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Cover Photo:

Nighthawk (Richard Barker) swings wide and Sea Monster (Hank Killion) finds room at mark rounding at '85 North Americans on Buzzards Bay.

Photo by Maggie Buerman

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1985
1st North American
Championship

1985
1st Midwinters


1984
1st Buzzards Bay
Regatta

1984
1st Stone Crab

1984
3rd World
Championships
(won 3 of 5 races)

1984
1st North American
Championship



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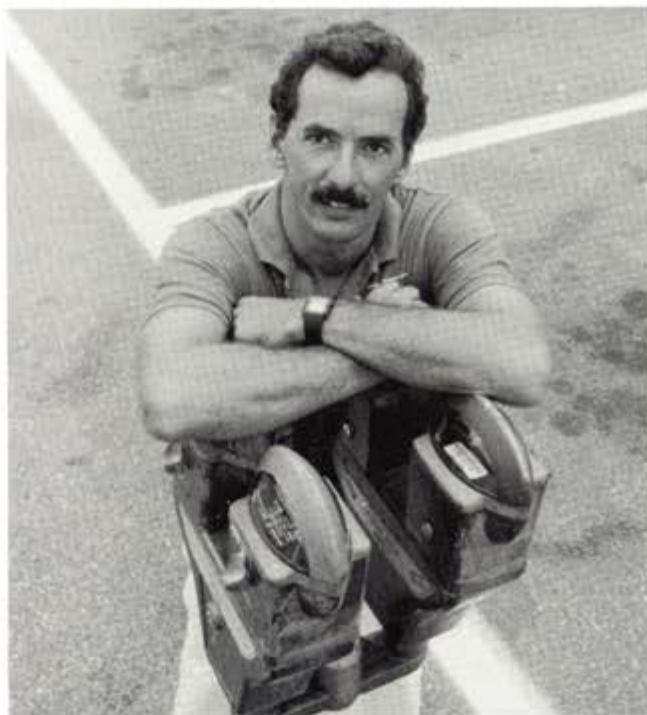


Photo by Steve Behal

Time has expired on Art Dufresne's presidency. What will his lot in life be now?

Reflections

As I sit writing this message, I am awaiting a call from an Irish J/24 sailor regarding entry and support of a U.S. team to the 1985 European Championship. Yesterday, it was conversations with the English regarding keel measurement and discussions with U.S. Amateur Travel to establish air travel, hotel and car rental rates for the 1986 Midwinters in Miami. Whether it be listening to U.S. members' comments and encouraging action, arranging team racing between the Bermudian and Fort Worth J/24 sailors, reviewing North American Championship proposals . . . etc., being USJCA President has been a very active and rewarding experience for me. I have gained friends and acquaintances across the U.S. and around the World.

This is my last message as USJCA President. This October at the annual general meeting a new president will be elected. I will continue activities on behalf of the class, and look forward to meeting even more of you as I pass your way in my travels around the world.

Good sailing,

Art

Arthur Dufresne



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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.

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Executive Director Dick Tillman and assistant, Linda Tillman, take a sail on the Banana River near Satellite Beach, Fla.

Class Growth

We all know that the J/24 Class is the largest one-design keelboat class. The amazing thing is that it continues to increase in membership and activity every year. Membership in the U.S. for 1985 with the fiscal year not quite ended is 1675, up nearly 7% from last year's total of 1569. Other national associations report a total of 733 with figures from Argentina, France, Venezuela and the U.S. Virgin Islands yet to come in. Greece is our newest national association, formed this year and headed up by A. Georgopoulos. The 16 countries reporting membership figures are:

U.S.	1675	Peru	26
Italy	120	Brazil	26
Japan	120	Ireland	20
U.K.	115	Mexico	15
Canada	102	Bermuda	12
Australia	80	Greece	12
Switzerland	36	Germany	8
Sweden	33	Holland	7

It has been a very active year for J/24's, beginning with the largest-ever Midwinter championship in Miami with 96 boats and ending the season with 99 at the North American Championship at Marion, Massachusetts. In between there have been hundreds of regattas and thousands of individual races. The

J/24 was selected by the USYRU for use in the Sears, Adams and Mallory Cup Championships. The J/24 is being used for the first International Women's Keelboat Championship, and in Italy the first International Team Race for the Lancia Cup was sailed in J/24's. Besides one-design racing, there has been a whole lot of MORC, PHRF and cruising sailing done in J/24's, proving the versatility and widespread use of the boat in all kinds of racing, including off-shore, and cruising (see the Saga of *Minor Threat* article in this issue).

1986 U.S. Class Dues

USJCA membership dues for 1986 remain at \$30. Class dues are payable at the beginning of our fiscal year, which is October 1, and dues should be paid by January 1. Take time now to renew your membership for 1986.

All current U.S. members should use the mailing card that came with this magazine to renew membership. Boat owners, co-owners, and helmsmen must be class members to race.

Please return the mailing card with your check to the J/24 Class Association, P.O. Box 2578, Satellite Beach, FL 32937, noting any change in name, address or fleet data. Each member will receive a 1986 membership card (valid through December 31), transom sticker, window decal and the 1986 April and October issues of J/24 MAGAZINE. Note that the membership fee of \$30 includes a subscription to the magazine. The 1986 transom sticker has a green border and may be placed alongside or under the 1985 orange sticker. Welcome to another year of J/24 fun!

U.S. Amateur Athletic Travel Card

For those travelling to major J/24 regattas or meetings, it is possible to save money by booking air travel, accommodations, and car rentals through the U.S. Amateur Athletic Travel available to USYRU members. Contact USYRU (401) 849-5200 for information.

Measurement

The most extensive boat measurement to date was conducted by the 1985 North American Championship organizing committee. Jigs, tapes and scales were made and subsequently purchased by the J/24 Class for use at other events. The equipment includes aluminum templates for measuring hull thickness at keel sections 2 and 4, keel trailing edge thickness, rudder maximum chord length and minimum thickness, and oak battens for measuring keel depth, rudder depth, spreader length and sweepback, etc.

J/24 Magazine

Many thanks are due the faithful class members and interested parties who took the time to sit down and write articles, tracked down photos to go with them and sent them in to the class office in time (albeit close, sometimes!) for publication in this issue. You are wonderful! We appreciate our advertisers too, and urge you to buy from them.

The copy deadline for the April '86 issue is February 1, preferably in double spaced typed form, along with black and white or color photos or 35mm slides even!

J/24 Magazine subscriptions for 1986 are available for crew and friends for \$12, which includes the Spring and Fall issues. All subscriptions must be ordered by a J/24 Class member. (Makes a great Christmas gift!) Use the order form on page 80.

What Do We Do?

During the past year over 4,000 pieces of incoming correspondence have been handled and the phone and copy machine in the class office have been extremely busy! Approximately 5,000 phone calls have been received from class members and 24,000 copies of correspondence have gone out. This includes mailings to fleet captains, district governors and national class associations. Over 19,000 address labels were sent out to regatta organizers, etc. to assist with mailings. Overall membership is up by more than fifty per cent from three years ago,

End weight gain with new Yale-Light™

Yale Cordage gives new meaning to the term "less is more" with the introduction of its new Yale-Light™.

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32% lighter than previous standards with the no-stretch normally associated with wire rope.

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*Allied Corporation's Spectra 900

indicating the explosive growth in the class since 1982. Fleet captains and district governors have taken a very active role in administering these growing numbers and monitoring class rules to ensure the one-design character of the class and control its development. We look forward to a productive 1985 USJCA annual meeting in Atlanta, October 16, with good representation from the fleet level by the district governors.

1985 IJCA Annual Meeting

The IJCA annual meeting will again be held during the week of the World Championship, at Atsumi Bay, Japan, in November. Items of interest to be considered include rule proposals to allow spreader abrasion resistant patches and batten pocket reinforcements on sails, a spinnaker puller patch, electronic masthead wind indicators and Mylar genoas. Minutes of the meeting will appear in the Spring magazine.

U.S. 1986 Worlds Qualifying Events

The following are scheduled as U.S. qualifying events, one qualifier per event, for World Championship VIII in Newport, Rhode Island, September 13-19, 1986.

REGIONAL EVENTS	DATE	PLACE	OPEN TO: (QUALIFIER)
Northeast	Sept 20-22, '85	Marblehead	Districts 1,2,3,6
Southeast	Nov 1-3, '85	Clearwater	Districts 8,10,11
Great Lakes	Jun 27-29, '85	Cleveland	Districts 4,7,12,15,16 (Klein)
Southwest	May 28-30, '86	Dallas	Districts 14,17,18
Western	TBD		Districts 19, 20, 21, 22

OPEN EVENTS

Midwinters	Jan 4-10, '86	Miami	All USJCA members
Western Open	Aug. 16-17, 1986	Corpus Christi	All USJCA members
North Americans	Jun 20-27, '86	Chicago	All USJCA members

DISTRICT EVENTS

1	Jun 29-30, '85	Falmouth, ME	District members (Hadlock)
2	Oct 12-13, '85	Millford, CT	District members
6	Nov. 9-11, '85	Annapolis	District members
7	Jun 28-30, '85	Rochester, NY	District members (Reynolds)
10	Nov 30-Dec 1, '85	Jacksonville	District members
3, 8, 15, 19, and 20	TBD '86		District members

Sails for Sale:

The J/24 was used in the Sears, Adams, and Mallory Cup Championships this year. J Boats provided nine suits of sails made by North Sails Marblehead for the Adams and Mallory Cups. These USYRU Championship sails are available at \$1800 per suit, first come first served, by calling (401) 846-8410. They are a complete four sail inventory of latest Dave Curtis designed North Sails, used only eight days at Adams and Mallory Cup Finals in Chicago in September, 1985.

The Navy Needs . . . Your Old Sails!

With the arrival of the new J/24's at the Naval Academy, we have need for lots of not-new sails for training and general recreational use--to save our best sails for racing against you!

A tax advantage may be possible for you, by donating your old sails to the Naval Academy Sailing Foundation, c/o Mr. George Curran, Robert Crown Sailing Center, U.S. Naval Academy, Annapolis, MD 21402 [tel: (401) 268-4894].

With twelve boats, and 4500 potential sailors, we can take just about all the sails you can let us have.

John B. Bonds
Captain, U.S. Navy
Commodore, Naval Academy Sailing Squadron

What Do You See Out of Your Window?

At a Nantucket Sound Regatta in late June, I had what could have been a serious accident with another boat in a port-starboard situation. Weather conditions were poor, with fog, 15 knot winds and heavy chop. Though visibility was obviously poor, four other boats saw the incident which occurred some ten minutes after the start.

Three minutes after the start, the boat I later hit was on starboard tack and had to duck a port tackler who didn't see them. Still on starboard tack, he passed astern of us. Some seven minutes later, though we were both on the lookout for each other, while on starboard tack I hit him about ten feet back from his bow, causing his mast to fall. It was fortunate indeed that there were no injuries to the ten people involved.

I am bringing this matter to the class' attention since I feel that the sailmakers are putting the windows in our sails in the wrong place for any condition other than when the boat is flat in smooth water. All ten of us were aware of the situation as the boats approached on opposite tacks, and yet not one member of the crew saw the other boat. Though we knew it was the fastest way to sail, we were unable to keep the boat flat in the heavy chop and swells. With the crew sitting to windward, they had to lean down off the rail to see any port tackers, and it was impossible to get any kind of view without changing position considerably.

Subsequently, I put up my sails and found that a helmsman, while straddling the traveller, could see out of only one-third of the window in the main. By sitting forward of the traveller, I could see out of half of the window. The width of the window is only 8½ inches so that even when the boat is in a relatively flat position, it is not possible to see much because the genoa leach obscures most of the visibility.

I consider this a most serious situation. While it may be too late to do anything about it for the North Americans, where there will be 100-plus boats involved, I do feel that the class should

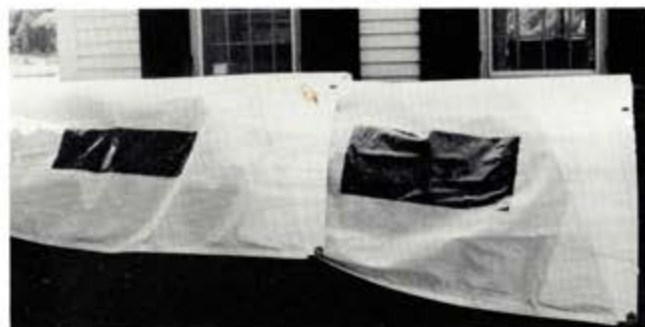
form a committee to correct this serious situation. I have ordered a main sail with a window higher than it is wide, and the sailmaker is experimenting to see if it will fit. We hope to use it at the North Americans as a measure of self defense!

Lewis Gunn

P.S. We did get our new main with the larger window in time for the NA's, and it worked great! The dimensions of the standard and large windows follow, for comparison:

Standard: 9 3/8 in. high x 29 1/4 in. wide
15 in. from foot
Top: 27 in. from leach; Bottom: 29 in. from leach

Large: 14 1/8 in. high x 30 7/8 in. wide (could be less)
17 in. from foot (16 in. would be better)
Top: 19 1/2 in. from leach; Bottom: 21 in. from leach



Standard size window at left; new larger window at right.

Response on Mylar

To: The J/24 Class

From: Ken Read
Sales and Development Representative
Shore Sails/Newport, RI

I am writing in the interest of the J/24 on the subject of the allowance of Mylar as a headsail material. In the past J/24 Magazine, several articles were written on this controversial issue. I found my name in two of these articles. In this letter I would like to express my accurate views on this subject, without using sensationalist and inaccurate phrases to express my points.

Point number one: The J/24 will not react like a boat with an outboard or trapezes with the addition of Mylar to the inventory.

The second point I would like to touch on is the hands-on knowledge we have experienced this summer. While concluding that Mylar would be good for the class, I am not comparing or basing the J/24 to other one-designs or going to throw out

facts and numbers which confuse even the experts. At Shore Sails we have developed four genoas with different shapes. Very briefly, the Mylar is doing exactly what we thought it would do. The sail has a wider range, allowing it to be designed fuller. This improves the light air ability of the boat. Lack of stretch greatly improves the upper range. Another major reason for the change is the inability to find Dacron. Good numbers for stretch characteristics, and the lack of interest by the cloth makers for what they consider an inferior cloth, add up to a dying product which can only become more of a problem for a sailmaker to get.

But speed is not the major issue for the class or the consumer. The lasting ability should be and is the real reason the sail is superior to the Dacron 150%. It has been proven again and again that the competitive life of the Dacron sail is extremely limited. After this year's North Americans we had three sailmakers' 150% genoas in for repair of minor rips. All three were new before the regatta started, and all three showed extreme breakdown in the back third. In fact, a line can be drawn from leech to foot where the shrouds lie and where the spinnaker pole ring hits the sail on the tacks. The sails were ten races old and already working on obsolescence. The Mylar genoa, one in particular which made its debut at seminar in Noroton, Connecticut, at the beginning of the summer, has very limited breakdown after a summer of trials and practicing. I would conclude that its estimate of three times the racing life of the Dacron 150% is an understatement. The lasting ability will be far greater, and the sail becomes especially attractive when weighed as price versus lasting ability.

The bottom line is that the J/24 is an enjoyable and affordable boat to sail. Let's keep it in line with new developments to sustain the attraction of new members to the class. This especially should be well received by present members when it will save money in the long run.

Good sailing in 1986.

USYRU and J/24

Many thanks for running the ad - it will be a big boost for USYRU, since your members appear to know increasingly (as we see by the numbers) what USYRU does for the sport. Magazine is, as always, outstanding. It reflects the vitality of the class and contributes to that vitality.

Best,

Mimi Dyer

A Revolutionary Winch

At the last Worlds in Poole, I saw the self-tailing winches on Dave Curtis' boat. I thought it was very good - no clams, very easy to fix the sheet and especially very quick to release it. It seemed to me that it was "the best," as I had tried some different clams and different positions without finding anything really good. I tried to find the same winches in Switzerland, without success. All I found were some with a sort of finger to direct the sheet on the self-tailing part of the winches. As it was not possible to get this finger off, it was not really easy to release the sheet when tacking. One telex to Curtis to find out the price for this sort of winch in US\$. . . and I decided to keep my factory supplied winches.

A few months later, reading a Swiss sailing magazine, I found something interesting: a new winch, made only with the self-tailing part of a normal self-tailing winch. It's almost like a Harken ratchet block, with a crank on it. Made with ball bearings, it's very easy to pull on the sheet. As there is no catch in it, it makes no noise. It works as a coupling gear. Like the ratchet block, it's always clutched but if you want to release the sheet you can very easily de-clutch the block.

There are two ways to do it. On the top of the winch you can see the two arrows - a big one and a small one. If you turn the top of the winch by hand in the direction of the small arrow, the block is completely free and disengaged. If you turn the block in the direction of the big arrow, you release only a few centimeters of sheet, depending on the load on the sheet. So, to tack, put the sheet as in Fig. 1 and turn in the direction of the small arrow. To release a little bit, put the sheet as in Fig. 2, turn in the direction of the big arrow, controlling the release with the sheet around a cleat.

With this revolutionary winch you are very, very fast when tacking, no turns over the winches to get on or off with the sheet, no clams to fasten the sheet, easy to pull on the sheet, no problem with crossing sheets when upwind winching. It's really a real improvement in tacking. Something more - it's *Swiss Made* and not very expensive, less than conventional self-tailing winches.

Best regards,

Michel Glaus

Pres., Swiss J/24 Class Association



Self-tailing without a winch. (Note the arrows.)



Fig. 1 (Tack)



Fig. 2 (Release)



Ken Read, 1984 and 1985 North American Champion.

An Interview with Ken Read

by Dave Powlison

Ken Read has probably risen more quickly to the top of the J/24 Class than anyone else. He finished 3rd in the 1984 Worlds, and won last year's North Americans which qualified him for the 1985 Worlds in Japan. This year's win at the North Americans qualifies him for the 1986 Worlds in Newport as well as membership on the U.S. team for the Lancia Cup – a 2 boat J/24 team race involving eight countries that will be held in Italy. He'll also be the J/24 representative in the 1985 USYRU Championship of Champions, to be held in Highlanders. Ken works for Shore Sails in Newport, RI. Dave Powlison, a contributing editor for Yacht Racing & Cruising magazine and an employee of Shore Sails in Burlington, VT, spoke with him shortly after his 1985 North Americans win.

A lot of what J/24 sailors used to debate – amount of mast rake, gear choice and location, etc. – have become fairly standardized. There seem to be few new breakthroughs. Is that true?

It is. The J/24 class monitors development so closely that if someone does come through with a breakthrough rule-beater, they very quickly act on it, whether it's good for the class and everyone should be able to have it, or it's bad for the class and

something to get rid of right away. So, in effect, everyone has close to the same boats. On the other hand, sail shape and development has come a long way, and that could be one place you could gain a small advantage.

So the scales have tipped more toward technique, tactics and strategy.

And that's what makes the class so attractive, it's a real test of skill.

If you could pinpoint any one aspect of your J/24 program that you feel has contributed the most to your success in the class, what would it be?

In the Curtis era, when he was going really fast and winning almost everything in sight, I kept asking myself, "Why is this guy going faster than us?" Now I think I know. It's because he was able to change gears faster. If there's any one reason why we're going so fast, it's because we've learned to do the same thing, and it's made a big difference.

Could you run through a scenario about what goes on aboard your boat when you run into a wind or wave change?

The forward crew calls the wind and waves, which is one of the things that tells us when to shift gears. So, for instance, suppose he suddenly says, "Flat spot coming up!" It's bang, bang, bang! The jib comes in, the main comes in, the backstay goes down and it's point, point, point – really stuff it. When there's a wave coming, it's ease, ease, ease – everything goes back out again. We don't have jib cleats on the boat because the jib is always going in and out. We weather sheet it which allows us to shift gears fast without anyone coming off the rail. I also never cleat the main, except maybe when I need to do a quick backstay adjustment in heavy air. You just can't adjust it fast enough when you've got it cleated.

What kind of range are you talking about when you're working the jib sheet upwind?

It goes from around 8-10 inches off the spreaders to right on. In terms of sheet adjustment, it's probably a range of around 10 inches.

So, other than easing the genoa, keeping the boatspeed up is primarily up to you?

That's right. I have the big picture of the boat – how it's going through the water and how it feels. The only real things I have to direct forward are main and genoa cunningham, and that's to the forward crew. The jibsheet is in the cockpit crew's hand all the time, and the winch is right in front of me. I have the winch handle right there, so I can ease and trim that, too, if necessary. I have the mainsheet in my hand all the time, and of course the backstay and traveler are right underneath my feet.

Are there distinct priorities as far as what you do first, or does

everything happen so quickly that it doesn't make that much difference?

If we run into a very rough spot, for example, and we weren't vang sheeting, then the backstay would go off first, then I'd adjust the main leech second and jib out, maybe at the same time. But it's a real fast shift – bam, bam, bam.

Would you adjust the jib cunningham in that type of situation?

We don't adjust the jib cunningham from wave to wave. It's used more in drastic situations. Maybe towards the end of a leg when things start stretching out a bit we'll tighten it, or if I don't think the lead is in the right place we'll lower the halyard a bit and pull on the cunningham, which opens the genoa leech, or vice versa. Or, if we need a little more power, we can pull up the jib halyard and let off the cunningham and change the lead that way.

Let's talk about accelerating out of tacks. That's a type of gear-shifting situation as well.

The key is what the genoa trimmer does. Going into the tack, I have the winch handle in my hand. When we tack, the trimmer jumps off the rail, takes a couple of wraps off the winch and lets it go. As I swing through the back of the boat, I let the main off about 8-10 inches. I still have the winch handle in my hand. He pulls in the jib on the new weather side as tight as he can and jumps immediately up on the rail. That means that the genoa is still about 12-15 inches off. So the jib is overeased, the main is overeased, but we have all the weight on the rail, which is really important. Then, because we're weather sheeting, I put the winch handle into the winch, trim it in slowly. I then reach back and grab the main, give that a yank and we're up to speed in a matter of seconds. The problem with leeward sheeting is that it's in, it's done, it's cleated, it's over. The jib ends up being trimmed in too soon, and the crew weight is exactly where you don't want it coming out of a tack.

What about shifting gears at the start?

What it boils down to is deciding how big a hole you have to leeward. Do you have to point out of your starting line situation or are you able to foot out of it? If I, as a helmsman, have done my job correctly at the start, we'll have two or three boatlengths to leeward of us to be able to blast out of there. If there's a guy that's in a point mode two or three lengths down from me, he's had it.

There's no way he's going to be able to get out of there. We're going to be able to drive, go just a little bit faster, and get over the group. I really don't worry about the guy on our hip, up to the right of us. There's no reason you have to get rid of him. The only exception would be if, for some reason, you have to get to the right-hand side of the course. Then you go into the pointing mode. But for the most part you want to get out of the pack. Work yourself in a position where you're in the front row and so that you can get at that first shift, because if you get pinched off and you're forced out of there, you're in deep trouble. You're behind the eight ball before the whole program even starts. If you don't have the hole to leeward, you've got to go into the point mode and get out of there.

Are you doing anything other than easing the mainsheet and genoa to accelerate down through that hole?

We've shifted into the mass power gear. Our backstay is a little eased, our outhaul is a little eased, and our genoa cunningham is eased. The jib guy is working on the genoa slowly, I'm working on the main slowly, and it's just trim for speed with everybody maxed out on the rail. The biggest problem is the chop that the J/24 kicks up around the starting line. That's the real reason. The boat accelerates fast enough that, to go from stop to start, you really don't have to play with the sail shapes that much. The real reason you have to power up off the line is to get out of that chop. In a regatta like the NA's, where you have 100 boats sailing around, there's just an enormous amount of wake, and it's coming from all directions. It's hard to steer in, and it's hard to point in. That's yet another reason why you need that hole to leeward. When people are trying to point out of that situation in that chop, they're just hammering themselves.

Once off the line, you always seem to be able to sail the boat flatter than anyone else upwind. Any explanation for that?

That's probably said to me more than anything else. People keep asking, "Just how does your boat stay so flat?" And to tell you the truth, I have no idea. When I left college, or maybe it was toward the end of my collegiate sailing, it was really fast in dinghies to heel the boat to weather going upwind – to actually have a lot of leeward helm. So sailing the J/24 really flat just seemed natural. Letting it heel just doesn't feel right. For some people, it feels better to let it heel a little bit. But since J/24's have fairly short, stubby, fat keels, the more you heel them, the more your keel isn't working for you. In light air, we actually try to heel it to weather sometimes. I don't really know if we really have – it feels kind of weird. But it seems really natural.

Do you feather a lot?

I feather a lot and sail it like a Laser – mainsail in-out, in-out all the time. Every puff, lull, puff. As I mentioned before, I basically never cleat it.

Is the jib going in and out too?

Only for waves. It's more for controlling power. We usually sail the boat in a drive mode. If we get out in front, you'll always find that we're heading two or three degrees below the rest of the group. But we're probably going a half to three-quarters of a knot faster. We keep it really flat and just try to blast off – really go for speed, especially in any kind of chop.

You also have a knack for breaking away from the fleet very



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quickly, such as at the weather mark. A two boatlength lead rapidly turns into a six-length lead.

That's a combination of things. Part of it is boatspeed. At this year's NA's there were a lot of marginal planing conditions. We called it aerobics class, and the reason for that was that there was a lot of movement in the boat. Everybody was working everything real hard. And again, it comes from having a bunch of dinghy sailors on the boat. It's also feeling the boat - knowing when you can kick into a wave and when you should hold off and go for the next one. It also has a lot to do with communication with the spinnaker trimmer and keeping a real neutral helm on the reaches so the boat will get up and accelerate without having that big brake in the back of the boat trying to stop it. Another crucial part is knowing how to make a lead bigger through tactics. You'll see a lot of people get a lead in a race and then cover like a madman. You've got to know when to cover and when not to.

Do you have some guidelines for that?

On a reach, it's knowing where your apparent wind is. You can allow the boats behind to go real high above you as long as you're confident that you have at least as good, if not a little better, speed and that your apparent wind is going to be far enough forward that they're never going to be able to touch it. The sooner you can break low, toward the rhumb line to the next mark, the bigger advantage you'll have. At times it looks kind of scary, but when you're used to it your reaction becomes, "Great, the pack's going high." It's funny, but when you have a new crew that isn't used to the J/24 or the apparent angles, as soon as a boat starts to go high on you it's, "Look out! Look out! They're starting to go high on you!" And the tendency is to go up

with the group and make sure you save that clear air. But you're only going to be the same number of boat lengths ahead. It's better to just sail your own race on the reaches and keep the boat going as fast as possible through the water. Reaches and running legs are where you can gain the most amount of distance. So take advantage of them. If you have a chance, break the lead open. Someone on the boat is always saying, "Let's get the hell out of here! It's way too scary behind us. Let's get out where we can start breathing again." So watch your windex to tell you where the apparent wind is coming from. About the only time you wouldn't want to do that is if there's a definite advantage to one side - like puffs are coming from there. But if it's fairly consistent, great, get out of there.

What about breaking away upwind?

If you're confident in your speed and confident in which side of the course to go on, do it. You can never just give up your tactics by saying, "Ok, we're in front, let's cover." That's ridiculous. It's an absurd way of thinking about it. It's far better to split it 50-50. Keep your game plan on one side and watch the fleet at the same time. It's realizing where your next breeze is going to come from and taking advantage of it - and gaining a few boatlengths in the process. Of course, this is real easy to say when you know you have speed. It gets much more scary when you don't. But at the NA's we had what seemed like good speed, so it was much easier to be confident in our tactics.

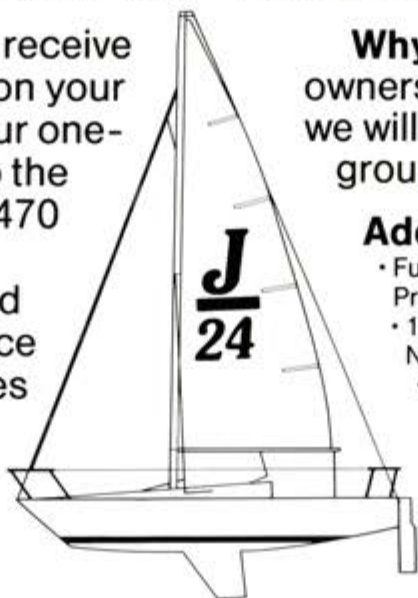
In closing, what makes the J/24 Class so attractive?

The strength of the J/24 definitely lies in its one-design concept. The numbers in the class are still growing rapidly, giving credit to the rule makers and the present leadership. I can picture being a member of the class for many years to come.

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Rick Peper, USJCA Technical Committee Chairman, is governor of District 10 and a member of Jacksonville Fleet 55.

1985 A Banner Year

by Rick Peper, Technical Committee Chairman

This has been a banner year for the J/24 Class, witness the intense interest at the local and national level that class racing is generating. This year has also been a very interesting year to watch the growth process of the J/24 Class as we mature from the initial stage of being a new class to the mellowing stage of an established class.

The Mylar issue pointed out just how the process of rule making works and that the class, with proper organization and attention to detail, can survive quite nicely if the rule making process is observed. The Mylar issue, although less fervently discussed now, is still in the works, with the USJCA District Governors having voted to propose a rule change to the IJCA in substantially the form that was printed in your Spring magazine. The rule will be submitted to the 1985 IJCA meeting in November in Japan during the World Championship. If passed, the rule proposal will be forwarded to the IYRU, the international governing body, and, if approved, will become a rule in March 1987.

I realize this process seems somewhat circuitous but it serves a very good purpose. *Look before we leap.* I firmly believe that the strength of the class lies in the one-design nature of the boat and a static set of rules that gives all competitors a feeling of reasonable certainty that they can purchase and maintain their boat without either losing value or losing a competitive edge as a result of rapidly changing rules.

On other fronts this year it has been fairly quiet as far as rule interpretations, but I feel some issues need to be addressed.

The first and probably most important issue is one concerning the measurement of boats at regattas. As those who attended the 1985 North American Championship will attest, the measurement there was carried out in a very orderly, professional and exacting manner so that all competitors felt that they were on a somewhat equal basis. The size and scope of the

measurement process was quite impressive. I believe a great amount of applause is due the Beverly Yacht Club and the Regatta Organizing Committee for generating the manpower and expertise to properly measure the boats.

In the past several years major regattas have, by and large, ignored the measurement of boats or have attempted at the last minute to measure boats, sails, etc., with a great deal of confusion resulting. This is not to slight the efforts of previous regatta committees but it is my hope to develop some guidelines to give all involved a good look at exactly what the role of the class and the regatta committees is.

As most of you are aware, the J/24 Class is a voluntary organization with the exception of the Executive Director and his assistant. The president, vice president and district governors all volunteer their time and effort in order to make the class a better racing organization. As a result, the J/24 Class Association is somewhat limited in the manpower that it can provide.

The best method for providing for measurement of boats is for the class association, either through the Executive Director, the Technical Committee Chairman or the Measurement Committee (a committee I feel is needed), to contact the regatta committee or sponsoring yacht club approximately five months in advance of each major regatta. Inform them of the class guidelines for running a regatta and provide information on what the class expects regarding measurement of boats, methods of measurement and technical advice. It should be stressed that the manpower for measuring sails and other equipment on the boat is to be provided by the regatta committee and should be carried out at the launching of the boats in order to insure a smooth, well-ordered pre-regatta measurement process. The role of the class should be one of providing information, technical expertise and, if necessary, some supervision in the measurement process, but I do not believe that the class should be responsible for the actual measuring process or for the inspection of boats.

From a philosophical standpoint, I believe that the measurement process is quite healthy for the class in that it eliminates the question of whether any one competitor has an unfair advantage and places more emphasis on the skill and tactical ability of those that do well, which is, of course, the primary attraction of the J/24 Class.

On another note, the response by the readership to the Mylar opinion poll (or pole, as an overlooked typo labeled it) was very impressive. The comments were informative and quite interesting and, in some cases, even humorous. The tally here in District 10 was five in favor of adopting the rule proposal and 37 opposed, with the reasons quite varied on both sides.

As the class matures, I am very pleased to see the interest which the individual members of the class and fleets as a whole have generated in keeping the rules of the J/24 Class intact and enforcing them so as to insure the one-design nature of the J/24.

Good sailing!

On Replacement Spars and Rigging

by Phil Powell
Engineering, Kenyon

As of the end of March, 1985, Kenyon is supplying J/24 spars to Tillotson Pearson, Inc. with the new 3/16" Gibb backing plate (for the shroud connections). For one reason or another, Gibb redesigned their 3/16" T-ball swage fitting and backing plate. The old 3/16" T-ball swages will not be compatible with the new fitting due to the increased width of the opening, and a retrofit of the new plate in the current milled opening looks impossible due to the misalignment of the fastening holes.

Our concern is that on replacement spars and rigging, the customer should be made aware of this fact. We will do our part in notifying those who place orders with us. Tillotson Pearson does have a supply of old T-ball terminals so that if a shroud breaks, it is possible to replace the shroud through Tillotson Pearson.

Check Your Pintles

The below article on pintles and gudgeons is being reprinted for your information, as several have recently failed (two at the North Americans). It is wise to at least once a year unbolt the pintles on the rudder, dry everything, repack and seal the holes. Cracks in the fiberglass around the lower pintle are an indication that you need a new rudder.

Rudder Pintles

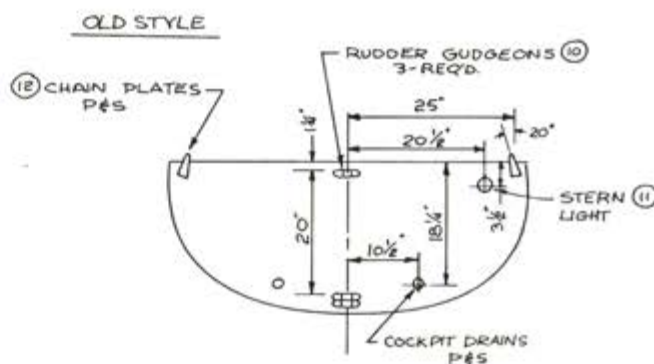
Reprint from Vol. 9

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

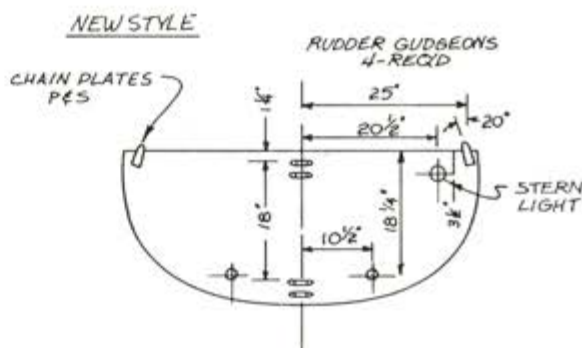
The old system had three gudgeons on the transom, one upper and two stacked one above the other for the lower pintle. The gudgeon size may be the same as the present system or it may be smaller if the boat is quite old.

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

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



TRANSOM LAYOUT



TRANSOM LAYOUT

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

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



Tysen Goss is general manager of Kenyon Sparcraft, Inc., of California. He is a long-time active J/24 sailor, having competed in numerous national and international J/24 regattas.

Maintaining Your Mast

by Tysen Goss

In order to keep your mast performing well in addition to looking good, it's best to keep up a basic maintenance program. There are two fundamental types of maintenance which should be carried out on a regular basis: cosmetic and structural.

Cosmetic maintenance, although it may seem very simple and unimportant, can lead to structural problems if neglected. One of the more common problems along this line is blistering or corrosion of the finish. This problem occurs most often in a warm salt water environment but can also develop in colder climates as well as fresh water sailing areas. Blistering and corrosion are not caused by a poor paint job as much as by electrolysis, the chemical decomposition resulting from the action of an electric current. This generally happens when two dissimilar metals are put in close contact with one another. In this case the two metals are aluminum (the mast extrusion) and stainless steel (the hardware and fasteners on the mast.) During the process of mast construction every effort is made to try to eliminate the chances of electrolysis occurring. Prior to painting, the mast is totally immersed in a mild acid bath to clean it. It is then dipped in a chromate tank which chemically changes the surface composition of the aluminum. This process protects the mast from rampant corrosion. The painting process is followed by assembly, where each fastener is dipped in a bedding compound to further hinder the possibility of corrosion. However, even though all these steps are routinely performed, they will not totally prevent electrolysis. The best you can do if you see it forming is to take care of it before it spreads.

The most effective means of touching up an infected area is to remove, if possible, any hardware within close proximity and to sand down the mast to bare metal using a fairly coarse sandpaper (about 120 grit). Then sand down the area again with

a finer paper (about 400 grit), taking care to bevel in the existing paint around the bare metal area. Using a spray can of touch up paint, available from the manufacturer or a local auto body store, apply a very light coat. Spray on four or five coats of paint, letting each dry before applying the next. After all the coats have dried completely, use a fine grade of rubbing or polishing compound to buff out the dull overspray area, making sure the old and new paints blend together. Although this is a time consuming process, remember that the hours and care you invest will be directly proportional to the quality of the end result. After the painting is complete, re-apply the hardware, being sure to use some form of bedding compound on all the fasteners.

The same touch up procedure should be applied to any scratches or imperfections from wear in the mast. Once a scratch becomes evident it is only a matter of time before the paint will lose its adhesion to the mast and start flaking away around the blemished area.

Another phase of cosmetic maintenance involves filing smooth any rough edges formed on the mast due to poor halyard leads. It's common for a J/24 owner to reposition the halyard lead blocks in order to make the deck layout better suited to his or her personal requirements. When the blocks are first remounted the leads are chafe-free. Then in due course, in order to keep the competitive edge, the owner buys new sails which requires retuning of the rig and possibly moving the mast step and deck chocks. Those once perfectly aligned blocks can then cause the wire of the halyard to chafe on the exit slot. This elongates the slot and creates a potential problem. The best solution is to install chafe guard exit plates over the slots to prevent the wire from doing further harm.

One last point on cosmetic maintenance is the importance of washing and waxing your mast at least once or twice each season. The essential idea is to treat the paint job on your mast as you would the one on your car. For lasting performance and looks, you have to clean and wax it. This is easier to do in the colder climates where the mast comes out of the boat every winter anyway.

More important than cosmetic maintenance is structural maintenance, negligence of which can lead to rig failure. No matter how good a paint job is, it won't look good if the mast is sitting in two pieces on the deck. Structural maintenance is a preventive check of the key points on the rig to locate potential problems before they have a chance to happen.

Among the most fundamental forms of structural maintenance is periodic cleaning and lubrication of all the sheaves (masthead, jib box, topping lift, halyard, exit boxes, gooseneck and outhaul.) This doesn't mean just once a year. The more often you clean and lubricate, the longer the sheaves and the lines running over them will last.

Structural maintenance also includes a check of all the welds on the mast (masthead, taper, jib box, spreader brackets, gooseneck bracket, spinnaker bail and vang bracket.) Look for any cracks that may be forming due to stress loading. The most common problem areas are at the spreader brackets and at the jib box. If you see a crack, have it repaired when it's still minor. As it becomes larger, which is the case more often than not, it will become more difficult and more expensive to repair.

The standing rigging is another vital part to be checked regularly. Look for cracked swage fittings at both the upper and lower ends of the wire. If there is a broken strand of wire or a cracked fitting, have it replaced. Better safe than sorry; rigging failure is the number one cause of dismasting.

Excessive mast bend is a potential structural problem. Many sailmakers recommend tightening the shrouds down very hard in order to get more mast bend. As the wind increases we all pull down on the backstay harder to depower the main. This bends the mast even more, which is fine when you're sailing. After the sail, however, it's extremely important to ease off the rigging. If you continually load up the mast with bend and leave it for prolonged periods of time, the mast will eventually assume a certain amount of that bend permanently. It's all too frequent a sight to notice boats sitting at the dock with the mast bent way back and with no one on board. If this unnecessary mast bend continues, the mast will eventually crimp in either at the deck or at the spreader brackets. Either of these can lead to rig failure. The bent mast will make the boat much slower on the race course in lighter winds.

One last point regarding structural maintenance is that you check for dents. Dents in a low stress area may be of no consequence and might exist for years without developing into a problem. Remember though that a dent is a weak spot on the mast; the deeper the dent, the greater the chance of a potential failure at that location. Dents most commonly occur under the spreader brackets. This is the result of very tight rig tension. This can sometimes be corrected by inserting a compression tube under the spreader bracket. Consult the manufacturer if this problem occurs before you attempt to fix it yourself.

Although mast maintenance, both cosmetic and structural, may seem inconvenient and less important than other standard boating procedures, it is extremely important in extending the lifespan of your mast. Whether you're a competitive J/24 racer

or a leisurely weekend cruiser, the time and attention you invest in your mast will add to the confidence you have in your mast and boat on the water.



Photo by Dick Tillman

Electrolysis between the aluminum mast and stainless steel hardware can cause corrosion which should be taken care of before it spreads.



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J/24 Midwinter Championship IX January 3-10, 1986

Site	The J/24 1986 Midwinter Championship will be held from January 3 through 10, on the waters of Biscayne Bay. The Coral Reef Yacht Club of Miami, Florida, is the host club and organizing authority.			
Rules	This regatta will be governed by the 1985-1988 International Yacht Racing Rules ("IYRR"), the prescriptions of the USYRU, the Class Rules of the International J/24 Class Association, this Notice and by the Sailing Instructions. Class Rule 2.5.3, which requires a Measurement Certificate, shall be waived.			
Eligibility	The competition shall be open to J/24 class yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
Schedule	Friday	January 3	0700-1700	Launching and Measurement
	Saturday	January 4	0700-1700	Launching and Measurement
			1200-1700	Check-in, Coral Reef Yacht Club
			1700	Skippers' Meeting at Coral Reef Yacht Club (attendance mandatory) Free Cookout, Burgers & Beer, Cash Bar
	Sunday	January 5	0930	Warning Signal, Qualifying Series (3 races)
	Monday	January 6	0930	2 Races
				Free rum party
	Tuesday	January 7	1100	1 Race
	Wednesday	January 8	1100	1 Race
				Free Michelob Beer party
	Thursday	January 9	1100	1 Race
	Friday	January 10	1100	1 Race (Make-up, if needed)
				Orange Bowl Party
Racing	The Midwinter Championship will consist of as many as nine races including a qualification series. The entrants shall be divided into four fleets to sail up to three races in a qualification series. Subsequently, the fleets will be divided into two divisions on the basis of the results of the qualification series. The top half will constitute the Championship Division. The remainder will constitute the Designer Division. Up to six races will be run in the final series.			
Courses	Racing 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 (with Option 2) of 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 & 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.			
General	This Regatta will qualify one U.S. entrant for the 1986 World Championship at Newport, Rhode Island. Launching and hauling will be done at Crandon Marina on Key Biscayne. Docking and mooring facilities will be available beginning Friday, January 3. All yachts remaining beyond noon on January 11 will be charged. Mooring procedures will be in accordance with the regulations of the Coral Reef Yacht Club.			

Charters

Some J/24's will be available for charter. Contact: Nancy Burns, Florida Charters, Miami Beach Marina, 300 Alton Road, Miami Beach, FL (305) 532-8600.

Housing

Participants are allowed to sleep on their boats. A list of local accommodations follows:

Chateau Blue Hotel, 1111 Ponce De Leon Blvd., Coral Gables, FL 33134, (305) 448-2634; \$45; 4 miles
Coconut Grove Hotel, 2649 S. Bayshore Dr., Miami, FL 33133, (305) 858-2500; \$95; 4 blocks
Gables Motor Inn, 730 S. Dixie Hwy., Coral Gables, FL 33146, (305) 665-0496; \$32; 4 miles
Holiday Inn, 2500 Brickell Ave., Miami, FL 33129, (305) 854-2070; \$54; 4 miles
Holiday Inn, 1350 S. Dixie Hwy., Coral Gables, FL 33146, (305) 667-5611; \$65; 4 miles
Howard Johnson's, 1430 S. Dixie Hwy., Coral Gables, FL 33146, (305) 665-7501; \$54; 4 miles
Marriott Airport, 1201 NW 42nd Ave., Miami, FL 33126, (305) 649-5000; \$48; 8 miles
Riviera Courts, 5100 Riviera Dr., Coral Gables, FL 33146, (305) 665-3528; \$44; 6 miles
Town & Country Apt. Hotel, 600 Coral Way, Coral Gables, FL 33134, (305) 444-6221; \$42; 6 miles
University Inn, 1390 S. Dixie Hwy., Coral Gables, FL 33146, (305) 667-2435; \$48; 4 miles

Entries

Each entry must be submitted on an entry form such as is included herein on page 79. Fully paid entries postmarked before December 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 \$150.00 made payable to the Coral Reef Yacht Club. Entries postmarked after December 15 must include a \$75.00 late fee, and such entries will be accepted until 12 noon, January 4. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all parties.

**Sailing
Instructions**

Sailing instructions will be available at registration.

Contact

Mail entries (checks payable to Coral Reef Yacht Club) to CRYC, 2484 South Bayshore Drive, Miami, Florida 33133.



New pool and patio area of the Coral Reef Yacht Club, host club for the 1986 Midwinters.

North American Championship June 20-27, 1986



Photo by Sherman Brothers

The Chicago skyline frames Belmont Harbor and Lake Michigan, site of the 1986 North American Championship hosted by Chicago Yacht Club and Fleet 12.

Site

The J/24 North American Championship will be held from Friday, June 20 through Friday, June 27 on Lake Michigan just off Belmont Harbor, Chicago, Illinois. The Chicago Yacht Club and Chicago J/24 Fleet 12 are hosting and organizing the regatta. Belmont Harbor is approximately 4 miles north of downtown Chicago.

Rules

The Regatta will be governed by the 1985-1988 International Yacht Racing Rules, the prescriptions of the USYRU, the International Rules of the J/24 Class Association, and by the sailing instructions.

Eligibility

The Regatta is open to all J/24 yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, membership and measurement requirements and must pay all entry fees in order to become official participants.

Schedule

Friday	June 20	1200-1800	Registration and Measurement
Saturday	June 21	0800-1800	Registration and Measurement
		1830	Welcome and Skippers Meeting
Sunday	June 22	1030	Practice Race and Qualifying Race
Monday	June 23	1030	Qualifying Races
Tuesday	June 24	1030	Final Series 1 and 2
Wednesday	June 25	1030	Final Series 3 and 4
Thursday	June 26	1030	Final Series 5 and 6
Friday	June 27	1030	Re-sail and Awards

Racing

The North American Championship will consist of as many as ten races including one practice race, and a three race qualification series. The entrants will be divided into four subfleets to sail up to three qualifying races. The fleets will then be divided into two divisions based upon the results of the qualifying series. The top half will be the Championship Fleet, the remainder will be the Designer Fleet. As many as six races will be sailed in the final series.

Courses

Racing will be on Olympic courses or variations thereof. Course length will be determined by the race committee based upon sailing conditions.

Scoring

The low point scoring system, appendix 5A (with Option 2) of the IYRR will be used. A version of "Percentage Alternative Penalties (Appendix 3, Part 2)" shall apply.

Prizes

Awards will be given to top five finishers in both divisions and individual race winners will also receive awards.

Inspection & Measurement

All participants are subject to measurement and inspection at any time during the Regatta. Specific requirements for measurement prior to launch will be provided with registration information.

General

This Regatta will qualify one entrant for the 1987 World Championship. Launching and hauling will be done at Belmont Harbor. Docking facilities will be available from Friday, June 20th through Friday, June 27th. Mooring will be in accordance with the instructions of the Belmont Harbormaster and the Regatta Committee. An attempt will be made to have boats available for charter. Information regarding charters will be sent with the registration package.

Housing

Participants are allowed to sleep on their boats. A list of local accommodations will be sent with registration package.

Entries

Each entry must be submitted on a form such as the one in the back of this magazine. Fully paid entries mailed after March 1, 1986, will be accepted in the order in which they were mailed. Entries must be accompanied by a check in the amount of \$250.00 made payable to Chicago J/24 Fleet 12. Entries postmarked after May 1, 1986, must include a \$50.00 late fee. Entries will be acknowledged by mail. Entry fees are non-refundable except at the sole discretion of the Regatta Committee. Entry fees include participation in the Regatta, launching, haulout, mooring, and five tickets to all Regatta social events.

Sailing Instructions

The Sailing Instructions will be distributed at registration.

Contact

Entries should be mailed to Glenn Gustafson, 687 Green Bay Rd., Highland Park, IL 60035. Telephone inquiries to Michael D. Mullinix or Glenn Gustafson
H: (312) 394-8046 H: (312) 432-1062
W: (312) 564-8950

1986 European Championship August 30-September 6

Invitation

by Donald Schotel, Class Secretary

The Dutch J/24 Class Association and the Scheveningen Marina Yacht Club invite you to come to Scheveningen in The Netherlands and participate in the European Championship in 1986.

Scheveningen is an old fisherman's village near The Hague on the North Sea Coast. The sailing conditions on the

North Sea are excellent, especially in September, with South-west as the prevailing wind direction and 15-20 knots of wind most of the time. Scheveningen has first class facilities such as chandlers, riggers and sailmakers. Besides, Scheveningen is also a very famous seaside resort with numerous hotels, restaurants, bars, etc.

Travelling to Holland is easy, with motorways going to every direction. For those from Britain, we arranged special fares for the ferry to Seebrugge.

Site The 1986 European Championship will be sailed on the North Sea three miles northwest of Scheveningen Harbour.

Rules The Championship will be governed by the current IYRU Racing Rules, the current rules of the International J/24 Class Association and the sailing instructions.

Eligibility The Championship will be open to any current member of a National J/24 Class Association.

Schedule	Saturday	August 30		Registration and measurement
	Sunday	August 31		Registration and measurement
			1400	Practice Race
	Monday	September 1	1000	Olympic Course Race
			1400	Olympic Course Race
	Tuesday	September 2	1000	Olympic Course Race
			1400	Olympic Course Race
	Wednesday	September 3	0900	Long Distance Race (35 nm)
	Thursday	September 4	1000	Olympic Course Race
	Friday	September 5	1000	Olympic Course Race
			1900	Prize giving

Courses The revised Olympic Course will have a windward leg of approximately 2 nautical miles and the total length of approximately 15 nautical miles.

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. Special attention shall be paid to Class Rules 3.7 to 4.3 and 7 to 8.4.

General Launching will take place on Saturday from 1200 to 1700 hours and on Sunday from 1000 to 1200 hours, hauling on Friday after racing. All competing yachts will be provided with berths at the Marina. Competitors will have honorary membership at the Scheveningen Marina Yacht Club for the duration of the event.

Entry Entries must be received by the SMYC no later than Monday, June 2, 1986. The entry fee is 250 Dutch Florins. An additional late entry may be accepted at the discretion of the SMYC with an entry fee of 400 Dutch Florins. The entry fee includes launching, hauling, docking, and mooring, entry package and regatta dinner.

Contact Donald Schotel
Foulkeslaan 125
2625 RC Delft (the Netherlands)
tel: 015-61 24 22

World Championship VIII Sept. 13-19, 1986



Photo by John T. Hopf, courtesy of Newport County Chamber of Commerce.

This aerial view of Newport Harbor, site of the 1986 World Championship, shows yachts proceeding out to the start of the America's Cup Races.

'86 Worlds in Newport

The 1986 J/24 World Championship will be held in Newport, Rhode Island, September 13 to 19. Ida Lewis Yacht Club, host of the event, is a station of the New York Yacht Club and hosted the first Women's International Keelboat Championship in September of this year. Site of the America's Cup Challenge for over fifty years, Newport is known as the center of sailing in America. Sailors can expect a variety of wind and wave conditions in September with prevailing southwest breezes plus more than the

usual number of northerlies, and water and air temperatures in the mid 60's (Fahrenheit). Courses will be set on Rhode Island Sound near the America's Cup course.

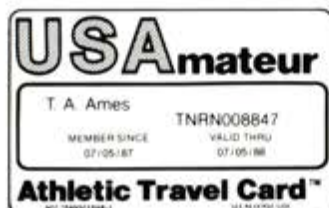
Newport offers a broad selection of excellent restaurants, many located on the famous waterfront, and has the largest number of pre-1800 structures of any city in the U.S. The area is renowned for its lovely mansions along the coast, many of which have been totally restored and are open for viewing by the public. Visitors will enjoy the beautiful beaches, the Tennis Hall of Fame and, within an hour and a half drive, the famous Mystic Seaport Museum as well as historic Boston.

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Howard Johnson Hotels/Lodges, as the Official Midwinters Hotel, will provide all sailors with special flat rates for room blocks at three conveniently located properties. Rates will either be a flat \$40.00 or \$50.00 per night plus tax. Four per room would mean a sailor could actually stay in Miami for as little as \$10.00 a night! Reservations, plus a first night deposit with a credit card and a USAmateur Card

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For all J/24 Midwinter attendees, January 3 to January 12, Piedmont Airlines will make available a 35% discount off the full day coach Y fare. Ticketing may be done individually or through a travel agent, but this fare can only be obtained by calling Piedmont at 1-800-334-8644 at least 7 days in advance.

There are many fine Miami hotels in the vicinity of the Midwinters. Rooms are always based on availability and rates are usually adjusted on a seasonal basis. Plan to book your crew early to insure you have adequate accommodations.

If you wish to rent a car for the week (5-7 days), you'll definitely want to have your USAmateur Card and this coupon when you walk up to the Miami Airport Hertz Counter. With the Card and coupon you will automatically qualify for weekly savings of \$29.00 to \$60.00 under the Hertz Affordable Weekly Rates. (Source: Hertz Corp. as of 9/85)

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The New Racing Rules

by Dave Perry

Since 1961, the International Yacht Racing Union has revised the yacht racing rules every four years, to go into effect in the year following the Olympic Games. This is such a year, and the 1985-1988 IYRU rules went into effect on April 1. As usual, there are many small word and phrase changes to help make the rules clearer. There are also some major changes in some of the rules themselves.

The 1985-1988 rule book is available in the United States. U.S. Yacht Racing Union members receive one free; others may purchase the rule book from USYRU or from their local marine store. Every change from the 1981-1984 rules, regardless of how minor, will be marked by a line in the margin of the new book. Many of the rules have been relocated in the book and their new numbers appear in a chart near the front of the book. Of significance, Rule 58, Rendering Assistance, is now Fundamental Rule A, making it the first rule in the book; and Rule 60, Means of Propulsion, is now Rule 54.

Here then are not all the changes, but the significant changes in the 1985-1988 rules, listed numerically. Yes, starboard tack still has right of way over port, but the rule writers have made some changes which are worth studying and learning. In particular, the major changes in the right-of-way rules (Part IV) are in Rules 33.2, 42.3 (a) (ii) and 43.3 (a). Rule 26 on Sponsorship and Advertising has undergone a major revision, and in Appendix 1, trust funds have been mentioned for the first time.

Rule 1.3 (Authority for Organizing, Conducting and Judging Races): The new rule incorporates the decision in USYRU Appeal 110, that an entry shall be rejected or rescinded only before the start of a race or series. Furthermore, the

USYRU has prescribed that an organizing authority or race committee must now state its reason for doing so.

Rule 4.1 (Visual Signals): International Code flag "C" (blue, white, and red horizontal bars) has been added, making "C" the standard signal for change of course while racing. "C" means: "After rounding this mark, the course to the next mark has been changed." Furthermore, the phrase "touching each rounding mark" has been added to Rule 51.2. With these two changes the rule writers are eliminating the practice of "cutting" the mark in the event of a large course change (see Figure 1).

The use of International Code flag "I" has been changed, along with Rule 51.1 (c). Now a race committee can put the "round-the-ends rule" in effect on any start it chooses to, simply by displaying Code flag "I" before or with the preparatory signal. When displayed it means: "Rule 51.1 (c) will be in effect for this start." When lowered, accompanied by one long sound signal, one minute before the starting signal, it means: "The one-minute period of Rule 51.1 (c) has begun."

Rule 5.4 (c) (iv) (Designating the Course, Altering the Course or Race) (old 5.1 (b)): The new rule incorporates the decision in IYRU Case 110, making it clear that a race committee is not allowed to abandon a race because of a windshift, regardless of how "unfair" the race becomes, unless it is stated in the sailing instructions that they may.

Rule 19.2 (Measurement or Rating Certificates): The new rule begins, "An owner shall be responsible for maintaining his yacht in accordance with her class rules and for ensuring that her certificate is not invalidated by alterations." This wording is a stronger statement of the breadth of the owner's responsibility.

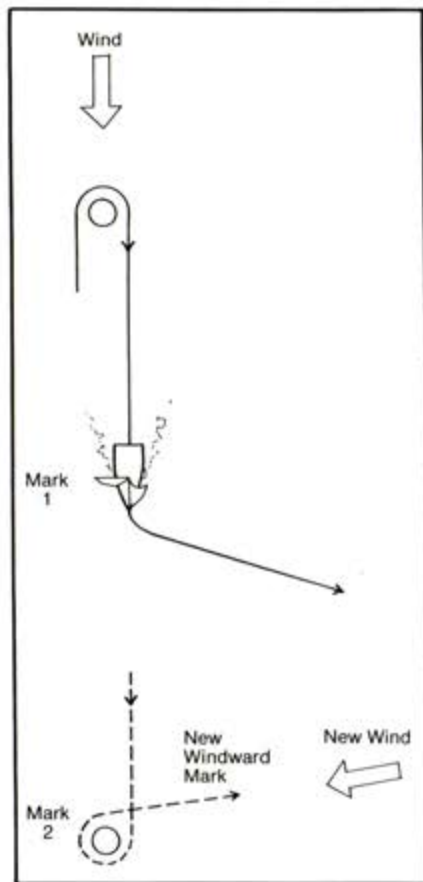


Figure 1. To close a loophole in how yachts sail the course in the event of a large windshift and subsequent course change, Rules 4.1 and 51.2 have been modified. Now a yacht must actually round Mark 2 before proceeding to the new windward mark.

Rule 33.2 (Contact Between Yachts Racing): The phrase "minor and unavoidable" is now incorporated into the main body of the rule. Also, Rule 68.9 will allow a protest to be withdrawn when the protest committee finds that the contact was minor and unavoidable. This changes the situation in several ways. Say a port-tack boat (P) was ducking a

starboard-tack boat (S) in light air, and as P was passing S's transom, the wake of a powerboat tossed the two boats together. S could protest P under Rule 36 (port/starboard), but at the outset of the hearing ask the protest committee to find the contact both minor and unavoidable. If they do so, S can withdraw her protest against P. But P is not yet off the hook. Because the committee has now learned of a possible rule infringement under Rules 70.2 (b) and/or 70.2 (e), it may call a hearing and prosecute P. Whether it does this or not will be its prerogative. Now, in the same situation let's say that P and S do nothing and a third boat (X) protests them both. If X protests under Rule 33.2 only, and if the protest committee finds the contact both minor and unavoidable, then both P and S go free. If not, then both get disqualified. However, if X protests under Rule 36, then the committee must decide the facts and disqualify the boat at fault.

Rule 40 (Same Tack - Luffing Before Starting): The new rule begins, "Before a right-of-way yacht has started and cleared the starting line, any luff on her part that causes another yacht to have to alter course to avoid a collision shall be carried out slowly and initially in such a way as to give a windward yacht room and opportunity to keep clear." The addition of the word "initially" clarifies that the luffing boat's obligation to give the windward boat "room and opportunity" is not a continuing one. This addition incorporates the interpretation in USYRU Appeal 233 and other appeals.

Rule 42 (Rounding or Passing Marks and Obstructions): The entire rule has been restructured in an attempt to make it easier to understand and apply. Rule 42.1 (a) now incorporates the definition of the term "room" found in IYRU Case 40, USYRU Appeal 119 and elsewhere in the appeals. "Room is the space needed by an inside overlapping yacht, which is handled in a seamanlike manner in the prevailing conditions, to pass in safety between an outside yacht and a mark or obstruction, and includes space to tack or jibe when either is an integral part of the rounding or passing maneuver."

Rule 42.3 (a) (ii) (Exceptions and Limitations): This is a major change from the '81-'84 rules. The changed part reads, "However, when a yacht completes a tack within two of her overall lengths of a mark or obstruction, she shall give room as required by Rule 42.1 (a) to

a yacht that cannot thereafter avoid establishing a late inside overlap." This new rule specifically covers just this one situation: you are approaching the windward mark and a boat crosses and tacks just in front of you. When she completes her tack she is clear ahead of you and within two of her boat lengths of the mark. The moment she completes her tack you consider trying to overlap her on the outside, but you realize that you will hit her if you try. Therefore you overlap her on the inside. Because you could not avoid overlapping her on the inside, she is obligated to give you room at the mark if she can (see Figure 2).

Rule 43.3 (a) (Limitation on Right to Room to Tack When the Obstruction Is Also a Mark): This is another major change. When you are approaching one

end of the starting line, which happens to be a race committee boat, you are no longer allowed to call for room to tack at it or its anchor line, regardless of whether the boat(s) to windward of you can clear it. Previous to this rule change, you could always call for room to tack at the anchor line because it was an obstruction and it was technically not part of the mark. The rule writers realized that it caused too much chaos when the leeward boat could call for room to tack only moments after a crowded upwind start (see Figure 3).

Rule 51.1 (c) and **Rule 51.2** (Sailing the Course): See discussion of Rule 4.1.

Rule 52.1 (Touching a Mark): In the '81-'84 rule, when you were forced to hit a mark by another boat, you had to fly your

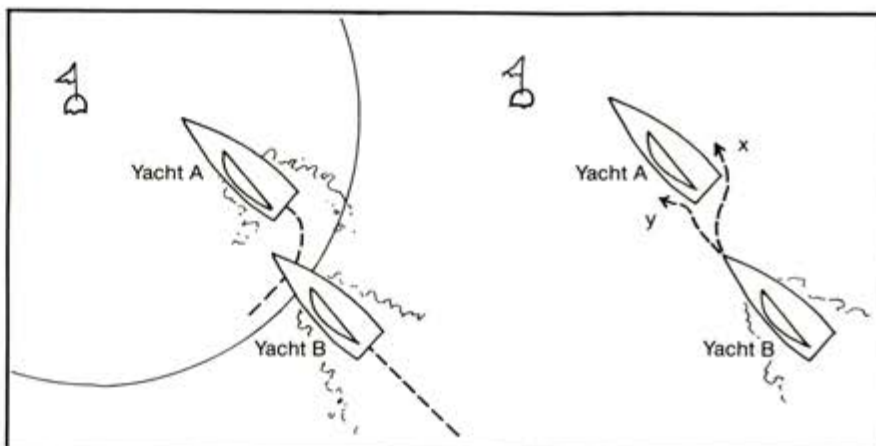


Figure 2. Yacht A completes her tack inside the two-boat-length circle and clears ahead of Yacht B. If B can thereafter overlap A to windward (x) she must do so. But, if B cannot avoid establishing the inside overlap (y), she is allowed to do so and is entitled to room at the mark as long as A can physically give it.

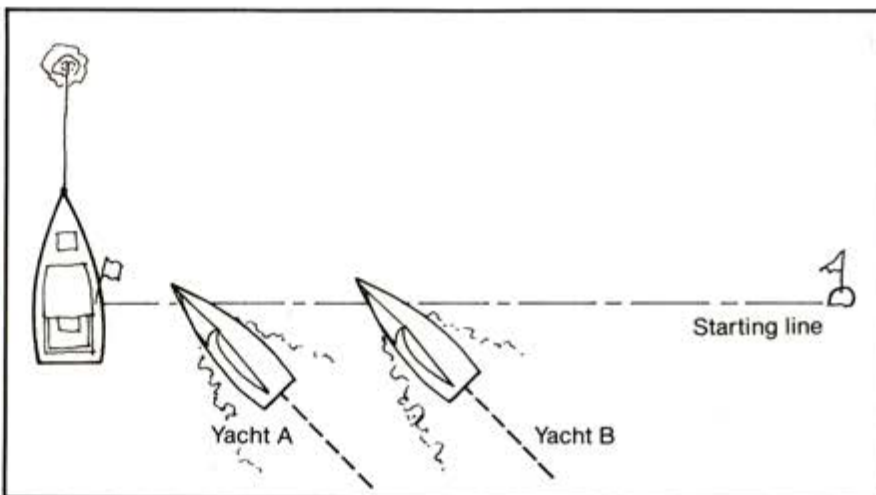


Figure 3. Rule 43.3 (a) has been modified so that now a leeward boat is never allowed to call for room to tack at an obstruction which is also a starting mark or its ground tackle. This is a major change in the right-of-way rules.

flag immediately and lodge a protest against them, even if they admitted fault and retired. Now that requirement has been dropped. Therefore if another boat forces you into a mark and retires in acknowledgement of fault, you need not reround the mark or protest.

Rule 62 (Increasing Stability) (old 66): This rule has one added sentence, clarifying a common situation. "On yachts equipped with upper and lower lifelines of wire, a crew member sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline."

Rule 68.3 (b) (After a Race): This clarifies exactly when you are allowed to protest without having immediately flown a flag on the water. If you see two boats touch each other, or a boat touch a mark, and one of the boats involved flies a flag and then subsequently fails to lodge a protest, you may protest without having flown a flag. However, when you see two boats touch each other or one touch a mark and no boat flies a flag, you must fly yours at the first reasonable opportunity - which is usually immediately - if you intend to protest

Rule 68.9 (Withdrawing a Protest): See discussion of Rule 33.2.

Rule 69 (c) (Requests for Redress): The definition of "disabled" discussed in USYRU appeals 223 and 253 is now incorporated into the rule. "A yacht is 'disabled' when, in the absence of other yachts, she is significantly impaired in her ability to proceed at normal speed or to maneuver or to proceed in safety."

Rule 69 (d) (Requests for Redress): This is an addition to the old Rule 69, and was designed as a result of the 1984 Finn Class U.S. Olympic Trials. Now a yacht may seek redress when she "alleges that her finishing position has been materially prejudiced through no fault of her own by ... a yacht infringing Fundamental Rule C (Fair Sailing), or against which a penalty has been imposed under Rule 75.1 (Penalties by the Race Committee or Protest Committee)."

Rule 70.2 (b) (With a Hearing): This clarifies that the race committee or protest committee "may call a hearing when it learns directly from a written or oral statement (including one contained in an invalid protest) by a yacht that she may have infringed a rule." Previously it was always a question as to whether a com-

mittee member could look inside a protest form and discover an alleged infringement if the protest itself was invalid, such as when the protestor failed to fly a flag or lodge the protest in time.

Rule 73.5 (Reopening a Hearing): Now if you choose to request that a hearing be reopened, you must lodge your request no later than 6 p.m. (1800) of the day following the decision, unless the protest committee has reason to extend this time limit. Previously there was no time limit on when you could request a reopening.

Rule 75.1 (Penalties by the Race Committee or Protest Committee) (old 75.2): This clarifies that a competitor may not be excluded from a series or given other disciplinary action without a hearing under Rule 73 and finding of facts under Rule 74.1. Furthermore, action can be initiated by either the race committee or protest committee, but the hearing must be conducted by the body appointed to hear and decide protests in accordance with Rule 1.5 (see Part VI, definition of 'protest committee').

Rule 75.2 (Penalties by the National Authority) (old 75.1): Now, a national authority can act only under Rule 75.2

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when it has received a report of a finding of gross infringement of the rules or of a gross breach of good manners or sportsmanship or a report of a penalty imposed under Rule 75.1. Prior to this, it was unclear as to whether a national authority could initiate action on its own. In addition, the national authority must now report any penalty imposed to the national authority of the competitor and of the yacht, and to the IYRU, which in turn must inform all national authorities.

Appendix 1, 1.1 (Amateur): This clarifies that it is not grounds for loss of amateur status to make a livelihood solely from the maintenance of yachts. Appendix 1, 1.2: You can now compete in a race or series in which a monetary prize is offered, or a prize having a value greater than U.S. \$300, by assigning the rights to such prize to the IYRU, your national authority or your national Olympic committee. Appendix 1, 2: The International Olympic Committee (IOC) Rule 26 - Eligibility Code has been revised and put back in the rule book. Appendix 1, 2, Guidelines, B.1 (a) and (b): These define a professional yachtsman, woman and coach. "Professional yachtsmen or women shall be persons who do not comply with the definition of an amateur as defined in Appendix 1 of the current Yacht Racing Rules. Professional coaches shall be persons who obtain their principal means of livelihood from teaching the skills of yacht racing." Guidelines, B.3 (b): Permits a national authority to set up a trust fund for or on behalf of an individual or class of yachtsmen.

Appendix 2: The Sailboard Racing Rules are now fixed on the same four-year cycle as the other rules. No changes are contemplated before 1989. Appen-



Dave Perry and Tom Ehman enjoy the lighter side of the 1984 USYRU annual meeting.

dix 2 1.1: Previously, the windward side of a sailboard was solely determined by which side of the board was toward the wind. This is still the case, except that when the board is sailing "by the lee," i.e. when the wind is coming over her stern from the same side as her sail and boom are on," the other side is the windward side.

Appendix 6, 2.1 (Protest Committee Procedure): There has been much discussion on the issue of whether a member of a protest committee who brings in a protest against a yacht, should subsequently participate in the discussion and decision of the protest. This is commonly the situation in Rule 54 (old Rule 60) protests. Though there are no new rule changes to prohibit this, Appendix 6, 2.1 rules that "the quorum is not affected when it is considered desirable that some members of the protest committee leave the hearing during the discussion and decision." Appendix 8, 5.1 goes on to say that "The (international) jury remains properly constituted when it is considered

desirable that some of its members leave the hearing during the discussion and the decision, provided that at least three members remain."

Dave Perry, a USYRU Senior Certified judge, has recently published his new book, Understanding the Yacht Racing Rules. The book is a comprehensive explanation of the racing rules written in an easy-to-follow, conversational style, with quotes and references from over 100 USYRU and IYRU Appeals and Interpretations. Included in the book are a summary of the new rule changes, a simplified version of the rules for newcomers to racing, a table for calculating feet-per-second in any boat, and an advanced rules quiz. The book is available for immediate delivery by sending a check (made out to Dave Perry) for \$19.95 - hardcover, and \$13.95 - paperback (prices include shipping), to: Dave Perry, Understanding the Yacht Racing Rules, 1100 Pequot Ave., Southport, CT 06490.

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Light Air J/24 Racing

by Jeff Johnstone

You won't see "power S" tacks, windward mark T-bones or spectator boats at the jibe mark, but there is something about sailing in the 0-8 knot stuff that brings out the best and worst in everyone. Except for the big regattas, we've mostly sailed J/24's in the light air of Fisher's Island Sound, where the breeze seldom exceeds 12 knots and where the current always seems to be ripping at 2-3 knots. At regattas when you see the San Francisco sailors saying "how can you sail in this #&@%", we're the ones with big smiles on our faces.

Sailing well in light air is like anything else in sailboat racing: a function of practice, preparation and a positive attitude. You might sail in light air all the time or not at all, but if you don't approach the extreme conditions with the right amount of intensity and humor, you can cause a lot of aggravation in the end. In a recent race, we were in the fortunate and unfortunate position of being in first place when the one hour time limit expired for the first upwind leg. We had concentrated so hard for the whole leg and became so intent on rounding the mark, one would think the crew would have been crushed to be only 15 yards from the mark when the abandonment guns were fired. Instead of showing disappointment and letting their skipper wallow in self pity, the crew jumped up from the leeward rail and hanging by the shrouds, rocked the boat around the mark. Immensely satisfied with the achievement of rounding the hippity-hop, they let out a big cheer and we all had a good laugh.

There are lots of techniques and rules of thumb for light air sailing. Let's go over some preparation and tactics required to sail in 0-8 knots.

Setting up the Boat:

Retune the rig with low tension on the lower shrouds (300-500), medium ten-



sion on the uppers (600-800), and the backstay turnbuckles spun off several turns. The slack lowers and backstay give the rig needed headstay sag to power up the genoa. When pointing is needed simply pull down on the backstay adjuster. The proportionally tighter upper shrouds induces prebend in the mast, helping to flatten the main and open up the slot. Remember, one of the slowest sail trim mistakes in light air is to close off the slot between main and genoa by either keeping the main too full or by overtrimming the genoa sheet. Watch the luff of your main and avoid sailing with backwind.

Store all heavy gear like tools, anchor, outboard and spare line in the forward end of the quarterberths and under the sink. We usually put the required safety gear in the hanging locker, and store the unused jib and personal duffel bags in piles just forward of the main bulkhead on either side of the mast. Remember it's illegal to stow gear over the keel or to put anchor chain in the keel sump. Be sure to remove any and all excess equipment you're not going to need. After cleaning house if you need more weight to submerge the flotation marks, bring extra liquid refreshment for the crew.



In this light air tack, the helmsman leaves the mainsheet cleated and plays the traveler on the tack. Jibman handles the sheets while the middleman vigorously overhauls the old genoa sheet. The foredeck slides to the new leeward side where he is shortly joined by the rest of the crew, completing the roll.

To help with trimming the main, we usually rerig the standard 4:1 mainsheet to a 3:1 system. With less friction and less line the sail comes in and goes out much quicker. This helps to avoid stalling the sail in the quick turns before the start and around the marks. Be sure to have minimum dimension (8mm) Kevlar spinnaker sheets as well. There's no need to run them through the twing lines and you might as well turn off the ratchet blocks before the start.

Though a lot of J/24 sailors don't sail with a boom topping lift (not required under class rules), we find it handy in the drifters when you need to raise the boom to twist off the leech. Rigging the lift to one of the reeflines makes the system adjustable and sure beats having a crewmember trying to hold up the boom for long periods of time.

Boat Handling & Sail Trim:

Keep movement to a minimum. When you have to move, do so smoothly and catlike. No elephants shaking the wind out of the sails. On the tacks have all crewmembers move to the new leeward side to induce a roll. If the boat needs flattening after the tack move a middleman into the companionway and the helmsman to windward. The crew should be positioned between the companionway and the shrouds, with the skipper sitting in front of the traveler. In light air and chop

it's very fast to have some of the crew sit belowdecks over the keel. This reduces your pitching moment through the waves, but quickly depletes your beer supply. There's been a recent trend by some top sailors to sail the J/24 flat upwind in light air. If you can live with neutral or very slight lee helm, keeping it flat enables you to project more sail area to the wind and to raise the sail plane higher off the water. Your keel also provides more lift. These advantages seem to outweigh the popular notion of heeling the boat to reduce wetted surface and induce weather helm. It's worth experimenting with on your own.

On the spinnaker set be sure there is plenty of slack in the leeward spinnaker sheet so that when the spinnaker fills it's not overtrimmed and stalling the sailplan. Keep the jaws of the pole facing down so that the sheets easily drop out during the jibes. And when given a choice, have one crew take the spinnaker down to windward to avoid plugging up the slot on the leeward mark rounding.

Steering: Move the tiller as little as possible at all times. During tacks and jibes push the helm down slowly and continuously. As you come onto course smoothly return the helm to centerline. Steer for speed upwind, especially out of the tacks. Concentrate downwind on using your crew weight to sail with absolute neutral helm. Around the jibe

and leeward marks induce a little extra leeward heel to help the boat head up to course.

Upwind sail trim: Tension the main halyard so that the draft is in the middle of the sail. Adjust the mainsheet to keep the telltale on the top batten flowing aft, then move the traveler to windward to position the boom on centerline. Leave the backstay and cunningham slack. Carry the outhaul 1-2 inches off the black band in flat water or drifting conditions, and slightly looser if you encounter Sunday powerboat chop. The leech of the genoa should be carried 6-8 inches off the spreader in the real light stuff and as close as 1-2 inches when the boat is up to speed in 5-8 knots of breeze. The genoa halyard should be slackened until you see the beginnings of horizontal wrinkles in the luff.

Downwind sail trim: Leave all mainsail controls slack and concentrate on keeping the chute full. The spinnaker pole should be on the low mast ring and angled slightly down in light air. By stretching out the luff of the spinnaker you help stabilize it. With the pole horizontal or angled up, the spinnaker becomes unstable and is more likely to collapse. In general adjust the pole to keep the claws even, but if you're having trouble filling the sail, carry the pole end lower and have the skipper head up to increase apparent wind.

Starting Approaches:

Light air amplifies the importance of having clear air at the start and around the course. We learn again and again that full speed with clear air at the unfavored end often outweighs starting in a crowd at the favored end, especially when the crowd is at the pin and you can start in a controlling position to the right. Ken Read calls this "starting on the other side of the bulge." Sail past the big bunch approaching the line and tack into position to windward in less traffic. If you're not confident in getting a front row start, the conservative approach is to start towards the starboard end where you can tack away and clear your air quickly. Remember the lighter the air, the more difficult it's going to be to bail out from the left side. Many a port end starter has ended up being herded to the left side of the beat with no options.

Plan to be on your final starboard approach with at least 45-60 seconds remaining. Make a total effort to drive the boat to full speed and to avoid pinching.



Thirty seconds after this 64 boat start, only seven or eight boats have front row seats in clear air. The backwind is so damaging in light air that the lead boats will double their distance on the pack in the next minute.

Above all don't let the boat above you accelerate before you do. Keep your bow about a $\frac{1}{4}$ length in front. Know who the pinchers are in your fleet and don't start above them.

If there is any current flow at the start, it's effect on the fleet will also be amplified in light air. Our all time favorite start is in light air when the current is pushing the fleet towards the pin. Even when the committee boat is favored we find that most boats set up without allowing enough for the set. By the time the gun goes off, there's a nice hole at the right end. The crucial maxim is "stay up current of the line". If the current is against you, stay up on the line or just to weather and avoid jibing during the to-ing and fro-ing before the start. If the current is pushing you over the line, jibe when maneuvering and avoid getting pushed up to the front row too early.

Upwind Sailing:

We've tried to simplify our light air upwind gameplan by condensing what we've learned into easy-to-remember maxims. They are not 100% foolproof,

but it seems whenever we tank an upwind leg, it's from not following one of them.

SAIL TOWARDS THE MAXIMUM WIND VELOCITY. Turn off the SailComp and look for the breeze. An extra knot of boat speed will more than make up for being on the outside of a 20° wind shift. Continuously scan the upwind leg looking for darker patches of breeze. Position yourself to be in the puffs as long as possible.

MINIMIZE TACKING. Especially true with lumpy seas. Think of it as sacrificing at least two boatlengths every time you tack. Pick your spots very carefully. Tack only when going full speed and in maximum wind velocity. Look for "wide lanes" between boats so that you can avoid taking clearing tacks later.

CROSS, TACK OR DUCK? DUCK! Don't fool yourself into thinking that a leeboard will always work in light air. You are far better off either crossing or ducking the starboard boat and avoiding traffic. If anything goes wrong on a light air leeboard you risk getting rolled, then for-

ced to tack. Remember the equation $\text{LIGHT AIR} + 2 \text{ TACKS} = \text{DEATH}$.

AVOID LAYLINES. That's not to say avoid the side, but stay away from the deep corners where your only option is to be tacked on by competitors and sail in bad air. Keep in mind though that in light air/drifter type races the wind generally fills in from the sides. The final race in this year's North Americans featured a classic first beat where boats on the right and left sides caught breezes and were even at the top mark, while "conservative" up the middle sailors brought up the rear.

TAKE THE LONG ROAD FIRST. When in doubt assume the long tack to the mark. If the breeze totally dies you are closer to the mark than your competitors and the odds are in your favor of reaching the mark first. The exception is during a wind shear, when a puff does not fill in, but rather remains stationary. Here, you have to grit your teeth, take some transoms, and sail up into the passing lane. It's not uncommon to see a puff 20-25

yards to windward that never reaches you.

OVERSTAND THE MARK. Not early in the leg, but on your last starboard approach intentionally overstand the mark by a boatlength. Think of it as the less of two evils when you consider how slow it is to tack twice more if you don't make the mark.

Downwind Sailing:

Wind velocity will dictate how high your downwind angles must be. The J/24 has to be kept ventilated off the wind in light air. When you feel slow, point the boat up and get wind flowing through the slot between main and spinnaker. You'll know the rig is ventilated when the leech telltales on the main are flowing (indicates flow over leeward side of main) and you feel a surge of speed. To put the speed to good use, attempt to work the boat down. As you feel it dying again, head up and ventilate some more. This slalom style of downwind sailing is much faster than remaining on a steady low or high headings.

Like the upwind legs, always scan the horizon looking for maximum wind

velocity. Then position yourself to take advantage of it. Remember which side was favored upwind and whether it was due to wind angle or velocity? Generally go for wind velocity first and the headed tack second. If you're in a pack of boats and in doubt, stay to the inside for position. If the fleet is spread out and you're in doubt, assume the long jibe to the mark.

At the leeward mark, work like a bandit to get inside. If you are trapped on the outside the smart move is to drop the chute early and duck in behind the inside boats. If the rounding is a complete mess and there's no chance to get inside, leave your chute up and attempt to keep maximum speed and sail around the bunch. We had this happen during the only light air race at the Poole, England Worlds. About 35 boats reached the bottom mark at the same time. We were caught outside, but kept enough momentum by leaving our chute up, that we sailed around most of the bunch and ended up in good position. We were the exception to the rule though. The plan just as easily could have backfired.

Light Air Secret?

If ever there was a secret to light air racing it's **CONCENTRATION**. The familiar "the race ain't over till it's over" seems to prove itself time and time again. If you're up in front, be psychologically prepared for the worst and don't get overly excited about your good position. After big highs often come real lows. If you're caught well back in traffic, don't give up. Towards the last legs of the race you should have renewed confidence just knowing that half of the skippers have lost their concentration and puff-seeking aggressiveness. Hang in there and finish the race knowing you sailed your best and more importantly, had fun.



Jeff runs the J World school, which offers winter racing and sailing programs in Florida. Call J World at 1-800-343-2255 for complete details.

J World is also accepting applications for instructors for the 1986 J World Programs. Apply to J World, Box 1500 Newport, RI 02840



It's too late to try and sail around this mess. The boat on the far right should do a circle and come in on the transoms of the boats right at the mark, then take a clearing tack to port.

Read Wins NA's Again

by Hale Walcott



Photo by Maggie Buerman

Fleet makes good speed to weather soon after start of a Championship Division race.

The 1985 North American Championship was hosted by the Beverly Yacht Club and sailed out of Tabor Academy at Marion, Massachusetts, August 9 to 16. Ninety-nine boats from the United States, Canada, and Japan sailed ten races on the warm choppy waters of Buzzards Bay.

To get a series perspective, I talked with the qualifying series winner as well as the final series race winners.

Dave Chapin of Long Beach, California, hasn't sailed in a J/24 North Americans before or in the Buzzards Bay

area. After he won the qualifying series, I talked with him about the conditions and his views on the regatta.

What have the conditions been like, compared to California?

Dave: In Long Beach it's pretty light and lumpy. Here the breeze is stronger and there is a steep chop.

What was the key in the qualifiers?

Dave: We started real well at the favored end and got some really good lanes

towards the right side. Starting well enabled us to be conservative and stay in front of the fleet. Things were just happening our way. And then when the Championship began, we had a bad start the first race, which resulted in a 14th. Between races we broke a pintle and had to take a DNS the second race.

What do you think of the qualifying series?

Dave: Five is plenty. But it might be good to have a throw-out in case somebody has a breakdown or is over early.

What about a throw-out in the Finals?

Dave: No, no throw-outs, even though I had a bad breakdown. I think that good preparation is key to winning the final series.

One boat with good preparation was *Maggie*, sailed by Ken Read of Newport, Rhode Island. He won the first two final series races and established himself as the boat to beat in the Championship Division. The first day's racing was held in a steady southwest breeze of 14-16 knots with puffs up to 18.

What is your regatta strategy?

Ken: The important thing in the regatta is developing a lane to the mark because it's such a boatspeed contest. The shifts are so minimal that it seems critical to develop a lane and work on your speed without somebody coming across and tacking on you.

Did you have a good start both races?

Ken: Good start, poked out, and with a great crew like I have here, all I have to do is steer. My crew consists of Brad Dimmio in the cockpit, my brother Brad who's on a hot streak, Big Stu Neff who's calm, cool, collected - his job is to be smart - and Ted Mount, a Brit who's put a lot of time in on J/24's.

Another sailor who has put a lot of time in on J/24's lately is Kevin Mahaney of Bangor, Maine. Prior to the NA's he won the Canadian Nationals and the Buzzards Bay Regatta. He won the third race sailed Thursday morning in hot, hazy and humid conditions. The breeze was 210, ten knots at the start, building to about 14 knots by the finish.

What was your game plan the third race?

Kevin: I know that Larry Klein had hit that lucky left corner the first two races, and the wind was in a left phase so it seemed logical to go left. I was *the* boat at the leeward end of the line and really popped out after the start. I was third behind Jim Brady and Ken Read until the last beat. They made about four costly tacks on each other while we were able to find the lane up the right side and poke through with clear air the whole way.

What do you think about sailing up-wind?



NA Judges from left: Rob MacArthur, Jack Cameron, Jim Anderson, Pat Talbott, Noel Field, Jr., and Barbara Farquhar.



Chief Measurer Bill Saltonstall, Jr. and Competition Officer, Tom Farquhar.



Regatta Chairman, John Buckley.



Skippers' meeting in front of registration tent.



Ken Read praises crew.



Paul Nelson registers with help of Mary Pierce, Lori Schaefer, Angela Melville, Marianne Richardson, Tinker Saltonstall, and (seated) Cathy Roberts.



Kevin: Clear air, minimizing tacks and finding that lane are really important. But in these conditions the helmsman is the most important thing – steering the waves.

Is it tough for you as one of the few “non-professionals” up there in the middle of the sailmakers?

Kevin: It's not tough for us at all. We like to think of ourselves as underdogs since we've only raced J/24's for three years. So we're pleased with our performance. We were disappointed with our first two races but were encouraged by the way we came back in the third race.

One sailor noted for his comeback ability is Dave Curtis from Marblehead, Massachusetts. The current J/24 World Champion had a bad race on Thursday morning, then bounced back to win the fourth race in the afternoon.

That morning race put you out of contention – what happened?



Photos by Maggie Buerman

Above: Indulgence takes the outside at the jibe mark traffic jam.

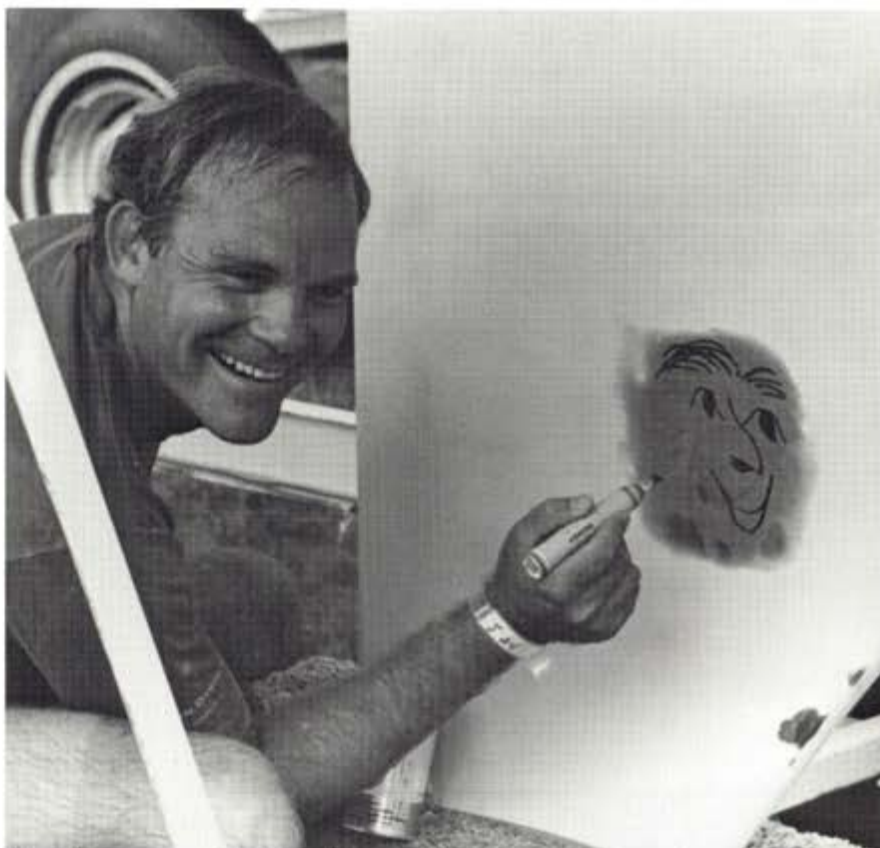


Left: Chris Fields approaches weather mark followed by Hourihan (1366), Wickes (1952) and Nicoll (3307).

Far Left, Top: Rabbit (Bob Johnstone) to leeward, and Partial Eclipse (Gunther Buerman) work to weather in Championship Series.

Photo by Paul O. Boisvert

Far left, bottom: Neri (4109), Reynolds (3207) and Yakkety Yak pursue Nelson (Cottagewood, USA) and others in one of the lighter air races.



John Eldredge personalizes Shameless Hussey's newly acquired "speed bump," which several competitors added to their keels after careful measurement by the committee.

Photo by Dick Tillman

Having a game plan and sticking with it was crucial in the max genoa conditions of the first four races. But in the fifth race it became more critical as a light, shifty northerly replaced the customary sea breeze. The brother team of Jeb and Adam Beaudin of Burlington, Vermont, easily sailed away from the fleet to win the race.

How did you know where to go?

Adam: The conditions were similar to racing on Lake Champlain in Vermont, so we knew we had to sail for the nearest land mass in the dying breeze. Also, you couldn't be too conservative and try tacking across the middle. We picked a side and stuck with it, knowing the breeze would come our way.

You were the only boat in the Championship division to improve every race.

Adam: We had a good attitude on the boat. Jeb, my father, and I have sailed together a long time – this is our second J/24. Our goal was to finish in the top 15. So even though we had some mediocre races early on, with the high goal in front of us we never gave up.



Dave: We were squeezed out at the start by Ken Read and Bob Johnstone, and went the wrong way on the first beat. At the leeward mark we were T-boned by two boats who had no overlap. Then on the run we dropped our spinnaker in the water and sailed over it.

What were your thoughts before the next race?

Dave: I concentrated on what was important to do well – no sense dwelling on what had already been. I needed a front row start to win the race, so I decided to be aggressive. The breeze had phased right to 225 degrees and built to about 16 knots, so we felt the right side was favored. Brad Dellenbaugh, my tactician, planned a committee boat start which we executed perfectly.

How did you find the weather mark in the thick fog?

Dave: We flipped to port tack right after the start and did a timed run, accounting for current and estimating leeway and speed through the water. We sailed 8.5 minutes on port, tacked to starboard and made the mark from a mile away. No one ever crossed our bow.



Photo by Maggie Buerman

Hot Pursuit (Jim Brady) rounds weather mark in good position, followed closely by Monster Fish (Dave Chapin).

1985 North American Championship

August 9-16

Championship Division

POS	BOW NO.	YACHT	HELMSMAN	HOMEPORT	1	2	3	4	5	TOT
1	52	<i>Maggie</i>	Ken Read	Newport, RI	1	1	3	6	14	25
2	33	<i>Hot Stuff</i>	Jim Brady	Clearwater, FL	7	2	2	2	23	36
3	86	<i>This Side Up</i>	Kirk Reynolds	Skaneateles, NY	5	7	11	17	4	44
4	05	<i>American Garage</i>	Kevin Mahaney	Bangor, ME	15	9	1	7	13	45
5	30	<i>Rabbit</i>	Robert Johnstone	Newport, RI	8	14	6	14	3	45
6	54	<i>HJ</i>	David Curtis	Marblehead, MA	2	5	25	1	18	51
7	79	<i>Partial Eclipse</i>	Gunther Buerman	Webster, NY	13	12	12	13	5	55
8	67	<i>Out of the Blue</i>	Larry Klein	St. Clair Shore, MI	3	3	14	21	17	58
9	62	<i>PMS</i>	Scott Ferguson	Newport, RI	12	4	20	10	12	58
10	01	<i>Blueprint</i>	Mark Laura	Charleston, SC	27	17	10	3	7	64
11	06		Wiley Wakeman	Newport, RI	4	10	17	12	30	73
12	24	<i>Liten Jente 4</i>	Paul Nelson	Deephaven, MN	6	23	7	33	8	77
13	08	<i>Ghostbuster</i>	Jay Lutz	Kemah, TX	9	8	13	29	22	81
14	16	<i>Shameless Hussy</i>	Dick Tillman	Merritt Is., FL	11	13	33	8	20	85
15	56	<i>Sly</i>	Jeb Beaudin	Burlington, VT	31	28	19	11	1	91
16	14	<i>Monster Fish</i>	Dave Chapin	San Diego, CA	14	DNS	8	9	15	97
17	73	<i>Tantrum</i>	David Nicoll	Severna Park, MD	10	6	29	32	25	102
18	50	<i>PDQ</i>	Chuck Millican	Severna Park, MD	17	16	21	22	26	102
19	93	<i>The Real Roxann</i>	James Wilson	Darien, CT	18	24	28	18	16	104
20	53	<i>The Final Front</i>	Chuck Brown	Newport, RI	28	27	4	15	28	112*
21	51	<i>Too Quick</i>	Mark Poulsen	Fairview Park, OH	26	23	5	RET	10	115
22	40	<i>U2</i>	Lee Morrison	Darien, CT	23	11	22	25	40	121
23	23	<i>Yachtzee Challenge</i>	Bruce Biddle	Concord, MA	35	26	27	4	41	133
24	32	<i>Risk</i>	Carter Gowrie	Essex, CT	39	46	16	5	29	135
25	65	<i>Airplay</i>	Parker Hadlock	So. Freeport, ME	21	44	RET	16	6	138
26	13	<i>Ziggy</i>	Jeff Johnstone	Newport, RI	19	15	DSQ	DSQ	3	139
27	85	<i>Gizmo</i>	Robert Sadler	Charleston, SC	33	20	24	30	32	139
28	36	<i>Locomotion</i>	Kiki Couch	Rowayton, CT	36	22	36	38	11	143
29	72	<i>Nancy H</i>	Win Fowler	Portland, ME	25	35	32	20	31	143
30	95	<i>Stinger</i>	John Seldorff	Brighton, MA	22	38	DSQ	24	9	144
31	77	<i>Flamingo</i>	Heidi Backus	Vermilion, OH	30	40	18	19	34	151*
32	02	<i>Sugar Plum</i>	Peter Milnes	Middleton, RI	38	31	38	43	2	152
33	17	<i>Ruffian</i>	Preston Dalglish	Centerville, MA	24	18	RET	37	24	154
34	12	<i>Oombriago</i>	Tom Babel	Traverse City, MI	37	30	9	44	45	165
35	69	<i>Illusion</i>	Al Hobart	Waitsfield, VT	41	32	23	42	27	165
36	94	<i>Bangor Packet</i>	Anthony Parker	Washington, DC	48	21	26	31	38	167*
37	29	<i>Red Heart</i>	Jeff Lane	Marion, MA	29	19	35	35	39	167*
38	15	<i>Herman</i>	Donald Delorme	Annapolis, MD	45	25	RET	28	21	170
39	89	<i>Akela</i>	Ted Moore	Marblehead, MA	42	45	30	26	33	176
40	75	<i>Bazooka Joe</i>	Stephen Schmidt	Swampscott, MA	16	37	34	39	42	178*
41	42	<i>Tonka</i>	William Durgin	Holden, MA	20	47	31	40	48	190*
42	78	<i>Elixir</i>	Scott Killips	New York, NY	40	33	DSQ	34	36	194
43	37	<i>Silver Streak</i>	Joe Gallagher	Quincy, MA	43	36	37	36	43	195
44	58	<i>Disirregardless</i>	Rob Mosbacher	Houston, TX	32	DSQ	15	DNS	DNF	200
45	10	<i>Diogenes</i>	Jim Titus	San Francisco, CA	DSQ	29	DSQ	27	44	202
46	83		Chris Axelson	Falmouth Foreside, ME	34	34	DSQ	41	46	206
47	38	<i>Squarehead</i>	Ken Olsen	Dennis, MA	DSQ	DSQ	39	23	DNF	215
48	31	<i>HLB</i>	Ross Curtis	Greenwich, CT	44	43	DSQ	DNS	35	224
49	74	<i>Souwest</i>	Paul Dickey	Greenwich, CT	46	39	RET	DNS	37	224
50	57	<i>Yakkety Yak</i>	Tom Oller	Orchard Park, NY	47	42	40	DNS	DNS	231

* Includes penalty points

1985 North American Championship

August 9-16

Designer Division

POS	BOW NO.	YACHT	HELMSMAN	HOMEPORT	1	2	3	4	5	TOT
1	87	<i>Brain Damage</i>	Chris Field	Groton Long Pt., CT	10	8	7	6	2	33
2	41	<i>Fin</i>	William Wickes	Tiverton, RI	12	4	11	2	9	38
3	91	<i>Impasse</i>	Seamus Hourihan	E. Haverill, MA	14	1	2	7	18	42
4	03	<i>Gotcha Covered</i>	Gary Oetgen	Savannah, GA	2	5	17	5	5	44*
5	45	<i>Obstreperous</i>	Mike Hill	Newport, RI	6	6	3	20	11	46
6	27	<i>Howzat</i>	Lewis Gunn	Hilton Head Is., SC	1	10	1	26	14	52
7	07	<i>Moondance</i>	Randolph Rowland	Colchester, VT	8	7	21	3	17	56
8	88	<i>Doctor's Orders</i>	Chris Pilcher	Milton, VT	9	9	6	8	24	56
9	19	<i>Rumpus</i>	Chris Koper	Mississauga, Ont.	7	14	8	13	16	68*
10	68	<i>Quick Nick</i>	Kate Nicoll	Toronto, Ont.	17	15	16	18	15	81
11	61	<i>Zapsail</i>	Francis Lloyd	S. Yarmouth, MA	21	16	27	19	6	89
12	63	<i>Bear Boat</i>	Jonathan Bloom	Sudbury, MA	16	24	18	16	19	93
13	26	<i>Ajax</i>	Andrew McKnight	New York, NY	31	RET	4	10	3	98
14	11	<i>Indulgence</i>	Robert Duggan	Hamilton, Ont.	18	25	20	11	25	99
15	84	<i>Surprise</i>	Ed Gardner	Rochester, NY	5	22	37	15	22	101
16	28	<i>Javelyn</i>	Hough Wetherald	Rochester, NY	19	13	25	24	10	101*
17	70	<i>More Grief</i>	Lewis Conger	Bossier City, LA	DSQ	2	19	23	8	102
18	76	<i>September</i>	Leo Constantino	West Warwick, RI	24	26	5	27	13	105*
19	20	<i>Relative M'Ocean</i>	Scott Wakeman	Hanover, NH	15	12	32	1	RET	110
20	43	<i>Pathei Mathos</i>	Mark Hillman	Arnold, MD	23	29	9	DNS	4	115
21	35	<i>Slippery</i>	Allen Russell	Waitsfield, VT	4	21	30	14	RET	119
22	96	<i>Class Act</i>	Thomas Gayle	Lake Charles, LA	20	17	23	21	29	120*
23	64	<i>Spizz</i>	James Biles	Annapolis, MD	RET	20	10	34	7	121
24	34	<i>J de Vivre</i>	Tom Pederson	Newport, RI	13	27	15	28	28	121*
25	97	<i>Ricochet</i>	Richard Gluckman	New York, NY	22	33	31	25	1	122*
26	21	<i>Boomerang</i>	Takao Ninomiya	Japan	11	19	DSQ	12	20	122*
27	49	<i>Oski Maru</i>	Sumio Shimoyama	Japan	3	3	24	DNS	RET	130
28	09	<i>Taxi Dancer</i>	Steven Youngberg	Shreveport, LA	27	30	26	22	27	132
29	47	<i>Sea Monster</i>	Hank Killion	DeWitt, NY	32	23	35	35	12	137
30	48	<i>Aeolian Jenesis</i>	Tom Chrisenton	Lyndeborough, NH	34	28	13	33	32	140
31	92	<i>Ragdoll</i>	Fauss Hull	Providence, RI	28	18	12	DNS	26	144*
32	55	<i>Compromise</i>	Thomas Scott	Barrington, RI	DSQ	11	DSQ	4	DNS	165
33	81	<i>Plum Crazy</i>	Ned Plumer	Henderson, TX	37	37	22	37	33	166
34	60	<i>Loonatic Fringe</i>	Skip French	Narragansett, RI	36	36	34	30	31	167
35	04	<i>Jesus Saves</i>	Art Dufresne	Poquonock, CT	26	DSQ	33	32	21	172*
36	46	<i>Equilibrium</i>	Peter Celone	New Haven, CT	DSQ	38	28	9	RET	175
37	90	<i>Thorough Red</i>	James Hackett	Mattapoisett, MA	25	35	43	36	30	179*
38	71	<i>Arnold</i>	Robert Burgess	Greenwich, CT	RET	DNS	14	17	DNS	181
39	25	<i>Nightmare</i>	Brent Halsey	Richmond, VA	33	DSQ	39	36	23	181
40	39	<i>Nighthawk</i>	Richard Barker	Narragansett, RI	39	34	38	31	DNS	192
41	98	<i>Twist-N-Shout</i>	Guy Corcoran	Middletown, RI	41	41	40	38	34	194
42	18	<i>Dabadooya</i>	Ken Low	Kingston, Ont.	29	31	41	38	RET	199*
43	59	<i>Rasputin</i>	Ted Reilly	Whitby, Ont.	30	42	29	RET	DNS	201
44	22	<i>Pendragon</i>	Hugh Balloch	New York, NY	38	DNS	36	29	DNS	203
45	66	<i>Harmony</i>	David Hill	Cape Elizabeth, ME	35	32	42	39	DNS	208*
46	80	<i>AMF</i>	Thomas Hovey	Wellesley, MA	40	40	44	40	RET	214
47	82	<i>Robin</i>	Robert Bell	Marion, MA	42	39	DSQ	DSQ	RET	231
48	44	<i>Secum Dum Artem</i>	Harold Weisberg	DeWitt, NY	RET	DNS	45	41	RET	236
49	00	<i>Super Sloop</i>	John Buckley	Weston, MA	DNS	DNS	DNS	DNS	DNS	250

* Includes penalty points

Mahaney's Repeat at Canadian Championship

by David Connolly



Boats raft up at '85 Canadian Championship on St. Margaret's Bay.

The 1985 Bacardi rum Canadian Championship was held July 16-20 in St. Margaret's Bay, Nova Scotia, in conjunction with the Canadian Yachting Association's multi class Sail East Regatta. With a steady sea breeze of 12-25 knots in all but one race and moderate seas, the fleet of 26 J/24's was treated to an excellent regatta in one of Canada's more picturesque sailing locales.

This year's event brought together a talented fleet of sailors from Nova Scotia, Quebec, Ontario, Maine, Rhode Island, Connecticut and Ohio. However, Lance Mahaney from Bangor, Maine, made winning look easy with bullets in four of the six races he and his crew sailed.

On day one, a single race was sailed in varying conditions. The first four legs of

the Olympic course saw several boats take the lead, with the strongest performance by John Roy of Halifax, in *Kool and the Kubes*. On the fifth leg, fog set in, heavy rain fell and the wind inverted, putting the fleet in disarray. When the wind filled in, Greg Bowser of Hudson, Quebec, grabbed the lead and maintained it through to the finish.

The second day of racing was also held in rain, but two races were run in wind which built to 25 knots by mid-afternoon. In the first race, Ross Curtis of Indian Harbour Yacht Club in Connecticut, with former Soling world champions Andreas Josenhans and Sandy Mac-Millan from Halifax as crew, were the victors. It was a tightly fought race with the Mahaneys and Toronto's Andy Roy close on their heels. Local knowledge proved

to pay off in the end, however, when Josenhans noticed thick fog on the side of the course which had not previously been favored. "It had to have come in with new wind," he indicated after the day's racing.

In Thursday's second race, the Mahaneys began to exercise control. By keeping their boat, *American Garage*, flatter than most of the fleet in the heavier winds, they pointed considerably higher and pulled ahead sufficiently on the upwind legs that no one could make up the difference off the wind.

The sun finally broke through on Thursday evening and Friday provided the type of racing conditions most sailors dream about. The sky was clear, the sea breeze filled in early and three races were sailed in 15 knot winds. The Mahaneys won all three races handily, on superior boat speed and tactics. It was an impressive performance which made them the undisputed winners of the regatta overall and gave them the option of resting on the final day while the balance of the fleet battled for the remaining positions. In the 'Mail Star' the next morning, Kevin Mahaney gave credit to Gavin and Stuart Flynn, two local sailors he had arranged for as crew, who provided reliable information on local conditions.

Saturday also turned out to be a warm day with ideal conditions in which to hold the final race. While Ross Curtis had pretty well sewn up second place, a close battle would be waged between Toronto's Andy Roy and Glen Dexter and John Roy of Halifax. At stake was the Jerry Long Memorial Trophy for the top Canadian finisher in the regatta. In the end the race was won by Curtis and a fifth place finish by Andy Roy was enough to give him third place overall. Worthy of note, however, was a flier taken by Dexter on the fourth leg which moved him from

sixteenth to third place in the race, just behind John Roy and which tied him with Roy in total points. Based on two second place finishes, Dexter won the J World Trophy presented to the top local boat at the event.

Following haul out, prizes were presented on the lawn of the Shore Club. After the ceremonies Kevin Mahaney indicated his intention to return and defend the Bacardi rum Trophy in Toronto in 1986.

All in all, it was an excellent regatta and a good time was had by everyone (even the International Chairman whose boat ran aground with much damage by Andreas' Rock, following the final day of racing).

Many thanks to Bacardi rum for the "dark 'n dirty" on Wednesday and Friday evenings, and to Lablatt's Breweries, whose Schooner beer flowed smoothly on Thursday night. We would also like to thank Charlie Robinson and J World for

their free seminar Tuesday night. It was a great way to start a regatta and I recommend that something similar be held at fleet and district championships wherever possible.

For those who attended, the consensus was that this had been the best Canadians yet. For those who did not, we

hope you will consider attending our championship next year in Toronto, in late June or late August. Full details are yet to be determined but will be provided in the April '86 issue of the International J/24 Magazine.



1985 Canadian Champions Kevin Mahaney (center) and crew display trophies; at right is Bacardi rum representative, Jeff Turcotte.

1985 Bacardi rum Canadian Championship July 16-20

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOTAL*
1	US-3379	American Garage	Mahaney	6	2	1	1	1	1	DNS	12
2	US-4016	HLB	R. Curtis	4	1	3	4	2	3	1	14
3	KC-3913	Three Speed	A. Roy	3	3	8	2	8	5	5	26
4	KC-4101	Sam Slick	Dexter	2	8	4	DSQ	10	2	3	29
5	KC-3968	Kool and the Kubes	J. Roy	7	6	5	5	7	4	2	29
6	US-96	J Underworld	Macrow	5	5	7	8	3	7	7	34
7	KC-3849		D. Williams	11	11	6	6	6	6	6	41
8	US-3972	Virgin Tours	Poulsen	19	12	9	3	4	PMS	4	51
9	US-4045	Arnold Goes	Burgess	16	4	YMP	7	YMP	PMS	8	52
10	KC-2583	Heroes & Villians	Bowser	1	16	YMP	9	9	8	10	53
11	KC-4127	Chebucto	Brown	9	10	10	11	12	11	9	60
12	KC-3782	Varmit	Mathieu	12	7	12	14	18	14	12	71
13	KC-14990	J Slocum	Matthews	10	13	17	15	RET	12	11	78
14	KC-2231	Bo Jangles	Folland	18	15	15	12	16	YMP	15	87
15	KC-3919	All That Jazz	Gillard	17	19	13	17	11	19	13	90
16	KC-3877	Hot Shot	McHugh	13	17	RET	10	13	13	DSQ	93
17	KC-2218	Plus Ten	Chapman	15	PMS	18	13	15	18	16	95
18	KC-3424	J Walker	McDermot	DNC	14	RET	19	14	10	17	101
19	KC-25000	J Barleycorn	Moore	22	9	25	18	25	16	18	108
20	KC-4107	Il Awesome	Kennedy	23	20	16	YMP	17	17	20	111
21	KC-3250	Jack Flash	Petrie	14	22	14	20	20	DNS	24	114
22	KC-3774	Celebrity	Steeves	21	18	19	21	21	15	13	115
23	KC-2767	High Strung	Cobbett	20	21	21	24	19	21	14	116
24	KC-3880	Southern J	Williams	8	25	24	25	24	22	19	122
25	KC-42	Private Dancer	Henry	DNC	24	22	23	23	20	21	133
26	KC-488	Fineline	Hurley	DNC	23	23	22	22	23	22	135

* one throwout

The Saga of *Minor Threat*

by Anne Wahlen and Paul Spurlock



On September 14, 1984, Anne and Paul unstepped their mast and started the first leg of their trip down Lake Champlain south of Burlington and through the Champlain Canal to the Hudson River.

The following article is taken from letters and writings received from Anne Wahlen and Paul Spurlock, as they have cruised and lived aboard Paul's J/24 *Minor Threat* for the past year. It chronicles a realization of their dream to join the cruising world that has resulted in a "different tack" in their lives.

Atlantic Highlands, N.J.
October 2, 1984

Dear Dick and Linda Tillman,

This letter is being written aboard J/24, *Minor Threat*. Port of departure: Lake Champlain, Mallets Bay, Vermont. Ultimate destination: New Orleans,

Louisiana. At present we are waiting out the season's first Northeaster at Sandy Hook, New Jersey, and this has afforded time to write and tell you what we plan to do (that is, if the storm ever breaks and we can get underway once again!).

The background is simple - Vermont does not lend itself to year 'round

sailing. We tend to have "ten months of winter and two months of bad skiing," but regardless, we try to stretch the season as long as possible – mid-April to the first of November. As you might imagine, the winter months lend themselves to reading and formulating plans about summer racing and possible cruising trips. This past winter's dreaming brought about the question, "Why not cruise south on the J/24?" Well, exactly... why not?! People go south in everything from ten foot bathtubs to maxi-length vessels of all descriptions, and it would be interesting to see what cruising the Intra Coastal Waterway in a J/24 would be like. We all know it can race, but can it cruise?

So it began. We talked to everyone we knew (introduced ourselves to those we didn't) who had made the trip from Burlington, Vermont, to areas southward and, though all agreed a J/24 was a great boat to make the trip in, no one had actually seen one enroute. One of our most enthusiastic contacts was Harry Walcoff (father of Hale), who spent time with us going over charts and offering many interesting and helpful tidbits concerning the trip. Paul Ravenna, of International Sailing School, was also another source of information and encouragement. Although our offshore sailing experience on our J/24 was minimal, everyone agreed that, given sailing conditions on Lake Champlain which are at times "combat sailing", we could do it. No problem! Other people said, "If you can do it in a weekend it would be great, but otherwise, forget it!"

Boat preparation was the next major project. We applied a new coat of anti-fouling paint in April, sealed the aft cabin off from the lockers (*Minor Threat* is a 1980 J), glassed in some boards with hooks on the starboard side lockers to hold sheets and extra line and added supports with tie-downs for anchors, and glassed in supports and straps in the port side locker to secure fuel tanks. All sails were taken to a local sailmaker, who reinforced all corners and added a second row of reef points to the mainsail. We also added a 180% drifter to our cruising inventory, along with an extra main.

We beefed up our ground tackle so that we carried a thirteen pound Danforth with twelve feet of chain and 250 feet of half-inch nylon line, and a fifteen pound C.Q.R. with thirty feet of chain and 100 feet of 5/8 inch double-braided nylon. The C.Q.R. is our working anchor.



Anne on the rail of Minor Threat, cruising fast in spite of all the gear on board.

The last major cruising accessory was a ten horse, four cycle outboard motor that has battery charging capabilities. We added an extra cooler, a five gallon water jug, safety harnesses, a VHF-FM radio with two antennae, Radio Direction Finder, radar reflector, a single burner propane stove, canned food, and fishing gear. With these preparations, and having taken a year's leave of absence from our teaching jobs, we felt confident that we were ready to cruise.

On September 14, 1984, with the help of our fleet secretary, Jim Finch, we unstepped our mast, made last minute preparations and three days later were underway. The first leg of the trip from Burlington covered the length of Lake Champlain south of Burlington, through the Champlain Canal to the Hudson River, where we stepped our mast at Castleton-on-Hudson, N.Y. After passing through the "Narrows" in New York Harbor, we started sailing.

We've anchored out most nights, but found ourselves moored in Tarrytown, N.Y. for two days due to cold, rainy, windy weather. This did have a positive side, because we were able to take a side

trip to New York City and browse through Goldberg Marine. Here at Sandy Hook we have set a secure storm anchor that so far has held fast through the 20-30 knot winds with higher gusts. Thus far, the only negative aspects of the trip have been the weather (the biggies), tight quarters (similar to life in a Pullman kitchen), and dealing with commercial traffic. Taking showers has also become an important item in our lives, and since this is definitely a "shoe-string" operation and we try to avoid dockage fees, we tend to take five showers instead of one when the opportunity arises! Figuring tides and currents has proved a challenge, but one we are gradually overcoming.

The next leg of our journey will take us to Cape May, N.J., which we plan to do in three days. Since there are only the two of us to share shipboard duties, we plan to sail only until 4:00 p.m. each day, to eliminate being over-worked and overtired. Obviously, at present, our trip is proving to be a slow one, but one never knows how long it will take to go from one place to the next.

If you are interested in our progress (or lack of it), we'd be glad to keep you

posted. We'd also like to hear from any J/24 owners who have attempted a similar journey.

Regards,
Paul Spurlock
Anne Wahlen
Lake Champlain Fleet 23

Charleston, S.C.
November 12, 1984

Dear Linda and Dick:

Greetings from Charleston. What a lovely city! Your letter finally caught up with us (or we caught up with it) at Beaufort, N.C. We were very pleased to hear from you and will definitely plan a stop to see you.

Obviously we're still plodding along, but since we've begun the ICW, we seem to be ticking off more miles during the day. The trip has taken us up the Delaware, down the Chesapeake, through Norfolk and into many creeks and rivers too numerous to mention. The country and people we've met have been extraordinary. We keep meeting people along the way that we meet again and again in anchorages and marinas, and they have

become good friends. The cruising community is an entity unto itself. We're enjoying it immensely.

One of the high points of the trip has been arriving in Charleston and seeing J's. Especially seeing *Aja*, the first J/36 ever built. We had no sooner arrived than Douglas Boyce (*Oyster Pie*) introduced himself, invited us to have a drink, and asked if we'd like to crew for him during the Sunday regatta. Paul did; I begged off. The race proved to be exciting, with strong and gusty winds, and Paul really enjoyed having the opportunity to be racing on a J/24 again and to find out if southern skippers scream as much as their northern counterparts. Lo and behold, they're all the same! After listening to the description of the race, I regretted not having been there to do the foredeck duties. Paul had a great time.

At any rate, we're still pushing on. The weather has turned a bit chilly, so that is a definite incentive to put more miles behind us. Our next stop, hopefully by next weekend, will be Brunswick, Georgia, and then we may be able to tell you definitely when we will arrive in Florida. We look forward to meeting you and appreciate your offer to partake in your showers!

Regards,
Anne and Paul

P.S. Please overlook the duct tape sealing our envelope. It would seem that due to dampness, all of our envelopes have become self-sealing. Ah, the joys of cruising . . .

On Sunday, December 1, 1984, Anne and Paul visited us on Merritt Island, Florida, and shared with us some of their adventures and experiences along their way. Their arrival in central Florida had been delayed somewhat by Tropical Storm Isadore and the Thanksgiving week storm. They had done a remarkable job of stowing their cruising gear, so that Minor Threat looked surprisingly homey and comfortable. Though offered a real bed ashore, they preferred to spend the night afloat and next morning they were off on the high seas of the ICW, with a promise we'd see them again at the Mid-winters in Miami.

Marathon, Florida
January 17, 1985

Dear Dick, Linda and Family:

It was a pleasure seeing you again. Anne and I really had a great time at the

Midwinters, and look forward to many more. Isn't it ironic that Key Biscayne had small craft advisories posted Saturday and Sunday after the regatta?!

We have revised our plans to travel to New Orleans, and instead we plan to spend some time in Boot Key Harbor and Key West, then visit the Dry Tortugas. If weather permits, we'll possibly make a run to the Bahamas with other cruisers who are planning to go, and then return to Florida and begin the journey north to Vermont for the 1985 racing season on Lake Champlain.

So far, the positive aspects of cruising on *Minor Threat* have been, for the most part, performance based. Even with the extra cruising gear aboard, we still sail fast. We also used less gas than the bigger cruisers, when we had to motor along the ICW. Other positive aspects are being able to anchor in tight spots in crowded anchorages (there's always room for a J/24!) and, as of yet, we've not run aground or dragged anchor as much as most cruisers we've met. Because of the J/24's maneuverability, we've had an easier time negotiating locking and docking procedures.

The negative side of J/24 cruising is obvious: space. Our galley leaves a bit to be desired, and four foot headroom is a definite drawback. Sailing the J/24 is also a very wet experience when confronted with choppy ICW waters or three to five foot (or more) offshore seas. Also, when the temperature drops, the inside of *Minor Threat* becomes extremely damp, and clothing and cushions must be aired and dried out on a regular basis. We found showering a bit of a problem, but once we hit the warmer climates that was alleviated. At this point in our trip, we've adjusted to all of this and tend to take everything in stride!

One of the best parts of this trip to date has been the people we've met along the way. They come from all parts of the world and a multitude of backgrounds, but all have one thing in common; the love of boats and sailing. Everyone is eager to share their experiences and to listen to those of others. We've learned more by talking to people we've anchored with than all the guidebooks we've read. We spent the holidays with fellow cruisers and felt a closeness that is difficult to explain. The scenery along the way has been, for the most part, outstanding and because of the J's maneuverability and four foot draft, we've been able to anchor in back



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creeks, rivers, and harbors that offer the best in quietude, privacy and a view of wildlife not easily seen otherwise. We've anchored out during most of the trip and, even during severe northeasters, we've found it to be the best way to cruise.

We've learned many things during this trip. Dealing with tides and currents has definitely been a new experience, especially when approaching a fuel dock or bascule bridge in heavy traffic areas. We've also become fairly adept at anchoring. Surprisingly, the VHF-FM took a fair amount of getting used to, but now we use it to call fellow cruisers, commercial craft, and bridge tenders, with a minimum of embarrassment. We don't travel if the weather is really bad, and we don't enter an anchorage after dark unless absolutely necessary. We've become better navigators and have arrived at our destination with very little hassle. Something else we've learned is that no other J/24's seem to be cruising!

When we start the trek back to Vermont, we will give you a call when we are near your home.

Fair Winds,
Anne and Paul

Dockside Lounge
35 Sombrero Blvd.
Marathon, FL 33050
July 22, 1985

Dear Dick, Linda and Family:

Greetings from the Florida Keys. Surprise! Anne and I have not yet returned to Vermont on *Minor Threat*. And it looks like we won't be making the return trip.

Following the Midwinters, we spent the remaining winter and spring months (and now summer) sailing the Keys and Marquesas. The J has really had some miles put under her keel . . . approximately 3,000.

Anne resigned her teaching job in April and I flew back to Vermont and resigned mine in May. We made the decision that we both want to continue the "cruising life." Anne has a teaching job in Key West this fall. I don't think I will go back to the classroom (unless Fate has something worse in store).

To supplement our "cruising kitty" while awaiting "real" employment to begin, Anne began work as the head housekeeper at a local resort and I've been painting at another one. Not the most intellectually stimulating and certainly not the most financially rewarding work in the world, but we've found that our cruising expenses are minimal and range from between \$300 to \$500 per month if we're careful. We've found that most cruisers do this and usually have no difficulty finding jobs along the way. You get into a routine of cruising until the money is almost but not quite gone, pull into a port for two to three months work, and then go cruising again. There are always jobs in boat yards, canvas places, resorts, grocery stores - actually the list is extremely long. We've met people who have done everything from free-lance varnishing to substitute teaching. Since it's easy to keep your expenses down, unless a major "act of God" occurs, you don't have to have an executive level position to cruise!

Presently we are looking for a larger boat for our new cruising life. Of course, we will always consider ourselves J sailors, and that is what we hope to do our serious cruising on. Our plan is to work in Key West for one year, pay off the new boat and then (maybe) set sail for Perth and the 1987 America's Cup Races. I think that would be a great sail in a J Boat!

We have done our best to represent the J/24 as a racer and cruiser. We sail at every opportunity and race whenever possible, and try to spread the word about J Boats. I have written to Rodney



Anne and Paul decided the cruising life is for them and plan to work a year or two so they can buy a larger boat.

Johnstone twice about our journey, but as yet received no reply . . . we do, however, realize that he is an extremely busy person, and understand.

Warmest Regards,
Anne and Paul

P.O. Box 53
Key West, FL 33040
August 21, 1985

Dear Linda and Dick,

Well, you can see by our address that we have finally arrived in Key West and are at Land's End Marina. We had a great trip from Marathon, leaving on August 2nd and arriving here on August 10th. Actually it's only fifty miles, portal to portal (as they say), but we decided to take a short vacation and spend some time with friends in Newfound Harbor, just off Big Pine Key. While at Newfound, we went diving and caught lobsters, did some fishing, and gorged ourselves on the fruits of our labor. Ah, the cruising life!

I'm afraid that this will be a conclusion to our cruising saga for a bit. Even though we'll definitely keep writing, our serious cruising will be curtailed while we return to the "real" world for a year or two in order to buy a bigger boat and keep cruising. I've started at school and am feeling a vague degree of culture shock. However, the school and the people who work there are super and I think I'll enjoy it. Presently Paul and a friend are trying their hand at commercial fishing - we'll let you know how that goes. (Their last trip was a disaster: not enough to sell, but too much to eat ourselves. I'm about to write a cookbook on 365 different ways to fix grouper!)

In closing, we'd like to emphasize the things that we've found most enjoyable about our trip thus far, so that other J/24 owners may be motivated to try cruising on their J's. First, we've enjoyed (this is probably an understatement) the freedom that this type of life-style has afforded us. You always have your home with you and you assume a relationship with the boat that is very different from day sailing or racing. We've seen places that few tourists are able to see and have experienced a peace of mind that few experience. Of course, there have been a few "white knuckle" moments, but overall we now feel safer on the water than we do driving a car on any given highway.

Second are the people. As we've stated before, they're wonderful. We've not met a cruiser that we didn't like! How wonderful. Cruisers are open and warm people and you tend to become quite close just because of the nature of the life-style. We've met people from all corners of the world and write and receive amazing amounts of correspondence maintaining those friendships, knowing that because of the size of the cruising community, we're bound to meet again. In the short time that we've been in Key West, we've had people visit us who we anchored with in Marathon. Also, the cruising community is extremely protective of its own! When a cruiser has a problem, there is always another cruiser there to lend a hand. No payment is ever required and it's just understood that you'll return the favor by buying a six pack, making a dinner or simply extending help to another cruiser in return. Of course it isn't only the cruisers we've met that have been great. People like you two who welcomed us into your home without having met us and made us feel like old friends, and an elderly gentleman in Fort Edwards, N.Y., who was extremely

interested in our journey and offered us his car to do our grocery shopping and go sight seeing, have also been a very integral part of our journey. It has certainly been a year of expanding the scope of our world.

Of course there have been some discomforts, but we knew that travelling on a J/24 with four foot "standing headroom" would have its drawbacks. We still bump our heads, have calluses on our knees and worry about where to dump the porta-potty. But we've learned to cook almost everything on a one burner propane stove, take salt water showers, catch rain in a jerry jug to supplement our fresh water supply and to rig a wind scoop. All in all, we've become cruisers, although we still have a great deal to learn.

We'll keep you posted on what we're doing and where we're going. Thanks for being so helpful and encouraging. We've really appreciated it and we're looking forward to seeing you soon.

Take care,
Anne and Paul



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by Keith Milne



Photo by Denise Bina

But our racing venues really make the sailing incomparable. Most of our races are on the storied Olympic Circle

off Berkeley, site of the 1980 NA's and 1982 Worlds. Directly downwind of the Gate, with a long uninterrupted fetch and lessening water depth, a short, mean chop builds along with the breeze, usually peaking at about 3-4 feet. Surf City! The Circle is clearly the choice for the fairest sailing on the Bay. With a relatively constant water depth, the Bay's infamous currents are less of a factor here than elsewhere in the area. Although there tends to be a geographical favor to the right side of the course, tactics are still important. But poor boatspeed will kill you here, if a lousy start in the 40 boat fleet doesn't get you first.

Then there's the City Front. No course area north of Sydney Harbor or west of Hong Kong can compare for sheer, breathless beauty. The arching spans of two of the world's great bridges frame its western and southeastern boundaries. The green hills of Angel Island and Marin rise precipitously to the north. Like Oz, the skyline of The City juts skyward on its southern shore. Amidst it all sits Alcatraz - the Rock - with its ominous history of imprisonment and isolation.

Stretching between and around these disparate sights is the thirty square mile body of ever-changing fluid known as the West Bay. It is estimated that a third of the Bay's volume is replaced with each tide cycle. All of it flows at up to four million cubic feet per second under the Golden Gate; through Raccoon Strait to the north, between Angel and Alcatraz in the center, past the City Front to the south. At max flood or ebb, the Bay is a river flowing at up to 5 knots. It sweeps the inexperienced over starting lines early, sets them down onto marks, convolutes laylines and shift-oriented tactics, occasionally pays huge dividends to a desperate "flyer", but invariably punishes without mercy just as you think you are beginning to figure it out.

City Front courses are started off the race decks of either the St. Francis or Golden Gate yacht clubs, or - for major regattas - off the SFYC's committee boat. At max ebb, the prescription is to win the starboard (outside) end, then tack immediately to port into the stronger ebb further out. Easier said than done. The current sets boat after boat to the line too early. Add a cruel ebb chop to water

already churned to froth by pre-start maneuvers of a huge fleet, and colossal jams result. Often the winner starts further down the line with speed, tacks and clears the gaggle fighting for the end of the line.

The start of a max flood race is even better, with the clamor for "first to the beach" honors. At the gun it's a drag race to the inside. The winner is the first to hail for sea room, sometimes flopping as many as 12 boats like so many dominos. The chips then fall the other way as the first starboard tacker not obligated by the chain of hails knocks the whole bunch back into shore.

The hardest thing is to control your own destiny in here. You must try to sail in clear air, but you must do so in the least disadvantageous current closest to shore. Invariably, a boat ahead will tack just as you do, giving you an agonized 30 seconds of asphyxiation until you regain speed and tack again. Obviously, superior helmsmanship and The World's Strongest Man in the cockpit will be a big advantage. But so too will be the ability to anticipate the actions of others and make positive steps toward the balance be-



More City Front action, as Keith Milne (Exocet) leads Don Trask, Jeff Littfin and John Niesley (1977) while Jim Titus (2737) crosses on port.

tween clear air and good current. As will the ability to avoid a T-bone collision, the rocks or the beach. At least once a year, the splintering crunch of stem to beam has stabbed through the usual high-pitched cacophony of hails, screams and curses. I will never forget the sight of an anguished Jim Titus jumping overboard to push his boat off the beach after being a little too greedy with his inside advantage, nor the sickening thud of Chris Perkins' newly faired keel on rock in the Western Regionals. I wondered whether a second thump wasn't his heart falling out onto the deck.

1986 will be a year full of J/24 racing on San Francisco Bay. Contact the District 20 Governor or Fleet 17 Captain for the schedule. There are several competitive boats available for charter if advance arrangements are made. Or just bring your gear and hop on. We don't want to hoard all these great times to ourselves.

Keith Milne is chief economist for Chevron Overseas Petroleum, Inc. and current Fleet 17 captain. He bought Exocet in 1982, crewed as sail trimmer, and in 1985 has finished near the top of the fleet in his first full year on the helm.



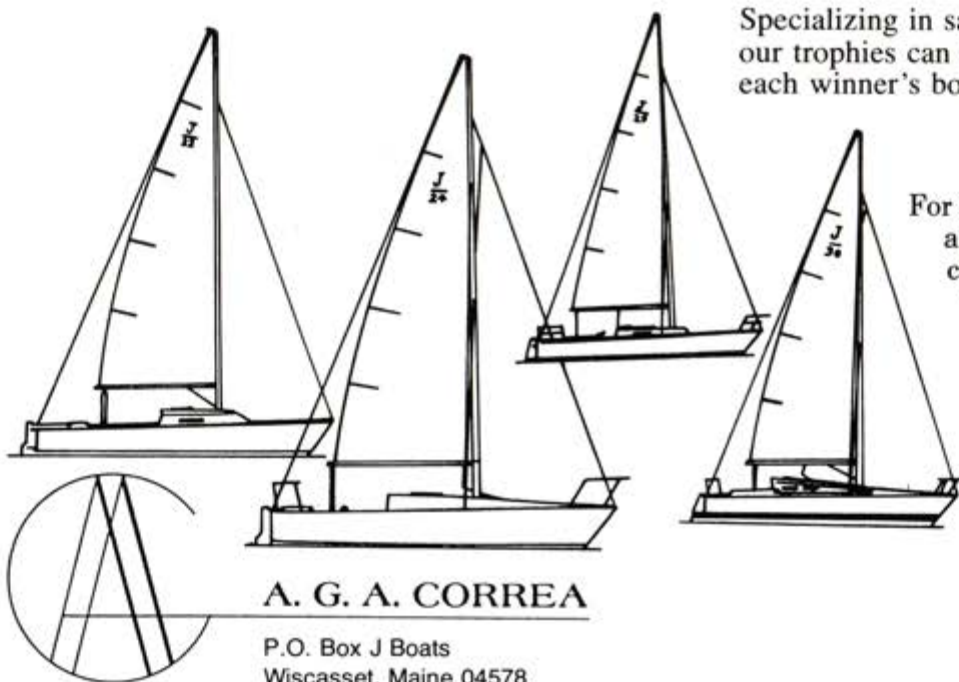
Photo by Jim Barton

Spinnakers and the Golden Gate bridge, a familiar sight on San Francisco Bay.

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Such Clever Names!

Some say, "What's in a name?" Well, there's a lot to them, judging from the following list of 1985 class members' J/24 boat names. Probably more than meets the eye . . . Might they reflect the owner's occupation? Or pre-occupation? Favorite expression? Song? Cartoon? Expletive? Whatever! By popular demand, they're all here, from the class records as of August 30. Read on!

... Or You Can Call Me J Amulet
007 Amy J
0685 Anastasia
3 J's Andiamo
3/4 Time Andromeda
4040 Anemone
50/50 Animal Crackers
5 PM Antalya
A'Rival Antares
Abacaxi Apocalypse II
Abracadabra Apparition
Ace of Cups Apple Pie
Action Aquastar
Adventure Galley Aquavit
Advocate Deaux Aqueous Humor
Aeolain Ariel
Aeolain Genesis Arion
African Princess Arnold
Aggression Arrakis
Ahab Artful Dodger
Air Supply Asrai
Airborne Asteri
Airplay Asterix
Airstart Asylum
AJ At Last
Ajax Attack
Ajoy Atticus
Akela Aureole
Alabama Getaway B Max
Albatross Bad Neuzz
Alfa Bad News
All Hawn's On Deck Ballantine
Alleged Perpetrator Baloo
Alliance Bandit
Altercation Bandito
Amanda Bangbang
Amazin' Bangor Packet
Amazing Grace Banshee
American Beauty Banzai
American Express Barb
American Garage Barb IV
AMF Barbie

Basic Transportation
Bazooka Joe
Bearboat
Bee Liner
Ben-Dover Express
Benture
Between the Cracks
Between the Sheets
Beulah's Boys
Big Brother
Big Louise
Bingo
Birdie III
Bittersweet
Black Ice
Black Magic
Black Rose
Blast
Blew-By-U
Blind Pig
Blitz
Blondes Have More Fun
Blu Snafu
Blue Barge
Blue Bird
Blue Blood
Blue Chip
Blue Curacao
Blue Fin
Blue Fox
Blue J
Blue Jay
Blue Magic
Blue Max
Blue Scoop
Blue Side Down
Blue Smoke & Mirrors

Blue Streak
Blue-J
Blueberry Jam
Bluebird
Bluejay
Blueprint
Blunderbus
Bobber
Bodacious
Bohica
Bon Temps
Bon Vivant
Bonus
Boogaloo
Boogie
Boomerang
Boondoggle
Boops
Boss Hogg
Bottom Line
Bowfin
Brain Damage
Brass Tacks
Breakaway
Breezin
Brew Ha Ha
Brisa
Bronco
Bruiser
Brush IV
Bulldog
Bullseye
Bumpy
Bunky
Bushwhacker
Buttercup
Butterfly

Bzzzz
C-
C-Monster
C.S.S. Alabama
Cabal
Cahoots
Cajun
Cajun Babe
California Girl
Callisto
Candy
Caper J
Capital Gain\$
Capital Gains
Capriccio
Capricious
Capricorn
Cardinal
Cardinal Knowledge
Carousel
Carpenter
Carrera
Carrina III
Carry On
Cellide
Celebration
Celeration
Centipede
Ceranthus
Chaos
Chapter Eleven
Charbel
Charisma
Charivari
Charjer
Chasing Rainbows
Chautauqua

Cheap Sunglasses
Cheap Thrills
Cheapshot
Cheech Wizard
Cheers
Cheetah
Cher'
Cherry's Jubilee
Children at Play
Chimera
Chinook
Chiquita
Christmas Carol
Chrysalis
Chutzpah
Ciao
Cinnamon
Cintos
Cirrus
Claas Act
Clam Digger
Class Act
Class Action
Classic
Coal Pile Express
Cobra
Cocacola Cowboy
Cockatoo
Coffee Royale
Cold Duck
Colonsay
Comet
Compromise
Connemara
Consort
Contagious
Cool Change





Cornicchio
Coyote
Crabapple
Cracker Jack
Crackerjack
Crayola
Crazy Lady
Crescendo
Critical Mass
Crowded Canvas
Crowning Blow
Cruel Shoes
Crusader Rabbit
Crush
Curt Loose
Cyclone
Cygnets
Daedalus
Dagger
Dago Fast
Dagofast
Damdifino
Damfino
Dane
Darvon
Dauntless
Dawn Treader
Dazzler
Dead Duck
Defiance
Degage
Deimos
Deja Vu
Dejavu
Delerious
Delphi
Demetra
Den Nine
Desire
Devious
Diamonds Are Forever
Dickens
Dilly Dally
Dingdorum
Dire Straits
Dirty Deeds Done Dirt
Cheap
Dirty Laundry
Disregardless
Dissaster Area
Dixie

Do-Re-Mi
Doctor J
Doctor's Orders
Dolphingame
Doo-Dah Doo-Dah
Double O
Double Trouble
Dr. J
Dr.'s Orders
Dragon Fly
Dragonfly
Dragonslayer
Duck Soup
Duck Tape
Durendal
Duster
Dusty Work
Dyarchy
Dynamic
Dynamite
Earendil
Easy Go
Easy Goin'
Eddy Avenue
Eden
Edge Of The Envelope
Edie Haskell
El Rayo-x
Electric Pumpkin
Elixir
Ellie Too
Elske Jagt
Elusive
Emerald Express
Encounter
Endeavor
Endless Summer
Endymion
Energizer
Enerjize
Enjoy
Envy
Epinspltrine
Equilibrium
Errant
Error Squared
Escapade
Escape
Escape From The Rock
Escargot
Esprit De Lune

Estralita
Excess
Exocet
Expresso
Extreme Green
Fair Dinkum
Falsandee
Falcon
Fan Belt Kitty
Fancy Free
Fantastic
Fantasy
Fast Company
Fast Food
Fast Freia
Fast Lane
Fast Market
Fast Woman
Fastack
Fastbreak
Fastlane
Fat Cat
Fat Chance
Fat Lips
Fear And Loathing
Feather
Fever
Fiasco
Figmint
Filli
Finesse
Finnegan
Fire Drill
Firecracker
Firefly
Flamer
Flamingo
Flash
Flat Out
Flicka
Flight
Flinn Flinn
Flour Power
Flying Cloud
Flying Colors
Foot Loose
Footloose
For Sail
Fox Four
Foxy Lady II
Freedom

Freelance
Freestyle
Freighttrain II
Frenzy
Freyfax
Frick n Frack
Friendly Skies
Frolic
Fugue
Full Tilt Boogie
Galleon
Galleon Girl
Gambit
Gang Way
Generic
Geronimo's Cadillac
Getting By
Ghostbuster
Giddy-up Go
Gizmo
Go For It
Go Go
Go With The Wind
Godspeed
Gold Rush
Golden Dragon
Goldilocks
Goldrush
Gone Away
Good Girls Don't
Good Grief
Good Hearted Woman
Goose
Gopher Baroque
Gopheret
Gossamer
Gotcha
Gracie
Grand Illusion
Garnd Slam
Graybeard
Grayling
Green Apple
Green Flash
Green Hornet
Green Jeans
Green Ripper
Greenback
Grey Lady
Grey Matter
Groucho
Group Therapy
Grumpy
Gruppo Sportivo
Gust Buster
H2O
Hairy J
Half Fast
Haole
Harbinger
Hard Rain
Hardtack
Harmony
Harp
Haymaker
Haywire
Heartbreak
Heartbreak Hotel
Heathcliff
Hekler
Herbert
Herman
High Five
High Hopes
High Noon

High Pockets
High Rustler
High Voltage
High Waddle
Hilaria II
HJ
Hoboat
Hocus Pocus
Hombre
Honky
Hooligan
Hopscotch
Hot Air
Hot Chex
Hot Chocolate
Hot Flash
Hot Mop
Hot Pursuit
Hot Spunk
Hot Stuff
Hot Tamale
Howzat
Hubba
Hullahoop
Humble & Lubable
Hunky Dory
Huntress
Hurry Hurry
Hustler
Hwang Ho
Hyacinths
I'll Go
Iagopus Scoticus
Iqualu
Il Marvelous
Illusion
Imaginary
Imagination
Imp
Impasse
Impetuous
Impulse

In The Mood
Incognito
Inshallah
Insta-gator
Instant Karma
Instead Of
Intense
Intolerable
Intrigue
Invictus
Io
Irish
Irish Wake
Ishkabibble
Itsy
J B Nimble
J Bird
J Cuzzi
J Express
J Fever
J Jokem Token
J Spot
J Walker
J Whizz
J's J
J-Bird
J-Cuzzi
J-Ello
J-Force
J-Hawk
J-Hosen-Neig
J-Train
J-Walker
J-ed
J. B. Winwright
J. P. & Company
J. R.'s Jay
Jack Rabbit
Jackpot
Jade
Jah Love
Jail Bait



Jalapena
James Dean
Jasmine
Javelin
Jawbreaker
Jay's J
Jaywalker II
Jazz
Jazz'd
JD
Jehoshaphat
Jeopardy
Jeremiah II
Jerryco
Jest
Jesus Saves
Jet
Jet Stream
Jezebel
Jibish
Jigsaw
Jitterbug
J J Token
Joe-Slick
Joint Venture
Jolly
Jomama
Joss
Jouster
JPJ
Jubilant-ABJ
Jubilant
Juice
Julie
Jde Vivre
Kachina
Kadamar
Kahoots
Kaleidoscope
Kamikaze
Kapt Kerrunch
Katherine
Keehar
Keemah
Keewaydin
Kestrel
Key Lime Seal
Kicks
Kiss It Goodbye
Kitty Hawk

Klassey
Kookeburra
Kvack
L*A*S*S
La Belle Helen
La Dee Da
La Petite Mambo
Laissez Faire
Landslide
Last Call
Lazy J
Lead Sled
Leading Edge
Lean Cruise
Lemon Hart
Leprechaun
Lickety Split
Life In The Fast Lane
Lightnin
Lightning
Lime Rickey
Limelight
Limerick
Lips
Liten Jente 4
Little Miss Majic
Liz
Liz Taylor
L L Express
Loblolly
Locomotion
Loon
Loonatic Fringe
Loophole
Loose Ends
Lotus
Louise
Lowly
Lucifer's Hammer
Ludy
Lulu
Lunatic Express
Luv Ya Blue
Lycidas
M C Squared
Macanudo
Machbuster
Maggie
Magic Dancer
Maggie

Maharani
Majic
Majic Twanger
Make It
Malolo
Man-O-War
Mana
Mandarin
Maniac
Marian
Marimark
Mariner
Marisol
Marvelous
Maxidyne
Maximus
McBettah
Mean Green
Mehitabel
Melody
Menage
Merlin
Midnight Son
Millennium Falcon
Minor Threat
Minx
Mirage
Mischief
Misdemeanor
Miss America
Miste' Jack
Mixed Nuts
Mondo Bongo
Monomania
Monster Fish
Moody Blue
Moondance
Moonshadow
Moonshine
More Grief
Morning Star
Mr. Magoo
Ms. Money Penny
Ms. Sippi
Muffin Monster
Mulaf
Murphy's Law
Muscatel
Mutt
My High II
My Lady J
My Sanity
Mystic
N.S.F.
Naiad
Nancy H.
Nativo
Natural
Natural Gas
Navi-Gator
Navy Blazer
Nebulous
Nemesis
Nene
New Wave
Next
Night Club
Night Owl
Nighthawk
Nightmare
Nimble
Nimbus
Ninja
Nirve VI
Nirvana



No Cheap Thrills
No Limit
No Name
No Names Please
No Svet
No Sweat
No . . .
Northwind
Not To Worry
Not Yet
Nothing Artificial
Nouvelle Vague
Novacaine
Novation
Numbers
O'Furo
Obsession
Obstreperous
Off Call
Offcourse
Oh J!
OJ
Older Women
Ole'
One Hot Number
One Step Forward
Onkahye
Oombriago
Optimum
Opus
Oreo Express
Organ Grinder
Original Sin
Orion
Oski Maru
Osprey
Out Of The Blue
Outburst
Outer Edge
Outlander
Outrageous
Outraje
Outrajeous
Outta
Owalissa
Oyster Pie
Oz
P.D.Q.
P. F. Flyer
P.M.S.
Pacman
Painkiller
Painted Lady
Panache
Pandemonium
Panic Knot
Papa Jack
Paprika
Paragon II
Paranoid

Parrot
Partial Eclipse
Party Animal
Passing Strange
Passion
Patriot
Pazuzu
PDQ
Peddler
PEF
Pegasus
Pelican
Pendragon
Pentimento
Perdido
Peregrine
Persistence III
Pete's Draggin
Pete's Harbor
Petit Papillon
Petite Nina
Petty Larsony
Phantasm
Phantom
Phaze II
Photo Finish
Phyrrhic Victory
Piebald
Pinball
Pinchy
Piranha
Pizazz
Plan B
Plane Crazy
Plane Jane
Planet Claire
Plato
Player Piano
Plum Crazy
Pocket Rocket
Poco Loco
Point Blank
Points South
Polaris
Popeye
Precious
Preparation J
Priceless
Priority
Priscilla B.
Privateer
Procyon
Prodrome II
Proud Mary
Pugamophone
Pursang
Pyrotechnics
PYT
Quack
Quantum Leap

Quibble
Quicksilver
Quintessence
R2 D2
Rabbit Transit
Racketasheer
Ragamuffin
Ragdoll
Ragin Cajun
Rainbo II
Rainbow
Rampage
Ranger
Raptor
Rat
Razzle Dazzle
Rebel
Rebel Yell
Recess
Reckless
Record Time
Red
Red Eye Express
Red Heart
Red Wing
Redneck
Redneck Mutha
Redshift
Reflections
Reggae Dancin
Relative M'Ocean
Remark
Renegade
Repo Man
Res Ipsa
Resolute J
Respite
Reverie
Rhumb Runner
Ricochet
Riff Raff
Right Stuff
Rikki
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Risk
Risky Business
Road Dog
Robin
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Rokslide
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Ruffian
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Sage
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Scacco Hatto
Scagit
Scandal
Scarlet
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Sirocco
Scooter
Scorpion
Scramble
Scratch My Back
Screamin Demon
Screaming Flea
Scrimshaw
Sea J
Sea Lion
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Sea Sharp
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Second Chance
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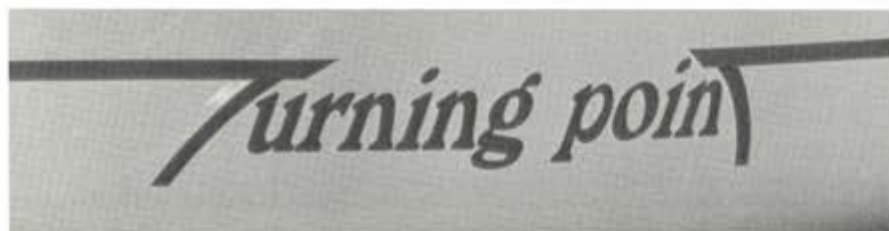
Shadowfax
Shadowfox
Shai-Hulud
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Shameless Hussy
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Shazam
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Shduv
Shell-Shock
Shinola
Shoestring
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Sierra Hotel
Silk
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Silver Streak II
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Sindar
Sister Boogie Woman
Sisu
Skagit
Slack Key
Slap Shot
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Slingshot
Slippery When Wet
Slithergadee
Sloop Du Jour
Sly
Smak
Smoke
Smokin J
Smokin'
Smooth Move
Snafu
Snake Eyes

Snow Bird
Snow Blind
Snuzuluz
Socially Unacceptable
Sog-Ai-Ez
Solace
Solaise
Solar Wind
Solent
Son Of A Gun
Sun Of Bullwinkle
Sooner
Sorcerer
Soul Of Wit
Souwest
Spar Wars
Sparkler
Spider Man
Spindrift
Spirit
Spizz
Splash Dance
Splendor In The Splash
Spook
Spot
Spring Fever
Squarehead
Squeeze
Squirt
Stampede
Stark Ravin
Starship
State O'Chassis
Station Break
Steal Away
Steeplechase
Sterling
Stinger
Stingray
Stohl
Storm Trooper
Stratejacket
Street Legal
Strider
Sugar Bear
Sugar Magnolia
Sugar Plum
Suivez-Moi
Sunchaser
Sundance
Sunday's Child
Sunkissed
Sunkist
Sunny Honey
Sunraker
Sunrunner
Super Sloop
Super Sunday
Superman
Superpip 3
Surface Tension
Surfer Girl
Surprise
Surprise!
Suspence

Svere J
Swag
Sweeney Todd
Sweet Lucretia
Sweet Thing
Swells
Swiftsure
Sydeslip
Symbiosis
Symphony
Synapse
Synchros
Syntax
Syrinx
Tabasco
Tacky
Talisman
Tallawa
Tallawah
Tan Fastic
Tangerine
Tangerine II
Tango
Tanstaaf
Tantrum
Tar Baby
Taxi Dancer II
Taxi-Dancer
Tchau
Team Sora
Teenie Jeanie
Temerity
Tenacious
Tenspeed
Tethys
The Force
The Green Machine
The Maven
The Pearl
The Price Of Eggs
The Silver Fox
The Sting
The Twilight Zone
The Two Guys Who Sail
The Wild Life
There And Back Again
Thetwobly
Third Wave
This Side Up
This-L-Star
Thorough-red
Three Sheets
Thriller
Thumper
Thunder Duckie
Thunderstar
Tidebucker
Tiger
Tigress
Tilt
Tinkerbell X
Toad
Tofa
Tonic II
Tonka

Too Hi Too
Too Hip
Too Quick
Top Of The World
Tops'I
Toque Blanche
Torpedo
Traci Too
Treats
Treetop Flyer
Trick Or Treat
Trident
Triple Play
Troll
Trolleri
Trouble
Tu Da Lieu
Tulips
Turbo
Turning Point
Tuxedo
Twilight Zone
Twisted
Ukiyo
Ulla La
Uncle Wiggley's Airship
Undecided
Under Construction
Up and Away
Up and Running
Uprising
Uptown Girl
Ursa
Vagabond
Valiant
Valkyrie
Venjance
Venus
Verbum
Vigilant
Vim
Vitesse
Vivacious
Vivo
Vixen
VolksWagon
Volunteer
Vorn Vorn
Vuja De
Wabasha
Wailin' J
Waldo C. Wookiee
Walk On By
Walkin Man's Friend
Warm Bam
War Eagle
Warlock
Warrior
Wasp
Water Margin
Water Nymph
Wave Packet
Wavedancer
Waverider
Weasel

Wet Licks
Wet Nose
Whales
Walboat?
Whatever
Wheee Zest
Whirlaway
Whisper
Whistler
White
White Caps
White Heat
White Lightning
White Rabbit
Whizz
Why Not
Wicked Wahine
Wild Goose
Wild Shot
Wild Wish
Wildcat
Willi
Wind-Dough-Pain
Windfall Prophet
Windflower
Windigo
Windsplitter
Windsprint
Windswept
Windswept II
Windwalker
Windy Dash
Wisper
Witt's End
Wiz
Wizard
Woehrie Bird
Wolf
Woodstock
Worldwind
Wud Ja Mind
X-rated
Xuthus
Ya Ya
Yachtwurst
Yachtzee Challenge
Yakkety Yak
Yellow Bird
Yellow Fever
Yellow Rose
Yesterday's Hero
Yeti
Yot
You Can Call Me J
Young American
Zapsail
Zenda Express
Zephyrus
Zeus Truce
Ziggy
Zilla
Zipper
Zorrita
Zuma
pH



District 7

by Frank McGarry

The most unique of the U.S. Districts encompasses most of New York state and reaches up to border the populous areas of Ontario, Canada. A District 7 regatta takes on its own international flavor, with many fine Canadian J sailors joining the fray.

The geography of the district provides sailors with every conceivable challenge, running the gamut from the narrow and spectacularly beautiful Finger Lakes to the broad waters of the Great Lakes, Erie and Ontario. Major fleets are located at the Rochester Yacht Club on Lake Ontario and the Buffalo Canoe Club at the eastern end of Lake Erie. Sailors in Buffalo and Point Abino, Ontario, move back and forth across the border exchanging regattas, as do those on the Canadian and American sides of Lake Ontario. The District Championship and the Canadian Championship are moved around the lakes to provide sailing variety and maximum fleet involvement.

District 7 is also favored by the fine quality of sailors participating in local events, many of whom are top contenders in the major national and international events. Gunther Buer-

man and Kirk Reynolds have both had very competitive finishes in the Worlds. The fleet also attracts sailmakers from Haastick, North, Shore, and Hood. All are welcomed and put to their measure by an abundance of fine amateur talent.

The J/24 fleet has drawn its talent at the expense of some of the other classes, notably Tom Oller from Stars; Larry Gaenzle, former president of the Thistle Class; Mike and Barb Staniforth from Fireballs; and, more recently, Marc Bryant, North American Lightning champ, who tested the waters at this year's district championship. Male chauvinists need not apply for membership because they will find themselves competing against some fine women skippers. Barb Staniforth, Katie Nicoll and Sue Walk are a few that come quickly to mind. They are complemented by a host of fine women crew members, many of them family, emphasizing that family sailing still has a place in competitive J/24 racing.

Our two most recent regattas, the District Championship and the Youngstown Level Ton Regatta, drew 27 and 37 boats respectively. Camaraderie pervades the competition, and the novice racer finds the experienced sailor more than willing to share his knowledge. District 7 is always in the forefront promoting the class. If you are in our area, join us for a sail.



Photo by Mark Senti

Gunther Buerman in Partial Eclipse leads the pack downwind in a District 7 Championship race.



Van Reiger (3543) and Tiernan (2510) work to overtake the leaders in the Shelter Island Race.

Gardiners Bay Fleet 89

by Richard Gluckman

The Fleet 89 Michelob Invitational Race Around Shelter Island was held on Saturday, July 6, 1985, in southwest winds of 15 to 20 knots. The unofficial time of the winning boat was three hours and four minutes, a course record for this race. It was a very tight race with the lead changing among the first four boats until Bud Picken overtook Gluckman at the last weather mark. They were followed by Fisher and Tiernan.

On Sunday, the Heatherton Race around the buoys in Gardiners Bay again had ideal conditions of a 15 knot westerly. Gluckman finished first, followed by Picken, Melrose, and Tiernan.

The Junior Program has been a success this year. On July 20, seven J's showed up with junior crews from seven yacht clubs in the area. Two races were held in 12 knot winds, using jibs and no spinnakers to give the juniors time to concentrate on speed and tactics. The series includes four race days and we hope it will help solve the perennial crew problem, in addition to giving interested kids an opportunity to crew on a large boat.

Shelter Island/Heatherton Race

YACHT	HELMSMAN	Sat.	Sun.
Jest	Picken	1	2
Ricochet	Gluckman	2	1
Green Ripper	Tiernan	4	4
Tilt	Melrose	6	3
Endeavor	Fisher	3	DNS
Eclair	Reiger	5	DNS
Synchos	Skogsburch	7	DNS
Altercation	Mays	8	DNS
Solent	Mohlere	9	DNS

First Annual Long Island Sound Championship

by Vin Bitel

The Milford Yacht Club will host the First Annual J/24 Long Island Sound Championship Regatta in Milford, Conn. on the Columbus Day Weekend, October 12-13, to crown the fastest J/24 on Long Island Sound. Long Island Sound is one of the most popular sailing areas in the country. The J/24, which had its beginning in these waters, enjoys great popularity, with nine J/24 fleets on Long Island Sound (Fleets 4, 22, 31, 61, 84, 89, 99, 106 and 122).

In addition to being a major regatta for the ECYRA J/24 Circuit, this regatta will also serve as the J/24 District 2 Championship. The 1985 J/24 District 2 Championship will qualify one entry to the 1986 J/24 World Championship to be held in Newport, RI. A Long Island Sound J/24 Championship perpetual trophy will be awarded to the highest finishing J/24 from a Long Island Sound J/24 Fleet.

Milford Yacht Club, located at the midpoint of Long Island Sound, is a center for one-design racing yachtsmen. This regatta will consist of two days of racing, with five races scheduled, and there will be awards both days. Moorings, trailer storage and hoist facilities will be available to participants at no charge.

Southwest Championship

by Kelson Elam

"Any finish in the top five is a keeper," is the word around Rush Creek Yacht Club in Dallas during the annual J/24 Southwest Championship held over Memorial Day weekend, and this year was no exception.

When the smoke cleared after this typical Texas shootout, *Monster Fish*, skippered by Scott Young, and *Surfer Girl*, skippered by Kelson Elam, managed to average five points per race and to tie for first which *Monster Fish* took on a tie breaker. Consistency, not winning races, proved successful for third place *Thunderstar*, skippered by Glen Darden, the only boat to win two races in the five race series.

Fred AmRhein on *Flower Power* showed that persistence pays as he won the second race, giving him his first Texas Circuit race victory in more than eight years of faithful attendance.

Winds for the series varied from drifting to planing conditions, with the last race in heavy air deciding the series. With *Monster Fish* and *Thunderstar* tangled on the starting line of the final race, *Surfer Girl* took the lead and was able to cover *Monster Fish* to the weather mark. By the leeward mark, *Surfer Girl*, *Monster Fish* and *Thunderstar* had broken from the rest of

the fleet and *Surfer Girl* and *Monster Fish* sailed tack for tack on the second beat and rounded the second weather mark with *Thunderstar* in a close third. After a jibing dual on the run the three boats rounded overlapped at the leeward mark. *Monster Fish* tacked first and was able to drive out from under *Surfer Girl* who was sailing with four crew as opposed to five. *Thunderstar*

broke away from the other two and won the race with *Monster Fish* second and *Surfer Girl* third.

The turnout of 41 boats showed a resurgence of J/24 racing in the southwest, with competition better than ever. Much thanks goes again to Rush Creek Yacht Club for a first class event.



Photo by Laura Sumpt

The Southwest Championship perpetual trophy is displayed by 1985 winners (from left), Scott Young, John Peck, Rick Pitcairn, Carla Pierce and Doug Kern, crew of *Monster Fish*.

1985 Southwest Championship Memorial Day Weekend Dallas (Top 10 of 41)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOTAL
1	634	<i>Monster Fish</i>	Young/Peck/Pitcairn	3	11	2	2	2	20
2	3694	<i>Surfer Girl</i>	Elam	2	8	3	4	3	20
3	3481	<i>Thunderstar</i>	Darden	5	10	6	1	1	23
4	1040	<i>Graybeard</i>	Foster	1	7	5	5	6	24
5	3287	<i>Prep J.</i>	Chilton	10	4	11	3	8	36
6	968	<i>Grand Slam</i>	Foerster	13	13	1	8	5	40
7	1158/2375	<i>Hairy J</i>	Zars	8	9	13	11	12	53
8	1385	<i>Endless Summer</i>	Flynn	6	15	18	9	11	59
9	1216	<i>Sovereign</i>	Brandon/Irwin	9	16	23	10	7	65
10	3787	<i>Ghostbuster</i>	Rogers/Draheim	42	6	8	6	4	66

1986 Women's Racing Clinic Scheduled in Miami

by Jane Pincus

The Women's Yacht Racing Association of Miami proudly announces the third Annual WYRA/J World Women's Racing Clinic to be held January 12-17, 1986, at Coral Reef Yacht Club in Miami, on Biscayne Bay.

The week-long clinic features world-class coaching, 20-30 hours of work in J/24's on the water, 15-20 hours of classroom instruction and discussion, professional videotape reviews each day and a couple of terrific parties for students, coaches and the local yacht racing community. The clinic is

geared to intermediate and advanced sailors with racing experience. Areas covered are: sail trim, strategy, tactics, rules interpretation, spinnaker work, helming, wind and current compensation, starting drills, crew organization and race preparation.

The fee for the clinic is \$250, which includes all instruction, welcome get-together at Coral Reef Yacht Club, free T-shirt and J World instruction book, and an awards dinner. Free housing is available, and transportation from the yacht club and to the clinic can be arranged. There is a 50 percent discount for skip-pers who bring a J/24 to use during the clinic. Early replies are advised . . . space is limited.

Contact Sue Vrana-Brogan at (305) 667-5099, or write WYRA/J World Clinic, P.O. Box 331532, Coconut Grove, FL 33133, for an information packet and registration.

Youngstown Level Regatta

by Mark Sertl

The Youngstown (New York) Level Regatta held on Lake Ontario has grown over the last twelve years to include 15 classes and over 210 boats. The largest class in the past and again this year was the J/24. Thirty nine boats from Canada, New York and Pennsylvania arrived for a three race series, to dance to the "Buffalo Zoo Revue" and enjoy plenty of the frosty drink.

The first race was a contest as to who could go farthest left. Past District 7 Champion Tom Oller in *Yakkety Yak* led around the weather mark in a ten knot westerly breeze. He was followed closely by Jeff Lang sailing *Shane* with IJCA Chairman Lorne Chapman on board. On the second beat Gunther Buerman in *Partial Eclipse* won the race to the left and closed to within three lengths of Tom. On the run, Gunther and his perennial crew of sailmaker Mark Sertl and Bob Bryant took the lead and held it to the finish. On the final beat both *Shane* and *Nirie IV* (Tim Booth) slipped by Tom Oller. Both had decided that since the left side was getting so crowded it was time to try the middle.

The second race of the day was never started due to a lack of wind, and the fleet made its way back to the club for the Apres Race activities sponsored by Michelob and Haarstick Sailmakers. The first race on Sunday (and the last as it turned out) was delayed for two hours, waiting for the breeze to fill in. After the race got underway *Partial Eclipse* showed the fleet the way to the left, led the race at every mark and coasted to the race and series victory. Chris Koper, sailing *Rumpus*, was second in the race, moving him up to fifth overall. *Shane* was second and Tim Booth, sailing *Nirie IV* for the first time this season, was third. A great deal of thanks goes to Don Finkle of RCR Yachts for the use of his Travel Lift and hoist in launching the fleet.



Photo by Mark Sertl

From left, E Street Shuffle, Yakkety Yak and Leading Edge on reach in Youngstown Level Regatta.

District 17 Championship

by Chris Towles

Fleet 39 of Oklahoma City Boat Club hosted the District 17 Championship, July 5-8, 1985. With the Fourth of July falling on a Thursday, plenty of travel time was available for the out-of-town boats to arrive, rig, sip some keg beer and have a warm-up race Friday evening. A very unseasonal cool front brought unfamiliar northerly breezes Friday and the warm-up race was

won by Andy Towles of OCBC. Peter Pierce of Wichita was second.

Saturday morning the crews arrived to doughnuts, coffee, cream cheese and bagels, and a dead calm on the lake. The weatherman said we were stalled by two competing high pressure systems. A week earlier the OCBC had hosted the Santana 20 Nationals in 25-35 knot winds. This was not to be for the J/24's. Saturday morning and early afternoon passed with the fleet under postponement. The District meeting was held informally under the elm trees on the west deck of the clubhouse. Two of the sailmakers in the fleet led discussions on the Mylar genoa question. Kelson Elam of Ullman Sails and Eric Hood of Ulmer Koliuss spoke of the proposed rule amendment in a positive manner.

Ever so slowly the breeze and its direction began to build and stabilize in direction. The toughest decision a race committee has to make is when not to race. One cannot imagine how many times fifty or so antsy sailors can ask one man, "What do you think the wind is going to do?" I have never seen that task so masterfully performed as was done by Stephen W. Taylor, OCBC Race Committee Chairman, USYRU Senior Race Officer, USYRU Senior Judge, and fifteen times (count them, 15) Race Committee Chairman of Snipe Nationals. Steve has seen some calm race days in his time and some antsy fleets, and knew just how to handle the situation. Finally, late in the day the breeze freshened and a fair, equitable race was held in a light, 4-8 knot east-southeasterly wind. Steve's philosophy that sailors come to big events to sail and not "shoot craps on the course" was echoed by all members of the fleet. His patience should be an example to us all.

A cocktail party and dinner were provided by the members of the OCBC on Saturday evening. The revelry went well into Sunday morning, as many of the crews expended pent-up energy from the day.

First light Sunday morning fell upon a mirror of a lake. As the crews read the paper in the club and on the deck, first one zephyr and then another would creep across the lake, teasing the fleet. Steve Taylor's patience again prevailed, when about 11 a.m. he said, "I think this one is going to hold; let's go." As divine grace would have it, "it" held and the second race was sailed in a shifty 3-10 knot southerly breeze. *Surfer Girl*, sailed by Steve and Bob Dwerlkotte with Kelson Elam aboard, was clearly the class boat of the regatta. They won both races and were behind only once (the first weather leg of the first race). Second was secured by Ramon Torres-Pinedo, twice winner of the "Round Puerto Rico Race in his pre-J/24 days. Third was Andy Towles of the OCBC.

1985 District 17 Championship

POS	SAIL	HELMSMAN	1	2	TOTAL
1	3694	B. & S. Dwerlkotte/K. Elam	1	1	1.5
2	2544	R. Torres-Pinedo	4	3	7
3	808	A. Towles	2	6	8
4	3143	Jill Sander	7	2	9
5	2564	R. Milford/P. Pierce	3	7	10
5	1427	S. Fitzgerald	5	5	10
7	559	J. Parrish	11	4	15
8	551	R. Bond	6	11	17
8	270	N. Armstrong	8	9	17
10	2611	E. Hood/A. Hubbard	10	8	18
11	1570	F. Chadsey	9	12	21
12	550	N. Duncan	12	10	22

Milwaukee Bay Fleet 37 J/24's Dominate Rolex

by George Petritz

On June 22-23, 1985, the 5th Annual Rolex Regatta was held at the Milwaukee Yacht Club. A record 45 boats entered in IOR and MORC I, II divisions. Each division competed for a Rolex watch as first place prize. The regatta consisted of two Olympic course races and a distance race.

In the past the J/24's had been reluctant to leave the one-design racing to race MORC, since the J/24 does not seem to rate well against such boats as the S-27.9 or Merit 25. But after several invitations from the MORC fleet (maybe they thought the J/24's would be easy), Fleet 37 decided to forego the regular Saturday one-design racing and go for a Rolex watch.

Saturday was a heavy-air-sailor's dream with clear skies and SSW winds over 30 knots and gusting to 45 knots. The first race saw plenty of round-ups, knockdowns, surfing, broaching, jibe broaching and lots of other exciting and colorful heavy air maneuvers. The J/24's did very well, with *Shogun* winning by several minutes and *Scramble* and *Silk* in second and fifth. Equipment failures and high winds caused the race committee to re-schedule the second race for the following day when more moderate winds were forecast. One quarter of the fleet did not finish, including an S27.9 which was dismasted and another S2 which was involved in a collision and nearly sank.

Sunday, much to the delight of *Shogun*'s crew, brought more strong SW winds. *Shogun* won both the Olympic course and a come-from-behind to barely edge out *Scramble* in the distance race for a clean sweep of MORC II. *Shogun* was crewed by Andy Schulman, foredeck; Pat Carnes, middle man; Debbie Petritz, spinnaker trimmer/tactician/crew boss (mother of three); Allen Freyfinger, cockpit; and George Petritz, helmsman. A J/27, *Yellowbird*, from Minneapolis won a sweep of MORC I and took first overall.

The heavy air put a real premium on boat handling and crew coordination. Upwind, this required keeping the crew weight as far to weather as possible, the sails flat, and the boat flat even if it meant completely luffing the main and/or feathering. Downwind called for good coordination between the helmsman, spinnaker trimmer, and the mainsail trimmer to get every possible surf (and just hanging on when the mast head Windex was lower than the keel.)

The J/24's certainly proved themselves as heavy air boats, with the only equipment failure being a broken rudder pintel on *Fear and Loathing* (hull 27, original issue).

Fleet 37 expects to race several MORC races each season. If they promise this kind of wind for every race, I'd race them all!

5th Annual Rolex Regatta

MORC II						
POS	SAIL	YACHT	HELMSMAN	FINISHES		
1	686	<i>Shogun</i>	G. Petritz	1	1	1
3	3273	<i>Silk</i>	M. Janssen	5	3	4
4	3228	<i>Scramble</i>	B. Faude	2	*9	2
6	3274	<i>Hombre</i>	J. Segel	7	5	6
10	1338	<i>Barb IV</i>	G. Scrivner	9	9	13

*Percentage penalty 2+7=9



1985 MORC Division II Champions, George Petritz, Debbie Petritz, Allen Freyfinger and Pat Carnes, on *Shogun*.



Top three skippers, front row from left, are Justin Segal (3rd place), George Petritz (1st place) and Mike Janssen (2nd place) with crew.

International Women's Keelboat Championship Update

Just prior to press time, Event Chairman Ann Conner reports that plans are well underway for the First International Women's Keelboat Championship to be held September 21-29, 1985, in Newport. Thirty-seven entries have been received from nine countries including Canada, England, Holland, Italy, Japan, South Africa, Sweden, U.S. Virgin Islands and the U.S. This USYRU event sponsored by Rolex promises to be extremely competitive, with such notable entries as Marit Soderstrom of Sweden, past Women's World Laser Champion; Debbie Gorrod of England, winner of the 1985 MacNamara Bowl; and many top U.S. sailors including Betsy Altman, Francine Alheid, Martha Altreuder, Heidi Backus, Joan Ellis, Betsy Gelenitis, Nancy Graham, Karen Olsen, Marilyn Thordarson, and more. The schedule calls for as many as seven races as well as a lay day, and ample opportunity for the participants to socialize. Races will be sailed in J/24's on Rhode Island Sound and Narragansett Bay with a possible race around Conanicut Island. Look for a full report of this exciting, first-ever Women's World Keelboat Championship in your favorite yachting publication and in the next issue of J/24 Magazine.

District 7 Championship

by Katie Coleman Nicoll

Everyone always thinks they are hot stuff upon arriving at their annual district championship . . . only to be blown off the water by a boat from out of their district!!! The District 7 Championship held June 29 to July 1 at Rochester Yacht Club was no exception.

Kirk Reynolds, from Vermont (District 4), sailed very consistently to edge out Gunther Buerman of Rochester and win the Districts for the second year in a row (Gunther was second last year, too). Winds were very fluke with numerous

holes encountered in Saturday's and Sunday's races which were sailed 3-6 miles out into Lake Ontario. Monday's race started with boats barely drifting across the starting line . . . and saw Mark Bryant (of world class Lightning fame) bang the right corner and do a horizon job on the fleet.

The Rochester Yacht Club again hosted three days of expert race and committee work and superb hospitality with a chicken BBQ and lasagna buffet at a private home on Lake Ontario. Bravo! Bravo! The Canadians staged a Bochie Ball Tournament on Sunday night . . . with future hopes that the Royal Canadian Yacht Club will allow us to play the next tournament on their new croquet courts (in whites . . . of course). What's sailing without entertainment in the evening!!

1985 J/24 District 7 Championship June 29 - July 1

POS	SAIL	YACHT	SKIPPER	1	2	3	4	5	TOTAL
1	3207	<i>This Side Up</i>	K. Reynolds	2	10	3	1	5	21
2	2250	<i>Partial Eclipse</i>	G. Buerman	1	2	2	9	10	24
3	3221	<i>E Street Shuffle</i>	Kerst/Mele	5	4	11	7	4	31
4	154	<i>Sting</i>	J. Odenbach	9	1	5	3	16	34
5	1057	<i>Disaster Area</i>	Bryant/Platt	DSQ	5	1	4	1	37
6	2021	<i>Yaya</i>	R. Castle	4	3	9	14	8	38
7	3299	<i>Asylum</i>	K. Allen	11	18	7	8	2	46
8	1169	<i>Rumpus</i>	C. Koper	3	8	PMS	2	9	48
9	2422	<i>Javelin</i>	H. Wetherald	14	17	4	11	6	52
10	3550	<i>Yakkety Yak</i>	T. Oller	10	12	6	6	20	54
11	4110	<i>Leading Edge</i>	L. Gaenzle	17	16	12	10	3	58
12	657		B. Taves	12	15	10	13	11	61
13	3913	<i>3 Speed</i>	D. Robinson	6	7	PMS	5	19	63
14	3307	<i>Quick Nick</i>	K. Nicoll	18	11	8	12	14	63
15	2218	<i>Plus Ten</i>	L. Chapman	8	13	19	17	15	72
16	790	<i>Life in the Fast Lane</i>	M. Nahmias	15	6	20	22	12	75
17	2222	<i>American Express</i>	R. Bayley	16	14	17	16	18	81
18	1029	<i>Surprise!</i>	E. Gardner	23	20	15	18	7	83
19	2572	<i>Amanda</i>	D. Lawless	20	9	18	20	21	88
20	469	<i>Pyrotechnics</i>	R. MacConnell	19	21	14	21	22	97
21	502	<i>Blue Barge</i>	R. Stava	21	19	22	19	17	98
22	2140	<i>Straight Jacket</i>	L. Thomas	22	24	13	15	DNC	100
23	1591	<i>Quack</i>	S. Shumway	13	23	16	DNF	24	102
24	300	<i>Firecracker</i>	F. McGarry	24	22	23	24	13	106
25	4121	<i>Zap</i>	J. Kuhn	25	DNC	21	23	23	118



Photo by Katie Coleman Nicoll

Winners of '85 District 7 Championship, (from left) Tom Watson, Brian Hughes, Dave Howard, John Reynolds, and Kirk Reynolds.

District 21 Spring Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	67709	<i>Pocket Rocket</i>	Blair Francis	1	1	1	1	1	5
2	57901	<i>Woodstock</i>	Jim Gurley	3	3	3	2	3	14
3	2166	<i>J-Hosen-Neig</i>	James Chapman	6	5	2	3	2	18
4	2174	<i>Too Hip</i>	Rob Fuller	4	2	4	4	5	19
5	77131	<i>Jigsaw</i>	Louis Beacham	2	4	6	5	4	21
6	2945	<i>Big Pumpkin</i>	Ted Ward	5	6	7	6	6	30
7	67987	<i>Original Sin</i>	David Mulkey	7	7	5	7	8	34
8	57892	<i>Screamin' Demon</i>	Bill D'Alessio	8	9	8	8	7	40
9	77129	<i>Cygnat II</i>	John Riess	10	8	10	9	9	46
10	3488	<i>Seasick Mary</i>	Gary Tettelbach	9	10	9	DNS	DNS	52
11	3960	<i>California Girl</i>	Bert Johnson	DNF	11	11	10	10	54

District 21 Spring Regatta

by Bill D'Alessio

San Diego J/24 Fleet 70 hosted the 1985 District 21 Spring Regatta on March 9-10. The race committee, under the direction of Terry Harper, was from the San Diego Yacht Club. Winds of 12-15 knots prevailed for the entire five races and made the racing exciting and fun. A total of eleven boats participated, with some coming from as far away as Las Vegas and Phoenix.

The three races on Saturday were won by Blair Francis in *Pocket Rocket*. However, the competition for second and third proved tough and exciting. *Jigsaw* was second in the first race, *Too Hip* was second in the second race and *J-Hosen-Neig* was second in the third race. Jim Gurley in *Woodstock* was third in all three races.

All the crews gathered at the home of Blair and Pam Francis for a steak dinner on Saturday night. The food was super and the social exchange enjoyable.

Sunday's racing provided more exciting competition, with *Pocket Rocket* winning both races. Second and third places were traded by *Woodstock* and *J-Hosen-Neig*.

Consistency again made the difference for second place as *Woodstock*, with a 3-3-3-2-3, finished second and *J-Hosen-Neig* third in the final standings for the regatta.

The trophies for the first three places were provided by Neil Esterly of Esterly Yacht Sales, the local J Boat dealer in San Diego.

Lake City Fleet 90

by Pat Hoy

This season is at the halfway point and last year's champ is out in front again. Bill Cowles is leading the Fleet trying to make it two in a row. Craig and John MacPhee are right behind in the second spot and would like to grab Fleet honors for themselves.

The Second Annual Tri-Lake Series was sailed in June with visitors from Flathead Lake, Montana, and Lake Pend Oreille, Idaho, participating in the weekend event. Temperatures were in the 80's and winds in the teens. Craig and Dorothy MacPhee hosted a terrific beach BBQ for our guests Saturday evening.

Bob Hyslop and Pat Hoy and their recently expanded families are trailering up to Flathead Lake in August to race the

third leg of the Tri-Lake Series, and also do some cruising on a truly beautiful lake. There's no end to the great sailing available in the Northwest. That's all for now ---- time to load up the boat for Montana. Race results from the Tri-Lake Series, prior to the August races, follow.

Tri-Lake Series 1985

POS	SAIL	HELMSMAN	LAKE	1	2	3	4	TOT
1	1911	J. Fisher	Flathead	2	1	1	3	7
2	3732	R. Moulton	Pend Oreille	3	3	3	1	10
3	1826	B. Hyslop	Coeur d'Alene	4	2	2	2	10
4	1894	B. Cowles	Coeur d'Alene	1	5	4	4	14
5	2943	S. Schultz	Pend Oreille	6	4	6	5	21
6	2361	R. Schoen	Pend Oreille	5	8	5	6	24
7	1835	Newell/Reiman	Coeur d'Alene	8	6	7	7	28
8	675	P. Hoy	Coeur d'Alene	7	7	8	9	31
9	2387	C. MacPhee	Coeur d'Alene	9	9	9	8	35

Fleet 42 News

by Hank Killion

With the completion of the 1985 sailing season, Fleet 42, the second largest fleet in District 7, can once again call itself proud for its accomplishments.

This summer, Fleet 42 was honored to be the first fleet in District 7 to host an Area B Mallory Cup Semi-final. Participating from Fleet 42 and selected as the alternate to the USYRU Finals in Chicago were Lee Davis, Josh Kerst and Bill Simson.

Hank Killion with crew, Brandon Flack, David Spang, and Matt Salvatore, sailed *Sea Monster* to win both the CNYRA Championship on Skaneateles Lake and the Eastern Lake Ontario Championship sailed in Kingston, Ontario. At this year's District Championship, Fleet 42's Josh Kerst (the youngest skipper in the regatta) finished third to Kirk Reynolds and Gunther Buerman.

Finally, one of our J/24 sailors is again part of the upcoming America's Cup campaign. Lee Davis, who worked with Dennis Connors' 1983 Cup campaign, has been selected as a member of his 1987 team. Lee has already made several trips to Australia to acquire meteorological data to help in formulating the boat and sails most suitable to the conditions in Freemantle.

**1984-85 J/24 Texas Circuit and
District 14 Championship
(Top 20)**

**1 - Fort Worth
2 - Canyon Lake**

**3 - Shreveport
4 - Dallas**

**5 - Corpus Christi
6 - Houston**

POS	SAIL	YACHT	OWNER	FLEET	1	2	3	4	5	6	TOT
1	3481	<i>Thunderstar</i>	Darden/Haggerty	54	2	2	1	4	1	DNS	10
2	3694	<i>Surfer Girl</i>	K. Elam	29	1	7	2	1	DNS	7	18
3	634	<i>Monster Fish</i>	Peck/Pitcairn	9	DNS	3	3	3	2	8	19
4	1040	<i>Greybeard</i>	J. Anderson	29	7	1	6	2	9	6	22
5	272	<i>Flour Power</i>	F. Am Rhein	9	14	11	11	13	7	16	56
6	2573	<i>More Grief</i>	Conger/Wolcott	92	11	12	14	15	24	11	63
7	2722	<i>Taxi Dancer</i>	S. Youngberg	92	15	16	18	28	12	19	80
8	3149	<i>Class Act</i>	T. Gayle	92	17	14	22	22	10	20	83
9	2842	<i>Flying Colors</i>	R. Kunicki	3	DNS	23	16	24	11	12	86
10	3788	<i>Dead Duck</i>	D. Cooke	5	DNS	DNS	10	17	3	5	124
11	2380	<i>Superman</i>	G. Grudnitski	21	DNS	8	DNS	8	19	14	138
12	1358	<i>Endless Summer</i>	N. Flynn	5	DNS	18	25	9	DNS	2	143
13	517	<i>Itsy</i>	J. Nowery	92	20	17	7	DNS	DNS	30	163
14	3764	<i>Plum Crazy</i>	N. Plummer	92	21	DNS	15	26	DNS	24	175
15	3496	<i>Snake Eyes</i>	C. Price	29	DNS	21	20	30	20	DNS	180
16	2848	<i>Disirregardless</i>	R. Mosbacher	5	5	DNS	DNS	DNS	8	1	192
17	3787	<i>Ghost Buster</i>	Lutz/Rogers	5	DNS	DNS	5	DNS	4	13	200
18	1449	<i>What Boat</i>	H. Hirschberg	29	6	DNS	8	20	DNS	DNS	212
19	1679	<i>Ms. Sippi</i>	S. Andre	29	12	DNS	9	14	DNS	DNS	213
20	1216	<i>Sovereign</i>	D. Irwin	29	16	DNS	13	10	DNS	DNS	217



Hubba and Plum Crazy on heels of Taxi Dancer at Corpus Christi Circuit Regatta held June 22-23, 1985.

1984-85 Texas Circuit

by John Peck

Eighty-seven boats participated in the 1984-85 Texas Circuit for the District 14 Championship. The six regatta, one throw-out series was won by *Thunderstar* and the team of Darden and Haggerty, sailing out of Fort Worth. The tie for second place wasn't resolved until the final regatta in Galveston Bay, where Kelson Elam's *Surfer Girl* edged out the Peck and Pitcairn team in *Monster Fish* by one point. A special travel award was given to Tommy and Jan Gayle, sailing *Class Act*, for driving over 3,800 miles to compete in all six regattas over a ten month period.

The 1985-86 Texas Circuit will qualify one yacht for the 1986 Worlds in Newport, RI. Participation is anticipated to be even better.

MarineCMG

Ashville, New York 14710

716/763-8694

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RACING PACKAGE

Off-Course



Head/Lift



"Go around the course faster"

Western Regionals
May 25-26, 1985
(34 boats)

POS	HELMSMAN	YACHT	1	2	3	4	5	TOTAL
1	Paul Cayard	<i>Fineline</i>	5	2	7	4	2	18
2	Chris Perkins	<i>De Javu</i>	2	6	6	12	1	27
3	Frederic Lafitte	<i>Jail Bait</i>	3	5	4	3	12	27
4	Rastello/Waters	<i>Stormtrooper</i>	1	3	11	9	4	28
5	Jeff Madrigali	<i>Sowickcited</i>	6	4	2	1	19	31
6	Greg Dorland	<i>Wild Canary</i>	4	12	3	6	6	31
7	Ray Delrich	<i>American Beauty</i>	9	9	1	11	3	33
8	Claussen/Lindsey	<i>Frick'n'Frack</i>	7	1	8	2	21	39
9	Fred Bonati	<i>Full Tilt Boogie</i>	12	10	7	17	7	53
10	Harry Dursch	<i>Self Abuse</i>	16	7	12	13	11	59
11	Keith Milne	<i>Exocet</i>	21	8	9	18	9	65
12	Brian Goopfrich	<i>Ace of Cups</i>	13	11	19	14	10	67
13	John Beckman	<i>3 J's</i>	17	13	14	15	13	72
14	Jeff Littfin	<i>Little Ms. Magic</i>	15	16	18	10	15	74
15	Steve Bossi	<i>Cornicchio</i>	11	23	20	19	5	78

S. F. Bay Fleet 17

by Keith Milne

We've had a particularly busy year to date, with the Western Regionals, Districts, and Fleet Championships in May, June and July, respectively. The summer season actually began the first weekend in May with the Coyote Point Regatta. Forty-four J/24's joined another 150 boats of various one-design and PHRF classes to race from the St. Francis Yacht Club on the City Front to Coyote Point, some 20 miles down the Bay. Saturday's race included a 15 mile headstay reach in 20 knots. Flying! On Sunday, we beat and jib reached back in 1 to 35 knots. (No typo.) As we emerged from the usual hole under the Bay Bridge, the westerly built to over 35 knots for the beat up to the St. Francis. Many of us were stuck with genoas from the drifting contest under the bridge. Upwind knockdowns were commonplace as the seas built in the ebb to over seven feet. (In the Bay!!) John Kostecki sailed *Exocet* to convincing victories each day to win the regatta. Jim Titus was second with two thirds.

The next major event was the Western Regionals, hosted by the St. Francis on Memorial Day weekend. Thirty-four boats competed in an unusually light and south-tending breeze on the City Front. Without the typical hard westerly, local knowledge proved disadvantageous to many. Playing the shore as hard as is normally prescribed did not tend to pay, as the breeze/current balance could be better achieved away from the shore-induced turbulence far inside.

This was one of the most competitive regattas in recent memory in terms of both depth and changes in overall standing. With John Kostecki in Europe for the Soling Championships, sailmakers Paul Cayard and Jeff Madrigali battled to a tie after the 3-race first day. Madro then won Sunday's first race to take a 3 point lead into the finale. But he overstood a relocated weather mark badly and not only lost the regatta, but dropped from first to fifth in the tightly bunched standings. Cayard won, despite not winning a race, with consistent finishes in the top five. And while Madrigali was falling, Chris Perkins moved from sixth to second

by winning the last race. Seattle's Frederic Lafitte held onto third through all the shuffling, with the Mark Rastello/Dinny Waters team fourth.

In June we moved to the Circle for the San Francisco Yacht Club Invitational. Thirty-two boats competed in again abnormally "light" 8-12 knots on Saturday. Sunday's breeze built into the normal 20-plus as Chris Perkins got two bullets to win the Regatta. Brian Goopfrich sailed *Ace of Cups* to second overall in only his second J/24 regatta. Jim Lindsey and Bill Claussen were third, while Keith Milne and Matt Taylor tied for fourth.

The final weekend in June we hauled our boats up to Lake Tahoe for perhaps the finest sailing of the year in the District 20 Championships. Sailing at 5200 feet on crystal clear blue surrounded by snow covered peaks is always a pleasure, but when you're blessed with 15-20 knots of shifty breeze, it's ecstasy. John Kostecki dominated the racing, with a clean sweep of all four bullets. The Rastello/Perkins/Waters triumvirate was second, closely followed by Greg Dorland, Keith Milne, and Brian Goopfrich.

On July 20-21, the Diablo Sailing Club hosted our fleet championship on the Berkeley Circle. In typically, blustery, choppy Circle conditions it was Jeff Madrigali's turn to dominate as he won every race, including the supplementary but unscored fourth race (nobody wanted to go home with such good sailing!) Chris Perkins was again second, and Keith Milne third.

Coyote Point Regatta
May 4-5, 1985
(38 boats)

POS	HELMSMAN	YACHT	1	2	TOT
1	John Kostecki	<i>Exocet</i>	1	1	1.5
2	Jim Titus	<i>Bearna Baogahail</i>	3	3	6
3	Rastello/Waters	<i>Stormtrooper</i>	2	7	9



Winners of the 1985 U.S. Junior Sailing Championship (Sears Cup) are (from left) Michelle Profant of Sarasota, Marty Kullman of St. Petersburg, skipper Royce Rarick of Clearwater, and Chris Bardes of St. Petersburg.

1985 Sears and Adams Cups in J/24's

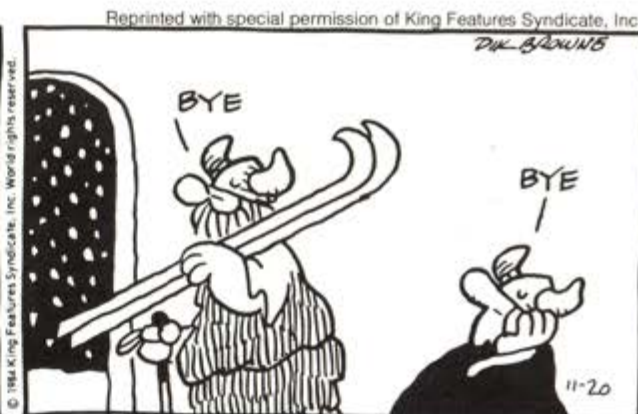
from information provided by USYRU

The 1985 Sears Cup Finals of the USYRU Junior Sailing Championship, hosted by the U.S. Naval Academy at Annapolis, August 16-21, was won by Royce Rarick and crew of Marty Kullman, Michelle Profant and Chris Bardes, who represented St. Petersburg Yacht Club and USYRU Area D. This year's event sailed on Chesapeake Bay got under way in 15 knot winds that settled to ten for the remainder of the regatta. Eight area finalists, 17 and under, completed an eight race round-robin series. Rarick's team posted a 2-1-2-7-1-4-1-1 to finish 9.5 points ahead of runner-up Terry Hutchinson and his crew rep-

resenting the Severn Sailing Association of Annapolis and Area C.

The USYRU Adams Cup, emblematic of the U.S. Women's Sailing Championship, was won by Cory Fischer and crew Joan Watts, Dina Horwitz and Ramsey Murray of the Severn Sailing Association and Area C. The regatta held August 25-29 was hosted by Chicago Yacht Club, Belmont Station, and was sailed on Lake Michigan in predominantly light air. The eight race round-robin series was sailed by finalists from each of eight USYRU areas. Though Fischer showed a 11.5 point margin in the final standings, the finishing positions reflected tough competition, with six teams each taking at least one first in the series. In second place overall was Allison Coleman and crew representing Vineyard Haven Yacht Club, MA, and Area A.

HAGAR THE HORRIBLE by Dik Browne



1985 Bermuda International Race Week

by Trevor Boyce

Bermuda International Race Week, held between April 28 and May 2, saw ten J/24's battle it out in some very close racing, in almost ideal conditions on the waters of Bermuda's picturesque Great Sound. This year's regatta was the most international yet, with representatives from USA, Canada and Bermuda. In addition, one of the U.S. boat's crew included Swiss national champion Michel Glaus, while one of the Bermuda boats was sailed by New Zealander Trevor Boyce, presently living in Bermuda.

Jim Brady and Ted Nohren, of Clearwater, Florida, threatened to wipe out the opposition by easily winning the first two races. However, Chuck Millican, of Annapolis, came storming back to win three of the next four races. Also in the hunt was

Carter Gowrie, last year's runner-up, who managed four second places in the first six races. Tom Taylor and his family, from Tampa, never finished out of the first four, and Trevor Boyce was never below fifth.

Going into Race 7, any of the first four boats could win, with Millican the clear favorite after three wins and a second in the previous four races. Jim Brady appeared to blow his chances when over early at the start; however, he returned and sailed a brilliant race for an easy win. Millican, who needed a second or better, could only manage a fifth, and hence the Brady/Nohren combination carried away the regatta. Carter Gowrie's consistency was rewarded with second overall, while Millican was one point back in third. Only four points separated the top four in this exciting series.

Bermuda Race Week is an annual event, run on an invitational basis by the Royal Bermuda Yacht Club. The racing is excellent in generally fresh winds, and the social schedule is hectic but very enjoyable.



From left, Tom Taylor, Trevor Boyce, Andy Burnett-Herkes, and Carter Gowrie on a reach in the fresh winds characteristic of Bermuda's Great Sound.

1985 Bermuda Race Week

POS	HELMSMAN	HOMEPORT	1	2	3	4	5	6	7	Total
1	Jim Brady/Ted Nohren	Clearwater, FL	1	1	4	3	6	3	1	13
2	Carter Gowrie	Old Saybrook, CT	2	2	7	5	2	2	2	15
3	Chuck Millican	Annapolis, MD	6	6	1	2	1	1	5	16
4	Tom Taylor	Tampa, FL	4	3	2	1	4	4	3	17
5	Trevor Boyce	Bermuda	3	5	5	4	3	5	6	25
6	Art Dufresne	Poquonock, CT	10	7	3	9	8	7	4	38
7	Don Delorme	Annapolis, MD	7	8	8	7	5	8	8	43
8	Lew Gunn	Hilton Head, SC	8	4	6	8	9	10	9	44
9	Andy Burnett-Herkes	Bermuda	9	10	9	DNF	7	6	7	48
10	Stuart Hebb	Halifax, Canada	5	9	DNF	6	10	9	DNF	49

News from Australia

by Alex Nemeth

Just a short note to keep you up to date on happenings in this part of the world. The winter has set in here (June) and it's good to reflect on the excellent season the J/24 Class has had here in Australia. Participation in the Nationals has increased from 25 boats in the 1983-84 season to 36 in the last regatta. With the increased energy expended by the present committee over the last season, quite a number of new faces are appearing in the class, with some six used boats changing hands recently. The encouraging thing about this has been that the boats that were bought had been largely idle as far as the racing scene was concerned, so it should add to our fleet numbers in the coming season. While there's life there's hope!

At present the association, with the help of the builder, is in the process of conducting a raffle to raise funds to sponsor the Australian sailors to get to Japan this November. The builder is supplying a new boat and the plan involves exhibiting the boat at both the Sydney and Melbourne boat shows, taking full page ads in the two major yachting publications for the next three months, etc. Whilst the plan is an ambitious one I believe that it will be an unqualified success. The attendant publicity can do us no harm. With 2500 tickets at \$20 each, full subscription will net the association about \$20,000...not a bad start to disperse between the Worlds and in promoting the low flyers in the class to become the high flyers.

Interest in the Worlds in Japan is running high and has been for some time. I doubt that we will have any problem in getting five boats to Japan...in fact the places have been so keenly contested that we may well ask for a sixth placer closer to the date, should the entries not be fully subscribed.

If all this fund raising is successful we will immediately repeat the exercise in time to catch the Hobart fleet punters around Christmas, with a view to sponsoring a team to the next Worlds in USA. We hope to present the image of an active one-design class to the public.

1985 Ontario Championship

by Katie Coleman Nicoll

The 1985 Ontario Championship was held at Oakville Yacht Squadron in Oakville, Ontario, June 22nd and 23rd. A total of twenty boats, from Kingston to Burlington, participated in this wild and windy regatta where we saw winds reach 35 knots and waves up to six feet (now that's something for Lake Ontario!). No injuries or boat damage was incurred, except the trip to the sailmakers on Monday to repair sails!

Andy Roy of Toronto dominated the event, with three easy bullets. The crew of *Three Speed* put together an awesome regatta with excellent crew work, partying capabilities, etc. A cook-your-own burger-in-the-rain was the highlight of the regatta, along with numerous exposes (while partaking of Ontario's finest brews) of how their own boat handled the line squalls.

1985 Ontario Championship

POS	HELMSMAN	YACHT	1	2	3	TOTAL
1	Andy Roy	<i>Three Speed</i>	1	1	1	3
2	Charlie Robinson	<i>J Underworld</i>	2	3	4	9
3	Chris Koper	<i>Rumpus</i>	3	4	2	9
4	Jeff Long	<i>Shane</i>	4	2	5	11
5	Bob Duggan	<i>Indulgence</i>	7	6	3	16
6	Kate Nicoll	<i>Quick Nick</i>	6	5	7	18
7	K. Brown/E. Vos	<i>Tromp</i>	5	8	8	21
8	R. Warren/L. Corbett	<i>Partners in Crime</i>	9	7	6	22
9	David McAlpine	<i>Thistle</i>	11	10	9	30
10	Lorne Chapman	<i>Plus Ten</i>	13	9	14	36
11	Chris Scott	<i>Hang Forty</i>	10	14	13	37
12	Ted Reilly	<i>Rasputin</i>	14	11	12	37
13	Al Ryder	<i>Dark Star</i>	8 DNF		10	38
14	Tony Zwigg	<i>Lickitty Split</i>	12	13	15	40
15	Terry Still	<i>The Old Superb</i>	16	17	11	44
16	Glenn Francis	<i>Dolce Vita</i>	17	15	16	48
17	Robert Hall	<i>Mischief</i>	18	16	17	51
18	F. Armstrong	<i>Triple A</i>	DNS	12	18	51
19	Eric Neate	<i>Damsel</i>	15 DNF		19	54
20	Cam McTavish	<i>Majic</i>	19 DNF	DNF		59



Andy Roy (front left) and his crew (from left) Leonard Tawaststjerna, Paul Kenny, Tony Case and Liam Kenny, sailing *Three Speed*, won all three races of the 1985 Ontario Championship.

Photo by Katie Coleman Nicoll

1985 Swiss Championship

by Michel Glaus

Same as in wine, this year is a good one. Cancelling the Brunnen 1984 Swiss Championship for lack of entries, we decided to organize the 1985 Championship in a place where there are more J/24's. We received a proposal from our Ascona Fleet and the Yacht Club Ascona agreed to hold it, on the Lac Majeur. As this lake is half in Italy and half in Switzerland, we received nine Italian entries and nine Swiss entries. It was a good choice. The organization was simply perfect, the Olympic races well oriented, the thermal breeze regular (15 knots) and hot, the water flat. Something like in a dream. So we had very nice and very interesting races. That's not all; we participated in some great social events. It was all very well and successfully



Ugo Suter, President of the Organization Committee for the 1985 Swiss Championship

organized by Ugo Suter and his fleet. All participants will remember the evening parties, especially the last one . . .

First after three races, *Coincoin Dubois* (Z-3037), even if ahead at the first mark, did not keep his position. *Telacerata*, with good downwind speed, did better in the last three races and won the Swiss Championship.



Michel Glaus, second from left, and his crew of *Coincoin Dubois*, the first Swiss team.

1985 Swiss Championship

POS	SAIL	SKIPPER	1	2	3	4	5	6	TOTAL
1	I-123	Eusebio	0	0	4	0	1.6	0	5.6
2	Z-3037	Glaus	1.6	1.6	0	2.9	9	2.9	9
3	I-134	Rainoldi	7	4	2.9	18	0	1.6	15.5
4	Z-3054	Du Pasquier	4	5	5	1.6	7	7	22.6
5	I-70	Castelnuovo	2.9	8	9	7	4	5	26.9
6	Z-3613	Graz	6	6	7	8	2.9	6	27.6
7	I-76	Crespi	8	10	8	6	5	4	31
8	Z-3061	Merki	5	2.9	1.6	4	19	18	31.5
9	Z-3375	Trinca	11	11	6	10	8	8	43
10	I-23	Ruocco	12	13	14	5	6	9	45
11	Z-1889	Tribo/Lanz	9	9	10	9	12	12	49
12	I-59	Taravella	10	7	12	13	15	15	57
13	I-135	Viscogillard	14	14	11	12	10	11	58
14	Z-772	Rusterholz	13	12	13	15	13	10	61
15	Z-1706	Suter	15	16	16	11	11	14	67
16	Z-3317	Pfetsch	16	15	17	14	19	13	75
17	I-58	Giardini	17	17	15	16	14	17	79
18	I-34	Bassani	18	18	18	17	16	18	85

**1985 J/24 All Japan Championship
(Top 25)**

POS	SAIL	YACHT	HELMSMAN	DISTRICT	1	2	3	4
1	2668	<i>Samurai Nippon</i>	Kazunori Komatsu	Kanto	6	1	5	8
2	2866	<i>Crimson J</i>	Robert Fly	Kanto	5	7	7	3
3	2697	<i>Apollonia</i>	Ken-ichi Hatae	Kyushu	4	4	1	14
4	3825	<i>Enterprise</i>	Yasutaro Tsujimura	Kansai	2	10	4	9
5	3565	<i>Letissia</i>	Takashi Shimaoka	Kanto	1	14	12	6
6	3794	<i>Super Kids</i>	Takeyuki Iida	Kanto	18	2	10	12
7	3555	<i>Blue Note</i>	Takao Matsuzaki	Chubu	17	9	24	7
8	2891	<i>Lobster</i>	Kenji Yamauchi	Chubu	37	3	15	5
9	3569	<i>Lightning Baron</i>	Koji Shiokawa	Chubu	11	18	6	25
10	3587	<i>J. Allegro</i>	Saburo Sato	Chubu	16	8	14	27
11	2456	<i>Hakulani II</i>	Kozo Inoue	Kanto	31	6	13	YMP
12	2687	<i>Mahoroba II</i>	Masato Yonetani	Chu-Shikoku	26	17	8	19
13	3814	<i>Boomerang-5</i>	Takao Ninomiya	Chubu	9	25	16	20
14	2680	<i>Wind Quest</i>	Akiro Kanazashi	Kanto	30	5	27	22
15	3797	<i>Esmeralda</i>	Yugi Narumi	Kanto	33	21	21	11
16	3813	<i>Stardust</i>	Shigeo Kato	Chubu	10	11	28	37
17	3806	<i>Cybele 5</i>	Kazuma Mifune	Kyushu	12	DSQ	11	2
18	3571	<i>Humpty Dumpty</i>	Ryozo Tanaka	Kansai	46	19	2	23
19	2689	<i>Adonis</i>	Mitsushiro Segawa	Chu-Shikoku	25	16	33	18
20	2894	<i>Aku-Aku III</i>	Takashi Sakazaki	Kanto	38	42	9	4
21	2690	<i>Viva</i>	Takuya Goto	Chubu	49	27	3	14
22	2871	<i>Olive II</i>	Shigekazu Hagiwara	Kanto	36	24	17	17
23	2863	<i>Hangover</i>	Shuji Eishin	Kansai	7	31	26	33
24	3584	<i>China Town</i>	Yukihiro Ishida	Kanto	41	20	22	16
25	2675	<i>Manta</i>	Nobuaki Tani	Kyushu	48	22	23	13

News from Japan

by Tomohiko Sekiguchi

Two teams applied from Japan for the First International Women's Keelboat Championship to be held from September 21 to 29, 1985, in Newport, Rhode Island. This is the first entry of Japanese women in a race to be held outside of Japan. The skippers of these pioneering crews are Mitsuko Nakajima of *Ms* and Yumiko Takano of *Little Mama*.

Almost all of the active J/24 sailors gathered at Nissan Marina Tokai for the 1985 J/24 All Japan Championship, held May 1 to 6, 1985. Entries numbered 64, which was more than twice the norm. Although three of the races were cancelled due to insufficient wind on Atsumi Bay, the other four provided thrilling competition for the participants. Two teams were made up of foreign competitors living in Japan, which made the race a little more like an international event. Their boats, *Crimson J* and *Reprise*, were skippered by Robert Fly, who took second place overall, and Keith Skelsey, respectively. They and their crews stayed in Japanese inns with the other crews and enjoyed Japanese food and the public bath, although they may have been disappointed that this bath, like most in Japan now, did not allow mixed bathing.

The top nine overall in this regatta were selected for the 1985 World Championship. If Japan's quota is fourteen, the rest will be the winners of five district races. Should the quota be sixteen, then the remaining two will be those who placed tenth and eleventh in the All Japan Championship. The number of teams from a single country shall not exceed 30 percent of all entries,

according to Lorne Chapman. Therefore, we want as many sailors as possible from all over the world to come to Japan, that fun-filled country in the Orient! You will never really know all about the excitement during the Worlds, unless you come and experience it for yourself.

Two new fleets were organized since the dawn of 1985, and there are now sixteen altogether in Japan. Shigeo Kato is the captain of the Tsu Fleet and Masaji Chinen is running the Ryukyu Fleet.

News from Brazil

by Phil Jenkins

I have just been down to the Argentine and found a good response of possibly four boats for our projected South American Championship in January, 1986. This will help to take the strain off the fleet for finding boats for charter. Peru sailors are keen with four crews, and Chile two; nothing back from Venezuela as yet. If we could get sixteen to twenty boats to the line, this would be great.

Here we have just finished the first six months series of regattas at Buzios, some 180 km from Rio. The second half of the year will see the competitions staged in Rio, out of the ICRJ. The Admiral's Cup is taking two of our skippers off, with the third selling his boat, but this means the boats should end up in hands with only one boat to think about! Many crew are also off to the UK for the One Ton Worlds.

1985

OCTOBER

12-13 **1st Annual L.I.S. Championship**
and District 2 Championship
Milford Yacht Club
Vin Bitel
(203) 347-6433

31-
Nov. 3 **Martini Golf Yachting**
San Remo, Italy
Paolo Boido
30, Corso Massimo d'Azeglio
10125 Torino, Italy

NOVEMBER

1-3 **Stone Crab Regatta**
Southeast Regional Worlds Qualifier
Clearwater, FL
Norbert Zebny
B: (813) 461-9600

9-10 **North Carolina State Championship**
Lake Norman
Mike Scofield
H: (704) 364-7388

9-11 **East Coast Championship** and
District 6 Worlds Qualifier
Annapolis
Paul Borssuck
H: (301) 266-6936

15-24 **World Championship VII**
Atsumi Bay, Japan

16-17 **J/24 Texas Circus**
Canyon Lake
Fred AmRhein
H: (512) 366-2695

30-
Dec. 1 **Florida State Championship** and
District 10 Championship
Jacksonville, FL
Lavon Pentecost
H: (904) 355-8494

DECEMBER

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

1986

JANUARY

3-10 **Midwinters IX**
Coral Reef Yacht Club
Miami, FL
Fay Regan
H: (305) 665-8166

FEBRUARY

15-16 **Gulf Coast Championship**
Southern Yacht Club
Larry Taggart, Jr.
(504) 482-7358

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

MAY

24-26 **Southwest Championship**
(Regional Worlds Qualifier)
Rush Creek Yacht Club
Charles Price
H: (214) 750-7711

JUNE

20-27 **1986 North American Championship**
Chicago Yacht Club
Michael Mullinix
H: (312) 394-8046

AUGUST

16-17 **Western Open**
Worlds Qualifier
Corpus Christi
Stephen Horner
(512) 822-7426

SEPTEMBER

1-6 **1986 European Championship**
Scheveningen, The Netherlands
Donald Schotel
Tel: 015-612422

13-19 **1986 World Championship VIII**
Ida Lewis Yacht Club
Newport

1985-86 J/24 Texas Circuit

Oct. 5-6, 1985
Fort Worth Boat Club
Glenn Darden
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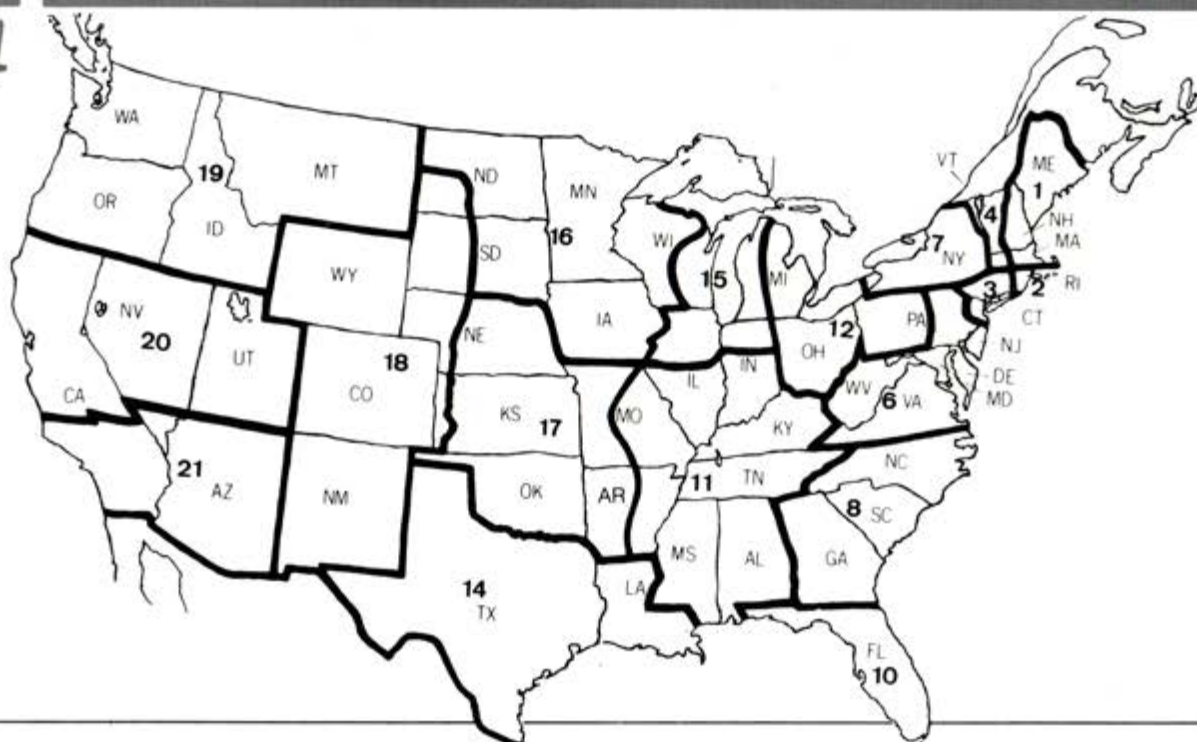
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SUPPORT YOUR CLASS

Renew your membership now for 1986

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 _____

J/24 CLASS ASSOCIATION

PART D

YACHT MEASUREMENTS*

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.1	Corner of transom to trailing edge of keel at hull	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 chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
10	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted)			2800
11	3.5.6	Length of spinnaker boom including fittings			2895
12	3.5.2e	Distance between mast bands			8538
13	3.5.3b	Height of forestay attachment	8970		9000
14	3.5.3c	Distance between fixing points of the forestay	8595		8670
15	3.5.3h	Standard installed fixed spreader length	760		800
16	3.5.3h	Spreader sweep back distance	95		170
17	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle		YES/NO	
18	3.5.5c	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.

SAIL MEASUREMENTS*

SAIL NUMBER _____

PROCEDURES:

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

ITEM	RULE	MEASUREMENT	MINIMUM	"✓"	MAXIMUM
		MAINSAIL Sailmaker's Name			
		Ref. Number			
		Year			
		Royalty Tag No.			
1	3.6.7	Blue J/24 Emblem 305 x 610			
2	3.6.10a	Headboard			115
3	3.6.10b	Leech length			9170
4	3.6.10d	Width at ¼ ht.			1175
5	3.6.10e	Width at ½ ht.			1980
6	3.6.10g	Upper/Lower batten length			605
7	3.6.10g	Interm. Batten length			660
8	3.6.10g	Batten width			50
9	3.6.10h	Distance to head or clew of nearest batten	1775		
10	3.6.10i	Lowest reef point from clew on leech	1000		
11	3.6.3	Window size either direction			1500
12	3.6.5	Corner reinforcements			756
		100% JIB Sailmaker's Name			
		Ref. Number			
		Year			
		Royalty Tag No.			
13	3.6.11a	Width of the head			95
14	3.6.11b	Luff length	7845		8300
15	3.6.11c	LP	2785		2895
16	3.6.11f	Batten lengths			230
17	3.6.3	Window size either direction			1500
18	3.6.5	Corner reinforcements			749
		150% GENOA Sailmaker's Name			
		Ref. Number			
		Year			
		Royalty Tag No.			
19	3.6.12a	Width of the head			95
20	3.6.12b	Luff length	8100		8460
21	3.6.12c	LP	4180		4345

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

PART E

ITEM	RULE	MEASUREMENT		MINIMUM	"م"	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

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 _____

INTERNATIONAL CLASS ASSOCIATION

1986 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, 1986 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, 1986, 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.

1986 MAGAZINE SUBSCRIPTION FORM

(For Crew of USJCA Class Members)

A USJCA Class member may order a year's subscription of *International J/24 Magazine* for his crew and/or friends, at a total cost of \$12 per subscription. One subscription includes both 1986 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 1986 magazines, at \$12 for each subscription to the following:

Name _____
 Street _____
 City _____ State _____ Zip _____

Name _____
 Street _____
 City _____ State _____ Zip _____

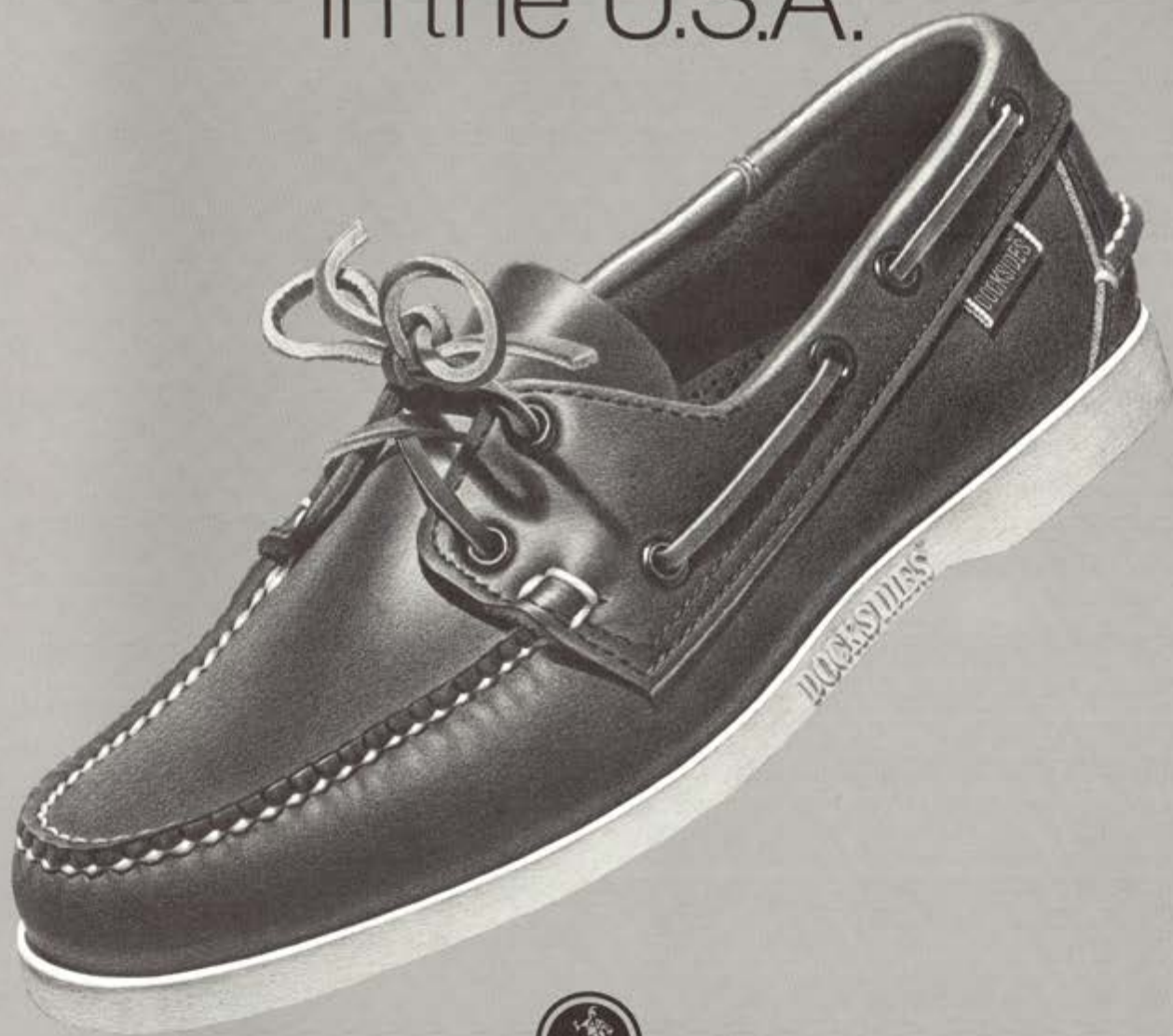
Name _____
 Street _____
 City _____ State _____ Zip _____

Name _____
 Street _____
 City _____ State _____ Zip _____

Signed _____
 (J/24 Class Association Member)

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

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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!

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

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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.

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