

*International*

APRIL 1986

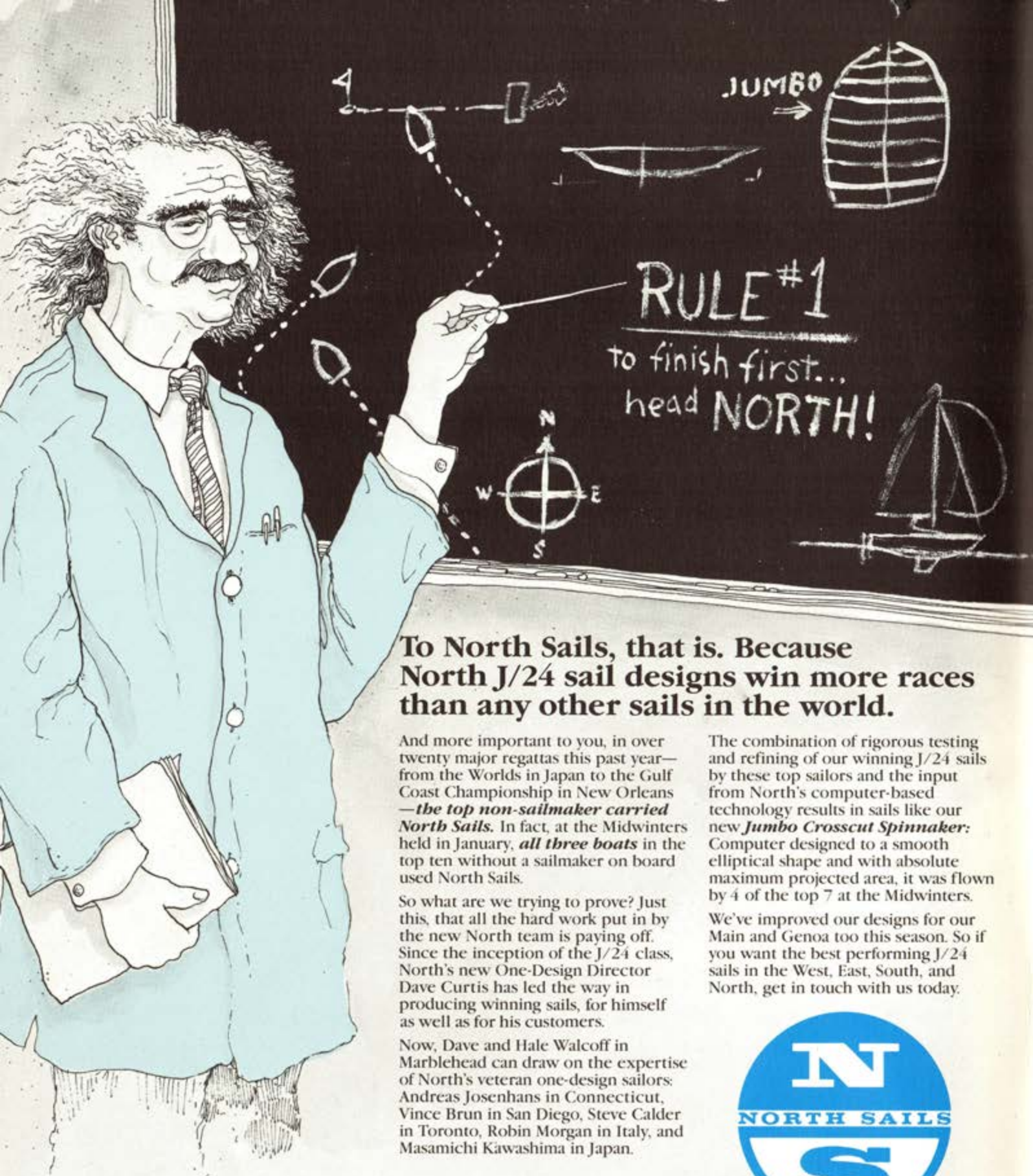
VOLUME 16

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Photo by Hiroshi Wada

#### Cover Photo:

Wiley Wakeman (US-4112) rounds the mark just behind Takeyuki Iida (J-3794) and Marino Walter (I-116) in 1986 World Championship race on Atsumi Bay, Japan.

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Photo by Dick Tillman

*IJCA Chairman, Lorne Chapman, sails his J/24 Plus Ten out of Toronto, Ontario.*

### Lorne Chapman Reviews Class

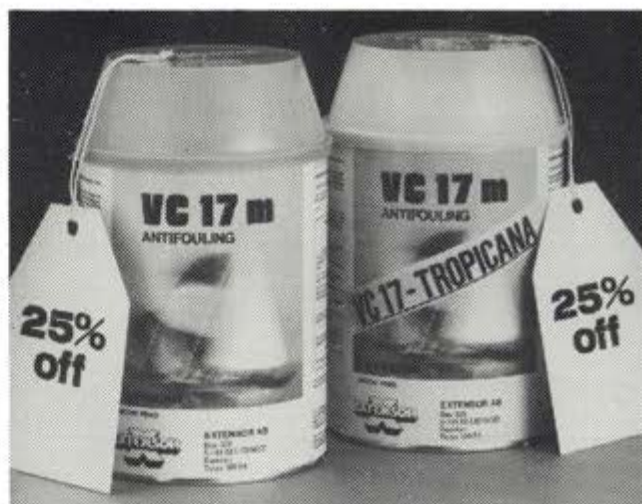
As my two year term as IJCA Chairman comes to an end, it is time for an objective assessment of where we are and where we are going as a class. By any measure, the J/24 must be viewed as a success, both as a class and as a boat.

We have successfully established a strong class organization in the countries where we have boats and have achieved a high level of recognition outside of the class as evidenced by the Women's World Keelboat Championship held recently. In a way, J/24's parallel the Laser phenomena of 15 years ago, as a class where sailors from many other classes meet to challenge each other. The class has a strong blend of local enthusiasts and world class sailors in it, a strength we can draw on as the class matures. The class has enjoyed a series of successful world championships on four of six continents, with a solid program ahead of us. However, the real strength of the class is local fleet social and racing programs almost everywhere there are J/24's.

Coupled with this success we are facing a number of challenges. Making the international class organization more effective, especially in areas of class development and promotion has proven difficult. The class office is a major expense item and I believe we can benefit by increased focus on developmental and promotional activities. Some people are starting to talk about differences in the performance of boats built by the different builders around the world. This is just not supported by facts and our strength as a one-design class should not allow this to become a serious issue. The fourth major challenge is for the class to become less dependent on the developer and commercial interests for direction, and for the boat owners to take a more active role in the leadership of the class.

In general, our class rules are in good condition and through a number of positive individual contributions and hard work by regatta measurement committees, they have been well

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administered and the one-design character of the J/24 protected. We have an opportunity at the upcoming IJCA annual meeting to take a step in keeping abreast of sail technology by approving the use of Mylar genoas. This may or may not be the time for such a change, but over the medium term we must manage carefully controlled and evolutionary change to our rules to keep the boat current and, most importantly, one-design. There are tendencies on the part of some of our owners towards creative modification to the boat which only diligent measurement and rigid rule interpretation can prevent.

The class is in sound condition financially, with a reasonable base of working capital. Some of these funds could be directed to class development if we can identify projects which would benefit the class as a whole. The IJCA Executive Committee would welcome proposals for development projects from any NJCA.

I look forward to the upcoming IJCA meeting and to seeing the many friends I have made in the class. I also look forward to early May and getting our boats back in the water for the 1986 sailing season.

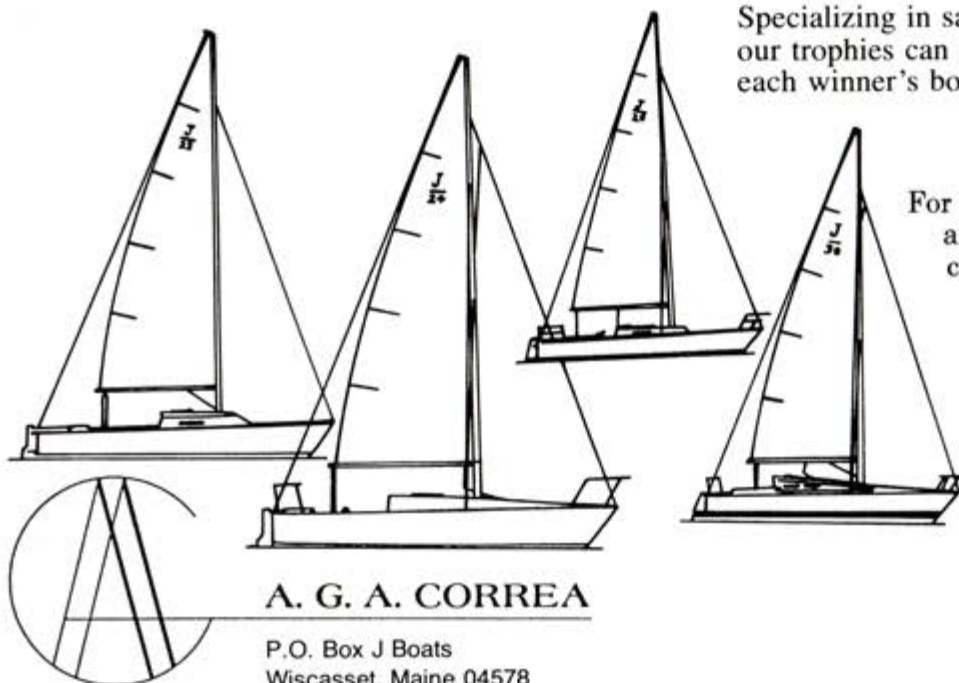
Regards,

Lorne Chapman

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USJCA President, Hank Killion, visited the Class Office in December.

### Hank Killion, 1986 USJCA Pres.

Welcome to the 1986 sailing season. As the newly elected USJCA President, I am glad to report to you that the J/24 Class has shown continued growth and is in a strong financial position. This is gratifying in a time when many one-design classes are experiencing little or no growth and declining participation. One of my goals as president is to increase communications between the class office and general membership, along with implementing new ideas to increase current membership.

To better acquaint you with my sailing background, I have been asked to write a short autobiographical sketch. As for many, the Sunfish afforded me my first opportunity to learn and enjoy the sport of sailing. During the 1970's, I began racing on Lake Ontario as crew on boats mainly 35 feet or larger. I also helped deliver larger yachts to and from the West Indies and Bermuda.

Having observed the close competition in one-design J/24 races, I became interested in obtaining my own boat and getting involved in a high performance one-design boat that fit my budget. In 1980 I purchased my J/24 *Sea Monster* and have raced it everywhere, from Florida to Montreal.

My involvement with the class started in 1982, when I was elected fleet captain of Fleet 42 in Fair Haven, New York. In 1983 I became district governor of District 7 and served as chairman of the Technical Committee for two years. I was elected vice president in 1984 and president in 1985, and am continuing as Fair Haven Fleet Captain. Last summer I worked with the Fair Haven Yacht Club's Junior Program in which we utilized

the intermediate and advanced groups as crew on J/24's in the Wednesday evening racing series.

Outside of the J/24 Class, additional sailing positions include: delegate to USYRU from the Central New York Racing Association, Area B Mallory delegate, and Commodore of the Fair Haven Yacht Club. I work as a chemical engineer with Allied Chemical in Syracuse, New York, and sail as time permits.

I welcome the opportunity to serve you as president and hope to hear from many of you with ideas and suggestions to strengthen our great class.

Good sailing,

Hank Killion  
USJCA President

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Photo by Moss

Executive Director, Dick Tillman, speaks at Midwinters Awards Party.

## State of the Class

In 1985, the J/24 Class experienced a 6.5% increase in membership over the previous year, marking the fifth consecutive year of growth. Class membership is off to a strong start again this year, and recognition is due to the many fleet captains for their dedication in planning and promoting fleet activities, to regatta organizers who coordinate and conduct high quality regattas, to the many boat owners and crews for travelling to these events, and to district governors who direct much of this activity. USYRU reports over 1,000 J/24 sailors among their 1985 membership, more than from any other class. The J/24 Class has seen a larger number of yachts, and therefore sailors, participating in regattas than in any other one-design class, past or present. Ninety-seven boats sailed in the North Americans in Marion, Massachusetts, last July, and there were 92 at the Midwinters in Miami in January. The maximum quota of 100 is expected at the 1986 North Americans this June in Chicago. We saw the first Women's World Keelboat Championship sailed in J/24's in Newport in September and the first International Team Race Championship, the Lancia Cup, in J/24's in Italy in November. The 1986 USYRU Adams Cup Finals will be sailed in J/24's in San Diego this summer. And congratulations to Ken Read and Heidi Backus whose racing accomplishments in 1985, mainly in J/24 events, were recognized by their selection as Rolex Yachtsman and Yachtswoman of the Year winners!

The quality and quantity of J/24 sailing activity is a tribute

not only to the design of the boat, which offers enjoyable daysailing and overnighting along with racing and cruising, but also to its durable construction. We are in a period of stability as far as rules are concerned; no changes were made for 1986.

The influx of new members sailing older boats has been a tremendous boost to the class. We welcome these new sailors and at the same time acknowledge the many who have been with the class since it began in 1977. A story of the first fleet organized is contained in this issue, as well as the regular features and regatta reports from all over the world.

## 1986 Worlds Qualifiers

Most of the qualifying events have been held for the 1986 World Championship VIII, September 13-19, in Newport. As determined at the 1984 USJCA Annual Meeting, qualifiers include one each from five regional events, one each from three open events and one each from the top 11 districts (by number of members based on 1984 membership). Additional qualifiers include one from the North Americans, past World Champions, the class Founders and the USJCA President.

REGIONAL EVENTS	QUALIFIERS	DATE	PLACE
Northeast (1, 2, 3, 6)	Dan Neri	Sept. 20-22, '85	Marblehead
Southeast (8, 10, 11)	Morgan Reeser	Nov. 1-3, '85	Clearwater
Great Lakes (4, 7, 12, 15, 16)	Larry Klein	June 27-29, '85	Cleveland
Southwest (14, 17, 18)	TBD	May 24-25, '86	Dallas
Western (19, 20, 21, 22)	TBD	May 24-26, '86	Seattle

OPEN EVENTS	QUALIFIERS	DATE	PLACE
North Americans	Kirk Reynolds	Aug. 9-16, '85	Marion
Midwinters	John Kostecki	Jan. 3-10, '86	Miami
Western	TBD	Aug. 16-17, '86	Corpus Christi

DISTRICT EVENTS	QUALIFIERS	DATE	PLACE
1	Parker Hadlock	June 29-30, '85	Falmouth, ME
2	Scott Ferguson	Oct. 12-13, '85	Milford, CT
3	Dan Sullivan	June 15-16, '85	Seawanna, NY
6	Tony Parker	Nov. 9-11, '85	Annapolis
7	Mark Bryant	June 28-30, '85	Rochester
8	TBD	Apr. 18-20, '86	Charleston
10	Jahn Tihansky	Nov. 30-Dec. 1, '85	Jacksonville
14	TBD	'85-'86 Tex Circuit	
15	Elliot Rossen	Aug. 31-Sept. 2, '85	Chicago
19	TBD	June 7-8, '86	Coeur d'Alene, ID
20	TBD	May 31-June 1, '86	San Francisco

OTHERS	QUALIFIERS
USJCA NA Slot	Jim Brady
Past World Champions	
1985	Ken Read
1984	Dave Curtis
1983	Ed Baird
1982	John Koliis
1979	Charlie Scott
Founders	Bob Johnstone
	Rod Johnstone
USJCA President	Hank Killian



## 1987 U.S. Worlds Qualifiers

The U.S. may qualify nine entries for the 1987 World Championship in Italy. They will be determined by five regional events, three open events, plus the USJCA President. In addition, others eligible to compete from the U.S. include past World Champions, the 1986 North American Champion, and the Founders.

REGIONAL EVENTS	DISTRICTS	DATE	PLACE
Northeast	District 1, 2, 3, 6	Oct. 4-5, '86	Milford, CT
Southeast	District 8, 10, 11	Nov. 28-30, '86	Jacksonville
Great Lakes	Districts 4,7,12,15,16	Aug. 22-24, '86	Minnetonka
Southwest	Districts 14, 17, 18	May 30-June 1, '87	Dallas
Western	Districts 19,20,21,22	May 22-23, '87	San Francisco

### OPEN EVENTS

North Americans	June 20-27, '86	Chicago
Midwinters	Jan. 2-9, '87	Miami
Western	Feb. 14-15, '87	Long Beach

### OTHERS

USJCA President, '86 North American Champion, past World Champions and Founders.

## U.S. Class Dues for 1986

Class dues remain at \$30. Class membership is required for fleet racing as well as district and national events. Fleet captains

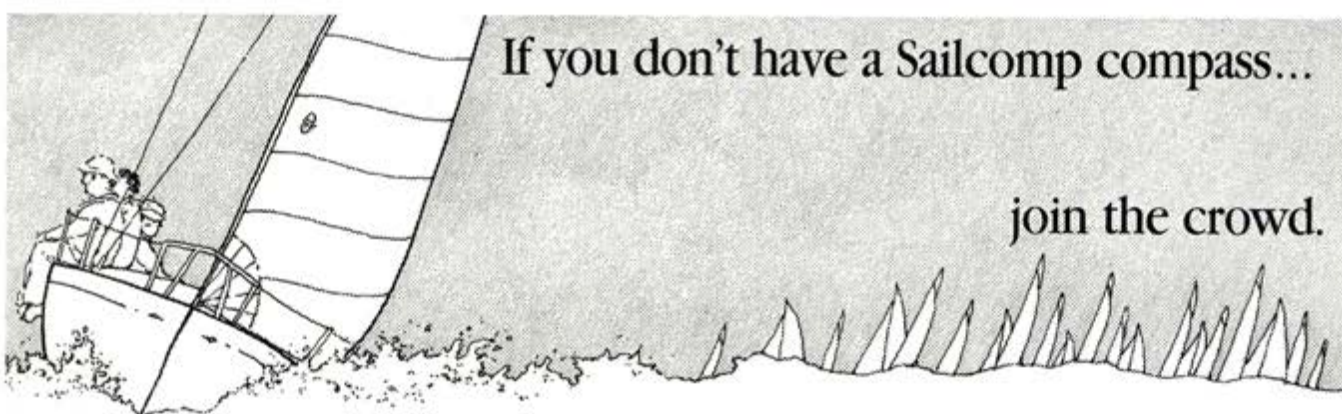
and regatta organizers are responsible for insuring that all who participate are current class members. Note that class members receive the biannual issues of *J/24 Magazine* and need not pay for it separately. Back issues may be purchased from the class office for \$7 each (includes mailing). A crew subscription is also available and must be signed by a current class member (see form on p. 104). Be sure to advise of any change of address so that we don't lose you and you receive your magazines.

## Pan American Games

The J/24 has been nominated as a participating class in the Pan American Games X, scheduled in Indianapolis, Indiana, August 7-23, 1987. Yachting events will take place on Lake Michigan at Michigan City, Indiana. If the J/24 Class is included, as the majority of western hemisphere countries wish, the U.S. J/24 representative to the Pan American Games will be the winner of the 1986 North American Championship.

## IJCA

The 1985 IJCA Annual meeting scheduled to be held during the World Championship in Japan was postponed to April 27 in Bermuda, prior to the International Bermuda Race Week. At that time, rule proposals will be discussed and voted on, future Con-



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tinental and World Championship venues will be selected, entry allocations for Worlds decided, and a new IJCA Chairman and three World Council members elected.

From all reports, the Japan J/24 Class Association deserves special credit for hosting an outstanding Worlds in November. Also, the Australian NJCA deserves recognition for their innovative local class fund raiser of a J/24 drawing in which they raised substantial funds.

## Sponsorship

Michelob and Anheuser-Busch are continuing sponsorship of U.S. district events for 1986. Other sponsors of J/24 events in the U.S. and abroad include Bacardi, Rolex, Boca Chica Rum, Chase Manhattan, Dunhill, Lancia and Martini and Rossi, to name a few. We are pleased that these sponsors wish to identify with the J/24 Class and look forward to their continued support.

## J/24 Magazine

J/24 sailors are great writers, and we do appreciate the many articles and photos submitted for this issue. As you read, please take note of our advertisers and patronize them (be sure to tell them where you saw their ad). The copy deadline for the October '86 issue is August 10, and we look forward to receiving lots of exciting articles and reports from the upcoming sailing season, with *photos* (they will be returned to you following publication if requested).

## Unseemly Behavior

Coral Reef Yacht Club, the Miami Orange Bowl Committee and Regatta Coordinator Fay Regan outdid themselves in putting on another topnotch Midwinter Championship in January. Regrettably, there was some damage done at the prizegiving banquet (sailors at two tables bent and broke silverware) and other behavior unbecoming adult yachtsmen was seen (food throwing). It is imperative that this type of behavior not be repeated. Offenders may be denied entry to future J/24 events.

## Office Hours

J/24 Class office hours are Monday through Friday, 9:00 am to 5:00 pm, Florida time. Telex messages are received through J Boats, TLX 294 204. Address all mail to J/24 Class Association, P.O. Box 2578, Satellite Beach, FL 32937, USA. Telephone (305) 773-4141.



Your friendly office staff, standing by to assist in any way that we can, includes Dick (you know him), Linda (left), and Agnes (right).



### It's Great to Have a J/24!

Dick:

Attached is our input for the April issue. We had a real fun year. This was my first year as a racer, so I raced in J/24 Class, PHRF, MORC and several invitational events. In the season high point series, I ended up second in J/24's and first in MORC B division. For the year, I raced a total of 87 races and loved every minute of it. Next year I plan to cut back to around 40 - 50 races. It's great to have a J/24!

Best Regards,

Bill D'Alessio

Fleet Captain, San Diego Fleet 70

### Short Tacking Interstate 5

Everyone who has sailed in San Francisco Bay knows that when the tide is flooding, the key to winning is to short tack the waterfront. After placing third in the J/24 West Coast Regional, and qualifying for the J/24 Worlds, I felt that I had short tacking down to perfection. Little did I know that short tacking Interstate 5 would not involve the same tactics.

My crew and I felt we needed more practice in heavy weather, so we decided on yet another road trip to the Bay for the St. Francis Labor Day Regatta. The last race had three weather legs up the waterfront against a flood tide and 30 knots of breeze: jib weather, with tacks every 30 seconds or so. Our efforts brought us victory as we finished the race first and moved into third for the series. But that proved to be nothing compared to the I-5 obstacle course.

With crew members Doug Peterson at the wheel, Charles Villegas in the cockpit and Janet and myself as ballast, we put my J/24, *Jail Bait*, to the real test! We had passed the Olympia S curves and were on our way to the Seattle finish line on one of our smoothest deliveries, sailing on the port side of the course (left lane), with heavy traffic in front and behind us. All at once we heard a loud noise and felt the rig "lighten her load." We looked back to see *Jail Bait* dropping back along with the entire bumper and part of the frame of the van. She veered to the left, hit the concrete guard rail, veered to the right, planed across the two right lanes, went off the highway, ran up the embankment, heeled heavily to the left . . . and stopped. *She didn't flip!* She stopped in a fixed starboard tack position. We couldn't believe our eyes.

Luck was truly on our side. A semi with trailer was following closely behind us, saw what was happening and immediately geared down. This slowed other cars and prevented any tail end or possible collisions with our boat.

As for *Jail Bait*, she ended up with only a couple minor scratches on the keel. The trailer, once dug out of the dirt, was bent just a little, and even the bumper escaped with only a few

scratches. So with Kris Overby's help we rescued *Jail Bait* from the depths of I-5.

We would go back to San Francisco in a snap, boat and all, but I plan to restrict my short tacking to the waterfront.

Frederic and Janet Laffitte

Seattle Fleet 26



*Jail Bait* lists to port on I-5 embankment.

### Jonas, Highest J in the World

Dear Mr. Tillman,

Since last November I am living in St. Moritz, the most famous winter and summer resort, where people meet people. This very beautiful mountain valley situated at 1800 m has become a European center of sailing. The middle lake of Silvaplana, where the Segelclub St. Moritz is located, is well known for the European Championships for the Flying Dutchman, Fireball, 470 and Laser. From the end of June till the end of August, a steady wind of 4-6 Bf. blows from noon to 1900. This wind is called the "Malojawind," named after the mountain pass it comes from in the south of Switzerland, and means very little rain.

This spring I decided to bring my J/24, *Jonas*, up here. I stationed *Jonas* on the biggest and most picturesque lake of Sils. Its watersurface is approximately 5,000 square meters; it is 4 km long and between 800 and 1500 m wide. There are three islands with small natural harbors on their leeward sides, very inviting for a lunch anchorage.

Besides my J, there are four other six meter yachts located





*Jonas, highest J in the world, sails on the picturesque lake of Sils.*

here, and naturally my boat became a sensation. People's minds were split. Some said, "This Heini Rusterholz must be crazy to bring up this size of a boat." Another said, "Finally a guy found out how beautiful this Silsersee is for good sailing."

In the meantime many people have been on my boat, all very enthusiastic about the J, the strong winds and the beautiful scenery. Already there are several sailors from up here who are interested in buying a J and I do hope that in the next two years a small fleet of J/24's will be sailing up here.

Heini Rusterholz  
St. Moritz, Switzerland

## Australian NJCA Promotes J/24

We have just completed a successful Art Union (drawing) to raise funds for the class locally. The builder of the J/24 provided a boat for the prize and of the 2500 tickets at \$20 each we hoped to sell, 2100 were subscribed. The boat was won by Larry Eastwood, an already enthusiastic J/24 sailor who sold his old J/24 and christened the new one *Jellowsea*. Larry worked bloody hard to make the Art Union a success and it was great to see him win the boat. The whole exercise of exposing the boat around the yacht clubs and various fairs, etc. has generated an enormous amount of interest in the class. Undertaken with almost nil funds, it was a brave step and we are very enthusiastic

after its success. Several new boats are being ordered and quite a few used boats are coming into the racing scene here as a direct result of the aggressive promotion of the J/24.

Regards,

Alex Nemeth  
Secretary, Australian NJCA



*Draw for J/24 sparks enthusiasm in Australia.*

## Quack's Crew Takes Swim

Dear Mr. Tillman:

Enclosed is a photograph I took this summer at a regatta in Youngstown, New York. There was a calm period between races, and the crew aboard this J/24 Quack decided to dry dump their boat. They had no trouble righting it following the dump.

Yours truly,

Colleen Mooney  
Toronto, Ontario



*Quack's crew cools off during calm between races.*



## Spinnaker Pole Sleeves

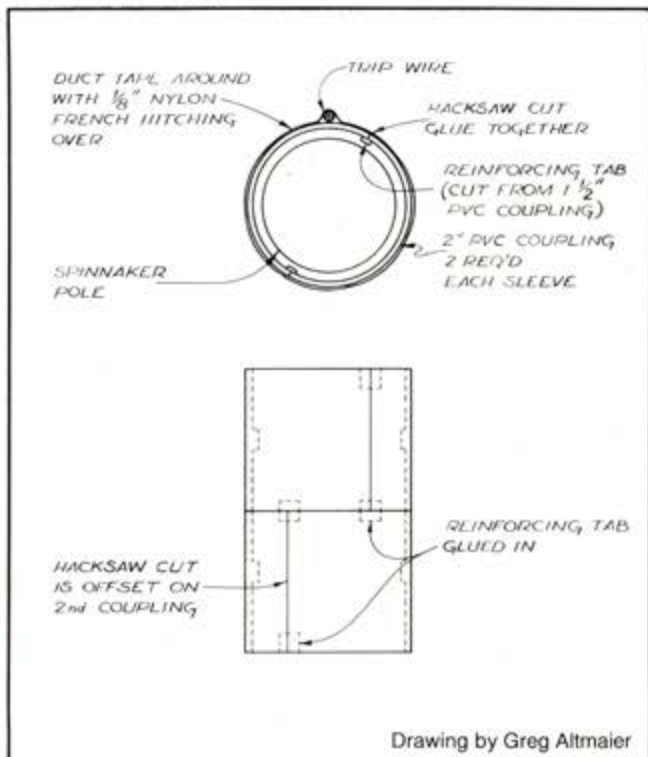
Dear Dick and Linda:

The June 1985 issue of SAIL featured an article by Tom Linsky on go-fast gear. A photo showed Larry Klein's J/24 spinnaker pole with a PVC sleeve at each end to operate the trip wire. One way to install a sleeve is to take the pole off, slide on the two sleeves, and put the whole thing back together again. This probably works best if you have access to rigging tools.

An easy alternative is to slice the sleeves in half with a hacksaw and install them, then glue them back together with PVC glue. I used two 2-inch couplings at each end, about 18 inches in. Duct tape holds the trip line in place and French hitching makes it look right. See sketch for details.

Pete Pringle

Quicksilver, Hull 3767



Drawing by Greg Altmaier

## Pretty Car, Great Plate!



Photo sent by Martha Nagle, Charleston Fleet 7.

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Rod Johnstone, designer of the J/24, serves as IJCA Chief Measurer.

### IJCA Measurement and Rules Interpretation

by Rodney S. Johnstone, IJCA Chief Measurer

The following is a summary of some of the most frequent questions regarding interpretation of J/24 Class Rules, together with interpretation rulings by the IJCA Chief Measurer, subject to the approval of the IJCA at its next regular meeting.

*Is the term "racing", as it appears in the rules, defined in accordance with the IYRU Rules, Part I?*

Yes.

*Can officially measured positions such as those contained on Part D of the IJCA Measurement Certificate be changed or adjusted between races in a series which has more than one race? This includes such items as forestay length, fore-and-aft positioning of the mast at the deck, and spreader sweepback.*

No. There is no explicit or implied permission to change any specifically designated measurements called for by the class rules without revalidation of the measurement certificate. Measurement items are normally checked prior to the start of a regatta for conformance to class rules. It is not practical for a measurer at large regattas to recheck all boats between races of a regatta to revalidate changes in Part D of a yacht's measurement certificate.

IJCA Rule 2.6.5 states that tolerances "... are to provide for minor building errors or age distortion." Manipulation and adjustment of the yacht and its rigging measurements within

these tolerances is not permitted or intended by the class rules once these measurements have been taken. This interpretation is also in accordance with the IYRU Measurement Manual (1.7.1.1) which states "... that in a One Design Class unless the rules actually state that something is permitted, the measurer should assume it to be prohibited."

*What is included under "fixed fittings" in Rule 3.4.3 (weight of the rudder)?*

"Fixed fittings" include only the two straps on the rudder which are used to fix the rudder to the transom. Tiller straps, tiller bolt, and removable pins are not included. Because standard rudders as manufactured by the licensed builder are well above minimum weight, any rudder which is the least bit under the rule weight has clearly been altered in contravention of Rules 1.2, 1.3, 3.27 and 3.43.

*May wire or Kevlar be used in the construction of the jib cunningham?*

Wire may be used in accordance with Rule 3.5.4g. Kevlar is not permitted.

*Has Rule 5.1 been modified to allow more than five crew members?*

No. Rule 5.1 has not been changed. It is possible for fleets to modify this rule to enhance participation in local fleet races.

*Is it permissible to split the rudder in two, remove material, then re-glue the rudder halves together to obtain minimum offset thicknesses?*

No. Rule 3.2.7a clearly prohibits "coring, drilling out, rebuilding, replacement of materials".

*Do the rules allow the use of a wire strop or pigtail on the boom vang, mainsheet or adjustable backstay?*

No. It is particularly disturbing to hear rumors of wire bridals for backstay tackle blocks and wire strops on the vangs on boats of people who should know better.

*Rule 3.5.1 requires that "the mast and main boom shall be supplied by a licensed builder". Does this mean that I can use a Proctor Mast on a boat that was not provided with such?*

No. Proctor is not a licensed builder of J/24's. Tillotson Pearson is the only licensed builder in the United States. A spar is only legal if it was provided as original equipment on a new J/24 or if supplied as a replacement in accordance with current specs from the licensed builder (Tillotson Pearson, Inc., in the case of North American Boats). There are a few boats that were supplied with Proctor Masts by TPI in 1978 and 1979, but otherwise the sole U.S. source (including the present time) is Kenyon/Sparcraft in Guilford, CT. Purchase of a mast or boom



directly from that sparbuilder is therefore not permitted, even though that sparbuilder may have once supplied spars to the licensed builder.

*Who is responsible for checking or notifying boats which are infringing Class Rules?*

The Measurer's responsibility is outlined in IYRU Rule 70.4. The procedure for reporting defects is included. Owners' responsibilities are outlined under Part III of the IYRU Rules. IYRU 74.3 outlines procedure for lodging protests under Class Rules or under IYRU Rule 19.

*Rule 3.8.10 requires a "transom bracket for the outboard engine" as an item under "Fixed Fittings and Equipment to Be Carried When Racing". Can this outboard bracket or any part of it be removed from the transom while racing?*

No. Only the outboard engine itself may be stowed. The whole bracket must be fixed to the transom while racing.

*If I have a question about Class Rules or do not feel that Class Rules cover a specific problem clearly, how do I obtain an interpretation from the J/24 Class?*

Discuss the problem with your fleet measurer. If this does not yield a satisfactory answer or if a local or regional measurer is not available, write directly to your national J/24 Class Technical Committee. If the national authority is unable to determine whether a specific item is acceptable, it will seek an official interpretation from the IJCA through its Chief Measurer.

*As a new member of the J/24 Class, I am concerned that "rule-cheaters" have already found significant loopholes in the rules that are not obvious from reading the rules. Is this true?*

No. J/24 Class Rules as well as IYRU Measurement Manual guidelines define precisely what is legal and what is not. The overriding principle - not only of Class Rules but of the IYRU Measurement Manual - is that any variations to "hull, deck, keel, rudder and equipment" must be specifically permitted by the rules. Otherwise any such variations are illegal and clearly fall within the realm of cheating.

*If I dislike or disagree with any particular class rule and wish to see the rule changed, how do I proceed?*

Write a proposed change together with your reasoning to your National J/24 Class Association and follow-up as necessary by phone to get your views aired. In the United States these proposed changes should be addressed to the U.S. Technical Committee. It might help your case to get a consensus at the local fleet level before you try to sell it to your national authority, which would propose any changes at the annual IJCA meeting.



## 3rd at Worlds

*Ulmer Kolius J/24 sails have won two World Championships and wracked up the following results in 1985.*

- 1st Bermuda Race Week
- 1st Pacific Coast Championship
- 1st Lancia Cup Team Race
- 2nd North American Championship

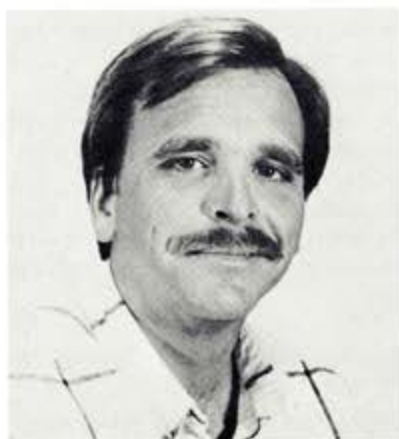
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Richard McGhee is the Manager of Sales and Marketing for Dimension Sailcloth. When not racing his Tartan 10, he crews on J/24's on Western Long Island Sound.

## Kevlar® Laminates: Another Alternative

by Rich McGhee

Sailcloth limitations imposed by a one-design rule are a source of controversy in several classes including the J/24. Fabric limitations are traditionally based on a minimum fabric weight for class legal sails. With the advent and development of Dacron Mylar and Kevlar Mylar, many classes wrote restrictions to prevent laminates from being used in class legal sails. These limitations assured the boat owners in a class that no revolutionary changes in sails would upset the one-design nature of racing or make existing sails obsolete.

The J/24 Class has consistently decided to rule against laminated sail fabrics in all J/24 sails. Several valid points have been raised which have squelched the idea of using polyester laminates in these sails. Up until two years ago, these fabrics were considered to be still under development. The original single-sided laminates (lightweight Dacron bonded to Mylar film) proved to have marginal durability characteristics that were comparable to soft Dacrons that were significantly heavier. With the advent of highly-oriented, scrim/knit based, two-sided laminates (film-fabric-film), P.H.R.F. and offshore racers jumped on the laminated bandwagon. These fabrics had longer competitive lives, ease of handling and shape holding characteristics that quickly eclipsed heavier headsail Dacrons. Yet, most one-design classes remain unconvinced of polyester laminate sailcloth's worth in their sails.

The root of this skepticism is probably based on the stretch characteristics of today's refined 100% Dacron fabrics. A typical J/24 headsail fabric is a highly oriented, heavily resinated Dacron. These fabrics exhibit very low threadline and bias stretch. A typical laminate replacement is fairly stretchy in comparison. Sails made out of these laminates are light but not nearly as stable as the non-laminates.

Currently the majority of J/24 class legal sails are built out of the following fabrics:

<b>Mainsails</b>	5.5 oz. - 6.5 oz. Dacron (5.55, 6.05, 6.5 from Dimension Sailcloth) (5.4, 5.43, 6.3, 6.5 from Howe & Bainbridge)
<b>150's</b>	3.8 oz. - 4.5 oz. Dacron (3.8, 4.1, 4.55 from Dimension Sailcloth) (3.8, 3.9, 4.4, 4.43 from Howe & Bainbridge)
<b>100's</b>	5.5 oz. - 6.5 oz. Dacron (same selections as Mainsails)

These fabrics are usually of very firm finishes (heavy coatings or stiff melamine impregnation) to minimize stretch under normal sail loading conditions. These fabrics also have excellent recovery characteristics. Good recovery means they will return to shape after being used in extreme conditions - like a J/24 150 at the top of its range.

The typical question raised by boat owners and sailmakers is: Could any of these fabrics be replaced by lighter, more efficient, yet inexpensive and durable fabrics? The answer is undoubtedly "yes", but selection of a replacement fabric is extremely critical and leads to different conclusions for each sail on the boat.

The following criteria could be used in selecting sailcloth for J/24 sails:

- Sailcloth stretch performance**  
Low stretch in all three fabric directions is a must for any performance sail. (Specific stretch characteristics are a matter of opinion for sailmakers.)
- Sailcloth weight**  
In general, heavy sails are slow. Sailcloths are evaluated on weight to strength efficiencies.
- Durability**  
No boat owner wants to replace his sails after three regattas - he may have to, due to fabric breakdown.
- Cost**  
Fabric cost is approximately 25-30% of the total cost of the sail.



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## EVALUATING THE SAILS

### Mainsails

J/24 mainsails have been perfected to the point that there probably isn't any point in looking at laminates. The current fabrics used in these sails have been specifically designed for the J/24. These Dacrons are fairly light with very low threadline stretch tailored to the J/24's aspect ratio and sailing characteristics. The higher bias stretch of these fabrics is actually an advantage in mains. This allows mast bend to be used to flatten the sail through a wide range of wind, simultaneously adding headstay tension to flatten the jib. Dacron J/24 mainsails remain competitive for a season or more.

Polyester laminate mainsails have proven to be unsuccessful in boats of any size. These fabrics are less able to resist threadline loading. They also are too inflexible on the bias to allow a wide range of mast bend. Kevlar laminates suitable for mains are tightly woven or Kevlar insertions with high Kevlar contents. Kevlar mains in boats of any size have proven to be fast, expensive and exhibit fairly short competitive lives. In summary, a 4.5 oz. Kevlar fabric would not show a really significant weight savings to a 5.5 oz. Dacron in a main as small as a J/24's. The Kevlar sail would be significantly more expensive and exhibit marginal draft adjustability.

### Headsails - Genoa

In evaluating "high tech" fabrics for J/24 headsails, examination of the latest laminates is crucial. It is becoming apparent that the latest lightweight Kevlar laminates are quickly surpassing polyester (Dacron) based laminates in headsails. The latest lightweight Kevlars meet or exceed all of the performance criteria for fast J/24 150's and jibs.

The lightweight Kevlars suitable for small performance sails are woven in a loose construction with very low Kevlar contents. A typical 4.5 oz. Dacron uses 75+ Dacron yarns per inch in the oriented direction of the fabric. A lightweight Kevlar uses only 13-16 yarns per inch. With such a loose construction these substrates are isolated by 2 layers of polyester film. The film not only protects the fabric but limits bias stretch. Bias stretch in woven Dacrons is limited to chemical finishes - finishes that can break down quickly when abused.

A typical KW07 (Dimension) or Kevlar-Ply (Howe & Bainbridge) weighs approximately 2.0 oz. - 3.0 oz. This is a whopping 2.5 oz. (40-50%) per yard lighter than the traditional J/24 150 Dacron. This weight reduction would reduce the weight of the 150 by 5 lbs. Less weight aloft and ease of handling (the Kevlar sails practically flake themselves when the halyard is released) are obvious advantages. Perhaps more important, the tighter fabric is easier to "read" in light, creepy winds. As for stretch resistance, there isn't a Dacron under 7.0 oz. that can match the threadline strength of the 2.5 oz. Kevlars.

In their traditional densely woven forms, Kevlar-based fabrics proved to be very fragile. Kevlar yarns, when tightly packed, exhibit low breaking limits when repeatedly folded or bent. The latest lightweight Kevlars have greatly reduced this problem by encapsulating and isolating the yarn in film and utilizing loose scrim constructions. These fabrics tend to get softer after a good deal of use, resulting in slightly more stretch but improved tear resistance. Impact tests have proven that a film encapsulated Kevlar fabric is more durable than a woven Dacron. When Dacron is impacted the finish is broken down.

There is a general feeling that all Kevlars are more expensive than all conventional Dacrons. This is certainly true for heavy Kevlars where fabric cost is dominated by a high Kevlar content. In lighter scrim type Kevlars, processing costs and Kevlar content are lower. These 2.0 - 3.0 oz. Kevlar laminates are actually less expensive on a square yard basis than the conventional Dacron alternative.

The J/24 Class has shown admirable restraint in waiting for laminate technology to be developed. It seems that the J/24 Class, in its hesitancy to allow laminates, has waited for a more suitable fabric to be developed. After all, laminate replacement sails should be faster, last longer and be cheaper in order to be considered for the class. Based on our present knowledge, the next time the question of new fabrics is raised, I believe the clear choice for a Dacron replacement in class genoas will be a lightweight Kevlar sailcloth.

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### Care and Feeding of Sails

by Steve Helms, Shore Sails Maine



Photo by Linda Tillman

*It is recommended that the mainsail be rolled, rather than flaked, and covered with a UV resistant sail cover when left on the boom.*

Bright sun, cool summer surf, fair breezes: these are the elements that combine to make sailing the great fun it is. These same elements combine to wear down your sails. While no amount of care will completely erase their effects, some steps can be taken to reduce the damage.

The bright summer sun that so nicely tans, carries with it ultraviolet rays that constantly bombard the polyester fibers in your sails, weakening their strength and resiliency. Clearly it's not possible to never expose sails to the sun, but bearing UV damage in mind, it's certainly common sense never to leave sails hanging around, simply soaking up the rays. After the race or cruise, get your sails under cover!

Surf, at least on the coast, has a strong component of salt. This can damage woven fibers, especially if they have become saturated and are allowed to dry without fresh water rinsing. Salt crystals can form in spaces in the weave, acting as an abrasive powder when dry and breaking down fibers through friction. It is a good idea to rinse off your sails occasionally, just to keep this kind of damage to a minimum. Certainly this should be done before winter storage. For grease and dirt removal, we suggest a soak in a solution of cold water and Woolite. A gentle sloshing around, followed by a fresh water rinse and air drying will provide the perfect ending to your sails' season. This is also a good time to carefully inspect your sails for such things as broken

stitching, small holes, worn snaps, and other details which should be professionally attended to.

Those fair breezes are both what make the sails work and blow them right out of shape over time. While Dacron fabrics have some resiliency, too much stretchiness is entirely undesirable in a good sail fabric. In most cases, permanent stretch and damage to the fabric will occur when the material's strongest fibers are stretched to 101% of their original dimensions. In a racing situation, it is often difficult, if not impossible, to avoid doing just that (ask anyone who went to last year's North Americans!). Racing sails therefore tend to have a naturally shorter life expectancy than cruising sails, for that reason. Racing sails have also been treated with a resinated coating to keep stretch to a minimum. Fabrics that are called "yarn tempered", or Duoperm<sup>®</sup>, are heavily resinated, and are so stiff when new that they will actually suffer real damage if they are constantly folded. Sails made of these materials should be rolled and stowed in a tube bag, usually provided by the sailmaker. It is recommended that the mainsail be rolled, rather than flaked, and covered with a UV resistant sail cover when left on the boom.

The care and feeding of your sails, considering the facts outlined above, is a common sense process. Do it!

### J/24 Upgrades

By Greg Putnam, Customer Service & Warranty Manager, Tillotson-Pearson, Inc.

While looking through past issues in preparation for this article on boat maintenance, it occurred to me that quite a lot has already been published on J/24 maintenance. After all, for all its excitement there are still only twenty four feet (roughly one good watermelon throw) of boat to worry about and slave over. In particular I would direct new readers of this publication to John Maxwell's "Guide to Spring Maintenance" (Volume 14) and articles by Rick Lyman (Volume 10) and Tysen Goss (Volume 15) on maintaining your spars. You might even want to make a copy of John's maintenance checklist and check off each item as you go. That way you may escape the tendency we all have to spontaneously "forget" about the grubby jobs.

As for the rest of you seasoned subscribers, I must assume that with past maintenance articles at your disposal you have all maintained your craft to an absolute standard, letting not the smallest detail escape your vigil, nor allowing the slightest advance by the destructive forces of nature or the ravages of time. In any case, success in any maintenance program should mean 'maintaining' something like the original standard of the boat and bringing to a halt the entropy in the system, which is the scientific term for the tendency of all things to degenerate and eventually turn into potting soil. Having accomplished this you



are ready for the next stage of boat maintenance, the upgrade. Here's what's new on current J/24's and what's available to improve your boat.

### A New Step:

New J/24's now come equipped with a molded fiberglass 'step box' in place of the teak step on the cooler. The box is 27" x 11" x 14" tall, matches the interior gelcoat and has a solid teak, brass hinged, lid which serves as the main companionway step. It is held firmly in place by teak keepers but is easily removed. The cooler is relocated just aft of its original position, out of harm's way. In short, the new step box looks great, provides convenient storage and a firmer step, and will save wear and tear on your cooler and your lunch. It is available from Tillotson-Pearson for \$150.00.

### Spars and Rigging:

As mentioned in the last issue, Kenyon is now supplying J/24 spars with the new style 3/16" Gibb backing plate compatible with the redesigned Gibb T-ball fitting. As a result owners replacing masts will also need to replace their upper and lower shrouds since their old rigging will not fit the new mast.

Those replacing masts on older boats should also bear in mind that they may need to rearrange some deck hardware (generally for the better) since halyard exits, etc., have been moved around on newer masts to accommodate the current deck layout.

### Harken Traveller System:

Previous issues have mentioned the desirability of retrofitting the traveller and support bar on older boats. In response to demand, Tillotson-Pearson now also has available a kit to upgrade to the Harken traveller system currently installed on new J/24's. The complete kit includes the Harken traveller, Harken car, end stops, control lines, cam cleats, and fasteners, and is available for \$151.50.

### Hatches:

Unfortunately there appears to be no simple way to retrofit the original two-part companionway hatch system found on older boats. Nor will the current forward hatch bolt into these boats. Replacement hatches are available.

Owners of newer boats who are considering replacement of their forward hatch may like to know that Tillotson-Pearson has changed suppliers. We are now using a Lewmar hatch in place of the Gray Enterprises hatch. The Lewmar has an aluminum frame, a lighter tint to the glass, and holds itself open in two positions without having to tighten anything. It will make a nice upgrade and is available for \$158.30.

### Pintles & Gudgeons:

Enough has probably already been written about this (Most recently in Volume 15), but once again we recommend that any boat without the current system be upgraded. Most boats can use the update kit at \$56.50. For all new hardware order the complete rudder hardware kit for \$83.20.

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Gary Smith (left) is pleased with cabin sole repair. After removing sole and water-laden vermiculite mixture (middle), area is prepared for new plywood cabin sole (right).

## Soggy Sole Repair

by Gary Smith, Fleet 87

Having watched the line of J/24's ahead of me launch with such apparent ease, I was a little perturbed to find that my 1978 model wanted to hang perilously down by the stern. By placing my 240

pound frame squarely on the bow pulpit, we coaxed *Fair Dinkum* into Biscayne Bay two days before the recent Midwinters. I had suspected problems months before as the cockpit sole had developed severe "dings" in it from nothing more than a team of large crewmen dropping down for a beer. Normally dry sailed in Melbourne, Florida, my boat also showed a hairline crack developing along the keel-sump joint, which was always a little damp on the inside.

As we were commenting on our lack of speed, one of my crew told me about doing a job on an older boat the year before, so as soon as I returned from the Midwinters I embarked upon the "repair".

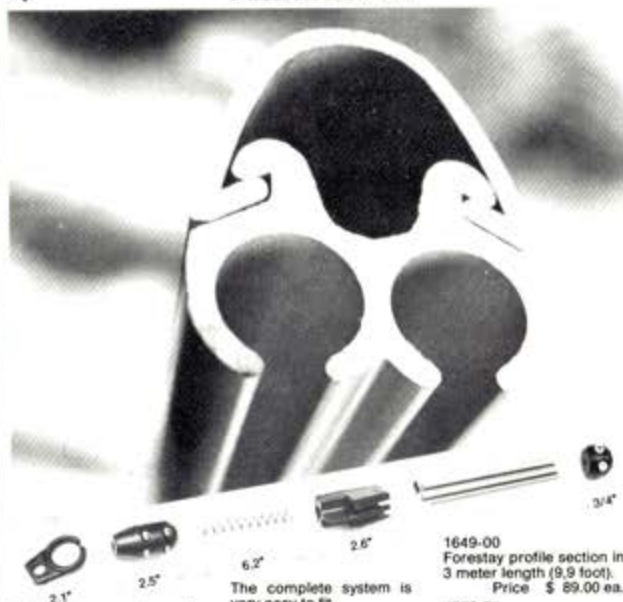
Firstly, new teak and holly floors are available from the builder, Tillotson-Pearson. I chose not to measure one first, however, and cut way too far back under the cockpit, using a circular saw set to 1/2 inch only. I cut along the radius of the non-skid line of the old balsa cored sole, to expose an expanse of water-laden vermiculite-resin mix. Most of this was scooped out with bare hands, the rest chopped out with a wood chisel. Eight hours of labor produced two trash cans full of extra weight removed. This left the keel bolts exposed in the sump, with nothing to support the nuts. The answer was to make up oak blocks to slip down over the keel bolts. I drilled one inch holes and later filled around the bolts with resin. The blocks were bedded with T-5200 and later coated with resin. The result appeared so strong that I chose not to use the fiberglass frames available from Tillotson-Pearson for \$30, which are currently put in the new boats. Finally, I used a mixture of resin and wood turnings to fill the narrow rear part of the sump, leaving two large sumps -- a great improvement. I also drilled limber holes to drain water coming in around the mast partners. A 2 x 8' sheet of half inch marine grade plywood finished the job for a professional looking new cabin sole.

The psychological boost to the crew has been astounding. Total time involved including refinishing all the teak plywood under the bunks was less than fifty hours and materials cost less than \$200. *Fair Dinkum* floats on her draft marks again and our speed is noticeably improved.

**NEW**

### The Norseman Double Groove Headstay

Assembled on board in 1-2 hrs.  
Max dia. Headstay 3/8". Standard lift tape. Simple assembly.  
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Photo by Sherman Brothers

Chicago Yacht Club, located at Lake Michigan's Belmont Harbor, will host the 1986 North Americans.

### Invitation

by Glenn D. Gustafson, District 15 Governor

The Chicago Yacht Club and J/24 Fleet 12 cordially invite you to attend the 1986 J/24 North American Championship, to be held at Belmont Harbor June 20-27, 1986. This central location, combined with the ideal sailing conditions on Lake Michigan at this time of year, promises to make this event one not to be missed.

Chicago is located at the southwestern end of Lake Michigan, the largest of the Great Lakes. Chicago Yacht Club,

which annually runs the longest fresh-water offshore race in the world, the Chicago to Mackinaw Race, will host the regatta. An abundance of good hotels are available within four miles of Belmont Harbor, with several located within walking distance.

Several barbecues, cocktail parties, a regatta banquet, and an awards presentation are planned for all participants, but sufficient time will be left for you to enjoy Chicago's famous skyline, Rush Street, and great ethnic restaurants. In addition, all participants will enjoy Chicago Yacht Club privileges while attending the regatta.

See you in June in Chicago.

### 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.



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**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.

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**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

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**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.

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**Courses**

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

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**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.

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**Prizes**

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

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**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.

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**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.

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**Housing**

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

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**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.

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**Sailing Instructions**

The Sailing Instructions will be distributed at registration.

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**Contact**

Entries should be mailed to Glenn Gustafson, 687 Green Bay Rd., Highland Park, IL 60035. Telephone inquiries to Michael D. Mullinix [H: (312) 394-8046, B: (312) 564-8950] or Glenn Gustafson [H: (312) 432-1062, B: (312) 432-1804].

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### Bacardi Canadian Championship June 12-15, 1986

#### Invitation

The Canadian J/24 Class Association and the Ashbridge's Bay Yacht Club extend a warm welcome to all J/24 owners to come to Toronto, Ontario, and participate in the 6th Annual Canadian Nationals. Why not use the regatta as a tune up for the North Americans and take advantage of the great exchange on the U.S. dollar!!

For those of you traveling from Buffalo - follow the Queen Elizabeth Way (QEW) to Gardiner Expressway to the end. At the Racetrack (Coxwell Ave.) turn toward the Lake and we are the 2nd yacht club on the right. From the 401 - take the Don Valley Parkway south to Lakeshore East to Coxwell Avenue South.



<b>Site</b>	The regatta will be hosted by the Canadian J/24 Class Association and the Ashbridge's Bay Yacht Club. Racing will take place 1-2 miles south of Ashbridge's Bay off Toronto's famous eastern land spit. Ashbridge's Bay is located 5 miles east of downtown Toronto on reclaimed land approximately 3 hours west of Kingston, Ontario, and 2 hours N-E of Buffalo, New York.			
<b>Rules</b>	The Championship will be governed by the current IYRU racing rules, the prescriptions of the Canadian Yachting Association (CYA), the current rules of the International J/24 Class Association, and the sailing instructions.			
<b>Eligibility</b>	Entrants must be current members of a National/International J/24 Class Association. All boats entered must display a class membership sticker, valid for 1986, and all sails used in the event must bear sail royalty labels in accordance with class rules.			
<b>Racing</b>	Five races are scheduled. A minimum of three races must be completed to constitute a championship. Races will be on standard Olympic courses, the length to be determined by the race committee.			
<b>Measurement</b>	All entrants are subject to measurement of hull, rigging, and sails at the discretion of the regatta committee at time of registration or any time during the event. Similar provisions apply to checking of required and safety equipment.			
<b>General</b>	Launching, docking, mooring, and hauling facilities will be provided by Ashbridge's Bay Yacht Club. Sailing instructions will be provided upon arrival.			
<b>Entry</b>	Completed registration forms along with entry fee of \$100.00 (CAN) payable to Ashbridge's Bay Yacht Club MUST BE RECEIVED PRIOR TO MAY 31, 1986. Entries received after that date are subject to a \$35.00 (CAN) late entry fee.			
<b>Contact</b>	A limited number of billets are available. For event, accommodations, and further information contact: Katie Coleman Nicol, 79 Woodfield Road; Toronto, Ontario; Canada M4L 2W5. Telephone – Bus: (416) 963-3362 or Home: (416) 466-6998.			
<b>Schedule</b>	Thursday	June 12	1200-2200	Registration and measurement
	Friday	June 13	0800-0900	Registration and measurement
			0900	Skippers Meeting
			1030	Race 1 followed by Race 2
	Saturday	June 14	1000	Race 3 followed by Race 4
	Sunday	June 15	1000	Race 5 followed by awards



### J/24 World Championship VIII, September 13-19, 1986

**Site** The 1986 J/24 World Championship will be held from September 13 through September 19, on the waters of Rhode Island Sound and Narragansett Bay off Newport, Rhode Island, USA. The Ida Lewis Yacht Club of Newport is the host club and the organizing authority.

**Rules** The regatta will be governed by the 1985-1988 International Yacht Racing Rules (IYRR), the Class Rules of the International J/24 Class Association, this Notice, and the Sailing Instructions. Protests and requests for redress will be carried out by an International Jury appointed by the organizing authority in accordance with Rule 1.6 and Appendix 8 of the IYRR. Decisions of the Jury will be final in accordance with Rule 1.7. The regatta is a class IV event; the Jury has final authority on all matters.

**Eligibility** The World Championship is open to yachts nominated by their National J/24 Class Association whose entry has been accepted by the Race Committee. Helmsmen must either be nationals or residents or registered members of the J/24 Class Association of the country they represent.

<b>Schedule</b>	Saturday	September 13	0800-1700	Registration and
	Sunday	September 14	0800-1700	Measurement at Fort Adams
			1730	Opening Ceremonies and Skippers
				Meeting at the Ida Lewis Yacht Club.
	Monday	September 15	1030	Practice Race & 1st Championship Race.
	Tuesday	September 16	1030	Championship Races.
	Wednesday	September 17	1030	Championship Races.
	Thursday	September 18	1030	Championship Races.
	Friday	September 19	1030	Championship Race.
				Awards Ceremony.

**Racing** The World Championship will consist of as many as six races.

**Courses** Races will be sailed on Olympic courses, modified Olympic courses, trapezoids, or other courses designated by the race committee. Rounding marks may be either set or existing government marks. Courses will be either inside Narragansett Bay, in Rhode Island Sound, or a combination thereof, depending on conditions.

**Scoring** A low point scoring system 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.

**Awards** First place awards will be given for each day's racing. The J/24 World Championship Trophy will be awarded for first overall. Second through fifth place awards will be given for overall performance, as well as the Bengt Julin Trophy to the best scoring yacht in the first three races, the President's Cup to the first skipper over 40 years old, the Eiffel Tower Trophy to the woman aboard the best scoring yacht, and the Nissan Trophy to the best scoring yacht in the last three races.

**Inspection & Measurement** Inspection and measurement will be performed on each yacht before its registration is complete. Only four sails will be measured for use in the World Championship. Expect full measurement of each yacht, which must be equipped with the safety equipment specified in the IJCA Rules.

**Charters** Charter boats will be available through the organizing committee to those who qualify from outside North America at a standard fee to include insurance. Refundable security deposits will be required.

**Entry** The completed entry form and fee of \$300.00 US per boat plus any charter fees must be received by the organizing committee no later than Friday, August 1, 1986.

**Contact** Refer questions and communications to the Event Chairman: Mr. Pete Lawson, Atlantic Consulting Group, 1 Richmond Square, Providence, Rhode Island 02906. Business Phone: (401) 861-4440; Home Phone: (401) 884-1122

# A Star is Born

## (The Story of J/24 Fleet 1)

by John Gjerde



Minnetonka Fleet 1 members at a recent winter get-together.

Once upon a time in a land far away, stuck in the middle of the North American continent, began the great epic of J/24 one-design racing. For a class with unequalled development and achievement, it is difficult for sailors to comprehend that the J/24, born in the hotbed of East Coast yachting, could find its one-design beginnings on an inland lake, Lake Minnetonka (often mispronounced American Indian term meaning "room at the mark").

Fellow sailors from around the country are full of quips about the inhospitable Minnesota winter climate. Some of them

assume that on a bad year the ice never leaves, while others proclaim that the popular scow boats have flat bottoms to pass over water or ice.

In this vein, we have been known to explain that the J/24 was really our own design and an evolutionary form of the scow boats. The "J" name was a democratic selection because four of the five original owners were named John. How simple.

The true story began in the fall of 1976 with some members of the local MORC station directing attention to successful new designs from the recent

MORC International Championship. For whatever reason, the non-sailing season competition was as great as it was on the water the past summer. In early December, Dale Anderson, who worked for a yacht sales firm, called me to come view literature that he had just received on a new boat. I was not much in the mood, but after some persuasion, I wanted to see what caught Dale's curiosity.

The crudely written information had a most unusual "tell it like it is" style of describing the performance of the prototype J/24, *Ragtime*. Most boat manufacturers claim various victories, but



astute sailors recognize that virtually every boat has won something somewhere. For those who did not have the opportunity to view this historic piece, the information contained the elapsed time win-loss record of *Ragtime* against a large fleet in a five race series. It just seemed too credible. Of course, I did not know that this was Rod Johnstone's first design and a garage effort at that.

Dale was attempting to satisfy his own intrigue by soliciting prospects for a boat that had not yet been produced. Both Dale and I placed fact finding calls to Rod Johnstone about everything imaginable, including proposed changes from the prototype to production boats. Rod said there would be none. I liked the answer, but he did not sound like any boat designer/manufacturer that I ever knew.

Dale was suggesting names from the Wayzata Yacht Club directory when he came upon Rolf Turnquist, a typical Swede by name but atypical by character. Dale did not know Rolf well at all but he was a casual acquaintance of mine who I would see on the dock occasionally and sailed with once. I do not believe we ever had a phone conversation.

With the urging of Dale, I made a most eventful call to Rolf, thinking that he was ready to upgrade in boats. I began to describe the J/24 to him and suggested a meeting. Based on his excitement from our conversation, I knew he was interested. Then he withdrew momentarily, knowing that I did not sell boats. He questioned my interest, but I explained that my financial position precluded ownership. His solution was simple - form a partnership. By early January 1977, our boat was ordered, though the first production boat was still two-plus months from completion. This was the start for the J/24 in Minneapolis and, I am proud to say, the start of a special relationship that Rolf and I have enjoyed ever since.

Call it intuition, karma or blind luck, interest in the mystical form of the J/24 was amazing. Soon John Goodwyne and John Law were committed, and before March, John Savage and Chuck Sautter were in the fold. That is five of the first twenty-five boats produced - no wonder Rod was scratching his head.

The midwest sailors have a strong one-design mentality. Perhaps it's just a dislike for math, but they just prefer boat for boat style racing. This preference is inbred in "scow country" and very signifi-

cant to our extraordinary, early one-design organization.

The first formal meeting to outline a one-design program and organization was held March 13, 1977, prior to the completion of the first boat. All present were committed to the one-design principles and to the expectations for a successful national class.

This meeting was truly something special. We shared a premonition that the J/24 was destined for greatness and not to be thought of as another handicap boat. We wanted a strong one-design fleet on Lake Minnetonka and we wanted to cast a future for a national class.

John Savage, senior member of our fleet and long time E-Scow sailor, was our strongest advocate of one-design ideals. John was a college classmate of Johnstone's parents and had the distinction of owning J/24 number 24. We needed him and his wife Dee Dee in the fleet to maintain parental control in the event the boat was a flop.

Finally in early April, Rolf, Dale and myself drove east to pick up our boat at the factory located in Fall River, Massachusetts. There we met Jack Worley at the factory who left the following day for Key West with the first consumer J/24. The following day we left for



Three charter members of Fleet 1, Rolf "Swede" Turnquist, Chuck Sautter and John Gjerde.



Dale "Dirt Ball" Anderson with John Goodwyne, John Law and John Gjerde, three of the four Johns who, with Chuck Sautter, were owners of the original five boats in Fleet 1.



Minneapolis after a brief visit in Newport. We pulled into my hometown of Lake City, Minnesota, late on Easter Sunday in order to maintain my perfect record for consecutive years hunting Easter eggs - sad, perhaps, but true.

A week later our fleet one-design proposal went before the board of the Wayzata Yacht Club. The discussion was interesting, needless to say, because we had only one J/24 in the area for a brief time. Some board members knew virtually nothing about the boat. Discussing the one-design merits of the J/24 was our purpose, but describing the name, appearance and features was almost more basic than I could handle. In the end, provisional status was granted to our new fleet and thus began one of the most significant chapters in one-design yachting history.

Sailors should note that at the same time our fleet was seeking one-design status, few people had ever seen a production boat and no other club had five owners or even three, for that matter. Lake Minnetonka was Fleet No. 1 by several months, though the deliveries of the second through sixth boats occurred during the sailing season of 1977.

Naming our boat was the most difficult task. Rolf wanted to name our J/24 *Wind Shadow* after his old boat. Of course, I thought it was stupid. I preferred the name *WAWA*, a name Rolf was certain was a carry over from my very youthful days. We wanted a short name for ease of speech and graphical purposes. Rolf finally came up with *OZ* to which I gave approval as long as it had nothing to do with "Wizard of".

The J/24 and Fleet 1 have been a big hit in the Twin Cities. The local newspaper did an article on a variety of activities of the Twin Cities' affluent people.



John Savage and wife Dee Dee owned J/24 hull number 24. Now deceased, John was the senior member of Fleet 1 and a strong advocate of one-design ideals.

They stated that the yachting rich would possibly have a large yacht on Lake Superior or a J/24 on Lake Minnetonka. I nearly retired after that piece.

The J/24 Fleet 1 brought to Lake Minnetonka a new level of performance in one-design keel boat racing - a boat that possessed "creature comforts" and was exciting to sail. This was particularly significant to an area accustomed to the high performance of scows.

Suddenly a number of scow sailors joined the fleet and numerous others sought positions on boats. The cheap talk still denounced keel boats but the J/24 was considered different. The fleet developed an upbeat reputation for fun, hard racing and clean sailing.

In addition to being No. 1, the Lake Minnetonka fleet is well known for the famous "Flying Wedge", without doubt the most awesome no-air maneuver of any sailing fleet ever recorded. The "Flying Wedge", for those who do not know, is an armada of up to twenty-four J's,

perhaps twelve abreast, towed by a Navy whale boat while in postponement. In 1981 we were asked to perform with the Blue Angels for the presidential inaugural, but our fruit sale failed to generate the necessary funds.

Fleet 1 is still prospering well. On behalf of the fleet, we thank Dale Anderson for his founding work, and John and Dee Dee Savage for hosting early meetings. We also thank the families of John Goodwyne, John Law and Chuck Sautter for taking the big step "sight unseen". From all of the fleet, most importantly, we are proud to carry the distinction of being No. 1.

This summer Lake Minnetonka J/24 Fleet 1 and the Wayzata Yacht Club will host the Great Lakes Championship, August 22 - 24. Come join us for fun and good racing. Help celebrate our tenth season of J/24 racing.



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# Thoughts on Sportsmanship

by David Dellenbaugh



David Dellenbaugh, YR&C columnist.

**T**he subject of sportsmanship in sailing is a frequent topic at post-race discussions these days. There has also been a lot written about sportsmanship problems recently. Sailors are concerned about illegal kinetics, lying, unfair tactics and unprotested infractions, to name a few.

I agree that there are some problems. But instead of focusing on the negatives, I'd rather look at what we can do about the situation. So I have made a list of actions that any sailor can take to make our sport a little more pleasant for us all.

- **Compliment your competitors when they make a good move.** A few weeks ago, during one frostbite race, two Interclubs rounded the weather mark with a pretty good lead over the next boat. "Nice weather leg," I heard from the second place boat. At which point the leader smiled a bit and said, "Thanks."

Another natural time for compliments is after the race. It's easy to say "Good going" to the top couple boats, but they'll hear that from almost everyone. It's more of a challenge to notice what some-

one in the middle or back of the fleet did well, and appreciate that. "Hey George," you might say, "I know you didn't end up so well, but it looked like you played the shifts almost perfectly on that second beat." I'd feel pretty good if someone said that to me.

- **Make it part of your goal to play by the rules.** It's clear that winning is a major objective of sailboat racing. Unfortunately, some people seem willing to use almost any means to get to this end. But that only makes for a hollow victory. If your goal is to play fair and square, you may not win as many races, but I guarantee that the respect you get from your competitors will be much greater. And this will certainly be the best strategy in the long run.

Pretend, for a minute, that you're leading a race and you hit the last leeward mark. No one sees this except you and your crew. Do you keep going and win the race, or re-round it and lose a few boats? Either choice is possible; it depends on what you value. If winning is not your only goal on the race course, you'll certainly be happier more of the time.

- **Offer a prize for sportsmanship at your regatta.** If possible, have the competitors vote for who they think should get this prize, like they do at the Interclass Solos in Barrington, R.I. If the regatta organizers give this award all the importance it deserves, you'll notice a pleasant difference on the race course. It's true that we don't want people behaving like good sports just to win a prize (the motivation should be internal). But in the short run this is sure to get everyone at least thinking about the issue.

- **Say thanks to the race committee and regatta organizers.** This may seem too obvious, but I bet if we took a survey of all the race officers in the world, a great majority would say that they'd like more

appreciation from racers. It's almost impossible to give hard-working volunteers too much credit. You may not agree with the action of a race committee or the decision of a jury, but that doesn't mean you can't thank them for giving their time.

Another thing that I've done is write a letter to the membership of a club where I've just been to a regatta, thanking them for going out of their way to make us racers feel at home. If you send this to the regatta chairperson, he or she is usually willing to post it on the club bulletin board.

- **Share your knowledge - be a teacher.** You don't have to be a "rock star" in order to be helpful; in fact, the odds are overwhelming that there are a number of people on the race course who can learn something from you, no matter how you usually finish. Learning and improving are a large part of what the sport is all about. And both of these happen much more quickly if we make them a cooperative effort. If you can help someone understand even a little more about what he or she is doing, then you will both be better off.

- **Give another boat the benefit of the doubt.** I know this is hard to do in the heat of battle, but try it. For example, you're approaching the jibe mark and a boat behind is pressing for an inside overlap. Often you're not really sure yourself if the other boat has gotten an overlap or not. So instead of automatically yelling, "No room," give the other boat a break, at least once in a while.

- **Praise the other people in your boat.** Sometimes it's easy, especially for the skipper, to get a little frazzled and negative in the middle of a race. This is probably not desirable, but it's understandable, given the tension that sometimes materializes on the race course. What's not so understandable is why the opposite doesn't happen as well. In other



words, why don't we express positive feelings as much? Wouldn't it be great if the skipper frequently said things like, "Hey, that was a great roll tack." Or if the crew said, "Good move at the weather mark." Then maybe we could handle a little criticism (constructive, if possible) every once in a while.

• **Enforce the rules.** Perhaps the hardest part of sportsmanship is taking responsibility for seeing that the rules are

followed. We all want to be "nice guys" who don't make any waves. But our sport is a self-policing one. If we don't enforce the rules, no one will. If you see a collision on the course, for example, it's easy enough to go up to one of the boats after the race and say, "Excuse me, is one of you filing a protest or withdrawing?" They may think that you're being a pain, but deep down inside they know that the rules require one of these two actions.

Responsibility for rule enforcement doesn't end when you cross the finish line, since there are rules (or standards of behavior) anywhere we go. This is especially true at a host club. It seems that a lot of sailors think regatta organizers should also function as policemen. I know that if I was running a regatta, this is one of the last things I'd want to do. I'd surely wish that the competitors would "police" themselves.

Sailing is a great sport because it puts the question of sportsmanship in our own hands, unlike most other sports. We don't have referees who force us to follow the rules. That's why we have to start doing more things, such as those listed above, on our own initiative. It will make the sport much more rewarding for everyone.

Formerly Associate Editor at Yacht Racing & Cruising Magazine, David Dellenbaugh is currently Marketing Director for North Sails, Inc. He is a USYRU certified judge, and has written and narrated a two-part video tape called "Learn the Racing Rules." His sailing accomplishments include winning the 1985 Thistle Nationals and the Knickerbocker Cup, and he crewed on the winning boat in both the 1983 and 1984 Congressional Cup Series.



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<b>Henri-Lloyd</b>	<b>97%</b>	<b>3.62</b>	<b>99.0</b>
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Omega	76%	2.73	75.0

Although *The Practical Sailor* (a publication devoted to reviewing sailboats, gear and accessories) carries no advertising, a recent issue provided what may be the strongest Henri-Lloyd ad ever... the results of a reader survey. While we can't speak for *The Practical Sailor*, its survey methods, or its readers, the numbers speak for themselves.

Space doesn't permit us to show all the figures and foul weather gear makers, but here are two other highlights from the survey:

■ Henri-Lloyd scored first in the "Waterproof Rating" with a rating of 465.8. (By comparison, North Sports was 119.7 and Line 7 was 316.9 while Atlantis came in at 45.1.)

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J/24's seek refuge from Hurricane Gloria behind walls of Fort Adams in Newport during International Women's Keelboat Championship in September.



# Upwind Techniques

by Charlie Robinson



KOS PHOTOS

*Proper mainsheeting technique is essential for a strong weather leg performance.*

Upwind sailing on a J/24 can be exhilarating for any crew when the helmsman is able to drive the boat fast. In a steady breeze and flat water, the sails only need occasional adjustment, enabling the helmsman to concentrate almost entirely on the telltales and the angle of heel to steer the boat. Inconsistent winds and seas, however, demand a higher skill level in helmsmanship, wherein the proper mainsheeting technique is essential for a strong weather leg performance. Vang sheeting, traveler sheeting and backstay sheeting are three common techniques applied.

Both vang sheeting and traveler sheeting achieve the same goal, that of depowering the mainsail in the puffs by moving the boom laterally to leeward, spilling air out of the first portion of the mainsail. In effect the mainsail is momentarily, vertically reefed with aerodynamic lift generated only over the back half of the sail. Once the puff subsides, the mainsail is quickly returned to the proper angle of attack (on verge of a luff) and full aerodynamic lift is restored.

In vang sheeting the boom vang is tensioned to maintain the proper leech

twist, the traveler is fixed near windward in light air (0-6 knots), amidships in moderate air (7-16 knots), and only the mainsheet is adjusted continually. The popular time to vang sheet is in a puffy, stiff breeze with large variations in wind velocity (i.e. 15-25 knots). No sooner has the vang been tensioned with the top batten near parallel to the boom and the traveler near centerline, when suddenly the foredeck hails "Puff, five boatlengths!" With the mainsheet in hand and easily uncleatable, the driver can release the sheet instantly to compensate for the over-powered mainsail and keep the



boat on its feet. As a result, more energy is expended to drive the vessel forward and to windward, rather than sideways due to excessive heeling.

Traveler sheeting is most useful in a small range of wind typical of a moderate steady breeze. In 10-15 knots of wind with occasional whitecaps, pull the vang to remove slack, and tension the mainsheet so that the top batten twists off slightly to leeward. The leeward twist is especially important in sloppy wave conditions. When the occasional puff arrives, ease the traveler enough to prevent the boat from heeling more than 15°. Similar to vang sheeting, the leading edge of the mainsail is forced to luff excessively, reducing the opportunity for aerodynamic lift and, most critically, altering the mainsail's angle of attack outboard, causing the total lift vector to drive the boat forward and not sideways.

Traveler sheeting differs from vang sheeting in two simple ways: traveler sheeting employs a 2 to 1 mechanical advantage versus the 4 to 1 offered by the mainsheet; and because the traveler car can only be dropped about a foot to leeward, the range of adjustment is limited. Hence, with a high wind velocity and wide wind range, any driver less than Godzilla will lack the strength and, more critically, the room to ease the mainsail laterally to compensate for puffs.

Backstay sheeting is unique in the way it adjusts the entire sailplan. When tensioned, both sails are elongated, helping to flatten the sails and reduce the draft depth. The leeches are opened,

especially with the mainsail, and the headstay sag is reduced. This helps the helmsman to feather the boat higher into the wind, converting greater windspeed into better boatspeed and a closer angle to the windward mark.

Many an experienced skipper will make use of all three techniques, particularly when the wind and seas are inconsistent. Keep in mind, though, that simplicity is the rule when choosing which controls to adjust. Any helmsman choosing a sail trimming technique should have the single purpose in mind of harnessing the wind power in the most efficient manner to propel the vessel with optimum speed and direction.

One solution for the dismayed helmsman who observes a competitor sailing faster in identical wind and sea conditions, is to become more proficient at one technique. Vang sheeting is by far the most versatile in all conditions. Let's take a look at its usage in light, moderate and heavy winds.

In light air, 0-6 knots, the traveler is fixed to windward, the vang is left slack, and the mainsheet is played 99% of the time to control both lateral movement and leech twist. During the lulls, as the boat-speed drops, the mainsheet is eased to twist off the leech even more to help maintain attached flow. This requires the skipper to bear off slightly, converting what little wind energy is available into forward motion. In drifting conditions, 0-2 knots, add some backstay tension to flatten the sails and to maintain any possible attached air flow. Streaming mainsail leech telltales and boatspeed relative to the competition are the best visual gauges to the success of this method.

In moderate air, 7 to 16 knots, the traveler is fixed according to the lowest wind speed, which in the case of 7 knots would be slightly to windward of centerline. The vang is snug, assuring that when the mainsheet is eased, the leech maintains several inches of twist (as measured by the top batten twisting to leeward of an imaginary line drawn from the boom's end to the masthead). The mainsheet is played 70% of the time, with fine trimming of the backstay when anticipating big puffs or extended lulls (in puffs, tension approximately 5-10 inches or enough to alleviate weather helm). Immediately after the backstay adjustment, move your free hand back to the mainsheet for final adjustment as the puff crosses the boat's path. In the puff the

mainsheet is eased and in the lull, tensioned; but never so tight as to stall the leech telltales.

In heavy air, 17+ knots, the traveler is dropped most of the way to leeward (according to the lowest wind speed, so that in the lulls, maximum power can be obtained by pulling in fully on the mainsheet). In this case several inches to leeward would set the mainsail up for the 17 knot breezes. The vang is tightened so that with an eased mainsheet the leech twist is minimal, if at all. The backstay is fixed with enough tension to allow only a small amount of weather helm when experiencing the average wind speed and carrying at least a partially filled mainsail. With sufficient practice time, the helmsman may combine backstay sheeting with vang sheeting by tensioning and easing the backstay in the upper and lower wind ranges. However, 70% of the skipper's time should still be spent playing the mainsheet. Finally, it's always smarter to steer well than make frequent adjustments with your mainsheeting techniques.

With these thoughts in mind, approach the next upwind leg using the vang sheeting technique, playing mostly the mainsheet. During the larger wind and sea irregularities, apply backstay sheeting, still leaving the traveler fixed. In lumpy seas, steer an S course through each wave using the mainsheet to help steer the boat and the backstay to assist when more or less power is needed. For example, as a wave approaches, power up slightly by easing the mainsheet, bearing away from the wind slightly (3-4°) and easing the backstay a few inches. Prior to the wave hitting the bow, point the boat up higher into the wind, steering straight up the face of the wave, while trimming in on the mainsheet. Just as the bow falls down the back side of the wave, ease the mainsheet and bear away back to the original close-hauled course. In unusually large waves or when confronting a series of waves with quick frequency, bearing away slightly and powering up may be the only solution.



Charlie is co-owner of J World, and has been the Program Director for the last three years. He recently placed 2nd in the J/24 Atlantic Coasts and was a finalist in the 1985 Prince of Wales Championship. Charlie is presently running J World at its new year-round facility on Biscayne Bay in Miami, Florida.

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# Swedish Surprise at Women's Championship

By Roger Kennedy



The Swedish crew (from left: Eva Egnell, Lollo Ambrahamsson, helmswoman Marit Soederstroem, Annie-Sophie Klingspor, and Marie-Louise Carlsson) finished third in the 36 boat fleet of the first-ever International Women's Keelboat Championship held September 21-29 in Newport.

Walking around the tent which served as the social center for the Women's Keelboat Championship in Newport, Rhode Island, last September was reminiscent of major J/24 regattas all over the world. Sailing was the primary topic, beer the drink of preference and the tables of free hors d'oeuvres the chief points of congregation. One major difference, though: men were the minority.

Crowded under the tent were 180

women from around the world. The only men were those handling the race committee work. The lack of men, however, in no way diluted the quality or the competitiveness of the racing. The roster of skippers and crew read like a Who's Who of Women's Sailing in the U.S. and the World.

Anyone asked to select the probable leader halfway through the six race series without benefit of a score sheet would

have had a hellish time. Likely stabs might have been Betsy Gelenitis-Allison with her all-star crew, or the Backus sisters, or Kiki Couch, or Helen Johnstone or any number of others.

Among the least likely choices would have been the Swedish crew. Generally petite, perpetually effervescent replete with spritely, non-extinguishable smiles, they appeared too young, too full of fun to be serious contenders. Amazing



how far off one's perceptions can be. Going into the series' final race the Swedes led the fleet.

Unfortunately they didn't manage to bring off the victory many secretly hoped they would. Betsy Gelenitis, who was second (half a point out of first), got a jump on them at the start of the last race, then stuck like glue. The Swedes pulled out a respectable 11th which gave them third overall. Gelenitis finished sixth to win it.

Not winning was disappointing for the Swedes; but for the crew, who had never competed internationally before, placing in the top five was, nevertheless, call for euphoria. The helmswoman, Marit (pronounced Mauret) Soederstroem, in contrast to the crew, was extremely familiar with the rigors of international competition as well as the winner's circle. Yet, as a novice J/24 sailor, she found it hard to fault their third place against the quality competition gathered in Newport.

"We shouldn't be placing this well," Soederstroem remarked quite candidly prior to the final race. "Either the conditions are not normal, or we have been taking chances. It seems like the conditions have been difficult."

If anyone was capable of such a judgment, it was Marit. At the seemingly tender age of 23, the cheruby blonde, a

physical education teacher from Stockholm, has already won the IYRU Women's Singlehanded World Championship three times and won the 1984 competition before arriving in Newport. Additionally she has twice been chosen Swedish Yachtswoman of the Year.

She says she began sailing, "when I was born." If that's so, life began at age six when she started helming an Optimist. By 15 she had won her first world championship in European dinghies, which are akin to the Olympic class Finn, only smaller. Surprisingly the sum total of her sailing experience has been in single-handed one-designs.

Quite the opposite is true of the crew. The four women who range in age from 24 to 27 have been sailing a J/24 together for four years. Their boat which is owned by Anne-Sophie Klingspor, a hotel administrator, and Eva Egnell, a stewardess with the Scandinavian airline SAS, is one of 80 J/24's in Sweden. Of those, says Eva, only 30 race actively. Despite the crew's longevity in the boat they had, until now, never competed outside of Sweden and never scored higher than a 2nd overall, which they achieved at this year's Swedish J/24 Championship.

Matching Marit and the crew for the Women's Keelboat Championship appears

to have been the combined brilliance of Rolf Haggbom, a director on the Swedish J/24 class board, and the Swedish Yachting Association. As the only all woman crew sailing a J/24 in Sweden, Anne-Sophie, Eva, Marie-Louise Carlsson and Lollo (pronounced Lulu) Abrahamsson were the logical choice. What was needed, though, was a helmswoman with world class experience who could fit in with the crew's highly relaxed yet motivated style - Marit.

In April the crew - Anne-Sophie, Eva, Marie-Louise and Lollo - began an intensive training program. As Marie-Louise observed, "It's not just power (that makes a J/24 go), it's technique." Working with that idea in mind, they spent two and three days a week working on boat handling and tactics, not to mention racing at every opportunity.

Before coming to the U.S., Marit trained with them for one six-day period, then a weekend which, also, were her introductions to the J/24 and, for that matter, keelboat sailing. Her wealth of talent and experience, obviously, made the move from a 13-footer to a 24-footer seem as easy as stepping from one to the other. She, however, credits the smooth transition to the boat itself.

"The J/24," she asserts, "is



Soederstroem and her crew (S-47) are off to a good start in the final race.

Photo by Roger Kennedy



probably one of the easiest boats to get into if you are getting into a keelboat. It will make you a good keelboat sailor very fast because it's so responsive to the helm and how you trim it." She compares it in some ways to a Laser. The skills she developed sailing her Laser in waves were directly applicable to the J/24 in maintaining speed both upwind and downwind. Her main difficulty came in maneuvering the boat, handling the spinnaker and downwind tactics, which was understandable.

"When I was at home," she admitted, "I didn't think I would do as well. But, when you compare me to Betsy (Gelenitis) and the others who have been in the class for many years, I've adjusted very well."

Her crew played a key role in Marit's quick adjustment. Sounding like a barbershop quartet, they praised Marit as the greatest. Eva, who helms their boat in Sweden, gave up the tiller without the slightest reluctance and took over the sail trim and tactics.

According to Lollo, a commercial computer salesperson, the boat is a very talkative one which probably helped Marit through her difficult moments. "While Marit is concentrating on steering and Eva is trimming the genoa," she explains, "the rest of us are watching the wind and the other boats, and feeding that information back to Marit and Eva."

Never having competed outside Sweden, the crew didn't know how good the competition would be; nor did they have a clue as to the conditions. "We have a lot of wind shift (in Sweden)," noted Anne-Sophie, "but no tide or current."

Arriving a week ahead, the five sailed Narragansett Bay outside Newport to get a feel for the tide and current, and their chartered J. Apparently getting comfortable with the chartered J was easier than learning the nuances of the tides.

"We knew the boat after one day of sailing," said Eva quite proudly. "It's so simple, more so than ours at home, but everything works." One thing that made the transition even easier was that the boat had a Proctor mast identical to theirs at home. With the addition of their sails and sheets they were at home! Of course the one-design aspects of the J/24 and their four years of experience



Eva Egnell takes advantage of a postponement to catch a few rays on the last day of racing.

made it fairly easy to go from one to another.

"I think it's good," said Anne-Sophie, commenting on the switchability of the J and its one-design aspects. "The boats are similar and the rules are quite strict. There's not so big money for sails. And sails are the only big thing to buy."

"It's also a fun boat," she continued. "It's a fun boat to race and things aren't that heavy (for us to handle)."

For all their vocal enthusiasm over the J/24, Anne-Sophie and Eva made a startling confession following the prize-giving. Before coming to the regatta they

had seriously considered selling their J. Now, with the third place trophy tightly clutched in their hands, they said they had changed their minds. Instead of selling the boat, they are going to practice even harder because they want to come back next year and "win the championship!"

*The next International Women's Keelboat Championship is tentatively scheduled for the Fall of 1987, in Newport.*





# 1985 European Championship

by Stephen Hyde

**T**he 1985 European Championship was held September 7-13, in the grand old harbour of Cork, Ireland, under the burgee of the Royal Cork Yacht Club (1720), the oldest yacht club in the world. Sponsored by Dunhill of Ireland, the event made it a week to be remembered, especially as it was the only week of good weather Ireland got this year.

With 22 boats from Ireland, Northern

Ireland, England, Wales, Holland and Italy, the event got off to a great start on Saturday night at the Dunhill reception held in the R.C.Y.C. club house. Almost all competitors sailed Sunday's practice race with hangovers, which became very obvious on the last spinnaker reach when all boats turned for home (I think for a cure.)

The series consisted of five races

with no discards allowed, so racing began in earnest on Monday, with one race. This race, sailed in a light southwest breeze and flat seas, was dominated from an early stage by *Osso Duro* (Marco Castoldi) of Italy and eventually won comfortably over *Ghost* (Stewart Mount) sailed by Laurie Smith, with *Just Enuff* (Dough Rivers) in third position.

Races two and three on Tuesday



Lady A (IR-2424) leads *Jacquerie* (IR-428) and *Galadriel* (IR-728) into the jibe mark in the third race.

Photo courtesy of The Cork Examiner





Photo courtesy of The Cork Examiner

*Jaquerie has a good start in the final race on Friday.*

were again sailed in a light southwest breeze. The second race was won by *Jaygee* (Graham Hughes) of England, who earlier in the year had won the Irish Open Championship hosted by that lovely little Lough Earne Yacht Club on the shores of Lough Earne in Northern Ireland. Second was *Luder* (B. Hodge and A. Friend) and sailed by Edward Warden Owen, with *Ghost* in third position. *Osso Duro* was disqualified in this race. The third race, sailed back to back after the second, was won by *Ghost*, with *Luder* in second again and *Just Enuff* in third.

With only a few points between *Ghost* and *Luder*, the competition between these two boats going into the fourth race was very keen. This race was the offshore long distance race and started in a very light breeze out of the west. Shortly after the start the wind shifted to the northwest and the fleet spread out

considerably, with some very long spaces between the boats at the first mark, only two miles upwind of the start.

With only a few places changing after the first mark, the race was eventually won by *Ghost*, with *Just Enuff* in second place and *Flying Ferret* (Archie O'Leary, R.C.Y.C.) in third place. *Luder* slipped back to fourth place.

*Ghost* had a comfortable series lead going into the last race on Friday the 13th, but not enough to give them an easy victory. The wind had gone back again to the southwest, blowing about 12-15 knots. A general recall sounded after most boats, in their enthusiasm to get a good start, were over the line early. The second start, with a one minute rule in operation, resulted in seven protests, with *Lady A* (S. Hyde) and *Foremost* (Chris Noble) being disqualified. The first few places changed a number of times and the final outcome was: first, *Sanjola IV* (John Adams); second, *Luder* (Hodge

and Friend); third, *Ghost* (Stewart Mount); fourth, *Just Enuff* (Dough Rivers). (For complete results, see next page.)

A prize giving dinner was held at the R.C.Y.C. on Friday night, followed by the presentation of a magnificent collection of prizes.

So much for all the top boats; but it must be remembered that without all the others who never seem to get a mention, these events would not be the same . . . those like Roy Howard from Northern Ireland, who, like myself, often found himself at the rear of the fleet. After it was all over, Roy said, "I'm glad I came. I enjoyed the week immensely and most of all, I learned a lot about J/24's from the other competitors."

That's what it's all about.





**1985 European Championship**  
**Aug. 30 - Sept. 5**

POS	YACHT	SKIPPER	COUNTRY	1	2	3	4	5	TOT*
1	<i>Ghost</i>	Laurie Smith	England	2	3	1	1	3	14.4
2	<i>Luder</i>	Edward Warren Owen	England	4	2	2	4	2	25
3	<i>Just Enuff</i>	Ian Southworth	England	3	4	3	2	4	30.4
4	<i>Jay Gee</i>	R. Estaugh	England	5	1	7	11	8	52
5	<i>Sanjola IV</i>	Edward Warwick	England	6	5	11	10	1	54.7
6	<i>Wu Bianfu</i>	Maarten Kimman	Holland	10	8	6	5	6	63.4
7	<i>Flying Ferret</i>	Anthony O'Leary	Ireland	11	12	8	3	7	67.7
8	<i>Osso Duro</i>	Maurize Bolens	Italy	1	DSQ	4	16	10	75
9	<i>Jacquerie</i>	Mark Lyttle	Ireland	15	7	20	6	5	81.7
10	<i>Mother</i>	David Bedford	England	7	14	5	12	16	83
11	<i>Jemini</i>	Chris Torrens	England	14	11	9	9	15	88
12	<i>Jai Tout</i>	Roddy Hogan	Ireland	8	10	13	20	13	94
13	<i>Foremost</i>	Chris Noble	England	9	9	10	15	DSQ	96
14	<i>Waka J Waka</i>	T. V. Kershaw	England	21	6	14	14	12	96.7
15	<i>Stroker</i>	Tim Goodbody	Ireland	16	15	19	8	11	99
16	<i>Ayesha</i>	Nicholas Whipp	England	13	18	15	7	RTD	106
17	<i>Galadriel</i>	Donal McClement	Ireland	17	19	18	17	9	110
18	<i>Lady A</i>	Stephen Hyde	Ireland	12	13	12	21	DSQ	111
19	<i>Jamis</i>	Mick McCaldin	N. Ireland	18	16	17	13	20	111
20	<i>Jover Draft</i>	J. L. S. Haigh	England	20	RTD	20	19	17	129
21	<i>Red Alert</i>	Owen Keer	England	23	20	RTD	18	19	133
22	<i>Jasper</i>	Roy Howard	N. Ireland	22	17	21	22	21	133

\*Olympic scoring



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# J/24 Junior Sailors

by Robert G. Melrose



*To promote junior sailing, Gardiner's Bay Fleet 89 conducts races with the owner in charge and a crew of four juniors, using 100% jibs, no spinnakers and engines in place.*

**L**ike many of the J/24 fleets throughout the country, we have been re-analyzing our recruiting, racing and social programs to determine what is the proper mix to make the fleet grow. It has been the conclusion of Fleet 89 in Gardiner's Bay that the non-availability of crew is the single largest reason for the failure of our members to get their boats to the starting line.

In the summer of 1984, we started working with the junior sailors at Orient Yacht Club and familiarized many of

them with the operation of the J/24. By the end of the season we were conducting races with each boat owner in charge and a crew of four juniors. In order to simplify the operation and keep the risk at a minimum, we limited the boats to 100% jibs, no spinnakers, engines in place and wind velocities under 20 knots. We had some very close racing and many junior sailors became enthusiastic J sailors. This created a favorable relationship between Fleet 89 and Orient Yacht Club because they did not have a one-design

boat of the J/24's performance capability into which their junior sailors could grow.

This year the program was expanded to include Shelter Island Yacht Club, Old Cove Yacht Club and Mattituck Yacht Club. On week day evenings, we sail some of the J/24's with juniors as crew, to train them at the various crew assignments and we use spinnakers when the weather conditions are favorable. Our racing program with the juniors is run on Sunday afternoons and generally consists of triangular and Gold Cup



courses in Orient Harbor. These races are run with 100% jibs, engine in place, no spinnakers and winds under 20 knots. We plan to include spinnakers in this racing program as soon as we have enough juniors qualified.

One of our last races had seven J/24's, with 30 junior sailors as crew. On many of these training sessions we have had the sailing instructors from the clubs on board and they have provided good on-board training for the juniors. The juniors are in the 16 to 18 year age group, with their racing experience limited to Sunfish and Lasers.

I feel that this program contributes to the advancement of sailing and racing in

our YRA. It is an incentive for the junior sailing programs of our yacht clubs and it publicizes the activities of our J/24 fleet at the local level. In addition it will provide a source for crew in the years to come so that our fleet can grow and more of our J/24 owners will become active racers. One of the boys from the junior program at Orient who started with me three years ago is now racing his father's J/24 with a junior crew and is placing consistently in the upper third of our fleet.

If your fleet does not have a J/24 junior sailing program, I would suggest that you take a look at the junior sailing programs at the yacht clubs in your YRA and determine if some of the same benefits might not be available to you.



Juniors from Shelter Island, Old Cove and Mattituck Yacht Clubs crew in weekday evening and Sunday afternoon races.

## J World and USYRU Offer Junior Clinics

J World and the United States Yacht Racing Union are together offering a series of week-long keelboat sailing clinics for juniors ages 13 to 17, at J World's Biscayne Bay sailing school during July and August this year.

These clinics offer students 40 hours of instruction, at least 20 of which are on the water aboard one of J World's new J/24's. Using "hands-on" experience, video tapes, guest lectures and class discussion, the J World staff and USYRU clinic directors teach students the fine points of sail trim, boat handling, racing rules, protest procedure, starting, upwind and downwind tactics as well as basic safety, seamanship and rules of the road. The ratio of students to instructors is 4:1.

Tuition for each student covers all course materials, including a J World instruction manual and T-shirt as well as

a USYRU Junior membership for one year. Also included is transportation to and from Miami International Airport, all meals from Sunday evening to Saturday breakfast and double occupancy accommodations. The cost is \$595.00 per person.

Applicants should have previous racing experience and must be able to skipper a boat proficiently on all points of sailing. J World and USYRU practice accepted marine safety at all times. An instructor is always on board while students are sailing and J World supplied lifejackets are worn by all participants. Parents must sign a waiver form.

Accommodations are provided on separate floors for boys and girls at the Plaza Venetia Hotel on Biscayne Bay. A strict 10 pm "in rooms" curfew is in effect each evening.

For more information on the 1986 J World/USYRU Junior Keelboat Clinics, write: J World, Box 1500, Newport, RI 02840, or call (401) 849-5492.

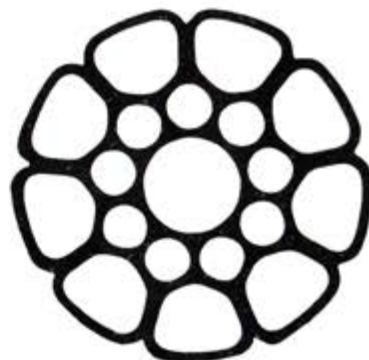
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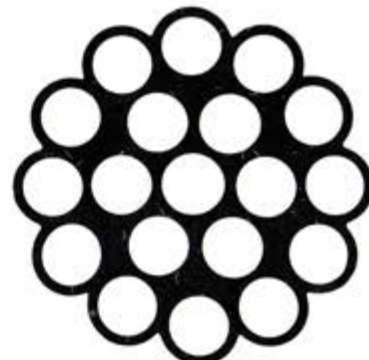
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# Crew Tips

(or, Hints to Stick in Your Ears along with the Cotton)

by Neal Yonover

Much has been said and written about good crew work from the helmsman's point of view (e.g., A good crew is obscene and not heard. Okay, I paraphrased.) Precious little has been written about the subject by the grizzled veterans of the cockpits and foredecks. Perhaps because the chains won't reach far enough to write, but that is another matter. What follows is a profile of the qualities possessed by the ideal crew member, an insight into the psychology of the skipper, and a few helpful rules that will keep you out of his (her) way and make your boat handling much smoother. The ultimate aim is to provide the mental tools to make your crew work as smooth as a fresh layer of gel-coat.

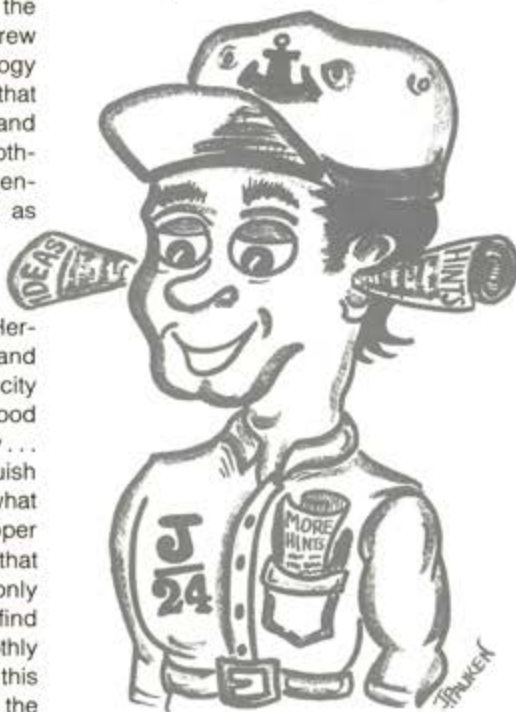
## Characteristics of a Good Crew Member

In addition to hands of steel, Herculean strength and the ability to gain and lose weight according to wind velocity and position relative to the mast, a good crew has the ability to hear selectively . . . that is, the ability to audibly distinguish between what the skipper says and what he wants. For example, when the skipper says, "Okay, you (censored), get that (censored) chute up!", you should only hear, "Okay, raise the chute!" You'll find that your work goes a lot more smoothly and efficiently. How to best develop this skill? Short of Marine basic training, the best way is to loaf your way through an aerobics class, preferably Jane Fonda's. You will have mastered this technique when you only hear the music and the news that the class is over for the day.

Mental toughness is another prerequisite. Crew work is an inherently perverse and glamourless occupation. The only time you hear about the quality of your work is when it needs improvement. On top of that, when your work is really seamless, the skipper gets all the credit. As proof, can you name any of the crew

on any of the America's Cup contenders? I thought not.

Therefore, the ideal crew derives a unique and peculiar sense of accomplishment from doing things the hard way. Our collective motto is, "If it was easy, anyone could do it." Under duress, "the easy way" can include easing the first halyard that you see (usually the



main when you're after the genoa) or neglecting to put a couple of wraps around a winch when you ease the spinaker sheets or halyards.

Loyalists of "the hard way" soon develop the body's mechanism for dealing with pain or discomfort to a high degree - - amnesia. The numerous substandard (and certainly humiliating) racing performances that are never mentioned at the fleet dinners attest to the effectiveness of this phenomenon. The ideal crew

member also has family and friends who do not question those unusual bruises caused by lifelines and other graceful moments on the deck.

## The Psychology of the Skipper Before and During the Race: A Rational Explanation for Irrational Behavior

One way to work better with your skipper is to understand the stress that he is under before the boat even goes in the water. It is a cumulative process much like nuclear fission is a cumulative process. Unfortunately, the end result is the same. The guy at the helm usually owns the boat. As such, he has just run up a tab equivalent to the national debt of Brazil getting the boat ready, above and beyond mooring fees and club dues. If your skipper is a sport, he has also run up a significant bill with the local beer and liquor distributor. And your skipper probably hasn't had a good night's sleep in weeks, trying to stay abreast of all the latest go-fast tricks and worrying about the keel being 2.3 mm too long or too fat.

The spouse's fond farewell on the day of the race can be a contributing factor that definitely has an impact on the day's outlook. Hearing a loved one say, "O.K., fine. If you'd rather float around on the water instead of sharing the miracle of your children's formative development or pulling crabgrass with me, go ahead. Have fun." (Exposure to this type of sentiment is not limited to skippers only.)

Also, perspective can be easily lost once the boat is under way. Commanding the forces of nature to motivate the boat and guide the ship of state through challenging seas of confusion, all the while giving commands affecting the outcome of the race, has been clinically proven to cause an addictive sense of omnipotence.

Factoring all this together, it becomes abundantly clear why seeing other boats



driven by your skipper's drinking buddies - less gifted sailors and, by definition, lower forms of life - pass you by is like testing the octane of jet fuel with a lit match.

Therefore, know the danger signals:

- A contour grip on the tiller that wasn't there before the race.
- Vibration of the hull when you are nowhere near hull speed.
- An increased frequency of questions and commands that have no response; e.g., "Have you lost your minds?" or "I want you off the boat, now!"
- A raised voice questioning the legitimacy of your birth or the genetic origins of your parents. (If you can hear this *after* perfecting selective hearing, you're in serious trouble.)
- What to do:  
Have a helicopter standing by with skyhooks at the ready. Singlehanded mid-race against fully-crewed boats goes a long way toward teaching respect for the crew. It usually happens only once. The next time the crew is taken for granted, imitating the thwap-thwapping of helicopter blades will effectively communicate the message. Tranquilizer darts fired from the pulpit can be quite effective also.

### Improving Your Crew Work: 7 Steps Towards Becoming a Rock Star

Actually, the trick to flawless boat-handling is to avoid creating these situations in the first place. Here are the fundamentals:

1. Practice your position. Get out on the race course a little earlier and run through a couple of tacks, sets and douses.
2. Execute. Move with a purpose. If the chute is supposed to come down, get it down. If you're supposed to stow the pole so you can tack right away, do it. Rounding a downwind mark to weather, the correct response to "Are we clear to tack?" is not, "Just a minute." Trust me on this one.
3. Anticipate the next command. Mentally rehearse the steps you'll need to go through to execute the next maneuver and be ready to carry them out. My skipper, a gentle and tolerant soul, said it best: "No job is complete until you're ready to do it again".
4. Know your knots. Few things precipitate abuse quicker than taking forever to tie a spinnaker sheet and having it come loose midway through a downwind leg. The bowline and clove hitch

are must-haves in your repertoire. Until you've mastered them, the conventional wisdom applies: If you can't tie good knots, tie lots of them.

5. Do your own job. In the heat of the race it is all too easy to succumb to the natural temptation to perform every crew task when there is the slightest hesitation in execution. This is the classic no-win situation. First, and ironically, you are unfairly taunting the skipper. If he has to restrain himself to steering only, you must stick to your own position too. No one likes to see someone else get away with something they're not allowed to do. Second, and in the interest of self preservation, if six hands react to a request for vang, outhaul and cunningham adjustments, it means that three bodies are off the rail. A settled boat goes faster, and we've already established the perils of making the boat go slow. In order to avoid being the plaintiff in a felonious assault case, agree in advance on who will respond to what. We have found that the

"closest person" rule works best. In a race, "one potato, two potato . . ." takes too long.

6. Communicate. Ask questions. Curiosity is the sign of a healthy intellect. Don't hesitate to ask how you can do your job better. Hearing selectively, you'll only get the useful parts anyway. Remember, there are no dumb questions; only dumb times to ask them. When you're out practicing, it is perfectly acceptable to inquire about the dynamics of sail trim. It is thoroughly reckless to ask the skipper for a discourse on the finer points of the vang and sheet technique while he's got the mainsail in his teeth, the tiller in one hand, the other on the lifeline and you've just been passed by two boats. Conversely, given the concentrated amount of data he is processing simultaneously on the race course, do not be intimidated by the skipper's seemingly uncivil replies, or lack thereof, to pertinent information like the boat that is about to lee-bow you. At that time, blinking might well be the erudite equivalent of "Why, thank you for being so vigilant. I am quite indebted for that bit of timely intelligence. Remind me to increase your beer ration."

7. Learn the big picture. Understanding the net effect of what you are doing will definitely increase your performance







and your enjoyment. Scott Stokes, a noted authority on these matters and a previous contributor to this publication, offered the following conceptualization on the geography of the sailboat and the natives of each province: "The region from the pulpit to the mast can be thought of as Frontierland; from the mast back to the

genoa winches, Adventureland; and from the winches to the stern, Fantasyland."

These are words to live by. These are also words to stay alive by.



Neal Yonover is a senior crewman on Yo'Mama, the screaming-est J/24 in Fleet 100, out of Wilmette, Illinois. While he possesses no known credentials for "go fast" tips or optimal sail trim, it should be known that he does hold a black belt in Foredeck. He is also known for his formidable back and arm strength and inversely proportional mental faculties.

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# Kostecki Tops Curtis in Midwinters IX

by Hale Walcott



Photo by Cindy Klein

*Bonilla (ID No. 63) and Haggerty (3481) round leeward mark close together just behind Wake and Spencer (464).*

**T**he 1986 J/24 Midwinters was held January 3-10 on Miami's Biscayne Bay. It was the fourth consecutive year that J/24 sailors escaped the cold north for Florida's warmth and Coral Reef Yacht Club's hospitality. Encouraged by past years' reports of warm wind and hot competition, nearly 100 boats and 500 crewmembers converged to qualify for a berth in September's World Championship. Though only one spot was available, everyone was assured of a good suntan.

On the 3rd and 4th, launching and measurement was conducted at Cran-

don State Park on Key Biscayne. Lots of sunshine and 80 degree temperatures put the competitors in a good mood while Fred Helsel inspected their keel, rudder and flotation marks. Once launched, the boats went for a shake-down sail across the bay and tied up at the Coral Reef Yacht Club.

Sunday's three race elimination series was held in southwest breezes of 5-12 knots. Class veteran Dave Curtis of Marblehead, Massachusetts, found the conditions to his liking and posted finishes of 1-2-1 to lead the fleet. Newport, Rhode Island's Ken Read ended the day just one

point behind Curtis, but neither could save their good scores since the final series would begin Monday with a clean slate.

The first race started under cloudy skies and 65 to 70 degree temperatures. Co-skippers John Kostecki from San Francisco and Jahn Tihansky from Clearwater sailed *Terminator* to first place in an 8-12 knot northerly breeze. Annapolis sailor Chuck Millican posted second in *PDQ*, with Curtis third in the bright red *Mischief*.

That afternoon the breeze gradually shifted to the east at 8-10 knots. Ken

Olsen of Dennis, Massachusetts, got a great start, sailed the middle-left of the weather leg, and led all the way around in the frequently shifting breeze. Last year's Midwinter Champion Morgan Reeser

found his stride, going from eighth at the weather mark to second at the finish. Curtis recovered from a bad start to place third. At Monday evening's Boca Chica Rum Party, the competitors re-hashed

the day's events with the usual amount of "what-if's" and "should-have-been's". The scoresheet showed Curtis the early leader, closely followed by Kostecki, Reeser, and Olsen.



Clockwise from lower left: Harry Melges and crew celebrate Designer Fleet victory; 1986 Midwinter Champions John Kostecki and crew; revelers at Boca Chica Rum party; a J/24 towed by a school bus(?); Orange Bowl Committee Chairman Lester Johnson praises J/24 enthusiasm; Fred Helsel conducts careful pre-launch measurement; hungry sailors line up at Orange Bowl Awards Party; Ninja's crew models Fay Regan's award to last boat to qualify; J/24's raft up at CRYC.



By Tuesday morning the breeze had clocked to the southeast and died to 3-8 knots. The sun was strong over the race course, contrasting sharply with the huge dark clouds that surrounded Miami's skyscrapers. The fleet got off to a slow start after two general recalls, with Stu Johnstone poking out from the fleet. He led the pack to the favored left corner, then increased his lead around the course to easily win the race. Meanwhile, John Kostecki was passing one or two boats each leg to notch second and the series lead. Reeser finished sixth to move into second overall. Curtis and Olsen virtually put themselves out of contention as they battled on the right side of the first beat and placed 15th and 18th respectively.

Wednesday the breeze swung back to the northeast at 8-12 knots. After one triangle of the Olympic course, Miami's Kevin Burnham held a slim lead over Dave Curtis. However, the race was abandoned at that point due to improper starting procedure. The race was re-sailed under a Black Flag, but the flag was used out of sequence by the race committee and the race was thrown out. The Designer Fleet race was also thrown out under extenuating circumstances. Lightning Class Champion Mark Bryant, sailing in his first J/24 Midwinters, hooked the leeward mark with his rudder and dragged it for five minutes before extricating himself from the embarrassing situation.



Scott Ferguson (PMS) and Kevin Mahaney (White Out) escape crowd at leeward mark.

With no races counting for the day and rain squalls sweeping through the area, there was only one thing left to do: head for the party sponsored by Charlie Robinson and his J World staff. It was a great success as music, munchies, and liquid refreshment seemed to quiet the pelting rain and instill hope for a good race on Thursday. But instead of racing, tourism became the theme for the day as 40 knot squalls swept through the area and competition was postponed until Friday.

The next morning dawned clear and sunny with a 6-8 knot southerly. Two races were slated, so everyone headed out for an early start. The two race schedule proved too ambitious as both the

Championship and Designer fleets had several general recalls and there wasn't enough time to sail a second race.

Morgan Reeser sailed up the right side of the middle and led at the weather mark, closely followed by Pete Milnes of Newport, and Dave Curtis. However, Reeser was over early at the start and didn't know it, so he sailed around the course thinking he was winning the race and the series. It was of little consolation to Reeser, who, like previous Midwinter Champions Curtis and Ed Baird, was unable to successfully defend his title due to a premature start.

Curtis had an opportunity to win the race and the series by keeping ten boats between himself and Kostecki. But he blew it at the weather mark when his spinnaker was hoisted without the guy attached. As Curtis lost boats, Kostecki was passing them, so Kostecki was able to maintain his point spread and clinch the title with Curtis settling for runner-up. Through the week, Kostecki showed the East Coast sailors the value of consistency and flawless crew work in winning his first major J/24 regatta.

In third was Vince Brun, a J/24 Class newcomer and winner of the 1986 West Coast Midwinters. Fourth was 23 year old Scott Ferguson, a rising star from Newport; and fifth was veteran Chuck Millican in his best Midwinter performance. The Designer Division was topped by Harry and Hans Meiges of Zelda, Wisconsin.

The Orange Bowl Trophy Banquet was held that evening at the Port of Miami. After the trophy presentation in the huge banquet room, "Florida Fay Regan" was given special thanks for organizing a most enjoyable Midwinters.

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## Championship Fleet 1986 J/24 Midwinters IX

POS	ID NO.	YACHT	HELMSMAN	HOMEPORT	RACE				TOTAL
					1	2	3	4	
1	44	<i>Terminator</i>	J. Kostecki	Pt. Richmond, CA	1	8	2	7	18
2	59	<i>Mischief</i>	Dave Curtis	Marblehead, MA	3	3	15	6	27
3	02	<i>Pee Wee</i>	Vince Brun	San Diego, CA	14	4	11	1	30
4	07	<i>PMS</i>	Scott Ferguson	Jamestown, RI	10	10	7	5	32
5	45	<i>PDQ</i>	Chuck Millican	Severna Park, MD	2	18	5	12	37
6	36	<i>I'll Go</i>	Augie Diaz	Miami, FL	6	19	9	9	43
7	42	<i>Risk</i>	Carter Gowrie	Old Saybrook, CT	19	14	14	2	49
8	08	<i>White Out</i>	Kevin Mahaney	Bangor, ME	17	12	10	10	49
9	12	<i>Squarehead</i>	Ken Olsen	Dennis, MA	9	1	18	23	51
10	16	<i>Thunderstar</i>	Mike Haggerty	Fort Worth, TX	5	11	12	24	52
11	46	<i>Go Mode</i>	Kirk Reynolds	Skaneateles, NY	11	6	34	3	54
12	01	<i>Flying CLOUD</i>	Stu Johnstone	Newport, RI	20	25	1	11	57
13	65		Dave Himmel	Miami, FL	4	20	3	34	61
14	34	<i>Not to Worry</i>	Geof Moore	E. Greenwich, RI	21	9	24	8	62
15	53	<i>Sea Sharp</i>	Morgan Reeser	Miami, FL	7	2	6	52	67
16	28	<i>La Petite Mambo</i>	Kevin Burnham	Coral Gables, FL	35	17	4	13	69
17	78	<i>Maggie</i>	Ken Read	Newport, RI	32	5	16	22	75
18	10	<i>Spread Out</i>	Charlie Robinson	Newport, RI	24	7	35	17	83
19	71	<i>Twilight Zone</i>	Gary Sprague	Miami, FL	16	27	22	18	83
20	33	<i>White</i>	Bill Hunt	Hampton, VA	18	26	13	30	87
21	04	<i>Apple Pie</i>	Eric Leitner	Perth Amboy, NJ	13	31	25	20	89
22	25	<i>Partial Eclipse</i>	Gunther Buerman	Webster, NY	52	13	8	16	89
23	74	<i>Midnight Sun</i>	Alex Meleney	Evanston, IL	15	16	42	26	99
24	32	<i>U.S.</i>	T. Darden/C. Hillard	Ft. Worth, TX	8	22	26	52	108
25	80	<i>Born Again</i>	Brad Meyers	Belleair, FL	26	41	31	15	113
26	54	<i>Anna</i>	Ross Dierdorf	Harvey, LA	23	23	19	52	117
27	52	<i>Risky Business</i>	Steve Levitus	Edina, MN	36	32	23	29	120
28	43	<i>Parrot</i>	Lenny Krawcheck	Charleston, SC	29	28	33	31	121
29	38	<i>Amnesia</i>	S. Hill/P. Milnes	West Chester, PA	47	47	29	4	127
30	57	<i>Bunky's Boat</i>	Richard Hines	Arnold, MD	44	33	36	14	127
31	98		A. Lindsey/R. Smith	Riverside, CT	31	37	17	42	127
32	90	<i>Mariner</i>	Scott Stokes	Evanston, IL	32	24	46	27	129
33	49	<i>Willi</i>	Ed Williams	Hampton, VA	27	34	37	32	130
34	69	<i>Bill the Cat Lives</i>	Peter Johnstone	Newport, RI	37	15	30	52	134
35	81	<i>Night Owl</i>	Jim/Mike Weber	Miami, FL	43	46	20	25	134
36	84	<i>Second Wind</i>	Bates/Bolyard/Skrmetta	New Orleans, LA	12	45	43	38	138
37	93	<i>Apparition</i>	Levon Pentecost	Jacksonville, FL	25	43	32	40	140
38	70	<i>Pathei Mathos</i>	Mark Hillman	Arnold, MD	30	38	21	52	141
39	58	<i>Willin'</i>	Clark McKinney	Solomons, MD	40	35	48	19	142
40	15	<i>Flight</i>	Mike Huck	Merritt Island, FL	33	44	38	33	148
41	62	<i>Godspeed</i>	J. Wake/W. Spencer	Richmond, VA	42	30	27	52	151
42	26	<i>Monster Fish</i>	S. Young/J. Peck	San Antonio, TX	52	21	28	52	153
43	86	<i>Tramp</i>	Mark May	Peekskill, NY	28	48	44	37	157
44	37	<i>Shogun</i>	George Petritz	Fox Point, WI	46	29	45	39	159
45	77	<i>Sambo</i>	Elliott Oldak	Annapolis, MD	39	52	40	28	159
46	63	<i>Hot Stuff</i>	William Bonilla	Miami, FL	52	36	39	35	162
47	82	<i>Great White Honky</i>	Joe Logan	Miami, FL	52	40	50	21	163
48	05	<i>Snake Eyes</i>	Charles Price	Dallas, TX	41	42	47	41	171
49	60	<i>White Caps</i>	Jan Soderberg	Chicago, IL	38	52	41	43	174
50	90	<i>Dixie</i>	Chris Torrens	London, England	34	50	49	44	177
51	17	<i>Ninja</i>	Bill Hofmeister	Nashville, TN	45	49	51	36	181



## Designer Fleet 1986 J/24 Midwinters IX

POS	ID NO.	YACHT	HELMSMAN	HOMEPORT	RACE				TOTAL
					1	2	3	4	
1	31	<i>Space Ranger</i>	Harry Melges III	Fontana, WI	1	2	5	7	15
2	87	<i>Geronimo's Cadillac</i>	D. Rucker/H. Amther	Virginia Beach, VA	4	10	2	1	17
3	48	<i>Disaster Area</i>	C. Platt/M. Bryant	Buffalo, NY	3	4	1	13	21
4	91	<i>Hot Tamale</i>	Dick Tillman	Merritt Island, FL	7	5	7	6	25
5	75	<i>Hot Pursuit</i>	Jim Brady	Clearwater, FL	2	1	8	15	26
6	23	<i>Rocket J</i>	Brian McCauley	Virginia Beach, VA	15	12	3	4	34
7	64	<i>Howzat!</i>	Lewis Gunn	Hilton Head Is., SC	8	7	17	3	35
8	24	<i>Endless Summer</i>	Nancy Flynn	LaPorte, TX	6	15	4	10	35
9	73	<i>Going Dutch</i>	Maartin Kimman	The Netherlands	10	3	32	2	47
10	00	<i>INXS</i>	John Spence	Jacksonville, FL	5	11	16	16	48
11	85	<i>Sisu</i>	J. Keane/G. Harris	Huron, OH	16	13	14	5	48
12	06	<i>Hot Spit</i>	Jim Capron	Bethesda, MD	13	9	12	19	53
13	30	<i>Slick</i>	Brian Harris	Gainesville, FL	25	6	9	17	57
14	21	<i>Stealth</i>	Dana Phillips	Exeter, RI	21	8	23	9	61
15	55	<i>Novacaine</i>	Brad Durham	Savannah, GA	18	25	6	22	71
16	66	<i>Red Neck</i>	T. Sawyer/E. Dysart	Bangor, ME	27	14	11	23	75
17	22	<i>Thunder Ducky</i>	Bill Liberty	Sunset, NY	9	26	15	32	82
18	95	<i>Team Sora</i>	R. Groble/J. Wild	Chicago, IL	11	20	27	26	84
19	14	<i>Illusion</i>	Gerald Cooney	Friendswood, TX	35	16	26	12	89
20	19	<i>Airstart</i>	Mike Mullinix	Mt. Prospect, IL	32	23	22	14	91
21	47	<i>Flour Power</i>	Fred AmRhein	San Antonio, TX	31	24	30	8	93
22	51	<i>J-Walker</i>	T. Cowen/J. Schimenti	Palm Beach, FL	23	32	13	25	93
23	40	<i>Illusions</i>	Brad Tazewell	Virginia Beach, VA	37	22	19	21	99
24	39	<i>Miss America</i>	Karin Olsen	Lake Forest, IL	19	30	21	30	100
25	11	<i>Energizer</i>	Bob Brown	Ft. Myers Beach, FL	33	18	24	27	102
26	92	<i>Jalapeno</i>	Darrell McGill	Miami, FL	12	34	29	28	103
27	79	<i>J Jokem Tokem</i>	Fay Page	Hampton, VA	24	20	25	35	104
28	50	<i>Jest</i>	Bud Picken	St. Petersburg, FL	17	28	33	29	107
29	35	<i>Emerald City</i>	Paul Cunningham	Round Pond, ME	28	35	40	11	114
30	20	<i>Minx</i>	P. Campbell/R. Walsh	Riverside, CT	29	45	18	24	116
31	27	<i>Fear &amp; Loathing</i>	Doug Kracht	Milwaukee, WI	34	29	28	31	122
32	67	<i>Dr. J</i>	John/Mary Southam	Key Biscayne, FL	14	19	45	45	123
33	09	<i>Amanda</i>	Dan Lawless	Rochester, NY	22	39	20	45	126
34	83	<i>High Voltage</i>	Jeff Taylor	Naples, FL	26	31	37	33	127
35	76	<i>Zero Gravity</i>	Bill Iler	Littleton, CO	36	37	38	18	129
36	97	<i>Fair Dinkum</i>	G. Smith/J. Pettus	Indianapolis, FL	38	21	34	36	129
37	68	<i>Run For The Roses</i>	Fred/Sandy Helsel	Coconut Grove, FL	30	33	35	34	132
38	88	<i>American Express</i>	Gene Wood	Miami, FL	45	38	36	20	139
39	18	<i>Quack</i>	Skip Shumway	Webster, NY	20	45	31	45	141
40	89	<i>Red Suspenders</i>	Ron Pierpoint	Wichita, KS	39	45	39	37	160
41	99	<i>Scrimshaw</i>	Ronald Smith	Acme, MI	45	45	32	45	167



Photo by Cindy Klein



Photo by Cindy Klein

Above: Reynolds rounds the downwind mark ahead of Hines (3256), Kosteki (2907), Ferguson (533) and Buerman (2250) and the rest of the pack.

Below left: On Tuesday the sunshine on Biscayne Bay contrasted sharply with the dark clouds surrounding Miami's skyscrapers.

Below right: Race committee Chairman Don LeBaron prepares to hoist cancellation flag as 40 knot squalls swept through the area on Thursday.

Photo by Cindy Klein

Photo by Linda Tillman





# On Top of the Worlds

by Chris Hufstader



Millican, of the U.S., crosses Iida, of Japan, and proceeds to weather in one of the windier races of the 1985 Worlds.

Chris Hufstader is Editorial Assistant at *Yacht Racing & Cruising*. He has crewed with Ken Read since 1982 in major J/24 events worldwide. He graduated from Tufts University in 1983 where he was captain of the sailing team. He wrote the following article from notes taken at the 1985 Worlds in Japan held November 15-24, where he crewed along with Brad Dimeo, Bill Shore and Todd Berman for Ken Read on the winning boat, Maggie-San, especially named for the occasion.

Everyone who competed in the Seventh World Championship in Japan was awarded the opportunity to visit that beautiful country and sail in one of the most competitive one-design regattas available. Sailors at the Worlds experienced the gracious hospitality the Japanese are famous for, as well as a wide variety of sailing conditions. We sailed in cold and windy conditions, with 100 percent jibs and fast downwind planing, as well as extremely light and drifting conditions accompanied by massive windshifts. The regatta was run by the Nissan Corporation and the Japanese

J/24 Class without a hitch. The faultless Race Committee and administrative work was surpassed only by the social events; it seemed that they knew that we go to these regattas for the parties too.

The headquarters of the event was at the Nissan Marina Tokai, near the city of Gamagori, about two hours southwest of Tokyo via the speedy Bullet Train. The staff at the Marina was terribly helpful in assisting the competitors in preparing the chartered boats that most of us sailed, although when requesting parts and tools from the staff at the boatshop you never knew what they would give you. When



our foredeck man, Todd Berman, wanted to buy a long screw in the store, he was politely offered the use of a large and menacing saber-saw. Such transactions never ceased to be a great source of hilarity. All kidding aside, the staff at the marina literally bent over backward helping everyone get their boats ready for the championship, and it was all greatly appreciated.

I was fortunate enough to go sailing with Takao Ninomiya and part of his crew on his boat *Boomerang 5* the very first day I was there. It was a rare opportunity to sail with a Japanese crew and scout the racing area on Atsumi Bay with some of the local sailors while awaiting the arrival of the brand new Nissan-built boat that we had chartered for the regatta.

Many of the Japanese J/24 sailors feel that they compete at a slight disadvantage because of their crew size. It is very difficult to find big crew members that are experienced, so many of the Japanese teams at the Worlds were not hoping for a windy series. I had a good idea what it must be like when I sailed with Ninomiya, sailmaker Yoshio Shozaki, and Yoshitaka Yamaguchi in 20-25 knots that day. We sailed upwind overpowered slightly with the small jib up so we could record some compass headings and check sail trim, and then had a furious planing ride back to the marina. I now understood their envious glances toward the heavy hitters crewing on some of the other boats. At the time I thought that Atsumi Bay would be a fairly straightforward place to sail. It was big enough for the large fleet, there was not a lot of current in the area that we sailed in, and the prevailing breeze was fairly steady. I was completely wrong.

We all spent the next few days getting acquainted with the area on shore, working on boats and measuring in, and eating at seafood restaurants. All the boats were meticulously measured by Mr. Watanabe and his team of officials, and soon we were all out practicing on the windy bay. We tested out our new boat in some very big breezes, being very careful not to break anything major. A practice race was held in lighter air the day before the first race. Nobody was surprised by the amount of general recalls forced by the fleet, five in total. After several sequences with the Black Flag broken out, we got off to a start. All-Japan Champion Robert Fly started near the committee boat and tacked out to the right. He went all the way over toward the shore,



It was "weight out!" for the first race, sailed on a sunny, cold day in breezy conditions.

tacked, and rounded in first at the weather mark, thereby tipping off the fleet of at least one way of getting out in front. He eventually led around the course, then sailed in after the leeward mark, allowing Eddie Owen to win the practice race.

That race was the first time I had seen the Race Committee's innovative way of controlling the starting line. They positioned a third committee boat roughly in the middle of the line, and slightly upwind of it. The starting line was sighted from three different points, and they made a rule that, if you hit the middle boat, you had to go around one of the ends. This, combined with the Black Flag, helped keep things from getting too out of hand. Needless to say, this new twist produced a whole new lexicon for describing where to start on the line.

The night before the first race was the Opening Ceremony, complete with military band and a large cask of sake. We were all encouraged to sample this delicious beverage with the promise that it would bring good luck. I think that some of the sailors thought that the amount of luck received in this manner would increase exponentially with the volume of sake consumed, but I might be wrong. Just to be on the safe side, our team made sure to sample our fair share. It didn't seem to hurt any.

The first race was sailed on a sunny, cold day in breezy conditions. While it may have looked like Eddie Owen and his team on *Luder* had gotten a lot of luck

from the sake cask, luck had very little to do with their good start and fast speed. It was marginal 150 percent genoa conditions at first, but all but a few boats sailed with the 100. On Ken Read's boat, we had a hard time deciding and had a different headsail up on each beat, changing back and forth. Owen sailed a solid race, rounding the first mark behind I-116, steered by Paolo Semararo, who was eventually caught by the fast British team. It was very shifty, especially up near the windward mark where big puffs rolled off the hills and landed at various angles. The top ten places on the first race, like the second, were very tight amongst the more competitive U.S. teams at the regatta (see scores). These first two races were very similar in that the breeze was out of the same direction and strengthened as the day went on. Initially there were a lot of puffs and lulls, which put a premium on changing gears with the wind velocity. While many boats played the right side hard, success lay in getting a good angle to come back toward the mark with. This involved a lot of patience and the ability to find a good lane to sail in with clear air.

The second race was won by *Luder* again, in more wind and overcast skies. It was a lot steadier, and there were not as many holes to power through going upwind. Dave Curtis with his crew on *HJ* closely pursued Owen around the course to finish second in front of most of the same group in the top ten. After two races the regatta was fairly close, with Owen in



the lead five points ahead of Ed Baird. It was apparent that the team on *Luder* was going to be hard to stop if the conditions stayed the same as in the first two races.

The weather for the distance race was not the same as the first two races, however. It was very light, and the breeze died more and more as the fleet was general recalled again and again. By the time we got a start off, it was almost drifting conditions. We worked over to the right of the fleet where the last of the breeze was before it died completely. We were there when the wind came back from the right as well; at first it just landed in spots coming from abeam, prompting us to raise and lower the spinnaker and genoa several times. Looking around the fleet, I noticed that many of the boats were sailing with one or more crew down below. I can tell you from experience that this weight placement is very fast, but twice as boring for the unfortunate bilge dwellers. It is probably like racing a submarine, except there is no periscope. Todd and I took turns jumping out of the forward hatch to pull the sails up and down, and to take quick looks at the fleet.

When the wind filled in again, Jim Brady got it first, and we soon after. We raced a quarter of a mile to the windward mark and turned the corner, taking careful note of our competitors and where they were. The boats that were in the middle and the right on that first beat were in very bad shape, and several of the boats



Eddy Warden-Owen's *Luder* plays the waves downwind in a stiff breeze.

KOS PHOTO



Competing nations' flags fly at Nissan Marina Tokai.

in the top ten at that point were far back in the fleet, which gave us a big break. Owen managed to fight back to a 14th place finish, and Mahaney pulled out to an eighth, but Baird languished in the mid-20's. Dave Curtis' boat sailed in, I think because he had a couple of sick crew members on board. In fact, several sailors missed races due to food poisoning. I did not find this altogether surprising, since you never really knew what you were eating over there.

Brady loosely covered us on the following upwind leg, and managed to stretch his lead on us to the point that he looked quite comfortable out there in front. As we progressed down what turned out to be the last leg of the course (Race Committee shortened the course), it became obvious to us that we had a little better speed than Jim did. We started to position ourselves directly upwind of the finish so that we could work the jibing angles, since we noticed that there were still some subtle shifts in the wind that we

Photo by Hiroshi Wada



could use. We nailed a couple of shifts right on the money and got close to Brady, and we both starting jibing. About twenty minutes later he split from us and we converged a little while later just barely in front of the finish line, where we managed to cross him finally. Our victory in the third race tied us in points with Brady, and provided a major confidence builder for us. Our light-air speed seemed to be excellent both upwind and down, and we were sure that the breezy conditions were no problem either. The poor finishes of some of our competitors were inspiring, although we knew very well that the throw-out factor was only just coming into play.

That evening was another fantastic party, complete with a festive dancing parade with great percussion. There was abundant food of all sorts, as well as beer and hot saki. One zealous British team joined into the percussion section, accompanying them with some borrowed garbage can lids that they pounded on with bamboo sticks. They marched around with the Japanese dance troupe with their seaboots and foul weather jackets on. I am reasonably certain everyone had a fantastic time.

Following this event was the layday, which was sunny and warm with a light breeze. We went for a sail with some of our Japanese friends on a three-quarter tonner, and then spent the rest of the afternoon racing remote-controlled miniature 12-Meters in the marina basin. The winner of the small regatta held is still disputed amongst the participants, and we may never know who won.

What we all *really* wanted to know was who would win the J/24 Worlds, so the next day the fleet went out to sail another light-air contest. We led the race all the way around the first triangle, but lost two boats on the last leg when the wind did the disappearing act again. The breeze quit completely, as if someone hit a switch and just shut it down. It came back in from the right, where Geraldo Low-Beer in BL 735 was waiting. Nearby was Bob Johnstone, who was sailing with an all-Japanese crew who did a great job for him (despite the fact that they probably had a tough time with the language barrier). Bob swept in just ahead of us to



KOS PHOTOS



Top: DiAngelis of Italy (Bow No. 10) comes in at the mark, forcing roundup.

Middle: The launching area was a beehive of activity.

Bottom: Close racing downwind, with Brady just ahead of Wakeman.





1985 World Championship team, from left: Bill Shore, Chris Hufstader, Todd Berman, Brad Dimeo and Ken Read.

take second for the race. We were third, and watched as Curtis finished fifth, and Brady eighth. Owen took another 14, which put him in a pretty bad spot for the regatta, as was Baird. When we got in to the marina, we learned that Curtis was over early at the start, as was Morgan Reeser. These developments gave us a significant lead over our closest competitors, as well as the flexibility of not having a throw-out race yet. Everybody on the team got together and had a beer after we put the boat away, and it hit us that winning the Worlds was no longer a distant goal, but something that we could make happen as soon as the next day.

We achieved our goal in the fifth race, clinching the Worlds with 17 points. At the start, we got ourselves in a bad position that could have cost us the regatta. Al and Dave Constants tried to start at the port end, right at the boat down there. Since they were early, they had stopped their boat completely while luffing the boat to the weather of them. One thing led to another, and we too got caught up in the mess and ended up drifting onto the anchor line of the powerboat while all the boats to windward rolled past us in the moderate breeze. We snagged our rudder on the anchor line for a split second that seemingly took an hour to go by. After popping off the line, we snapped into action and proceeded to sail an extraordinary upwind leg. We wanted to go right because of the history of the light air, but were pinned by most of the fleet. Then we sailed through a starboard tack lift that made our position look dismal in

relation to the rest of the boats. We almost tacked and took a whole bunch of sterns to get to the right, but somehow Bill Shore talked us out of it. It would have been a monumental error, since at that point the wind started to go left a full 20 degrees.

As the boats on our hip started to tack, we knew that this was our chance to get back into the race. We flopped over onto port in a perfect position to take advantage of the backing breeze. The direction of the wind wavered back and forth slightly, but held long enough for us to cross all the boats that were on the middle and right parts of the course, as well as stay in front of the boats way out in the left corner. It was very close at the mark, but we just barely managed to get around in first. We held off all the boats close behind us for the rest of the race and took the bullet.

It did not hit us until we were halfway into the marina that we had not sailed a throw-out race yet, and pretty much everybody else had. That was it; we didn't have to sail anymore. It was very simple really, but we were so caught up in the competition that the idea of having won so soon came slow to us, and it hit us hard only when we got back to the marina and took a good look at the scores.

So *Maggie-San* did not sail the last race, which was a good thing because I sprained my ankle in a midnight sumo wrestling match with Ken Read (I think Kenny had some help, but he denies it). While Ken, Brad Dimeo, Bill Shore and Todd Berman put the boat away for the Japanese dentist that now owns the fas-

test J/24 in the world, I went out on the course and tried to shoot photographs in the driving rain. The wind was heavy and the waves were big as the fleet put up their 100 percent jibs for the last race. The wind shifted hard right before the start, so the line was re-set. Then the fleet endured several general recalls, with Brady and Owen doing a little match-racing while the Nissan helicopter hovered above them video taping the drama. Curtis punched a perfect start in the middle of the line and rounded the first mark with a good lead. Owen had a good race also, as did Al Constants, while Brady finished a disappointing 13th.

Brady sailed an excellent series, and no doubt used all the experience he has been getting in the last year (Jim won Bermuda Race Week, finished second at the North Americans, and was on the team with Read that won the Lancia Cup in Italy in October). "We were happy with how we finished," Jim said on the long jet ride home. "We set a goal to win; and while we didn't achieve it, we felt that we learned an awful lot and think that it was a good finish for our first World Championship".

Everyone enjoyed the final party where numerous awards were presented. The Bengt Julin Challenge Cup, decreed by Bengt Julin at the 1983 Worlds in Sweden and awarded to the yacht with the lowest point total in the first three races, went to *Maggie-San*. The President's Trophy, for the lowest scoring yacht helmed to a 40 year old or older and donated by the president of J Boats, was presented to Robert Johnstone, of *Wonder Woman*. In 1982 the J/24 Class Association of France donated the Eiffel Tower Trophy for the woman aboard the highest placing yacht in the World Championship, which was presented this year to Sina Sahlen, who crewed on Ed Baird's *China Town*. The new World Champion, Ken Read, and his crew received the World Championship Trophy, as well as a plaque written in Japanese, a plate, hats and several other mementos. The Japanese artist, Tadami, designed coffee mugs with cartoon drawings of J/24 sailors on them, which were given to each competitor. Plates were also presented to each race winner and to the top ten boats. The UK team honored everyone by shooting canned string all over. It was a great party and a fitting end to a successful J/24 World Championship.





**Results**  
**Nissan J/24 Class World Championship VII**  
**November 15-24, 1985**  
**Nissan Marina Tokai, Japan**

POS	SAIL	YACHT	HELMSMAN	BOW NO.	COUNTRY	1	2	3	4	5	6	TOT
1	US-96	<i>Maggie-San</i>	Ken Read	15	U.S.A.	6	6	1	3	1	DNC	17
2	K-4088Y	<i>Luder</i>	E. Warden-Owen	43	England	1	1	14	14	2	2	20
3	US-3956	<i>Olive II</i>	Jim Brady	19	U.S.A.	4	7	2	8	4	13	25
4	US-3379	<i>American Garage</i>	K. Mahaney	17	U.S.A.	5	4	8	7	18	6	30
5	US-1985	<i>China Town</i>	Ed Baird	24	U.S.A.	3	3	26	15	13	5	39
6	US-4112	<i>Wild Goose</i>	Wiley Wakeman	20	U.S.A.	7	10	3	12	12	14	44
7	US-2579	<i>HJ</i>	Dave Curtis	23	U.S.A.	8	2	RET	PMS	3	1	57
8	J-2668	<i>Samurai Nippon</i>	K. Komatu	27	Japan	11	8	22	16	11	11	57
9	US-3939	<i>Pathei Mathes</i>	Mark Hillman	16	U.S.A.	9	12	33	23	6	8	58
10	J-2866	<i>Crimson J</i>	Robert Fry	28	Japan	12	16	30	20	5	7	60
11	US-4151	<i>Wonder Woman</i>	Bob Johnstone	25	U.S.A.	21	17	11	2	21	12	63
12	US-3493	<i>PDQ</i>	C. Millican	26	U.S.A.	13	18	5	31	25	10	71
13	I-98	<i>Abla</i>	F. Angelis	10	Italy	14	22	15	4	DSQ	18	73
14	US-3775	<i>Orca</i>	A. & D. Constants	21	U.S.A.	23	5	19	29	26	3	76
15	KC-3913	<i>Three Speed</i>	Andy Roy	08	Canada	10	14	29	27	16	17	84
16	KA-88	<i>Slack Alice</i>	Alex Nemeth	05	Australia	18	20	13	10	33	26	87
17	K-4043Y	<i>Ayesha-San</i>	N.P.F. Whipp	14	England	28	32	4	5	19	PMS	88
18	US-1993	<i>Jack Russel</i>	Morgan Reeser	18	U.S.A.	RET	11	23	PMS	8	4	89
19	J-3794	<i>Super Kids</i>	Takeyuki Iida	32	Japan	15	39	10	30	15	21	91
20	J-3814	<i>Boomerang</i>	T. Ninomiya	38	Japan	*22	13	7	11	32	DSQ	93
21	BL-735	<i>So-Da-Nos</i>	G. Low Beer	06	Brazil	37	29	12	1	23	29	94
22	J-3825	<i>Enterprise</i>	Y. Tsujimura	30	Japan	17	20	6	37	31	19	99
23	J-2697	<i>Apollonia</i>	K. Hatae	29	Japan	*25	24	20	24	7	24	99
24	I-121	<i>Pall E'Cannone</i>	S. G. Leonetti	11	Italy	2	15	28	PMS	DSQ	15	103
25	J-3555	<i>Blue Note</i>	Kiyomi Ito	33	Japan	20	33	18	6	34	27	104
26	K-3806	<i>Cyble 5</i>	Kazuma Mifune	42	Japan	27	38	25	9	20	25	106
27	J-3569	<i>Lightning Baron</i>	K. Shiokawa	35	Japan	24	36	17	34	10	23	108
28	I-116	<i>De Siree</i>	Marino Walter	09	Italy	16	31	32	35	17	20	116
29	J-2680	<i>Wind Quest</i>	T. Ichikawa	41	Japan	34	35	9	32	14	32	121
30	J-2891	<i>Lobster III</i>	Harumi Murase	34	Japan	19	30	21	25	27	34	122
31	J-4051	<i>Nagya</i>	Saburo Sato	36	Japan	DSQ	27	RET	18	24	16	128
32	KA-65	<i>Milliways</i>	Andrew York	02	Australia	DSQ	9	35	PMS	35	9	131
33	J-3795	<i>Bronco</i>	M. Tashiro	40	Japan	26	23	38	17	29	36	131
34	S-41	<i>Viva</i>	S. Kindeborg	12	Sweden	35	37	31	13	28	33	140
35	US-1726	<i>Kama Vivre</i>	Art Dufresne	22	U.S.A.	30	19	16	33	DSQ	RET	141
36	J-2456	<i>Hokurani II</i>	Kohzoh Inoue	37	Japan	36	41	27	36	9	35	143
37	J-2687	<i>Mahopoba II</i>	M. Yonetani	39	Japan	33	34	36	22	22	DNC	147
38	BL-632	<i>Cacha, Ca</i>	Paolo Pirani	07	Brazil	39	42	24	21	30	37	151
39	J-3565	<i>L'Etissia</i>	T. Shimaoka	31	Japan	31	25	RET	28	37	30	151
40	KA-111	<i>Kamikaze Again</i>	Bob Ross	04	Australia	*32	21	39	26	39	28	153
41	KA-85	<i>Wavecutter</i>	C. Thorburn	03	Australia	29	28	37	PMS	38	22	154
42	KA-12	<i>Jumping Jack</i>	Richard Hayes	01	Australia	38	40	34	19	36	31	158



# Martini Golf Yachting

by Paolo Bordo



**T**he success of this event held October 31 to November 3, 1985, was confirmed this year by the presence of 21 Italian teams and 11 foreign competitors. These top flight helmsmen demonstrated a level of technical competence which further enhanced the

importance of this already notable series. Plenty of sun, plenty of breeze, the impeccable choreography performed by the maneuvering vessels: all contributed to the atmosphere of a truly grand event and created an unusually lively and pleasant four days in San Remo, Italy. While

the British skipper Warwick, in *San Jola IV*, dominated the sailing portion, and top honors on the greens went to Italy's Lorenzo Silva, the victory in the combined event was claimed by Manfred Koenig of Germany.

The concept of the marriage of golf



and sailing in a single event was the brain child of Pierfranco Gavagnin, Marina Director of Portosole, and of Sergio Carrera, Secretary of the Golf Club of Ulivi. The Martini Yacht Club and the NJCA of Italy were also intrigued by the idea of combining such diverse disciplines as golf and sailing.

It was decided to sail the J/24 in the yacht racing portion. "The choice fell to this one-design," explains Pierfranco Gavagnin, "because we required a boat with an up-to-date design, and a class sure to attract a significant international audience."

"The confidence we felt from the start was proven to have been well founded. It is significant that each year not only is there a steady increase in the number of participants, but the level of technical competence, both on the green and in the Gulf, is steadily higher. The validity of this concept was endorsed last year when the Yacht Club of Monaco organized the Chase Manhattan Golf Yachting Trophy."

Attempted for the first time in 1981, the program includes three races on triangular courses of approximately 12 nautical miles and three golf matches on a classic 18 hole course, following the tournament rules of the Royal and Ancient Golf Club of Saint Andrews. Each golf yachting team is made up of four members, one of whom participates in foursome stroke play, plus one player who takes part only in the golf portion of the competition.

This year at the fifth annual event, the overall victory and the Martini Trophy went to the German team led by Manfred Koenig. The golf-sailor of this team, Thomas Beer, won the Sergio Carrera Memorial Trophy. This victory came as a surprise to many because these five natives of Hamburg rented their boat just a few days before the races and many anticipated that the team might be unable to ready themselves in time.

Most of all, this victory was a bitter pill for Tiziano Nava and Bepi Maletto, who finished seventh and had hoped to win the laurels with their *Gazzetta*, the winning boat in earlier series. Gianfranco Putaturo, secretary of Italy's J/24 Class and Ernesto Treves along with the Silva's, both excellent golfers, brought *Flauto Magico* to a very creditable second place. Third place honors went to Claudio Recchi in his *Rabbit*.

The series opened Thursday, October 31, in difficult weather conditions: a mistral blowing in at 30 knots

and a short, choppy sea. The fleet, made up of 32 vessels of which 11 were non-Italian, began the racing with a series of spectacular collisions involving numerous yachts including *Gazzetta* (J. Laurent of France), *Ballila* (Mr. Prinsi), and *Nostra Signora del Buon Viaggio*, with Italy's J/24 Class champion runner-up on board as well as Marco DiNatale, current Italian Soling Class champion. English skipper Edward Warwick took an early and long lead in his *San Jola IV*, outdistancing *Coin Coin Dubois*, skippered by Michel Glaus, 1982 and 1983 European Champion, and *Asso di Cuori*. First among the

Italians was *Ossoduro* sailed by Paolino Viacava who, fresh from his recent victories in Portofino, finished fourth.

Friday, the second day of the series, was also characterized by a fresh breeze. Skipper Viacava explained, "Once the wind drew around to the North, the choice was clear. A tack along the coast was clearly the most advantageous." Viacava approached the starting line a little ahead of both Warwick and Koenig and was able to maintain his advantage.

At the same time, the golfers tackled the hilly and challenging course of the Club of Ulivi. The winner was Lorenzo



Viacava of Italy prepares to jibe Ossoduro.

Photos by Renato Polo



Silva of *Flauto Magico*, who approached the club record of 64 strokes with his round of 67. Second place was claimed by Claus Blohm of *Asso di Cuori*.

Saturday, a rest day for the sailors, saw helmsmen and jib trimmers trans-

formed into caddies. Thierry and Sergio Corte of *Rabbit* scored a 66 on the round in foursome play with Carla and Lorenzo Silva. The fifth place gained by the Beer-Blohm group in the round strengthened the position of the German team, but the

27th achieved by the British team proved a fatal handicap for *San Jola IV* in the combined event. The *Gazzetta* team of Silvia Audisio and Maiolo, last year's winners, came a cropper on the second hole, where nine strokes on a Par 3 put them out of the running. Even worse was the lot of the *Audren* team, captained by Philippe Battaglia and Francesco Longanese Cattani; their golfer, Yves Realini, failed to show up at the course.

Light and variable winds characterized the race conditions for Sunday's race, during which Warwick sealed his lead in the sailing portion. *Gazzetta*, leader up to the final turning mark, was hurt by a wind change and finished eighth. The *Asso di Cuori* team finished the final day's series in disastrous fashion: eighteenth in the sailing portion and ninth on the greens. Nevertheless, the team managed to beat *Flauto Magico* in the overall standings. At the same time one must say of Lorenzo Silva that, despite the eleventh place he took in the final race, he maintained his lead in the final golf standings. These many ups and downs are further proof of the exciting unpredictability of this intriguing joint event.

The golf and yachting tournament at San Remo, taking place this year in pleasant summer-like temperatures, was the last event of the season before the winter break for the J/24 Class. The organizers of the event, the Yacht Club Italiano and the Golf Club of Ulivi, in close cooperation with Martini and Rossi, the directors of Portosole and the J/24 Class Association, offered to the participants, racing enthusiasts and the general public, a perfectly executed event scheduled to coincide with other interesting exhibitions and shows. Throughout, the exciting feeling of a truly grand occasion was maintained.

Anna Cugia di Santorsola, Public Relations professional of Martini and director of the M & R Genoa office, remarked, "From every point of view they were four intense and lively days, fully comparable in every way to the Mediterranean Championship and the recent Half Ton Cup at Cala Galera, two other events in which we have been involved. For this reason, for next year we are giving a Martini Golf/Yachting Perpetual Challenge Trophy, which will go to the skipper with the best results in both the Monte Carlo and the San Remo events: a trophy intended to unite these twin series."

### Yachting Results

1	<i>San Jola IV</i>	UK-4000	Warwick
2	<i>Ossoduro</i>	I-24	Viacava
3	<i>Coin Coin Dubois</i>	Z-3037	Glaus
4	<i>Gazzetta</i>	I-23	Nava
5	<i>Asso di Cuori</i>	G-3181	Koenig

### Golf Results

1	Silva/Silva	Italy
2	Mores/Montalchini	Italy
3	Blohm/Beer	Germany
4	Corte/Corte	Italy
5	Ferrero/Peruzzi	Italy

### Golf Yachting Team Results

POS	SKIPPER	GOLFER	COUNTRY
1	Koenig	Blohm	Germany
2	Treves	Silva	Italy
3	Recchi	Corte	Italy
4	Glaus	Rey	Switzerland
5	Sada	Bestagne	Italy
6	Viacava	Bartoli	Italy
7	Nava	Maiolo	Italy
8	Warwick	Young	United Kingdom
9	Gallo	Ferrero	Italy
10	Borea	Mores	Italy



The overall Golf Yachting team winners, Manfred Koenig (holding trophy) and (to his right) Mr. Blohm, top German golfer, and crew.

Photo by Renato Polo







Photo by Dick Tillman

Victory is sweet

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### District One

by Michael Harding

The rugged, convoluted coastline of Northern New England harbors the more than 100 boats that make up District One. Three active fleets, located in Northeast Harbor, Maine; Casco Bay (Portland), Maine; and Marblehead, Mass. enjoy the privilege of sailing amidst some of the most enviable coastal scenery in the world. "It's pretty distracting," comments 1985 District Champion Parker Hadlock, of So. Freeport, Maine, "but it adds an element of enjoyment that really can't be matched anywhere else." In addition to beauty, the waters of New England present a multitude of challenging variables for the racer and cruiser alike: 12 foot tides, wind-altering islands, gear-busting Nor'easters, brisk water temperatures, and a coastline that commands respect from the most experienced of navigators.

Located in Southern Maine, Casco Bay's Fleet 43 is home to more than 40 J/24's, with about 14 boats showing up on the

line for their regular summer series races. In order to take advantage of the state's beautiful coastline, Fleet 43 schedules races up and down the coast at different yacht clubs throughout the summer, providing a variety of racing settings (both visually and tactically). This same fleet has recently had success in rejuvenating interest in the class by focusing on non-racing activities in which all boat owners and crew can feel a part. Simple, yet effective functions such as post-race potluck dinners, low-key Wednesday night series, fleet cruises, mini J World sessions, and wintertime ski trips have resulted in noticeable fleet growth, improved participation, and a healthier social environment.

Further south, Marblehead's Fleet 28 has had similar success by employing a "small jib rule" when the wind blows over 15 knots (an infrequent threat in the heat of the summer), and limiting crew size to four people. These policies have been adopted to simplify boat handling and make crew weight less of a factor, thus again encouraging class growth. Marblehead's 40-plus J/24's have traditionally offered some of the most com-



Parker Hadlock and crew race Airplay in District 1 Championship held at Portland, Maine.

Photo by Laurie Parlee



petitive racing on the east coast, attracting regular boatowners from as far away as New York and New Hampshire.

Fleet 113 is cursed with the ignominious fate of being the northern-most J/24 fleet in the lower 48 states, holing up in Northeast Harbor, Maine. We should be so lucky. Northeast Harbor is situated on Mt. Desert Island, the heart of Maine's vast cruising grounds. Just sitting on a mooring in these waters would satisfy most sailors' cruising aspirations. Fleet 113 maintains an enthusiastic group of about 20 J/24's, mixing their regular summer series racing with annual July and August cruises. If you are fortunate enough to find yourself in that neck of the woods, look up the local J-dealer, Tom "Downtown" Brown. He'd be happy to introduce you to some of the local talent.

Racing competition is anything but casual in District One, with members of each fleet qualifying for the World Championship in the past two years, and placing consistently in the top of the pack at national regattas. The District One Championship, usually alternated between Casco Bay and Marblehead, draws top talent from as far afield as Annapolis, Maryland. One doesn't have to look too far for talent, though, with the likes of World Champion Dave Curtis calling Marblehead home.

Great competition, a healthy dose of cruising, and lively on-shore entertainment characterize the spirit of District One. We cordially invite any J/24 sailors to visit us and help themselves to New England's beautiful sailing. See you at the mark!



Photo by Michael Harding

*District 1 offers some of the most enviable coastal scenery in the world.*

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## Ferguson and Gowrie Take Honors at Milford Regatta

by Vin Bitel

Scott Ferguson from Newport, sailing *P.M.S.*, topped a 43 boat fleet to win the 1985 J/24 District 2 Championship sailed at Milford Yacht Club in Milford, CT, October 12-13. The win qualifies Ferguson for the 1986 J/24 World Championship Regatta to be sailed in Newport next summer.

The event doubled as the First Annual Long Island Sound Championship, with Carter Gowrie aboard *Risk* from Essex, Ct., finishing highest among the 32 entrants from J/24 fleets on Long Island Sound to win the Long Island Sound Championship Trophy as the fastest J/24 on Long Island Sound.

The four-race series, two each on Saturday and Sunday, drew skippers from Maine to New Jersey, and as far west as Chicago. The regatta was sailed on Olympic courses in a wide range of wind and weather conditions.

After three general recalls, Saturday's first race was started under the "one minute rule" in a 15 knot easterly. Ken Read, 1985 North American Champion, sailing *Maggie* led the fleet around the course, finishing first in lightening winds. The day's

second race began in a 10-knot easterly which died soon after the lead boats reached the jibe mark, allowing the fleet to catch up. Boats which caught the zephyrs worked out in front and stayed there until a light southwesterly gave the fleet a needed boost to the finish of the shortened race won by Geoff Moore, aboard *Not To Worry*.

Sunday morning brought a rainy, 18-knot southwesterly and a building sea, much to the delight of the "non-Long Island Sound" sailors, who were still muttering disappointment with the light air of Saturday's second race. Eventual regatta winner, Scott Ferguson, won the third race, with Ken Read winning the fourth and final race.

USYRU Judges were active during the regatta, not only checking boats for rule violations but also lodging jury protests against several participants for "pumping" and "roll tacking".

The top five finishers in the regatta were: 1. Scott Ferguson, *P.M.S.* (9 pts.); 2. Kevin Mahaney, *Whiteout* (18 pts.); 3. Ken Read, *Maggie* (21 pts.); 4. Carter Gowrie, *Risk* (22 pts.); and 5. Peter Milnes, *Sugar Plum* (26 pts.).

Milford Yacht Club and J/24 Fleet 4 will host the 1986 J/24 Northeast Regional Championship, October 4-5, while Fleet 99 in nearby Noroton will host the 1986 J/24 Long Island Sound Championship on the following weekend, October 11-12.



Long Island Sound Champ Carter Gowrie (3605) leaps to the front of the 43 boat fleet at the start of Sunday's race.

Photo by Paul Esberg/SOUNDINGS



## Active Year for Fleet 94

by Chip Carpenter

This has been a year of hyperactivity in our fleet.

In November, twelve boats in the fleet participated in the inaugural Lake Pontchartrain Racing Circuit. Joe Bishop (*Intoxication*) took second in Class D in a light air series not well suited to the '24. J/24's made up 75% of the class and the competition between them provided excellent racing and a tune up for future events.

On three consecutive Sundays in December, the fleet sponsored clinics taught by area sailmakers. The high point of these weekends was a match race between Southern Yacht Club's Cal Herman and Houstonian, Jay Lutz. Fleet members were so impressed that the fleet has scheduled a match race series for the fall.

The Sugar Bowl Regatta provided fine tuning for Ross Dierdorff, (*Anna*) and Barbara Skrmetta (*Easy Come*) a week prior to the Midwinters in Miami. The series was won by Ed Reardon (*Starship*), which was also Boat of the Year. Second was *Anna*, with Susan and Mark Wurtzebach (*Kathryn*), third. Susan and Mark, who sail out of Chicago's Columbia Yacht Club, brought their boat south before Christmas for the warm sailing season and were a tremendous asset to our fleet.

On February 8-9, the New Orleans Yacht Club hosted the Mardi Gras Regatta, a series they began more than 20 years ago. The '24's, with 20 boats, represented the largest one-design fleet and the best showing of the class in years.

This year's series was an unusually light air event. While waiting for the breeze to fill in and fog to lift prior to the start of Saturday's second race, Guy Brierre (*Rum-n-Reggae*) and crew donned masks, tuned in Mardi Gras music on their ship's "boom box" and motored through the fleet, throwing beads and doubloons (Mardi Gras coins) at all. Susan and Mark Wurtzebach sailed a very smart series, finishing first, followed by Ross Dierdorff (*Anna*) and Michael Haggerty (*Thunderstar*). John and Jack Dane's new *Dane-gerous* arrived late Friday night, too late for Saturday's competition. John's two first place finishes on Sunday were quite impressive!

The following weekend's Gulf Coast Championship, hosted by Fleet 94 and the Southern Yacht Club, attracted many talented local sailors including former Olympic Gold Medalist Buddy Friedrichs (*Blitzkrieg*), three time Olympic finalist John Dane III (*Dane-gerous*) and Tommy Meric (*Starship*). While not a part of the Texas Circuit, many Texans crossed the border to sail in the series. Twenty-nine boats answered the starting gun.

Saturday's sailing conditions were typical of inland lake sailing --light, shifting winds. The race committee reset the weather marks of the Olympic triangle course six times in two races. Unfortunately for the local sailors, Saturday evening's excellent cocktail party did not keep the Texas boats away from the starting line. Sunday provided more normal Lake Pontchartrain sailing conditions as warm Gulf air moved up over cool surface air, causing 15-18 knots of wind with gusts to 22 and providing maximum genoa conditions for the '24. It was an all-Texan show with Glenn Darden (*Thunderstar*), John Peck and Scott Young (*Monster Fish*) and Jay Lutz (*Ghostbuster*) sweeping the series. Excellent competition, superb race management and hospitality by the Southern Yacht Club provided for a super weekend.

Under the leadership of new Fleet Captain Virginia Van Sickle, the fleet is well poised to make this our best year.



Art Schulze's *Cinderella* heads out to starting line of Gulf Coast Championship race.

### 1986 Mardi Gras Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	4143	<i>Kathryn</i>	Susan Wurtzebach	1	3	4	8
2	30292	<i>Anna</i>	Ross Dierdorff	3	4	3	10
3	3481	<i>Thunderstar</i>	Michael Haggerty	9	2	2	13
4	4157	<i>Wizard</i>	Doug McKeige	2	5	12	19
5	2573	<i>More Grief</i>	Mike Wolcott	4	6	11	21
6	3787	<i>Ghostbuster</i>	Dick Escalera	5	8	8	21
7	4009	<i>Endless Summer</i>	Nancy/Terry Flynn	6	9	7	22
8	4175	<i>Dane-gerous</i>	John Dane, III	DNS	1	1	24
9	1565	<i>Taliawah</i>	Tony Nunes	7	12	5	24
10	2216	<i>Boogie Hill</i>	David Bolyard	10	11	9	30
11	1548	<i>Rum-n-Reggae</i>	Guy Brierre	12	14	6	32
12	545	<i>La Machine</i>	Dwight LeBlanc	8	10	15	33
13	152	<i>White Lightning</i>	Finke/Reisch	15	16	10	41
14	602	<i>Bandit</i>	Skip Barnes	DSQ	7	13	41
15	2117	<i>Cheap Thrills</i>	Josh Kock	11	17	14	42
16	4144	<i>U.S.</i>	Hillar/Snyder/Cruise	14	13	DNS	48
17	3802	<i>Intoxication</i>	Joe Bishop	DNF	15	16	52
18	3787	<i>Sundance</i>	Virginia Van Sickle	17	18	17	52
19	1687	<i>Cinderella</i>	Al Schulze	13	DNS	DNS	55
20	2910	<i>Easy Come</i>	Barbara Skrmetta/ Jim Bates	16	DNF	DNS	58

### 1986 Gulf Coast J/24 Championship (Top Ten)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3481	<i>Thunderstar</i>	Glenn Darden	1	1	2	3	7
2	634	<i>Monsterfish</i>	J. Peck/S. Young	2	2	5	1	10
3	3787	<i>Ghostbuster</i>	Jay Lutz	4	4	1	4	13
4	3800	<i>Starship</i>	Tommy Meric	8	3	10	5	26
5	5	<i>J Hawk</i>	F. Corriere/Faget	6	6	6	14	32
6	1548	<i>Rum-n-Reggae</i>	Guy Brierre	7	9	11	8	35
7	4009	<i>Endless Summer</i>	Nancy/Terry Flynn	3	16	7	12	38
8	4175	<i>Dane-gerous</i>	John/Jack Dane	12	22	3	2	39
9	4143	<i>Kathryn</i>	Mark/Susan Wurtzebach	17	5	4	13	39
10	30292	<i>Anna</i>	Ross Dierdorff	21	10	8	6	45



## Fifth Annual Indian River Regatta

by Linda Tillman

The Fifth Annual J/24 Indian River Fall Regatta, held October 5-6, 1985, near Melbourne, Florida, was once again blessed with ideal sailing weather. The fleet was treated to eight fast-moving races in two days, on the Indian River Lagoon north of the Eau Gallie Causeway. This annual regatta was hosted by the Eau Gallie Yacht Club and sponsored by Michelob, S & A Yacht Sales, Sails by Morgan, McLaughlin Marine and Skyline Marina. Local Fleet 87 members enjoyed strong out-of-town competition from entries from Charleston, Naples and Orlando. After five races on Saturday, locals Mike Huck and Dick Tillman were tied with 11 points apiece. Steve Boe and Steve Page from Naples were close behind. The sailors retired exhausted after a barbecue at the club Saturday night. Sunday brought another day of close racing, with three completed by 1:00 pm. Scott Morgan's two wins on Sunday moved him into third overall. Winning the final race assured Tillman first place honors, sailing Skip Evans's *Adventure Galley* from Charleston, with crew of Will VanCleve, Lou and Skip Evans and Linda Tillman. Mike Huck in *Flight* was second overall.



After eight races in two days, exhausted but happy competitors gathered at Eau Gallie Yacht Club for beer, popcorn and trophy presentation.

### Results

POS	SAIL	YACHT	SKIPPER	1	2	3	4	5	6	7	8	TOT
1	2783	<i>Adventure Galley</i>	Tillman/Evans	1	4	1	3	2	2	3	1	13
2	3879	<i>Flight</i>	Huck	5	1	2	2	1	6	4	3	18
3	2012	<i>Splendor in the Splash</i>	Morgan	6	2	4	4	4	1	1	4	20
4	3205	<i>50-50</i>	Boe/Page	4	3	3	1	6	4	2	7	23
5	3900	<i>Linear Accelerator</i>	Giebink	7	5	5	6	3	5	5	6	35
6	3202	<i>Green Horn</i>	Lindenberg	10	8	DNF	5	5	3	7	2	40
7	175	<i>Jello</i>	Gates	2	7	6	7	DNF	7	8	5	42
8	2910	<i>Second Wind</i>	Blackford	3	9	9	9	7	8	6	8	50
9	23446	<i>Fair Dinkum</i>	Smith	8	6	7	8	8	10	10	9	56
10	2550	<i>Zepplin</i>	McAllister	9	10	8	10	9	9	9	10	64

## Gull Lake Fleet 123

by John W. Lawrence

We had a successful 1985 season, with Bob Harrison sailing *Dirty Laundry* being the overall winner. Jack Lawrence in *J Fever* was second. The J/24's also competed in a Gull Lake Cruising Class series this summer, and both *Dirty Laundry* and *J Fever* tied for the actual first place award in that series.

A long-time Gull Lake sailor with experience in Stars, Lightnings and Morgan 24's has just bought hull number 4138 and will be racing with us this summer. This gives the Gull Lake J/24 Fleet a total of six boats and we are looking toward one or two additions during the coming season.

We are hoping to sponsor a Gull Lake Invitational J/24 event in the spring of 1987. The J's are making their names known in this yacht club which has sponsored racing since the 1920's in classes such as the R Boats, 22 Square Meters, Stars, Lightnings, Snipes, Flying Scots, 110's and 210's. Because of our proximity to Lake Michigan, a number of our sailors have good experience on the big water there and in other locations as well. You can be sure that the J/24 is being looked upon as a worthy addition to our own local yachting heritage.

## Barthel Trophy Championship

by Greg Swetka

The Great Lakes Yacht Racing Union's Barthel Trophy Championship has been officially designated to be raced in J/24's. The race has been previously held in NA 40's, with the trophy awarded to the top team representing one of the Great Lakes.

1985 was the first year the Trophy was raced for on J/24's, with teams from Chicago, Cleveland and Detroit participating. The Detroit River Yachting Association team, made up of J/24 Fleet 6 members, won the trophy which dates back to 1934 and is a sterling silver, scale model of an 8 meter yacht. The winner holds the impressive trophy for one year.

This year the Barthel Trophy Championship will be held on Lake St. Clair in Mt. Clemens, Michigan. The event, scheduled August 30 - 31, 1986, will be co-sponsored by GLYRU, J/24 Fleet 6 and North Star Sail Club. Each one of the Great Lakes will be represented by a three-boat team, racing a minimum of three Olympic courses over a two-day period. Yacht racing unions and J/24 District Governors involved in Great Lakes racing will be advised of further details. For further information on qualifying for the Barthel Trophy Championship, please contact: Greg Swetka, 8080 Helen, Centerline, Michigan 48015. Telephone: (313) 754-9757 evenings.



## Midwinters West

by Keith Milne

Not to be outdone by the great annual show in Miami, some significant J/24 regattas are held each year on the West Coast. Here's what happened this year.

### San Francisco Bay Midwinters

Every winter on the Bay, the biggest event is a series consisting of a single race per month on the Berkeley Circle. Hosted by the Metropolitan Yacht Club of Oakland, the 1985-86 Midwinters drew 50 J/24 entries and not a single drop of rain. All but two legs would have a profound outcome on the series final standings.

The series began with November's race in a comfortable westerly of 10-15 knots. Jeff Madrigali continued his summer-time form and collected another first, beating John Kostecki in their first matchup since March. In a pattern that would become familiar, Chris Perkins, Keith Milne, and John Niesley followed closely thereafter. December's race saw very similar conditions, but for a significant northerly shift during the second beat. Kostecki reversed his first-race position with Madrigali, Perkins was again third, with Niesley fourth and Milne sixth.

In the third race, significant hell broke loose. First, Milne and Kostecki's *American Beauty* (sailed by Steve Jeppesen during John's absence for the Miami Midwinters, which he won) were over early. In a brisk weather system northerly the fleet was led around the triangle by Mickey Caldwell. Perkins and Madrigali were also near the front, as was Niesley. But by working to the inside of a progressive easterly shift through the second beat, Jeppesen soon climbed clear up to fifth, with Milne closing to eighth. Then, as the air warmed further and the last of the weather wind faded, Jeppesen drifted into the lead on the run. With the earlier leaders further downcurrent in a three knot ebb, he rounded the last mark ahead by over five minutes. Milne drifted around third, with Niesley close behind. Perkins went home.

So off they charged up the last beat. The air was cooling, and hints of the return of the weather system wind were carrying the leaders well up the left (west) side of the course. There was little wind on the right, but some who had been caught down-current on the run hung right to avoid the same fate in case the breeze again died on the beat. Madrigali was among them, leading a second group about ten minutes behind Jeppesen, who was working further and further left in puffs of up to 8 knots.

But the northerly wasn't coming in fast enough, and it began to look as if Jeppesen, Milne, and Niesley would have trouble getting back right to the finish line, which was completely engulfed in a windless hole. Seeing this, Niesley bore off to get back up-current as soon as possible. It was too late.

A huge wad of J/24's was marching inexorably from far behind. Somehow, they were under spinnaker and reaching hard in their own private westerly. Madro's group, who faded left in the ebb, set to get back in touch. But the stragglers were reaching fitly, and running against the current was a losing proposition. The first boat drifted through the finishing line hole on sheer momentum. Helmsman Gib Biddle, former J World director and recent Bay Area immigrant, let out a scream of relief and exultation that resounded across the Bay. Matt Ciesicki, another Eastern expatriate now at J Boats West, wafted across in second. Several boats followed until the gift westerly reneged and boat after boat sagged to a slatting standstill.

Thereupon followed an impromptu windfree raft-up of colossal proportions. Madrigali slipped away and finished seventh. Poor Niesley had worked his way back to within two boat-lengths of finishing, only to be pitifully mired in the jam. At last the westerly graced the former front-runners on the left, and Jeppesen and Milne set chutes for the finish, now over ten minutes away. Milne even gybed back down the leg to keep speed and managed a coasting finish, but nineteen other boats had already done so. Jeppesen was hopelessly stranded outside the pack in dead last, as was Mickey Caldwell, who had merely sailed a perfect first triangle, rounded the last mark fifth, but now had only Jeppesen to beat.

Then, a mere 15 minutes after the first finisher, Jeppesen's predicted weather northerly blasted in at 20 knots. It was a cruel and unusual day. And it really jumbled the standings. *American Beauty* (Kostecki/Jeppesen), Perkins, Milne and Niesley all dropped from series contention. Only Madrigali survived unscathed. And two new contenders drifted to the forefront: Matt Ciesicki and Gib Biddle.

Thus the stage was set for the final race in February. It too began in a brisk northerly. Milne won the pin with fifteen degree favor and proceeded to charge up the middle of the course. Kostecki, Madrigali, Perkins and Caldwell were behind and to leeward. Biddle and Ciesicki, with poor starts near the pin, had tacked to clear their air to the right. But in doing so, they hit the shift of the day, a further 15-degree veer with 2-5 knots of incremental air. Milne and Kostecki flopped as soon as they saw it, but the damage was done. They rounded seventh and eighth, respectively, finally finishing fifth and second. More significantly, Madrigali dug back to a seventh to wrap up the series. Ciesicki held on for a ninth in the constantly shifting, tactically enthralling breeze, garnering a well-earned series second. Gib Biddle just ran and hid after his first-beat find, and won his second straight for a series third. *American Beauty* was fourth, with Milne fifth overall.

But please, a moment of silence for those whose series floated away with the vagaries of the Race 3 fiasco: John Niesley, otherwise fourth, Chris Perkins, a more likely third. And of course, *American Beauty*, the probable winner of it all.

Yet after all, it was the best Midwinters in years, with rainless, sunny days and quite consistent breezes. If only they were consistent for one more leg. Ah, "if" . . . the biggest word in yacht racing.

### Series Results\*

POS	YACHT	HELMSMAN	1	2	3	4TOT
1	<i>Sowick-cited</i>	Madrigali/Sowick	1	2	8	7 18
2	<i>Ask Don</i>	Matt Ciesicki	7	7	2	9 25
3	<i>PT 73</i>	Biddle/Young	10	14	1	1 26
4	<i>Amer. Beauty</i>	Kostecki/Jeppesen/ Delrich	2	1	24	2 29
5	<i>Achille Lauro</i>	Keith Milne	4	6	20	5 35
6	<i>Slithergadee</i>	John Niesley	5	4	26	4 39
7	<i>DeJavu</i>	Chris Perkins	3	3	30	6 42
8	<i>Toad</i>	Miller/Montoya	8	5	30	14 57
9	<i>Sweeney Todd</i>	David Menis	11	8	12	28 59
10	<i>Runnin' Sweet</i>	Darrel Louis	20	10	19	15 64

\*Protests pending:

Matt Ciesicki (Sailing under wrong sail numbers, sailing ugly boat), Gib Biddle (Sailing under wrong sail numbers, sailing



while ugly), Blip Dribble (Sailing while impersonating Gib Biddle), Keith Milne (Sailing under false pretenses, selfish use of and endangerment of others with a word-processor).

### 1986 L.A. Midwinters

The L.A. Midwinters are held each year one week after the closing of the San Francisco Bay Midwinter Series on Presidents' Day weekend in February. While other clubs host everything from Lasers to IOR boats, the Alamos Bay Yacht Club treats J/24's and several smaller classes to a five-race series on Long Beach Harbor. This year 23 J/24's came from California and Arizona for two days of fine sailing in a lucky respite from the worst storm in a decade.

After a torrential rain Friday night, Saturday, February 15 dawned drizzly and foggy. But by 10:30 the skies cleared and a comfortable, shifty 5-8 knot southerly set in. That shiftiness apparently made for difficulty in setting a square starting line, for when the first warning sounded, we faced a 20-degree favor at the pin. This caused a huge conundrum at that end, dashing many series hopes before it even began. Vincent Brun, fresh off a third in Miami, got away cleanly to win the quick 4-mile single lap triangle. Eric Arndt of Santa Barbara and Jay Golison of Long Beach also began on the right foot, taking second and third, respectively. San Francisco's Greg Dorland, sailing Paul Lessig's brand new boat in her maiden race, was fourth. Local Greg Lowe was fifth. The big losers in the pin end crunch were Bruce Golison (15th), Keith Milne (16th) and Gib Biddle (12th).

Races 2 and 3 were also short single triangles. Chastened by the first start debacle, most got off the line well. This made for furious action at the finishes, as the top nine boats showed similar speed and finished in a big pack. Except for Brun and Jay Golison, who traded firsts and seconds to lead the fleet back to the clubhouse. With a second and fifth, Dorland ended the day in third.

Sunday brought more breeze from the southwest for two longer Triangle-W-L's. Brun won both to easily take the series, with Jay Golison holding second. Arndt sailed consistently smart and fast to take third. And while many had ruined their series at the initial start, Dorland's otherwise fine weekend turned to naught in the last race when he fouled out. There were no 720's and no throwouts to save those with a single big mistake. Yet it's doubtful anything could have saved us from Vince Brun's superior sailing. He was nearly unbeatable.

## Noroton Fleet 99 Activities

by Al Ferlazzo



1985 Fleet 99 Champions, Jack and Kiki Couch, take their twin sons, Jake and Chris, cruising on Long Island Sound.

The 1985 season for Fleet 99, which consists of J/24 sailors from Stamford, Noroton and Norwalk on Long Island Sound's North Shore, was as successful for its social activities as it normally is for racing. The season actually began in January on the slopes of Mad River Glen and Sugarbush ski areas in Vermont as a group of us spent a weekend skiing, dining and "Trivial Pursuing" together. This was such a success that we planned to start the 1986 season in the same way. (As this is being written, we just returned from our 1986 weekend, which saw about three times as many skiers - we even had a "guest" from neighboring Fleet 22. This time, we skied at Bromley, Stratton and cross-country at Tater Hill. But the highlight may very well have been

### L.A. Midwinters Results

POS	YACHT	HELMSMAN	HOMEPORT	1	2	3	4	5	TOT
1	<i>Pee Wee</i>	Vince Brun	San Diego	3	1	1	1	1	7
2	<i>Symphony</i>	Jay Golison	Long Beach	1	2	3	7	5	18
3	<i>OK J</i>	Eric Arndt	Santa Barbara	2	10	6	3	4	25
4	<i>Party Animal</i>	Greg Lowe	Long Beach	6	8	7	2	7	30
5	<i>Electric Pumpkin</i>	Mark Rastello	San Francisco	7	3	9	12	2	33
6	<i>02Chicks Dig It</i>	Biddle/Young	San Francisco	12	4	5	9	6	36
7		Dorland/Lessig	San Francisco	4	7	2	4	DNF	40
8	<i>Tylenol</i>	Keith Milne	San Francisco	16	6	4	6	8	40
9	<i>Jubilant</i>	Alan Smith	Long Beach	5	11	12	10	10	48
10	<i>3J's</i>	John Beckman	Long Beach	9	DNF	8	5	13	58



the drive through the Vermont countryside with 10 adults in a Volvo after dinner Saturday night.) During the 1985 season, Fleet 99 sailors gathered for a number of other parties, including a kickoff social early in the season which featured drills and instruction by current World and North American Champion Kenny Read.

We have found that additional social events and the use of a handicap-type scoring system along with our regular scoring has helped to keep Fleet 99 membership and participation up. Even though we have lost several veteran sailors, we have been able to attract new fleet members each year. Consequently, we were able to have excellent racing and a high level of competition once again in 1985.

Fleet 99 ran 25 races from May through September, and the top boats in each series and for the season were:

SERIES	POS	REGULAR SCORING	HANDICAP
Spring	1	Al & Dave Constants	Hugh & Susan Balloch
	2	Lee Morrison	Bob Culnane
	3	Jack & Kiki Couch	Tom Ettinger & Bob Wells
Summer	1	Al & Dave Constants	Rich Gahn
	2	Jim Wilson	Rob Alexander
	3	Jack & Kiki Couch	Doug & Dottie Gardiner
Fall	1	Lee Morrison	Hugh & Susan Balloch
	2	Jack & Kiki Couch	Rich Gahn
	3	Al & Jean Ferlazzo	Bob Culnane
Season	1	Jack & Kiki Couch	Rich Gahn
	2	Lee Morrison	Rob Alexander
	3	Al & Dave Constants	Al & Jean Ferlazzo

As usual, Fleet Scorer Art Mastoras had to have his IBM "PC" razor-sharp, because the Cox-Sprague season results were very close. Jack and Kiki Couch edged out Lee Morrison, 0.923 vs. 0.922, while Al and Dave Constants were also very close at 0.915; so the top three boats were separated by only three thousandths of a point. Frequently, the racing was that tight as well. Under our handicap scoring system, Rich Gahn took first place for the season, Rob Alexander was second and Al & Jean Ferlazzo were third.

The season's finale, our annual October Regatta at Noroton Yacht Club, once again featured excellent racing and drew a good group of competitors. Dave Curtis won three of the four races to place first in the 25 boat fleet. Al & Dave Constants were second and Charlie Robinson of J-World in Newport was third. So Dave Curtis joins a distinguished group of Noroton

Columbus Day Regatta winners: Ed Adams, Kirk Reynolds, and Wiley Wakeman. As in 1985, this year's regatta will be coordinated with the Milford Yacht Club Regatta to offer two consecutive weekends of excellent competition on Long Island Sound. This is a great way to wrap up the season in the Northeast before decommissioning or heading south, so plan to join us.

## Perdido Wins 1985 District 15 Championship

by Glenn Gustafson

The 1985 J/24 District 15 Championship was held August 31-September 2, at the Chicago Yacht Club, Belmont Harbor Station. Fifty-two J/24's participated in this World Championship qualifying event which included sixteen boats travelling in from out of the area, in addition to ten boats from Wilmette. Wind conditions were 8-12 knots on Saturday, with the first race being won by Jim Rossen, Elliott Rossen, Art and Bob Segil in *Perdido*. Peter Wright was second, with Mark Poulsen in *Too Quick* coming in third. The second race on Saturday started late in the afternoon after several general recalls and ultimate use of the black flag. Harry Melges, III was first in *Wave Train*, with Paul Nelson in *Liten Jente 4*, second. Bill Allen from Minnesota was third in *Barbie*.

Sunday's morning race, again through liberal use of the black flag, got off without any general recalls in 8-10 knots of breeze. This race was won by Alex Meleney of Wilmette, in *Capital Gains*, with Scott Galloway, also from Wilmette, in *Breakaway*, second and *Perdido*, third. The afternoon race was called after a two hour postponement when the breeze failed to fill in. Monday's race was sailed in ideal conditions, with Paul Nelson taking first, followed by Harry Melges, second, and Rick Kaiser in *PF Flyer*, third.

The overall regatta was won by *Perdido*, who, with a first, fourth, third and eighth, showed a consistent performance throughout the weekend. Harry Melges was second with 27 points, and Paul Nelson third with 29 points. Fourth was *No Svet!*, sailed by Greg Swetka, followed by *Kathryn*, sailed by Mark Wurtzbach.

J/24 Fleet 12 extends our thanks to Bacardi Rum for sponsoring the regatta, and to the Chicago Yacht Club Race Committee for its excellent race committee work.

### 1985 Noroton Yacht Club J/24 Invitational Regatta October 5-6, 1985 (Top Ten)

POS	SAIL	HELMSMAN	1	2	3	4	TOT
1	4016	David Curtis	1	2	1	1	5
2	3775	Al & Dave Constants	3	7	3	2	15
3	4	Charlie Robinson	11	1	6	5	23
4	3887	Karl Anderson	2	9	2	13	26
5	2810	Lee Morrison	7	11	5	3	26
6	800	G. Marshall & Dan Sullivan	4	5	10	10	29
7	243	Jay & Helen Meyer	8	4	4	15	31
8	165	R. Hendee & A. Van Putten	5	10	12	4	31
9	3347	Jim Crane	15	6	7	6	34
10	2299	Jack Couch	6	13	9	12	40





Photo by John Gorman

Morning lectures, five hour drills on the water and late afternoon wrap-up with videos gave clinic participants five days of intense racing instruction.

## WYRA-J World Racing Clinic Huge Success

by Jane Anne Pincus

Once again the WYRA-J World Women's Racing Clinic, held January 12-17, was a huge success. For the third year, Coral Reef Yacht Club in Miami hosted this event that offers five days of racing instruction to women from all over the country. This year 40 of the 48 gals who attended came from Wisconsin, Ohio, California, Vermont, Michigan, Virginia, Georgia, Kentucky, Illinois, New York, Canada and the Virgin Islands, with the rest from Florida.

The week began on Sunday with registration and orientation, followed by Mary Babcock's famous chili party. Monday through Thursday lectures began at 8:30 a.m., followed by five hours on the water. Boat handling, spinnaker sets, mark roundings and starts were all practiced, with each crew member taking a turn in each position. A late afternoon wrap-up and videos of the day's events left the group with still enough energy for a few sociable drinks at the CRYC bar.

Friday was Race Day and, after a brief skipper's meeting, the ten J/24's headed out to Biscayne Bay. The series consisted of five races (three windward/leeward and two triangles). The breeze was brisk (15 to 20 knots) and all the boats chose to use the small jib, but all flew spinnakers on the downwind legs. Each gal skippered a race, as well as performing in each of the other crew positions. The competition was keen, and the boats, for the most part, were close all the way around the course. The main halyard broke on *Out of the Blue*, a boat brought from Ohio by Lori Brewer, and it looked as though they would have to drop out of the series. Wrong . . . they went back to the dock, missed the third race, but were back in time for the start of the fourth with their main tied to the top of their mast. For their efforts, the race committee voted to give them a score for the race they missed equal to the average of their other scores.

The final results showed *Out of the Blue* in first place with

13 3/4 points. On board were Lori Brewer, Judy Kadell and Deni Levandosky from the Cleveland area, Judy Bond from Vermont and Kathleen Emmett from Washington, D.C. Trailing by only 3/4 of a point was *Spread Out*, a J World boat sailed by local sailors Mary Holland and Adrienne McCalley, Doreen Kovescki from Michigan, Ginnee Tallman from Chicago, and Louise Burke, an instructor at the U.S. Naval Academy. In third place with 17 3/4 points was local boat *Menage*, sailed by WRA member Carol Reese, Amy Seymour from Rochester, N.Y., Adrienne Mendell from Philadelphia, Micca Hutchins from Wisconsin and editor of *SAILING*, and Nance Frank, a charter boat captain in the Virgin Islands. Other awards presented included the "Woman Overboard Trophy" (a pair of goggles) and the "Hamburger Hands Award" (a worn sailing glove).

Those who attended the final day awards and cocktail party heard the thank you's and saw the enthusiasm of this group of sailors. To ALL of you who helped -- those who loaned boats for the clinic, those who provided housing for out-of-towners, the race committee and the crash boat drivers, Graham Hall and his video camera, the coaches headed by John Alofsin of J World, WYRA members who helped everywhere, and of course the staff of Coral Reef Yacht Club -- we say Thank You!

## Jubilation Wins D-21 Championship

by Bill D'Alessio

The J/24 District 21 Championship was conducted September 14-15, 1985, by Southwestern Yacht Club. The event was sponsored by Michelob, who provided trophies, racing booklets, code flag decals and refreshments.

The two day, five race series was sailed in 8-12 knot breezes and sunny skies, typical San Diego weather. There were twelve starters.

Alan Smith in his boat *Jubilation*, from Newport Beach, took first place with a 1-1-3-3-1 series. Blair Francis in *Pocket Rocket* was second. Trophies were awarded to the top five finishers. Complete results follow.

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	<i>Jubilation</i>	A. Smith	1	1	3	3	1	9
2	<i>Pocket Rocket</i>	B. Francis	3	2	9	4	2	20
3	<i>Cygnat</i>	J. Reiss	9	4	4	1	8	26
4	<i>J-Hosen Neig</i>	J. Chapman	4	3	2	6	11	26
5	<i>Scream'n' Demon</i>	B. D'Alessio	6	5	1	8	7	27
6	<i>Woodstock</i>	J. Gurley	7	10	5	2	4	28
7	<i>Buffalo Times</i>	C. Christiansen	5	6	6	10	6	33
8	<i>Koinania</i>	D. Ament	2	8	11	7	9	37
9	<i>Big Pumpkin</i>	T. Ward	10	9	7	5	10	41
10	<i>California Girl</i>	B. Johnson	8	11	10	9	3	41
11	<i>Zipper</i>	A. Pleskus	12	7	8	11	5	43
12	<i>Jigsaw</i>	L. Beacham	11	12	12	12	12	59

## News from Fleet 17

by Keith Milne

### St. Francis Labor Day Regatta

When we last left our stalwart heroes out West, Jeff Madrigali had just won the Fleet Championship by running off with four straight bullets. He did it again in our annual Labor Day regatta hosted by the St. Francis Yacht Club. In doing so Madro didn't even have to race the final race of the 5 race series.

The regatta was held in conjunction with the J/29 Pacific Coast Championship on August 31st and September 1st. As



such, the format was a little different. The first race, started at 10:30 off the St. Francis Yacht Club race deck on the City Front, consisted of a one mile beat toward the Golden Gate Bridge, a nine mile run/broad reach east toward Berkeley, and a one mile beat to the finish on the Olympic Circle. Thereafter ensued Race 2, a Triangle-W-L on the Circle in a building westerly, and a marathon Race 3: a beat in 25 knots and ebb chop back to the Golden Gate, a run down the City, and a beat back to the St.F.Y.C. deck. The key to the whole thing was being first to the ebb off Treasure Island. Madrigali won the race by footing off after the start, and then holding off a determined challenge by Jim Titus and crew.

Sunday's racing was confined to the City Front in a flood tide. Race 4 was a long Crissy Field-Harding Rock-Blossom Rock triangle, which concluded with a quintessential short-tacking contest up the City Front. With Madrigali retired to polishing his silver, the final race of a beautiful weekend of sailing was a double windward-leeward in a very gusty 15-22 knot westerly. When all was said and done, the final tallies showed 1) Jeff Madrigali, 2) Chris Perkins, 3) Frederic LaFitte (all the way from Seattle), 4) Jim Titus, 5) Keith Milne and 20 other boats who had an absolutely great time.

We look forward to similar conditions for this event in 1986, when it will be sailed for the Pacific Coast Championships.

#### Results

POS	YACHT	HELMAN	1	2	3	4	5	TOT
1	Sowick-cited	Madrigali/Sewick	1	1	1	1	DNS	4
2	DeJavu	Chris Perkins	2	2	5	2	2	8
3	Jail Bait	Frederic LaFitte	5	7	3	6	1	15
4	Bearna Baoghail	Titus/Herold/Grandin	4	5	2	9	4	15
5	Jalisco Cheese	Keith Milne	3	9	11	3	3	18
6		Robin & Vicki Sodaro	8	6	4	4	8	22
7	Little Miss Magic	Jeff Littfin	7	3	6	8	9	24
8	Stormtrooper	Dinny Waters	6	8	9	7	5	26
9	JPJ	Crystal/Thomas	10	10	8	5	DNF	33
10	PT 73	Sebok/Young	12	4	10	12	DNF	38

#### Fall Fleet 17 Meeting and Dinner

In November, we held our annual Fall Fleet Meeting and Dinner at Spenger's Seafood Restaurant in Berkeley. Over 80 people attended to enjoy an evening of comradery, laughter, good food, much drink, and a van full of trophies. Golison Sailmakers livened up the festivities even more by donating a spinnaker to the fleet. The raffle of the sail and numerous other goodies raised over \$400 for 1986 events. The following awards were presented:

Season Overall [Every race (40), March-October]

- 1) Chris Perkins *DeJavu*
- 2) Dinny Waters *Stormtrooper*
- 3) Keith Milne *Exocet*

YRA Championship (Annual summer series, 13 races)

- 1) Dinny Waters *Stormtrooper*
- 2) Chris Perkins *DeJavu*
- 3) Harry Allen *Darvon*

Silver Fleet (Elective B Fleet for new fleet members)

- 1) John Gulliford *Phantom*
- 2) Chris & Paige Cumming *Sunrunner*
- 3) Craig Weady *White Lightning*

Invitational Regatta Series (series of 8 special event regattas)

- 1) Chris Perkins *DeJavu*
- 2) Jeff Madrigali *Sowick-cited*
- 3) Keith Milne *Exocet*

Rookie of the Year: Chris Perkins

Most Improved: Jeff Littfin

Buddy System: David Menis and Jim McTavish/Tod Moody

Most Tenacious: Pete Crystal (Most races raced without otherwise getting a trophy)

Other awards included: Nicest Boat, Pat Loomis (*Waverider*); Ugliest Boat, Jeff Littfin (*Little Miss Magic*) - awarded a can of rubbing compound; Best Looking Crew, Denise Bina; Danger-craft 24 Award, Bob Cranmer-Brown (*Pete's Harbor*) - a can of Bondo; Shoot-Yourself-in-the-Foot Award, Keith Milne (for pulling mast down on a mark while in second place - Ha, Ha, very funny); Best Broach, Dinny Waters Labor Day Round Down (5 minutes, 10 style points); Worst Boat Name, Jim Titus (*Bearna Baoghail*); Greenest Boat, Jim Titus; Best Dressed, Jim Lindsey & Bill Claussen (they of aging and tattered float-coats. The prize: duct tape so they'll last one more year.); Come-from-Ahead-to-Lose Award, Keith Milne (6 races); Farthest Travelled Crew, *Bearna Baoghail* (NA's in Buzzard's Bay); Most Bombastic Skipper, Skip Wright; Best Looking Helmsman, Keith Milne; Most Underdressed Helmsman, Keith Milne. (no, I don't know if there's a correlation between the last two. No, I didn't make these up. Yes, we had a great time.)

## North Carolina Championship

by Reagan Rowe, Jr.

Charlotte Fleet 40 hosted its fourth annual North Carolina Championship Regatta on November 9-10, 1985. The regatta was administered jointly by the Charlotte J-Council, composed of all J racers and the Lake Norman Yacht Club.

Eight J/22's, eleven J/24's, three J/29's and four J/30's turned out for the races sailed on modified Olympic triangle courses. Three races were sailed on Saturday and two on Sunday.

Lack of wind caused the first race to be postponed approximately one hour. At the start the winds were light and variable but filled in to 10-12 knots during the race. The second race began in 8-10 knots of 25-30 degree shifty Lake Norman winds. The boats that chose the right hand side of the course ended up on the favored side. The third race was sailed in the same conditions and was completed in the dark. A barbeque dinner was served to eighty-five weary sailors that evening.



The J/24's get off to a start in this all-J regatta hosted by Charlotte Fleet 40.



Sunday morning's race scheduled for 10:00 a.m. was started in light and variable, shifty winds and was a frustrating race for most. The fifth race was a carbon copy of the fourth, with Joe Waters in *Fast Lane* taking his fifth win in the series.

Silver trophies were awarded to the top four places for J/22's and J/24's and to the top two for J/29's and J/30's.

### North Carolina Championship J/24 Results

POS	YACHT	HELMSMAN
1	<i>Fast Lane</i>	Joe Waters
2	<i>Loop Hole</i>	Mike Scofield
3	<i>Double Trouble</i>	Van Eijk/Andrews
4	<i>Charmer</i>	Mike Hession
5	<i>Orange Crush</i>	Carl Knight
6	<i>Sloop du Jour</i>	Reagan Rowe
7	<i>Dawn Treader</i>	George Knight
8	<i>3-Ring Circus</i>	George Mayes
9	<i>Sugar Blues</i>	Buck Newsome
10	<i>WOWEE</i>	Fred Burgin
11	<i>Hot Flash</i>	Glen Emery

## Read and Backus Receive Rolex Awards

compiled from USYRU Press Release

J/24 sailors Ken Read and Heidi Backus were honored as the 1985 recipients of the prestigious Rolex Yachtsman and Yachtswoman of the Year Award, presented by Roland Puton, president of Rolex Watch, U.S.A., at a luncheon held January 29 at the New York Yacht Club. USYRU members nominated one candidate for each award, by mail-in ballot. A list of the top ten in each category was then presented for a vote to a panel of noted yachting journalists chaired by William H. Lynn, USYRU president.



Left: Roland Puton, President of Rolex Watch, U.S.A., presents engraved watch to Heidi Backus, 1985 Rolex Yachtswoman of the Year. Right: Ken Read, 1985 Rolex Yachtsman of the Year, with perpetual trophy.

Heidi Backus, who shares the 1985 Yachtswoman of the Year honors with boardsailor Kathy Steele, gave a number of strong performances in 1985. She won the Rolex Cup; sailed to second place in the Rolex-sponsored International Women's Keelboat Championship, sailed in J/24's; took a third in USYRU's Adams Cup, sailed in J/24's; was first in both the Inter-Lake Yachting Association (Lake Erie) Regatta and the Cleveland Plain Dealer Race, each in a fleet of 25 J/24's. For Heidi, racing is a family affair, as she usually races with sisters Susan, Gretchen and Amy as teammates. "The award is not just mine, but a family honor as well," she emphasized.

For Ken Read, this award capped a year of impressive achievements which include winning the J/24 World Championship in Japan, the J/24 North American Championship (for the second consecutive year), the J/24 World Team Racing Championship and the Yngling North Americans. A three-time All-American and College Sailor of the Year while at Boston University, Read established himself as a strong junior sailor while growing up in the Barrington, RI area.

Read, Backus and Steele were presented with engraved Rolex watches and their names have been etched onto the perpetual trophy which remains on display at the New York Yacht Club. Past recipients include Dennis Conner, Buddy Melges, Ted Turner, Bill Buchan, Lynne Jewell, Jan O'Malley, Bonnie Shore, Nell Taylor and Betsy Gelenitis, as well as Dick Tillman, J/24 Executive Director.

## Fleet 90

by Pat Hoy

It was two in a row, as Bill Cowles out-dueled the MacPhee's for another Fleet Overall Championship. In fact, Bob Hyslop edged into second place in fleet before all was said and done. Congrats, everyone.

In retrospect, 1985 was a year of change in our area. J owners were beginning to realize how much fun racing is and how little effort it takes to get to the racing, no matter whose water it's on.

With the Tri-Lake Series in its second year, a record number of owners travelled between Coeur d'Alene, Pend Oreille, and Flathead Lake. They enjoyed exhilarating J sailing and some terrific comradery. 1986 looks even better for J owners and crews in the Pacific Northwest.

The Tri-Lake Series starts year number three, the Western Regionals are in Seattle, District 19 Championship is on Coeur d'Alene, and there will be all kinds of club racing on the local courses. It takes some effort and cooperation but with a little of both, members of Fleet 90 and Fleet 121 are in store for as much competition as they can possibly handle. Fleet officers are already organizing the calendar of events for the new season and it looks great. These same people would be thrilled if we broke the other record set in 1985: a record number of owners stayed home to race.

So come out and participate. It's the only way to enjoy a great sport, friendly people and the best one-design boat available.





Sterling (John Hayes) rounds first weather mark, pursued by Spirit (Rodger Voss) in Changing of Colors race on beautiful Lake George.

## District 4 Championship Caps Lake George Season

by Scott Mones

With a regatta starting 24 hours after Hurricane Gloria struck the Northeast and a full moon prevailing over the weekend, some strange things were to be expected at the 1985 District 4 Championship held on Lake George in New York's Adirondack Mountains, September 28-29.

The 32 mile long scenic lake is fortunate to have an active

J/24 fleet of 25 boats, known in many circles for hosting the annual Changing of the Colors Regatta at the beautiful Lake George Yacht Club located on the lake's western shore.

The 1985 regatta, won by John Reynolds on *Down Town*, served as the District Championship for the second consecutive year and attracted a fleet of 27 racers. Many of the out-of-town boats travelled from Vermont, Connecticut, and Massachusetts during the height of the historic storm. A few who expected to attend chose not to leave their homes that weekend.

The first day of racing saw winds ranging from 20 to 30 knots and some remarkable work on *Wild Shot*, skippered by Vermont sailmaker Donnie Brusch. With about a minute lead on *Kvack*, skippered by Don Lasky, a near death roll caused the spinnaker pole on Brusch's boat to hit the water, resulting in a capsized. After some fast work, the crew uprighted the boat and sailed on to win the race.

Two more races were held in Saturday's gusty conditions which saw some boats put their 100's into use. The *Down Town* team, led by the Reynolds brothers, John and Kirk, won Saturday's remaining race and added two more bullets in light conditions on Sunday to earn the District's top honors.

The Changing of the Colors Regatta capped a fine season for Fleet 24, which had boats participating in two local championships. Don Lasky (*Kvack*) won top honors in the Fleet Championship Series and Scott Mones (*Cut Loose*) won the Lake George Corinthian Yacht Club Season Series.

Anyone wishing information on the 1986 Changing of the Colors Regatta may contact Fleet Captain Will Desbiens through the Lake George Yacht Club, Diamond Point, New York, 12824.

### 1985 Changing of the Colors Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3207	<i>Down Town</i>	Reynolds	4	1	1	1	1	8
2	3493	<i>Wild Shot</i>	Brusch	1	2	4	2	5	14
3	3218	<i>Chinook</i>	Browne	3	3	2	5	9	22
4	1754	<i>Kvack</i>	Lasky	2	5	5	7	10	29
5	1587	<i>Remark</i>	Kraemer	12	6	3	3	6	30
6	2331	<i>Sea Monster</i>	Killion	5	8	9	8	7	37
7	3412	<i>Yeti</i>	Gadra	10	13	6	13	3	45
8	23797	<i>Spirit</i>	Voss	6	12	7	6	15	46
9	3207	<i>Cruel Shoes</i>	Ryan	13	14	8	10	8	53
10	2790	<i>Tenspeed</i>	Buecking	7	9	14	12	13	55
11	1433	<i>Banshee</i>	Moffett	8	15	13	9	12	57
12	2585	<i>Racer-X</i>	Wallace	11	7	19	4	17	58
13	1672	<i>Cut Loose</i>	Mones	9	4	17	14	16	60
14	2572	<i>Amanda</i>	Lawless	16	17	12	11	4	60
15	1516	<i>Sterling</i>	Hayes	15	16	11	20	14	76
16	541	<i>Stinger</i>	Merchant	17	DNS	15	19	2	81
17	1396	<i>Valkyrie</i>	Desbiens	18	10	16	18	20	82
18	2660	<i>J.R.'s J</i>	Russell	14	11	DNF	22	11	86
19	4014	<i>Snafu</i>	Jordan	21	19	10	17	24	91
20	202	<i>J-Whizz</i>	Kunz	19	21	20	21	18	99
21	3766	<i>Rampage</i>	Schneider	23	22	18	15	22	100
22	958	<i>Windigo</i>	Rippel	22	18	21	23	21	105
23	4145	<i>Cheers</i>	Desantis	20	20	22	24	19	105
24	2305	<i>Secundemartem</i>	Weisberg	DNF	DNS	DNS	16	23	123
25	4126	<i>Knight Errant</i>	Nolan	DNS	DNS	DNS	25	25	134
26	2325	<i>Blue Chip</i>	Rice	DNF	DNS	DNS	DNS	DNS	140
27	2661	<i>Charjer</i>	Rodman	DNS	DNS	DNS	DNS	DNS	140



## Twenty-five Attend Northeast Regionals

by Sam Greydanus

The 1985 J/24 Northeast Regional Championship, sponsored by Michelob, was held at the Corinthian Yacht Club in



The fleet proceeds to weather in summer conditions at Marblehead.

Marblehead, Massachusetts, over the weekend of September 20-22, 1985. Summertime conditions prevailed for the first two days of the regatta, with temperatures in the high 80's and light and shifty winds from the southwest. The weather turned a little more seasonable on Sunday, the last day of the regatta, when the wind blew out of the northeast at 18 to 20 knots. The shifty winds during the first two days kept the race committee busy changing the weather mark during each of the first four races, and saw the fortunes of the competitors rise and fall with each major wind shift.

Twenty-five boats attended the regatta. Dan Neri of Newport, who bought his boat only two months earlier and spent the afternoon before the first race putting his mast together, ended up in tenth place in the first race, but sailed very fast after that. With two firsts and two seconds he took home the first place prize in the no throw-out regatta. He and his boat *Blank Expression* will undoubtedly be a force to contend with in future regattas. Al and Dave Constants sailed *Blitz* to a second place, with Ken Olson of Dennis, Massachusetts, sailing *Squarehead* close behind in third, Kevin Mahaney in *American Garage*, a strong pre-regatta favorite, got caught on the wrong side of a couple of the worst shifts and decided to head off to Chicago for business school without sailing the last race.

The final race provided more fuel for the "jib vs. genoa in heavy air" debate. Dan Neri won that race with a fairly light crew sailing very fast with a small jib in the lumpy seas. *Blitz* crossed the line in second place using the genoa, and the rest of the fleet was split about half and half, with neither the genoa or the jib showing any great speed differentials.

Michelob provided refreshments for the competitors after the races, as well as trophies for the top three places.

### 1985 Northeast Regional Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOTAL
1	4109	<i>Blank Expression</i>	Neri	10	1	2	2	1	16
2	3775	<i>Blitz</i>	Constants	7	3	3	3	2	18
3	3887	<i>Squarehead</i>	Olson	2	10	5	1	3	21
4	957	<i>September</i>	Constantino	12	2	7	15	5	41
5	3837	<i>Elixer</i>	Killips	6	11	12	7	7	43
6	3135	<i>Quantum Leap</i>	Fretts	4	4	11	13	13	45
7	1366	<i>Impasse</i>	Houriham	11	9	16	5	4	45
8	355	<i>Smokin</i>	Boatwright	5	13	9	12	6	45
9	3379	<i>American Garage</i>	Mahaney	3	16	1	10	DNS	45
10	2559	<i>Planet Claire</i>	McCue	8	14	6	9	12	49
11	3137	<i>Stinger</i>	Selldorf	9	7	10	6	DNS	58
12	1355	<i>Asteri</i>	George A.	16	12	17	4	10	59
13	3701	<i>PMS</i>	Ferguson	1	5	4	26	DNS	61
14	1673	<i>Akela</i>	Moore	19	18	14	8	9	68
15	4015	<i>Zap Sail</i>	Lloyd	DSQ	15	8	14	8	71
16	2570	<i>Mischief</i>	Riley	15	6	20	20	11	72
17	1587	<i>Remark</i>	Kraemer	14	19	18	11	15	77
18	2997	<i>Shameless Hussey</i>	Eldredge	17	8	13	26	14	78
19	3330	<i>Bear Boat</i>	Bloom/Gold	21	22	15	17	17	92
20	2100	<i>Torpedo</i>	Brogan	18	21	21	16	16	92
21	3369	<i>Delta Factor</i>	Fraizer	13	17	WD	19	RET	76
22	1454	<i>Sam I Am</i>	Henze	20	20	19	18	DNS	103
23	3894	<i>IO</i>	Burke	22	24	23	21	21	110
24	1027	<i>In The Mood</i>	Nilson	23	23	24	22	19	111
25	3770	<i>Cabal</i>	Bluestein	DNS	DNS	22	23	18	115





Photo by Renato Foto

Raimondo Cappa's Le Coq Hardi reaches in light air in Lancia Cup race.

## J/24 Lancia Cup in Italy

by Paolo Boido

The J/24 Class has had its first world team championship, at Capri, an island we in Italy like to consider the most beautiful in the world. The National J Class Association of Italy, along with the prestigious Lancia Automobile Group, organized the event which ran from September 28 to October 1, 1985. For this first event, invitations were issued only to selected national associations, but series organizers hope to extend invitations to all nations in the future.

All living expenses of the visiting teams were borne by the J/24 Class Association of Italy, who entertained their guests at

the beautiful Hotel La Palma in Capri. In addition, the Association provided visiting teams with all boats used and paid all port costs incurred over the period. As a final gesture of hospitality, the Association reimbursed all contestants for their traveling expenses. The Lancia group gave the visitors a feel for Mediterranean life and hospitality by providing a series of receptions and traditional feasts.

Of the top sailing nations invited, only the Australians were unable to attend. The USJCA sent Ken Read, winner of the 1985 North American Championship (and later of the World Championship in Japan) along with Jim Brady, his highly skilled compatriot. In addition to these fine sailors, mention must certainly be made of the very capable Italian team. The Italian J champion, DeAngelis, was unable to attend as he was occupied with preparations for Azzurra's challenge in the America's Cup. In his absence, Lanza and Cappa took second place overall, leaving the third place prize to Michel Glaus, two time winner of the European Championship, and his teammate Graz, of Switzerland. With the additional presence of the English skipper Warwick and the Swedish Gapinski, we were assured of seeing a contest of the best sailors in the class.

If Cappa had not had a slow start, the competition might have been an even closer and more dramatic one. The races were sailed in light to moderate breezes. Thanks to careful preparation by the committee, all races proceeded very smoothly.

In the first race the American, Brady, captured attention early on, maintaining a lead from the starting line until the final turning mark and steadily covering Lanza so as to permit his team member, Read, to gain the first position. This comradely service completed, Brady reclaimed first place, leaving the Italian to finish third, behind Read.

In the second race, Brady crossed the line early and, turning back, remained at the back of the fleet. The Italian team took quick advantage of this, with Lanza following Read across the line and Cappa finishing fourth, hard on the heels of the English skipper, Warwick, in this closely contested race.

The third day belonged to Italy. Brady took an early lead and maintained it around the first two legs, but in the third very difficult leg, Brady fell behind and Read took the lead. On the final leg, however, Cappa captured the advantage and won the contest. By coming in third, Brady consolidated the American team's position in the overall standings. The fourth race, despite a strong bid by the Italians, was dominated by the Americans, who thus secured the championship.

This first regatta was a great success. The organizers hope the Lancia Cup series will become a classic on a par with the Admiral's Cup and the Sardinia Cup. The event will be repeated in alternate years, with the exception of 1987, when the Italians are organizing the individual World Championship for the J/24 Class.



## Lancia Cup

### Team Results

POS	COUNTRY	TEAM SKIPPERS
1	United States	Read - Brady
2	Italy	Cappa - Lanza
3	Switzerland	Glaus - Graz
4	Great Britain	Warwick - Southworth
5	Sweden	Lindberg - Gapinski
6	France	Perroud - Perroud
7	The Netherlands	Shutel - Carabain
8	Germany	Hippel - Rock

### Individual Results

POS	SKIPPER	POS	SKIPPER
1	Read	9	Southworth
2	Cappa	10	Rock
3	Lanza	11	Perroud
4	Brady	12	Carabain
5	Warwick	13	Perroud
6	Glaus	14	Shutel
7	Gapinski	15	Lindberg
8	Graz	16	Hippel



U.S. team relaxes before race of Lancia Cup series.

## III South American J/24 Championship

by Phil Jenkins

The III South American J/24 Class Championship was held January 31 to February 6, 1986, in Brazil for the first time, outside the Bay of Guanabara. The event, hosted by the Rio de Janeiro Yacht Club, was organized by the local J/24 Class Association, with Paolo Pirani, Phil Jenkins and Sergio Oradovschi as the main organizers. Six Peruvian teams, two Argentines and seven Brazilians made up the fleet, with Chile dropping out at the last minute after promising two boats, due to their major event, the 1000 Mile Race, clashing with ours.

The result was a tie between Marcos Soares' *Linha d'Agua* and Phil Jenkins' *Viracao*, steered by the promising young Brazilian, Jose Eduardo Assuncao. The tie was broken, after a protest by Marcos Soares, who had a higher number of first

places. Marcos Soares is our top J/24 sailor, Olympic Gold Medallist in the 470 Class and a leading ocean helmsman.

The first non-Brazilian crew were in *Alo Alo*, chartered by Alberto Roemmers of the Argentine in fourth place, followed by Guido Carabelli of Peru in sixth place, in *A Clara M*. All boats except *Penny III*, shipped from the Argentine by Roberto Authier and crewed by his wife, Mercedes, were chartered from Brazilian owners. Alberto Roemmers also had his wife, Mercedes, as crew.

Marcos Soares flew in from the South American Ocean Racing Championship where he was crewing on the winning boat, *Carro Chefe*, of Laurits von Lachmann. Veteran J/24 sailor Luis Lebreiro, with the '84 Worlds and the Pan American Series under his belt was third, with Paolo Pirani, the Class President, finishing fifth after dropping two places due to a protest. The Peruvian team found the different sea conditions and the earlier strong winds upsetting, but were finding their form in the light winds prevalent later in the series.





Photo by Phil Jenkins

Part of fleet is towed to start of 1986 S.A. Championship race, in front of the Two Sisters and Gavea Peaks and Ipanema Beach at Rio de Janeiro.

The race programme was intense and in high temperature conditions. Two races were sailed the first day, one the second, two on the rest day, the last triangle on the penultimate day, and finishing with a 17.5 mile distance race. Winds, which started at 20-25 knots, dropped as a front went through and the distance race was run in very calm and fluky conditions.

There was not much time for social activity, but we managed to fit in the first Carnival Ball at the Rio Yacht Club, a welcoming cocktail party given by the ICRJ with the Marine Band, and a good prize-giving dinner at the end.

One amusing thing that happened during the championship is that the local TV network, TV Globo, that sells programs all over the world, used us in its next drama, "Selva de Pedra," roughly translated "The Concrete Jungle." We staged a mock arrival with actors on board, then I went out filming a race with the camera crew. The show starts running on the 24th (Feb.), so all "Jotistas" will be off the streets that night!

The next South American Championship is to be held in Peru, probably early in 1987, as 1986 is pretty full, with a lot of our crews on the International Ocean Racing Circuit.

### III South American Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	BL-990	<i>Linha D'Agua</i>	M. Soares	4	1	6	1	1	12	13
2	BL-624	<i>Viracao</i>	J.E. Assuncao	2	4	1	4	2	DNF	13
3	BL-678	<i>Volta Seca</i>	L. Lebreiro	1	3	DNF	3	6	10	23
4	A-2753	<i>Alo Alo</i>	A. Roemmers	6	8	3	6	5	4	24
5	BL-632	<i>So da Nos</i>	P. Pirani	10	6	5	2	DSQ	2	25
6	PU-44007	<i>A Clara M</i>	G. Carabelli	14	15	2	13	3	3	35
7	BL-656	<i>Falcon</i>	H.O. Motta	3	5	PMS	8	10	9	35
8	A-2755	<i>Penny III</i>	R. Authier	8	7	DNF	7	7	7	36
9	BL-989	<i>Indigo</i>	I. Pimentel	7	2	DNF	5	11	DNC	41
10	BL-771	<i>Cracker</i>	C. Antony	5	10	4	DNC	DNC	11	46
11	PU-11001	<i>Sous le Vent</i>	A. D'Angelo	12	14	DNF	12	4	5	47
12	PU-11023	<i>Walhalla</i>	E. Freundt	11	11	DNF	11	9	6	48
13	PU-55060	<i>Betty IV</i>	J.B. Moller	13	13	7	DNF	DNC	1	50
14	PU-11019	<i>Palawan</i>	R. Peschiera	15	12	DNF	9	8	8	52
15	PU-3945	<i>Gigolo</i>	E.C. Revna	9	9	DNF	10	12	13	53



## A Note from Buenos Aires

by Roberto M. Ramos

I am a member of the J/24 Argentine Class Association Committee, and we are trying to increase the class here with a lot of effort and some economic difficulties. Now close to the end of summer here, we are preparing to race our J/24 *Capitan J*, hull number 4106, which I sail with my sons Martin and Sebastian, friend Fernando, and my nephew Jose Luis (see photo).



Roberto Ramos and family crew in *Capitan J*.

## Club Marine Australian Championship

by Hugo N. Ottaway

The resurgence of interest in the J/24 Class in Melbourne, Victoria was demonstrated by the large turnout of interstate and local yachts competing in the Australian Championship held at the Royal Melbourne Yacht Squadron over Christmas. The event was sailed over seven days with a wide range of conditions prevailing. The end result was an even competition with an Australian Champion no one could doubt. For the first time a local fleet gave the New South Wales boats strong competition, and in every race local yachts were with the top boats over the finishing line.

The invitational race saw a sign of local strength with Lewis Perrin, sailing *Rawhiti 2*, winning from *Short Circuit* of N.S.W., and *Just a J*, sailed by Brian Beck of N.S.W., in third. The scene was set for the first heat won by *Impact*, skippered by Mark Long, with *Panache* (Mark Willson) second. Following them were two Melbourne boats, *Rawhiti 2* (Lewis Perrin) and Victorian Champion *Double Exposure* (Nick Chapman and Peter White). Alex Nemeth, just back from the J/24 Worlds in Japan, sailing *Slack Alice*, and defending Australian Champion *Short Circuit* (Andrew Short) made up the next two places.

Unlike the invitational race and the first heat, which were sailed in moderate southerly number 1 breezes with few major fluctuations in either wind strength or direction, the second heat

was sailed in a difficult offshore northerly wind, in a short chop and strong gusts. *Short Circuit* won and began to show why he was defending champion. They had only average upwind speed but at times showed stunning off-the-wind speed and skill. Second was *Panache* and third, *Double Exposure*. *Slack Alice* was disqualified and this was to set the pattern for much of her regatta.

For the third heat in the afternoon, the breeze shifted 180 degrees to a southeasterly and continued to go east all day. Lewis Perrin picked the shift and in going the farthest east with Ian Torode in *Paddy Wagon* just behind, the two of them built up an unbeatable lead from halfway up the first leg. Six Melbourne boats were in the top ten, and although *Short Circuit* came in third, it was not going to be a New South Wales walk-over as it has always been in the past.

It would not be a proper Melbourne championship without a hard blow, and the fourth heat really turned it on. With the wind reaching in excess of 40 knots in the morning, the fleet was sent out to what was called a "moderating breeze". The race got under way with many competitors feeling that to survive would give them a good place. This was not so, as the race only boasted one retirement and all finished within 18 minutes of the winner. With waves possibly ten feet high, the committee boat claimed to see the leading edge of the keel of one boat as the spinnaker was set. The winner was *Short Circuit*, who although sixth around the top mark, showed magnificent seamanship when he flew his spinnaker down the shy reach to pass the leading five boats. Half the fleet flew spinnakers on that leg, making it the talking point of the J/24 barbecue that night.

Following the lay day, we all headed out again for heats five and six. Both races were sailed in a southerly breeze of around 20 knots. In the morning race the big discussion was about which headsail to put up. The fleet was split halfway and it made very little difference as, in the end, the top places remained as they were at the start. *Short Circuit* won, with *Jelly Bean* (Robbie Hartnett of Victoria) second and *Rawhiti 2* in third. The afternoon race was a carbon copy of the one before. The breeze remained the same and the fleet faced the same predicament. Those who felt they chose the incorrect headsail changed, and we still ended up with a split fleet. Once again *Short Circuit* won, sealing the championship. With a 6-1-3-1-1-1 record, they could not be beaten and so they elected not to sail the last heat and packed up early. Second place went to *Double Exposure*, with *Satday Matnay* (Rob Johnston from N.S.W.) in third. Three boats were now vying for second place overall: *Double Exposure*, *Rawhiti 2*, and *Panache*. Unlike the other heats, the seventh race was started in a North-westerly which changed direction and faded from 5 knots to 0. The race committee decided to abandon the race and wait for the breeze to settle. A moderate southerly came in and we all sailed off into a 10 knot breeze. *Lorelei* rounded first but could not hold onto the lead which was then fought out between *Slack Alice* and *Panache*. *Panache* won the race and secured second place. *Double Exposure* played a shift on the last leg and picked up three places to come home third and place third overall.

The championship was a huge shot in the arm for the southern state. Andrew Short, skipper of the winning yacht, said, "I cannot remember when I sailed a regatta where every start line and every course were without fault". Our thanks to Royal Melbourne Yacht Squadron and Club Marine, our sponsor, whose contributions made such a great championship.



### Australian Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT*
1	KA-116	<i>Short Circuit</i>	A. Short	6	1	3	1	1	1	DNC	17.4
2	KA-64	<i>Panache</i>	M. Willson	2	2	5	3	4	5	1	29.7
3	KA-48	<i>Double Exposure</i>	Chapman/White	3	3	8	2	5	2	3	33.1
4	KA-87	<i>Rawhiti 2</i>	L. Perrin	4	11	1	6	3	6	13	54.1
5	KA-76	<i>Impact</i>	M. Long	1	6	PMS	5	7	12	4	60.7
6	KA-81	<i>Jellybean</i>	R. Hartnett	9	5	RET	4	2	4	11	61
7	KA-88	<i>Slack Alice</i>	A. Nemeth	5	DSQ	13	7	6	7	2	69.7
8	KA-115	<i>Just a J</i>	B. Beck	7	4	4	8	11	9	6	69.7
9	KA-120	<i>Paddy Wagon</i>	I. Torode	8	12	2	12	10	11	5	78
10	KA-44	<i>Lorelei</i>	G. Snell	10	9	6	9	9	8	7	83.7
11	KA-114	<i>Satday Matnay</i>	R. Johnston	PMS	8	10	14	8	3	14	89.7
12	KA-71	<i>Jumbuk</i>	H. Ottaway	14	7	PMS	11	13	10	8	99
13	KA-96	<i>New Horizon</i>	R. & B. LaFontaine	12	10	12	DSQ	12	13	9	104
14	KA-105	<i>Divine Madness</i>	Mr./Mrs. P. McAuley	13	13	7	13	14	17	10	106
15	KA-67	<i>Sea Streaker</i>	P. Bamfield	11	15	9	DNC	16	14	16	117
16	KA-117	<i>Jay Walker</i>	M. Farr	15	14	15	10	15	15	15	120
17	KA-65	<i>Peloris Jack</i>	N. Finlay	16	16	11	15	17	18	12	123
18	KA-46	<i>Little Town Blues</i>	L. Cormie	RET	DNC	14	RET	DNC	16	17	140

\*Olympic scoring, one throwout.

## News from Japan

by Tomohiko Sekiguchi

The 7th J/24 World Championship found a spirited group of competitors gathered in scenic Atsumi Bay, Japan, for a six-race series from November 15-24, 1985. Hosted by Nissan Motor Co., Ltd. at their Tokai Marina, this was the first time a major J/24 event had been held in Japan. Competing in the races were 12 teams from the USA, five from Australia, three from Italy, two each from the UK and Brazil, one each from Sweden and Canada, and 16 from Japan, for a total of 42 teams from eight different countries.

The registration office was a beehive of activity. Displayed on the walls were sweat shirts and T-shirts for sale, as well as the regatta schedule and the forestay flag presented by Alex Nemeth for the 1987 Worlds in Australia.

Eddie Owen from the UK brought his own boat, as did Dave Curtis and Kevin Mahany, both from the USA. All the other competitors chartered locally from the JJCA or from friends through their sailmakers' overseas networks. Competitors stayed at Japanese hotels or inns, in particular the Toyashi Holiday Inn, and got a taste of Japanese food and customs.

Preceding the event was an opening party, initiated with a lively march by a brass band from the nearby Japan Ground Self-Defense Force base. National anthems followed as the flags of the eight nations represented were raised, one by one, by the competitors themselves, in alphabetical order. A big barrel of Japanese sake - rice wine - was broken open to help the participants warm up for the coming races.

As the first race got underway on the 18th, the wind was blowing from the west-northwest at 20 knots, and waves were cresting at one meter. At the starting signal, accompanied by bursts of fireworks, Giuseppe Leonetti from Italy took an early lead toward the first mark in *Paul E. Cannon*. The only boats close to him were *Luder*, skippered by Eddie Owen, Britain's



Seconds after the start of a light air race of the 1985 Worlds in Japan.

KOS PHOTO





Competitors from around the world enjoy a taste of Japanese food and drink.

top 470 sailor, and *Chinatown*, sailed by 1983 world champ, Ed Baird. When the lead group reached the second weather mark, they had left the other boats far behind. Meanwhile Owen and Baird had overtaken Leonetti, though the Italian skipper pulled in front of Baird again on the final leg. The finishing positions were Owen first, Leonetti second and Baird third. The fourth boat to reach the first weather mark, Morgan Reeser's *Jack Russel*, had to retire due to rudder trouble. Replacing it was *Olive II*, skippered by the young American sailor, Jim Brady, from Ulmer Sails.

Quite a few foreign press members also visited this small town to cover the event. Among them were Bob Ross, president of *Austalian Sailing Magazine*, who also participated in the

races as a skipper; Guy Gurney, camera woman of *British Visual Yacht Magazine*; and Chris Hufstader, journalist for *Yacht Racing & Cruising* and also a member of the Ken Read crew.

A moderate breeze was blowing on Tuesday, the 19th, making the conditions for the second race similar to those of the first day. The wind was out of the northwest at 16 knots, with one meter high waves. The sea was a little rougher than the first day. Owen again displayed his sailing skill to capture first place. He apparently learned the local currents well during the practice and first races. *Samurai Nippon*, one of Japan's hopefuls, was in third position at the first and second marks, but fell back to sixth on the later legs and wound up finishing eighth. Second place went to the 1984 J/24 world champion, Dave Curtis, who led Owen at one point during the race.

The long distance race on Wednesday was held in a light breeze, under somewhat different conditions from the previous two days. The wind blew from the west at 4 knots. Among the seven prepared courses, J-B-J-A-F-J was selected by the Sea Committee and it was finally shortened to B-J-A-Finish because of insufficient wind. At the corners of the B, J and A marks, the leading boats were *Olive II*, skippered by 22-year-old Brady, and *Maggie-San*, sailed by 24-year-old Ken Read from Shore Sail. Although Brady led at marks B, J and A, he was beaten out in the final leg by Read. Owen relinquished his fleet leader position to the two young skippers as he dropped to 14th place. Dave Curtis retired after sailing by the J mark. In this race three Japanese teams finished in the top ten.

After the race, a welcome party was held with a brilliant display of fireworks in the dark sky. Competitors feasted on barbecued food and sake and enjoyed dancing the Awaodori, a traditional folk dance of Japan.



It was a close start for (from left) Hillman, Brady, Mifune, Ichikawa, Roy, Ito and DiAngelis.



After a lay day on Thursday, the fourth race was held on Friday in a 4-knot, west-northwesterly wind. Among the many famous sailors of the 12-meter or 470 classes was J Boat president Bob Johnstone, who skippered the chartered boat *Wonder Woman* with an all Japanese crew. In this race he hung on to second position from the first mark to the finish. Read took an initial lead, but G. LowBeer, sailing *So-Da-Nos*, ultimately took over to finish first. Brady, who had the same point total as Read through the third race, finished eighth and Owen came in 14th. *Samurai Nippon* was far back in 24th position at the first mark but overtook seven boats to finish in 16th place.

As the fifth race got underway on the 23rd, the wind was again blowing from the west-northwest at 9 knots. Ken Read's *Maggie-San* was in the lead at every mark on the strength of Bill Shore's superior tacking. Though constantly pressed by veteran Dave Curtis, especially on the second free leg and by Owen as well on the last leg, Read held tenaciously on to the lead to win the championship and a well deserved day off on the last day. Owen came in second and Jim Brady fourth to set up a two-way match race for second place overall in the upcoming final race. Worthy of note was *Crimson J's* determined dogging of *Maggie-San* all the way to the third mark. However, *Crimson J* dropped to sixth place on the following leg, ultimately overtaking one boat to finish fifth. This was the best showing for a Japanese team during the event. Also worthy of note was *Samurai Nippon's* surge from 30th at the first and second mark, past 14 boats on the third leg to finish 13th.

Sunday, the 24th, saw the worst conditions for the last race of the regatta. The wind was blowing from the northwest at 20 knots and the day was dampened with rain. Read and his crew did not participate in the final race, having already won the



Bob Johnstone speaks at awards ceremony.

overall championship with the results of the previous races. The sixth race was won handily by Curtis, who in the earlier races had failed to show the brilliant performance that earned him the 1984 J/24 World Championship. Owen finished second, showing his skill at sailing in a fresh breeze, and ended up in second place in the overall point total. Despite his 13th place finish in the sixth race, Brady came in third in the final point standing. *Samurai Nippon*, sailing in 14th position at the first mark, finished 11th for eighth place overall. *Crimson J* was 11th at the



From left, Shimaoka, Ito, Walter and York sail tight reach in stiff breeze at Worlds.



first mark, then moved up to ninth and overtook two boats in the final leg to finish seventh in this race and tenth overall.

The JJCA is very happy to have hosted this regatta and would like to thank everyone who contributed to the success of the event, including those who were unfortunately not able to come to Japan. Special thanks must go to the 29 sponsors who donated more than eleven million yen, as well as goods and services.

The venue for the next World Championship will be Newport, U.S.A., site of the America's Cup races for over fifty years and the center of sailing in America.

## Switzerland's Ascona Fleet News

by Hugo Suter

Lake Maggiore, situated on the borders of Switzerland and Italy, is becoming a great J/24 center, with over twenty boats competing. Our season features a nine race series with two throwouts, constituting the Lake Maggiore Championship.

The 1985 Swiss Championship was held at the Yacht Club Ascona on the Swiss part of Lake Maggiore. Sponsored by local bankers and industries and won by the Italian boat, *Telacerata*, it was a beautiful happening. So the Swiss Class Association decided to hold the 1986 Swiss Championship at Ascona (June 27-29, 1986).

Ascona means regular thermal breezes of 14-18 knots to make racing fun and exciting. Ascona also means a Mediterranean climate, a place in the sun among palms, something like a little Florida in the heart of Europe, with numerous hotels, bars, restaurants and great social events.

Yacht Club Ascona and our J/24 Ascona Fleet hope to hold a great International J event every year.



Swiss and Italian boats racing on Lake Maggiore.

## 1985 Greek Championship



Winners of 1985 Greek Championship, from left: A. Georgopoulos, 3rd; G. Andreadis, 1st; P. Petropoulos, 2nd.



The crew of sixth place boat, *Aspros Nanos*, from left: Nicholas Lazarou, Mari Karousis, Nicholas Tsolomitis (skipper), and Yanna Panagiotou.

### 1985 Greek Championship

POS	YACHT	CLUB	HELMSMAN
1	<i>Evniki</i>	YCA	George Andreadis
2	<i>Champ</i>	SCP	Petros Petropoulos
3	<i>Nyktali</i>	YCTK	Apostolos Georgopoulos
4	<i>Zouzouni</i>	YCTK	Pantelis Dalabiras
5	<i>Popay</i>	AYCG	Costas Arranitis
6	<i>Aspros Nanos</i>	YCTK	Nicholas Tsolomitis
7	<i>Meli</i>	YCA	Alkis Magriotis
8	<i>Toxotis IV</i>	YCA	Simos Sikiarides
9	<i>Pink Panther</i>	YCPF	Aris Leontopoulos
10	<i>Chari</i>	AYCG	Andreas Zisiadis
11	<i>Nefeli</i>	YCPF	George Dimitriadis



### 1986 MAY

- 24-25 Raritan Bay J/24 Championship**  
and District 3 Championship  
Raritan Yacht Club  
Perth Amboy, NJ  
Jim Coupar  
H: (201) 873-0747
- 24-25 Western Regional '86 Worlds Qualifier**  
Seattle  
Harry Dursch  
H: (206) 632-2534
- 24-26 Southwest Championship**  
Regional Worlds Qualifier  
Rush Creek Yacht Club  
Steve Andre  
H: (214) 722-1885
- 31- June 1 District 20 Championship**  
St. Francis Yacht Club  
Keith Milne  
H: (415) 654-7639

### JUNE

- 7-8 District 11 Championship**  
Chattanooga  
Pat Crowe  
H: (615) 877-4723
- 7-8 District 19 Championship**  
Lake Coeur d'Alene, ID  
Bob Hyslop  
H: (509) 624-2738
- 14-15 California Circuit No. 1**  
Alamitos Bay Yacht Club  
John Beckman  
B: (818) 354-2476
- 20-27 1986 North American Championship**  
Chicago Yacht Club  
Michael Mullinix  
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- 19-20 1986 South Bay Championship**  
Hampton Roads Fleet 71  
Doug Williams  
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- 19-25 UK Open and National Championship**  
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### AUGUST

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- 4-8 Atlantic City Race Week**  
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Jack LeFort  
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- 16-17 California Circuit No. 3**  
Santa Barbara  
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Steve Horner  
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Buffalo Canoe Club  
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- 22-24 Great Lakes Championship**  
'87 Worlds Qualifier  
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- 30-31 Pacific Coast Championship**  
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- 30-31 Barthel Trophy Championship**  
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Greg Swetka  
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- 13-19 World Championship VIII**  
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Pete Lawson  
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Wil Desbiens  
H: (518) 399-1938
- 4-5 Northeast Regional Championship**  
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Vin Bitel  
H: (203) 347-6433
- 4-5 Annual Indian River Fall Regatta**  
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## U.S. J/24 Class Association Annual Meeting October 16, 1985

1. The 1985 Annual Meeting of the U.S. J/24 Class Association was called to order by the President, Art Dufresne, at 10:30 a.m. at the Lake Lanier Sailing Club, Atlanta, Georgia. District governors or representatives present were: District 2 - Bob Melrose; 3 - Al Constants; 8 - Newton Howard; 10 - Rick Peper; 14 - John Peck; 15 - Glenn Gustafson; 18 - Lee Tautz; 21 - John Beckman; President, Art Dufresne; Vice-President, Hank Killion; and Copyright Holder, Bob Johnstone; Executive Director, Dick Tillman; Magazine Editor, Linda Tillman; and Donna Pettus of Fleet 115. There were no registered proxies.

2. The President confirmed the Class had an active year in terms of events, and reported that the IJCA annual meeting will be held in the Spring of 1986 rather than at the 1985 Worlds in Japan as originally scheduled.

3. The 1984 Annual Meeting Minutes were approved as published in the J/24 Magazine, Volume 14.

### 4. Reports:

#### A. Executive Director:

1. Membership: U.S. Class membership increased by 9% over last year, with final count for 1985 at 1700. Credit was given to district governors and fleet captains, as well as J-World and class office promotion of membership.
2. Events: Ken Read and Jim Brady participated in the 1985 Lancia Cup in Italy. The J/24 was used in three USYRU events as well as the First International Women's Keelboat Championship. Twelve entries from the U.S. are expected to compete in the 1985 Worlds in Japan.
3. USISA Grant of \$6,000: This grant is to be divided among the 1985 Worlds competitors.
4. Promotion: The major extra promotion for 1985 was in the form of posters showing J/24's and USYRU event dates, with the cost shared with J-Boats. Press releases and dates of major regattas were sent to yachting publications.
5. Sponsorship: Michelob sponsored 24 J/24 regattas; the Orange Bowl Committee sponsored the 1985 Widewinters. Potential sponsors for 1986 include Barbancoart Rum, Michelob, Rolex, and Volvo. Liquor companies are sensitive to liabilities involved in providing their product at regattas. Al Constants will draw up guidelines and disclaimer for Class.
6. Magazine and Membership: Linda Tillman reported on the status of the October Magazine and the dues reminder notices sent throughout the year. It was moved by Bob Melrose and seconded by Al Constants that a complimentary copy of the magazine be sent to the USYRU list of approximately 1000 yacht clubs, beginning with the April 1986 issue. The motion passed.
7. Financial Report: Dick Tillman reported that the Class is in a sound financial condition, with an end of year balance of \$9,505.03.

#### B. Technical Report:

1. Rick Peper, Technical Committee Chairman, presented the following rules submissions for consideration by the IJCA.
  - a. Rule 3.5.4 g: A proposal was made to allow a Kevlar or other synthetic material or stainless steel wire of at least 3 mm and not to exceed 9 feet in length for use in the Genoa Cunningham control. Reason: To be consistent with Cunninghams in current use. It was discussed and not accepted.

- b. Rule 3.6.12 j: A proposal to increase the size of spreader and stanchion abrasion resistant patches from 600 x 200 mm to 950 x 300 mm. Reason: Present size is insufficient. After discussion, it was agreed to propose this change to the IJCA.

- c. Rule 3.8.4: A proposal to allow boats to race without the cushions as supplied by the manufacturer. Reason: Cushions get wet and are eventually ruined. It was voted to leave the rule as it is.

- d. Rule 7.1.14: A proposal to allow one "magic box" for the jib halyard or jib cunningham. Reason: Eliminate expensive, cumbersome and complicated genoa cunningham. Those present voted in favor of this proposal by a 7 to 6 margin. Rick Peper will re-word the proposal for presentation to the IJCA.

- e. Rule 3.5.4: A proposal to allow Kevlar spinnaker halyards. Reason: Consistency; Kevlar is presently allowed for main and genoa halyards. The rule change proposal was not accepted.

- f. Rule 5.1: A proposal to remove the upper limit on number of crew. Reason: Was proposed by USJCA in 1983 and is in common use (i.e., children, girlfriends, etc.). The vote was 10 in favor and 0 against, with 2 abstentions.

- g. Mylar proposal: After discussion, Al Constants moved that the USJCA propose to the IJCA that Mylar genoas be allowed, as voted upon by the District Governors, and that if approved by the IYRU, Mylar would be effective no earlier than March 1, 1987, with no alternative action for the U.S. Class. Motion was seconded and passed.

- h. Rule 3.5.3 h: Discussion on need to sweep back spreader angles a few more inches. It was unanimously agreed to eliminate the back sweep dimension. Rick Peper will word a rule proposal to submit to the IJCA.

2. There is a need for a class measurement manual. Meanwhile, owners should assume it is illegal unless otherwise stated!

3. The J/24 Class needs to define "helmsman" and "skipper". There is some confusion as to who qualifies. IYRU says the owner. Rick will word a proposal to clarify the class policy on this matter.

4. Rick led a discussion regarding a rule change to allow fiberglass on the keel. He will investigate and report back.

5. Hank Killion pointed out that IYRU rules require the country designation along with sail numbers. The Class Office was tasked to send a letter to sailmakers reminding them of class and IYRU rules regarding sail numbers, placement of letters, and insignia.

- C. Constitution Revision Committee: The class operates under the original by-laws from which the corporation was formed. These by-laws need to be reviewed and revised to conform with actual practice. Al Constants and John Beckman will present constitutional changes for a ballot by mail to District Governors by late December.

(Chris Towles [D-17], John Peck [D-14] and Lorne Chapman [IJCA Chairman] arrived at 12:00 noon.)

- D. Promotion: Art Dufresne explained the USAmateur Travel benefits as advertised in the Magazine (Vol. 15) ad. Benefits to the class include a free motel room for every 20 booked through the USA plan, and flight credits for air travel booked. District Governors were urged to inform members that they must use the phone numbers in the ad in order to get J/24 credit.

### 5. Old Business:

- A. 1985 North American Review: A copy of the judge's review as compiled by USYRU judge, Barbara Farquhar, was distributed.



- It was agreed that the J/24 Class needs to designate events according to USYRU standards; i.e., "Class IV," etc.
- B. Class Office: After a discussion of the office operations, it was voted to continue the employ of Dick Tillman as executive director and Linda Tillman as assistant director and magazine editor, with the addition of a sponsorship director. The employee compensation plan is to be completed by Dec. 1, 1985.
  - C. A motion was made and passed that the USJCA investigate hiring a professional to direct and develop class promotion.
- 6 Election of Officers: The following officers were elected for FY 1986:
- A. President: Hank Killion  
(Art Dufresne, Lorne Chapman, John Peck and Al Constants departed the meeting at this point.)
  - B. Vice President: Rick Peper
  - C. Technical Committee Chairman: Rick Peper will continue in this capacity as well as Vice President for another year, for continuity.
  - D. IJCA Council Member: Newton Howard moved that Hank Killion be the USJCA representative to the IJCA World Council as the NJCA President of the host country of the next World Championship, replacing Art Dufresne. Chris Towles seconded, and the motion passed.
7. New Business
- A. 1986 Worlds Qualifications:
    1. Fleet 50 (Newport) is asking for one slot in return for their help in hosting the Worlds. All agreed, and suggested a qualifying regatta near the time of the Worlds be held for Fleet 50 members, with the condition that all who enter make their boats available for charter.
    2. Charters: Owner can crew on own boat if willing to charter boat. Suggested charter fees: \$750 - Boat and sails; \$500 - boat only or owner aboard. District governors of New England districts were asked to explain above charter policy to their members. Dick Tillman will prepare a list of number of needed charter boats by country.
    3. It was suggested that three slots be allocated to the Inter-

national Women's Keelboat Championship, which would be IJCA slots and would not affect the number allocated to the U.S. This will be referred to the next IJCA meeting.

4. The U.S. qualifiers for the 1986 Worlds will be selected as outlined in the minutes of the 1984 USJCA annual meeting and reiterated in the J/24 Magazine, Vol. 15.
  - B. 1987 Worlds Qualifications (Italy): The U.S. will be given the same number of slots as for the 1985 Worlds in Japan (9), and the same methods of qualifying will be used.
  - C. 1986 North Americans Report: Glenn Gustafson reported on the progress of plans for the 1986 North Americans to be held in Chicago. He has secured sponsorship from Bacardi Rum and Chicago Yacht Club. Templates made for the 1985 North Americans will be used for measurement. Glenn has one set, and will get the other set after the 1986 Midwinters.
  - D. 1987 North Americans: St. Francis Yacht Club, San Francisco, sent a proposal dated May 23, 1984, to host the 1987 North Americans in the summer of 1987, with the date to be determined. All were in favor.
  - E. 1987 Pan American Games: The yachting event will be held on Lake Michigan at Michigan City, Indiana, and the J/24 is scheduled to be included. Rick Peper moved that the U.S. entry be the winner of the 1986 North Americans. The motion was seconded and passed. It was agreed that an alternate could be selected up to third place.
  - F. International Women's Keelboat Championship: The USJCA input to the USYRU Women's Coordinating Committee was that this event should be held separately from the regular J/24 World Championship (i.e., not held in conjunction) based on comments expressed at this year's event.
  - G. Spring Meeting: It was agreed to meet again in Chicago in conjunction with the 1986 USYRU Spring Meeting, scheduled March 20-23, 1986.
8. Adjournment: Coverage of USYRU committee meetings was assigned and the meeting adjourned at 8:05 p.m.

Linda Tillman  
Secretary to the meeting

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\* New officers to be  
elected at IJCA  
Meeting, April 27, 1986

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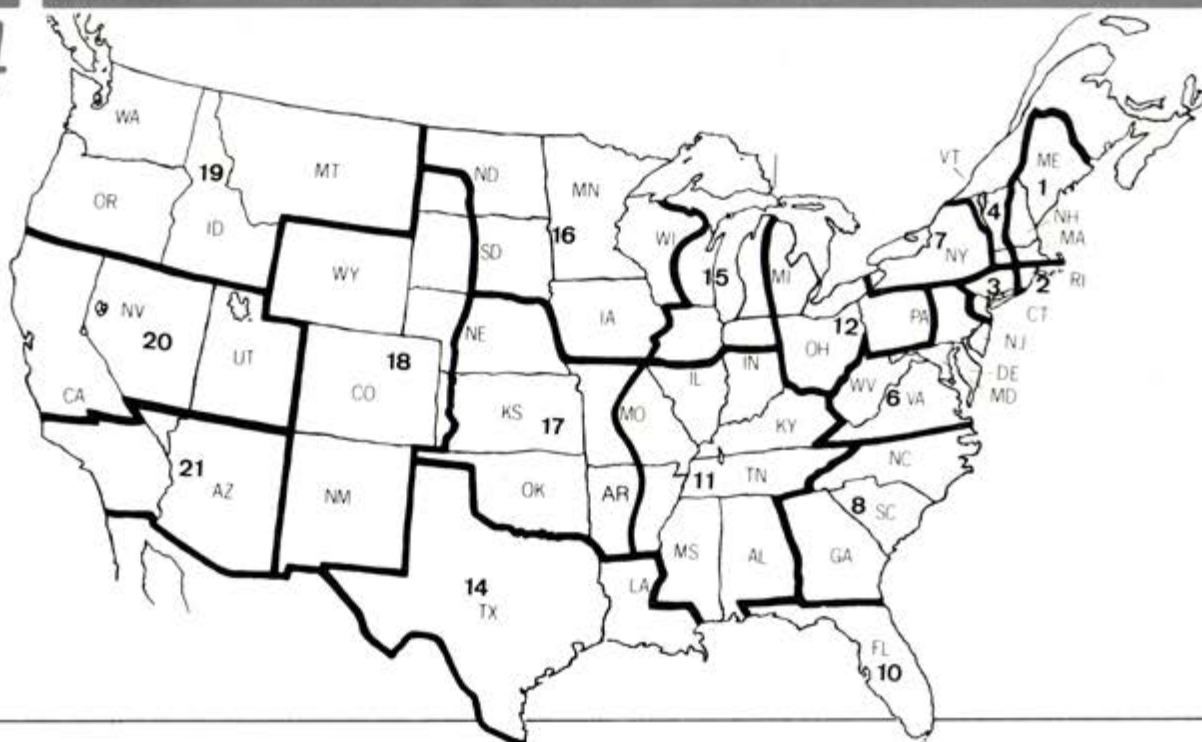
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121

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70, 124

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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.

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

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

Please specify quantity of each pattern desired.

A check for the full amount must accompany your order.  
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Please send me \_\_\_\_\_ ties. Enclosed is my check for \$\_\_\_\_\_

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

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## INTERNATIONAL CLASS ASSOCIATION

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### CLASS RULES

*As approved by the IYRU, effective March 1, 1985  
\*1985 Rule Modifications*

#### 1. OBJECTIVES OF THE CLASS RULES

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

#### 2. ADMINISTRATION

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



## 2.7 Method of Measurement

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

## 3. CONSTRUCTION AND MEASUREMENT

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

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

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

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

## 3.2 Hull

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

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

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

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

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

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

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

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

## 3.3 Keel

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

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

## 3.4 Rudder and Tiller

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

- \*3.4.2 The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in official PLAN D. The rudder may be overcoated in any base liquid or paste protective material and faired, provided it complies with the minimum dimensions in official PLAN D.

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

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

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



### 3.5 Spars

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

### 3.5.2 Mast

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

### 3.5.3 Standing Rigging

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

### 3.5.4 Running Rigging

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

### 3.5.5 Main Boom

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

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

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



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## 3.6 Sails

- 3.6.1** Except as provided in 6.1.7, one mainsail, one genoa, one jib, and one spinnaker only shall be on board when racing.
- 3.6.2** The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage. Sails shall be made of woven material so that, when the material is torn, it shall be possible to separate the fibres without leaving evidence of a film.
- 3.6.3** The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted, no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.
- 3.6.4** The sails shall be made to measure to the recommendations of the IYRU except where varied herein.
- \*3.6.5** Sail reinforcement shall be in accordance with the IYRU Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus 3 percent of the length of the luff of the sail and from any Cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham or reefing eye reinforcement of not more than 1200mm. All reinforcement shall be capable of being folded flat in any direction without damaging the fibres. Reinforcement finishing materials or coating applied to the reinforcement shall not prevent the sail being folded flat. Leech reinforcement patches, triangular or trapezoidal in shape with no side exceeding 135mm in length, may be added to the intersection of the seams at the leech. They shall comprise of not more than two additional layers of cloth of weight not greater than the body of the sail.
- 3.6.6** National letters and distinguishing numbers shall be placed on the mainsail, genoa and spinnaker.
- \*3.6.7** The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be near to the line between mid-head and mid-foot, and between the top two batten pockets.
- 3.6.8** The National letters and distinguishing numbers shall not be less than: height 300mm, width 200mm (except the figure or letter I), thickness 45mm. The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number or letter on the genoa shall be within 200mm of the luff.
- 3.6.9** **"Minimum Sail Cloth Weights"** Minimum cloth weight for the mainsail shall be 218 grams per square meter except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218 grams per square meter. Minimum cloth weight for genoa shall be 166 grams per square meter. Minimum cloth weight for spinnaker shall be 33 grams per square meter. Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail. Commencing 1st March 1983, the weight in grammes per square metre of the basic material of the sails shall be indelibly marked by the sailmaker together with his signature or stamp and date near the head of the sail.

## 3.6.10 Mainsail

- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
- b) The length of the leech shall not exceed 9170mm.
- c) The cross width measurements shall be taken from the three-quarter, half and quarter points on the leech, located when the head is folded to the clew for the half-height point, and when the head and clew are folded to the half-height point to determine the three-quarter height points.
- d) The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
- e) The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
- f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
- g) The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
- h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
- i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
- j) A Cunningham hole may be fitted in the luff.
- k) A leech tensioning cringle may be fitted in the leech.
- l) A leech line is permitted.
- m) Camber lines are permitted.

## 3.6.11 Jib

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8300mm nor less than 7845mm.
- c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) Reefing attachment points or devices may be fitted.
- f) The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
- g) A leech line is permitted.
- h) Camber lines are permitted.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snaphooks may be substituted for cloth sail hanks.



**3.6.12 Genoa**

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

**3.6.13 Spinnaker**

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

**3.6.14 Royalty Paid Labels.** Only sails which have been officially measured and carrying an International J/24 Class Association Royalty Paid label sewn onto the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. The Royalty label is not required for sails manufactured prior to 1st November 1981. Royalty labels shall be securely affixed and shall not be transferred from one sail to another.**3.6.15** Each sail which has been measured and approved shall be stamped by the measurer with the official IYRU stamp who shall then sign the sail in the stamp and enter the actual dimensions thereon.**3.7 Weight****3.7.1** The all-up weight for racing excluding crew shall be indicated by the flotation marks. In still water these marks shall not show above the surface.**3.8 Fixed Fittings and Equipment To Be Carried When Racing****3.8.1** Four headsheets tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.**3.8.2** One mainsheet traveller track, positioned as indicated in PLAN A.**3.8.3** Two primary sheet winches positioned between the mainsheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.**3.8.4** Berths equipped with cushions as supplied by the manufacturer.**3.8.5** A manual bilge pump and a bucket of minimum capacity 10 litres.**3.8.6** A 10 litre water container with a minimum of 5 litres of water.**3.8.7** One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall not be stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3KG and the maximum weight of the chain carried shall not exceed 6kg.**3.8.8** An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed under one of the main berths or aft of the sill of the companionway.**3.8.9** A container of a type as required by the National Authority or local regulations with a minimum of 2 litres of motor fuel.**3.8.10** A transom bracket for the outboard engine.**4. SAFETY RULES WHEN RACING****4.1** The following equipment shall be carried on board:



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- 4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.
- 4.1.2 Navigation lights.
- 4.1.3 One fixed marine type compass.
- 4.1.4 One fog horn.
- 4.1.5 One water resistant flashlight, with spare battery(ies) and bulb(s).
- 4.1.6 Fire extinguisher(s) type and capacity required by local regulations.
- 4.1.7 Life jackets for each member of the crew as required by local regulations.
- 4.1.8 A minimum of one horseshoe type life ring and drogue on deck within reach of the helmsman and ready for instant use.
- 4.1.9 Equipment capable of disconnecting and severing the standing rigging.
- 4.1.10 One marine first aid kit and manual.
- 4.2 For local or national events, the notice of race and sailing instructions may prescribe other safety equipment.
- 4.3 Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of capsize.
- 5. **CREW**
- 5.1 The crew shall consist of three to five persons.
- 6. **OPTIONAL EQUIPMENT**
- 6.1 The following are permitted when racing:
  - 6.1.1 Barber haulers for the jib and genoa restricted as follows:
    - a) Fittings fixed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats.
    - b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
    - c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.
  - 6.1.2 Two secondary winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter may be fixed to the cabin top.
  - 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.
  - 6.1.4
    - a) The type and location of deck blocks or cleats for halyards, spinnaker sheets, backstay, Cunninghams, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
    - b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be fed through the clew cringles and be fixed to any permitted deck fitting.
  - 6.1.5 One mechanical masthead wind indicator with light.
  - 6.1.6 Headsail forestay hanks.
  - 6.1.7 One storm trysail of maximum area 4.40m<sup>2</sup> and/or a storm jib whose luff shall not exceed 5.20m length and of area not exceeding 3.20m<sup>2</sup>. The cloth weight shall not be less than 270g/m<sup>2</sup>.
  - 6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.
  - 6.1.9 Electronic devices to record and measure speed and distance and to indicate water depth.
  - 6.1.10 Radio direction finder.
  - 6.1.11 A two way radio and antennae.
  - 6.1.12 Additional lockers, bookshelves or personalized accommodation equipment.
  - 6.1.13 Additional safety devices and equipment to owner's requirements or to comply with local regulations.
  - 6.1.14 One deck fair lead with accompanying cleat port and starboard to be used for spinnaker sheet Barber haulers.
  - 6.1.15 A fixed block with integral clamcleat may be installed on a base platform located fore and aft of the center of the mainsheet traveller and at the same height, in lieu of one sheave and cam as provided standard on the traveller car.
  - 6.1.16 One genoa sheet fairlead/block fixed to the deck or on the track port and starboard through which the sheet may be led after passing through the track mounted genoa sheet block.



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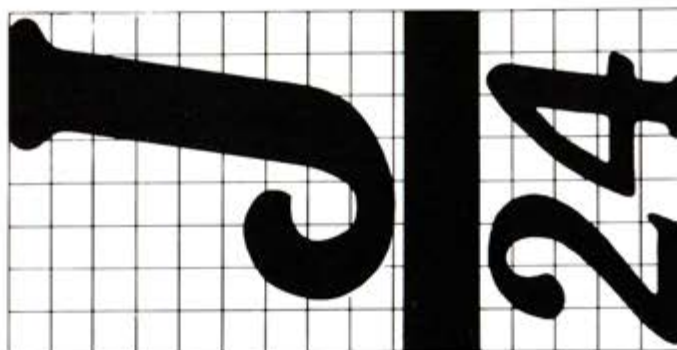
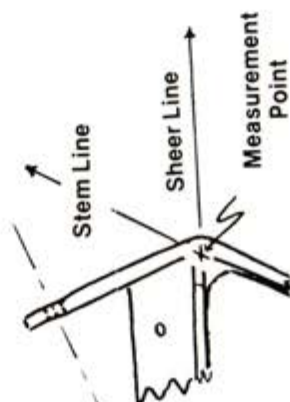
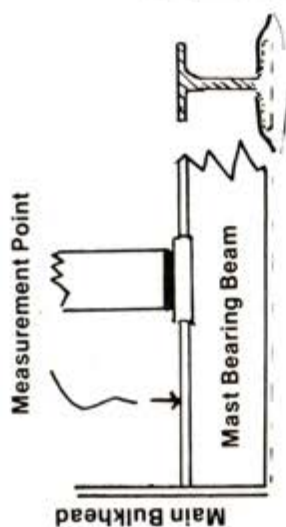
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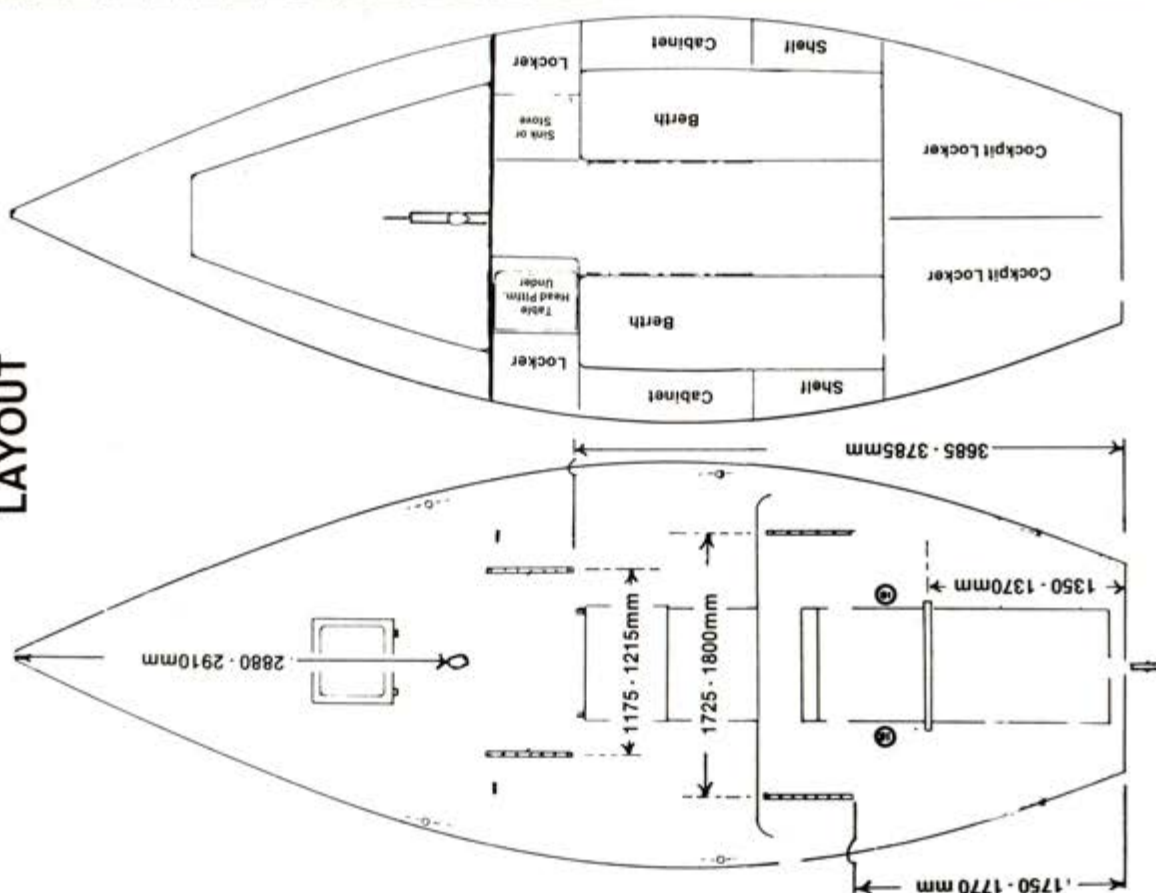
- 6.1.17** A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- 6.1.18** Foot rests attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks.
- 6.1.19**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



# PLAN B MEASUREMENT POINTS AND INSIGNIA

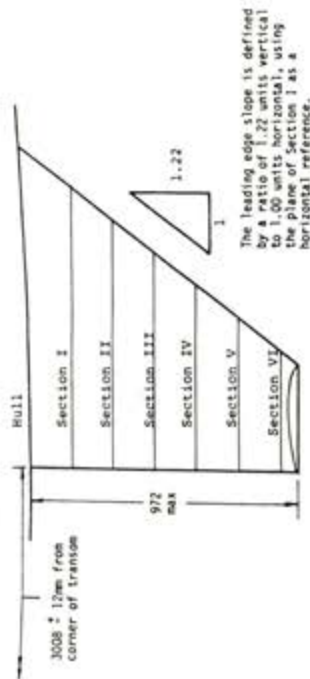


# PLAN A DECK AND INTERIOR LAYOUT





## PLAN C KEEL PLAN



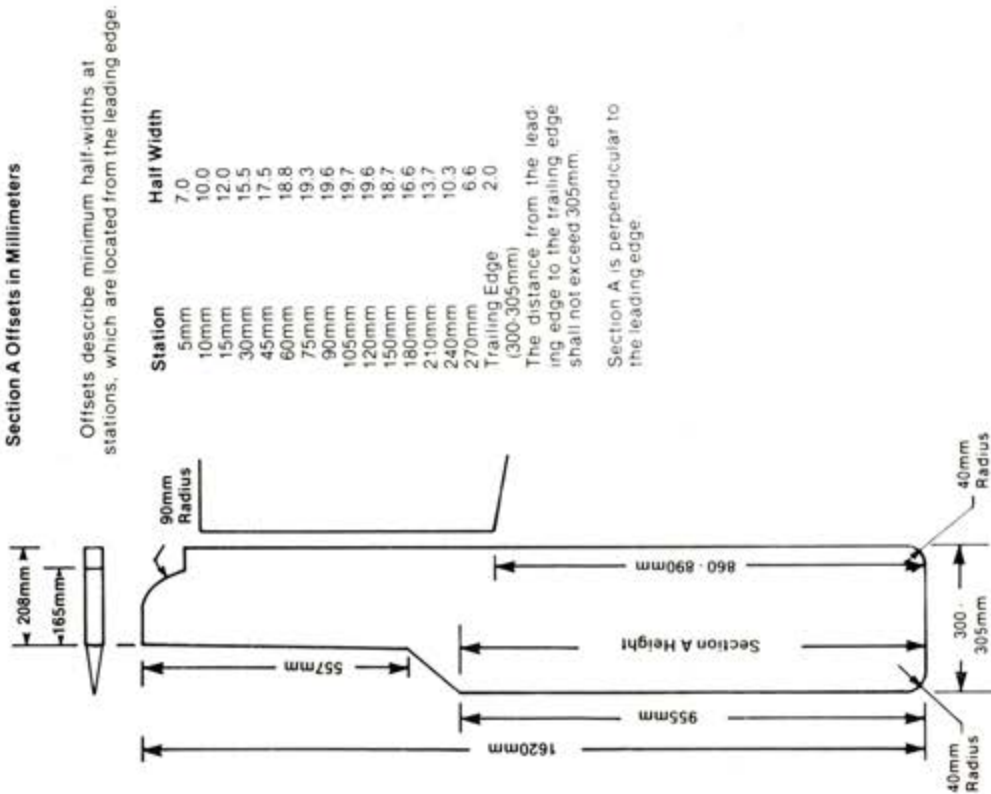
Location distance from hull down:	Keel Sections						
	I	II	III	IV	V	VI	
Leading edge	235	429	423	817	1011	1205	
Trailing edge	153	303	453	603	753	903	
Section chord length (x)	1015	898	781	664	547	430	
Leading edge radius	13	13	13	13	13	13	
Section $\frac{1}{2}$ width, $y$ , at distance from leading edge:							
0.0125x	16.0	14.9	13.8	12.7	11.6	10.5	
0.025x	32.0	29.6	26.7	23.0	20.0	17.0	
0.05x	64.0	59.2	53.4	46.0	39.9	34.0	
0.10x	128.0	118.4	106.8	92.0	79.8	68.0	
0.15x	192.0	177.6	160.2	138.0	119.7	102.0	
0.20x	256.0	236.8	214.4	184.0	161.6	138.0	
0.25x	320.0	296.0	267.2	230.4	203.2	174.0	
0.30x	384.0	355.2	316.8	275.2	244.8	210.0	
0.35x	448.0	412.8	364.8	320.0	286.4	246.0	
0.40x	512.0	470.4	417.6	364.8	329.6	282.0	
0.50x	640.0	588.0	521.6	456.0	411.2	354.0	
0.60x	768.0	705.6	628.8	547.2	494.4	426.0	
0.70x	896.0	822.4	731.2	638.4	579.2	504.0	
0.80x	1024.0	940.8	835.2	729.6	665.6	580.0	
0.90x	1152.0	1058.4	940.8	820.8	751.2	654.0	
1.00x (Trailing edge)	1280.0	1184.0	1068.0	920.0	798.0	680.0	

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



## PLAN D RUDDER PLAN

### Section A Offsets in Millimeters

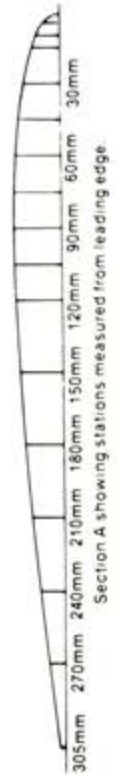


Offsets describe minimum half-widths at stations, which are located from the leading edge.

Station	Half Width
5mm	7.0
10mm	10.0
15mm	12.0
30mm	15.5
45mm	17.5
60mm	18.8
75mm	19.3
90mm	19.6
105mm	19.7
120mm	19.6
150mm	18.7
180mm	16.6
210mm	13.7
240mm	10.3
270mm	6.6
Trailing Edge (300-305mm)	2.0

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

Section A is perpendicular to the leading edge.



Section A showing stations measured from leading edge



## MEASUREMENT FORM

### TO OBTAIN A MEASUREMENT CERTIFICATE

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

#### NOTES

1. All measurements are in millimetres or 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.



## PART E

## SAIL MEASUREMENTS\*

SAIL NUMBER \_\_\_\_\_

## PROCEDURES:

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

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
		<b>MAINSAIL</b> Sailmaker's Name				
		Ref. Number				
		Year	<b>Royalty Tag No.</b>			
1	3.6.7	Blue J/24 Emblem 305 x 610				
2	3.6.10a	Headboard				115
3	3.6.10b	Leech length				9170
4	3.6.10d	Width at ¾ ht.				1175
5	3.6.10e	Width at ½ ht.				1980
6	3.6.10g	Upper/Lower batten length				605
7	3.6.10g	Interm. Batten length				660
8	3.6.10g	Batten width				50
9	3.6.10h	Distance to head or clew of nearest batten		1775		
10	3.6.10i	Lowest reef point from clew on leech		1000		
11	3.6.3	Window size either direction				1500
12	3.6.5	Corner reinforcements				756
		<b>100% JIB</b> Sailmaker's Name				
		Ref. Number				
		Year	<b>Royalty Tag No.</b>			
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
		<b>150% GENOA</b> Sailmaker's Name				
		Ref. Number				
		Year	<b>Royalty Tag No.</b>			
19	3.6.12a	Width of the head				95
20	3.6.12b	Luff length		8100		8460
21	3.6.12c	LP		4180		4345

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

## PART E

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
22	3.6.3	Window size either direction				1500
23	3.6.5	Corner reinforcements				753
		SPINNAKER Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
24	3.6.13c	Leech lengths		7930		8130
25	3.5.13d	Centerfold length		8600		9600
26	3.6.13e	Half width of foot		2300		2600
27	3.6.13g	Half height half width		2540		2610
28	3.6.13h	¼ height half width		1600		
29	3.6.8	Sail Numbers				
30	3.6.9	Sail cloth weights				

**DECLARATION**

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

---

 Printed Name of Sailmaker

---

 Signature

---

 Location Where Measured

---

 Date

---

 Sailmakers's Address

---

 Phone Number

---



---



# J. 24 INTERNATIONAL CLASS ASSOCIATION

## U.S. FLEET CHARTER APPLICATION FORM

*(Minimum of 3 boats required)*

FLEET CAPTAIN'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

TELEPHONE: HOME \_\_\_\_\_ BUSINESS \_\_\_\_\_

I do hereby apply through my District Governor for registration of the \_\_\_\_\_ 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 \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Signed \_\_\_\_\_

(J/24 Class Association Member)

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



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KEELS?

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- March 16, 1986, Michelob Cup (189 entries) — P.H.R.F.  
1st IN CLASS... 1st IN FLEET!
- March 1 & 2, 1986, SPSA Racing (MORC Type Measurement Rule)  
Sat. — 1st Class and 1st in Fleet  
Sun. — 1st Class and 1st in Fleet / Line Honors
- March 22, 1986, P.H.R.F. State Championships  
Sat. — 2 races Olympic Courses  
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