Side	Salad	Dssrt	Munch	Side	—
Rob Connerney	—	Munch	HOST	—	Side	Salad	Dssrt	Munch	Side
Nick Nicholson	Side	—	Munch	HOST	—	Side	Salad	Dssrt	Munch
Tom Ehman	Munch	Side	—	Munch	HOST	—	Side	Salad	Dssrt
Mike Hill	Dssrt	Munch	Side	—	Munch	HOST	—	Side	Salad
J-World Instructors	Salad	Dssrt	Munch	Side	Salad	Munch	HOST	—	Side
Steve Parks	Side	Salad	Dssrt	Munch	Side	Salad	Munch	HOST	—
Ken Read	—	Side	Salad	Dssrt	Munch	Side	Salad	Munch	HOST
Stu Johnstone	Side	Salad	Dssrt	Side	—	Dssrt	Side	Salad	Dssrt
Pete Mines	Dssrt	Side	Salad	Dssrt	Side	—	Dssrt	Side	Salad
Nick Pasyanos	Salad	Dssrt	Side	Salad	Dssrt	Side	—	Dssrt	Side

II. Special Fleet events include:

- **Full Moon Wine & Cheese**, a monthly occasion from June through September with skippers serving from the companionway while the crew practices one-armed boat handling on a course designed to enhance the view of moonlight reflections.
- **Fleet Cruise** with an overnight at a distant harbor, racing one or both ways with a rafting or shore party. This can often be organized in conjunction with an annual YC cruise or area sailing association. Other regional fleets might be included.
- **Championship of Champions**, a good end-of-the-season event where the fleet champions of other local classes and cruiser/racer handicap fleets (PHRF, MORC, IOR) are invited to a "sail-off" in J's, with the help of J crews or owners if needed. This is an excellent promotional event for the local fleet and generally gets good press coverage.
- **Planned monthly get together from September to May**. This can be varied: a luncheon, ski weekend, theater evening, awards night, baseball game, hockey night, sailmaker semi-

nar, J World program, bowling night, planning meeting, night of sailing movies, etc. The key is that there is a pre-announced plan with an event chairman assigned to each.

III. New Member Assistance Programs include:

A published guide for the new owner to be put in the hands of the nearest dealer. It can include:

Names, addresses, phones, sail numbers of each fleet member.

The Fleet Annual Plan of get togethers.

The fleet and district racing schedule.

Membership application instructions for sailing organizations in the district.

Mooring, marina, drysail options and costs along with contacts and phone numbers.

Regatta entry information

One-design or handicap measurement requirements and instructions.

Big Brother/Sister Assignment of a current fleet member to a new fleet member for introductions and advice.

IV. Fleet Support of District or Regional Activities

The first priority of the local fleet is to ensure participation in the activities outlined in sections I - III above. Do not confuse them with the next level of competition and activity ... which may be of interest to a lesser number of owners.

Here the members of two or more fleets are participating in a "circuit" or "area" championship as well as that district's championship or regional championship serving as a World's qualifier.

- **The Circuit/State/YRA Area Championship.** It is worthwhile for local fleets to support such a program by insuring that the nine potluck suppers or special events are not scheduled in direct conflict with district events or major national events which are likely to draw the best sailors away from the local scene.

Circuit or area championships are now found in Florida, Texas, Southern California, Oklahoma, Narragansett Bay, Maine, Lake Ontario, Southern New England and elsewhere. Normally they consist of 3-5 major weekend regattas with planned social activity. One every six weeks or so seems right, but not more frequent than once/month.

Apart from making each of these weekend regattas very special with trophies handed out after the last race, a circuit winner can be determined at the end of the season based upon the best performance in three of five weekends.

- **Season Opening Seminar "On-The-Water"** The first Narragansett Bay regatta is designed as a learning session in addition to being the first of four major area regattas. The local dealer pitches a huge tent in his yard and supplies the beer. USYRU or J World instructors man launches, to give tail-enders instruction during the race! On-land seminars and open

protest meetings further the process.

Coffee, rolls and juice are available in the morning and hamburger/chicken cookouts are catered at night, all for a modest fee which permits living aboard closeby with a minimum of fuss.

Participation awards (A.G.A. Correa coffee mugs, for example) are given to all crew members.

The event is presold at boat shows during the winter, to encourage people to become involved with the boat and sport.

V. Communications

- A simple fleet newsletter announcing forthcoming events ... or reminding people of the forthcoming event previously announced in the fleet annual plan.



The more incidental racing is to the social program, the more successful a fleet becomes.

This doesn't have to be anything more than xeroxed typewritten pages. Once per month is sufficient.

- Send material to District Governor for District Newsletter so that local fleet activities are given prime billing in the area and participation by outsiders in fleet activities is encouraged.
- Send stories, pictures, and Fleet reports to the National Class office because members like to see their names in the *International J/24 Magazine*. It builds

on fleet pride to see their activities covered.

- Send or call in results and forthcoming event notices to the Local and Area press reporters. Invite these reporters to come and sail on a weekday evening, at the major weekend events, and send them an invitation to every fleet social activity of the year. This is an excellent way to attract new members to where the action is.



Over 600 J/24 Trailers on the Road!



WHY A TRIAD?

- Structural Steel
- MIG Welded for Strength
- Custom Tailored to the Load
- Superior Balance, Tracking

A PROVEN PRICE/PERFORMANCE PACKAGE

J/24-S (single axle, lift off) \$1895
J/24-F (single axle, float off) \$2260

Tandem axle—add \$440 to above price

Your J/24 deserves a Triad.
See your J Boat Dealer now!



TRIAD TRAILERS, LTD.
90 Danbury Road, New Milford, CT 06776
(203) 354-1146

District 14

by John Peck

District 14 is made up of seven fleets in Texas, two in Louisiana, and one in Arkansas, with over 175 class members on record. Last year almost 100 yachts from this diverse group met at seven regattas spread over Texas and Louisiana, to compete in the Texas Circuit.

The 1984-85 Texas Circuit consists of six regattas, with one throw-out or no-show allowed. Last October, 26 boats kicked off this year's Circuit at Eagle Mountain Lake at a regatta hosted by Fleet 54 and the Fort Worth Boat Club. The second event in the series saw 24 boats from eight fleets meet in November at Canyon Lake (between San Antonio and Austin) for the third annual J/24 Texas Circus, hosted by Fleet 9 and Lake Canyon Yacht Club. The remaining four regattas will be held, one per month, beginning with the Redneck Classic on Cross Lake, April 27-28, put on by Fleet 92 and the Shreveport Yacht Club. This will be followed by the Southwest Championship, May 25-27, which is the District 14 Worlds qualifier, hosted by Fleet 29 and Rush Creek Yacht Club on Lake Ray Hubbard, east of Dallas.

On June 22-23, Fleet 3 and the Corpus Christi Yacht

Club will host the Sparkling City Regatta, which will be sailed in Corpus Christi Bay (site of the '79 and '82 J/24 North Americans). The Circuit will conclude with the Houston Yacht Club J/24 Cup Regatta, July 13-14, hosted by Fleet 5 and sailed in Galveston Bay.

Although two-time J/24 World Champion John Koliou hasn't been seen since he gave up his *Cheap Sunglasses* for the America's Cup campaign, the competition has always been fierce on the Texas Circuit. The District had four boats at the 1984 North Americans in Kingston, finishing third and fifth in the Championship Division and first and fifth in the Designer's Division. Five boats travelled to Miami for the 1985 Midwinters, finishing 18th, 25th, 39th and 46th in the Championship Fleet, and 22nd in the Designer's Fleet.

Racing is a year-round activity in District 14. In addition to the Texas Circuit, Fleet 94 hosted two winter events on Lake Pontchartrain, north of New Orleans: the Sugar Bowl Regatta, December 29-30, which was won by Californian John Kosteki, who stopped on his way to the Midwinters; and the Mardi Gras Regatta, February 16-17.

So many regattas in so many places! District 14's variety of inland lakes and gulf bays provides some of the best J/24 Class racing anywhere.



Photo by Dick Tillman

Eric Hood's *Monster Fish* sails out to race at 1985 Midwinters after a long drive from Seabrook, Texas.

Largest Stone Crab Regatta

by Ted Nohren

The 1984 Stone Crab Regatta was held November 10-11, in Clearwater. In the past, this regatta has been held in late October and was typified by unusually stiff breezes. The first race on Saturday was abandoned 45 minutes after the start before anyone rounded the first mark due to a dying breeze. The second race got off around 2 pm in a slight seabreeze that gradually died to less than three knots at the finish. The regatta's reputation was upheld on Sunday when a front came

in, producing winds in excess of 30 knots in the sustained puffs. Most used the 100 jibs, and three boats lost their masts due to collisions or rigging failures.

Art Johnson, the Clearwater Yacht Club and all others involved did a fantastic job running the regatta, the largest in its history, with 44 boats registered. Morgan Reeser of Miami won the three race series with a 1-2-1 record, which also qualified him to compete in the 1985 World Championship in Japan. A Couples Trophy was presented to the highest placing boat sailed by couples, Norb Zebny's *Groucho*. Peter Duvoisin won the Master's Trophy in *Bruiser*. Results of the top ten follow.

1984 Stone Crab Regatta
(Top Ten)

POS	YACHT	HELMSMAN	PORT	1	2	3	TOTAL
1	<i>Sea Sharp</i>	Morgan Reeser	Miami	1	2	1	4
2	<i>Hot Pursuit</i>	Jim Brady	Charleston	2	4	3	9
3	<i>Muscatel</i>	Jahn Tihansky	Tampa	8	1	4	13
4	<i>Cunning Stunt</i>	Ted Nohren	Clearwater	6	5	2	13
5	<i>Roberta Leigh</i>	Mark Ploch	Clearwater	4	3	12	19
6	<i>Cockatoo</i>	Peter Dodds	Charleston	9	10	11	30
7	<i>Zuma</i>	Ross Griffith	Charleston	14	13	7	34
8	<i>Heathcliff</i>	Drake Johnstone	Newport	21	9	8	38
9	<i>Point South</i>	Ed Baird	St. Petersburg	25	8	5	38
10	<i>White</i>	W. P. Hunt, Jr.	Hampton	7	16	15	38



Blueprint hits the road.



Boats tied up at Clearwater Y.C. dock.



Shortly after start of Sunday's race.

Fleet 42 Solves Crew Problem

by Hank Killion

As more and more people purchase a J/24, one of everybody's main concerns is, "Where do I find crew?" Part of your fleet's answer might be found in a program currently in use by Fleet 42.

This past year, in working with the Fair Haven Yacht Club Junior Program, the advanced sailing group was placed on the J/24 for the Wednesday night racing series. These young people proved invaluable to us and also sailed with us in our District Championship. The junior sailors participating were: Brandon Flack, David Spang, Brad Cooper, and Coleen Keefe. As the summer progressed, the interest spread to the point where our Intermediate sailors were also given the opportunity to sail the J/24.

I hope the success of our program will lead other fleets to look to area Yacht Clubs' junior sailing programs as an avenue to solve the never ending problem of finding crew.



Hank Killion (right) with junior sailors, Brandon Flack and Dave Spang.

East Coast Championship

by Tom Donlan

The 1984 East Coast Championship was hosted by Severn Sailing Association in Annapolis, Maryland, September 7-9. Going into the fifth race on Sunday morning, Tony Parker of Washington, D.C. and Billy Hunt of Norfolk had their eyes on each other. There was real tension across the lagoon at the Severn Sailing Association. Parker and Hunt were tied for the lead at this event which each year is the biggest J/24 regatta on Chesapeake Bay.

"We nailed Hunt at the start and covered him all the way, and finished the race 12th," said Parker. Hunt finished the race in 18th. But there was no triumph for Parker. Sailing his

own race and ignored by the leaders. Ross Griffith of Charleston, S.C. slipped into the lead on the last weather leg and won the race. That was what he needed to squeeze out victory in the regatta over Parker by a bare point.

"We got too carried away with the guy we were tied with," commented Parker, who finished second for the regatta. Third place went to Don Delorme of Annapolis. Hunt dropped to fourth overall and Chuck Millican of Annapolis was fifth.

Severn Sailing Association ran the regatta under the race committee chairmanship of Capt. John Bonds, who is a J/24 owner, a USYRU judge and commodore of the Naval Academy Sailing Squadron. His committee maintained fair racing in the sometimes-shifty light and moderate breezes, with diligent repositioning of the weather mark whenever it was needed. A sudden-death system—no recalls announced—maintained order on the starting line in the 33-boat fleet.

Griffith, who had never sailed on Chesapeake Bay before, found the light air on Friday and Saturday morning a challenge. He posted two tenths. But in two races on Saturday afternoon, sailed in a steady 12-15 knot Southwesterly, he made his mark with a first and a second. He was still 10 points behind, but his Sunday victory and Parker's 12th gave Griffith the regatta.

RESULTS

POS	YACHT	HELMSMAN	TOTAL
1	<i>Zuma</i>	Griffith	24
2	<i>Bangor Pocket</i>	Parker	25
3	<i>Herman</i>	Delorme	30
4	<i>White</i>	Hunt	31
5	<i>PDQ</i>	Millican	32
6	<i>Panic Knot</i>	Eckman	43
7	<i>Rush Hour</i>	Fitzgerald	52
8	<i>Price of Eggs</i>	Goldin	52
9	<i>Spizz</i>	Biles	54
10	<i>Jerryco</i>	Daniel	54
11	<i>Classic</i>	Howard	57
12	<i>Freestyle</i>	Hull	65
13	<i>Willie</i>	Williams	73
14	<i>Feather</i>	Dorsey/Evans	80
15	<i>Eleven</i>	Potee	81
16	<i>Pandemonium</i>	Hutchinson	81
17	<i>Riff Raff</i>	Borssuck	84
18	<i>Marginal</i>	Leonard	91
19	<i>Tiger</i>	Donlan	92
20	<i>Lil Warrior</i>	Schoolden	94
21	<i>Cottontail</i>	Powell	94
22	<i>Bad News</i>	Laudeman	98
23	<i>Rocket J</i>	McCauley	104
24	<i>JJToken</i>	Page	119
25	<i>Alfa</i>	Kowalyszyn	119
26	<i>Bandit</i>	Cliborne	121
27	<i>Wave Packet</i>	Burdock	121
28	<i>Dusty Work</i>	Keith	127
29	<i>Jitterbug</i>	Linhardt	132
30	<i>No. . . .</i>	Hood	135
31	<i>Last Call</i>	Heim	151
32	<i>Sundance</i>	Jackson	155
33	<i>Cockatoo</i>	Dodds	170

First Texas Circuit Regatta

by Glenn Darden, Fleet 54

Kelson Elam, sailing *Surfer Girl*, won the first J/24 Texas Circuit Regatta of the year. The regatta, sponsored by the Fort Worth Boat Club, was held in light to medium winds. Only three races were held due to the fickle winds. Twenty-six boats participated.

Elam displayed superior offwind speed throughout the series and captured the regatta by winning the light air final race. The team of Glenn Darden/Mike Haggerty finished one point back with Mac Kilpatrick only one point behind them in third place. Each of the three races was won by a different boat. Despite low water and light winds, the Race Committee, led by Bill Shelton, did a fine job. Bar participation was, as usual, enthusiastic.

Fleet 54 Texas Circuit Regatta — Fort Worth

POS	SAIL	YACHT	HELMSMAN	RACE			TOTAL
				1	2	3	
1	3694	<i>Surfer Girl</i>	K. Elam	4	7	1	12
2	3481	<i>Thunder Star</i>	Darden/Haggerty	2	1	10	13
3	2118	<i>Sly</i>	Kilpatrick	3	4	6	13
4	2792	<i>Crayola</i>	T. Darden	1	5	11	17
5	2848	<i>Disregardless</i>	Mosbacher	9	3	7	19
6	1449	<i>What Boat</i>	Hirschberg	11	8	4	23
7	1040	<i>Graybeard</i>	Anderson	13	14	2	29
8	3743	<i>Class Act</i>	Mehlbuerger	15	12	3	30
9	542	<i>Wicked Wahine</i>	Kegler	12	15	5	32
10	808	<i>Oreo Express</i>	Towles	5	20	8	33
11	2573	<i>More Grief</i>	Conger/Wolcott	7	9	20	36
12	1679	<i>Ms Sippi</i>	Andre	10	10	19	39
13	275	<i>Windfall Profit</i>	Humbard	6	6	DNS	39
14	272	<i>Flower Power</i>	Am Rhein	14	11	17	42
15	2722	<i>Taxi Dancer</i>	Youngberg	8	23	12	43
16	1216	<i>Sovereign</i>	Irwin	16	16	13	45
17	3149	<i>Class Act</i>	Gayle	20	18	9	47
18	2949	<i>Speedwagon</i>	Lomex	19	13	15	47
19	3418	<i>Ben-Dover Express</i>	Rogers	DNF	2	18	47
20	517	<i>Itsy</i>	Nowery	23	19	14	56
21	3764	<i>Plum Crazy</i>	Plummer	17	22	21	60
22	2116	<i>Ajax</i>	Humphrey/Hubbard	18	17	DNS	62
23	126	<i>Red Shift</i>	Witte	21	21	22	64
24	550	<i>Hurry Hurry</i>	Duncan	24	24	16	64
25	2618	<i>Hot Chex</i>	Dickson	22	DSQ	DNS	76
26	2442	<i>Breathin' Room</i>	Kuppinger	DNF	DNS	23	77

Florida States at Jacksonville

by Rick Peper

The 1984 Florida State Championship, held November 24-25 at the Florida Yacht Club in Jacksonville, Florida, presented a very challenging course this year due to the abnormally strong currents created by the tailend of a northeaster.

The first day found the corners of the course paying huge dividends, with Dick Tillman and family taking three bullets in three races including one come from behind horizon job. The winds of 10-16 knots were fickle with the tide and the winds combining for tricky racing. In second place at the end of day one with 14 points was Mike Huck of Melbourne sailing very consistently.

That evening the barbecue at the Florida Yacht Club was greeted by a cold blast of air, with the crews from South Florida freezing and those from Kentucky and Tennessee finding the weather a pleasant change.

The second day found fairly light air, big shifts, current, fog and huge holes in the course, all the things good racing is made of. Jim Brady of Charleston, sailing very smart in these conditions, managed a 1-2-3 to edge out Dick Tillman, who finished with 14 points, for the win. Steve Suddath/Bob Rives finished 3rd with 18 points.

The members of Fleet 55 appreciate all who attended to make this a truly Southeastern event.

1984 J/24 State Championship

POS	SAIL	HELMSMAN	TOTAL
1	3956	Brady	13
2	2550	Tillman	14
3	22565	Rives/Suddath	17
4	3478	Krawcheck	18
5	2911	Nohren	23
6	2436	Taylor	27
7	2012	Morgan	34
8	3004	Howard	42
9	3879	Huck	43
10	153	Pepper	48
11	2502	Bream	53
12	2433	Picken	55
13	3266	Pentecost	60
14	483	Gamble	63
15	1552	Riddle	63
16	1699	Boone	68
17	1128	Bacon	80
18	3339	Spence	83
19	22461	Cummings	84
20	2448	Lucie/Wren	87
21	518	Kirill/Harrell	92
22	1915	Bates	97



Quick Draw's foredeck, Jan Pentecost, takes her position just after start of Florida State Championship race.

Photo by Jack Becker

Fleet 87's Indian River Fall Regatta

by Dick Tillman

Ted Nohren, of Clearwater, won the Fourth Annual Indian River J/24 Fall Regatta held October 13-14, 1984. The event was hosted by Eau Gallie Yacht Club and Fleet 87, and sponsored by S & A Yacht Services, Indian Harbor Marina, and Bacardi Run. The fifteen entries included two top Jacksonville sailors: District 10 Governor Rick Peper and Levon Pentecost, 1984-85 Florida Circuit winner. This regatta was the first of the 1984-85 Florida Circuit, which also includes the Stone Crab Regatta in Clearwater, the Florida State Championship in Jacksonville, the Midwinters in Miami, and the 1985 District 10 Championship.

The Fall Regatta was sailed in ideal conditions of 8-10 knot northerlies and clear skies. The first race was just underway when the sonic boom of Challenger's re-entry from space was heard during the first landing of a shuttle at Kennedy Space Center. Seven Olympic course races were held during the two-day event, and competition was close. Nohren jumped to an early lead with first day finishes of 4-1-2-2, with Tillman in second with races of 1-2-5-9, and Peper just one point behind him with a 7-6-1-4 record. The competitors compared notes and planned strategies at a Bacardi party and barbecue dinner Saturday evening at the Melbourne Yacht Club. The final standings were not deter-

mined until the seventh race, which allowed a throwout race. Both of Sunday's races were sailed in light to medium winds that challenged everyone with the shifts in direction and velocity.



The winners circle: (l to r) Scott Morgan, John Doran, Dick Tillman, Rick Peper, John Eldredge, Ted Nohren, Levon Pentecost.

Indian River Fall Regatta

POS	SAIL	YACHT	HELMSMAN	HOMEPORT	RACES							TOTAL*
					1	2	3	4	5	6	7	
1	2911	Rock 'N Roll	Ted Nohren	Clearwater	4	1	2	2	7	3	1	13
2	2550	Family Affair	Dick Tillman	Merritt Is.	1	2	5	9	5	4	2	19
3	153	Dixie	Richard Peper	Jacksonville	7	6	1	4	4	1	6	22
4	23446	Sugar Magnolia	John Doran	Ind. Harb. Bch.	3	3	8	1	6	8	5	26
5	2012	Splendor	Scott Morgan	Merritt Is.	10	5	4	5	3	5	4	26
6	3266	Quik Draw	Levon Pentecost	Jacksonville	2	4	3	12	2	9	9	29
7	2977	Shameless Hussy	John Eldredge	Sat. Bch.	6	7	10	3	1	6	7	30
8	43044	Flight	Mike Huck	Satellite Bch.	8	10	6	6	10	2	3	35
9	175	J-ello	Chris Gates	Indialantic	5	8	11	8	13	12	11	50
10	2910	Second Wind	Robert Blackford	Orlando	11	9	7	10	8	11	8	53
11	1657	Watercolors	John Amadon	Melbourne	12	12	12	7	9	7	10	57
12	3202	Greenhorn	Ralph Wetherhold	Melbourne Bch.	9	11	9	11	11	14	13	64
13	2407	Millenium Falcon	Bert McAllister	Indialantic	13	13	13	13	14	13	14	79
13	2230	Natraj	Ed Sottak	Ind. Harb. Bch.	14	DNF	14	14	12	10	15	79
15	2985	Marianne	Tom Dallow	Indialantic	15	DNR	DNR	DNR	15	15	12	89

Suncoast Fleet 86

by Ted Nohren

The 1984 Fleet 86 Championship was sponsored by the St. Petersburg Yacht Club and sailed on Tampa Bay during the weekend of December 15-16. Due to the very light winds on both days, the series only consisted of five races, with no throwout. Since the racing was characterized by some trying situations and aggravations for all 15 boats, everyone appreciated the yacht club's invitation both days to enjoy free pitchers of beer in the lounge. First place was barely won by Ted Nohren in *Cunning Stunt*, crewed by Bob Calder, Forest (Marshall) Dillon and Andrea Olsen. Richie Doyle sailed *Limelite* to a very close second, followed by Joe Byars in *Bluebird*.

Bud Picken, fleet captain for the St. Pete area, has organized a mini J series that will be sailed on six Saturdays during the February to May time frame, scheduled so as not to conflict with other J/24 or major regattas. Each race day will consist of two races off the St. Pete pier, beginning at 10 am, a lunch break and a 2 pm race. The hoist at the St. Pete Sailing Center will be available. The idea is to provide a racing opportunity for those who would like to participate on a more casual level. Hopefully the increased activity and publicity will encourage other J's to come from areas that do not offer similar events and they will leave their boats in the area for participation through the Spring season.

1984

PIG & RUM REGATTA



Fleet 115 Hosts Pig and Rum Regatta

by Donna Pettus

The 1984 Pig and Rum Regatta was held on Lake Lanier, Georgia, November 17 - 18. This is an annual event and this year we had the largest turnout ever — 13 J/24's. The weather was cool, the breezes were medium (8-10 knots) and with the "hibernation" of the power boats, the water was smooth on Lake Lanier. We had two races on Saturday and two races on Sunday, for a total of four buoy races. The party on Saturday night was a success, with our usual fare of pig (barbecued pork) and rum (hot and buttered). The trophies for this regatta are a special treat. They always have amusing pig faces on them, and include trophies for the crews. The first five places receive trophies, with an additional first place award for a Miss Piggy doll (perpetual trophy) and a quart of rum. Results of the top five below.

1984 Pig and Rum Regatta

POS	SAIL	YACHT	HELMSMAN
1	3214	<i>Lucifer's Hammer</i>	David Jackson
2	2620	<i>Carrera</i>	Ernie Cabrera
3	3004	<i>Classic</i>	James Howard
4	2417	<i>Uranus</i>	Mark Campbell
5	3010	<i>Sashay</i>	Donna Pettus

Our first Annual Frostbite Regatta is scheduled for February 9 - 10 (weather permitting), with a fleet meeting and party scheduled for Saturday night. The Atlanta Cup will be held March 30 - 31.



Waiting for starting sequence, on Lake Lanier.

District 17 Championship

Crisp winds from SSW greeted the sailors in the District 17 Championship Regatta held September 1-2, 1984 at Lake Cheney, Wichita, Kansas, hosted by J/24 Fleet 53 and the Nennescah Yacht Club. The three races Saturday were sailed in winds of 25-35, and began a series that was to become a struggle between two teams of brothers for the eventual prize and championship of the district.

Steve and Bob Dwerlkotte won the first race over Chris and Andy Towles, only to have this order reversed in the next two races. A fast-moving Fall front swept through after the Saturday night cookout for the fleet. Sunday morning found 20-25 mph northerly winds greeting the fleet, and the Dwerlkotte brothers excelled to clinch the championship with two firsts over the bedeviled Towles brothers from Oklahoma City. (Two firsts and three seconds were only good enough for second place.)

The regatta produced a number of highlights. The informal cookout Saturday night, with plenty of free beer, provided all participants the social activity that is the glue that puts such events together. The races were conducted in an impeccable manner, thanks to the race committee and the Olympic Circle of Marks provided by the host Nennescah Yacht Club. Finally, there is the prize for the event: the head and two clews from the spinnaker of the 1970 America's Cup defender, *Intrepid*. This "old piece of cloth" and its possession for one year provided incentive for the whole fleet, half of which trailed to the event.

The 1985 Districts will be held in Oklahoma City, July 6 and 7. Hopefully the fleet size will break the magic 20 number, with even greater competition. It will be rather hard, though, to outdo the hospitality offered by the Nennescah Yacht Club this past Labor Day.

Cleveland Fleet to Host Great Lakes

by Charles Santose

Cleveland Fleet 102 and Edgewater Yacht Club will host the 1985 Great Lakes Championship, June 27 through June 29, 1985. A series of olympic courses will be sailed on the open waters of Lake Erie. Edgewater Yacht Club, located just west of downtown Cleveland, is noted for both its well-run racing programs (e.g., Cleveland Race Week) and its formal social programs — those will receive almost equal emphasis during the regatta! EYC is located about seven road hours from Chicago, and five from Rochester, so a large turnout is expected. Charter boats should be available, but inquire early. Dining and shower facilities are available in the clubhouse, launching and trailer storage will be on site, and sleeping on board is encouraged.

The 1985 Great Lakes Championship is an open regatta and will qualify one entry for the 1986 World Championship in Newport, as determined at the 1984 USJCA Annual Meeting. Entries are limited to 100 yachts. Entries received after June 1, 1985 will be assessed a surcharge penalty. Official entry packet may be obtained from: Ms. Sharon Hallbert, 8670 Gettysburg Drive, Twinsburg, Ohio 44087; telephone: (216) 425-8221.

J/24's Clean Up on Lake Pend O'Reille

by Tami S. Eaton

Members of the newly formed J/24 Fleet 121 dominated PHRF racing last year on Lake Pend O'Reille, taking first in the Spring, Fall, Wednesday Night and Long Distance series, second in the Summer Series and first in the Women's Libber Series. Pictured below are race winners showing off their hardware at the Yacht Club Annual Banquet. Notice how much attention is directed toward the Women's Series on Lake Pend O'Reille. For her victories in the four-race Women's Series, Sandy received both a plaque and a huge trophy, while Rial and Stan only received plaques for their efforts in the regular series races!



(Left to right) Rial R. Moulton, Sandy Schoen, Stan R. Schultz

"Greybeard" is Ringmaster at Circus Regatta

by Kelson Elam, Fleet 9

Greybeard, skippered by Jim Anderson of Rush Creek Yacht Club, stole the spotlight to win the '84 J/24 Texas Circus Regatta on Lake Canyon.

The high flying act of Glen Darden and Mike Haggerty on *Thunderstar* started the show with a first and second on Saturday but dropped in the net on Sunday to finish second overall.

The first race was postponed due to a heavy fog. When the lights came on, *Superman* and *Thunderstar* led the fleet around the course in a shifty, southerly breeze. *Thunderstar* finished first, *Superman* took second, and *Surfer Girl* edged out the home crowd favorite, *Monster Fish*, for third.

After the first race the wind died completely and shifted to the north. Just as the fleet was about to head for the tamales and margaritas at the concession stand, the second race was started in a breeze of 0-5. *Surfer Girl* led at the

weather mark with *Windfall Profit* and *Thunderstar* close behind.

The wind died even more as the second race became a run and the race committee shortened course to finish at the weather mark. With the wind shifting back to the south, *Thunderstar* passed *Surfer Girl* under spinnaker on the last leg, while *Greybeard* passed both to close the day's performance.

Sunday morning brought a cold northerly breeze. *Windfall Profit* and *Monster Fish* showed their heavy air act to finish first and second and get back in the series.

The grand finale and final race saw *Windfall Profit* bow out early after a collision on the first leg. *Surfer Girl* stayed for the performance and crossed the finish line first but was disqualified on a third party protest from *Thunderstar*, who finished fifth.

It was *Greybeard* who ground through *Red* and held off *Monster Fish* to take final control of the Circus Regatta.

The side show, sponsored by Regatta chairman Fred AmRhein, featured a 75-foot crane to remove the fleet for the trip home. Much thanks goes to Fred and the Lake Canyon Yacht Club.

1984 J/24 TEXAS CIRCUS

POS	SAIL	HELMSMAN	FLEET	RACE				TOTAL
				1	2	3	4	
1	1040	J. Anderson	29	7	1	3	1	12
2	3481	Darden/Haggerty	54	1	2	5	5	13
3	634	Light/Peck/Pitcairn/Hood	9	12	4	2	2	20
4	2017	T. Ricks	9	4	8	10	6	28
5	1158	K. Zars	9	10	14	7	3	34
6	275	J. Humbard	9	6	5	1	DNF	35
7	3694	K. Elam	29	3	3	6	DSQ	38
8	2380	G. Grudnitski	21	2	12	12	8	43
9	3281	J. Smith	21	9	6	18	10	43
10	3	R. Galloway	9	11	17	8	9	45
11	272	F. AmRhein	9	5	11	14	15	45
12	2573	Conger/Wolcott	92	8	16	15	7	46
13	2611	Humbard/Humphry	38	21	15	11	4	51
14	3149	G. Thomas	92	14	9	13	16	52
15	808	A. Towles	38	13	20	9	12	54
16	2722	S. Youngberg	92	20	12	16	13	61
17	517	J. Nowery	92	15	13	19	14	61
18	1358	N. Flynn	5	15	22	17	11	66
19	258	B. Johnson	3	18	18	4	DSQ	66
20	2774	D. Edwards	9	19	10	22	19	70
21	3493	C. Price	29	17	19	20	18	74
22	2827	J. Meyer	9	22	7	23	DNS	76
23	2842	R. Kunicki	3	23	23	21	17	84
24	2624	P. Masterson	5	DNS	DNS	DNS	DNS	99

Marblehead Fleet 28

by Sam Greydanus

For the second year in a row, Fleet 28 Captain Jim Hourihan sailed his boat *Impasse* to win the season championship. The season in Marblehead consists of six series, with a total of 30 races spread from early May to the end of September. The championship is determined by a yacht's 20 best finishes. Jim's score for the season was an incredible 40.25, which included seven first place finishes. *Planet Claire*, sailed by co-skippers David McCue and Sam Greydanus, was named the most improved boat, moving up twelve places since last year. In September of 1985, Fleet 28 will be hosting the 1985 Northeast qualifying regatta for the 1986 World Championship in Newport.

1984 District 7 Championship

by Hank Killion

The 1984 District 7 Championship was hosted by the Fair Haven Yacht Club, August 17 - 19. Sponsorship was provided by Eagle Beverage, our local Michelob dealer. No individual won more than one race in the five race series. The championship was won by Kirk Reynolds, who finished in the top three of every race.

Results 1984 District 7 Championship

POS	SAIL	YACHT	SKIPPER	1	2	3	4	5	TOTAL
1	3207	This Side Up	Reynolds	3	2	3	2	1	11
2	3727	Rikki	Davis	5	1	7	4	2	19
3	2250	Partial Eclipse	Bauernman	6	3	1	6	4	20
4	2604	Rumpus	Koper	4	6	4	1	7	22
5	3299	Assylum	Allen	1	5	6	8	6	26
6	3550	Yakkety Yak	Oller	2	8	8	3	14	35
7	3221	E. St. Schuffie	Kerst	7	4	11	10	10	42
8	1586	Hot Blooded	Underhill	8	7	2	20	8	45
9	3936	Uprising	Winters	13	9	14	9	9	54
10	2021	Ya Ya	Castle	12	11	18	11	3	55
11	1591	Quack	Shumway	14	14	9	7	11	55
12	2511	Jackrabbit	Stanforth	9	12	10	12	18	61
13	2222	American Express	Bayly	22	10	12	5	12	68
14	3204	Heavy Duty	Herter	16	15	15	14	12	72
15	3768	Ghost Busters	Palmieri	23	20	13	15	5	76
16	2331	Sea Monster	Killion	10	13	16	21	16	76
17	2720	Tiger	Penfield	24	16	5	17	15	77
18	2422	Javelin	Wetherald	11	21	20	16	13	81
19	2314	Gracie	Simson	15	17	24	23	17	96
20	2572	Amanda	Lawless	17	25	19	13	24	98
21	2609	Blue Streak	Kolbe	18	19	17	22	24	100
22	2305	Secundum Artem	Weisberg	21	18	23	19	20	101
23	3486	Escape	Palmer	25	23	21	18	24	111
24	22402	Spindrift	Kuhn	19	24	25	25	22	115
25	54218	Nelson's Blood	Boag	20	22	26	24	24	116
26	3727	Chiquita	Wallace	26	27	22	26	21	122

Fleet 12's 1984 Season: Competitive!

by Drew Davis and Glenn Gustafson

For a lot of us in Fleet 12, '84 was a season of seeing transoms. I don't think the "hot" boats of the past were going any slower. It was just that the competition got so stiff. One mistake meant a handful of boats roared past. And there was always at least a double handful of boats on the race course, ready to do just that.

Of the 57 J/24's in Belmont Harbor, 38 participated in racing this past summer. New faces (boats) in the crowd included *Edge*, *Abacadabra*, *Point Blank*, *Nimble*, *Ninja*, *Yellow Rose*, *Rough Draft*, and *Planet Claire*.

In the Chicago Yacht Club Season Championship, it was a season of bullets for Jim and Elliott Rossen and Bob and Art Segil's new, all-white *Perdido*, but not without Terry Bowman's *Mondo Bondo* making a close race of it. In third for the season was Len Siegal's *Maven*. *Mondo Bondo* took the A Series, followed by *White Caps* and *Edge*. Series B was won by *Perdido*, with *Maven* and *Planet Claire* trailing. The C Series finish saw *Maven* in first, Rick Kaiser's *P.F. Flyer* in second and *Edge* in third.

The District 15 Championship was well hosted by Alex Meleny and his gang at Sheridan Shores in Wilmette. The

SEXTANT

Quality Insurance Economical Rates

AN INSURANCE PROGRAM WHICH MEETS THE NEEDS
OF ONE-DESIGN AND DAYSAILERS UNDER 30' L.O.A.

OUR POLICY:

- Hull & Equipment Coverage is Agreed Value, which means.
Value not subject to Depreciation.
New for Old on Equipment.
Our Standard Deductible is \$100.00, or 1% of Value whichever is greater.
Optional Higher Deductibles are available at additional premium savings
- Trailers and Equipments are included in Total Value
- Protection & Indemnity Limits available from:
\$50,000. to \$300,000. This includes Longshoremen's & Harbor Worker's Compensation and \$2,000. Medical Payments.

TO FIGURE YOUR OWN PREMIUM:

Hull, Equipments & Trailer Rates:

INLAND WATERS:

8 Months Navigation: \$.80 per \$100.00 of value

12 Months Navigation: \$1.15 per \$100.00 of value

COASTAL WATERS:

8 Months Navigation: \$1.15 per \$100.00 of value

12 Months Navigation: \$1.25 per \$100.00 of value

$$\text{Total Value} \div 100 \times \text{Rate} = \text{Premium}$$

PROTECTION & INDEMNITY (if not covered by your Homeowners Policy)

\$ 50,000.00 = \$20.00 premium

\$100,000.00 = \$30.00 premium

\$300,000.00 = \$45.00 premium

TO ORDER YOUR POLICY, simply complete the following:

Owner: _____

Address: _____

Date of Birth: _____ Years of Experience: _____

Principal Mooring Area: _____

Navigational Period from: _____ to: _____

Boat Name: _____ Hull or Sail Numbers: _____

Class: _____ Year: _____ Manufacturer: _____

L.O.A. _____ Construction: _____

Previous Losses: _____

MAIL WITH CHECK TO:

Coverage becomes effective when approved

James A. Grundy

1507 Boyer Blvd., Norristown, PA 19401

Phone: (215) 628-3100

Belmont Harbor boats finally took home the hardware, a reversal of years past when our Wilmette neighbors taught us how to sail the J. *Mondo Bondo* was first in the five race series, sailed in a variety of conditions that included a dose of big seas and a strong northeaster on the final day. *Perdido* was second, Alex Meleny's *Capital Gains* sneaked in third, and an out-of-towner from Milwaukee, *Shogun*, was fourth. Len Siegel's *Maven* was fifth, followed by Rick Kaiser's *P. F. Flyer*. (Rick really had the *Flyer* moving during the closing weeks of the summer, taking first in the Sunday series at Burnham's Michelob J-Jamboree.)

While the rest of us were banging around the buoys at Belmont, *Perdido*'s gang trailed her up to Kingston, Ontario for the J/24 North Americans. Against a fleet of sailmakers and other professionals, they placed tenth in the Championship Fleet.

The Fleet 12 Season Championship, with nine races counting of a possible 13 sailed, was won masterfully by Terry Bowman's *Mondo Bondo*. Terry's 6.75 point total (9 firsts) didn't leave much room for doubt. *P. F. Flyer* was second, and *Maven* was third.

The Sheldon Clark was won by Drew Davis and John Huff's *Den Nine* after a masterful job of reading the sailing instructions. The Swedes came back in the Fall Series, with Jan Soderberg's *White Caps* nudging *Maven* by a quarter point. *P. F. Flyer* was a point back in third.

A modified JMVP series was run concurrently with the Fleet 12 races, with 14 boats qualifying. John Strokirk's *Offcourse* was first, Glenn and Elsa Gustafson's *Gopher Baroque* was second, and Tom Eheling and Leo Schlinkert's *Macanudo* took third.

As we closed the season with a keg party on the dock, we couldn't help but recall the images that made a beautiful summer of racing: Terry Bowman's stinkpot tender (complete with dog kennel), John Huff climbing the mast on the last reaching leg of the final race to retrieve the spinnaker

halyard, John Strokirk adrift in a dinghy and under splash attach by his crew, Glenn and Elsa Gustafson re-stepping their mast in the middle of a race with an assist from *Ninja*'s crew, Jerry Litner taking the *Punch* out of the campaign and finally taking *Barb* racing, Ken Nordine stepping off the club dock and onto *Moon shine* (still on the can), that 25 boat "practice" race we substituted for the A2 race (you mean we start on Blue?), and the sight of 100 big boats vying for room at the mark with the little J/24's on the Waukegan to Chicago Race.

It was a great year for a great class of boats, a great group of skippers and even better class of crew. See you all out there for a bigger and better season in 1985.

Fleet 94 Hosts Mardi Gras Regatta

by Chip Carpenter

Ed Reardon of Mandeville, Louisiana, sailing *Starship*, won this year's Mardi Gras Regatta which was sailed February 16-17 on New Orleans' Lake Pontchartrain. This event hosted by the New Orleans Yacht Club traditionally draws J's returning from the Midwinters and is known for the tough competition it attracts. This year was no exception.

Battling for honors were Glenn Darden and Mike Haggerty of the Fort Worth Boat Club, Steve Andre of the Rush Creek Yacht Club in Dallas, and Eric Hood from San Antonio. The 17 boat fleet saw positions change at each mark in the light and shifting breezes. The hospitality of the New Orleans Yacht Club was topped only by the excellent cajun cuisine cooked up by Fleet Captain Gary Fretz and Allan Maxwell on Saturday evening of the series.

The excitement generated by December's Sugar Bowl Regatta, this Mardi Gras series and a full calendar for our fleet should make 1985 our best year!

1985 Mardi Gras Regatta							
POS	SAIL	YACHT	HELMSMAN	Race			TOTAL
				1	2	3	
1	3800	<i>Starship</i>	Ed Reardon	1	4	3	8
2	3481	<i>Thunder Star</i>	G. Darden/M. Haggerty	3	1	4	8
3	1679	<i>Ms. Sippi</i>	Steve Andre	2	5	5	12
4	634	<i>Monster Fish</i>	Eric Hood	13	2	1	16
5	2573	<i>More Grief</i>	L. Conger/M. Wolcott	7	7	2	16
6	1548	<i>Insta-Gator</i>	Allan Maxwell	5	6	12	23
7	1040	<i>Gray Beard</i>	Jim Anderson	8	3	13	24
8	3291	<i>Juice</i>	Howard Phillips	9	9	6	24
9	602	<i>Bandit</i>	Bob Beazley	10	12	8	30
10	3493	<i>Snake Eyes</i>	Charles Price	11	8	11	30
11	3149	<i>Class Act</i>	Tommy Gale	14	10	7	31
12	22040	<i>Sister Boogie</i>	Cran Fraser	6	11	14	31
13	2537	<i>Flay Away</i>	Phillip Tassin	12	13	9	34
14	30292	<i>Highway Harlot</i>	C. Dupin/B. Blanchard	15	14	10	39
15	1687	<i>Cinderella</i>	Garrett Schultze	4	DNF	DNS	40
16	2216	<i>Arrakis</i>	J. Bishop/D. Loeb	26	15	15	46
17	21983	<i>Grape Knutz</i>	Pat Kent	17	16	DNS	51



Pink Kiss approaches mark in All Japan Ladies Championship race.

News from Japan *by Tomohiko Sekiguchi*

A vast field of 113 boats, including 20 J/24's, vied for honors in the Third Kansai Championship. This event was combined with the Awaodori Race and held in Tokushima, Shikoku, the fourth largest island of Southwest Japan, August 12-14, 1984. In a spectacular display of pageantry on the last day of the race, all the crews literally "danced in the street" as they joined in the Awaodori dance held on the main street of the town, to the accompaniment of thundering drums and other musical instruments.

The Third J/24 Kansai Championship

POS	HELMSMAN	1	2	3	4	5	TOTAL
(Best 10)							
1	Michiteru Nakayama	3	11	1	6	2	23
2	Satoshi Isaka	2	3	2	2	14	23
3	Narashi Maesaki	4	7	10	5	3	29
4	Eizoh Kinouchi	9	2	13	3	5	32
5	Ryohzoh Tonaka	6	DSQ	6	1	1	35
6	Noboru Okamoto	7	9	5	11	4	36
7	Toyokazu Yamada	12	1	9	4	10	36
8	Sumio Suenaga	8	8	7	15	6	44
9	Katatoshi Yonetani	16	13	3	8	12	52
10	Yasusuke Ueda	5	14	8	10	16	53



A friendly wave from crew of Fairlady Tokai.

Photos by Yasuo Ishihara

After energetic planning, preparation and practice by the all-women crew members, the Second J/24 All Japan Ladies' Championship was held September 23-24, 1984, hosted by Nissan Marina Tokai.

The Second J/24 All Japan Ladies Championship

POS	HELMSMAN	1	2	3	4	TOTAL
1	Yumiko Takano	2	1	3	3	9
2	Mutsuko Tohyama	4	2	2	2	10
3	Mitsuko Nakajima	3	3	4	1	11
4	Chisato Hattori	5	4	1	4	14
5	Mikiko Tsuchiya	1	5	5	PMS	19
6	Hiroko Takahara	6	6	6	5	23

On November 3-4, 1984, the All Chubu Championship, which proved to be very exciting, saw 16 boats competing, including six boats from other areas such as Kanto, Shimizu, Biwako and Nishinomiya. China Town, the winner of this race, was also a competitor in the North American Championship held on August 25-30, 1984.

The Third J/24 Chubu Championship

POS	HELMSMAN	1	2	3	4	TOTAL
(Best 10)						
1	Hiroyuki Ishida	3	1	1	2	7
2	Takao Ninomiya	2	3	4	7	16
3	Atsuko Utsumi	10	7	3	1	21
4	Takahisa Yamada	5	2	7	8	22
5	Mitsuyoshi Shibata	7	6	12	3	28
6	Makoto Namba	1	4	8	DNF	30
7	Tatsumi Kabeya	8	8	11	4	31
8	Ryohsoh Tanaka	4	PMS	2	9	32
9	Mitsuko Nakajima	9	5	5	DNF	36
10	Harumi Murase	12	10	10	6	38

On September 22-23 Sajima Marina, located near Tokyo, was the site of the 1984 Kanto Championship. Good weather allowed for excellent sailing, with 17 boats competing.

The Kanto Championship

POS	HELMSMAN	1	2	3	4	TOTAL
(Best 10)						
1	Takeyuki Iida	2	1	1	4	8
2	Yukihira Ishida	3	2	2	1	8
3	Shigekazu Hagiwara	1	5	3	2	11
4	Makoto Uematsu	4	3	4	6	17
5	Tohru Ichikawa	6	4	5	5	20
6	Kunio Saito	8	11	7	3	29
7	Hitoshi Tanaka	5	9	6	10	30
8	Takashi Sakazaki	7	8	13	7	35
9	Toshio Isomae	9	10	9	9	37
10	Shojiro Yamazaki	11	13	8	8	40

Almost all J/24 fleet members got together in bars or restaurants in their respective areas during the month of December, 1984 for Christmas and year-end parties that provided ocean-sized amounts of grog. Those who attended the parties were supposed to forget everything bad that happened during the year, especially unhappy experiences like losing J/24 races. Two new fleets were organized in 1984, the Sendai Fleet (Fleet captain Hiroyuki Takahashi)



Photo by Yasuo Ishihara

Little Mama, skippered by Yumiko Takano.

and Hiroshima Fleet (Fleet captain, Keiichi Ishihara), bringing the total to 14 fleets now in Japan.

Preparations for the World Championships VII are now underway. The 1985 Worlds Executive Committee members (Executive Committee Chairman, Tsyoshi Kato) are frequently holding meetings, most often in Nagoya.

Kiel Week, 1985

The German J/24 Class Association is headed up by Erik Schmidt, who reports that invitations to Kiel Week have been sent to about 150 major German sailing clubs as well as other European J/24 Associations. Many plans are underway to encourage class growth and participation in the famous Kiel Week Regatta. There will be a special J/24 tent, open to guests and interested sailors. Video tapes of J/24 World and European Championships will be shown, and an interview with the largest North German Broadcasting station has been arranged. Becks Bier will host a party, and all interested sailors are most welcome. Come to Kiel Week, June 22-29, and participate in the J/24 one design racing.



Nyktali (A. Georgopoulos), winner of second Greek Championship held in 1984.

J/24 Class Association in Greece

by A. Georgopoulos, President

The J/24 Class Association in Greece was established in 1983 by 21 members, the minimum amount required by law; six of them are owners of J/24's. A Georgopoulos is the founder of the association, which is unique in Greece as far as offshore boats are concerned. The Association is expected to increase by more than 20 in the coming year.

In 1983, six J/24's participated in the first Championship of the Class, which consisted of 10 offshore races and one Olympic course race. The 10 offshore races were selected out of the racing program of many other nautical clubs of Greece. The winner was A. Georgopoulos in *Run*, second was A. Magriotis in *Meli*, and third was P. Dalabiras in *Zoyzoyni*.

In 1984 the second Championship of the Class was organized in Greece, and eight boats took part. This Cham-

pionship consisted of seven offshore races selected from races organized by other nautical clubs of Greece, and 10 Olympic course races organized especially for the J/24's. The Nautical Club of Greece, the major nautical club of Greece, assumed the responsibility and organized the J/24 races which contributed a lot to the prestige enjoyed by our Association. These 17 races were held during an eight month period between March 25 and October 28. The winner was A. Georgopoulos in *Nyktali*, second was A. Magriotis in *Meli*, and third was P. Petropoulos in *Champ*.

During 1984 many of the best Greek sailors participated in the J/24's, either as skippers or crews. Also, the J/24's took part in some offshore races organized by different nautical clubs and part from the seven races included in their Championship as mentioned above, with very satisfactory results. And in 1984 a Greek J/24 crew participated for the first time in the European Championship.

In 1985 at least 11 boats will participate in the third Championship of the J/24 Class. In one of the newly bought J/24's the skipper will be Mr. H. Hadjipavlis, an Olympic medalist (second in the Olympic Games of Munich and sixth in the Olympic Games of Los Angeles, in the Finn and Star boats respectively). Another boat has been purchased by Mr. G. Andreades, president of the IYRU Keel Boat Committee and 1982 Half Ton World Champion. Both gentlemen will assist in the further development of the Association.

The 1985 racing program will include 15 Olympic type races (three groups of five races each) and seven offshore races. In addition to the 1985 Championship of the Class, we are considering the award of a J/24 Class Cup, taking scores from approximately 10 offshore races in which the J/24's will participate under the IOR rating. Please note that the J/24 here performs well even under the IOR rating because of the highly changeable weather conditions prevailing in the Saronic Gulf, in the Athens area; the wind strength in a single race may vary from 0 to 30 knots. Currently in Greece there is only one J/24 fleet. It is hoped another one will be established in the near future.



G. Andreades presents trophy to A. Georgopoulos, winner of the 1983 Greek Championship.



Race Four of the 1985 Australian Championship.

Short Brothers Win Australian Championship

by Bob Ross

The Short brothers — Andrew (24), who steers and Ian (28), a sailmaker who trims — won the 1985 Australian Championship series held January 25-28 on Botany Bay, because their *Short Circuit* was the only boat able to put together the semblance of a consistent series.

Four of the six races were sailed in difficult-to-read shifty winds, while only Race 5 was sailed in the predictable moderate nor'easter. Race 6 was in a fresh 25-30 knot southerly that produced some spectacular broaches, notably An-

drew York's whose *In the Mood* gybe-broached, throwing two crew off into the water. Recovery, however, was quick and York held second place in that race to *Panache* (Mark Willson).

Crewing with the Shorts were Ian's wife Peta, Gary Vaughan and Bob Wade. Earlier in the season, they won the NSW Championship and in the Nationals showed the same good speed in light to moderate winds, had good starts and the ability to improve from sometimes bad situations in the tricky stuff. They had an unbeatable lead after Race 5, while all of the other contenders in the fleet of 33 had at least two bad placings.

The first five finishers qualified for the 1985 World Championship to be sailed in Japan in November.

1985 Australian Championship (Top Five)										
POS	YACHT	HELMSMAN	RACE						TOTAL	
			1	2	3	4	5	6		
1	<i>Short Circuit</i>	A. Short	4	4	1	1	6	DNF	27.7	
2	<i>Such Is Life</i>	R. Ross	2	14	ONS	3	1	3	34.4	
3	<i>In The Mood</i>	A. York	6	2	7	5	5	2	37.7	
4	<i>Panache</i>	M. Willson	10	1	6	9	8	1	40.7	
5	<i>Men At Work</i>	Porter/Creber	7	3	PMS	11	3	5	51.4	

Australia's NSW State Titles

by Richard Hayes

The best fleet of J/24's in some time took part in the NSW Titles, hosted by the Royal Sydney Yacht Squadron on November 11th, 14th and 18th. The series was closely contested, and held in conjunction with a Hope and Glory series for E 22's as a prelude to their Worlds here this month. There were 26 entries for the six-race, one discard, championship with a combination of races held on the Manly circle on the two Sundays, and in Sydney Harbour on the Wednesday. From the very first race it was evident to Blind Freddy that the three boats with the most pace and the ones to beat would be *Panache*, *Short Circuit* and *Such is Life*.

Race One: A wind shift on the first beat favoured the boats that had taken a dig to the right just after the start in the light NNE breeze. The wind had freshened somewhat from the east, and while most of the fleet were on the lay line, those outside benefitted most and were able to romp around the first mark with ease. In front was *Panache*, sailed by Mark Wilson with father, Bob, in the sewer, followed by *Such is Life* and *Runner*. The Squadron altered the course at the leeward mark and there was never much doubt about the placegetters. *Panache* won the race, *Such is Life* (Bob Ross) was second and *Short Circuit* (Andrew Short) was third.

Race Two: The breeze had freshened further from the NE and settled at about 15 knots . . . ideal stuff. *Saltwater Frog*, *Abracadabra* and *Such is Life* leapt out of the blocks . . . too quickly as it turned out. They didn't see their recall numbers and were all blown as PMS's. The fresh breeze and a fair southerly set put a lot of people to the test. With so many boats getting good starts, there was a lot of bashing and barging and hollering at the weather mark, with a few things to be sorted out later in the protest room. The reach was extremely tight and a lot of boats encountered more trouble at the wing mark. *Panache* was to get the gun, with *Short Circuit* second and *Bandit* (Keith Whitfield) third. But TWO protests, one each from *Panache* and *Short circuit*, were later to be upheld and the unusual result was that the first two boats over the line missed the money. The result then was *Bandit* first, *Jumping Jack* (Richard Hayes) second and *Traffic Jam* (Irwin Vidor) third.

Race Three: Wednesday saw the fleet on Sydney Harbour. After an aborted start when the committee set a southerly course and a HUGE shift had the fleet struggling to get onto port to start, the first race was restarted on the SE course, from Taylor Bay. *Short Circuit* had pace and height to spare and was never headed in this race . . . she just sailed the shifting breeze down the middle of the course. Also to show out in this race was Hugh Loewenthal's *Pure Imagination* and James Judd in *Runner*, enjoying a good first regatta in J/24's. *Short Circuit* was first, *Such is Life* second and *Saltwater Frog* (Steve Hall) third.

RACE FOUR: The afternoon race on Wednesday saw *Short Circuit* lead from start to finish. The course was again the SE start from Taylor Bay. The short SE course meant the fleet remained very close and any mistakes were quickly capitalised upon. The distance marker set by the Squadron at the weather mark to prevent confrontations, caused boats a few headaches in forgetting to round it. It was here that *Slack Alice*, after some fine work to get into fourth, dropped eight places, having to drop her kite and reround. The winner

was *Short Circuit*, with *Panache* in second and *Abracadabra* in third.

Race Five: The fleet was greeted by a fairly brisk southerly on the Sunday morning, promising good sailing. However, the wind was to fade considerably and go east. *Short Circuit* made no mistakes to the first mark, followed by *Bull Bull* and *Such is Life*. *Short Circuit* was able to go on with it, while there was a close tussle between *Saltwater Frog*, *Panache* and *Wavecutter*. The course was finished on the run with *Short Circuit* first, *Such is Life* second and *Panache* third.

Race Six: The last race would see the series go down to the wire. *Short Circuit* was carrying a DSQ, as was *Panache*, and *Such is Life* had a PMS. There were many variations . . . but the gist of it was that if *Short Circuit* finished 6th or worse and Ross won the race, the series would go to Ross. There was a similar scenario for *Panache*. However, the Shorts were not about to make any mistakes and in favourable condition of a light SE wind and the mildest of seas, were in good shape at the first mark, *Panache* sailed a great race to finish first, hounded all the way by *Such is Life* and *Short Circuit* third.

The championship was therefore *Short Circuit*'s, while *Such is Life* came in second, and *Panache* third. Great weather with good racing free of excessive protests were the hallmarks of this successful and enjoyable regatta. There were so many boats who found themselves mixing it with the top of the fleet at some stage in this series, that we can expect them to compete again and provide the leaders with an even greater fright. It was gratifying to have such a strong fleet, and especially to see the interest of the sailmakers, a sign to us that the class is strong.

SAVE ON J/24 JIBS

Used five days in 1984 USYRU Prince of Wales Match Racing Championships. Sails are 5.5 NYT and have all racing options. Price includes royalty, collision window, telltale window, bag, tape or snap tabs.

\$430.00

Call (716) 342-5200, ask for Mark Sertl or write:



1415 North Clinton Avenue
Rochester, New York 14621



Photo by Franco Podo

A beautiful light wind reach during 1984 Golf Yachting event at Sanremo, Italy.

1985 Martini Golf Yachting

by Paolo Boido

I do hope the brief report and photos of the Martini Golf Yachting in this issue will give you an idea of this enjoyable regatta which will be held for the fifth year in 1985, from

October 31 to November 3. I wish to remind all NJCA executives that interesting facilities are offered to official teams entered by NJCA's (free hotel accommodations and boats for charters.) I suggest that all J/24 friends who are interested in coming contact the NJCA of Italy for more information.

Brazil

by Phil Jenkins

The J/24 fleet here in Brazil has had a slack year in 1984. Half the boats are in Rio and the other half in Buzios, a difficult combination. To sail them from one point to the other can take you a good 20 hours, and freighting is too expensive. We are going to try and pick the class up, and to that end I have accepted being the Honorable Secretary for 1985.

A general meeting of Brazil's J/24 Class Association was held in Rio on November 28 and the following officers were elected for 1985:

The President, Paola Pirani, is a naval surveyor, with considerable experience in offshore racing and has been the Rio J/24 Fleet Captain in 1984.

The Vice President, Marcos Soares, was an Olympic Gold Medalist in the 470 Class in 1980, and is active in offshore racing. He represented Brazil in the 1984 J/24 Worlds.

The Hon. Treasurer, Geraldo Lowbeer, has a wealth of experience in dinghy classes, and has been racing J/24's since 1980, as well as crewing in ocean racing.

The Hon. Secretary, Philip Jenkins, is Counsellor for Brazil on the ORC. He has offshore experience in the UK, Brazil and the Argentine, and has recently ('84) joined the ranks of J/24 owners.

The Brazilian Championship was held in Buzios at the end of December, and we have put a tentative program together for 1985, leading up to the Worlds in Japan. We are considering a South American Championship in June of 1985.

MarineCMG

Ashville, New York 14710

716/763-8694

THE SOURCE for

SAILCOMP

RACING PACKAGE

Off-Course



Head/Lift



"Go around the course faster"

1985

APRIL

- 13-14 Golden Conch Regatta**
Punta Gorda, Florida
Burnt Store Marina Resort
John Landry
(813) 639-7429
- 13-14 Western Open**
Balboa Yacht Club
Newport Harbor
John Ballew
B: (714) 240-1936
- 24-25 State of Maine Championship**
Harbor Yacht Club
Tom Brown
B: (207) 276-3329
H: (207) 276-5209
- 28-May 3 Bermuda Race Week**
Bermuda
Richard Bath
(809) 295-9386

MAY

- 3-5 Naples '85 Regatta**
J/24's Class Start & Trophies
Jay Skinner
(813) 775-3212
- 25-26 XVIII Annual One-Design Regatta**
Southern Yacht Club
New Orleans, LA
Larry Taggart
(504) 288-4221
- 25-26 Raritan Bay J/24 Championship**
Raritan Yacht Club
Perth Amboy, New Jersey
Dennis Hurley
(201) 327-6300
- 25-27 Southwest Championship**
Lake Ray Hubbard, Dallas
H. Charles Price
H: (214) 750-7711

JUNE

- 22-23 Sparkling City Regatta**
Corpus Christi Yacht Club
Stephen Horner
H: (512) 883-1686
- 22-29 Kiel Week**
Kiel, Germany
Manfred Konig
(040) 753-4051

- 27-29 1985 Great Lakes Championship**
Edgewater Yacht Club
Cleveland
Ms. Sharon Hallberg
(216) 425-8221
- 28-30 1985 District 7 Championship**
Rochester
Frank McGarry
H: (716) 874-5798
- 29-30 District 1 Championship**
Portland Yacht Club
Falmouth, ME
Dr. Tim Tallford
B: (207) 772-8384

JULY

- 4-7 Pacific Coast Championship**
Seattle, WA
Harry Dursch
(206) 632-2534
- 6-7, 13 Round-the-Sound Series**
21-22 Singing River Yacht Club
Pascagoula, MS
George Shaddock
(601) 762-7710
- 6-7 District 17 Championship**
Oklahoma City
Chris Towles
H: (406) 521-0921
- 6-7 4th Annual J/24 Invitational**
Around Shelter Island Race
Jeff Hughes
H: (212) 861-1384
- 6-13 1985 UK J/24 National Championship**
Brighton Marina Yacht Club
Brian Goulder
Tel: Isle of Wight (0983) 291572
- 13-14 Houston Yacht Club J/24 Regatta**
Galveston Bay
Alan Plunkett
H: (713) 445-2229

- 13-14 Red Grant Regatta**
Raritan Yacht Club
Perth Amboy, New Jersey
Dennis Hurley
(201) 327-6300

- 27-30 Dutch Open Championship**
Medemblik, Holland
J. H. Costerman Boodt
20, 1901 BR

AUGUST

- 8-13 European Championship**
Cork, Ireland
Royal Cork Yacht Club
(021) 831-1023
- 9-16 1985 North American Championship**
Beverly Yacht Club
Marion, MA
John Buckley
(617) 235-4592
- 16-21 Sears Cup — U.S. Youth Championship**
U.S. Naval Academy
Annapolis, Maryland
USYRU
(401) 849-5200
- 25-29 Adams Cup — U.S. Women's Championship**
Chicago Yacht Club
Chicago, Illinois
USYRU
(401) 849-5200
- 31-Sept. 2 District 15 Championship**
Chicago Yacht Club
Elliot Rossen
B: (312) 222-7741

SEPTEMBER

- 7-12 Mallory Cup — U.S. Men's Championship**
Chicago Yacht Club
Chicago, Illinois
USYRU
(401) 849-5200
- 20-22 Northeast Regional Championship**
Corinthian Yacht Club
Marblehead, MA
Jim Hourihan
H: (617) 373-6799
B: (617) 366-8911
- 21-29 International Women's Keelboat Championship**
Ida Lewis Yacht Club
Newport, Rhode Island
USYRU
(401) 849-5200

OCTOBER

- 5-6 Indian River Fall Regatta**
Eau Gallie Yacht Club
Melbourne, FL
Mike Huck
(305) 773-1971
- 5-7 Noroton Fall Regatta**
Noroton, CT
Tom Ettinger
(203) 838-5148



Official J/24 Neckties

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

There are two distinct patterns: White logo on a Navy Blue field, or Navy Blue logo on a Red field.

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

Ties are available in lots of ten (10) for \$100, or individually at \$15 each. In Canada, \$20.

Please specify quantity of each pattern desired.

A check for the full amount must accompany your order.

Mail to:

J/24 CLASS TIE

24 Mill Street, P.O. Box 90, Newport, RI 02840

Please send me ____ ties. Enclosed is my check for \$____

for ____ white logo on Navy, and/or ____ Navy Logo on red.

Mail to: _____

- 12-13 **Long Island Sound Championship**
Milford Yacht Club
Connecticut
Vin Bittel
(203) 347-6433
- 16 **USJCA Annual Meeting**
Atlanta
Dick Tillman
(305) 773-4141
- 16-20 **USYRU Annual Meeting**
Atlanta, GA
USYRU
(401) 849-5200
- 31-
Nov. 3 **Martini Golf Yachting**
San Remo, Italy
Paolo Boido
30, Corso Massimo d'Azeglio
10125 Torino, Italy

NOVEMBER

- 4-8 **IYRU Annual Meeting**
London, England
Dick Tillman
(305) 773-4141
- 9-11 **East Coast Championship**
Annapolis
Larry White
H: (301) 268-2111
B: (301) 864-6550
- 15-24 **1985 J/24 World Championship VII**
Atsumi Bay, Japan
Tomohiko Sekiguchi
(543) 5523
- 16-17 **J/24 Texas Circus**
Canyon Lake
Fred Amrhein
H: (512) 366-2695
B: (512) 341-5153
- 23-24 **Florida State Championship**
Jacksonville, FL
Lavon Pentecost
(904) 355-8494

DECEMBER

- 28-29 **Sugar Bowl Regatta**
New Orleans Yacht Club
V. J. Sheldon, Jr.
(504) 835-7628

1986

JANUARY

- 5-10 **Midwinters IX**
Coral Reef Yacht Club
Miami, Florida
Fay Regan
H: (305) 665-8166
B: (305) 592-5144

FEBRUARY

- 8-9 **Mardi Gras Regatta**
New Orleans Yacht Club
V. J. Sheldon, Jr.
(504) 835-7628

International J/24 Class Association Annual Meeting Parkston Yacht Club, Poole, England October 3, 1984

1. Present were John Adams and Bengt Julin, Councillors of Honor; Tony Watts, IYRU Chief Measurer; Bob Ross, Australia; Teruo Ashida, Japan; Tomohiko Sekiguchi, Japan; Alberto D'Angelo, Peru; Archie O'Leary, Ireland; Rodney Johnstone, Designer; Richard Bath, Bermuda; Eric Holmer, Holland; Paolo Boido, Italy; Michel Glaus, Switzerland; Arthur Dufresne, United States; Peter Drake, United Kingdom; Erik Schmidt, West Germany; Ronaldo Campos, Brazil; Lorne Chapman, Canada and IJCA Chairman; Richard Tillman, IJCA Executive Director.

- 1.1 The Chairman called the meeting to order, gave a welcome, thanking all those present for coming, and asked all to introduce themselves.

- 1.2 Roll call was taken to establish proxy voting. Twelve national associations were represented, with Germany and Brazil arriving later for a total of 14. USA had four votes as a result of having over 1500 subscriptions, plus the proxy of the U.S. Virgin Islands. The Designer held the proxy of the copyright holder. The representatives present held a total of 20 votes with no country having more than the maximum of six.

- 1.3 Agenda items added; a proposal to nominate Dennis Ellis as a J/24 Class International Measurer; a USJCA rule proposal concerning flutter tabs.

2. Minutes were approved from last year's Annual Meeting as printed in J/24 Magazine, Volume 12. Bengt Julin suggested that word minutes not be taken because of difficulties in transcribing them. Agreed.

3. Reports were presented from NJCA's present.
Sweden — It is difficult to require class membership because yacht clubs do not require it.

Australia — Everyone is keen and 30-boat racing fleets are common. Australia wishes to host the 1987 Worlds.

Japan — There are 120 boats in Japan and more than 100 races are held. Nissan sponsors each race. There is a Japan Ladies Championship and an All Japan Championship yearly. There are 600 class members which include crews. They are concerned about country representation at the Worlds in 1985 because of the great travel distance to Japan and are trying to secure reduced airfares to encourage attendance.

Peru — In operation for one year. They hosted the second South American Championship and reported 15 boats in Venezuela, 48 in Peru, 30 in Argentina, and 4 in Chili.

Ireland — There are three different centers and all are endeavoring to increase class membership. They look forward to the 1985 European Championship. In Ireland to be a big boost to class membership.

Bermuda — There are 14 boats now and growing each year. There are normally 10 boats on the line with racing every Saturday, 10 months a year. It is mandatory that J/24 owners be class members.

Holland — The class has been in existence for two years and now has 10 boats with 7-8 racing. The J/24 is not well known in Holland and they hope to host the European Championship in the future.

Italy — The association was officially recognized in 1982 and now has 130 boats in eight fleets. They promote the class through the European Championship and Golf/Yachting event. They also want to host the Worlds in 1987.

Switzerland — They have 33 boats who are class members and 15 or so who are not. There are seven-eight boats in each race.

USA — There are over 1500 class members and one must be a class member to race. There are over 100 fleets in 20 districts and 5 regions. There is good racing with 50-60 boat regattas at district level. J-Boats has been selling approximately 2-1/2 boats per week since 1983.

UK — There are 200 members representing 120 boats. Both owners and helmsmen must be members to race. Boats are static but ownership is changing. Most are around the Solent. There are 30-40 boats at regattas with seven area championships. The Macnamara Bowl for ladies was held this year in J/24's.

Canada — There are just over 100 class members. Vancouver, Halifax, and Montreal/Toronto areas have most boats. There are 20-25 in fleet racing in the Toronto area.

4. Executive Director's Report. Tillman reported continued growth and vitality in the class as a whole. Total membership is up by 10.4 percent from the previous year. The USJCA reported 1569 members for the 1984 subscription which is an increase of 6.3 percent. The total number of subscriptions reported by all other NJCA's was 800 for a 19.4 percent increase over the previous year. The third quarter FY 84 financial report was distributed to all present. This report projected total yearly income to be ahead of budget and total projected yearly expenses to be below budget. Tillman advised that the class office had been moved to a larger space which was badly needed. Also that new computer software system had been introduced to make computer operations faster. This necessitated reentry of the entire data base but was done without interfering with normal class operations.

5. Sail Royalties. Chapman requested the NJCA's receive a separate statement showing sail royalties ordered and paid. The UKNJCA wished to sell royalties for more than US\$15 but felt that the IJCA constitution prohibited it. It was decided that this was permissible and that NJCA's could charge what they wanted. Bermuda wished to order sails without royalty labels for export only and then buy labels and put them on. It was discussed whether to encourage sailmakers to always sew labels on. It was agreed to handle this matter on the national level. NJCA's could arrange for offsetting accounts with the class office if they wished. It was agreed that it is not permissible to change labels from sail to sail.

6. Constitutional Changes. Changes, not substantive in nature, reflecting practices which have been adopted in past annual meetings and are designed to bring the Constitution in line with current practices were discussed and voted upon. Paragraph numbers refer to Constitution numbers; Changes are indicated by quotation marks.

10.1 The Executive Committee shall consist of the Chairman and Vice Chairman of the Council, the Chairman of the Technical Committee, an appointee of the Copyright Holder, and "three" other Council members, one of whom shall be the NJCA representative of the country hosting the next Worlds Championship.

Reason: To accommodate the third council member introduced in 1983.

Action: Approved

10.6.5 The Fiscal Year of the IJCA shall be "from October 1 to September 30 of the following year."

Reason: To adjust to the practice adopted in 1982 so that accounts will be available for the annual meeting which is usually held in the Fall.

Action: Approved

14.5 Approved changes shall apply to all international events occurring "on or after March 1 of the year following approval by the IYRU," or earlier if deemed appropriate by the Executive Committee.

Reason: To align with IYRU practices.

Action: Approved

9.1 The council shall consist of one member appointed by each officially recognized NJCA, one member appointed by the copyright holder, one member appointed by the designer, "and councillors of honor appointed by the World Council."

Reason: To update the constitution with the motion adopted at the 1982 annual meeting.

Action: Approved

Lorne Chapman offered appreciation for help given him throughout the year from the Councillors.

7. Technical Committee. Rodney Johnstone discussed the functions of the International Technical Committee. NJCA's have administered the IJCA rules adequately with few ambiguities arising. John Adams observed that it is difficult to control measurement and felt that only four-five measurers were capable of so doing in the UK and that it must be impossible in the U.S. with 120 fleets. He suggested the need for a measurement manual. Tony Watts, the IYRU chief measurer, spoke and advised that he seeks advice from the IJCA to deal with interpretations. He felt that the Technical Committee should develop rule proposals, close loopholes, be aware of what builders are doing in regard to building specifications, and develop a measurement manual. He felt that international measurers were needed and that interpretations should be approved at IJCA Annual General Meetings. Each country should have an international measurer approved by the IYRU. At this point in the discussion, Dennis Ellis was asked to put together a measurement manual approved by the Technical Committee, which would include measurement interpretations made by Rod Johnstone and Hank Killion, Chairman of the USJCA Technical Committee, as an appendix.

8. Continental Championships: The 1985 European Championship is scheduled September 8 - 13, 1985 at the Royal Cork Yacht Club, Cork, Ireland. Archie O'Leary reported that because the ferry arrives on Saturday, six races are scheduled Sunday through Friday. Paolo Boido reported that in the '84 Europeans there were 20 boats from eight countries and 10 charter boats were made available. There was a discussion of having the '85 Europeans in Italy vs Ireland. It was agreed to adhere to the plan decided at last year's IJCA meeting to hold the regatta in Ireland. The discussion stressed the importance of members of NJCA's travelling to other countries and supporting each other's regattas. John Adams suggested and all agreed that European NJCA's need to communicate with one another even more than in the past. For 1986, Eric Holmer of the Netherlands offered Medemblik as host for the Europeans in June or July. Bob Ross reported that at the present there was no interest in an Asia/Pacific Championship. Dufresne reported that foreign entries were encouraged for the 1985 North American Championship and would be accommodated even though a limit of 100-120 was being established. D'Angelo of Peru stated that there were no plans for a 1985 South American Championship.
9. Rule Change Proposals: Discussion took place on the following rule submissions:
- 9.1 Mandatory stowage of outboard motors in one or other lockers in the cockpit while racing. Unanimously against except in Swedish NJCA.
- 9.2 Mandatory crew of four at World and Continental Championships. Unanimously against except the Swedish NJCA.
- 9.3 Establishing specifications for the building of masts apart from those already established by J-Boats. It was agreed that this was not necessary.
- 9.4 Sail measurement certificates similar for those done on IOR yachts, including stamping and signing by measurers. It was decided this was not necessary as it is taken care of by the IYRU stamp in those countries who have implemented that procedure.
- 9.5 Establishment of additional tolerances for rudder fittings. It was agreed that this was not necessary.
- 9.6 IYRU Stamp. Tony Watts allowed that the IYRU cannot tell national authorities what to do in this regard but that an IYRU sail stamp would be ready soon for those wishing to use it.
- 9.7 UK submission of increasing the area of the storm trysail/storm jib. Defeated.
- 9.8 UK submission of overcoating the rudder in any base liquid or past protective material and faired, provided it complies with the minimum dimensions in Official Plan D. Passed.



Back: Archie O'Leary, Richard Bath, Michel Glaus, Paolo Boido, Erick Holmer, Bob Ross, Alberto D'Angelo, Teruo Ashida. Bottom: Lorne Chapman, Peter Drake, Art Dufresne, Bengt Julin, Tomohiko Sekiguchi.

- 9.9 U.S. submission to add to Rule 3.6.6.1: Leech reinforcement patches, triangular or trapezoidal in shape with no side exceeding 135mm (5-1/4 inches) in length, may be added to the intersection of the seams at the leech comprised of not more than two additional layers of cloth having a weight not greater than the body of the sail. Passed with the additional understanding that in anticipation of IYRU approval, leech reinforcement patches would be considered legal prior to the normal March 1, 1985 effective date of rules.
- 9.10 Placement of class emblem "adjacent", vs "on line" between the top and next batten pockets. Passed.



From left: Rodney Johnstone, Michel Glaus, Lorne Chapman, Art Dufresne, Peter Drake. Sitting: John Adams, Bengt Julin.

10. World Championship Schedules and Programs: Teruo Ashido, president of the JJCA, and Tomohiko Sekiguchi, secretary, welcomed all to the 1985 Worlds scheduled November 15 - 24, 1985 at Atsumi Bay, Japan. They passed out brochures and information packets.
- 10.1 1986 Worlds are scheduled in Newport, Rhode Island, September 13 - 19 at the Ida Lewis Yacht Club.
- 10.2 1987 in Italy at either Capri, Sardinia or Lake Garda near the end of May.
- 10.3 1988 in Australia in January. Agreed after consideration of Corpus Christi, San Francisco and Kingston.
- 10.4 Additional World allocations. It was agreed to allocate two additional entries to Australia for the 1985 Worlds in Japan because of the proximity of the two countries.
11. Class Development and Promotion: Various programs of class development were discussed with the conclusion that successful fleets combine strong special programs with racing and communicate closely within the group. The Executive Committee was tasked to develop further promotional programs.
12. IJCA budget for FY 1985: It was agreed to have the Executive Committee prepare a budget for 1985.
13. IJCA representation at the IYRU meeting. It was agreed that Peter Drake represent the class at the IYRU Meeting in November, with assistance from Bob Johnstone.
14. Election of Officers: The following were elected/appointed: Vice Chairman — Peter Drake (UK) for term of two years, Council Members — Tomohiko Sekiguchi (Japan), Michel Glaus (Switzerland), and Arthur Dufresne (U.S.). Technical Committee — Rodney Johnstone, Chairman (U.S.), Dennis Ellis (UK), and Shuji Watanabe (Japan). Secretary/Treasurer — Richard Tillman (U.S.).
15. Closing — World Council President, Lorne Chapman, closed the meeting at 6:00 pm with thanks to all for their attendance and participation. It was suggested that the 1985 AGM be held in Japan in conjunction with the Worlds.

Richard Tillman
Secretary to the meeting

U.S. J/24 Class Association Annual Meeting Liberty Bank, Boston October 18, 1984

1. The 1984 Annual Meeting of the U.S. J/24 Class Association was called to order by the president, Art Dufresne at 5:15 pm, October 18, 1984 in the Liberty Bank Board Room, Boston, Massachusetts. Those present were introduced: District Governors, District 1-Win Fowler, 2-Preston Dalglish, 3-Al Constants, 4-Marian Whyte for Bob Whyte, 6-Bill Hunt, 7-Hank Killion, 10-Rick Peper, 12-Chester Bowling, 14-John Peck, 15-Ned Lockwood, 16-Paul Nelson, 17-Chris Towles, 21-John Beckman; Vice President, John Gjerde; Copyright Holder, Bob Johnstone; Executive Director, Dick Tillman; Assistant, Linda Tillman. Proxies for Districts 20 and 19 were held by John Beckman, and for District 8 by Hank Killion.
2. Tom Farquhar presented a draft of plans for the 1985 North American Championship to be held August 9-16, 1985 at the Beverly Yacht Club, Marion, Mass. A 100 boat limit is necessary. The site, accommodations and schedule were discussed. A complete Notice of Race will appear in the April 1985 J/24 Magazine.
3. The 1983 Annual Meeting Minutes, paragraph 8 regarding crew weight, was amended to read: 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 at events other than World qualifying events (i.e. District Championships, fleet races, etc.) The phrase, "on a trial basis for 1984" was deleted. The minutes were accepted as amended.
4. Old Business and Reports
- 4.1 MVP — Bob Johnstone reported that he has received little feedback on the Monthly Variable Performance scoring system. Five districts, of those represented, used it. The MVP is not to be used in lieu of regular series scoring. It was suggested it be tried again as a boost to race participation at fleet level.
- 4.2 PHRF — Hank Killion reported that PHRF ratings for the J/24 are still determined at local level. Bob Johnstone's proposal to make the J/24 the PHRF benchmark has not yet been adopted. As handicapping is a political system, it was concluded that district governors should deal with PHRF ratings on the local level, arguing for average performance of the boat, not that of the top sailors.
- 4.3 Technical/Measurement — Hank Killion, 1984 Technical Committee Chairman, explained that a fourth Technical Committee member, Tim Carlson of District 20, was added to the committee to provide more complete geographic representation.
- I. He briefly explained major 1984 rule interpretations:
 - A. Forestay length: No turnbuckles allowed.
 - B. Travelers: Aluminum travelers not legal.
 - C. Tack horns: May not be removed.
 - D. HJ: Remeasured and certified class legal.
- II. A rule change proposal was submitted to the IJCA by the USJCA, prior to the September 15 deadline, regarding flutter tabs.
- III. Rule change proposals should be to the IJCA office by May 1 to comply with the timetable set up by IJCA Chairman, Lorne Chapman. Other rule change proposals were discussed.
 - A. Mylar — After discussion, Win Fowler moved that the Technical Committee draft a rule proposal to allow Mylar genoas in the U.S., along with an outline of the pros and cons, by December 1, 1984, to be distributed to district governors for a vote and, if accepted, will be effective November 1, 1985 and presented to the IJCA as a rules proposal. Beckman seconded the motion. The motion was passed by a unanimous vote.
 - B. Outhaul — Killion read a proposal by Douglas Boyce to allow a six or eight to one purchase on the outhaul

- inside the boom. Win Fowler moved Rule 3.5.4(f) be changed to allow 8:1 purchase. The motion was seconded. After discussion Fowler withdrew the motion.
- C. Wire Strop on Vang — Rick Peper moved a rule proposal be made to allow a wire strop extension on the vang not to exceed 12 inches, in order to lift the vang cleat off the deck. The motion was seconded, discussed, and passed.
- D. General — The Technical Committee will look into the legality of electronic devices. Some expressed an interest in Kevlar spinnaker halyards; the consensus was there is no need for it. It was suggested the color blue not be a requirement for the class emblem on the mainsail; however, the color blue is part of the registered trademark and it is required.
5. District Reorganization — Dick Tillman explained that District 9 was absorbed by Districts 14, 11, and 10. Fleet 119, currently in District 15, could be considered part of District 16. The governors in the districts involved, Ned Lockwood of D-15 and Paul Nelson of D-16, will discuss it and resolve the question by December 1, 1984.
6. Executive Director's Report
Dick Tillman recapped current class membership figures, after which the president requested this report be postponed to later in the meeting, in order to discuss ways to promote the class.
7. Class Promotion
A. Fleet Level
A great deal of time was spent in a brainstorming session, moderated by Bob Johnstone, to develop guidelines for J/24 fleet growth. Experiences of the district governors present were analyzed for a pattern for maintaining fleet interest. It was concluded that in the most successful fleets, the racing program is incidental to a strong social program. Bob Johnstone will put together a format for fleet success, for distribution to fleet captains, by December 1.
- B. District/Region
Distribute a district newsletter with regatta schedules and reports. On regional circuits, encourage regatta participation by trading housing.
- C. Class Association
It was suggested that the Class Association advertise in yachting magazines, and have promotional posters and J/24 trophies available.
8. The meeting adjourned at 10:30 pm, with plans to reconvene at 2:00 pm on Friday. Friday morning USYRU meeting attendance was solicited. October '84 Magazines were distributed.
9. The USJCA Annual Meeting was reconvened at 2:00 pm on Friday, October 19, in the board room of the Liberty Bank. Present were: Beckman, Constants, Dufresne, Fowler, Gjerde, Hunt, B. Johnstone, Killion, Lockwood, Nelson, Peck, Peper, D. Tillman, L. Tillman, Towles, and M. Whyte.
10. Executive Director's Report
A. Dick Tillman continued his report on membership, office operations, computer use, J/24 Magazine.
B. IJCA rule change submissions to IYRU were explained.
C. A brief report on the IJCA Annual Meeting was given.
D. An international measurement manual is being compiled by Dennis Ellis, who has applied to IYRU to be a J/24 international measurer. U.S. needs a J/24 international measurer.
11. New Business
11.1 Qualifying Method for 1986 Worlds in Newport.
Dufresne explained that country allocations are generally adjusted so that surrounding countries can increase participation, with a maximum of 20 entries for the host country. Killion moved that effective for the 1986 Worlds, one of the U.S. qualifying slots be allocated to the USJCA president, to be applicable for the 1985 worlds if a slot becomes available. The motion was seconded and passed.
Many of our top sailors will qualify automatically for the 1986 Worlds via the slots entitled to the North American champion, past World champions, etc. After discussion, Al Constants made a motion, amended by Rick Peper, proposing the Worlds entries shall qualify through five regional events (Northeast, Southeast, Great Lakes, Southwest, and Western) plus one (1) from the Midwinters, one (1) from the Southwest Open, one (1) from the North Americans, and one (1) allocated to the USJCA President, plus one from each of the following top 11 (by number of 1984 members) District: 1, 2, 3, 6, 7, 8, 10, 14, 15, 19, 20. Sailors from other than those districts may attend any of the listed District Championships and qualify by winning, but only in the first such event they enter. This motion was seconded and passed.
Dates of 1985 district events that will be 1986 World qualifying events are to be submitted to the class office before January 1, 1985, so the information can be communicated as soon as possible.
Future World Championship sites discussed at the IJCA Annual Meeting included bids from Italy for the 1987 Worlds and Australia for the 1988 Worlds.
- 11.2 USISA Grants — the USJCA has requested that USISA grants be divided equally among all USJCA Worlds qualifiers. USYRU will advise of the decision.
- 11.3 USJCA Constitutional Review — John Beckman presented his committee's proposed changes to the U.S. J/24 Class Association Constitution. It was pointed out that the U.S. Constitution is secondary to the Class Constitution which is the IJCA Constitution, modeled after those of five major classes, with input of IYRU officials. Beckman and Al Constants will continue to work on rewording of the USJCA Constitution regarding voting, administration of class affairs, and the number that constitutes a quorum.
- 11.4 Gowrie Insurance Proposal — J/24 group insurance rates will be mailed to members individually by Gowrie Marine Insurance.
- 11.5 1986 and 1987 North Americans — Corpus Christi and San Francisco have expressed an interest in hosting future North Americans. Formal proposals will be solicited and distributed to governors for a mail vote by ballot. Paul Nelson volunteered to look into Chicago as a possible site and will notify the class office of his findings. The 1986 event is targeted for the central U.S. and the 1987 event for the west coast.
- 11.6 Finance and Budget
A. A finance Committee was appointed consisting of Marian Whyte, chairman; Al Constants, Chris Towles, and Dick Tillman, to formulate a budget with input from district governors. Funds will be allocated for clerical help, promotion of the Class Association, distribution of district newsletters through the class office, a new copy machine, as well as routine operations.
B. A Promotion Committee was formed consisting of Paul Nelson as chairman, and Ned Lockwood. They will work with J-Boats and report to Dufresne in 1-2 months.
- 11.7 Approval of Regatta Guidelines — the current draft of the Regatta Guidelines, as published in the October '84 magazine, was approved with the following recommendations.
1. In B-2 — A maximum of 7 races
2. In B-2 — Add: there shall be no distance race.
3. In B-3 — Remove trapezoid course and substitute "triangle, windward, leeward or combinations thereof".
4. In B.5 — No "one minute disqualification"
- 11.8 1985 North Americans entries — It was agreed that the 100 entries at the 1985 NA's be allocated on a first come, first served basis.
12. Election of officers
A. Art Dufresne was elected President for 1985.
B. Hank Killion was elected Vice President.
13. USJCA Annual Meeting — It was agreed that USJCA Annual Meetings should be held the day prior to USYRU Annual General Meetings, to allow J/24 representation at USYRU committee meetings.
14. Technical Committee — The president named Rick Peper as Technical Committee Chairman for 1985, and added John Gjerde to the committee.
15. The meeting adjourned at 6:30 pm.

International J/24 Class Association

Executive Committee:

Chairman

Lorne Chapman
23 Inglewood Dr.
Toronto, Ontario
Canada M4T 1G7
H: (416)488-1853
B: (416)366-1921

Vice Chairman

Peter Drake
12 Harbour Prospect
Hurst Hill, Poole
Dorset BH14 8LF
England
Tel: (Canford Cliffs 707332)

Councillors of Honor

John Adams
9 Albert Bridge Rd.
London SW11 4PX
England
Tel.: 01-6228998

Bengt Julin
Stureplan 2, 4tr
11435 Stockholm
Sweden
08-100-358

Council Members

Arthur Dufresne
PO Box 293
Poquonock, CT 06064
USA

Tomohiko Sekiguchi
Marine Dept., Nissan
17-1 Ginza, 6-chome
Chuo-ku, Tokyo 104
Japan

Michel Glaus
J/24 Swiss Class Assoc.
Case postale 591
1211 GENEVE 6
Switzerland
Tlx: 22079 erenb ch

Moto Hayashi
2-3-10 Maizuru, Chuoh-ku
Fukuoka 810
Japan
H: 092-771-3407
B: 092-871-6631

Technical Committee

Rodney Johnstone, Chairman
RD 1, Box 107
Stonington, CT 06378
(203)535-2680

Dennis Ellis
Island S.C., High St.
Cowes, Isle of Wight
England

Shuji Watanabe
Marine Dept., Nissan
17-1 Ginza, 6-chome
Chuo-ku, Tokyo 104
Japan

Copyright Holder

Robert Johnstone
24 Mill St.
PO Box 90
Newport, RI 02840
USA
B: (401)846-8410

Executive Director

Richard Tillman
P.O. Box 2578
Satellite Beach, FL 32937
USA
B: (305) 773-4141

National J/24 Class Associations

Argentina

Sr. Alberto Moscoso, Pres.
Juramento 2036-2°-B
(1428) Buenos Aires
Argentina

Australia

Pres: Richard Hayes
All Correspondence:
Sec.:
Alex Nemeth
124 Louisa Rd.
Birchgrove NSW 2041
Australia
TLX: (02) 8183734

Bermuda

Class Captain:
Richard Bath
PO Box 1768
Hamilton 5, Bermuda
Tel: (809) 295-9386

Brazil

Pres: Dr. Paola Pirani
Hon. Sec: Philip Jenkins
Avenida Rio Branco 37
Sala 503
Rio de Janeiro 20090
Brazil
Tlx: (021) 30319
Tel: (021) 233.5685

Canada

David Connolly
250 Prince Edward Drive
Toronto, Ontario M8Y-3X8
Canada
(416)233-0147

Chile

Fernando Magnasco Aste
Vicuna Mackenna 1215
Casilla 6090
Correo 22
Santiago, Chile
Tlx: 240501

France

Association Francaise J/24
Gerard Letertre
54, Rue d'Enghien
44700 Orvault, France
Tel: 16(40)63.71.27

Germany

Pres: Erik Schmidt
Sec.: Manfred Konig
c/o Arnold Kochjr.
Stenzelring 20
2102 Hamburg 93
Tlx: 2162447
Tel: 040-7534051

Greece

Pres: A. Georgopoulos
Sec: G. Demetriades
9, Afrodites Str.
P. Faliro
Athens, Greece

Holland

Pres: F. B. Costerman Boodt
Sec: J. H. Costerman Boodt
Bremelaan 20, 1901 BR
Castricum, The Netherlands

Ireland

Arthur O'Leary
7 South Mall
Cork, Ireland
Tel: 353-21-509500
Tlx: 75017

Italy

Chmn /Sec. Gian Putaturo
All correspondence:
Paolo Boido
30, Corso Massimo d'Azeglio
10125 Torino

Japan

Pres: Mr. Teruo Ashida
All Correspondence:
Tomohiko Sekiguchi
Marine Dept., Nissan
17-1, 6-chome
Ginza, Chuo-ku
Tokyo, Japan
Tel: (543) 5523
TLX: TK2403, TK4474

Mexico

Luis Morales
Jose Ma. Velazco 76-902
Mexico, D.F. 03900
Tel: 651-02222

Peru

Alberto D'Angelo
Apartado Postal 0102
Miraflores, Lima 18, Peru
Tlx: 20114

Sweden

Bengt Julin
Stureplan 2, 4tr
114 35 Stockholm
Sweden
08-100-358

Switzerland

Pres: Michel Glaus
All correspondence:
J/24 Swiss Class Association
Case Postale 591

1211 GENEVE 6
Switzerland
TLX: 22079 erenb ch
Tel: (22) 36.94.59

U.K.

Pres: Peter Drake
All correspondence:
Brian Goulder, Secretary
UK J/24 Class Association
59 Queen's Road
Cowes, Isle of Wight
PO31 8BW England
Tel: Isle of Wight (0983)291572

U.S.A.

Pres.: Arthur Dufresne
P.O. Box 293
Poquonock, CT 06064
Tel: B: (203) 285-9886
H: (203) 658-4781
U.S. J/24 Class Assoc.
PO Box 2578
Satellite Beach, FL 32937
Tel.: (305) 773-4141

U.S. Virgin Islands

Richard W. Johnson
Red Hook Center
Box 58
St. Thomas, USVI 00801
(809) 775-1111
TWX: 367-7309

Venezuela

Pres: Hermann Espinal
Apartado Postal 666
Caracas 1010,
Venezuela
Tel: B: 498-983



District 1

Win Fowler
17 Tremont St.
Portland, ME 04103
H: (207) 774-1803
B: (207) 772-8113
Fleets 28, 43, 95, 113

District 2

Robert Melrose
39 Robinson Rd.
Greenport, NY 11944
H: (516) 477-1546
Fleets 4, 16, 18, 31, 47
50, 89, 104, 114

District 3

Al Constants
168 Page Dr.
Oakland, NJ 07436
H: (201) 337-7622
B: (201) 621-4534
Fleets 2, 22, 60, 61, 66
99, 106, 122

District 4

Bob Whyte
6 Weed Rd.
Essex Jct., Vt. 05452
H: (802) 879-0142
B: (518) 664-5891
Fleets 23, 24, 112

District 6

William P. Hunt
800 S. Armistead Ave.
Hampton, VA 23669
B: (804) 722-2543
Fleets 8, 15, 58, 69, 71,
79, 107, 125

District 7

Frank McGarry
285 Crosby Rd.
Kenmore, NY 14217
H: (716) 874-5798
B: (716) 856-6066
Fleets 11, 41, 42, 51, 77,
88, 108, 110

District 8

Newton Howard
Rt. 11 Whistling Cove Rd.
Gainesville, GA 30501
H: (404) 532-4986
B: (404) 292-7721
Fleets 7, 20, 40, 67, 97
115, 117

District 10

Richard C. Peper Jr.
1831 Twelve Oaks Lane S.
Neptune Beach, FL 32233
H: (904) 241-2008
B: (904) 737-1771
Fleets 10, 13, 55, 68, 86,
87, 120

District 11

Pat Crowe
P.O. Box 16308
Chattanooga, TN 37416
H: (615) 877-7567
B: (404) 277-1400
Fleets 74, 76, 80, 127

District 12

Chester Bowling
7161 River Styx Rd.
Medina, OH 44256
H: (216) 722-8981
B: (216) 575-4249
Fleets 6, 19, 75, 102

District 14

John H. Peck
P.O. Box 12652
San Antonio, TX 78212
H: (512) 732-3227
B: (512) 828-7856
Fleets 3, 5, 8, 21, 29,
54, 91, 92, 94, 105

District 15

Glenn Gustafson
687 Green Bay Rd.
Highland Park, IL 60035
H: (312) 432-1062
B: (312) 432-1804
Fleets 12, 37, 62, 96,
100, 119, 123, 126

District 16

Paul Nelson
20420 Linden Rd.
Deephaven, MN 55331
H: (612) 474-4756
Fleet 1

District 17

Chris Towles
719 N.W. 21st
Oklahoma City, OK 73103
H: (405) 521-0921
B: (405) 943-9541
Fleets 38, 39, 53, 85

District 18

Rip Kirkland
6408 S. Heritage Pl. W.
Englewood, CO 80111
H: (303) 694-7272
Fleet 46

District 19

Jeff Fisher
P.O. Box 55
Whitefish, MT 59937
H: (406) 862-3687
Fleets 25, 26, 27, 81, 90,
121

District 20

Steven Bossi
1501 Mountain Blvd.
Oakland, CA 94611
H: (415) 652-4349
B: (415) 541-8518
Fleets 17, 64, 111, 116

District 21

John Beckman
2909 Hopeton Rd.
La Crescenta, CA 91214
H: (818) 248-1015
B: (818) 354-2476
Fleets 49, 57, 59, 63, 69,
70, 124

District 22

Ted Beck
5627Kawaikui St.
Honolulu, HI 96821
H: (808) 926-6344
Fleet 73

- | | | | | | | | |
|----|--|----|---|----|--|----|--|
| 1 | Minnetonka
Larry Leistiko
10210 Queen Ave. So.
Bloomington, MN 55431
H: (612) 881-5279
B: (612) 881-4453 | 11 | Niagara Frontier
Mike Staniforth
15 Kent Dr.
Orchard Park, NY 14127
H: (716) 662-2147
B: (716) 668-3001 | 22 | Connecticut YRA
Lee Scowcroft
33 Crescent Rd.
Riverside, CT 06878
H: (203) 637-3343 | 38 | Grand Lake
Chris Towles
719 N.W. 21st
Oklahoma City, OK 73103
H: (405) 521-0921
B: (405) 943-9541 |
| 2 | Raritan Bay
Dennis Hurley
22 Avenue B
Haledon, NJ 07508
H: (201) 790-0256
B: (201) 327-6300 | 12 | Chicago
Glen Gustafson
687 Green Bay Rd.
Highland Park, IL 60035
H: (312) 432-1062
B: (312) 432-1804 | 23 | Lake Champlain
Harold G. Browne
Box 303
Colchester, VT 05446 | 39 | Oklahoma City
Richard Berg
1201 Glenbrook Dr.
Oklahoma City, OK 73118
H: (405) 848-2041 |
| 3 | Corpus Christi
Stephen M. Horner
520 S. Chaparral #502
Corpus Christi, TX 78401 | 13 | Key West
L. D. (Robin) Dickinson
611 William St.
Key West, FL 33040
H: (305) 296-4355 | 24 | Lake George
Jeff Underhill
RD2 Woodridge Dr.
Glens Falls, NY 12801
H: (518) 793-0189 | 40 | Lake Norman
Mike Scofield
4903 Hadrian Way
Charlotte, NC 28211
H: (704) 364-7388
B: (704) 372-1360 |
| 4 | New Haven
Ed Walen
40 Tokeneke Dr.
Hamden, CT 06518
H: (203) 288-2316 | 15 | Susquehanna
Gregory Eckman
253 Maryland Av.
Oxford, PA 19363
H: (215) 932-2792
B: (215) 932-8289 | 25 | Flathead Lake
Dennis Gregory
904 Dixon
Missoula, MT 59801 | 41 | Rochester
Ed Gardner
8 Rundel Park
Rochester, NY 14607
H: (716) 271-4064
B: (716) 423-2768 |
| 5 | Galveston Bay
Alan Plunkett
15319 Poplar Grove Dr.
Houston, TX 77068
H: (713) 444-2229
B: (713) 440-5252 | 16 | Buzzards Bay
G. Wiley Wakeman
Tabor Academy
Marion, MA 02738
H: (617) 748-2806 | 26 | Seattle
Harry Dursch
4759 2ND N.E.
Seattle, WA 98105 | 42 | Fair Haven
Hank Killian
146 Jamesville Rd.
DeWitt, NY 13214
H: (315) 446-2871
B: (315) 487-4279 |
| 6 | Lake St. Clair
A. Michael Hurite
508 5th St.
Southfield, MI 48076
H: (313) 644-3284 | 17 | San Francisco Bay
Keith Milne
6300 Swainland Rd.
Oakland, CA 94611
H: (415) 654-7639 | 27 | Portland
Jim Hansen
11733 S.E. Koala Dr.
Clackamas, OR 97015 | 43 | Casco Bay
W. Parker Hadlock
Box 165
South Freeport, ME 04078 |
| 7 | Charleston
Vicki Molony-Sinott
2403 Waterway Blvd.
Isle of Palms, SC 29451
H: (803) 886-6909 | 18 | Narragansett Bay
William Durgin
363 Hines Rd.
Cumberland, RI 02864
H: (401) 333-9313
B: (617) 829-4323 | 28 | Marblehead
Jim Hourihan
23 E. Main St. —
Rocks Village
E. Haverhill, MA 01830 | 44 | Lake Dillon
David Hagood
3295 S. Ammons 2-106
Lakewood, CO 80227
H: (303) 985-0398
B: (303) 977-5021 |
| 8 | Chesapeake Bay
Larry White
25 Jeremys Way
Annapolis, MD 21403
H: (301) 268-2111
B: (301) 864-6550 | 19 | Presque Isle
Mark DeDionisio
306 Illinois St.
Erie, PA 16505
(814) 459-2445 | 29 | Dallas
H. Charles Price
2905 Stanford
Dallas, TX 75225
H: (214) 750-7711
B: (214) 258-8686 | 45 | Mt. Hope Bay
Donald McCann
39 Bobbin Hill Rd.
Tiverton, RI 02878
H: (401) 624-2105
B: (617) 672-0032 |
| 9 | Canyon Lake
Fred Amrhein
1111 Paulsun
San Antonio, TX 78219
H: (512) 366-2695
B: (512) 341-5153 | 20 | Atlanta
David Jackson
9825 Summer Oaks Dr.
Roswell, GA 30076
H: (404) 998-6656 | 30 | Eastern Connecticut
John Becker
108 Lover's Lane
East Lyme, CT 06333
H: (203) 739-4536 | 46 | Marina Del Rey
Brad Levie
2433 28th St. Unit N
Santa Monica, CA 90405
H: (213) 475-7905 |
| 10 | Key Biscayne
Joe Kolisch
90 Almeria Ave.
Coral Gables, FL 33134
H: (305) 856-0429 | 21 | Austin
Jim Swanzy
5501 Salem Hill
Austin, TX 78745
H: (512) 444-0614
B: (512) 475-1926 | 31 | Panama City
A. Frasier Myers Jr.
4731 Baywood Dr.
Lynn Haven, FL 32444
H: (904) 265-2646 | 47 | Newport
Steve Parks
1329 Green End Av.
Middletown, RI 02840
H: (401) 846-3066
B: (617) 748-1160 |
| | | | | 32 | Milwaukee Bay
Michael Janssen
3219 N. Marietta Av.
Milwaukee, WI 53211
H: (414) 332-8587
B: (414) 544-3760 | 48 | |

51	Ithaca Fran DiTomasso 118 Lake Rd. Dryden, NY 13053 B: (607) 257-3232	65	Lake Mead Dave Mulkey 213 Campbell Dr. Las Vegas, NV 89107 H: (702) 878-5909	79	Barnegat Bay Arthur A. Topilow 31 Mahoras Dr. Wayside, NJ 07712 H: (201) 493-8276	94	Lake Pontchartrain Gary Fretz 4739 Utica St. #203 Metairie, LA 70006 H: (504) 283-3664 B: (504) 455-4026
53	Kanza J-Racers Robert J. Dwerlkotte 1505 N. Pleasant View Whichita, KS 67203 H: (316) 263-4217 B: (316) 269-9004	66	Riverton Y.C. Robert P. Landgraf 1306 Cooper St. #45-C Edgewater Park, NJ 08010 H: (609) 871-0289 B: (201) 621-3833	80	Nashville Jim Michie 4067 Lake Parkway Hermitage, TN 37076 H: (615) 889-5980 B: (615) 883-0180	95	Mass. Bay South George W. Ullrich 228 Otis St. Hingham, MA 02043 H: (617) 749-9087
54	Ft. Worth Glenn Darden 1619 Pennsylvania Av. Fort Worth, TX 76104 H: (817) 332-7289 B: (817) 332-9133	67	Lake Murray John Dotterer 3310 Murray St. Columbia, SC 29205 H: (803) 254-7942 B: (803) 758-8930	81	Olympia South Sound Jerry Ehrlich 5224 Brassfield Dr., S.E. Olympia, WA 98501	96	Lake Geneva J. S. Skip Ballje Rt. 1, Box 485-A Academy Rd. Fontana, WI 53125 H: (414) 275-5098
55	Jacksonville Levon Pentecost 1530 Lancaster Terr. Jacksonville, FL 32204	68	Naples Peter H. Van Arsdale 1976 Galleon Dr. Naples, FL 33940 H: (813) 774-8822	84	Greenwich Cove C. Raymond Westcott 94 Havemeyer Lane Old Greenwich, CT 06870 (203) 324-9581	97	Hilton Head Lewis Gunn 15 Marsh Dr. Hilton Head Is., SC 29928 H: (803) 671-6549
57	Newport Harbor Kaleb Nelson 152 Warwick Lane Newport Beach, CA 92660	69	Cape May Karl Bennung Jr. 256 Yarmouth Lane Media, PA 19063 H: (215) 566-7470	85	Tulsa Bruce A. Hurst 1539 So. Norfolk Ave. Tulsa, OK 74120 H: (918) 599-0904	99	Noroton Lee Morrison 366 West Av. Darien, CT 06820 H: (203) 325-1230
58	Eastern Shore of MD Joseph E. Mullan 2 Bantry Lane Easton, MD 21601 H: (301) 822-0214	70	San Diego Bill D'Alessio 13158 Windbreak Rd. San Diego, CA 92130 H: (619) 259-8656 B: (619) 560-7066	86	Florida Sun Coast Ted Nohren 5170 126th Ave. N. Clearwater, FL 33520 H: (813) 447-5556 B: (813) 577-3888	100	Wilmette Harbor Alex Meleney 2505 Thayer St. Evanston, IL 60025 H: (312) 491-1807 B: (312) 558-6722
59	Long Beach Alan E. Smith 2601 Crestview Dr. Newport Beach, CA 92663 H: (714) 642-4812	71	Hampton Roads Brad Tazewell 710 West 21st St. Norfolk, VA 23517 H: (804) 623-6621	87	Indian River Michael Huck 255 Madrid Ct. Satellite Beach, FL 32937 H: (305) 777-4792	102	Cleveland Aarne Lillo 13772 Oak Brook Dr. N. Royalton, OH 44133 H: (216) 237-2289 B: (216) 449-4535
60	Hudson River William P. Sestrom 3 Tompkins Ave. Ossining, NY 10562 H: (914) 941-3955	73	Honolulu Steven Eder 531 Hahione St. #19B Honolulu, HI 96825	88	Canadaigua Richard Richmond 386 Antlers Dr. Rochester, NY 14618 H: (716) 442-6826	104	Nantucket Sound Rick Bishop 858 Main St. Dennis, MA 02638 H: (617) 385-3243
61	City Island Vincent A. Nanni 1825 Haight Ave. Bronx, NY 10461 H: (212) 863-2091 B: (914) 698-9000, x310	74	Chattanooga David Hensley 2210 Rambler Lane Hixson, TN 37343 H: (615) 843-1032 B: (615) 266-5621	89	Gardiner's Bay Richard Gluckman 22 Desbrosses St. New York, NY 10013 H: (213) 925-9282 B: (213) 925-8967	105	Lake Texoma William Cantrell 4 Nob Hill Greenville, TX 75401 H: (214) 455-1606
62	Traverse City Ned Lockwood 13272 W. Bayshore Dr. Traverse City, MI 49684 H: (616) 947-2623	75	Sandusky Jim Keane 727 Gloucester Dr. Huron, OH 44839	90	Lake City Bill Cowles 1727 E. 20th Av. Spokane, WA 99203 B: (509) 455-6922	106	Oyster Bay Elizabeth Roosevelt Cove Neck Rd. Oyster Bay, NY 11771
63	Santa Barbara Gene O'Hagen 539 Sanysidro Rd. Santa Barbara, CA 93108	76	Lake Carlyle Tomas I. Aquino 4 Rio Vista Dr. St. Louis, MO 63124 H: (314) 994-7027 B: (314) 569-6122	91	Little Rock John W. Myers 48 Pamela Dr. Little Rock, AR 72207 H: (501) 225-7329 B: (501) 227-8497	107	Fishing Bay John B. Wake Jr. 3036 Kenmore Rd. Richmond, VA 23225 H: (804) 3207153 B: (804) 740-3835
64	Lake Tahoe Jack Lyons 3235 Norman Dr. Reno, NV 89509 H: (702) 329-5966	77	Niagara Tim Booth 3691 River Rd. Youngstown, NY 14174 H: (716) 745-3836	92	Shreveport James B. Nowery 100 Travis Place Shreveport, LA 71101 H: (318) 861-4902	108	Skaneateles John L. Hayes 4865 Sherwood Dr. Syracuse, NY 13215 H: (315) 488-1965 B: (315) 487-4111

- 110 **Sodus Bay**
D. Greg Kolbe
1257 Hudson Ave.
Rochester, NY 14621
H: (716) 338-7343
B: (716) 422-1554
- 111 **Fresno**
Robert H. Farmer
P.O. Box 5537
Fresno, CA 93755
H: (209) 299-6622
B: (209) 226-7611
- 112 **Split Rock Point**
Bill Spencer
P.O. Box 202
Vergennes, VT 05491
H: (802) 948-2328
B: (802) 877-2911
- 113 **Northeast Harbor**
Tom Brown
Main St.
Northeast Harbor, ME
04662
H: (207) 276-5209
B: (207) 276-3329
- 114 **East Greenwich**
Leo J. Costantino Jr.
79 Crompton Ave.
West Warwick, RI 02893
(401) 828-6130
(401) 822-1414
- 115 **Lake Lanier**
Donna L. Pettus
144 Ridgeland Way N.E.
Atlanta, GA 30305
H: (404) 237-7647
- 116 **Monterey Bay**
David M. Jones
1015 6th St.
Gilroy, CA 95020
H: (408) 842-1391
B: (408) 256-1031
- 117 **Kerr Lake**
Tom Lilly
28 Wedgewood Lane
Clarksville, VA 23927
H: (804) 374-8817
- 118 **Puerto Rico**
Eric A. Tulla
269 Uruguay St.
Hato Rey, PR 00917
H: (809) 753-0438
- 119 **Lake Mendota**
Thomas McMahan
805 Woodward Dr.
Madison, WI 53704
H: (608) 249-7414
B: (608) 249-7851
- 120 **South Florida Leaside**
Fred Helsel
4218 S.E. 20th Pl., Apt. D7
Cape Coral, FL 33904
H: (813) 549-3280
B: (813) 481-8200
- 121 **Lake Pend O'Reille**
Rial R. Moulton
E. 3403 37th
Spokane, WA 99203
H: (509) 448-2532
(509) 838-6131
- 122 **Mid Sound**
Andrew D. McKnight
45 E. 89th St. Apt. 26F
New York, NY 10128
H: (212) 860-0432
B: (201) 482-5500
- 123 **Gull Lake**
John W. Lawrence
4949 Ridgewood
Richland, MI 49083
H: (616) 629-9336
B: (616) 354-8681
- 124 **Dana Point**
Lance McCabe
197 Ave. La Cuesta
San Clemente, CA 92672
H: (714) 494-4610
B: (714) 540-8950
- 125 **Delaware River**
Dan Curran
1505 Well Av.
Burlington, NJ 08016
H: (609) 386-1540
B: (215) 943-8300
- 126 **Waukegan Harbor**
John Magdars
4139 Sunset Lane
Northbrook, IL 60062
H: (312) 291-9190
B: (312) 675-2277
- 127 **Louisville**
Michael Godfrey
2105 Cherokee Parkway
Louisville, KY 40204
H: (502) 459-9085
B: (502) 566-6946

INDEX OF ADVERTISERS

A.G.A. Correa	45
Astre Marine	16
Baltic Marine Products	19
Cai Svendsen Custom Yacht Finishing	40
Computer Keels	26
Evinrude Motors	C-4
Gowrie Marine Insurance	18
Haarstick Sails	77
Henri-Lloyd	38
Horizon Sails	C-2
J/24 Ties	80
J World	27
Karl's Boat Shop	24
Marine CMG	78
North Sails	C-3
One Design Marine T-Shirts	11
Ruby Begonia Designs	6
Sebago Dockside	2
Sextant Insurance	71
Shore Sails	4
Sobstad Sails	23
Sou'west Band	17
Stahl Designs	8
Triad Trailers	63
USYRU	60
Ulmer Koliis	6
Yale Cordage	15

J/24 SHIRTS



These 100 percent combed cotton knit shirts are especially made and embroidered with the official J/24 Class logo. Shirts are available in white or navy, with contrasting insignia, for US \$25 per shirt; \$33.50 in Canada.

J/24 SHIRT

24 Mill St., P.O. Box 90
Newport, RI 02840

Please send me _____ shirts as specified below:

	XS	S	M	L	XL
White					
Navy					

Enclosed is my check for \$ _____

Mail to: _____

J/24

INTERNATIONAL CLASS ASSOCIATION

CLASS RULES

As approved by the IYRU, effective March 1, 1985

**1985 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. The rudder may be overcoated in any base liquid or paste protective material and faired, provided it complies with the minimum dimensions 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

J_x 24

INTERNATIONAL CLASS ASSOCIATION

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. Leech reinforcement patches, triangular or trapezoidal in shape with no side exceeding 135mm in length, may be added to the intersection of the seams at the leech. They shall comprise of not more than two additional layers of cloth of weight not greater than the body of the sail.

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 near to the line between mid-head and mid-foot, and between the top two 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

- a) 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.
- b) The length of the leech shall not exceed 9170mm.
- c) 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.
- d) 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.
- e) 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.
- f) 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.
- g) 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.
- h) 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.
- i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
- j) A Cunningham hole may be fitted in the luff.
- k) A leech tensioning cringle may be fitted in the leech.
- l) A leech line is permitted.
- m) Camber lines are permitted.

3.6.11 Jib

- 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 8300mm nor less than 7845mm.
- c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) Reefing attachment points or devices may be fitted.
- f) 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.
- g) A leech line is permitted.
- h) Camber lines are permitted.
- 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.

INTERNATIONAL CLASS ASSOCIATION

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 headsheet tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.

3.8.2

One mainsheet traveller track, positioned as indicated in PLAN A.

3.8.3

Two primary sheet winches positioned between the mainsheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.

3.8.4

Berths equipped with cushions as supplied by the manufacturer.

3.8.5

A manual bilge pump and a bucket of minimum capacity 10 litres.

3.8.6

A 10 litre water container with a minimum of 5 litres of water.

3.8.7

One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall not be stowed on or under the 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:

J₂₄ CLASS ASSOCIATION

- 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 capsizing.

5. CREW

- 5.1 The crew shall consist of three to five persons.

6. OPTIONAL EQUIPMENT

- 6.1 The following are permitted when racing:

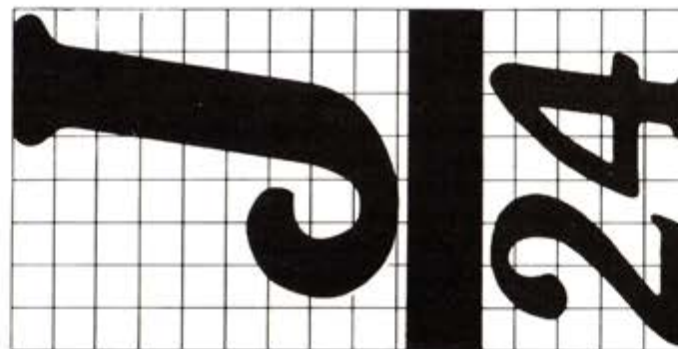
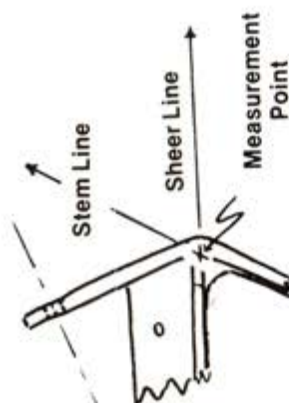
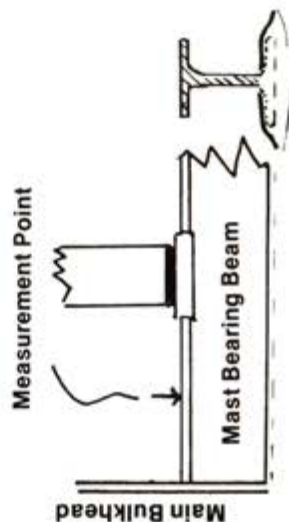
- 6.1.1 Barber haulers for the jib and genoa restricted as follows:
 - a) Fittings fixed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats.
 - b) Tackle shall be limited to a single 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.

J/24

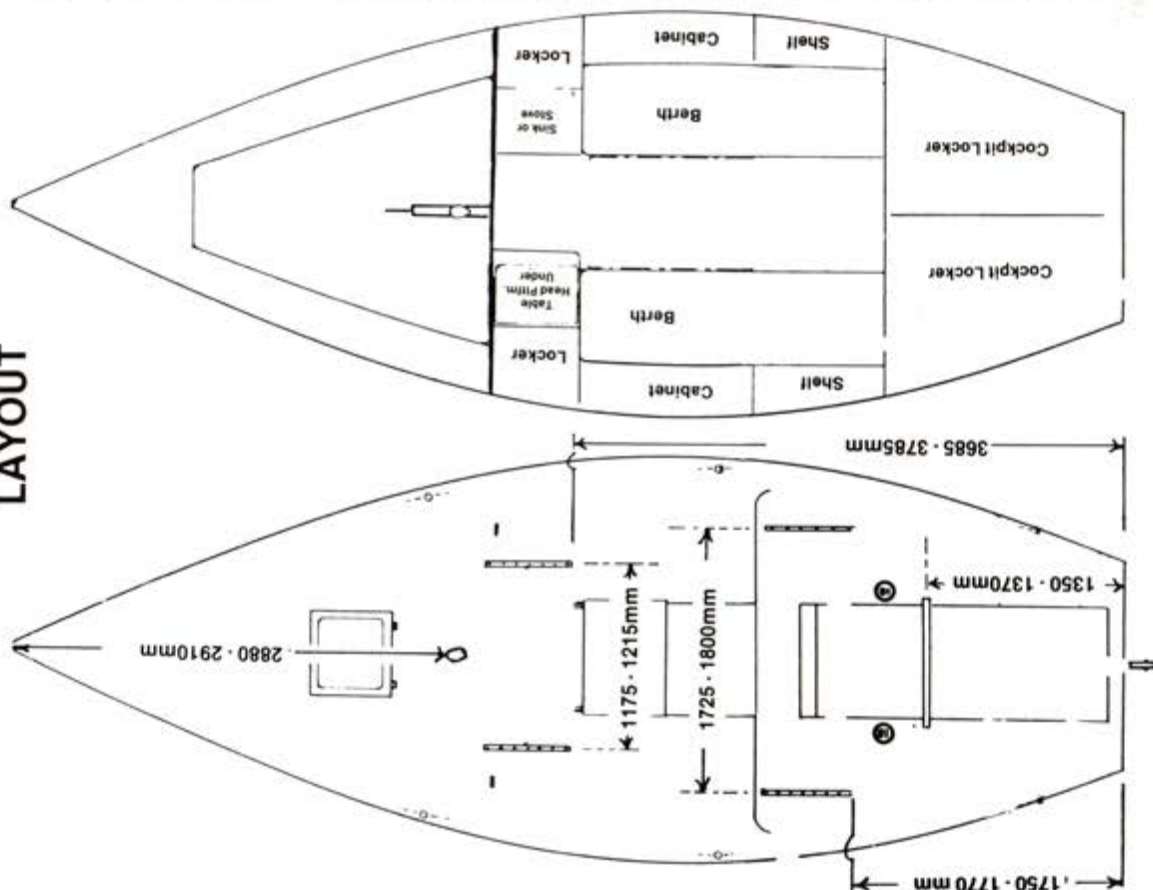
INTERNATIONAL CLASS ASSOCIATION

- 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 strop 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 strop 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. Damaged sails may be repaired or replaced at the discretion of the race Committee.
- 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 suring 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



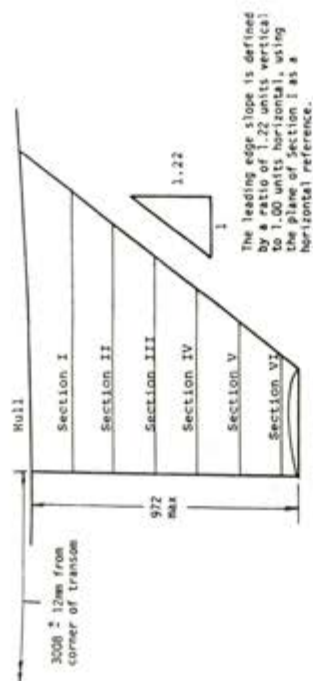
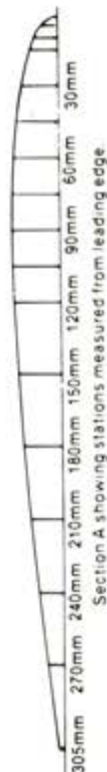
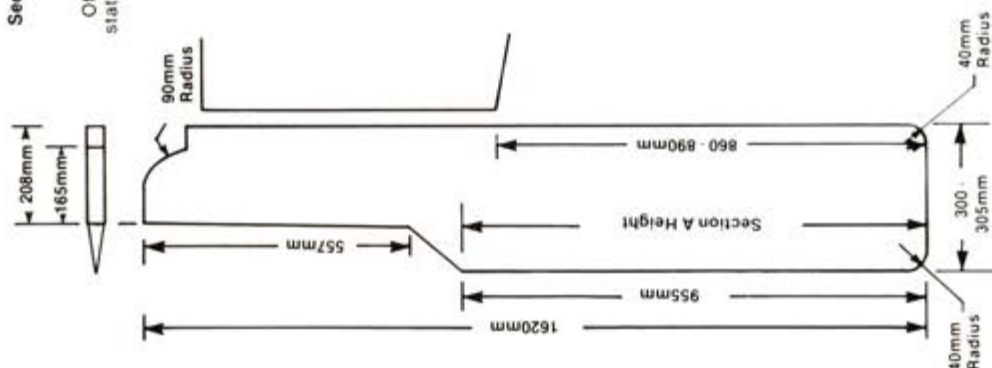
PLAN A DECK AND INTERIOR LAYOUT



PLAN D RUDDER PLAN

Section A Offsets in Millimeters

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



	Keel Sections					
	I	II	III	IV	V	VI
Location distance from hull down:						
Leading edge	235	429	623	817	1011	1205
Trailing edge	153	303	453	603	753	903
Section chord length (x)	1015	898	781	664	547	430
Leading edge radius	13	13	13	13	13	13
Section { width, Y, at distance from leading edge:						
0.0125x	16.0	14.9	13.8	12.7	11.6	10.5
0.025x	32.5	29.0	26.0	23.0	20.0	17.0
0.05x	65.0	58.0	52.0	46.0	40.0	34.0
0.10x	130.0	116.0	104.0	92.0	80.0	70.0
0.15x	195.0	174.0	156.0	138.0	120.0	105.0
0.20x	260.0	232.0	208.0	184.0	160.0	140.0
0.25x	325.0	290.0	260.0	230.0	200.0	170.0
0.30x	390.0	348.0	312.0	276.0	240.0	210.0
0.35x	455.0	406.0	364.0	322.0	280.0	245.0
0.40x	520.0	464.0	416.0	368.0	320.0	280.0
0.50x	650.0	580.0	520.0	460.0	400.0	350.0
0.60x	780.0	696.0	624.0	552.0	480.0	420.0
0.70x	910.0	812.0	728.0	644.0	560.0	490.0
0.80x	1040.0	928.0	832.0	736.0	640.0	560.0
0.90x	1170.0	1044.0	936.0	832.0	728.0	640.0
1.00x	1300.0	1160.0	1040.0	920.0	800.0	700.0
(Trailing edge)	6.4	1.8	1.8	1.8	1.8	1.8

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



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

PART A

OWNER DECLARATION

Name of Yacht _____ Fleet _____

Owner _____

Address _____

_____ Tel. No. _____

Co-Owner _____

Address _____

_____ Tel. No. _____

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

Date _____ Owner Signature _____

PART B

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.6.3	Lead keel weight before assembly	415		435
2	2.6.4	Weight of standard yacht prior to delivery (excluding fixed options)	1200		1300

Sail Number _____ Date Completed _____

Hull number _____ Builder's Code _____

PART C

DECLARATION

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

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

Name of Builder _____ Signature _____ Date _____

REGISTRATION BY THE NATIONAL J/24 CLASS AUTHORITY

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

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

J/24 Class Authority _____ Date _____

Name of Representative _____ Signature _____

PART D

YACHT MEASUREMENTS*

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.1	Corner of transom to trailing edge of keel at hull	2996		3020
2(a)	3.3.2	Does keel comply with minimum faired dimensions of Plan C at Sections II and V?		YES/NO	
2(b)	3.3.2	Do you believe the keel complies with the minimum faired dimensions of Plan C elsewhere?		YES/NO	
3	3.3.2	Width of keel trailing edge in Section II-VI	3.5		
4	3.2.2	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 stem at sheerline	2880		2910
9	3.5.2d	Mast choked 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	3.5.5c	Distance of 20mm boom band from mast			2970
19	3.2.5	Lifeline sag with 5kg weight			125
20	3.2.5	Lifeline stanchions in board of sheer in plan		YES/NO	
21	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
22	3.8 8.1.2 8.1.3	Fixed fittings and equipment located according to Class Rules		YES/NO	

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

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

Location Where Yacht Measured _____

Printed Name of Measurer _____

Signature _____

Date _____

Measurer's Authority _____

Measurer's Phone Number(s) _____

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

PART E

SAIL MEASUREMENTS*

SAIL NUMBER _____

PROCEDURES:

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

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
		MAINSAIL Sailmaker's Name				
		Ref. Number				
		Year	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 ¾ ht.				1175
5	3.6.10e	Width at ½ ht.				1980
6	3.6.10g	Upper/Lower batten length				605
7	3.6.10g	Interm. Batten length				660
8	3.6.10g	Batten width				50
9	3.6.10h	Distance to head or clew of nearest batten		1775		
10	3.6.10i	Lowest reef point from clew on leech		1000		
11	3.6.3	Window size either direction				1500
12	3.6.5	Corner reinforcements				756
		100% JIB Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
13	3.6.11a	Width of the head				95
14	3.6.11b	Luff length		7845		8300
15	3.6.11c	LP		2785		2895
16	3.6.11f	Batten lengths				230
17	3.6.3	Window size either direction				1500
18	3.6.5	Corner reinforcements				749
		150% GENOA Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
19	3.6.12a	Width of the head				95
20	3.6.12b	Luff length		8100		8460
21	3.6.12c	LP		4180		4345

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

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

1985 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, 1985 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 December 31, 1985, 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.

1985 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 1985 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 1985 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

U.S. FLEET CHARTER APPLICATION FORM

(Minimum of 3 boats required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

I do hereby apply through my District Governor for registration of the _____ fleet.

(Name of Fleet)

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

Members of the _____ fleet agree to abide by the International 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 _____

J/24 REGATTA REGISTRATION FORM

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

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 _____

Helmsman/Co-helmsman ((Type or Print) _____

Address _____ Tel. (res.) _____

Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

Owner's Name if different from helmsman/co-helmsman _____

☐ 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 \$ _____

Helmsman's Signature _____ Date _____

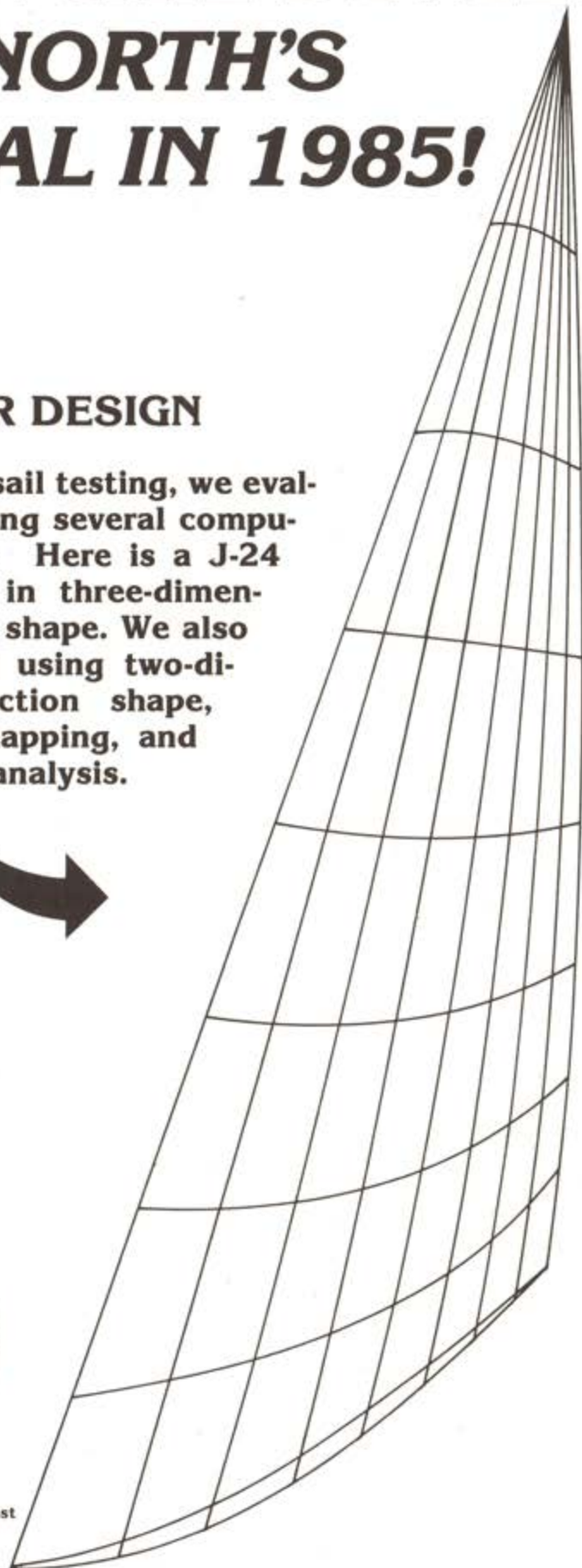
Co-helmsman _____ Date _____

Yacht Name _____

J-24 SAIL DEVELOPMENT IS NORTH'S GOAL IN 1985!

COMPUTER DESIGN

Before we go sail testing, we evaluate a sail using several computer processes. Here is a J-24 150% genoa in three-dimensional section shape. We also evaluate sails using two-dimensional section shape, stress load mapping, and tangent lines analysis.



North Sails One Design West
1111 B Anchorage Lane
San Diego, CA 92106
USA (619) 226-1415

North Sails East
189 Pepe's Farm Road
Milford, CT 06460
USA (203) 877-7621

North Sails Japan
12-9 Nagai,
Yokosuka, Kanagawa-ken
JAPAN (0468) 57-1262

North Sails Italia
Via Ponte Vecchio 42
16042 Carasco (GE)
0185-350294/5

North Sails Fogh
2242 Lakeshore Blvd. West
Toronto, Ontario MBV 1A5
CANADA (416) 259-9644

North Sails Argentina
Cnel. F. Uzal 3245
(1636) Olivos
ARGENTINA 762-5220

Design improvements for 1985 include:

GENOA - a straighter exit in the lower leech results in less backwind in the mainsail and better speed in top of genoa conditions, yet this sail still retains the great light air speed our previous genoa had.

SPINNAKER - A larger head angle combined with elliptical shape results in very broad shoulders and a maximum projected area spinnaker. This design technology was originally developed by North Sail's 12 meter program.



ON THE WATER SAIL TESTING AND RACING

We back up our computer designs with on-the-water sail testing and racing.

CUSTOMER SERVICE

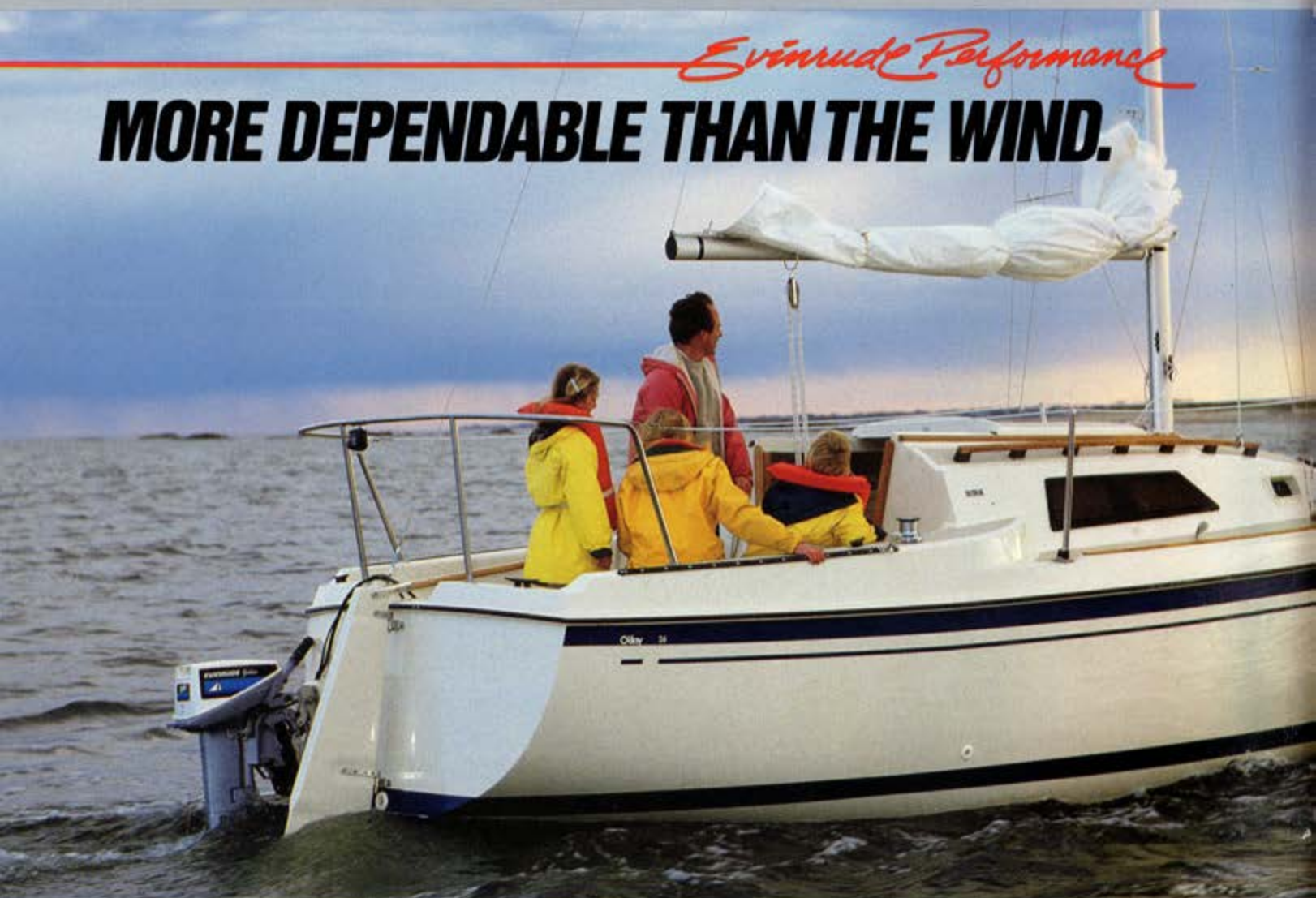
Knowing how to use your new sails is very important in helping you go faster. That's why at North we offer:

- The most comprehensive tuning guide.
- Periodic newsletter to keep you informed on the latest rigging, tuning and trimming developments.
- North Sails personnel available at most regattas to talk with you or sail on your boat.
- Fleet seminars available.



**MORE THRUST
FOR EASIER
HANDLING
AND DOCKING.**

Evinrude Performance **MORE DEPENDABLE THAN THE WIND.**



Nothing beats a good auxiliary motor when you're in a hurry to get off the water. That's why so many sailors depend on Evinrude® Yachtwin® outboards. Unlike some



other brands, Yachtwins are designed

especially for sailing. With extra corrosion protection and plenty of reverse thrust to back out of a slip or back down when docking.

Your Evinrude dealer has four Yachtwin models from 4 to 9.9 HP. All come available with the new optional 1+2™ three-year extended buyer protection plan.

See the new line of Evinrude

Yachtwin auxiliaries today. For the name of your nearest Evinrude dealer, call this toll free number:

1-800-255-2550.

THIS YEAR GO FOR THE BEST.

EVINRUDE 

**FIRST IN
PERFORMANCE OUTBOARDS**