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Cover Photo:

David Bedford (K-4035) sails Charisma to weather behind Jorge Escalante's Sleeper (MX-2971) in 1986 World Championship race on Rhode Island Sound off Newport.

Photo by Michele Rajotte

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Hank Killion currently serves as IJCA Chairman and USJCA President.

Hank Killion Reports

1987 starts the second decade for the J/24. During these ten years we have seen the class grow from a national to an international organization with nineteen national associations, six of which have memberships at or approaching 100. At a time when major yachting publications are printing articles such as, "One Design Sailing - On the Decline," the J/24 Class is vibrant and has shown continued growth. This is apparent, with the reemergence of a J/24 builder in the U.K. and the U.S. Class approaching 1800 members. This is a result of the people within the class. The dedication and involvement of our class members is second to no other class.

One of the major questions continually asked regards the class' financial position. I am happy to report that we currently have an international account in excess of US\$15,000. At the recent international meeting in Bermuda, the IJCA World Council determined that funds shall be reserved for class promotional projects. Expenditure of these funds shall be appropriated by the World Council upon presentation of programs at the annual meeting, or by capital expenditures approved by the IJCA Executive Committee.

Additionally, in keeping with the idea that funds are best utilized by one's own national association, the formula for sail royalty payments has been adjusted. The payment of US\$10 to

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the IJCA for each sail royalty has been reduced to US\$5. Though small in scope, this is a beginning in helping each national association to promote the class.

Our class magazine continues to be the acclaim of all one-design classes. The quality is second to none, with each issue filled with valuable maintenance hints and sailing tips. Many of us have saved every issue. Back issues are still available through the class office. They can serve new owners and class members with valuable instruction for improving sailing ability and promoting awareness of required maintenance items.

After an initial trial of moving the annual International Class meeting to the site of the world championship, we will resume holding the annual meeting in London in November. These meetings are open, and anyone wishing to attend as an observer is welcome. At the most recent meeting, few class rule changes were approved for submission to the IYRU, compared with other years. Although we welcome rule change submissions, this is a sign that we are approaching stability and are continuing to maintain the one-design characteristic of the class.

The USJCA is embarking on production of a promotional video, using the 1986 World Championship as the background. This production is meant to be both instructional and entertaining. It should be of interest to all J/24 sailors. In this magazine is an insert for the purchase of the tape. This would make an ideal gift for every sailor and crew this holiday season.

1987 starts an exciting new decade for the International J/24 Class and will be climaxed by the World Championship IX to be held in Italy. The continued effort by each and every one of us can only make the second decade even more exciting and successful than the first.

Good sailing,

Frank Gillion



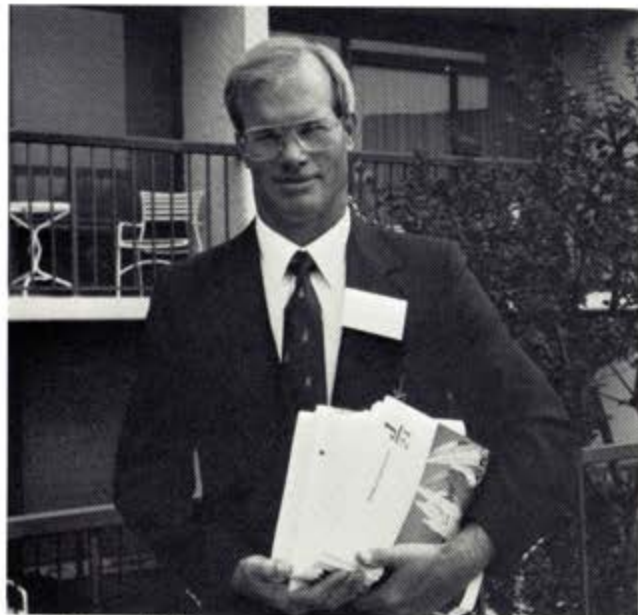
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Dick Tillman, J/24 Class Executive Director.

Class Growth

I am pleased to report another year of growth in the International J/24 Class under the current leadership of Hank Killion, who is serving as both USJCA President and IJCA World Council Chairman. In the United States membership is expected to reach or exceed 1800 by year's end, a 7% increase over 1985. Membership in the International Class is currently 2635, an increase of 3%. The 19 countries reporting membership are:

U.S.	1800	Ireland	20
Italy	155	Argentina	18
Japan	130	Mexico	15
U.K.	120	Bermuda	12
Canada	105	Germany	12
Australia	101	Greece	10
Switzerland	35	Holland	10
France	30	Sweden	5
Peru	26	U.S. Virgin Is.	5
Brazil	26		

The year started off with a 91 boat fleet at the Midwinter Championship IX in Miami. The North Americans in Chicago drew 87 boats, and 68 entries from 16 countries came to Newport for the 1986 Worlds. The J/24 was also sailed in the Adams Cup Finals and overseas in Ireland's Dunhill Match Race. The South American and European Championships also drew large fields. Italy hosted several international events including the Lancia Cup Team Race and two Golf Yachting Regattas. In

addition to strong one-design racing at fleet level, there has been increased interest in PHRF racing. We look for continued growth in all of these areas.

1987 U.S. Class Dues

USJCA membership dues for 1987 remain at \$30. Class dues are payable at the beginning of our fiscal year, October 1, 1986, and dues should be paid before January 1, 1987. Take time now to renew your membership.

All current U.S. members may use the mailing card that came with this magazine to renew membership. Boat owners, co-owners, and helmsmen must be class members to race in one-design, PHRF, or fleet races.

Please return the mailing card with your check to the J/24 Class Association, P.O. Box 372578, Satellite Beach, FL 32937-0578, noting any change in name, address or fleet data. Each member will receive a 1987 membership card (valid through December 31), transom sticker, window decal and the 1987 Spring and Fall issues of J/24 MAGAZINE. Note that the membership fee of \$30 includes a subscription to the magazine. Please carry your membership card in your wallet to facilitate registration at regattas. The 1987 transom sticker is silver and white with a blue J/24 logo, and may be placed alongside or under the 1986 green sticker. Welcome to another year of J/24 fun and the second decade of enjoyment of Rod Johnstone's 24 foot design we all love so much.

J/24 Magazine

To all of you who have written and sent in articles, photos, comments, etc. to make up the content of this issue, THANK YOU! From the positive reader reaction to the authors' input in each magazine, your talent and efforts are very much appreciated. We also acknowledge the advertisers and urge you to patronize them.

Copy deadline for the Spring '87 issue is February 1, with articles in double spaced typed form if possible (or readably handwritten if preferred), along with black and white or color photos, or 35mm slides. Because ink on the back of a photo is often transferred permanently onto the front of another, it is better to identify photos by typing the information on a label and attaching it to the back or writing on a separate paper. Materials will be returned following publication if requested.

J/24 MAGAZINE subscriptions for 1987 are available to U.S. residents for crew and friends for \$12, which includes the Spring and Fall issues. All subscriptions must be ordered by a J/24 Class member. (Makes a great Christmas gift!) Use the order form at the bottom of page 88. Overseas residents may order a magazine subscription for US\$20, which includes Spring and Fall issues sent Air Mail. Back issues of J/24 MAGAZINE are available to U.S. members for \$7.00 each, postage paid. Indicate Spring or Fall, and year. We have issues from Spring '82 forward.

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Action Packed Video Produced

CHAMPIONSHIP SAILING, the first multi-camera video of a world class sailing regatta, has been produced by J World, on behalf of the U.S. J/24 Class Association.

Using six on-board cameras, two cameras on chase boats and one camera in a helicopter, the video is the first ever to capture live sailing action in a world class regatta. The 1986 J/24 Worlds, sailed September 15-20 in Newport, is the focal point of the film. It captures 300 of the best one-design sailors from 16 countries as they raced for the J/24 World Championship title. Carrying on-board cameras during the event were Jim Brady, Stu Johnstone, Larry Klein, Morgan Reeser, Rod Johnstone, Luis Lebreiro (Brazil), Nick Whipp (England), and Alex Nemeth (Australia).

David Jackson, a technical manager for the ABC Network, supervised the camera and editing work. Jeff Johnstone and Charlie Robinson, J World Directors, coordinated the production.

"We see this video as a stepping stone to additional live broadcast coverage of the sport of sailing. The goal of this video is to generate additional enthusiasm for yacht racing, using an educational and entertaining format," explained Jeff.

Sponsored by the U.S. J/24 Class Association, the footage has been edited into a 40 minute video and is being marketed to the general sailing public. Proceeds will benefit the U.S. J/24 Class Association.

J World's two previous productions, UPWIND SAILING and ADVANCED BOAT HANDLING, have been well-received in the sailing market. To date, over 1000 copies of these videos have been sold.

For more information on CHAMPIONSHIP SAILING, see the insert in this magazine, or contact J World, Inc., P.O. Box 1500, Newport, RI 02840; (800) 343-2255.

1986 IJCA Annual Meeting

The IJCA Annual Meeting is scheduled at 0930 hours on November 2, 1986, at the Royal Thames Yacht Club in London. All National Associations are encouraged to send representatives. At this meeting, World and Continental Championship venues are discussed and rule proposals are finalized for presentation to the International Yacht Racing Union for approval. Minutes of the meeting will be printed in the Spring magazine.

U.S. 1987 Worlds Qualifiers

The U.S. may qualify eight entries for the 1987 World Championship IX in Italy. These qualifiers will be determined by five regional events and three open events, as follows:

REGIONAL EVENTS	DISTRICTS	DATE	PLACE
Northeast	District 1, 2, 3, 6	Oct. 4-5, '86	Millford, 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	Feb. 14-15, '87	New Orleans
Western	Districts 19, 20, 21, 22	TBD	San Francisco
OPEN EVENTS			
North Americans		June 20-27, '86	Chicago
Midwinters		Jan. 2-9, '87	Miami
Western		Feb. 14-15, '87	Long Beach

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New U.S. Fleets

Two new U.S. fleets have been chartered since the April '86 magazine went to press. Welcome and good sailing to Atlantic Highlands Fleet 128 (Nancy Cowdrey, fleet captain) in District 3, and Mentor Harbor Yachting Club Fleet 129, (Alan Bethell, fleet captain) in District 12.

J/24 Regatta Guidelines

Regatta guidelines, originally printed in the October '84, Volume 13, J/24 MAGAZINE, have been revised to reflect current policy for regatta organizers, to ensure high standards and uniform racing conditions at J/24 regattas throughout the world. These guidelines, found in this issue on page 86, apply to District, National, Continental and World Championships, and can be used as a standard for local events as well. Sample Notice of Race and Standard Sailing Instructions are available upon request. Mailing labels can be ordered for fleets or districts for a nominal fee.

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. Though we will use up our present supply of letterhead stationery, the post office has advised us that our new address is: J/24 Class Association, P.O. Box 372578, Satellite Beach, FL 32937-0578, U.S.A. Telephone (305) 773-4141.



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News Release: Marriage Made on J/24s

District 11 Governor Bill Denes and Jane announce the marriage of their daughter, Anne Marie Denes (foredeck on J/24 646), to James Newton Howard, Jr. (helmsman on J/24 3004), son of District 8 Governor Newton Howard and Elaine. The wedding ceremony took place in Atlanta, Georgia, on August 16.

Anne and James first met last year at the Dixie Inland Racing Association Women's Racing Clinic at Lake Lanier, Georgia, when they were involved in a collision between the boat that Anne was crewing on and another boat on which James was an instructor. Some marriages are made in heaven, but this one was made on J/24s!

Great Time at N.A.'s

Dear Dick and Linda:

It was fun seeing you both again at the J/24 North Americans. I really enjoyed the competition and the boat-for-boat racing in the J/24 Class is as good as anything I have ever experienced. No matter where you are in the fleet, you always have somebody to race. Our whole crew felt proud as hell of our 23rd in the Designer Fleet, considering that none of us had ever been on one of these beach balls before. We all had so much fun that I guarantee you will see us again at one of these J/24 bashes.

Sincerely,

Jon C. Stovall
Chicago, IL



Jon Stovall cools off in Lake Michigan at North Americans.

It'll Never Measure In



This "J/24" was spotted on the Banana River in Florida.

Words from Australia

by Alex Nemeth in June NSW Newsletter

Spot checks were carried out on a number of boats at the conclusion of Race 3 (of the 1986 Port Jackson Regatta). Happily nobody failed the sniff test on this occasion. Random checks are permissible under the Notice of Race in all our regattas, and I think that they are not a bad idea to implement on a random basis from time to time. . . .after all, the rules are quite clear, and we are obliged to adhere to them if we choose to race in this class.

There is one other point that I would like to raise, and that is merely to thank ALL J/24 skippers and crew for their participation in both club racing and regattas this past season. It's easy enough to congratulate the winners at any time, but in truth, it's the whole fleet which is deserving of thanks. It's that participation which makes the J/24 Class such a strong presence in the yacht racing calendar, both locally and overseas. You may at times be tempted to think that the class lacks some mythical kudos and BIG NAMES. . . .let me assure you that the overall standard of racing is close and high. As to the names and the kudos, they are beginning to appear out of the woodwork as the 1988 Worlds gets closer. I often receive comments from outside the fleet here on Sydney Harbour that reflect more than favourably on the J/24. I guess that in summation there are two one-design fleets on the scene that are strong. . . .ourselves and the E 22's. We appeal to different kinds of sailors: the E 22 to the more classically oriented sailors, whilst the J/24 is the "Laser with a Lid", a yacht with the responsiveness of a dinghy. We complement one another. There is no doubt at all that the J/24 will continue to grow in numbers and talent over the next few years, and for that, the thanks are due to all you guys who sail J/24s. Keep it up!



Watch Where You Park!

With Fall here, I thought some of your readers might want to see this picture. Last year we placed our boat in a neighbor's yard for the winter. A wind storm blew a tree down on top of the boat. Our placement of the trailer had been perfect, as the tree fell square across the middle of the deck.

We attempted to remove the tree ourselves with a chain saw, but didn't get very far. The tree was completely resting on the boat and trailer. After the professionals removed the tree, we were surprised at what we found. There was considerably less damage to the boat than one would expect. The trailer had a slight bend, the stern pulpit looked like a pretzel, the mast had a small kink, several stantions bases had been pushed through and there was one hole in the deck. It seems that the life lines, mast, pulpit and trailer had absorbed enough of the impact that the boat will sail again.

Be careful where you store your boat in the winter!

Rick Adams & Ken Baetz
Troy, Michigan

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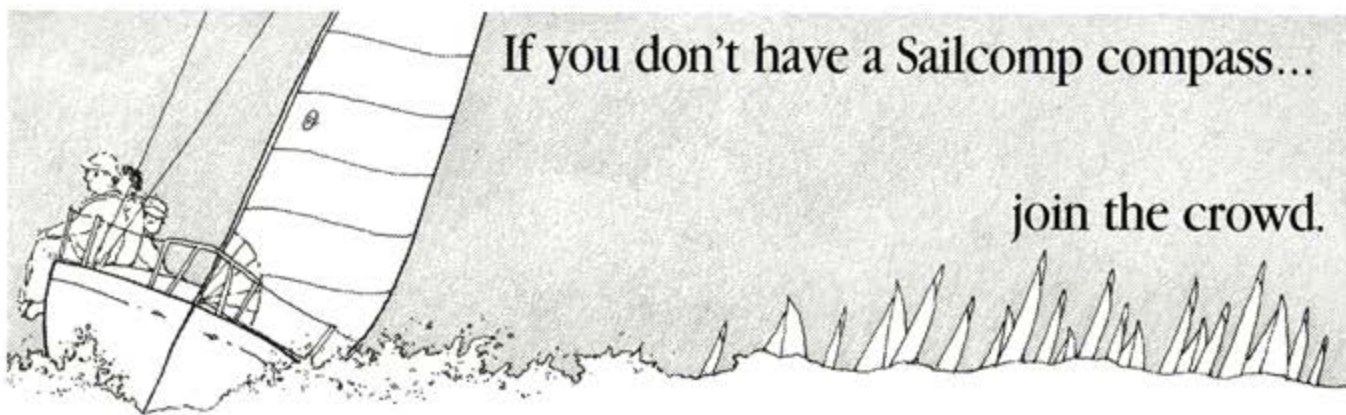
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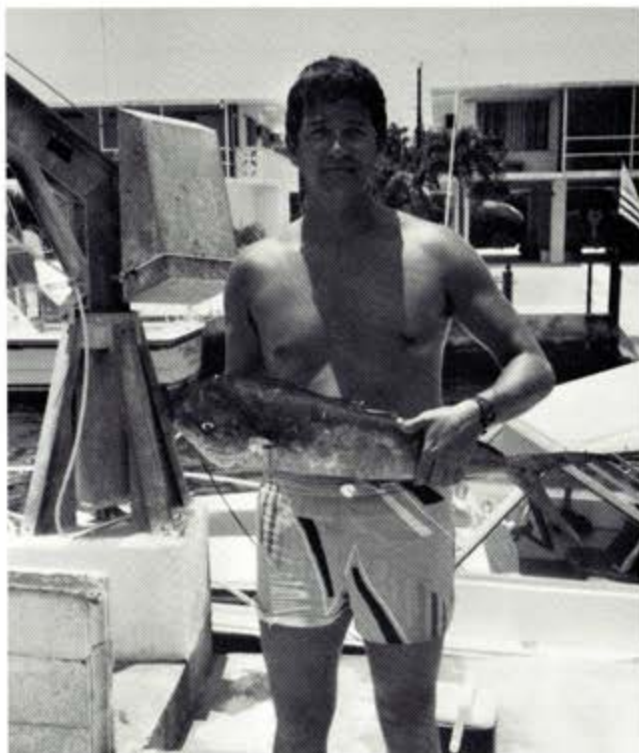
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USJCA Technical Committee Chairman and Vice President Rick Peper with nice catch near Jacksonville, Florida.

The Importance of the What If's and Why Not's

by Rick Peper

As the class continues to grow and mature each year, I am amazed at the constant variety of questions that arise from the very innovative sailors who make up the J/24 Class. These questions generally seek to provide an individual, or a group of individuals, with some advantage, mechanical or comfort wise, to ease the sailing of the J/24, all with the hopes of going faster. Although it initially seems contradictory for someone to seek an advantage in a class such as ours, all of these ideas and questions advance sailing in general and improve the quality of the class.

The idea for this article arose from reviewing one of the early class magazines from May of 1980, and reading Mark Ploch's article, "What It Takes To Make a J/24 Go Fast," and looking at the then 'in Vogue' deck layout that Mark used, with additions from Charlie Scott, 1978 World Champion. I was truly amazed to see the steps the class has taken since 1980 in the way the boat is sailed, the way the boat is set up for sailing and the difference in the sails themselves. It was then popular to sail

with four individuals, and Mark Ploch indicated that it was especially fast to sail with a "light crew". How things have changed since 1980!

The one-design nature of a boat, especially one as costly as the J/24, is extremely important to the boat owners, as it is not devalued by the design of a newer or faster version or the invention of a better mousetrap. Witness the Olympic Classes in which boats are continually outmotored and their value drastically decreased when a better boat is introduced.

The nature of a successful one-design class is not to discourage change, but instead to encourage maintaining the integrity and continuity of the boats. This is accomplished by using new ideas in sail control, boat preparation, sail design and redefining how best to sail the J/24, not necessarily changing the boat.

A review of the class history indicates that a delicate balance has been maintained in improving the way that J/24s are sailed but not necessarily improving the gadgets that are used in sailing. Who would doubt that a J/24 built in 1977, such as Kenny Read's former boat, is as fast as the newest boats? But then again, who would consider sailing a 1986 boat with 1977 designed sails, with a total of four crew who were all light weight, and with the sail controls as originally laid out on the boat, in a major regatta? Very few of us would be willing to do so and expect to be competitive.

I suppose that it sometimes appears as though the J/24 Class Association, and the Technical Committee in particular, is continually discouraging the use of technological breakthroughs of materials and continually discouraging the use of gadgets and other items which, although they may improve the overall speed of the boat, do not improve the competitiveness of the boat. The point of this article is to ask you to not be discouraged with the class if the technological discoveries in materials and designs and gadgets and methods of increasing boat speed are not always introduced and approved by the class. The idea of one-design sailing is to improve the sailing skill of the individual, improve the efficiency of the sailing, refine the method of sailing the boat and to do all of this with the least expensive, least complex boat that is available to sailors in all walks of life.

All of the input received by me, Rod Johnstone and the Technical Committee, both nationally and internationally, gives the class a great deal of food for thought and increases our own awareness of the boat, how it is being sailed and how an "old dog can be taught new tricks." I am truly amazed at the resourcefulness of the sailors who are involved in the class and realize that the vast majority of us may not be able to design, implement or sometimes even understand some of the tricks used by the best sailors in the world to improve boat speed and handling. But the real fun comes when all of us have the ability to apply these ideas which are often freely disclosed by the

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individuals who developed them in the informative articles contained in this magazine.

So, all of you innovative and resourceful sailors who sometimes feel frustrated by discouraging news on your technical innovations, "Keep those cards and letters coming in," as they are the life blood of our very vital class.

Moving on to those "cards and letters," some questions have arisen this year which have not previously been covered:

Is it permissible to use a mechanical device to change the position of the butt of the mast on the mast-bearing beam?

The rules are very specific about each mechanical device which exists on the boat. Since no mention is made of any device for moving the butt of the mast, the introduction of any device to the boat not specifically permitted by the rules is prohibited. Further, see Rule 3.5.2d.

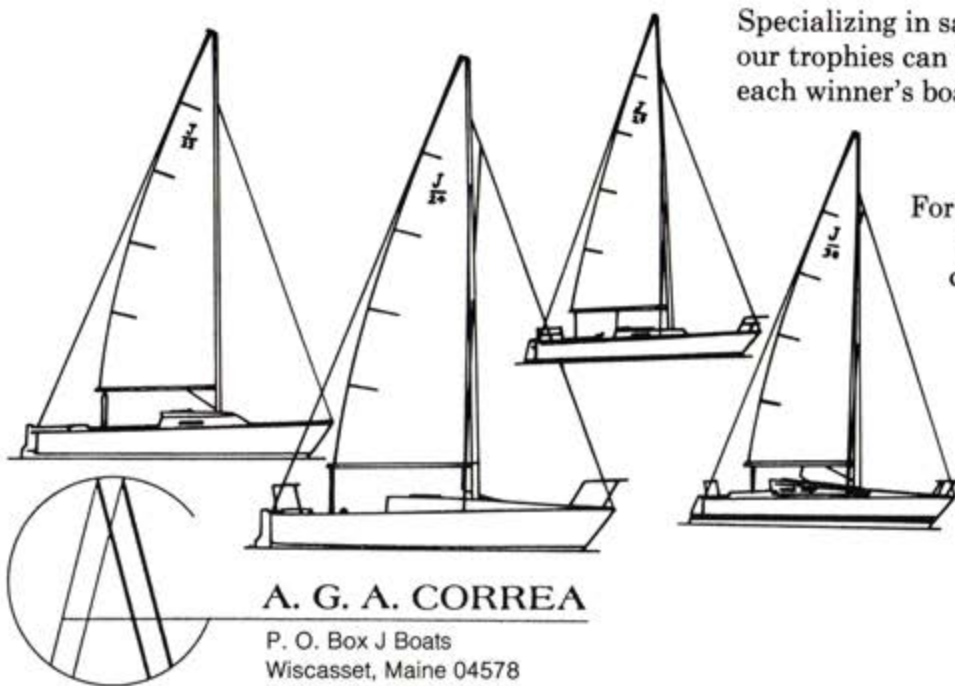
A problem has developed in several older boats in the area beneath the cabin floor which is filled with vermiculite which, upon repeated exposure to water, seems to absorb a great deal of the water, increasing the weight of the boat as well as giving the boat a foul odor below. Is it permissible to remove this vermiculite?

Yes, but of course the boat must still float on its lines and do so without adding any weight below. Tillotson Pearson should be contacted to provide the required stringers for cabin sole support and a replacement sole. Also, the area should remain accessible for inspection, and no weight should be stored there which would affect the righting moment of the boat.

Good sailing!

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J/24 Parts List

Tillotson-Pearson, Inc., has provided a J/24 Parts List for your convenience. To order, write or call Customer Service, Tilotson-Pearson, Inc., P.O. Box 60, Market Street, Warren, RI 02885; (401) 247-1050. Please note that prices are subject to change without notice.

PART NO.	DESCRIPTION	RETAIL COST*
15002	Bow Lights, Port & Starboard	\$ 20.40 pr.
10044	Bow Pulpit	\$141.70 ea.
10342	Compass, Danforth #C-475-BK	\$275.00 ea.
N/A	Drop Board (Weather Board), Lexan	\$ 41.50 ea.
N/A	Harken Traveler Retrofit Kit	\$151.50 ea.
32009	Hatch Slide-Extrusion (Main Hatch)	\$ 15.00 pr.
10264	Hatch, Forward, Lewmar	\$158.30 ea.
25004	Headfoil; #20, 30' Long	\$325.00 ea.
15083	Interior Light, Brass	\$ 21.50 ea.
10303	Latch for Main Companionway	\$ 20.80 ea.
32004	Mast Boot	\$ 14.00 ea.
50205	Mast Chocks, Wooden	\$ 14.00 ea.
10048	Outboard Bracket	\$ 87.00 ea.
21054	Pin, for Rudder Pintle	\$ 6.80 ea.
25127	Rigging - Boom Topping Lift	\$ 14.80 ea.
25118	Rigging - Fore Guy	\$ 20.90 ea.
25122	Rigging - Headstay	\$ 58.10 ea.
89011	Rigging - J/24 Cunningham	\$ 15.00 ea.
25114	Rigging - Jib Halyard	\$ 59.90 ea.
25112	Rigging - Jib Sheet	\$ 31.60 pr.
25126	Rigging - Lower Backstay	\$ 81.80 set
96205	Rigging - Lower Lifelines	\$ 36.80 set
25124	Rigging - Lower Shrouds	\$ 90.10 pr.

25113	Rigging - Main Halyard	\$ 61.80 ea.
25111	Rigging - Mainsheet	\$ 25.40 ea.
25117	Rigging - Pole Lift	\$ 27.90 ea.
25128	Rigging - Reef Line	\$ 12.20 ea.
25115	Rigging - Spinnaker Halyard	\$ 41.90 ea.
25116	Rigging - Spinnaker Sheets	\$ 35.00 pr.
25121	Rigging - Traveler Control Lines	\$ 11.50 pr.
25125	Rigging - Upper Backstay	\$ 45.18 ea.
96205	Rigging - Upper Lifelines	\$ 53.00 ea.
25123	Rigging - Upper Shrouds	\$101.20 pr.
25119	Rigging - Vang Line	\$ 14.90 ea.
25131	Rigging - Backstay Adjuster Line	\$ 43.70 ea.
96301	Rudder Hardware Replacement Kit	\$ 83.20 ea.
96300	Rudder Hardware Update Kit	\$ 56.50 ea.
N/A	Rudder without hardware (for stripe add \$70.00)	\$278.00 ea.
25008	Spinnaker Pole	\$170.00 ea.
49463	Spreader Bracket Replacement Kit	\$ 45.00 ea.
	Spreaders (each)	\$ 29.90 ea.
10047	Stanchion, Double Lifeline, Aft	\$ 33.30 ea.
10046	Stanchion, Double Lifeline, Forward	\$ 33.30 ea.
10002	Stanchion, Single Lifeline, Aft	\$ 30.90 ea.
10001	Stanchion, Single Lifeline, Forward	\$ 30.90 ea.
N/A	Step Box, Fiberglass with Teak Lid	\$150.00 ea.
15015	Stern Light	\$ 11.20 ea.
10045	Stern Pulpit	\$146.60 ea.
N/A	Tiller	\$ 25.00 ea.
21060	Tiller Extension, 30"	\$ 19.40 ea.
N/A	Toerail, Aft-\$32; Mid-\$22; Fwd-\$27; Transom-\$13ea	
N/A	Traveler Support Bar, Ash	\$ 20.00 ea.
10371	Winch Handle, 8.5", Aluminum	\$ 15.70 ea.

*Subject to change

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

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

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

If your boat has a fin keel, Computer Keels patented products can improve its performance. Write or call (612) 829-5670 for details.

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J/24 Midwinter Championship X, January 2-9, 1987

Site	The 1987 J/24 Midwinter Championship will be held from January 2 through 9, on the waters of Biscayne Bay. The Coral Reef Yacht Club of Miami, Florida, is the host club and organizing authority.			
Rules	This regatta will be governed by the 1985-1988 International Yacht Racing Rules ("IYRR"), the prescriptions of the USYRU, the Class Rules of the International J/24 Class Association, this Notice and by the Sailing Instructions. Class Rule 2.5.3, which requires a Measurement Certificate, shall be waived.			
Eligibility	The competition shall be open to J/24 class yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
Schedule	Friday	January 2	0700-1700	Measurment and Launching*
	Saturday	January 3	0700-1700	Measurement and Launching*
			1200-1700	Check-in, Coral Reef Yacht Club
			1700	Skippers' Meeting at Coral Reef Yacht Club (attendance mandatory).
				Free cookout, burgers & beer, cash bar.
	Sunday	January 4	0930	Warning Signal, Qualifying Series (3 races).
	Monday	January 5	0930	2 Races
				Free Boca Chica Rum Party
	Tuesday	January 6	0930	2 Races
				Free beer party
	Wednesday	January 7		Lay day
	Thursday	January 8	0930	2 Races
	Friday	January 9	0930	1 Race
				Orange Bowl Awards Party
	*Note: Do not launch until boat has been measured with keel and rudder templates.			
Racing	The Midwinter Championship will consist of as many as ten races including a qualification series. The entrants shall be divided into four fleets to sail up to three races in a qualification series. Subsequently, the fleets will be divided into two divisions on the basis of the results of the qualification series. The top half will constitute the Championship Division, the bottom half, the Designer Division. Up to seven races will be run in the final series.			
Course	Racing will be run on Olympic courses or variations thereof. Course length will be determined based on sailing conditions.			
Scoring	The Low Point Scoring System, Appendix 5A (with Option 2) of IYRU, will be used. A version of the "Percentage Alternative Penalties for Infringement of a Rule of Part IV" of the IYRU (Appendix 3, Part 2) shall apply.			
Prizes	Prizes will be awarded to the top five finishers in both the Championship and Designer Divisions.			
Inspection & Measurement	All entrants are subject to measurement of hull, rigging and sails at the time of check-in or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification for all races up to the time of detection, at the discretion of the Jury.			

General

This regatta will qualify one U.S. entrant for the 1987 World Championship. Launching and hauling will be done at Crandon Marina on Key Biscayne. Under no circumstances will anyone launch or haul out at Coral Reef Yacht Club. Docking and mooring facilities at Coral Reef will be available beginning Friday, January 2. All yachts remaining beyond noon on January 10 will be charged. Mooring procedures will be in accordance with the regulations of the Coral Reef Yacht Club.

Charters

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

Housing

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

*Coconut Grove Hotel, 2649 S. Bayshore Drive, Miami, FL 33133, (305) 858-2500; \$75; 4 blocks
Chateaubleau Hotel, 1111 Ponce De Leon Blvd, Coral Gables, FL 33134, (305) 448-2634; \$45; 4 miles
Holiday Inn, 2500 Brickell Avenue, Miami, FL 33129, (305) 854-2070; \$55; 3 miles

*Holiday Inn, 1350 S. Dixie Hwy, Coral Gables, FL 33146, (305) 667-5611; \$50; 4 miles
Howard Johnsons, 1430 S. Dixie Highway, Coral Gables, FL 33146, (305) 665-7501; \$54; 4 miles
University Inn, 1390 S. Dixie Highway, Coral Gables, FL, 33146, (305) 667-2554; \$60; 4 miles

*Special rates for your group. When making reservations, please mention Coral Reef Yacht Club to get the rate quoted above.

Entries

Each entry must be submitted on an entry form such as included herein on page 87. Fully paid entries postmarked before December 1, 1986, will be accepted in the order that they were mailed. The organizing authority intends to limit entries in order to keep the number of participants at, or below, 100. Entries must be accompanied by a check for \$160.00 made payable to the Coral Reef Yacht Club. Entries postmarked after December 1 must include a \$75.00 late fee, and such entries will be accepted until 12 noon, January 3. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all parties.

Sailing Instructions

Sailing instructions will be available at registration.

Contact

Coral Reef Yacht Club, (305) 858-1733 between 9 and 5 p.m., or Ed Cabassa, Fleet Captain, Fleet 10, (305) 387-1486. Please do not call after 10 p.m. Eastern Time.

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



Waterfront view of Coral Reef Yacht Club, host of 1987 Midwinters X.

J/24 North American Championship, July 25-August 1, 1987



Photo by John E. Huston, Jr.

San Francisco Bay, site of the 1987 North American Championship, offers optimum racing conditions.

Invitation

The St. Francis Yacht Club and J/24 Fleet 17 cordially invite you to attend the 1987 J/24 North American Championship, to be held on San Francisco Bay July 25-August 1, 1987. The combination of blustery breezes and the picturesque setting of San Francisco Bay promises to make this an event not to be missed.

The St. Francis Yacht Club is located on the bay in San

Francisco's Marina district and is near many good hotels, some of which are within walking distance.

Competitors and guests will find an abundance of entertainment possibilities available during the championship. The St. Francis will host many regatta social events during the week but there will also be plenty of time to ride the cable cars, visit Fisherman's Wharf and enjoy San Francisco's wonderful ethnic restaurants and shops. In addition, all participants will enjoy St. Francis Yacht Club privileges while attending the regatta.

Hope to see you in July in San Francisco.

Site	The J/24 1987 North American Championship will be held within the confines of San Francisco Bay with the primary racing area located on the Berkeley Olympic Circle. The St. Francis Yacht Club is located approximately five and one half miles from the Berkeley Circle.			
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, (except as any of these are modified by the sailing instructions), and by the sailing instructions.			
Eligibility	The Regatta is open to all J/24 yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, membership and measurement requirements and must pay all entry fees in order to become official participants.			
Schedule	Saturday	July 25	1200-1800	Registration and Measurement
	Sunday	July 26	0900-1800	Registration and Measurement
			1900	Welcome and Skippers Meeting
	Monday	July 27	1100	Practice Race and Qualifying Race
	Tuesday	July 28	1100	Qualifying Races
	Wednesday	July 29	1100	Final Series 1 and 2
	Thursday	July 30	1100	Final Series 3 and 4
	Friday	July 31	1100	Final Series 5 and 6
	Saturday	August 1	1100	Re-sail and Awards
Racing	The North American Championship will consist of as many as ten races including one practice race, and a three race qualification series. The entrants will be divided into four subfleets to sail up to three qualifying races. The fleets will then be divided into two divisions based upon the results of the qualifying series. The top half will be the Championship Fleet, the remainder will be the Designer Fleet. As many as six races will be sailed in the final series.			
Courses	Racing will be on Olympic courses or variations thereof. Course length will be determined by the race committee based upon sailing conditions.			
Scoring	The low point scoring system, appendix 5A (with Option 2) of the IYRR will be used. A version of "Percentage Alternative Penalties (Appendix 3, Part 2)" shall apply.			
Prizes	Awards will be given to top five finishers in both divisions, and individual race winners will also receive awards.			
Inspection & Measurement	All participants are subject to measurement and inspection at any time during the regatta. Specific requirements for measurement prior to launch will be provided with registration information.			
General	This Regatta will qualify one entrant for the 1988 World Championship. Launching and hauling will be done at the St. Francis Yacht Club. Docking facilities will be available from Monday, July 20th through Wednesday, August 5.			
Housing	Participants are allowed to sleep on their boats. A list of local accommodations will be sent with the registration package.			
Entries	Each entry must be submitted on a form such as the one in the back of this magazine. Fully paid entries mailed after March 1, 1987, will be accepted in the order in which they were mailed. Entries must be accompanied by a check in the amount of \$200.00 made payable to the St. Francis Yacht Club. Entries postmarked after May 15, 1987, 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, haul-out, mooring, and five tickets to all regatta social events.			
Sailing Instructions	The Sailing Instructions will be distributed at registration.			
Contact	Entries should be mailed to: Race Committee, St. Francis Yacht Club, On the Marina, San Francisco, CA 94123. Telephone inquiries to Matthew Jones, Race Manager, St. FYC, (415) 563-6363.			

J/24 World Championship IX, June 14-21, 1987

Site The 1987 J/24 World Championship will be held from June 14 through June 21, on the waters of Capri Island (Naples, Italy). The Comitato Circoli Velici Napoletani is organizing authority, under the aegis of the C.O.N.I. (Italian Olympic Committee) and of the Italian Sailing Federation.

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 and registered members of the J/24 Class Association of the country they represent.

Schedule	Sunday	June 14	0800-1830	Registration and
	Monday	June 15	0800-1800	Measurement
			1830	Skippers Meeting
			2000	Opening Ceremonies
	Tuesday	June 16	1030	Practice Race & 1st Championship Race
	Wednesday	June 17	1030	Championship Races
	Thursday	June 18	1030	Championship Races
	Friday	June 19	1030	Championship Races
	Saturday	June 20	1030	Championship Races
	Sunday	June 21	1030	Championship Races and 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. Courses will be either inside or outside Capri Island.

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.

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 safety equipment specified in the IJCA Rules.

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

Entry The completed entry form and fee of US\$300.00 per boat plus any charter fees must be received by the organizing committee no later than Friday, May 1, 1987.

Contact Requests for information may be sent to the N.J.C.A. of Italy, via Vittorio Amedeo II N. 22 - 10121 TORINO, and, starting March 1, 1987, to the Napolitan Sailing Clubs Committee, (Comitato Circoli Velici Napoletani), c/o CIRCOLO VELA ITALIA - Santa Lucia - Naples. Tel. (081)/422700.



Photo by Dick Tiltman

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During the last two years Sobstad has dominated West Coast J24 events! This time we travelled further than anyone to take on the best in the class. We sailed in conditions ranging from 3 knot zephyrs to 30 knot rain squalls *always going higher and faster.*

WE DID THIS WITH SAILS THAT ARE TRULY A STEP FORWARD IN DESIGN AND CONSTRUCTION. You'll appreciate the extra smooth seams, the new radial corners and the special fabric. Mostly

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The No-Lose Approach

by David Dellenbaugh

Our 10-boat fleet was about as tight as possible when we rounded the first mark of the 14th race in last year's Interclass Solos. It was the third and final day of this unique regatta in Barrington, RI, and we were racing Zumas, the new 13-footer from AMF. I was lucky enough to be in second place as we neared the jibe mark, and when I got safely inside the two-boatlength circle, I turned around to watch a pack of boats coming into the mark right behind me. I savored this moment as a spectator and was thankful that, for once, I didn't have to fight it out in the trenches.

The boat that was approaching the mark from farthest to leeward was sailed by Buzz Reynolds, who almost won the U.S. Olympic Finn Trials in 1984. At 190 pounds, Buzz is much more suited to Finns than to these little boats. Still, he had a good angle of sail and was coming into the mark quickly. Just before Buzz got to the two-boatlength circle, it looked to me like he might have gotten an inside overlap on one of the boats that had played the reach a little higher. It was Cathy Shaw, a Canadian who was second at the 1984 Women's Worlds in Scotland.

Since this race was so tight, getting an inside overlap at the mark would mean at least a couple of positions. So I expected to hear an emphatic claim for room from the inside boat. That's probably what my adrenaline would have come up with if I'd been in Buzz' situation. But instead of a loud "Room, room, room. Give me room!", what I heard from Buzz was a very calm and friendly, "Cathy, what do you think?" He was asking her to make the call! I thought it was great.

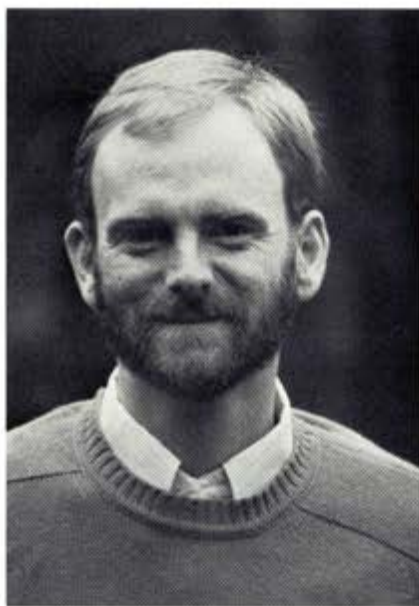
Well, I figured, if Buzz wasn't going to demand room, I was sure that Cathy wouldn't give it to him. All she had to do was respond with a very determined "No room," and she would round ahead of

Buzz and the rest of the pack. But again I was surprised. "Yea, you've got it," came the reply from Cathy's boat. She was going to give him room!

It was a very refreshing moment. Here was trust and respect at its very best on the race course. And it was contagious. For the rest of the race and the rest of the day, I looked for opportunities where I could give someone the benefit of the doubt on a close call. And I realized that other people had been giving me breaks, too.

During a windy race in Sunfish the day before, I was desperately trying to hold on to a slim lead over speedy Geoff Moore. One time I tacked right in front of him, quite a bit closer than I had intended. I didn't think I had tacked too close, but still I expected to hear the word "Protest." This seems to be a standard response from some sailors whenever another boat tacks anywhere near them. So I listened carefully for Geoff's reaction. After a few grumbles to show his displeasure with my choice of a spot to tack, he said "You're OK." I felt lucky that it was Geoff making the call, instead of someone with a quick-release red flag.





Dave Dellenbaugh is marketing director of North Sails, Inc., and a contributing editor of *Sailing World*.

I have a few theories about why racing at the Interclass Solos seemed so pleasant. First of all, there were only 10 competitors, and we all got to know each other pretty well. If someone was going to be a jerk on the race course, he or she couldn't hide behind a crowd ashore. Second, there was a large perpetual trophy for the competitor who best exemplified the spirit of sportsmanship during the regatta. I'm not sure how everyone else felt, but I know this helped my attitude. Instead of being totally depressed when I was fighting for last place, for example, I would think to myself, "Maybe I'll get the sportsmanship trophy." And I could manage at least a bit of a smile because there was still something I could "win."

I think many sailors get a little too focused on the single goal of crossing the finish line first. I have to admit that I love the thrill of victory as much as anyone, and I strive for it again and again. But I learned a while ago that I would never be able to win every race, which meant that I'd have to make peace with the idea of "losing." In other words, when I didn't do as well against the other boats as I wanted, I still needed to know that the experience had been a rewarding one. I wanted to feel that I had "won" something — whether it was a little more experience or a bit of fun — every time I went out, no matter how I crossed the finish line. This I call the "no-lose" approach.

One of the main ingredients in a no-lose approach is learning. You can't always win a race, but you can always learn something when you're racing. If I can come away from a race with one or two or five ideas to write in my sailing notebook, then I feel victorious. You can usually learn more when you make mistakes and finish in the middle of the fleet than when you sail unchallenged to the front. The latter outcome may feel better for a day or two, but in the long run you'll improve faster and become a better sailor if you keep a learning attitude and put yourself into challenging situations.

Getting back to the Interclass Solos, I didn't win the sportsmanship award. When the votes of the competitors, judges and race committee members were counted, it went deservedly to 21-



year-old Harry Melges (son of Buddy), who was always quick with a smile or a humorous comment whenever I got near him on the race course.

This presentation was the highlight of the awards ceremony, though I'm not convinced that it's necessary to give prizes to get competitors to treat each other fairly and with respect. I'd like to think, in theory at least, that sailors would do this for its own reward. But since the sport of sailing has had recent problems with rule compliance, the concept of rewarding good sportsmanship may not be such a bad one, at least for awhile.

This means not only giving prizes for sportsmanship, but also going up to your competitors after a race and saying things like, "Hey, it was great that you gave room at the jibe mark even though the onus of proof was on the other boat." This is the best kind of reward. It lessens the importance of crossing the finish line first and allows competitors to be less cut-throat on the race course.

As *Sailing World* columnist Stuart Walker once said, "Winning is the object of the game, but it is not the object of *playing* the game." The object of playing the game, as demonstrated by Buzz, Cathy, Geoff and Harry in the situations above, is to do your best and feel good about yourself and others in the process. It is to keep learning and improving your skills, and also to have fun at the same time. This is the no-lose approach, and we should keep it in the back of our minds as we try to get around the buoys as fast as possible.



This article has been revised from a piece that originally appeared in the September 1985 issue of *Yacht Racing & Cruising* magazine, now *Sailing World*.

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Starting Preparation

by John Kostecki



Photo by Linda Tillman

Get out to the starting area early and make head-to-wind compass readings about every five minutes to determine wind patterns.

Proper preparation and careful planning are key to getting successful starts. In this article I will discuss some of the things you can do to improve your overall starting performance.

Getting out to the starting area early is probably the most important factor for getting a good start. It gives you time to gather valuable information and also relaxes you by giving you confidence. When I prepare for a start, I try to get to the starting area well before any of my competitors. This gives me more time to gather information. A good rule of thumb is to be there at least 30 minutes prior to your warning gun. By being prepared and leaving the dock early, most of your competitors will notice you and think

you're getting an extra advantage by being there earlier. This is an excellent psych factor which I use in most of the major regattas I sail in.

When you reach the starting area, sail by the race committee, check in, and take note of any flags and course placards that are posted. The helmsman and tactician should have already read the race instructions and be familiar with the starting procedures. Then sail your boat head-to-wind to find the wind direction. When I do this I steer the boat up into the wind and get the boom luffing on the centerline. Then I look up at the masthead fly. When it is pointing directly aft, I yell "Mark" so the sheet trimmer can make an accurate reading on the compass. Make

these head-to-wind readings about every five minutes, and write them down with pencil on the deck, so you can detect patterns of what the wind is doing before the race starts.

Current plays an important role in starting. Many areas are influenced by some kind of current, and it is important to sail around an anchored buoy or boat and determine the current direction and strength.

Once your competitors start to arrive in the starting area it is important to "hook up" with them. Sail together with another boat briefly to check your boatspeed and assure yourself the boat is properly set up. Do this just long enough so you feel comfortable with your speed.



Photo by Linda Tillman

John Kostecki is the '86 Midwinter Champion, placed third in the '86 Worlds, and works as J/24 Projects Manager for Sobstad-San Francisco.

When you have an idea what the wind is doing, begin to concentrate on the starting line. The first thing to do is to determine which is the favored end. I use several methods of finding the favored end, so that I know I'm getting an accurate reading.

The first method is to luff your boat head-to-wind in the middle of the starting line and see to which end your bow points. If the bow points towards the starboard end, then the starboard end is favored; if it points toward the port end, the port end is favored. This method is most accurate on shorter lines.

On longer lines the favored end is harder to determine. An accurate way of finding the favored end is to sail to the middle of the starting line and line up the centerline of your boat parallel with the starting line. When you're all lined up, trim your mainsheet so the main is on the verge of luffing and cleat it off. Then tack and head in the opposite direction down the line, with the mainsheet still cleated. Watch the main. If it luffs, you are heading toward the favored end of the line (it is further upwind). If the main is over-trimmed, you are heading away from the favored end.

The best method of determining the favored end of the line involves a compass. By using a compass you can determine which end is favored and to what degree it is favored. First shoot your boat head-to-wind to find the wind direction. Then sail on starboard tack on the starboard end of the starting line with the centerline of your boat lined up with the race committee flag and the starting buoy. Take the compass heading of this course

and subtract it from the wind reading. If the remainder is less than 90, the left end of the line is favored; if it is greater than 90, the right end is favored.

After finding the favored end of the line, the next step is to get a line reference. A line reference helps you gauge whether or not you're on the starting line, which helps in the final minute when the line is crowded. The most common line reference is the land sight. To get a land sight, sail away from the starting line beyond one of the ends and line up the race committee flag and the starting buoy. Extend your line of sight to some-

thing on the shoreline, such as a tree or house, and use this as your land sight.

To use your land sight, sail to the middle of the line and sight past the starting buoy to the land. If your sight is above the buoy, you are positioned below the line. If your sight is below the buoy, you are above the line. When your land sight is in line with the buoy, you are right on the line.

Line references are most helpful in big fleets when there is a mid-line sag, where boats in the middle hang back for fear of being over the line early. A land sight will give you an extra jump off the starting line.


I have always found it helpful to note the time it takes to sail the length of the line. Timing is key to getting a good start, and by knowing the time of the line it becomes easier to judge times and distances. Timing is one of the hardest things to judge so you should check your timing as much as possible. Constantly check how long it takes to get to a certain place, such as a buoy or moored boat. Knowing this will drastically improve your starting ability.

Once you have gathered the necessary information I have discussed, starting should become easier, and you should feel more comfortable about it.


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Jibman Techniques

by Charlie Robinson

Perhaps the most significant factor to the success of a J/24 crew is the jibman. His primary responsibilities include trimming the headsail, fine tuning the mainsail, and advising the helmsman and crew with a complete tactical picture. A soft spoken person, with a logical mind, combined with a very strong and agile body weighing less than the average crew is ideal. However, any size will do providing their sail trimming techniques are strong and their feet not too clumsy.

The upwind leg is the time when the jibman can really capture the limelight. Three of the crew must stay forward of the cockpit to balance the boat, leaving only the jibman to adjust the headsail and assist the helmsman with the mainsail. These sail trimming adjustments are critical to boat speed and place as much responsibility on the jibman to make or break the upwind leg as is expected of the helmsman.

With each tack being a detriment to boat speed, much distance can be gained on the competition with good, sound tacking skills. Tacking the genoa is challenging, especially in stronger winds. Two common methods of transferring the genoa are used; they are leeward sheeting and cross sheeting. Both prepare the genoa for a tack by leading the sheet directly from the clew through the leeward genoa lead. Leeward sheeting passes the sheet from the lead around the leeward, primary winch while cross sheeting passes the sheet from the lead across the cockpit to the windward, primary winch. Let us explore both methods.

Leeward Sheeting

Leeward sheeting is by far the most common method because of its simplicity. At the helmsman's command of, "Prepare to tack!" the jibman pivots off the windward rail and moves into the cockpit. If the genoa sheet is also led



If the jib trimmer is more comfortable with the leeward sheeting method, then fine adjustments can be made by leading the sheet around the windward halyard winch. Notice that weather sheet is pre-wrapped around unused winch in preparation for a tack.

around the windward halyard winch to allow for trimming from the rail, then the jibman has to undo the wraps on his way in from the rail. The sheet must at all times be kept taut so as not to prematurely ease the genoa.

In lighter winds with the jibman inboard, the genoa sheet can be left cleated in the leeward cam cleat beside the leeward winch. Here the jibman uncleats the sheet for the tack only after he is in a good releasing position. With the primary winches positioned forward in the cockpit, the jibman faces forward and crouches as close to the leeward winch as possible. With his feet he kicks all the excess genoa sheet forward in the cockpit or tosses it down below to avoid stepping on it during the release. His leeward hand grasps the leeward sheet right up against the winch with his palm facing down, at which time he responds, "Ready!" His windward hand holds the unused windward sheet, which should

have at least one "pre-wrap" around the windward winch. At the helmsman's command of, "Helm's to leeward," the jibman watches the leading edge of the genoa until the first third of the sail begins to luff. Then he releases the jib sheet completely from the winch.

Smooth Release: A good release motion is the crux to being a solid jibman. Prepare by removing any extra wraps from the winch drum, leaving only one or two necessary to control the genoa. Again, with palms down, pull the genoa sheet straight up over the winch without winding or unraveling. This eliminates twists in the sheet and helps the line to exit freely through the genoa lead. Throw the released line forward of the winch to help ensure the trailing coil does not get snagged.

Aggressive Trimming: After the release, the jibman sits on the new windward side, behind the winch, and begins pulling in on the new genoa sheet.

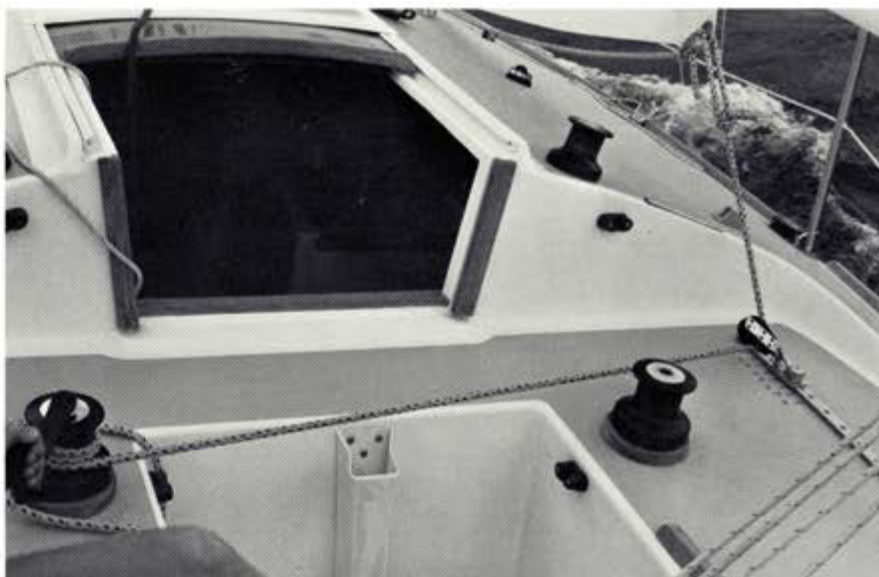
Using a hand-over-hand motion with palms down and elbows extended away from the body, the jibman hauls in vigorously. His objective on each and every tack is to pull the genoa around the mast and inside the lifelines without needing help from any crew. Bracing his feet against the cockpit floor or walls, he can rock his body back and forth much like an oarsman in a scull, to increase his pulling speed and strength. The timing would be as follows: 1) lean way back, pushing off the cockpit with the feet and extending the legs, 2) at the same time take one full length pull with both hands on the genoa sheet, 3) pull hand-by-hand with the genoa sheet as you lean inboard, 4) lean back and take one last big tug to get the genoa inside the lifelines, 5) use winch handle for final adjustment.

Very often in higher winds, the genoa is so quickly filled with air that it catches on the top of the stanchions supporting the upper lifelines before the jibman has finished trimming in. Further tensioning using a winch handle will only stretch the foot and possibly rip the genoa. Here the "Skirt!" call is made and the foredeckman or mastman has to step to leeward and lift the genoa foot up and over the lifelines. A stronger jibman is not always the best remedy. We've found that effective trimming is more a result of timing, speed and proper steering from the helmsman.

Cross Sheeting

Cross sheeting is growing in popularity because it offers two large advantages. First it allows the jibman to hike out longer before and after each tack, and second it enables the jibman and helmsman to constantly adjust genoa trim. The winch handle can be carried by the middleman or helmsman during the tack. Afterwards it is passed to the windward winch where the helmsman can readily adjust it while the jibman holds the sheet. The two can ease and trim the genoa for every puff, lull, flat spot or wave and use the genoa to help steer the boat to keep it moving fast. The genoa sheet does not need wrapping around a second winch as does leeward sheeting when you want to make adjustments from the windward rail. Consequently cross sheeting is mechanically more efficient. Let's see how this is done.

At the helmsman's command of, "Prepare to tack!" the jibman, seated with both legs over the toe rail and his after hand on the uncleated genoa sheet,



When cross sheeting, the genoa sheet leads directly from the genoa block to the windward winch.

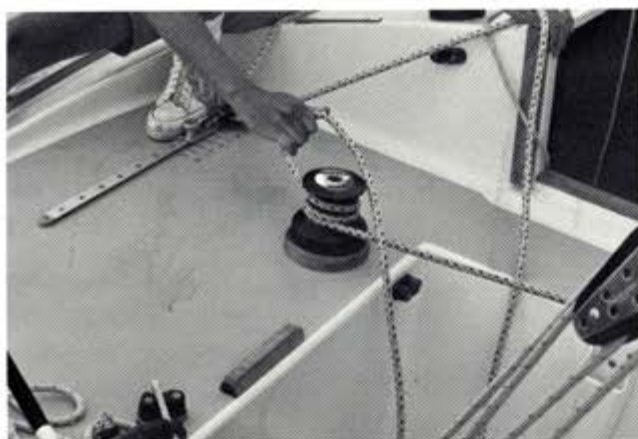


For upwind trimming, cross sheeting enables the helmsman to fine tune genoa trim through puffs and waves. Here the genoa sheet is rarely cleated upwind.

swings inboard to the windward winch. He grabs with his free hand the lazy (unused) genoa sheet and hails "Ready!" The helmsman responds, "Helm to leeward!" and begins to slowly turn the bow towards the wind. The jibman swings his feet into the cockpit, seating himself beside the windward winch. He watches the genoa luff closely and waits till the first third luffs before he releases. His release should be identical to the leeward sheeting method with the sheet being tossed forward of the winch. The free hand carries the incoming genoa sheet across the cockpit so that it runs from the leeward genoa lead, in front of the leeward primary winch and then wraps a half turn

around the new windward winch. The jibman remains seated on the old leeward side and begins hauling the genoa with both hands. Once the genoa flops just inside the lifelines, he moves towards the windward rail, passing additional wraps around the winch.

Both leeward sheeting and cross sheeting demand the same releasing technique and the need for keeping the spare genoa sheets forward in the cockpit. Nothing is more frustrating for the jibman than to be pulling a line which happens to be wrapped around his feet. Both methods benefit from a rocking motion by the jibman to help him gain leverage when trimming in on the sheet.



Tacking Sequence: 1. Helmsman removes winch handle while jibman pivots from rail. Jibman holds unused sheet with forward hand, and releases tensioned sheet with aft hand. Helmsman carries winch handle across boat.



2. Jibman moves straight across cockpit, places a half wrap around the new windward winch, and takes full length arm pulls.



3. Once genoa is almost fully in, jibman quickly places additional wraps on winch on his way to the windward rail



4. Finally, the helmsman places the handle into the winch and makes final genoa adjustments.

Photos by Denise Robinson

However, cross sheeting is more complicated mostly because both incoming and outgoing genoa sheets are crossing one another, increasing the chances for tangles. Also, it is difficult to pre-wrap the unused genoa sheet around the spare winch since the tensioned sheet passes so close to the spare winch. This does not leave the jibman much time to waste after he releases and before he begins to trim in.

Mainsail

Fine tuning the mainsail is another concern for the jibman. After each tack the mainsail should be checked for leech tension, the position of the boom to centerline, and overall shape. In a nut-shell, the leech should be open in choppy seas and closed in calmer waters; the boom should be on centerline for maximum power unless the boat is heeling and needs to be depowered; and the mainsail

should have the draft forward in choppy seas and in the middle in calmer waters. Life will be much easier for the helmsman if he can rely on the jibman to be the authority on these matters.

Tactical Input

Tactically the jibman has the best vantage point amongst the crew. Particularly in light to moderate conditions when the jibman's weight can remain in the cockpit, he can look to leeward and to

Sheeting Methods Compared

METHOD	ADVANTAGES	DISADVANTAGES
Leeward Sheeting	Easy to tack. More comfortable trimming in light air.	Inability to rapidly trim and ease in puffs. Jibman's weight to leeward after tacks.
Cross Sheeting	Immediate adjustment in heavier winds especially while ducking or at windward mark. Weight stays to windward. In light wind, jibman helps roll tack boat.	Difficult to learn. Greater risk of tangles.

windward to measure performance against the competitors. In short course racing the best speed gauge is the competition and *not* expensive speed and wind recording instruments. If the helmsman is skilled enough to steer a fast course without gluing his eyes to the telltales, then he can serve best as the tactician. Very few helmsmen possess such an ability to sail "blind," and desperately need a jibman to provide continuous advice on where to aim the boat and how to maneuver in close quarter situations. For instance, typical feedback from the jibman might be, "Your speed is good, your heading is low...ah, yes that's a better heading, now you're pointing with the pack to leeward. It looks like the fleet ahead is headed.....consider tacking early...the breeze should come back this way."

In close quarter maneuvering, calm, concise, matter-of-fact reasoning by the jibman can make great gains for the boat.

A crossing situation is the most frequent instance where the helmsman needs help. If the jibman can afford to crouch in the cockpit, he can better decide one of three choices with respect to the converging boat(s): to tack and remain to leeward, to cross and get to windward, or to duck and get to windward. His comments might be, "Here comes a starboard pack of three...you'll cross the first but have troubles with the other two...o.k...looks like a tight lee bow or duck on the other two."

After the boat rounds the windward mark, the jibman can help initially with spinnaker flying. Yet the best downwind game plan is to use the middleman of fresh mind and body to coordinate the spinnaker and send the jibman forward or aft, depending on the wind velocity, to continue with tactics and sail trim suggestions.

To incorporate the remaining three crew and remind them that J/24s cannot

be sailed by just two people, the following job descriptions can be effective. The middleman is best as a crew boss organizing the spinnaker sets and take-downs. He also can keep track of the competition and determine at each crossing whether distance was gained or lost. The mastman, using the mast mounted compass, can advise on headers and lifters, and finally the foredeckman is always best to call out the wind and the waves.



Charlie Robinson runs the J World Performance Sailing School along with Jeff Johnstone in Newport, Key West, San Francisco and Sydney, Australia. Charlie recently hosted J World's Upwind Sailing video which features many of the techniques described in the article. For additional information about J World's racing and sailing programs, contact J World, Box 1500, Newport, RI 02840.

J World Releases New Video

J World recently announced the release of its latest instructional video titled, *Upwind Sailing*. The thirty minute video features 1985 J/24 World Champion Kenny Read, and is hosted by J World sailing director Charlie Robinson.

Filmed aboard J/24s on Biscayne Bay in Miami, Florida, *Upwind Sailing* is designed for the intermediate to advanced racer, and covers such topics as helming, sail trim, shifting gears, and tacking. J World was very fortunate to obtain volunteer supervision from J/24

sailor David Jackson, an ABC technical manager who photographed and edited the film.

"Dave's professionalism is so evident throughout the video," commented Jeff Johnstone, J World director and co-producer of the video. "He has the knack of getting the pictures to tell the story. As a result, even the beginning sailors who have seen the tape have been able to understand concepts most of us racers are trying to learn."

Upwind Sailing is currently available from J World in VHS or BETA formats for \$48 postage paid, per video. To order, please send check to J World, Box 1500, Newport, RI 02840.

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Anniversary Time at USNA

by Captain John B. Bonds, USN
Commodore, Naval Academy Sailing Squadron

In August, the Naval Academy's fleet of twelve J/24s completed their first year of service. In 1985, this fleet provided the Sears Cup with spanking new boats and sails for the USYRU championship. Since then, it has hosted regional sloop events and served as mounts for midshipmen in local competition with the active J/24 fleet. In addition, the boats are used for daily tactical training of the offshore crews. In this program, each of the 12 large (donated) racing boats have five extra crewmen assigned

to provide additional crew for the summer's racing schedule. Since all mids must go to sea on summer cruises in gray ships, these five extra crewmen rotate in and out of the big boat during the grand prix circuit they sail (Bermuda, Edgartown, Block Island Race Week, Halifax and Mackinac). More important, the J/24s provide a way for younger crewmen to acquire helm and tactical skills very early. On the 43-49' IOR boats they are "winchmeat" for the first couple of years otherwise.

J/24s were chosen to replace the aging Shields sloops for the same reasons that thousands of owners have chosen them: they are lively, simple boats which teach skills directly and quickly, through obvious and immediate feedback. At the same time they are tough little fellows which absorb punishment well — and they get plenty of that here. Finally, they have an aggressive, combative image among young people, and their presence supports the perspective we wish to instill in potential All-



A fleet of twelve J/24s at the U.S. Naval Academy provides training in helm and tactical skills.



The J/24 is a lively, simple boat which teaches skills directly and quickly.

American sailors who are considering an application to the Naval Academy. We even named the boats after current missile systems or terms in Naval Warfare (Madman, Bogie, Vampire, Terrier, Phalanx, etc.) which are consonant with that image.

The request for donated sails resulted in dozens of responses from active J/24 sailors all over the country, and the sails are used in our training, and racing programs. The sails we built for the boats (and the Sears Cup) are reserved for intramural or intercollegiate competition. The donations mean that we probably won't have to replace those sails for the lifecycle of the boats here (targeted at five years). That's a significant savings we hadn't counted on, but which accrues from the national population of J/24s. It's something any institution should consider.

We are already beginning to reap the benefits of the J/24 program in our offshore team. In 1985/86, we were limited to 8 to 9 big boats on the offshore team by a lack of qualified skippers. In 1986/87, we will field 12 boats, and it's

obvious that the difference is the identification of younger potential skippers and the honing of their skills in the J/24s. The J/24 is a nearly ideal training platform for a bendy rig IOR boat which is sensitive to sailtrim and balance. The transition takes place almost instantaneously — confirming what I found when I came here five years ago with very little big boat experience, but lots of ship time and three years of active J/24 sailing. The common expression heard on the boats now is, "Just sail her like a J/24, flat and fast."

In terms of maintenance, there has been very little. A couple of spinnaker halyards chafed through — the result of improper rigging of the halyard by our personnel. We've had three collisions which required hull repair, easily done by our yard using microballoon and West epoxy. And a gooseneck failed when the nut worked loose and the bolt dropped out. That's it, for 12 months of institutional use! Remarkable, but J/24 owners get used to that kind of performance and expect it.

So, if your young crew loves the sea

and wants to keep sailing fast boats, big and little, remind him about the Naval Academy where sailing is the largest varsity sport, and where J/24s are an integral part of that program.

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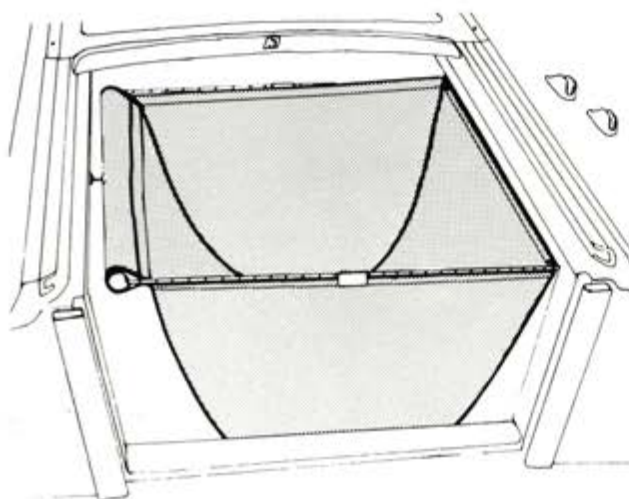
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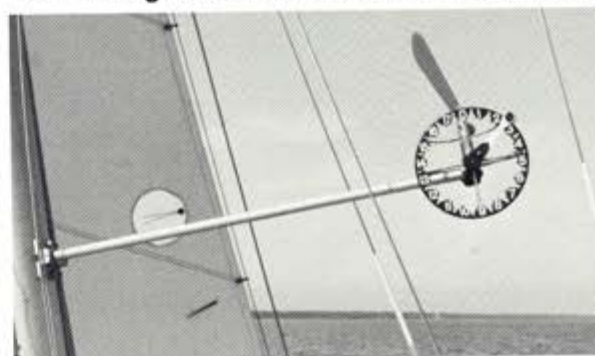
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The Danes of New Orleans

by Andrea Kingsmill



John (Jack) Dane, Jr., John, III and young John on board Jack's sloop, War Canoe. At eight years of age, the youngest John sails his own Optimist Dinghy and Laser, and crews for his father on Danegerous and for his grandfather on the bigger boats. Said Jack, "For 29 years my son and I have sailed together, and now we have the double pleasure of starting again with the next generation."

Two of New Orleans' most successful sailors, John "Jack" Dane Jr. and his son John Dane III, are back together racing one-designs — something they haven't done for 20 years.

John first learned to sail on Lake Pontchartrain in his father's Lightning when he was eight years old. But as John grew older and more skilled in the sport, it was inevitable they would part. Jack turned to handicap racing while his son

sought competition at the international level.

Jack, 62, won numerous handicap races in the south and still enjoys a reputation as one of the city's best sailors. John's accomplishments are many, but he is primarily recognized for having competed four times in the U.S. Olympic Trials. At 35 he is one of the nation's top sailors — a rare honor for a non-professional.

One of John's earlier big wins was the Sears Cup in the 1968 Junior National Championship competing in the Shark Class. In 1968, 1972, 1976 and 1984, he competed in the Olympic Trials in four different classes of boats. In the Dragon class in 1968, he crewed for O.J. Young and finished second to G. Shelby "Buddy" Friedrichs, another local sailor, who went on to win the gold medal that year.

In 1972, John skippered his Soling to a fourth-place finish with the help of New Orleans crew Mark LeBlanc and John Cerise. He finished third in the 1976 trials in the Finn class. For the 1980 trials, John switched to the Star class and, with crew Fred Mays of New Orleans, finished fourth.

In between Olympic campaigns, John sailed for Tulane University in inter-collegiate competition and was an All-American sailor three years. He also spent approximately 10 years competing in the Southern Ocean Racing Conference with such notables as Ted Turner, Click Schreck, O.J. Young and Burt Keenan. He has been to the Star Worlds four times and finished in the top 10 three out of the four times. Locally, he won the District Star Championship five times.

Most recently, John has been putting his energy into racing his father's new J/24. He wanted a boat that he could sail and/or race with his wife and four children, aged five months to seven years. "I wanted to be able to teach my children to sail and I wanted to race in a class that offered a high level of competition," John said. "The J/24 allows me to sail with more people than do most one-designs. And, I don't think I'm retiring to a less competitive fleet than what I'm used to sailing. Many good sailors race J/24s and more are becoming interested in the class."

John became an official J/24 competitor when he registered to compete in the New Orleans YC's annual Mardi Gras Regatta on Lake Pontchartrain. It was John's first time racing a J/24 on the lake. His son, John F. Dane, 7, Fred May, Mark LeBlanc and Mark Mortimer, 6, crewed.

The team finished fifth among a field of 20 top sailors after suffering a DNS because the new boat didn't arrive in time for the first race. This could have killed the series for John but he came from behind to win both remaining races and placed in the top five.

John's father didn't race his new boat until the following weekend when he crewed for his son aboard *Danegerous* in the J/24 Gulf Coast Championship on Pontchartrain, and they placed eighth overall.

Thus far, the father-son duo are satisfied with the boat that gave them the chance to race side by side again. Rod and Robert Johnstone's J/24 is a hot little one-design that's attracted a large following of competitors worldwide. But Jack Dane didn't just take anybody's word that the boat was a winner before he spent approximately \$20,000 for a new one.

Jack, who's owned in excess of 20 boats, claimed, "There isn't a sailboat design that's come out in the last 20 years that I don't know about. I read every sailing publication that's printed. And based on everything I've read, I knew the J/24 boat was a solid boat. It is so structurally sound that even the ones that are four to six years old are still competitive, with a new set of sails, of course.

"I bought a J/24 because I can use it to take friends out for a sail and I can race one-design again with my son. It serves two purposes. I no longer have the youth, agility or stamina it takes to compete with John in other one-design classes. But this boat is different. At 62, I can still compete because I don't have to hike out or push myself too hard. It takes more skill than muscle to sail a J/24.

"When I decided that I really wanted the J/24, I stepped up to the bar and said, 'Hey, I want one of those boats.' I hope to act as a catalyst in our area. It would be great to see more people getting into the class."

According to Jack, 20 to 24 people on the north and south shores of Lake Pontchartrain already own J/24s, but not all of them race.

John said he hopes the class balloons into something really big, as does his father. "I know it has the potential to become a large, first-rate one-design class here," he said. "So many people are frustrated by the handicap rating system that they're looking for something else. I know Buddy Friedrichs has expressed some interest in the class. I'd like to see Friedrichs, who's one of the nation's top sailors, get back into one-design racing."

John said if the class is promoted correctly and the competition remains at a level which is good for all participants - beginners and experts - the class should thrive in New Orleans.

John and his father are looking forward to racing and sailing the boat that is offering them the best in family and competitive sailing.



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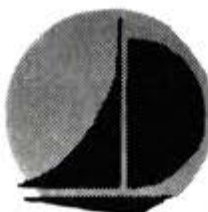
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Head to Wind (Sails Noisy)

by Ken Read



"Double lifelines; a dog's worst enemy," thinks Ubu, Kenny's five month old Golden Retriever and third crew on a recent "cruise."

As a sailmaker my life is sailing. Eating, sleeping and breathing sails, sailboats and customers. So what does a sailmaker do for relaxation? An obvious choice would be to go inland, away from the water and boats. No, that would be too smart. Go sailing, that's right. Go out cruising, scrutinizing sails and how the J/24 reacts with my girlfriend and five month old Golden Retriever holding on for dear life. Actually, Nancy and I had original dreams of cruising as much more of a passive tranquil acquaintance than it turned out. Cruising on *Maggie* in the past was quite memorable. But cruising isn't quite the word for it, as camping may better describe the adventure. With a small alcohol stove, a hibachi with wooden platforms, and enough food, beer, rum and dog food to last the nuclear family a month, we prepared ourselves

for the elements on our new boat, 96 Degrees.

After working the schedule to fit in the 4th of July weekend, we convinced Dan and Karen Neri to join us on their boat. One small problem, their five week old baby was psyched to come along. We also coaxed Brad Dimeo and Kim McCarthy to join us in their boat. Our passive weekend was turning into quite a gathering. As the weekend was in its final planning stages we found out that there was a race out to Cuttyhunk, our planned first stop. Great fun! Forget the relaxation, we have a chance to beat on our friends in a race. No, we can't think about it that way, it's just an excuse to get out to the islands a little quicker.

On Friday morning July 4 we set out for the line outside Newport Harbor. The 2000 Club was sponsoring this PHRF

race with a separate start for ten J/24s which were psyched for this relaxing couples cruise to Cuttyhunk, approximately 18 miles away. Briefly describing the race, it wasn't very relaxing. In the first 3.5 mile beat to Brenton Tower, the boats with two couples had a decided advantage in the building sea breeze. Dan and Karen started with their small jib which was an extremely smart move. We got hammered with our 150% in what seemed like the longest beat ever. After rounding the tower five minutes behind, the fleet put up their chutes for a ten mile spinnaker reach in the building sea breeze. Great relaxing cruise, planing at 12 knots, barely holding up high enough to the mark. Brad and Kim decided against this spinnaker routine and hung on to a slim victory in the newly formed non-spinnaker division. Their boat was just launched and had some new added features. Due to Kim's lack of sailing experience, she had directions written for her on the bulkhead of each side of the boat. When Brad had to go forward to adjust something, she was left alone to steer with only these directions to follow: "Heeling over (CAPSIZE) Push away. Head to wind (SAILS NOISY) Pull tiller." As you can imagine, Kim heard about this for the remainder of the weekend.

It was on this leg that we found real advantages that Golden Retrievers have over infant children. Ubu (the dog) was very content to stay below during the entire race and sleep, only waking to leap to the high side on the tacks. The only bad habit she had was her liking for the spinnaker and the ability to nest in it, creating a huge knot as it blew out of the companionway. The baby, on the other hand, was firmly wedged in a bassinet on the companionway floor. She too slept soundly for most of the trip, but awoke on cue for any intense maneuvers, to scream hysterically for her mother's breast. We took



"I thought you knew where we were..."



Once the cruising started, the only pressure was deciding who was going below to get the next beer.

complete advantage of this, rolling them as Karen was below for one of these feeding sessions. We were both closing quite rapidly on the leaders, each with two couples aboard.

This spinnaker reach was a trip, planing for about two and a half hours but not realizing that the breeze was now well over twenty knots. We now had to jibe twice for a short downwind jog and then continue a tight spinnaker reach for the finish. Coming in to the mark, it started to dawn on us that we were about to show up at the Buzzards Bay tower with four boats virtually overlapped. Time to panic! Blasting around the mark Tom Ehman jibed first, followed by Mike Hill, ourselves and Dan. We took it slow, yet out of control. Dan and Karen pulled off a perfect jibe and blazed over Mike and ourselves. This move had not gone unpracticed as we were to find out later. Karen had done the foredeck on their J/29 in the Virgin Islands trade winds for several years.

"Kenny, what ever happened to our plans for a relaxing weekend," asked (screamed) Nancy as we surfed inside Mike. At the same time I was motioning for room and running to the bow to jibe the pole for a second time, nearly death rolling the precariously balanced boat to weather. But of course in my uncompetitive form I couldn't possibly let my friends take off, limping into Cuttyhunk Harbor, beaten. Well, we didn't pull off the jibe very well anyway, now in twenty-five knots of breeze. In fact we did a down-



Karen Neri tends to five-week old Danielle, youngest crewmember on the cruise.

right lousy job. I learned after the fact that Nancy had never steered a boat around a congested mark before nor maneuvered a boat in this heavy a breeze. To paramount the predicament, I completely fouled the pole on the jibe as we careened down Mike's bow with the port side of our boat. With Nancy screaming, the dog barking and me hanging off the mast, I realized Nancy was right. We definitely were not accomplishing our goal of a relaxing getaway weekend.

Dan and Karen pulled off yet another splendid jibe and pulled away for the win with Tom second and Mike third, ourselves a battered fourth. The rest of the

fleet was far behind taking the sane approach to cruising. But interestingly enough, we think that several records were broken in this race:

Danielle Neri is the winningest sailboat racer in the world winning 100% of her races entered. We think she was the first person to be breast fed at 14 knots in a J/24. I'm also convinced that no other person has reeled off so many four letter words in sequence as did Nancy while we smashed around our jibe mark (this record could be debated I'm sure).

Ah, but the rest of the weekend went as planned. A night rafted with five boats in Cuttyhunk provided some great enter-



Racing the dog back to the boat was the final competition of the weekend.

tainment by Skip French after drinking a gallon of gin and tonics by himself. This all-hours party was followed by a super relaxing Saturday and Sunday with our three J's cruising off alone to Quicks Hole and Manemsha Pond. These are two tranquil, secluded nooks which provided us with some great peace and quiet. The rum and Becks beer probably helped.

Cruising is one of the most relaxing adventures available. In these days of cut throat sailboat racing, it is a promising direction for a sport which can get far too intense. To see several people out thoroughly enjoying themselves on a racing boat is a wonderful experience. I'm not saying abandon the racing ethic, in fact just the opposite. Cruising adds a necessary element to the sport that we all need to find more of. For you intense racers out there, imagine sailing around with your engine dragging in the water and not caring about it! The only tactical decision made for the rest of the weekend was where we could let off Ubu to go to the bathroom. The cruising mode; take advantage of it more often. It will really help your outlook on the rest of the sport.



Photo by Linda Tillman

Ken Read recently helmed his J/24 96 Degrees to win the 1986 World Championship for the second year in a row. He also won the J/24 North Americans in 1984 and 1985. He was tactician on the first place boat at the 1986 J/35 North Americans, as well as on the J/41 Aja, winner of the DuPont Trophy for the 1986 Orion Patch series. He is employed by Shore Sails, Newport.



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Curtis Wins Michelob NA's

by Jim Brady



Photo by Karen L. Hirsch

Silly Goose (49), Silverstreak (87), Raptor (Sail no. 26038), and Fat Lady (55) sail upwind just after start offshore of the beautiful Chicago skyline.

The 1986 Michelob J/24 North American Championship, held June 20-27, was hosted by the Chicago Yacht Club, Belmont Harbor, and drew 87 entries. Racing took place on Lake Michigan approximately 1½ miles offshore, to keep away from the shifty winds near the Skyscraper City. Chicago, also known as the "Windy City," gave competitors a variety of conditions ranging from a 40 knot squall, which led to the cancellation of the practice race, to the postponement of one race to wait for the breeze. As they say, "If you don't like the weather, just wait ten minutes!"

Dave Curtis, from Marblehead,

Massachusetts, who celebrated his 40th birthday during the regatta, showed the rest of us what 40-plus or minus years of experience can do for you. Dave and his talented crew, sailing the familiar *HJ*, won the championship by a convincing 33 point margin over runner-up Kevin Mahaney, of Bangor, Maine, in *American Garage*. If you remember, Dave had won the North American title two times before, in 1982 and 1983.

After Sunday's practice race and qualifying races were cancelled due to the high winds, the fleet was separated into the championship and designer fleets by three qualifying races sailed on

Monday in winds that had moderated to 12 to 14 knots from the northwest.

The first race on Tuesday offered the most excitement of the six race, no throwout series, when a gale blew across upper Lake Michigan, kicking up 6-8 foot seas and a brisk 18-25 knot breeze on the southern shore. Everyone started with jibs, and quickly the fleet split. On the right was Ken Read sailing his new 96 *Degrees*, Ed Baird steering *Monster Fish*, and Vince Brun in *PeeWee*. We in *Hot Pursuit* went left along with Stu Johnstone (and brother Drake) in *Flying Cloud* and Curtis. When everyone came together, Baird was on top at the first mark and con-



Photo by Lee Scowcroft

Boats arrived in the Midwest from every corner of the country.



Photo by Lee Scowcroft

Most flew back in on Sunday under jib alone.

tinued to lead at each mark. The course was to finish downwind and, with the big waves, it was a *fun ride!* *Hot Pursuit* actually passed Baird within ten boat-lengths of the line, but Baird caught a bigger wave to surf ahead and get the gun.

The breeze moderated toward the afternoon, and within the ten minute sequence for the start of the second race, most boats changed quickly to the 150% genoa as the wind got even lighter in the lumpy seas. The left side paid big dividends for Darden and Haggerty, Curtis, Moore and Zuckerman, Brun and Brady. Things didn't change much on the reach, but on the second beat Curtis broke away from the tight pack and scored a few nice shifts to put him firmly in the lead. The speed differences between the boats was fairly dramatic as most people had not had the foresight to ease the rig from the morning's heavy air.

By Wednesday morning the wind had settled in from the south at 5-10 knots for the third race. Curtis and Brady, now the series leaders, battled on the short starting line for the advantaged position. However, Brady, coming from astern, did not give Curtis time to respond and hence settled for an I Flag penalty. Vince Brun of San Diego, no newcomer to the J Class, won the pin end start and continued to lead the fleet to the favored left side and into the finish as well.

That afternoon the wind veered a bit and became more shifty as the day went on. Stu Johnstone was chased around the course by Curtis, but the Johnstones' *Flying Cloud* was not to be caught, and it



Photo by Dick Tillman

Thanks to Michelob, there was plenty of beer on hand after the races.



Photo by Dick Tillman

Race management and officiating was outstanding, with appreciation to (from left) Dave Hague, Judge; Ray Teborek, Chief Race Officer; Ann Moorman, CYC Race Committee Chairman; Richard Latham, Chief Judge; Tom Farquhar and Jim Anderson, Judges; Jack Gable, Commodore of Chicago Yacht Club; Pat Talbott, Judge, and Andy Kiener, Race Officer.



Photo by Dick Tillman

Everything ran smoothly due to the efforts of the regatta organizing committee and registration workers, (from left) Mike Mullinix, Mark Harms, Dorothy Blott, Glenn Gustafson, Barb Litner, Thalia Lake, Dixie Dowrie, Marcie Bruck and Pat Parks and others.

was Johnstone first and Curtis second at the finish.

With only two races to go, Curtis was looking very good in the series with highly consistent finishes of 3,1,8,2, but he knew it wasn't going to be easy in such trying conditions. Most of the fleet had already had a bad race, however, including past North American and World Champion, Ken Read. Asked how they had been doing so well, Curtis replied, "We've just been looking for the breeze in phase — strictly lucky, but sailing smart too!" He also mentioned that in four races no one had tacked on his air once. Don't you wish we all had it so good!

In race five the winds were even lighter. Curtis played the middle and then committed right as it began to pay. He went on to win this crucial race, giving him a 34 point lead over second place. The battle for second was getting good, with five boats separated by only 12 points going into the last race. Anything could happen.

Well, it did. Read and Brady started early, knocking them out of contention, while Brun, Mahaney and Darden/Haggerty battled it out. Brun came up the race winner but, without enough boats between him and Mahaney, he finished the series in third. Darden's 14th put him in fourth overall. The surprise underdog was Ned Lockwood in *Coal Pile Express*, who in the first race had been dismasted and was given average points, and pulled up to fifth place overall.

In the Designer Fleet, Kaiser came on strong after taking a 10% penalty in the first race with finishes of 3,2,1,1,1; but it wasn't enough to top Bennett Taves, of Rochester, New York, sailing *Yellow Snow*, who had consistent finishes in the top five. Taves was the first recipient of the newly deeded Designer Fleet Perpetual Trophy, a bronze sailboat mounted on a wooden plaque, donated by the Canadian J/24 Class Association.

The Chicago Yacht Club, which is actually on a floating barge and is the home of the 12 meter Heart of America challenge, did a superb job of running races, launching and measuring boats and having plenty of free Michelob on hand. (The beer may have gotten to some people, as we set a new record for the number of people on a J/24 at one time!)

Special thanks to Regatta Chairman Glenn Gustafson and his numerous committees, to Michelob and Bacardi for their sponsorship and to all who participated in the regatta.



Vince Brun in *PeeWee* gets away clean to weather after rounding the leeward mark ahead of Ed Baird in *Monster Fish* (65) and Ned Lockwood in *Coal Pile Express* (61).



These fun lovers set a new record for the number of people on board a J/24 at one time.



Photo by Lee Scowcroft

Many J/24s moored at the floating docks in front of the Chicago Yacht Club.



Photo by Linda Tillman

A classy champagne party aboard Brent Kelley's Klassey on opening night.



Photo by Karen L. Hirsch

The Championship fleet converges at the jibe mark.



Photo by Karen L. Hirsch

Jim Brady in Hot Pursuit rounds the jibe mark inside of local sailor Len Siegel in The Maven.



Photo by Lee Scowcroft

1986 North American Champion Dave Curtis commends his crew, (from left) Tommy Tompkins, Hale Walcott, Jamie Hardenbergh and Chuck Wilke.

1986 North American Championship

June 20-27

Championship Fleet

POS	BOW NO.	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	60	2579	HJ	Curtis	3	1	8	2	1	4	19
2	83	3379	American Garage	Mahaney	8	17	12	3	9	3	52
3	45	4041	Peewee	Brun	4	6	1	15	29	1	56
4	79	3481	Thunderstar	Darden/Haggerty	5	4	13	11	26	14	73
5	61	2617	Coal Pile Express	Lockwood	13	13	10	18	2	22	78
6	57	4246	Cliff Hanger	Johnstone, J.	7	12	19	9	18	15	80
7	65	634	Monster Fish	Baird	1	7	7	19	31	18	83
8	70	4296	Innisfree 96 Deg	Read	6	47	3	5	16	13	90
9	37	4257	Flying Cloud	Johnstone/S&D	9	14*	18	1	23	16	91
10	76	456	Not To Worry	Moore/Zuckerman	47	3	11	12	3	23	99
11	31	4143	Kathryn	Wurtzebach/Wilderman	31	23	6	16	17	10	103
12	32	3000	Sly	Beaudin	19	26	30	20	7	2	104
13	33	3956	Hot Pursuit	Craig/Brady	2	5	17*	13	13	47	107
14	16	25442	War Eagle	Swetka/Sherry	23	11	29	10	14	20	107
15	74	3887	Squarehead	Olsen	11	27	5	4	15	47	109
16	48	624	Grand Illusion	Scowcroft/Himmel	15	15	20	47	5	7	109
17	26	4177	Space Ranger	Porter/Melges	13	2	9	32	8	47	111
18	53	3930	Fastack	Meleney	16	22	24	26	20	6	114
19	34	4047	Paragon II	Wright	20	16	14	7	27	31	115
20	38	3418	Christine	Rogers/Goldman	12	9	16	47	24	8	116
21	67	3577	OZ	Gjerde	28	29	4	25	25	19	130
22	39	3883	Perdido	Rossen/Segil	25	20	26*	6	10	34	131
23	85	3849	Blue Moon	Williams	32	21	32	17	21	9	132
24	27	3775	Blitz	Constants/D&A	14	18	47	47	4	5	135
25	50	2107	Spreadeagle	Cooper/Solin	18	10	22	37	30	24	141
26	82	3939	Pathei Mathos	Hillman	22	35	21	22	22	27	149
27	35	4242	Maven	Siegal	38	31	28	31	11	11	150
28	3	2171	Jail Bait	Laffitte	21	19	31	14	35	33	153
29	80	KC1970	Three Speed	Tawaststjerna/K	47	8	2	8	47	47	159
30	72	2108	Rough Draft	Altman, Ben	36	33	23	27	19	21	159
31	12	3301	Breakaway	Pendelton	47	47	15	36	6	12	163
32	11	1680	Gopher Baroque	Gustafson/Tillman	27	25	37	39	12	26	166
33	19	3694	Surfer Girl	Elam/Dwerlicons	17	13	25	34	47	47	183
34	75	3687	Wild Oats	Law	33	47	35	23	34	17	189
35	66	3420	Risky Business	Levitus	47	28	34	24	28	32	193
36	30	2540	Mariner	Stokes	37	47	33	21	38	25	201
37	15	4040	Slave to Fashion	Huffman/Considine	24	36	40	40	41	29	210
38	36	4123	Pink Flamingo	Riddle	29	24	39	47	43	28	210
39	69	3276	Lead Sled	Loomis	35	32	38	35	32	39	211
40	51	4093	Miss America	Olsen, Karin	26	30	45	41	33	36	211
41	90	2258	Team Sora	Goble	41	37	36	33	37	35	219
42	71	3246	New Sense	Soderberg	40	38	41	28	42	30	219
43	18	4025	Klassey	Kelley	34	39	44	29	39	38	223
44	85	3701	P.M.S.	Ferguson	10	47	27	47	47	47	225
45	25	4046	Kicks	Kalbfleisch	39	47	43	30	36	37	232
46	28	3764	Plum Crazy	Plumer/Gayle	30	34	42	38*	40	40	233

*Includes 10 penalty points.

1986 North American Championship
June 20-27
Designer Fleet

POS	BOW NO.	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	89	657	<i>Yellow Snow</i>	Taves	1	3	5	2	3	5	19
2	7	2404	<i>P. F. Flyer</i>	Kaiser	10*	2	3	1	1	1	28
3	77	3444	<i>White Trash</i>	Kern	5	1	7	7	2	6	28
4	6	686	<i>Shogun</i>	Petriz	4	5	9	6	14	15	53
5	55	4170	<i>Fat Lady</i>	Riddle	8	10	2	3	28	4	55
6	10	4043	<i>Tonka Bay</i>	Brown	7	6	6	16	12	8	55
7	63	510	<i>Yo' Mama</i>	O'Donnell	6	14	16	11	13	2	62
8	73	1333	<i>Moonshine</i>	Altman, Betsy	3	4	1	5	10	42	65
9	84	3206	<i>Ninja</i>	Hofmeister	13	11	12*	15	5	13	79
10	8	2020	<i>Boondoggle</i>	McKearnan	15	15	28	4	22	14	98
11	0	3274	<i>Hombre</i>	Segel	14	9	13	10	32	22	110
12	22	1427	<i>Outraje</i>	Fitzgerald	25	16	14	24	17	18	114
13	56	1266	<i>Wasp</i>	Vickery/Muller	2	42	19	26*	6	10	115
14	93	4174	<i>Friendly Takeover</i>	Holdeman	18	13	25*	22	26	9	123
15	87	3143	<i>Silverstreak</i>	Templin/Humphrey	9	8	8*	8	42	42	127
16	92	2520	<i>J-Force</i>	Harms	42	42	17	17	7	7	132
17	81	1043	<i>Wiz</i>	Johnston	11	12	36*	13	30	26	134
18	78	4146	<i>Gangbusters</i>	Gannon	23	18	15	29	27	23	135
19	62	3932	<i>Permanent Wave</i>	Siebel	16	7	23	42	24	24	136
20	49	2578	<i>Silly Goose</i>	Strid/Spray	21	42	30	42	8	3	146
21	5	222	<i>Dirty Laundry</i>	Harrison	31	42	18	18	21	16	146
22	4	4140	<i>Risky Business</i>	Perper	42	42	21	20	9	19	153
23	94	1755	<i>Allegro</i>	Stovall	26	17	33	42	16	21	155
24	1	2828	<i>Barb</i>	Litner	20	20*	31	30	33	12	156
25	42	4105	<i>Red Wing</i>	Creaney/Hammond	28	24	26	14	29	42	163
26	20	3011	<i>Scratch My Back</i>	Myers	22	21	24	42	25	29	163
27	44	3333	<i>Redhead</i>	Wagner/D&E	29	42	29	21	15	28	164
28	2	2236	<i>Offcourse</i>	Strokirk	42	42	10	25	4	42	165
29	29	271	<i>Fear and Loathing</i>	Kracht/Sobott	42	42	42	12	11	17	166
30	64	2627	<i>Scarlett</i>	Nimmer/B&C	19	42	35	27	18	25	166
31	47	26038	<i>Raptor</i>	Scane	42	42	20	23	20	20	167
32	24	2529	<i>One Hot Number</i>	Klein	17	42	22	42	19	30	172
33	13	231	<i>Caribe</i>	Nordine/Lee	12	22	27	28	42	42	173
34	23	333	<i>Planet Claire</i>	Koten	42	42	4	9	42	42	181
35	41	5222	<i>2XS</i>	DeSanto/Soya	27	23	32	42	31	27	182
36	43	2525	<i>Tinker's Toy</i>	Mack/Felten	42	42	11*	19	23	42	189
37	88	5631	<i>Glissement</i>	Grzelak/Stroup	32	42	34	31*	42	11	202
38	59	4018	<i>Rudolph</i>	Rudolph/E&J	30*	19	42	42	42	42	227
39	21	3881	<i>Abracadabra</i>	Efstathiou	24	42	42	42	42	42	234
40	68	6286	<i>Savage Journey</i>	Baird/Setze	42	42	42	42	42	42	252
41	9	668	<i>Airstart</i>	Mullinix	42	42	42	42	42	42	252

*Includes 10 penalty points.



96° in '86 (Read Wins Worlds Again)

by Chris Hufstader

Chris Hufstader has crewed with Ken Read in four J/24 World Championships, including the 1985 event in Japan which they won. They captured the title again this year, winning the 1986 Worlds held September 13-19 in Newport, Rhode Island. He wrote the following article from notes and tape recordings made during the championship. Look for Chris' article on the tenth anniversary of the J/24 Class in an upcoming issue of *Sailing World*.

From the outset, we knew it would be the toughest regatta yet. With 68 boats, most of which were the best in the U.S., we were looking at the deepest fleet for the Worlds since the 62 boat fleet in San Francisco in 1982. After working on our speed and boathandling all summer, we were coming into this event with a higher level of preparation than ever before.

After working through the meticulous measurement process, the fleet was

ready to go, and we set out on Monday morning for the practice race and the first race that same afternoon. After one general recall, the fleet got off to a start in a southwest wind of 10 knots. The race committee, using the three-boat starting line system pioneered at the Worlds in Japan last year, nailed several boats on the one-minute rule, one of which was the defending champ Ken Read, who finished third in the race. On Read's boat, we had done our best to start behind the

Photo by Michele Rajotte

line, but it just wasn't good enough. With about 30 seconds to go, we decided to bear off and go behind the middle committee boat, but the race committee had already gotten our bow number. When the gun sounded, we were actually behind the line, going the wrong way!

John Kostecki, fresh from a win at the Soling Worlds in France the day before, got a good start at the middle of the left end of the line and tacked after about a minute, going ahead of Dave Curtis, who was also just back from France. Kostecki had good speed and used a couple of subtle shifts to gain the lead ahead of Curtis and Morgan Reeser. Kostecki led all the way around the long Olympic course to take the win, followed by Curtis, Read, and Canadian sailor John Roy.

A windy cold front moved into the area the next day, bringing cold air and gusts up to 45 knots. The race committee decided to postpone the race until the next day. Despite that disappointment, the participants were treated to a fantastic party at the Beechwood mansion, courtesy of J-Boats. The sight of 300 J/24 sailors occupying a mansion of that size and opulence is an inspiring sight! Our hosts were quite simply delighted to see the building still standing tall after the night's festivities were over.

The next day was a long one. The fleet finished two races which were held a great distance from shore in Rhode Island Sound. On our boat we enjoyed the long sail out, and were visited by a large sea turtle and what looked a lot like a large shark (it was probably a sunfish). When the committee boat finally stopped, the northerly was well along its way to dying, and the fleet started in a diminishing wind and lumpy seas that had built up the previous day and night. We almost made a huge mistake and missed the start; while checking compass angles and some last minute tuning upwind of the line, Brad Read noticed the blue shape was up! After a quick spinnaker set to get back, 96 Degrees crossed over with just over a minute to go, and had barely enough time to set up for the start.

Top: Tawaststjerna (05) finds room to round reach mark behind Bowser (08) and in front of Wickes (67). Middle: Brady (13) looks for room to tack away from parade after start. Bottom: Looks like an International meeting at the leeward mark!



Photos by Michele Rajotte





Photo by Dick Tillman

Jahn Tihansky looks on as his keel receives careful measurement.

As the northerly dies after a front, it usually veers as it goes, so the boats on the right side of the beat made out the best. The velocity lasted there the longest and *Perdido* (Elliot Rossen) and *Ghostbuster* (Jay Lutz) got to the mark first and second. At the reach mark we doused our spinnaker first and got to the leeward mark just behind Rossen and inside of Lutz. We wound up to the inside of them on the first tack and took the lead, and made a point to stay in the breeze. We took the bullet as the committee wisely shortened the course at the next mark. Both Lutz and Glenn Darden, two of the

top boats from Texas, were victims of the one-minute rule, as was Curtis, who finished around 10th or so. In total, there were 16 boats called over the line at that start. This helped Kostecki, who had a poor race, and moved him up to 10th. The last part of the fleet finished in a southerly, and many positions were jumbled at the last second as boats converged on the finish at the same time.

The next race was a drag race to the right side, and we used our speed to get there first and tacked below the layline. Curtis did a great job right at the end of the leg and rounded in first, but we were right

on his heels. On the second beat, things started to get pretty flukey. We did two quick tacks after rounding the mark, but came back on port tack slightly out of phase and in a lull. With Curtis and Leo Constantino stretching out to the right, we stayed as close as possible and finally took the lead when a wave of velocity came down the course and lifted us up 20 degrees, pulling us up and around the two leaders. With the breeze apparently shifting to the left, the leaders protected that side while Jim Brady went out more to the right and made huge gains on the fleet. The race was still very close, as Curtis, Read, Larry Klein and Brady battled down the light-air run. Just before the leeward mark, Klein found a beautiful shaft of breeze, sailed his boat dead down to the mark and rounded in front with Read, Curtis and Brady close behind. These four boats had a very tight race up the last beat, with the lead changing several times. Klein and Brady had some close brushes halfway up the leg, allowing us to get to the right of them where there was more velocity towards the end of the leg. A couple of good puffs lifted us a little higher on starboard tack and we just crossed Klein before the finish.

The next day, Thursday, we sailed in the unsettled southerly once again, and this time it was the left side that had the best breeze right up until halfway up the first leg, when we decided to get back to the right as the wind died slightly. Curtis sailed a perfect race and kept us behind him the whole time, although we came close to getting around him on the



Photo by Michelle Rajotte

Baird (21) leads Read (22), Klein (39) and Koper (KC-1169) to leeward mark.

second beat. Ed Baird got a lot of our attention though, and we traded second place with him several times right up until a very close finish. We misjudged the line and overstood the favored right side, while Baird tacked right on the layline and finished overlapped with us. Curtis did a great job staying in the velocity and used little puffs to make big gains, while we were just out of the breeze on several occasions.

Throughout the regatta, the size of the fleet meant that you had to go for one side of the course or the other. There weren't so many oscillations up the beats as there were persistent shifts, so a little knowledge of the weather (plus a little local knowledge) went a long way. The fifth race was an exception; since there was no clear advantage on either side of the course, we had to bank on shifts up the middle. Once again, we got off the line with clear air, and worked up the middle to round a conservative second behind Greg Tawaststjerna, with Stu Johnstone right behind. Curtis and his team had a poor start and right when they were starting to get back into the front of the fleet, they got tacked on hard by a couple of boats and were forced out of phase. Kos-tecki rounded in fourth and lost his spin-aker halyard, which opened up a gap for the top three boats to get away. Up the second leg we battled back and forth with Tawaststjerna and his team on *Three Speed*, and just barely got around them



Photo by Ivelux Andersen

Curtis lead *Read* in Monday afternoon race.



Photo by Ivelux Andersen

Part of the fleet approaches the starboard half of the three boat starting line.



Photo by Scott Sandblom

Geoff Moore (14) beats a tight group to the weather mark.



Photo by Ivelux Andersen

After the races the sailors gathered in the beer tent at the Newport Yachting Center where the boats were docked.

in a tight situation at the windward mark. All we had to do after that was stay ahead of them and the Johnstones, but we almost lost *Three Speed* just before the finish when we tacked for the last time and the genoa sheet got hooked into our foreguy shackle. What a commotion! We got it unclipped just in time to finish in front of Tawaststjerna, and win the fifth race.

All week long, the race committee kept us in suspense by not saying when the long distance race would take place. We didn't really care, since we had sailed the course many times in a variety of weather conditions. Yet we knew that it could be an unpredictable race that could make or break the regatta for any boat. All we would have to do on the last day was stay close to the front of the fleet, since we had a 12 point lead after race five. Friday morning was not a nice day for sailing; rain, fog, and a light and shifty

breeze. After several hours of anticipation, the race was cancelled, and we had won. That could only mean one thing: swim time! Geoff Moore instantly ordered his crew Tom Erskin into action, and Ken was in the water in a flash. The rest of us were right behind him.

Tactics play a big part in doing well at the J/24 Worlds. I asked Ken what it took: "Tactics in the clutch were great. This regatta was a classic example of huge course tactics. The first weather leg was 3.5 miles long, so one corner could come out, literally, a mile ahead of the other corner. More than once we had the strategy just right. Stew (Neff) was really good at re-confirming our strategy and what we were doing, just like at the North Americans last year." Ken and Brad Dimeo worked on the speed, the middleman kept track of compass headings, while Stew and Brad Read worked on the big picture to determine how we were doing.

This left the speed people to do their job without being distracted, and helped us keep the boat going fast. Dave Curtis and Hale Walcott have a similar organization on *HJ*, and it shows; they always have speed, and usually keep the boat going in the right direction. Their only crucial mistake at the Worlds this year was being over early in one race, and then having a poor start in the fifth race. That was all it took for them to fall back 12 points.

Special congratulations and thanks should go to all the folks in Newport that put the event together; Ida Lewis Yacht Club, Sail Newport, and the Fort Adams Sailing Association, Pete Lawson and his race committee, and all the volunteers who put in the time and effort to make it all happen.



Photos by Tillman



Clockwise from above: Teresa Chatfield (center) of Bermuda joins Canadians in song after awards presentation; '86 World Championship crew, from left: Brad Dimeo, Brad Read, Chris Hufstader, Ken Read and Stewart Neff; Event and Race Committee Chairman Pete Lawson and Susan Miles, of Newport Yachting Center, confer on likelihood of racing on Friday; David Jackson installs camera on Risk for class sponsored video of Worlds.

J/24 World Championship VIII

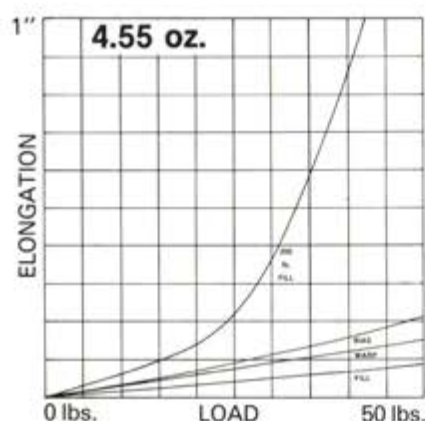
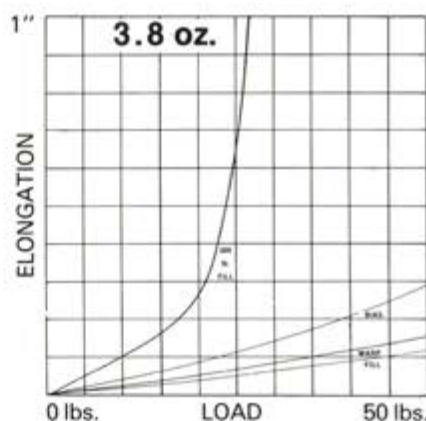
September 13-19, 1986

POS	BOW	SAIL	YACHT	SKIPPER	HOMEPORT	1	2	3	4	5	TOT*
1	22	US-4296	96 Degrees	Read, Ken	Newport, RI	69	1	1	2	1	5
2	68	US-2579	HJ	Curtis, Dave	Marblehead, MA	2	69	3	1	11	17
3	53	US-3466	Whiteout	Kostecki, John	Pt. Richmond, CA	1	10	6	20	4	21
4	13	US-3956	Slap & Tickle	Brady, Jim	Clearwater, FL	6	15	4	4	9	23
5	39	US-3958	Oombriago	Klein, Larry	La Jolla, CA	9	46	2	5	13	29
6	33	US-4163	Deuce Coup	Pritchard, David	Buford, GA	12	2	50	17	5	36
7	5	KC-3913	Three Speed	Tawaststjerna, Greg	Toronto, Canada	69	5	13	16	2	36
8	48	US-4257	Flying Clous	Johnstone, Stu/Drake	Newport, RI	8	29	21	12	3	44
9	19	US-4186	Houdini	Arndt, Eric	Santa Barbara, CA	20	22	14	10	7	51
10	52	US-56	Lounge Lizard	Reeser, Morgan	Miami, FL	7	69	32	18	10	67
11	14	US-456	Not To Worry	Moore, Geoff	Warwick, RI	10	13	33	28	17	68
12	6	KC-3968	Kool & the Cubes	Roy, John	Halifax, Canada	3	43	11	33	22	69
13	25	US-4300	Tally Ho	Johnston, Robert	Newport, RI	26	20	58	15	8	69
14	65	BL-1300	Volta Seca	Lebreiro, Luis	Brazil	18	11	16	24	62	69
15	21	US-3775	Blitz	Baird, Ed	St. Petersburg, FL	15	45	43	3	12	73
16	20	US-1	Ragtime	Johnstone, Rod	Stonington, CT	36	8	22	23	20	73
17	32	US-4109	Blank Expression	Neri, Dan/Brown, Chuck	Newport, RI	11	69	17	21	26	75
18	64	BL-990	Linha D'Agua	Soares, Marcos	Brazil	27	69	12	9	28	76
19	41	US-3701	PMS	Ferguson, Scott	Newport, RI	22	34	15	8	69	79
20	27	US-3883	Perdido	Rossen, Elliot	Chicago, IL	29	3	36	14	43	82
21	44	US-3605	Risk	Tillman, Dick	Merritt Island, FL	51	12	38	13	24	87
22	51	S-429		Gravare, Magnus	Sweden	43	69	20	11	16	90
23	54	US-3787	Ghostbuster	Lutz, Jay	Kemah, TX	13	69	28	22	33	96
24	12	J-3799	Big Brother	Hayashi, Moto	Fukuoka, Japan	42	6	8	47	54	103
25	10	KC-1169	Rumpus	Koper, Chris	Canada	46	31	26	7	42	106
26	57	I-124	Oso Duro	Bolens, Maurizio	Italy	21	69	5	42	40	108
27	24	K-4043		Whipp, Nick	Lancs, England	47	9	18	34	48	108
28	38	US-3368	Airplay	Hadlock, Parker	So. Freeport, ME	39	23	41	6	50	109
29	28	US-2845	Self Abuse	Dursch, Harry	Seattle, WA	14	50	34	36	25	109
30	7	KC-2725	Tess	Kidd, James	Toronto, Canada	53	26	39	30	14	109
31	29	US-2907	Terminator	Tihansky, Jahn	Tampa, FL	69	16	19	69	6	110
32	43	US-957	September	Constantino, Jr., Leo	W. Warwick, RI	34	24	9	66	44	111
33	47	US-1557	Sugar Plum	Milnes, Pete	Newport, RI	35	19	51	34	23	111
34	17	US-634	Monster Fish	Chapin, Dave	San Antonio, TX	33	17	42	31	33	114
35	50	K-4035	Charisma	Bedford, David	Bournemouth, Eng.	19	36	30	39	30	115
36	42	KA-74	Spread Out	Hartnett, Robert	Victoria, Australia	28	7	45	43	39	117
37	31	A-3513	J DeVivre	Ferrero, Pedro	Buenos Aires, Arg.	41	69	10	37	31	119
38	9	KC-4107	Il Awesome	Kennedy, Michael	Canada	38	47	7	50	29	121
39	62	US-2549		Bryant, Mark	Buffalo, NY	16	48	40	40	27	123
40	1	US-3942	Bangor Packet	Parker, Anthony	Washington, DC	31	40	35	41	19	125
41	56	I-121	Pall E'Cannone	Leonetti, Guiseppe	Italy	4	69	48	45	35	132
42	8	KC-2583	Heroes and Villains	Bowser, Greg	Quebec, Canada	17	69	53	25	38	133
43	55	MX-2971	Sleeper	Escalante, Jorge	Mexico	24	32	31	69	46	133
44	63	US-3481	Thunderstar	Darden, Glenn	Ft. Worth, TX	23	69	69	29	15	136
45	58	I-142	Willie Nelson	Santella, Antonio	Italy	49	30	27	32	51	138
46	49	Z-3037	Mr. C	Glaus, Michel	Geneva, Switzerland	40	4	46	52	69	142
47	35	KA-124	Spy vs Spy	Nemeth, Alex	Birchgrove, Australia	25	41	37	69	41	144
48	40	S-47	Squarehead	Johansson, Gutta	Sweden	59	33	47	27	37	144
49	15	US-800	Shazbot	Sullivan, Dan	Darien, CT	37	44	69	38	45	164
50	4	KB-3121	Herman	Boyce, Trevor	Hamilton, Bermuda	69	21	25	56	63	165
51	18	K-4000	Pinball	Warwick, Eddie	London, England	54	49	69	41	21	165
52	34	J-2690	Ragdoll	Yamada, Takahisa	Japan	47	69	24	46	49	166
53	16	BL-624	Stealth	Assuncao, Jose	Rio de Janeiro, Brazil	45	14	61	69	53	173
54	11	K-4199	Ghost	Mount, Stuart	England	44	42	44	44	58	174
55	26	US-2331	Monster Fish	Killion, Hank	DeWitt, NY	61	35	56	53	34	178
56	36	KZ-1	Moonfish	Bennett, Brian	Auckland, New Zeal.	55	39	60	49	36	179
57	67	US-1952	Fin	Wickes, Bill	Newport, RI	48	69	54	35	47	184
58	59	H-3	Obstreperous	Kimman, Maarten	The Netherlands	69	18	49	55	69	191
59	3	KB-5	Insatiable	Burnett-Herkes, Andy	Somerset, Bermuda	60	27	52	54	61	193
60	2	KB-4	PDQ	Ashton, David	Warwick, Bermuda	50	51	44	69	56	201
61	61	PU-11023	Nighthawk	Freundt, Eduardo	Peru	62	25	62	58	59	204
62	46	US-3379	American Garage	Mahaney, Kevin	Bangor, ME	30	38	69	69	69	206
63	30	F-2171	Jail Bait	Laffitte, Frederick	France	52	69	38	63	55	208
64	23	KA-94	Rambunctious	Petrie, Brian	Australia	63	28	63	57	62	210
65	37	US-4158	Downtown	Reynolds, Kirk	Skaneateles, NY	5	69	69	69	69	212
66	45	KC-2218	Plus Ten	Chapman, Lorne	Toronto, Canada	57	37	59	69	60	213
67	66	J-2864	Tenacious	Shozakia, Yoshio	Ashiya-ski, Japan	56	52	55	69	57	220
68	60	PU-11001	Loonatic Fringe	D'Angelo, Alberto	Lima, Peru	58	69	57	59	52	226

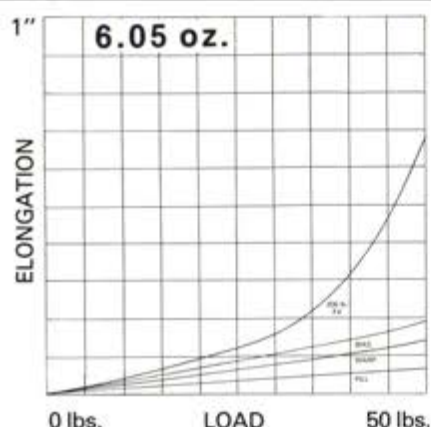
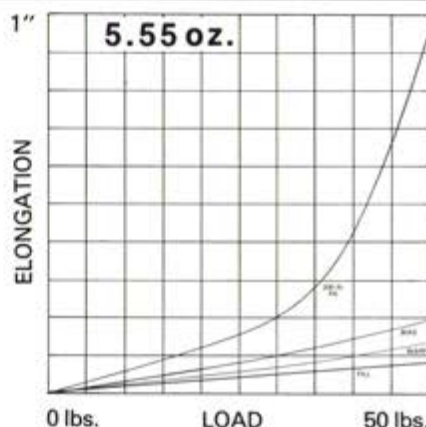
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Photo by Lee Scowcroft

Fleet 12, which sails out of the Chicago Yacht Club at Belmont Harbor, has a fleet of over 70 boats.

District 15

by Glenn Gustafson

Currently comprised of eight active fleets, District 15 continues to be one of the fastest growing districts in the United States. More than 200 J/24s sail on Lake Michigan and surrounding lakes. Of these, more than 150 are active racers. Some of the season highlights follow.

Belmont Harbor, Chicago Fleet 12 has over 70 boats, with an average starting line of more than 25 boats. They recently hosted the 1986 North American Championship and attracted more than 20 local competitors. Racing the last several years has become very competitive, requiring a lot of work and no mistakes to break into the top five of this fleet. The Chicago Yacht Club Season Championship ended in a tie between Rick Kaiser, sailing *P. F. Flyer*, and Harry Brown's *Tonka Bay*. Len Siegal sailed his new *Maven* to a solid third. The Independence Day Regatta was won by *P. F. Flyer*, who edged out Mark

Wurtzbach's *Kathryn. Maven* finished third. Peter Wright in *Paragon II* left no doubt that he has mastered the J, with three bullets in the Labor Day Regatta. *Maven* was second, with *P. F. Flyer* third. Going into the final weekend for the Fleet 12 Season Championship, it's a close race between Rick Kaiser, Len Siegal and Harry Brown.

A new fleet at *Monroe Harbor, Chicago*, boasted 11 boats for its first year of J/24 racing. A pre-season Ken Read seminar put all Chicago racers in the mood for the North Americans. Columbia Yacht Club sponsors the racing out of Monroe, and ran a Spring, Summer and Fall series. The Spring series was won by Lee Wyatt, Monroe fleet captain, sailing *Dane*, with Bernie Soya second and *Finesse* third. Brent Kelly in *Klassey* won the Summer series, with Lee Wyatt second and Bernie Soya third, in 2XS. The Fall series saw Lee Wyatt again in first, with George Hinds in *Kittyhawk* second, and Tim Rathbun in *Finesse*, third.

Wilmette Harbor Fleet 100 continues to be dominated by Alex Meleny sailing his new boat, *Fastack*. The highlight of the

summer was Wilmette Race Weekend, with 38 boats competing. The overall winner was Jan Soderberg in *New Sense*, with Doug Felton second in *Tinker's Toy* and David Stix third in *Maven*. The Wilmette fleet has 16 boats with 12 on the starting line every race.

Milwaukee Bay Fleet 37 also has 16 boats, and hosted the District 15 Championship in August. Great job, Mike and George and Milwaukee Yacht Club; you really showed us great hospitality and good racing. The season series was won by George Petritz in *Shogun*, with Justin Segel in *Hombre*, second and Doug Kracht third, sailing *Liten Jente IV*, (or do you call it *Liten Jente LII* after beating the intergalactic persons-on-a-J/24 record!) The Wednesday night series was won by Debbie Petritz in *Shogun*, with Doug Kracht, second and Jack Van Dyke in *Jet Stream*, third. Last year the IMS fleet won the Champion of Champions Regatta, held annually in the Fall in J/24s between all the various one-design and offshore class winners. We understand everyone is looking forward to the regatta again this year.

Lake Geneva Fleet 96 completed a successful summer series, sailing their last race on Labor Day. The father/son team of Don and Ron Frankel, sailing *Wavetrain* (with a little help from the Wall brothers), ended up in first place followed by John Mick and crew in second, sailing *Spot*. Clayton Gaylord sailed *Jade* into third in the eight boat fleet. An abbreviated Fall series was won by *Spot*, with Rod Reiger sailing *Right Stuff*, in second and *Wavetrain*, sailed by new owner Gil Niznik and son, taking third.

Located in the middle of Scow country, *Fleet 96* is on the upswing, with two former Lake Geneva YC commodores now sailing J/24s. They hope to have 10 boats out next year. In addition to hosting the regional semi-finals for the Adams Cup sailed in J's, local sailmaker Harry Melges sailed *Space Ranger* to firsts at both the District 15 Champs and the Great Lakes Champs, qualifying for the 1987 Worlds.

Waukegan Harbor Fleet 126 has just three active J/24s presently, but hopefully installation of a crane will encourage dry sailing and fleet growth while prospective J/24 sailors patiently wait out the mooring assignment list. The '86 season found *Silly Goose* on top, with *Sarac* in second. It was great to see two-thirds of the Waukegan fleet entered in the North Americans!

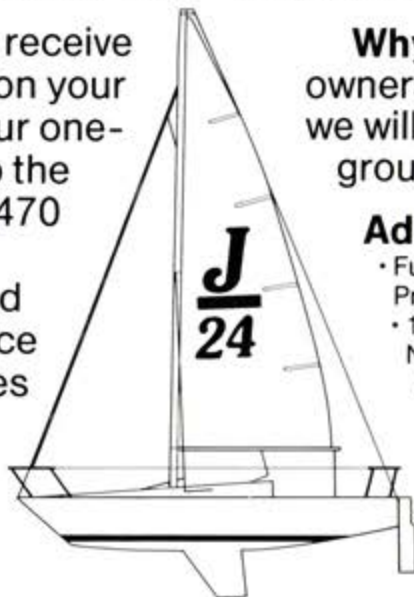
Gull Lake Fleet 123 grew from four boats to nine this season, with a lot of interest coming from former Lightning and 210 sailors. Eight of the nine boats qualified for the season championship, with Woody Bouderman, sailing *Shooter*, coming out on top. The single-handed series was dominated by J/24s finishing 1, 2, 3, 4.

This "Arm of the Sea", called the "Bay of Michigan" by a famous America's Cup skipper who hails from our District, continues to generate a tidal wave of enthusiasm for J/24 sailing. Even if the Cup doesn't make it to Lake Michigan's shores, this enthusiasm promises to provide exciting one-design competition for many years to come.

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Photo by Cecil Pearce

Rob Fowler (3915), Rick Brown (3009) and Chip Broome (1699) go to weather near the front of the fleet in D-11 Championship race.

District 11 Championship

by Bill Denes

The 1986 District 11 Championship was hosted by Fleet 74 for the second year running, at Privateer Yacht Club on Chatanooga's Lake Chickamauga on June 7 and 8. Due to the record drought, it was touch and go if there would be adequate water for launching. Fortunately, TVA raised the lake level two days before the regatta, and launching went without a hitch. Besides the local talent, there were three boats from Fleet 115 in District 8, three from Fleet 80 and one from Kentucky.

John Wesley, one of the premier race officials in the southeast, was able to get off four races Saturday and two on Sunday. Race one had the usual general recall, after which John aimed his very large cannon directly down the starting line to discourage repeat performances for the remainder of the series.

Reasonable steady winds in the 8 to 10 range prevailed for the first five races. The final race started in light and shifty air. During the windward leg the breeze picked up with a 180 degree shift that brought the backmarkers charging down on the front runners who were drifting in a dead calm at the weather mark. Pete Duvoisin, who had two bullets in previous races, fell from first to last place at the weather mark rounding. Pete's local knowledge prevailed, however, as he broke away from the pack

for the north shore and managed to pick up new wind and a close second place finish behind James Howard.

Duvoisin garnered the Crowe/Howalt District 11 Championship trophy for the fourth consecutive time with his 1-3-2-1-2-2 finishes. Silver was presented to the first five skippers and crew.

District 11 Championship (top 5)

POS	SAIL	HELMSMAN	1	2	3	4	5	6	TOT
1	3204	Peter Duvoisin	1	3	2	1	2	2	11
2	3004	James Howard	2	5	4	2	7	1	21
3	2620	Ernie Cabrera	5	1	9	11	1	5	32
4	2826	Michael Crowe	6	2	5	9	5	6	33
5	3905	Rob Fowler	4	6	1	3	14	7	35

Lake Pontchartrain Fleet 94 News

by Chip Carpenter and Ross Dierdorff

1986 continues as a year of growth and excitement for our fleet. The number of boats and members are up dramatically this year.

Popular events in the spring included the fleet picnic organized by Fleet Captain Virginia Van Sickle, following the steeplechase race in Pontchartrain Yacht Club's spring han-

dicap series on the North Shore. In the six race series sailed on successive weekends, Joe and Barbara Bishop sailed *Intoxication* to first in fleet, followed by Virginia and co-skipper Chip Groat in *Sundance*.

On the South Shore, the first half of our season was completed Memorial Day weekend at the Southern Yacht Club's annual one-design regatta. After two races on Saturday, Guy Brierre, Ross Dierdorff, and Jack Dane were all contending for first place. On Sunday Jack Dane, sailing *Dane-gerous*, won the race; however, Guy Brierre's second place was enough to secure first overall.

New Orleans crews sailed five boats in Corpus Christi at the Western Open. Making the trip were Guy Brierre, Whit Church, Kevin Wall, Pepper Bosworth, Cornelia Henderson, Ross Dierdorff, Jim Bates, Virginia Van Sickle, Chip Groat, Dan Renaud, Barbara Skrymetta, Tony Bultman, Larry Kornman, Phillip Barton, Tommy Meric, Scotty Barrett, Doug Dovie, Ward Pitard, Rudy Brumkin, and Robert Weintjes.

The second half of our season includes New Orleans Yacht Club's Fall J/24 Invitational, sailed in September, and the Invitational Regatta for J/24s hosted by the Pontchartrain Yacht Club the end of October. The highlight of the season will be the second annual Lake Pontchartrain Racing Circuit held over the first three weekends of November. Last year the inaugural event attracted over 100 handicap boats and thirteen 24s. J/24 sailor Jim Bates, publicity chairman of the LPRC, indicated that 200 boats are expected this year, with 20 J/24s sailing in their own class.

Each year more and more 24s are migrating south to New Orleans for the winter. Excellent warm weather racing exists with the Sugar Bowl Regatta, a side trip to Miami for the Mid-Winters, then back to Lake Pontchartrain for the Gulf Coast Championship followed by the Mardi Gras Regatta, both in February. Last year Mark and Susan Wurtzebach from Chicago won the unofficial Mid-South circuit!

This year's Gulf Coast Championship, held over Washington's Birthday weekend, will also be a part of the 1987 Texas Circuit. Texas Circuit events routinely attract 40+ boats!

So make plans to join us for red beans and rice, Jambalaya, Mardi Gras and lots of excellent, competitive sailing! For assistance call either Ross Dierdorff (504) 831-7501, Guy Brierre (504) 866-3874 or Chip Carpenter (504) 588-9111.



Golison and Lutz round the mark just ahead of Chapin in SW Championship race.

Monster Fish Wins Southwest Championship

by Steve Andre

Fifty-seven boats from seven states answered the gun for the ninth annual J/24 Southwest Championship held May 23-26, 1986, at Rush Creek Yacht Club on Lake Ray Hubbard east of Dallas. The event was one of the seven Texas Circuit Regattas and a qualifier for the World Championship.

Things got off to a good start Friday night with a lively calcutta. Unfortunately stormy weather moved in during the night and the Saturday races were delayed, eventually until Sunday. Principle Race Officer, Bob Gough, and his race committee tried to get in a race late in the day, but lightning drove the boats to shelter.

The stormy weather was the result of a cool front moving through, so Sunday morning brought cool temperatures and a pleasant north wind at 10 to 12 knots, something not very common in Dallas in late May. *Thunderstar*, sailed by Glenn Darden, jumped out front early in the first race and was never challenged. Toby Darden in *U.S.*, Mike Kegler in *Wicked Wahine* and Mike White in *Slick* followed *Thunderstar* around the leeward mark the last time, and headed for the finish. However, Kelson Elam in *Surfer Girl* and Steve Humphrey in *Lunchcutter* split with the leaders, picked up a favorable wind on the left side and finished second and third behind *Thunderstar*.



Principal Race Officer Bob Gough conducts skippers meeting at Southwest Championship hosted by Rush Creek Yacht Club.

Thunderstar did a repeat performance in the second race. Following *Thunderstar* across the finish were *Bullseye*, sailed by Mac Kilpatrick, *Box Lunch*, skippered by Doug Kern, and Jay Lutz's *Ghostbuster*. In the third race there were more new players at the top. *Monster Fish*, with Dave Chapin skippering, led throughout the race with *Thunderstar* in hot pursuit and finishing second. Bruce Golison, driving *Cat Sushi*, Scott Young on *Graybeard*, and *Ghostbuster* followed them across the finish.

The fleet returned to shore to a barbeque supper and the Will Barnes band. In addition to being well-behaved on the starting line (there were no general recalls Sunday), nearly everyone stayed out of trouble on the course. There were only five protests filed, and they were quickly handled by Chief Judge Randy Robinson and his three juries.

Monday's race decided the championship. Winds were still northerly but lighter and more shifty. After one general recall, the race was on. The right side of the course was not the place to be, as boats that worked up the middle or left seemed to do best. There were a lot of position changes throughout the race but *Monster Fish* hung on to win. *Ante-Up*, skippered by Robert Berg, played the left side on the last weather leg and finished second. *Surfer Girl*, *Out of the Blue*, steered by Larry Klein, and Rob Mosbacher on *Disirregardless* were next to finish. *Thunderstar* slipped to fourteenth to lose out overall to *Monster Fish* by one point.

This fleet of fifty-seven was the largest ever at a Texas Circuit Regatta and one of the largest fleets to sail in a J/24 event other than the NA's or Midwinters. We hope for a repeat next year and invite everyone to come.



Monster Fish crew relaxes between races.

Photo by Gail Roberts

1986 Southwest Championship (Top 25)

POS	SAIL	YACHT	HELMSMAN	HOMEPORT	1	2	3	4	TOTAL
1	634	<i>Monster Fish</i>	Chapin	San Antonio, TX	6	9	1	1	17
2	3481	<i>Thunderstar</i>	Darden, G.	Fort Worth, TX	1	1	2	14	18
3	3694	<i>Surfer Girl</i>	Elam	Dallas, TX	2	7	9	3	21
4	3787	<i>Ghostbuster</i>	Lutz	Kemah, TX	10	4	5	11	30
5	1040	<i>Graybeard</i>	Young	Forney, TX	17	6	4	7	34
6	3219	<i>Rokslide</i>	Bartlett	Cedar Park, TX	8	12	7	8	35
7	4022	<i>Cat Sushi</i>	Golison	Long Beach, CA	13	11	3	9	36
8	3323	<i>Bullseye</i>	Kilpatrick	Fort Worth, TX	25	2	10	12	49
9	3912	<i>Wicked Wahine</i>	Kegler	Rockwall, TX	4	24	16	6	50
10	2848	<i>Disirregardless</i>	Mosbacher	Houston, TX	24	5	17	5	51
11	270	<i>Ante-up</i>	Berg	Oklahoma City, OK	22	20	12	2	56
12	69	<i>Box Lunch</i>	Kern	Austin, TX	18	3	13	22	56
13	4243	<i>Slick</i>	White	Rockwall, TX	7	30	8	15	60
14	968	<i>Grand Slam</i>	Foerster	Austin, TX	12	8	11	30	61
15	4144	<i>U.S.</i>	Darden, T.	Fort Worth, TX	5	18	25	17	65
16	1586	<i>Hot Blooded</i>	Beckman	Houston, TX	19	19	18	10	66
17	1216	<i>Sovereign</i>	Irwin	Rockwall, TX	14	14	20	27	75
18	2544	<i>Lunch Cutter</i>	Humphrey	Guthrie, OK	3	25	29	21	78
19	3287	<i>Blood, Sweat & Tears</i>	Tears	Dallas, TX	11	13	21	36	81
20	2107	<i>Spread Eagle</i>	Salih	Richardson, TX	31	27	6	20	84
21	1158	<i>Pearl Necklace</i>	Gust	Rockwall, TX	20	22	14	29	85
22	30214	<i>Out of the Blue</i>	Klein	Rockwall, TX	9	17	PMS	4	88
23	3418	<i>Christine</i>	Rogers	Houston, TX	45	15	15	6	91
24	4258	<i>Fat Lady</i>	Patterson	Dallas, TX	41	21	19	19	100
25	272	<i>Flour Power</i>	AmRhein	San Antonio, TX	15	33	40	13	101

Fleet 47's Memorial Day Regatta

by Rand Santos

Fleet 47 of Mount Hope Bay hosted its Fifth Annual Memorial Day Regatta out of Pirate Cove Marina, Portsmouth, RI, on May 25 and 26. Thirty-eight boats sailed the five race series under cloudy skies and in winds that ranged from five to 20 knots. Current world champion Ken Read of Newport sailed a consistent series and took home top honors. Dave Curtis of Marblehead was second; Geoff Moore of E. Greenwich, RI, third; and Scott Ferguson of Newport, fourth.

Special thanks to Donald Kidd, of Pirate Cove Marina, and Michelob for sponsoring this event, and to Ken Read and Shore Sails for putting on a free clinic on Saturday, May 24.

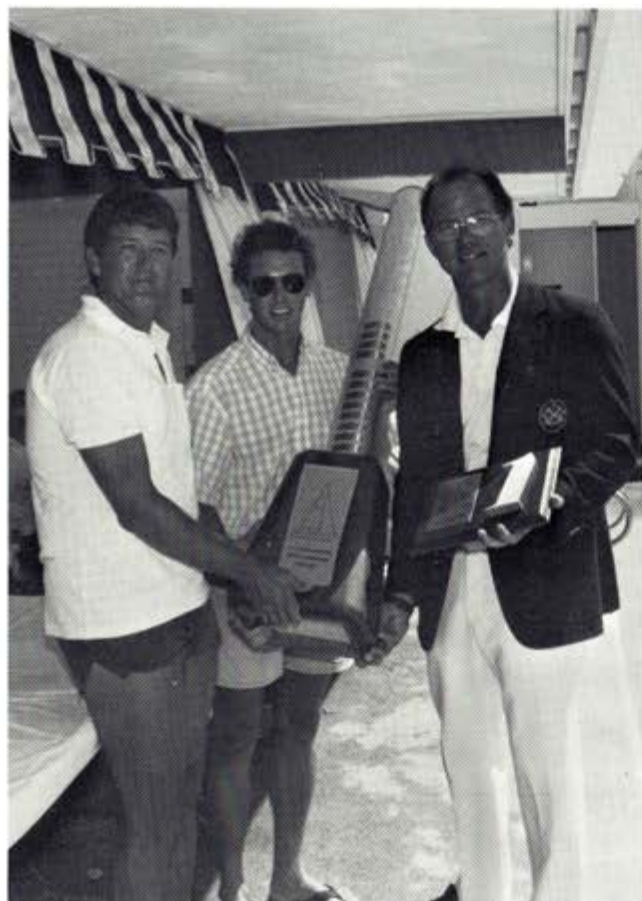


Photo by Laura Stumpf

Glenn Darden receives District 14 Perpetual Trophy from USJCA Vice President Rick Peper and permanent award from CCYC Commodore, Dr. Charles Allen.

The Western Open: A View of Sailing "Texas Style"

by Rick Peper

The 1986 Western Open, held August 9-10 in Corpus Christi, was one of three U.S. open events in which the winner would qualify for a spot in the 1986 World Championship in Newport. As a guest of Fleet 3 and District 14, I had the privilege of seeing how a regatta is run, "Texas Style."

Upon arriving in Corpus Christi Friday afternoon, I was immediately impressed by the wind strength, which was in the

20 to 25 knot range and which the locals indicated generally averaged 15 to 25 knots. As a Florida inland sailor, I am used to light air, and a 15 knot breeze is considered a real "hurricane" in the summertime; so I was quite thrilled at the opportunity to sail in "heavy air".

Friday evening I took a leisure sail with former fleet captain Stephen Horner and his wife Peggy, and was treated to 100% jib weather and a four foot chop, three feet apart. "Welcome to Corpus," I was told as we proceeded to weather only to be greeted by wave after wave after wave. This wet experience, as it turned out, was worth its weight in gold, for upon turning the corner to go off the wind, we had several miles of great fun surfing on the short, but steep waves.

Saturday morning saw a fleet of 47 boats preparing for what many visitors thought would be a lumpy but somewhat light air sail requiring the 150% genoa. However, at the boat I noticed that Steve and the other local sailors were all setting up for the use of the 100% jib. I then watched in amazement as at 9:45 am, the wind increased to 20 knots and, after several hasty sail changes, all but three of the competitors in the first race sailed with 100% jibs.

The winds held steady throughout the first race and saw Glen Darden and Mike Haggerty on *Thunderstar* win the first race. In the second and third races the wind increased to a steady 23 to 25 knots with puffs near 30 knots, and there were several wild death rolls and broaches, and some damaged spinnakers and hulls due to the high winds. Race 2 was again won by *Thunderstar* and Race 3 by Terry Flynn on *Endless Summer*.

It appeared that the key to Day One was picking the correct end of the rather lengthy starting line, getting a good clean start and keeping the boat moving in the confused chop. The standings at the end of the day were Ed Baird in *Flour Power* in first with a 2-2-4, Glen Darden and Mike Haggerty in *Thunderstar* in second with a 1-1-7, and Jay Lutz in *Ghostbusters* in third.

Day Two dawned with a prediction of much the same conditions as the day before, and all competitors waited until the last minute to select the proper sail, expecting the wind to increase by 10 am. The increase, however, did not occur due to a rain shower which kept the breeze at the start to approximately 10 knots, and after two general recalls the fleet was finally off in a light air (for Corpus) first leg. The first boat around the weather mark was Jay Lutz's *Ghostbusters*, followed by *Thunderstar*. Lutz continued to open up his lead in the winds building with puffs to 18 knots, and held on for the win in Race 4, which secured a third place finish for him. *Thunderstar*'s second place in the fourth race clinched the overall regatta (and the Texas Circuit), qualifying Darden for the Worlds. Lutz also qualified, due to the second place helmsman, Ed Baird, having already qualified as a former World Champion. It is interesting to note that only two points separated the top three boats, an indication of how close the racing was.

The hospitality of Steve and Peggy Horner, who graciously allowed me to helm the boat, and the friendly help of all the participants in the regatta will not soon be forgotten. Neither will the excitement of sailing in Corpus Christi.

The organization of the Texas Circuit and the Western Open and the hard work put in by the fleet captains and District 14 Governor John Peck are a real credit to the J/24 Class and serve as a model for all districts. Many thanks to John Peck, Joe Thompson and Randy Poelma for their effort in making my stay spectacular, in true Texas style.

1986 Western Open Worlds Qualifier (Top 20)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOTAL
1	3481	<i>Thunderstar</i>	Darden/Haggerty	1	1	7	2	11
2	7	<i>Flour Power</i>	Baird/Am Rhein	2	2	4	3	11
3	3787	<i>Ghostbuster</i>	Jay Lutz	4	3	5	1	13
4	634	<i>Monster Fish</i>	Chapin/Peck/Pitcarin	7	4	2	14	27
5	31	<i>Keemah</i>	L. Maher	8	8	15	4	35
6	4009	<i>Endless Summer</i>	Terry Flynn	14	11	1	11	37
7	4243	<i>Slick</i>	Stephen Andre	6	6	14	13	39
8	3939	<i>Pathe Mathos</i>	Mark Hillman	3	17	9	12	41
9	1586	<i>Hot Blooded</i>	Beckmann/Stupp	10	5	18	9	42
10	536	<i>Phase II</i>	Merriman/Seago	5	10	17	10	42
11	3219	<i>Rokslide</i>	J. Bartlett	9	13	6	21	49
12	2848	<i>Disirregardless</i>	R. Mosbacher	13	9	10	19	51
13	30292	<i>Anna</i>	Ross Dierdorff	21	8	21	15	65
14	3694	<i>Surfer Girl</i>	Kelson Elam	11	PMS	3	6	68
15	3323	<i>Bullseye</i>	Lee Green	15	20	30	7	72
16	258	<i>Class Action</i>	Bob Johnson	23	15	8	27	73
17	92	<i>Dynamic</i>	T. Doughty	17	12	13	40	82
18	1040	<i>Greybeard</i>	Jim Anderson	27	23	24	8	82
19	69	<i>Box Lunch</i>	J. Kern	22	14	23	24	83
20	2842	<i>Flying Colors</i>	R. Kuniski	25	21	11	30	87

1986 District 17 Championship

by Doug Hamman

The 1986 District 17 Championship and Great Plains Regatta was hosted by Grand Lake Yacht Squadron and J/24 Fleet 38, on Grand Lake of the Cherokees in northeastern Oklahoma, June 28-29. Winds went from moderate to light in the afternoons, causing Races 2 and 4 to be shortened.

John Taylor of Tulsa, on *Cheap Sunglasses*, took a bullet in Race 2, thereby thwarting Terry Flynn's attempt to win four straight. Steve Dwerlkotte, of Wichita, Kansas (last year's winner with brother Bob), sailed consistently well to place second, just one point away from third place Andy Masters of Ponca City, Oklahoma.

In spite of the unexpected light turnout, participation was enthusiastic.



Close racing in District 17 Championship.

1986 District 17 Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOTAL
1	4009	<i>Endless Summer</i>	Terry Flynn	1	4	1	1	7
2	3221	<i>Ralph the Dog</i>	Steve Dwerlkotte	3	3	2	3	11
3	2590	<i>Cracker Jack</i>	Andy Masters	2	5	3	2	12
4	1570	<i>Mirage</i>	Fred Chadsey	8	2	4	4	18
5	1052	<i>Majic</i>	Bruce Hurst	4	9	5	7	25
6	3131	<i>Cheap Sunglasses</i>	John Taylor	7	1	9	10	27
7	1951	<i>Half Fast</i>	David Bond	6	7	6	9	28
8	2014	<i>Grey J</i>	Bill Burden	9	6	11	5	31
9	1583	<i>Sunkissed</i>	Mike Still	10	8	8	8	34
10	1950	<i>Passion</i>	Bob Shipley	5	11	7	11	34
11	1034	<i>Class Act</i>	Richard Goppert	11	10	10	6	37

WYRA/J World Women's Race Week in Miami

from Jane Anne Pincus

The Women's Yacht Racing Association of Miami will again sponsor a women's race week in conjunction with J World to be held January 10-14, 1987, at Coral Reef Yacht Club in Miami on Biscayne Bay.

This year's race week will be structured as a tune-up regatta designed for women strongly motivated to improve their racing and their ability to work together as a team — perhaps in preparation for the Adam's Cup or the Second International Women's Keelboat Championship. While not necessary, groups are encouraged to come together as a crew and work as a team.

The Race Week features world class coaching, 20-30 hours of work in J/24s, daily races plus classroom instruction, professional videotape reviews each day and a couple of terrific parties. Areas covered during the five days include racing strategy and tactics, rules interpretation, crew organization and campaign preparation.

There is a DISCOUNT for participants who bring a J/24 to use during the week. Early replies are advised as space is limited. For an information packet and application write:

WYRA/J World Race Week

P.O. Box 331532

Coconut Grove, FL 33133

or contact: Alix Morgan, (305) 662-2953



1986 Women's Racing Clinic participants get ready to leave dock at Coral Reef Yacht Club in Miami.



WYRA/J World Women's Race Week will feature on the water coaching in J/24s.

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Buzzards Bay Fleet 16

by Jim Hackett

Fleet 16 is enjoying a revival following the 1985 North American Championships at Beverly Yacht Club. Last year's three-boat fleet has grown to ten active series racers. Susan Laughlin and Alan Worden of Oceans Ahead Sailing School co-skipped their boat to the July Sunday series win, and Alan Fougere and crew won the Wednesday twilight series. Jim Hackett, Fleet Captain, out-dued two other J/24s in a PHRF overnight race around Buzzards Bay to finish 4th overall in the annual Parker Converse Tower race.

Ken Read and Wiley Wakeman have shared their experiences in the J/24 Worlds with fleet members, passing on useful boat speed and tactical tips. In appreciation for their race management efforts, Fleet 16 presented the Beverly Yacht Club a wallet sized "Yacht Racing Scorecard," listing all 1986 club racing activities.

Everyone is looking forward to the Buzzards Bay Regatta August 1-3, which attracts 40 to 60 J/24s. The August series has started and two new boats have appeared. It looks like we're going to have a great season to look back on.

Melges-Hirschberg Dominate Great Lakes Championship on Minnetonka

by John Gjerde

Harry Melges, Jr., of Zenda, Wisconsin, and Judd Hirschberg, Chicago, guided *Space Ranger* to four first place finishes over a 27 boat field in a six race series to win the 1986 Great Lakes Championship, held August 22-24 at Lake Minnetonka, Minnesota. They sailed fast, smart and simple, minimizing the number of tacks on normally shifty Lake Minnetonka. Their margin of victory was particularly impressive in the second and third races in winds of 15-20 knots, firmly establishing the "space cadets" as the team to beat. The balance of the crew consisted of Lucy Ratcliffe and Minnetonka skippers Dave Ferguson and Wes Crawford. The victory qualifies the crew for the 1987 World Championship in Italy.

Winds were from 14-20 knots for five of the races, but went light on the second day. Despite the light air during the fourth race *Space Ranger* led for most of the race but was passed on the last beat by Stuart Archer on *Flyer*. Unfortunately for Stuart, an early race altercation got him disqualified.

Light air proved hazardous for some and a delight to others to make the final day an interesting showdown. The afternoon race was abandoned due to the lack of wind, with none other than *Space Ranger* in the lead.

The race for second place became a good battle between Jeff Johnstone, skipping a local venerable, *Ullala*, with Minneapolis crew Muffie Bromschweg, Priscilla Elwell, John Ben-zian, and Bill Laughlin vs John Loomis and crew Mark Loomis, Gordy Bowers, Mike Buesing and Jerry Wintheiser in *Lead Sled*. Both crews sailed very consistently, with Johnstone getting the better finishes on the final day to capture second place, six points behind Melges. Loomis easily took third place.

Another battle developed for the final two trophies between Harry Allen on *Barbie*, Mark Harding and Steve Bowers on *Ummmm*, and John Gjerde and Rolph Turnquist on *Oz*. In the first race of the final day, *Oz* took advantage of what the locals would call a "Northome Benefactor" on the final beat to overtake the competitors, and repeated the outcome in the final race to capture fourth place overall. Harding and Bowers edged out Harry Allen by a point to take fifth.

As usual, the competition was fierce and the mark roundings exciting. A note of interest: The second through fifth place boats are all older hulls that are wet sailed with bottom paint. The results verify that speed is determined solely by good tuning, good sails, and, especially, good skills.

J/24 Fleet 1 and the Wayzata Yacht Club celebrated the tenth season of J/24 one-design racing with this regatta. A spirited Reggae Party released the tension of a day of light air sailing, but increased the number of "bodily" aches and pains. Spokesperson for the rich and famous, Cousin Dale accepted the design and merit award for the J/24. Fun was had by all.

1986 Great Lakes Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOTAL
1	4177	<i>Space Ranger</i>	Melges/Hirschberg	1	1	1	2	1	7	13
2	4246	<i>Ullala</i>	Johnstone	2	3	3	5	2	3	18
3	3276	<i>Lead Sled</i>	Loomis	6	4	2	3	10	4	29
4	3577	<i>Oz</i>	Gjerde/Turnquist	3	17	6	7	9	6	48
5	579	<i>Ummmm</i>	Harding	7	2	4	20	11	11	55
6	4444	<i>Barbie</i>	Allen	9	7	5	10	15	10	56
7	3420	<i>Risky Business</i>	Levitus	5	10*	11	28	3	2	59
8	2521	<i>Niki</i>	Onan/Nowak	14	18	10	11	6	1	60
9	3	<i>Shooter</i>	Pawlik	11	9	7	8	18*	8	61
10	3687	<i>Rush</i>	Law	15	13	13	4	7	12	64
11	2770	<i>Easy Goin</i>	Wyer	8	8	12	12	12	17	69
12	333	<i>Planet Claire</i>	Koten	4	17*	28	14	4	9	76
13	3773	<i>Biohazard</i>	Bauman	18	10	28	9	8	5	78
14	26045	<i>Weasel</i>	Sundquist	16	14	16	18	5	15	84
15	1400	<i>Lotus</i>	Mason/Thomson	15*	11	14	16	16	19	91
16	3364	<i>Blue Blood</i>	Kabris/Hawk	17	19	9	26	14	14	99
17	2525	<i>Tinkers Toy</i>	Mack	19	16	15	6	17	28	101
18	3444	<i>White Trash</i>	Kern	12	6	8	24	28	28	106
19	2627	<i>Scarlett</i>	Nimmer	26	20	19	13	19	16	113
20	1006	<i>Pinchy</i>	Leistikio	21	21	28	17	22	13	122
21	374	<i>Lifted Spirit</i>	Broberg	23	22	21	22	18	21	127
22	959	<i>Faisandee</i>	Jensen	24	24	17	21	24	20	130
22	2614	<i>Desire</i>	Bahnsen	22	23	28	19	20	18	130
24	26170	<i>Lively</i>	Moline/Myszkowski	20	25	23	25	23	22	138
24	213	<i>Shirley J</i>	Breitner	25	26	20	23	21	23	138
26	229	<i>Flyer</i>	Archer	28	15	18	28	28	28	145
27	1749	<i>Antaylia</i>	Edmund	27	28	22	27	28	28	160

*Includes penalty points

1986 Texas Circuit and District 14 Championship (World Qualifier)

by John Peck

District 14 (Texas and Louisiana) is the largest group of J/24 sailors in the world. The annual seven regatta, two throw-out CIRCUIT had a record attendance of 131 yachts, with never less than 33 boats on the starting line. The best attended regattas



Andre (4243) leads Mosbacher around jibe mark followed by Hillman (3939) and Beecroft (788) in final Texas Circuit event at Corpus Christi.

Photo by Laura Stumpff

were also world qualifiers: the Southwest Championship in Dallas (57 boats) and the Western Open in Corpus Christi (47 boats). The results shown are for the 22 boats that competed in at least five of the seven regattas, which represents an average of 2,800 miles travel and 10 to 15 days.

Rick Peper, the USJCA Vice President, was on hand at the final event in Corpus Christi to present the perpetual trophy to *Thunderstar* sailed by Glen Darden and Mike Haggerty. This team had an impressive 9 points, giving them the victory for the second year running. Jay Lutz, sailing *Ghostbuster*, held off *Monster Fish* (Rick Pitcairn and John Peck with a variety of helmsmen) to take second by one point.

District 14 has adopted a standardized set of sailing instructions and Olympic courses, which were used at all regattas. The obvious intent is to make every event equal in as many ways as possible. Cooperation between fleet captains made it possible for teams to travel to regattas and use local boats that otherwise would have stayed in the harbor.

The '86-'87 CIRCUIT has been expanded to eight regattas (3 throw-outs), including: Fort Worth (Oct. '86), San Antonio (Nov. '86), New Orleans, LA (Feb. '87), Austin (Mar. '87), Shreveport, LA (Apr. '87), Dallas (May '87), Houston (Jun. '87), and Corpus Christi (Aug. '87). This gives the District 14 sailors time for the Midwinters, North Americans, Christmas and a lay-month for the Worlds.

Sailors from Arkansas, California, Colorado, Florida, Illinois, Kansas, Massachusetts, Michigan and Oklahoma crossed District lines to compete in the '85-'86 TEXAS CIRCUIT. Come and test your skills against the best in the '86-'87 CIRCUIT! (See Texas Circuit Schedule, page 78.)

1985-1986 J/24 Texas Circuit and District 14 Championship

(Top 22)

1 - Fort Worth (10/85)

3 - Austin (03/86)

5 - Dallas (05/86)

7 - Corpus Christi (08/86)

2 - Canyon Lake (11/85)

4 - Shreveport, LA (04/86)

6 - Galveston Bay (07/86)

POS	SAIL	YACHT	OWNER	FLEET	1	2	3	4	5	6	7	TOT*
1	3481	<i>Thunderstar</i>	G. Darden/Haggerty	54	5	4	1	1	2	4	1	9
2	3787	<i>Ghostbuster</i>	J. Lutz	5	1	5	3	8	4	8	3	16
3	634	<i>Monster Fish</i>	Peck/Pitcairn	9	3	9	6	20	1	3	4	17
4	968	<i>Grandslam</i>	P. Foerster	21	2	1	13	4	14	2	DNC	22
5	3694	<i>Surfer Girl</i>	K. Elam	29	4	10	7	3	3	DNC	14	27
6	4009	<i>Endless Summer II</i>	Flynn/Flynn	5	7	7	4	9	DNC	5	6	29
7	1040	<i>Greybeard</i>	J. Anderson	29	9	8	14	11	5	16	17	47
8	1158	<i>Pearl Necklass</i>	G. Gust	29	13	3	8	2	21	DNC	DNC	47
9	2567	<i>Hot Blooded</i>	Stupp/Beckman	5	DNC	DNC	9	6	16	10	9	50
10	4144	<i>U S</i>	T. Darden/Hillard	54	12	2	19	15	15	7	DNC	51
11	2848	<i>Disirregardless</i>	R. Mosbacher	5	17	DNC	5	DNC	10	9	12	53
12	3219	<i>Rockslide</i>	J. Bartlett	21	DNC	15	11	12	6	19	11	55
13	4243	<i>Slick</i>	Andre/White	29	14	14	21	10	13	DNC	7	58
14	69	<i>Box Lunch</i>	Kern/Kern	21	DNC	12	12	DNC	12	11	19	66
15	272	<i>Flour Power</i>	R. Am Rhein	9	21	23	15	14	25	26	2	75
16	2842	<i>Flying Colors</i>	R. Kunicki	3	30	36	29	18	29	17	20	113
17	2573	<i>More Grief</i>	Conger/Woolcott	92	12	DNC	DNC	17	31	29	27	116
18	3149	<i>Class Act ?</i>	T. Gayle	92	DNC	29	24	19	DNC	21	42	135
19	3764	<i>Plum Crazy</i>	N. Plummer	92	DNC	26	DNC	24	42	12	39	143
20	3263	<i>Beer Goggles</i>	T. Jacobs	5	36	31	20	23	37	DNC	DNC	147
21	3496	<i>Snake Eyes</i>	C. Price	29	DNC	19	38	25	38	32	39	152
22	2118	<i>Sly</i>	Finks/Trokel	29	38	37	33	26	44	28	DNC	162

*2 throwouts



Carter Gowrie at helm of Risk, winner of J/24 fleet at 1986 Block Island Race Week held June 22-27, leads at jibe mark.

1986 Block Island Race Week

by Carter Gowrie

Block Island Race Week is always fun, but 1986 even provided perfect sailing conditions. With not a trace of fog, and winds averaging 15 knots, ideal racing was had by 237 boats; and *Yachting Magazine* did its usual great job of organization. Parties and music abounded every evening, and shoreside activities from volleyball and windsurfing to a road race added to the festivities.

Yachting promotes one design sailing by allowing a start for any class that can field 20 boats. Both J/24s and Nonsuch 30s made the cut, but had to wait for the seven PHRF classes to start first. The first day of racing saw a two mile beat and then a counterclockwise sail some 20 miles around Block Island. This is a fun and challenging race and allows the crew the opportunity to view the cliffs on the south side of the island.

The rest of the week offered triangular courses with the first beat being 5 miles and the last beat, 2 miles. The waves in Block Island Sound are large rollers and these rough beats taxed the helmsman's concentration, while the long reaches in marginal surfing conditions made the crews work extra hard. Block Island Week is more than just a regatta; it is a fabulous vacation, and all J sailors should give it a try.

1986 Block Island Race Week J/24 Fleet

POS	YACHT	HELMSMAN	TOTAL
1	<i>Risk</i>	Carter Gowrie	11
2	<i>Ragtime</i>	Rod Johnstone	12
3	<i>Ob Strep Er Ous</i>	Hill/Miles	17
4	<i>Shogun</i>	Britt Huges	25
5	<i>Maybe</i>	Chris Field	26
6	<i>Sugar Plum</i>	Peter Milnes	31
7	<i>Skedaddle</i>	Lincoln Spaulding	39
8	<i>Gang Way</i>	Ed Becker	41
9	<i>Nighthawk</i>	Baker/Daly	50
10	<i>Children at Play</i>	Ronald Levine	52
11	<i>Tama</i>	John Langelier	54
12	<i>Four Play</i>	Tyson-Bray-Jannelle	59
13	<i>Swells</i>	Bob Culnane	61
14	<i>Molasses</i>	Peter M. Garcia	65
15	<i>Miracle</i>	Richard Predmore	69
16	<i>Resolute</i>	John McArthur	71
17	<i>Madrigal</i>	Robert Young	89
17	<i>Obi-Wan</i>	Thomas Mullany	89



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Chrisman and Team Win Adams Cup

by Bob Sadler

Charleston J/24 Fleet 7 members Cathy Chrisman, Janet Scarborough, Ann Boyd, and Carolyn Griffith teamed to win the Adams Cup Finals held in San Diego in August. This same team regained their winning form that they showed in 1981 when they previously won.

This year they defeated a talented field, with Heidi Backus finishing second and Carol Buchan, third. Having left children, husbands, and a fiancée at home, the winners were very well received by their families, the Charleston Yacht Club, and Fleet 7 members on their return. Our congratulations go out to them.

1986 District 15 Championship

by George Petritz

The District 15 Championship was hosted by Milwaukee Bay Fleet 37 at the Milwaukee Yacht Club, August 1-3. The entire regatta was sailed on Lake Michigan under sunny skies and west winds. On Friday the breeze was light, increasing a bit on Saturday and was very fresh for the final race on Sunday. The shifty offshore winds made it paramount to play the shifts correctly. No one did that better than Harry Melges, III, who won four out of six races. His boat speed wasn't bad either!

Michelob was the primary sponsor of the regatta, providing plenty of beer for the entire regatta. Aside from drinking the suds, post race activities included an instructional sailing video by Shore Sails and videos of each day's races. Saturday evening, sailors enjoyed one of MYC's hearty cookouts and listened

to a popular blues band. They also stood a chance of winning a number of door prizes donated by local marine businesses.

This was Fleet 37's first opportunity to host a regatta. Thanks to the cooperation and assistance of numerous MYC members, we were able to host a successful three days of good racing and fun and showed our guests that Milwaukee is more than just beer and 'brats'.



Hombre leads New Sense and Zeus Truce into weather mark in Race 6 of D-15 Championship.



The fleet of twenty-five spreads out shortly after the start.

1986 District 15 Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOTAL
1	4177	<i>Space Ranger</i>	Melges	1	4	4	1	1	1	12
2	3444	<i>White Trash</i>	Kern	4	3	2	7	2	6	24
3	4143	<i>Kathryn</i>	Wurtz/Wilder	3	11	3	3	12	2	34
4	4043	<i>Tonka Bay</i>	Brown	16	6	5	4	3	5	39
5	3246	<i>New Sense</i>	Soderberg	8	17	1	2	11	12	51
6	2617	<i>Coal Pile Express</i>	Lockwood	2	1	12	26	8	3	52
7	510	<i>Yo'Mamma</i>	O'Donnell	7	2	14	8	7	19	57
8	686	<i>Shogun</i>	Petriz	5	14	10	11	14	4	58
9	3928	<i>Taxi</i>	Faude	9	16	8	15	5	7	60
10	2540	<i>Mariner</i>	Stokes	12	13	7	5	16	8	61
11	2537	<i>Zeus Truce</i>	Goldman	11	5	26	6	4	16	68
12	4025	<i>Klassey</i>	Kelley	10	10	6	10	26	10	72
13	1043	<i>Wiz</i>	Johnston	6	8	17	20	10	14	75
14	2525	<i>Tinkers Toy</i>	Mack/Felton	17	18	9	12	6	15	77
15	3932	<i>Permanent Wave</i>	Siebel	14	12	16	13	17	13	85
16	1680	<i>Gopher Baroque</i>	Gustafson	13	15	13	14*	13	21	89
17	3274	<i>Hombre</i>	Segel	24	7	19	14	9	17	90
18	3934	<i>Jet Stream</i>	Van Dyke	19	9	15	19	20	11	93
19	22409	<i>Hurricane Debris</i>	Rastello	15	20	20	18	15	18	106
20	2236	<i>Offcourse</i>	Strokirk	18	24*	11	16	18	20	107
21	3928	<i>Liten Jente IV</i>	Kracht	20	25	21	17	26	9	118
22	1338	<i>Barb IV</i>	Scrivner	21	22	18	21	21	22	125
23	1257	<i>Finesse</i>	Rathbun	22	23	22	22	20	23	132
24	2131	<i>Proto-J</i>	Chodara	25	21	26	23	22	26	143
25	115	<i>Escapade</i>	Bryson	23	26	26	26	26	26	153

*Includes 5 penalty points.

Charleston Fleet Hosts Spring Championship

by Bob Sadler

The 1986 Charleston J/24 Spring Championship and District 8 Worlds Qualifier was held April 18-20. Seven races, with one throwout allowed, were sailed in optimal conditions. All races were sailed in the ocean in winds varying from 5 to 15 knots, under sunny skies and daily temperatures averaging 72 degrees - what more could you want? Thirty-six boats started, with Dave Pritchard of Atlanta sailing consistently throughout to take home first place. Peter Dodds of Charleston staged a strong comeback after a disastrous first race to finish a close second overall. The top four finishers were all previous Worlds qualifiers.

Friday's races began in an 8 to 10 knot northwesterly, with Patrick Hogan of Charleston holding on to win the first race. A slight delay allowed the seabreeze to fill in from the southeast, and Race 2 went to Dave Pritchard. Peter Dodds began his comeback, winning Race 3 as the breeze continued to build. Everyone returned to the newly constructed Charleston Yacht Club to enjoy an evening of beer and war stories.

Saturday morning found the breeze from the northeast at 10 to 15, with Dodds picking up where he left off the day before and taking both Race 4 and 5. As the breeze continued to build and veer, Bob Sadler of Charleston won Race 6. A heavy swell

had built during the day, and many boats took a little time out between races to enjoy the surfing. An "all you can eat" seafood buffet brought many hungry sailors back to the club on Saturday night.

Sunday's final race began in an 8 to 10 knot southerly breeze, with Dodds and Pritchard separated by only two points. Robbie Wilkins came on strong to take the lead on the second beat and held it to the finish. Meanwhile Pritchard finished second and Dodds third, to allow Pritchard to take the overall win.

A special thanks goes to Roscoe Griffin and his race com-

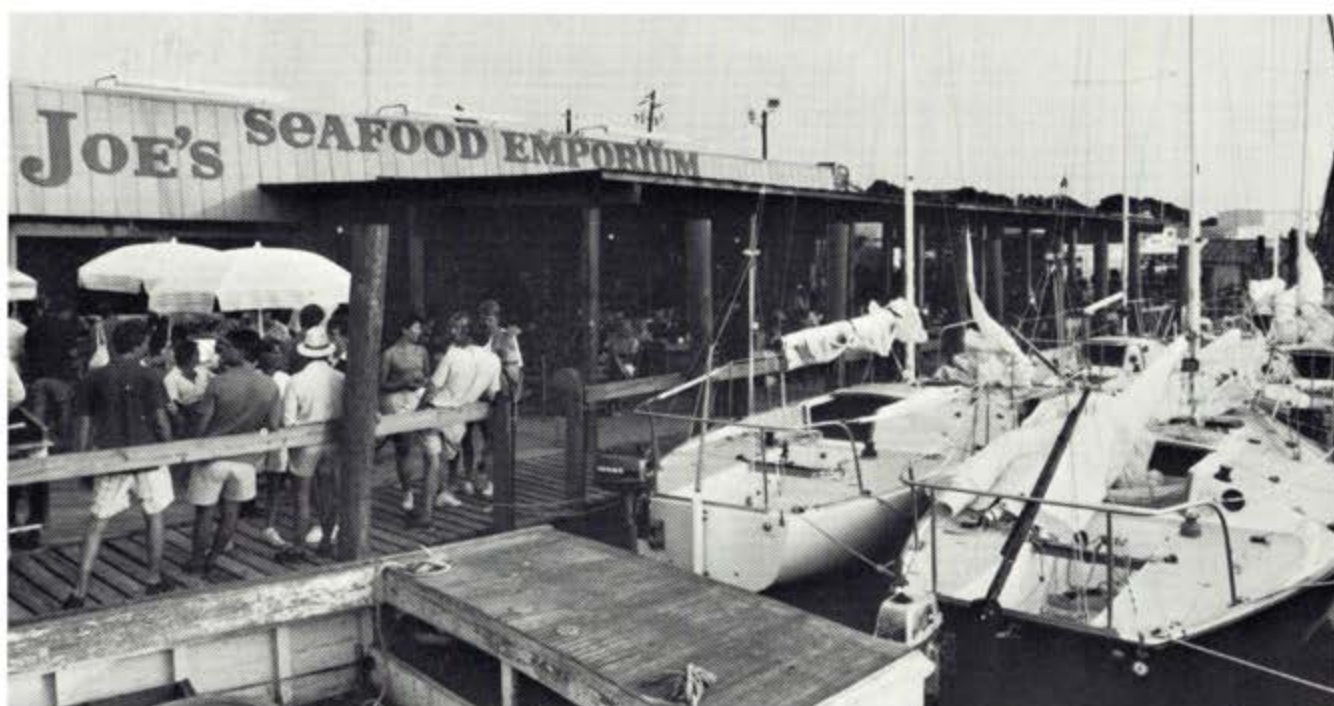
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Charleston fleet is in for some fun at Joe's Seafood Emporium.

mittee for staging a most successful three days of sailing. The new offshore courses proved to be enjoyable for all. With excellent conditions and race committee work, an even bigger turnout is expected next year.

The class has definitely found a niche in this area. We actively sail in all four open regattas during the summer, with an occasional boat coming in from out of town. In addition, many have found the current PHRF races to their liking. These races

insure year round local sailing through the fall and winter months. Our annual spring regatta continues to grow and attract many out of town competitors, particularly after the introduction of the offshore courses. Socially, we have grown as well, with such events as an oyster roast at a local plantation this past winter and summertime races to Joe's Seafood Emporium for a delightful dinner. Monthly meetings are held at the recently completed new Charleston Yacht Club.

1986 Spring Championship (Top 20)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT*
1	4163	Deuce Coup	Dave Pritchard	18	1	2	2	3	6	2	15
2	2907	Cockatoo	Peter Dodds	25	9	1	1	1	5	3	20
3	3990	Vamoose	Robbie Wilkins	13	3	5	37	2	3	1	27
4	3	Pathei Mathos	Mark Hillman	9	2	11	4	8	2	4	29
5	3938	Gizmo	Bob Sadler	8	5	15	9	5	1	5	33
6	2000	Zuma	Ross Griffith	2	10	4	5	9	7	12	37
7	3698	Treats	Patrick Hogan	1	37	12	10	10	4	6	43
8	3471	Bright Finish	Mason Chrisman	6	8	6	6	15	12	8	46
9	3494	Blueprint	Patrick Ferri	5	6	10	14	11	37	7	53
10	3478	Parrot	Lenny Krawcheck	11	12	8	11	7	11	37	60
11	3004	Classic	James N. Howard	17	15	7	3	19	8	11	61
12	3309	Gotcha Covered	Gary Detgen	7	11	9	18	6	13	15	61
13	1546	In Search of	Mike Pinckney	26	13	3	8	4	37	10	64
14	2244	Jam Up	Will Van Cleef	20	7	14	12	13	10	9	65
15	3456	Novocaine	Brad Durham	22	4	18	7	17	19	13	78
16	322	Fast Packet	Martha Nagle	4	16	17	15	21	15	14	81
17	353	Ronald	George Scarborough	37	17	19	16	12	9	23	96
18	3892	Splash Dance	John Kennerson	3	24	37	13	18	20	19	97
19	2349	Landslide	Vicki Sinnott	10	18	20	19	16	14	21	97
20	2437	Coffee Royale	Johnny Dotterer	23	23	13	20	20	16	16	108

* One throwout.



Buenos Aires fleet put on a J/24 Weekend, inviting people to sail a J.

Argentina's Fleet Grows

by Siegfried Spitzky

Our promotional campaign through 1985 is giving good results this year. We started 1986 by sending two crews and one boat to Brazil's South American Championship and were satisfied with our positions. We started with our yearly program of 36 regattas at Buenos Aires, with 10-12 entries normally, an increase of 20% over 1985. A new fleet of four boats was born at Mar del Plata, and they started racing domestic handicap races with great success. We hope to have a fleet of six boats before year's end there, to promote competition between the two fleets (Buenos Aires and Mar del Plata).

Also, as a promotional event, we held a "J/24 Weekend" in Buenos Aires (see photo), inviting everybody who wanted to, to sail a J with the only requirement that they sign a form. We sent out a selected mailing and had good press support. The result was two new boats in our fleet. We now have 23 active boats in our class membership.

It is not easy to achieve the growth velocity we expect, mainly because of the economic situation of our country, but we

still keep trying hard. We are finishing the selection trials now for the world championship and intend to send a complete crew for one boat to Newport.

Australia's 1986 Port Jackson Regatta

by Alex Nemeth

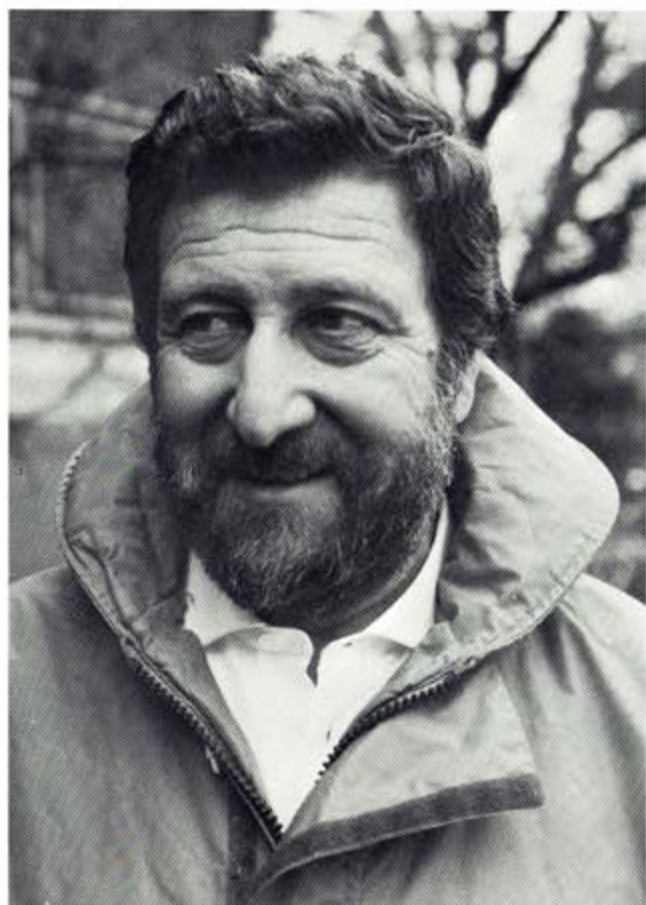
The 1986 Port Jackson Regatta held over the Anzac Day weekend, April 26-27, wound up the season with some 27 entries. As is mostly the case at this time of the year, Sydney Harbour proved to be a testing, and at times frustrating, venue, with very light conditions prevailing over the two days. In fact, the first race was abandoned because the time limit expired before the leader crossed the line, leaving three races, with all to count. If there was anything at all to be learned from this series, it was that the yacht race is simply not over till you cross the finish line, especially in conditions such as we had.

Congratulations to Mark and Greg Long on winning the regatta, making that long trip down from Lake Macquarie a

worthwhile exercise. Mark Willson, on *Panache*, finished second overall. . . again! *Slack Alice* (Alex Nemeth) took out third place, with *Justizere*, Michael Nash, fourth, and Bob Hagan in *Born to Run* taking out fifth place in his first J/24 regatta for some years.

Italy's J/24 Class

by Gianfranco Putaturo



Gianfranco Putaturo has enjoyed several years as Italy's NJCA president.

Many of the national class associations have written their histories; now it is my turn. I'll begin by telling you that I came to the J/24 Class after thirty years in the I.O.R. (then called the R.O.R.C.). My years as Italy's Class Association President have been a wonderful experience for me, and an important part of my life in sport. The J/24 Class is a marvelous one, and my work for it so far has been worthwhile and satisfying. But now to the story.

I was spending a day on the docks in Portofino when some of my friends invited me to an awards ceremony for the local J/24 Class, which had then been in existence for a few months. The J/24s were moored in a harbor which many consider the most beautiful in the world. They were all spanking clean, shipshape and Bristol fashion, like the wooden fishing dories

that the famous artisans of Tigullio built by hand fifty years before and which are still quite perfect. I had the sensation, in that temple to the nautical that is Portofino, that these boats represented a continuation of an hereditary line; a new, and yet an ancient way to relate to the sea. In short, I fell head over heels in love with the J/24, and from that moment the J/24 has represented a consistent theme in my life.

Along with Tony and Luca Bassani, who formed the first J Class in Italy, and with Azimut of Turin, who then imported J/24s from England, we set up programs and strategies and the adventure began. The year was 1979. In order to understand a little about the organization of the boat, I decided to buy one and to go to Poole, England, for the European Championship. On my return to Italy, we began the job of market penetration. At that point, the myth that the J/24 was a "snob boat" to be found only in Tigullio was destroyed for good. From those seven original boats all based in Portofino, we progressed in a very few months to a total of thirty boats based along the Ligurian Coast and on Lake Maggiore.

By the summer of 1980, we were already discussing how to set up the Italian team for the first World Championship, originally scheduled to be held in Sweden. When Bob Johnstone told us Sweden was unable to host the event after all, he asked us to organize the series in Italy. We were short on money, short on boats; the only thing we had plenty of was foolhardiness. Paolo Vitelli, President of Azimut, agreed with Bob to provide ten boats, with half to come from England and the other half from the United States. Several boats would then be sold after the Championship. The splendid regatta, held in San Remo in October, 1980, drew 49 boats from 16 countries and was won by John Koliou of the U.S.

To expand the class still further, we decided to capture that famous citadel of Olympic classes which is Naples. Animated by a certain reverential awe, I went to inaugurate the Naples fleet at the august and glorious seat of the Sailing Club of Italia.

The following year, we organized the European Championship at Naples and laid the ground work for a world team championship, having in mind the examples of the Sardinia Cup and the Admiral's Cup. With the sponsorship of Lancia, a group who has always supported us strongly and to whom we are indebted for much of the success of the J/24 Class in Italy, this dream too became a reality.

From this point, the rest was what you might call routine. The successful diffusion of a class is closely tied to boat sales. Paolo Boido, an old friend and a tireless worker, took over the sales of the J/24 in Italy, and soon afterwards obtained the license to build J/24s in cooperation with Azimut. The launching of the first Italian-built J/24 was another important milestone. Since that first launching, scores of Italian J/24s have been built. The boats are being raced with passion and skill in nine local fleet organizations.

To stir things up a little and to try something new, I thought it would be a good idea to try a match race, a type of competition then little known in Italy. The choice of locale fell to Porto Cervo in Sardinia, and some of the best known and successful J/24 skippers came to the race. The first annual match race was won by Gary Weisman, the second by Ted Turner, and the third by Lowell North.

But now it's time to leave the past and turn our thoughts to the future. In 1987 the J/24 World Championship VIII will take place in Italy and it is our hope that the happiest memories of all the participants will long remain.



Winning crew of (from left) Stephen Hyde, Jim Brady, Nial Kenny, and Ted Nohren at 1986 Dunhill Match Racing Championship sailed on Dublin Bay, Ireland.

Dunhill Match Racing Championship

by Ted Nohren

Jim Brady and Ted Nohren, of Clearwater, Florida, represented the United States in the 1986 Dunhill sponsored J/24 International Match Racing Challenge sailed on Dublin Bay, Ireland, August 15-17. Twelve teams from England, Ireland, Italy, Switzerland, Sweden and the United States were entered in the event which would begin with a series of five preliminary races, semifinals and finals to determine the overall champion.

The series opened Thursday evening at the National Yacht Club in Dun Laoghaire with a two hour presentation by Jim and Ted on techniques relating to boat handling, sail trim, and crewing that have proved successful on the top boats in the United States. The meeting was well attended by both present and prospective J/24 owners interested in building the J/24 fleet in Ireland.

The five flight, round robin preliminary series started Friday morning on a six leg, windward leeward course, in about 15-18 knots of breeze. By Saturday morning the winds had increased to 25-30 knots due to a cold front that had moved through earlier in the morning. Because of the adverse conditions, the race committee, headed by John Byrne and Alistair Rumball, could only complete one flight of the semi-final races before having the boats return to the harbor to wait for the weather to improve.

Sunday morning brought better conditions for the final day of racing. A sail off was held to determine which of the four top boats would make it to the final match. The tight racing failed to determine the fourth place skipper to go into the semi-finals. In another sail off, Ross Murphy of Ireland, Pepe Leonetti of Italy and Tarbett of Dun Laoghaire had a win each, so the fourth position was finally decided by the toss of a coin which flipped in Ross Murphy's favor.

The Brady/Nohren team, with crew Nial Kenney and Shawn Dillion of Dublin and Stephen Hyde of Cork, were drawn in the first semi-final race to sail against Timothy (Shiny) Goodbody of Ireland. Brady attacked from the port end at the five minute gun and crossed ahead at the start to hold the lead until the end.

In the final race, Brady and Nohren sailed against the Irish National Champion, Johnny Ross Murphy. At two minutes, both had their boats locked virtually head to wind while being swept away from the line by a strong tide. With 98 seconds to go, Brady broke away to gybe with precision onto starboard tack, forcing Murphy to follow and give him water. At the start, the U.S. team crossed the line 30 seconds late, with Murphy another 40 seconds behind. Brady held the lead for the 55 minute race, winning the Dunhill Trophy. In second was J. Ross Murphy; third, Mark Little; and fourth, Tim Goodbody, all of Ireland.

Gowrie Tops J/24s at Bermuda International Race Week

by Trevor Boyce

With all three previous winners returning for another week of festivities and exciting sailing, the 1986 Bermuda Race Week promised to be the best yet. Dick Tillman, the inaugural winner in 1983; Chuck Millican, the 1984 winner; and Jim Brady, the defending champion, were amongst the 13 J/24s who lined up for Race 1 of this eight-race, one-throwout series. However, it was Carter Gowrie who served early notice that this might be his year, with a second and first in the two opening races. Carter had been to every Race Week, with two seconds and a third in the three previous years.

Chuck Millican, having won the first race, needed SatNav in the second, when thunderstorms reduced visibility to less than a few boat lengths at times and caused Chuck to miscalculate the finishing line and take a disastrous tenth place. Jim

Brady came storming into the picture, winning Race 3 and then finishing 2-4-2-1 in the next four races. Lew Gunn and Rod Johnstone were also up with the leaders, Lew relishing the unusually light winds in Bermuda at that time of the year. Dick Tillman, who won in 1983 with six firsts, didn't really get going until he got a good second in Race 5 and thereafter managed to stay near the front of the fleet.

Gowrie, meanwhile, sailed brilliantly, winning Races 5 and 6, and Jim Brady was always up there ensuring that the battle went to the last race. Brady and Gowrie match raced each other at the start of the last race, with Brady gaining the early ascendancy. However, Gowrie had shown better speed all week in the light breezes and with a little bit of help from Lady Luck, he grabbed a third to Brady's ninth, which was enough to give him his first Race Week title. Lew Gunn sailed tremendously well all week and finished a creditable fourth, right behind Millican. Rod



Race week competitors relax after dinner to the tune of Alan Johnstone's guitar and songs.



If the muscles didn't ache from sailing, they would as the limbo bar went lower and lower.

Johnstone just pipped Tillman, with Bermuda resident Trevor Boyce next, just ahead of Annapolis sailor Don Delorme.

Bermuda Race Week is characterized by super hospitality, where the Bermudians not only lend their boats to the visitors but also open up their homes for seven or eight days of endless festivities. Prior to Race Week, Chuck Millican very kindly ran a two-day sailing clinic, which was packed with local enthusiasts and enjoyed by all. Stephen Hyde kept up the international flavour by travelling all the way from County Cork in Ireland and added some marvelous after-race humour to the week. Other visitors included new U.S. Class President Hank Killion and frequent visitor Art Dufresne, who has done so much in the past to help make the regatta the great success it is today.

1986 Bermuda Race Week

POS	HELMSMAN	HOMEPORT	1	2	3	4	5	6	7	8	TOTAL
1	Carter Gowrie	Old Saybrook, CT	2	1	3	4	1	1	6	3	15
2	Jim Brady	Clearwater, FL	5	2	1	2	4	2	1	9	17
3	Chuck Millican	Severna Park, MD	1	10	2	1	5	9	5	1	24
4	Lew Gunn	Hilton Head, SC	3	4	7	5	3	3	3	5	26
5	Rodney Johnstone	Stonington, CT	4	3	4	3	8	8	DSQ	2	32
6	Dick Tillman	Merritt Island, FL	8	6	5	7	2	4	2	DSQ	34
7	Trevor Boyce	Bermuda	9	9	9	8	DNF	5	4	8	52
8	Don Delorme	Annapolis, MD	6	8	12	9	6	13	7	4	52
9	Peter Lavelle	Bermuda	7	7	8	11	11	6	8	6	53
10	Andy Burnette-Herkes	Bermuda	WD	5	10	10	10	7	10	11	63
11	Steve Hyde	Co. Cork, Ireland	11	12	6	6	12	12	12	7	66
12	Hank Killion	DeWitt, NY	10	11	11	13	9	11	11	10	73
13	Ralph Sponar III	Bermuda	12	13	13	12	7	10	9	12	75



The German NJCA's power boat accompanied the Kiel Week races.

1986 Kieler Week

by Erik Schmidt

We had a nice Kieler Week, with a total of eleven entries from Germany. Wind during the Kiel-Eckernförde race was moderate. The place where the yachts stay, Eckernförde, is a nice harbour town and every crew gets an Eel free of charge, so that this race is also called "Eel-race." The winner was Bernt Bresse in his brand new J/24 from Italy called *Just for Fun*. He also won the next day's race back to Kiel.

The overall winner of the three Olympic races was *Viva*, skippered by Manfred König, who also won the long distance race (Fehmarn) sailed in very strong winds. The last very famous race (Senatspreis) was won by Rolf Meister's *Fragile*, a new boat and new to our class. We are growing slowly but constantly!



Viva, sailed by Manfred König, was overall Olympic course winner and also won the long distance race at '86 Kiel Week.

News from Italy

by Paolo Boido

J/24s in Genoa Race Week

Genoa Race Week (La Settimana de Genova), organized by the Yacht Club Italiano and sponsored by Lab Line for the Soling, Star, Flying Dutchman and J/24 classes, once again found the participants at the mercy of difficult weather conditions. A winter storm with snow and ice forced the organizing committee to suspend the regatta for two days.

The J/24 races were thoroughly dominated by *Shadow*, skippered by Antonio Santella, a sailmaker for Murphy and Nye. He finished the series with a point count of zero, finishing in first place in three of the four races. Second place overall was won by *Hussi*, owned by the Schiaffino brothers and skippered by D'Ali, a top helmsman of international caliber in the 470 Class. Third place was claimed by Viacava, a sailor from Portofino, who had already distinguished himself in the European Championship in Cork, Ireland, and the 1985 Golf Yachting tournament. Among the foreign participants was Michel Glaus, secretary of the Swiss J/24 Class Association, who won one of the races to finish the series ninth overall.



Boats moored in front of Yacht Club Italiano during Genoa Race Week.

1986 Genoa Race Week

POS	YACHT	HELMSMAN
1	<i>Shadow</i>	Santella
2	<i>Hussi</i>	D'Ali
3	<i>Ossoduro</i>	Viacava
4	<i>Kumatoantos</i>	Penagini
5	<i>Canarino Feroce</i>	Samele
6	<i>Slam</i>	Pilopais
7	<i>Nina</i>	Corradi
8	<i>Mite Leone</i>	L. Croce
9	<i>Coin Coin du Bois</i>	Glaus
10	<i>Flauto Magico</i>	Schieroni



Veteran's Cup entries included, from left: Piero Reggio, Vittorio Porta, Roberto DeVincentis, Dorio Salata, Feriello Roncallo, Tino Straulino, and Julio Carcano.

Super Veteran's Cup at La Spezia, Italy

The J/24 Fleet at La Spezia, a seaport to the east of Genoa, although of recent creation, is showing a noteworthy dynamism. In addition to the organization of a fleet championship and other interesting racing series, the group sponsored a Veteran's Regatta raced in J/24s.

Invited to participate in this race are Italian skippers recognized for their outstanding racing records, and age 55 and older. The skippers thus chosen participate in a series of races in boats selected from among the I.O.R. recognized classes, with the winner receiving the Veteran's Cup.

This year, upon the suggestion of Stefanini and Gian Franco Bianchi, respectively the fleet captain and secretary of the La Spezia fleet, the first and second place winners of the Veteran's Cup over the past seven years were invited to face each other in a new Super Veteran's Cup regatta.

At this point it was necessary to find a one-design boat in which the winning skippers of the Veteran's Cup could battle it out. Clearly the choice went to the J/24 Class because of its strict adherence to a one-design rule and because of the great popularity of the class. Local J/24 owners kindly placed their boats at the disposal of the veterans and the series was held during a peaceful weekend in the attractive Gulf of La Spezia.

The veterans who took part included:

- Straulino - Olympic gold medal winner in the Star Class, winner of a One Ton Cup.
- Salata - Helmsman of international stature in the 5.5 and Star Classes.
- Carcano - Well-known figure in the Star Class and designer of several 'one-off' boats of revolutionary design.
- Reggio - Famous for his many successes in the 6 Meter Class.
- Porta - Top flight helmsman in the early years of the F.D. Class.

- Roncallo - Canny helmsman with tremendous local knowledge of the Gulf of La Spezia.
- Da Pozzo - Well-known Star Class skipper.
- Sampiero - First-rate Star skipper.
- DeVincentis - Master helmsman in the F.D. Class

The Super Veteran's Cup was won by Vittorio Porta, and we all extend to him our heartiest congratulations.

Chase Manhattan Golf Yachting Event at Monte-Carlo

The second Chase Manhattan Golf Yachting event was held in Monte-Carlo, May 1-4, 1986. Twenty J/24s from five nations made up the sailing fleet for this unique event which combines competition in the two prestigious and exciting sports of golf and sailing to determine the winner. The Monte-Carlo Golf Club's par 71 course is recognized as one of the most beautiful and demanding courses in Europe. Among the golfers competing



The golf portion of this combined event was played on the beautiful Monte Carlo Golf Club's par 71 course.



Twenty J/24s from five nations made up the sailing fleet which raced in the Mediterranean within view of the principality.

as part of the teams were French champion Yves Realini, Giuseppe Milici, Pierre Heller, Renato Ciocchetto and Emilio Poli. Notables among the yachtmen included Prince Albert of Monaco (also president of the Monaco Yacht Club); an all-female crew sailing *Biotonus*; Ernesto Treves, 1980 Olympian in the 470 class; Manfred Konig, winner of the San Remo Golf Yachting combined competition last October; and Swiss champion, Michel Glaus.

After four extremely competitive days, the combined competition winner was Aldo Samele Acquiva's team sailing *Canarino Feroce*, with a 2-3-4 record in the sailing and a 1-5-7 on the links, beating Federico Pilo Pais's team on *Slem* by only 1.4 points. Third place was taken by the Swiss *Coin Coin du Bois*, fourth by Prince Albert's team and fifth by Manfred Konig's *Asso di Cuori*.

A bit of social glamour, indispensable at any exciting and important sporting event, was of course a part of these days in beautiful Monte-Carlo. Welcome cocktails were served on the evening of opening day, May 1, at the Monte-Carlo Golf Club. On Friday a delicious dinner was served in the elegant setting of Loews Hotel, with its beautiful sea view. In the late afternoon on Sunday, prizes were awarded at the yacht club, followed by a cocktail party featuring Moët Chandon, the official champagne of the Chase Manhattan-Monte Carlo Golf Yachting event.

The next stop for everyone is at the end of October in San Remo for a similar event.

Yacht Club Italiano's Spring Regatta

Portofino saw the birth of the J/24 Class back in 1979, when Tony Bassani and some of his friends put together the first J/24 fleet in Italy. Thus it is perhaps for sentimental reasons that Portofino has always retained its attraction for J/24 sailors.

It must be admitted that our high expectation for the event have never been disappointed and that each year the participation increases. This year an impressive 52 J/24s participated in the races which were sponsored by the firm of Zegna, an impor-

tant textile group of international standing, acting at the initiative of Mr. Aldo Zegna.

During the regatta, Portofino awoke from its winter somnolence and presented a holiday mood with flags flying, music, wine, dancing and plenty of focaccia (hot local bread and cheese) — all the signs of a great celebration.

Mr. Zegna inaugurated a special program during the regatta week, to recognize a person of international reputation who has dedicated a major portion of his life to sailing. Honored this year was Beppe Croce, a man whom all of us in the sailing world regard with the greatest esteem, admiration and friendship. For us this choice had particular significance, as Beppe is also the Honorary President of the J/24 Class Association of Italy, and to him we dedicate with great pleasure the enthusiastic participation of the J/24 class in the 1986 Portofino races.

All of the races were sailed in conditions of steady wind except for the final one. Clearly, with this large a fleet racing, the competition for a good place at the starting line was keen. During the beat to windward, the competitors had to tack frequently in order to reach the buoy placed directly under the Portofino lighthouse.

The first race was won by *Mite Leone*, skippered by Luigi Croce, a successful Star Class helmsman, and his top flight crew which included his brother Carlo, a strong contender in the F.D. Class, and Gigio Andizio. The second race was claimed by *Nostra Signora del Buon Viaggio*, skippered by Martinez, a leading light in the 470 Class. *San Matteo* took first place honors in the third race, skippered by Dufour from Genoa, whose patience and skill kept the boat moving despite a fading wind. A difference of only 1.75 points between the first and sixth place finishers overall indicated the expert level of the competitors.

Yacht Club Italiano's Spring Regatta (Top 6)

POS	YACHT	HELMSMAN
1	<i>Nostra Signora</i>	Martinez
2	<i>Mite Leone</i>	L. Croce
3	<i>Kumatosantos</i>	Penagini
4	<i>San Matteo</i>	Dufour
5	<i>Bugatti</i>	Baioni
6	<i>Canarino Feroce</i>	Samele



Boats approach starting line at Spring Regatta race in Portofino.

1986 Italian Championship

Bright sun, emerald green sea, shining beaches of fine white sand, the sweet scent of Mediterranean vegetation carried by a steady, warm mistral — all these elements contributed to the outstanding success of the 1986 Italian Championship hosted by the Yacht Club Porto Rotondo in Sardinia. The race course, nearly all of which lies on the lee side of a relatively low coast, guaranteed a good breeze and a calm sea, conditions in which the J/24 performs to its maximum potential. In such conditions, given the frequent wind shifts close to the shore, the tacking quickly proved to be a tricky and highly technical matter.

There were five races in the regatta, one of which was a long course of 20 miles. Attending the event were 41 skippers and crews, representing all of the Italian J/24 fleets.

Sardinia, which may seem far from the mainland, was reached very easily, thanks to the sponsorship of the Tirrenia Ferry Line and of the Alisard Airline Company, both of which offered favorable terms to competitors and their supporters.



J/24s in line for ferry on return from Sardinia.



Alessandra Gallini receives trophy for best female crew (6th).



Mr. Leonetti, owner of the winning boat, was thrown in the water.

1986 Italian Championship (Top 10)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT*
1	I-121	<i>Pall'e Cannone</i>	Paolo Semeraro	PMS	3	3	2	2	17.4
2	I-124	<i>Ossso Duro</i>	Maurizio Bolens	19	8	1	5	3	29.7
3	I-142	<i>Shadow</i>	Antonio Santella	6	2	7	3	6	32.1
4	I-115	<i>Firs</i>	Enrico Passoni	DSQ	14	4	1	4	36.0
5	I-123	<i>Tela Cerata</i>	Fabrizio Eusebio	1	12	6	5	DSQ	39.7
6	I-92	<i>Rabbit</i>	Claudio Recchi	3	9	14	4	PMS	48.7
7	I-105	<i>Teen Ager</i>	Alessandra Gallini	2	6	DSQ	14	8	48.7
8	I-24	<i>Il Flauto Magico</i>	Angelo Dufour	PMS	7	5	11	5	50.0
9	I-158	<i>Buccia di Banana</i>	Alberto Signorini	PMS	1	2	DSQ	1	52.0
10	I-101	<i>Bugatti</i>	Vittorio Baioni	5	15	12	7	7	54.0

*Olympic scoring, one throwout.



Photos by Tomohiko Sekiguchi

The breeze was moderate for the third race of the All Japan Championship.

最後まで あきらめたら アカン*

1986 All Japan Championship

by Tomohiko Sekiguchi

The 6th All Japan Championship, hosted by Santopia Marina on Awaji Island near Osaka, was held April 27-29, 1986. In addition to the sailing competition, the crews had to contend with a variety of weather conditions.

Moderate wind and rain prevailed for the beginning of the first race. Thirty boats participated in the race, and there were no premature starts. In the latter half of this race, however, wind increased in intensity, especially more so around the weather mark than the third mark. High winds and the accompanying rough seas are not unusual in that area. The waves poured sea water into the committee boat at the finish line, making it impossible to anchor. In light of the increasingly hazardous conditions, the committee was forced to terminate the race, and all the boats had to return to the marina. This action was taken just prior to the finish of Robert Fry's lead boat. Almost a third of the competitors had to patch their sails, and two boats had to be repaired. This race as well as the second race on the first day had to be cancelled. As a result the barbecue party was begun ahead of schedule. The special wine and beer, and a rice cake pounding ceremony conducted by the women crews contributed to an enjoyable evening for all concerned.

The youngest crew member at this regatta was a 9 year old foredeck boy, Kaji Segawa, son of Mitsushiro Segawa, leader of a festive parade at the 7th World Championship at the Nissan Marina Tokai.

There was a tight schedule on the second day, April 28, with the third Olympic course race held early in the morning followed by a long distance race. The heavy rain of the previous night dissipated in the morning. The breeze was moderate and frequently changed direction. Yoshio Shiozaki, skipper of *J of J*, finished in first place in the third race, reacting to his victory with dignity.

After a one-hour break and a general recall, the long distance race was begun. Unfortunately, this race had to be cancelled for the same reason as race one.

*Note: Japanese slogan of this regatta, which means, "Never Give Up!" in slang.

There was clear weather with a light breeze on the 29th, the day of the fifth and final race. The top finisher was Takao Ninomiya, skipper of *Bra-Vice*; Takahisa Yamada, skipper of *Viva*, came in second and Moto Hayashi, skipper of *Honky Tonk*, came in third. All three boats qualified for the 8th World Championship in Newport.

Teruo Ashida completed his two year tenure as president of JJCA. At the annual JJCA meeting, held on April 27, his successor, Mr. Shigekazu Hagiwara, a 38 year old dentist, was elected. Special thanks were given to Mr. Ashida, and Mr. Hagiwara promised to work for the further development of class activity.

(See regatta results, next page)



A rice cake pounding ceremony took place at the barbecue party.



The inlet to Santopia Marina, host of 6th All Japan Championship.



Mr. Shigekazu Hagiwara (center), new JJCA President.

1986 All Japan Championship

POS	SAIL	YACHT	HELMSMAN	*1	*2	3	*4	5	*6	TOT
1	2667	<i>Bra-Vice</i>	Takao Ninomiya			2		1		59
2	2690	<i>Viva</i>	Takahisa Yamada			4		2		56
3	3806	<i>Honky Tonk</i>	Moto Hayashi			5		5		52
4	2864	<i>J of J</i>	Yoshio Shozaki			1		10		51
5	3584	<i>China Town</i>	Tohru Ichikawa			9		3		50
6	3795	<i>Bronko</i>	Atsushi Kosaki			6		7		49
7	3571	<i>Humpty Dumpty</i>	Ryohzo Tanaka			7		6		49
8	2877	<i>Exocet Bee</i>	Makoto Nakano			12		4		46
9	2871	<i>Olive II</i>	Shigekazu Hagiwara			10		8		44
10	2681	<i>Clara</i>	Hiromitsu Yamauchi			8		14		40
11	3825	<i>Enterprise</i>	Yasutaro Tsujimura			3		26		33
12	4052	<i>Orca</i>	Mitsuaki Ida			19		11		32
13	3797	<i>Esmeralda</i>	Makoto Uematsu			13		18		31
14	2870	<i>Donald Duck</i>	Hideki Yokoyama			23		9		30
15	2890	<i>Alligator</i>	Fumio Sano			16		17		29
16	3569	<i>Helterskelter</i>	Toshiyasu Higuchi			15		20		27
17	3809	<i>Exocet-Bee</i>	Toyokazu Yamada			20		15		27
18	2689	<i>Adonis</i>	Satoru Isaka			14		22		26
19	2866	<i>Pink Kiss</i>	Mikiko Tsuchiya			21		19		22
20	2869	<i>Play Boya</i>	Tsuneshige Nagano			24		16		22
21	3814	<i>Boomerang</i>	Tsuyoshi Kato			28		13		21
22	3555	<i>Reflection</i>	Makoto Kikuchi			11		DNC		20
23	2676	<i>Suisui II</i>	Osamu Chohmei			30		12		20
24	3581	<i>Butler</i>	Takashi Ogawara			22		25		15
25	2863	<i>Hangover</i>	Takaomi Matsumoto			26		21		15
26	2876	<i>Koume</i>	Tadatosh Saita			17		DSQ		14
27	2872	<i>Seagull</i>	Ichiro Matsumiya			18		DNF		14
28	2675	<i>Little Mama</i>	Yumiko Takano			27		23		12
29	3588	<i>Pole Star</i>	Eizo Kiuchi			29		24		9
30	2473	<i>Lady First</i>	Kayoko Hayashi			25		DNF		7

*Races 1, 2, 4 & 6 were cancelled.

1986 Canadian Championship

by Jim Murray

The 7th Canadian Championship was held in Toronto, June 12-15, with generous sponsorship by Bacardi Rum for the fourth consecutive year. The host club, Ashbridge's Bay, put on an excellent regatta for the 27 crews who sailed in the three day event. The racing area, southeast of the city of Toronto, was out in Lake Ontario. The city skyline, dominated by the CN Tower some fifteen hundred feet high, made a spectacular background for the regatta.

The fleet was made up from entries as far away as Nova Scotia and Maine, to local entries from Toronto. A contingent from Montreal added to crews from New York. Many of the Canadian crews were on hand, attracted by the three qualifying positions up for grabs for this year's Worlds in Newport. Two-time winners Lance and Kevin Mahaney were hoping to make it three in a row, while past winner Gunther Buerman was entered to try and repeat his '83 win.

The first race got away and, from my vantage point on the committee boat, it was not until the spinnakers went up that the order of rounding was evident, with the Mahaneys in *American Garage* out in front. Unfortunately, a major windshift and a misunderstanding between the competitors and the committee boat on mark rounding procedures resulted in the tenth finisher

being given the gun. This really perked up the interest of the previous nine boats and the profusion of red flags that followed must have been felt ashore by the protest committee.

The second race of the day went off without a hitch and again *American Garage* was over the finish line first, this time to a gun, with Toronto sailor Chris Koper in *Rumpus* close by. That night the first race was officially reviewed by the protest committee, and unofficially by everyone else at the bar. Finally the opinion that counted, the protest committee's, was that there was no solution equitable to all competitors and so the race should not count.



Williams starts to weather of Roy in Canadian Championship race.

The next day saw the Mahaneys take another first and Gunther Buerman another third. Looking steady and consistent was the Nova Scotia entry of *Kool & the Cubes*, sailed by John Roy. After Race 3, won by Toronto's Kevin Brown in *Sneakers*, *Kool & the Cubes* was again in third, although *American Garage* was right behind.

The final race of this regatta was a test of light air skills, with the race committee eyeing time limits. However, a shortened race of a triangle with a second weather leg completed a regatta which saw Kevin and Lance Mahaney and crew win their third

Canadian Championship, close followed by Gunther Buerman. John Roy and the *Kool & the Cubes* crew were third and, as first Canadians, were the winners of the Jerry Long Memorial Trophy. John's position also qualified him to enter the Worlds at Newport, along with Jamie Kidd and John Dakin.

Everyone had a great time, thanks to Ashbridge's Bay Yacht Club and Bacardi Rum, who also donated the keeper trophies.

Next year we hope to hold the Canadian Championship at CORK in Kingston, in August. Look for details in next spring's magazine.



John Roy and *Kool & the Cubes* crew were awarded the Jerry Long Memorial Trophy.



Lance and Kevin Mahaney, winners of Canadian Championship for third time.

1986 Canadian Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3379	<i>American Garage</i>	K. Mahaney	1	1	4	3	9
2	4250	<i>Partial Eclipse</i>	G. Buerman	3	3	6	4	16
3	3968	<i>Kool & the Cubes</i>	J. Roy	5	7	3	8	23
4	2725	<i>Tess</i>	J. Kidd	7	4	8	5	24
5	3913	<i>Three Speed</i>	J. Dakin	9	11	2	9	31
6	3939	<i>Pathei Mathos</i>	M. Hillman	4	2	14	12	32
7	1970	<i>Sneakers</i>	K. Brown	14	5	1	15	35
8	1169	<i>Rumpus</i>	C. Koper	2	9	10	14	35
9	2583	<i>Heroes & Villains</i>	G. Bowser	13	8	5	16	42
10	2345	<i>Shane</i>	J. Long	11	17	9	6	43
11	3773	<i>Biohazard</i>	K. Sidman	16	12	20	1	49
12	2218	<i>Plus Ten</i>	L. Chapman	8	6	11	25	50
13	2591	<i>Indulgence</i>	R. Duggan	15	19	15	2	51
14	3307	<i>Quick Nick</i>	K. Nicoll	22	13	7	10	52
15	3849		D. Williams	6	10	21	23	60
16	2773	<i>Flyer</i>	S. Archer	12	16	22	11	61
17	2728	<i>Partners in Crime</i>	Corbett/Warren	10	23	23	7	63
18	4121	<i>Bouncing Betty</i>	J. Kuhn	19	18	13	13	63
19	1152	<i>Rasputin</i>	T. Reilly	20	14	16	20	70
20	1943	<i>Party Shoes</i>	A. Wiggins	17	15	17	DNF	77
21	2604	<i>No Frills</i>	Callum/Johnston	23	20	19	21	83
22	2794		Millar/Caverty	24	26	18	18	86
23	2231	<i>Bo-Jangles</i>	R. Folland	DSQ	DSQ	12	17	87
24	2789	<i>TRomp</i>	E. Vos	25	21	24	19	89
25	2626	<i>Tampaningo</i>	S. LeBouteiller	21	25	25	22	93
26	3524	<i>Triple A</i>	K. Armstrong	18	24	26	26	94
27	2767	<i>High Strung</i>	D. Cobbett	26	22	DSQ	DNF	105
27	2623	<i>Mischief</i>	R. Hall	27	27	27	24	105

1986

NOVEMBER

1-2, 8,15 Lake Pontchartrain Yacht Racing Circuit
Jim Bates
(504) 821-1121

1-2 8th Annual Stone Crab Regatta
Clearwater Yacht Club
Norb Zebny
(813) 461-9600

22-23 Turkey Day Regatta
Alamitos Bay Yacht Club
John Beckman
(818) 354-2476

28-30 Florida State Championship
Southeast Regional Worlds Qualifier
Jacksonville
Levon Pentecost
(904) 791-9170

DECEMBER

27-28 Sugar Bowl Regatta
New Orleans Yacht Club
V.J. Shelton, Jr.
(504) 835-7628
Ross Dierdorff
(504) 831-7501

1987

JANUARY

2-9 Midwinter Championship X
Coral Reef Yacht Club
Miami, FL
(305) 858-1733 9am-5pm

FEBRUARY

14-15 Gulf Coast Championship
Southwest Regional
1987 Worlds Qualifier
Southern Yacht Club
New Orleans
Guy Brierre
(504) 866-3874

28- Mar. 1 Mardi Gras Regatta
New Orleans Yacht Club
V.J. Shelton, Jr.
(504) 835-7628
Ross Dierdorff
(504) 831-7501

APRIL

8-12 North American Ski/Yachting Championship
Whitefish, MT
Barby Lyon
(401) 849-0220

16-19 20th Annual Easter Regatta
Columbia South Sail Club
Lake Murray, SC
Steve Szymanski
(803) 781-5334

MAY

23-25 Southwest Championship
Southwest Regional
1988 Worlds Qualifier
Dallas
Steve Andre
(214) 722-1885

JUNE

14-21 World Championship IX
Capri Island
Naples, Italy

JULY

25- Aug. 1 1987 North American Championship
St. Francis Yacht Club
San Francisco, CA
Matthew Jones
(415) 563-6363

OCTOBER

2-9 1987 International Women's Keelboat Championship
Ida Lewis Yacht Club
Newport, RI

1986-87 J/24 Texas Circuit

Oct. 4-5, 1986
Fort Worth Boat Club
Glenn Darden
(817) 332-7289

Nov. 15-16, 1986
Lake Canyon Yacht Club
Fred Amrhein
(512) 366-2695

Feb. 14-15, 1987
Gulf Coast Championship
New Orleans
Guy Brierre
(504) 866-3874

March 21-22, 1987
Austin Yacht Club
David Broadway
(512) 448-2454

April 25-26, 1987
Redneck Classic
Shreveport Yacht Club
James Nowery
(318) 861-4902

May 23-25, 1987
Southwest Championship
Rush Creek Yacht Club
Steve Andre
(214) 722-1885

June 20-21
Houston Yacht Club
Travis Doughty
(713) 471-5063

August 22-23, 1987
Corpus Christi
Randy Poelma
(512) 993-2999

International J/24 Class Association Annual Meeting Royal Hamilton Amateur Dinghy Club Hamilton, Bermuda April 27, 1986

1. The IJCA 1985 annual meeting (rescheduled from Nov. '85 venue in Japan) was called to order by the chairman, Lorne Chapman at 10:00 am, April 27, 1986, at the Royal Hamilton Amateur Dinghy Club, Hamilton, Bermuda. Roll call was taken and proxies established. National Associations were represented as follows: Bermuda - Andy Burnett-Herkes (1); Canada - Jim Murray (1); Ireland - Stephen Hyde (1); Sweden - Bengt Julin plus proxies for Italy and Holland (3); U.S. - Hank Killion (3) (reduced from 4 so as to not exceed one-third of those present); Designer, Rod Johnstone (1) plus the copyright holder's proxy (1); with proxies from UK, Australia and Brazil on specific subjects. Also present were the Executive Director, Dick Tillman; Executive Assistant, Linda Tillman; David Curtis, Art Dufresne, Tyson Goss, and Lance Mahaney.
- 1.1 The 1984 Annual Meeting Minutes were approved as published in the J/24 MAGAZINE, volume 14. It was noted that no action has been taken regarding the IYRU sail measurement stamp.
2. Executive Director's Report:
 - A. Dick Tillman reported on activity in countries not represented.
 - B. Reports by those present:
 1. Canada - Since boat costs more in Canada due to duty and exchange rate plus 12% sales tax, the number of boats remains intact but expansion is slow.
 2. Ireland - Renewed interest seen this year due to better economics. Match racing in Dublin will be held again, sponsored by Dunhill. Invitations will be sent to current National Champions and World Champion.
 3. Bermuda - Activity is up but costs continue to be a problem to growth.
 4. Sweden - Those who race are enthusiastic but the class faces difficulties. A similar boat has been designed that is two-thirds the cost and there is only one J/24 builder in Europe.
 5. U.S. - Class continues to grow, ahead of membership figures this time last year. Preparations for 1986 Worlds in Newport are under way. Efforts are being made to provide housing for overseas competitors.
 - C. Following discussion, Jim Murray moved that the IJCA explore with the IYRU the possibility of including all International class boats in duty or tax exemption or reduction now afforded Olympic classes. It was seconded and passed. Tillman will request input from NJCA's and submit the proposal to the CPOC. Rod Johnstone volunteered J-Boats' assistance and Bermuda will share information on their efforts to reduce duty.
3. Technical Report:
 - A. Technical Committee Report-Rodney S. Johnstone, Chairman
 1. Dennis Ellis was commended for his efforts in behalf of the

IJCA and the technical committee in regard to the development of a measurement manual and detailed studies on keel measurement. It was agreed that the measurement manual should include measurement guidelines as well as rule interpretations.

2. The need for more detailed mast specifications in order to assure uniformity of mast construction among the several spar builders worldwide prompted a discussion on this subject. The possibility of licensing spar builders directly, rather than through the approved licensed builder of the boat itself, was also discussed. Tyson Goss of Kenyon-Sparcraft submitted a letter on the subject.
3. The continuing issue of a proposal permitting the use of polyester substrate/polyester film laminate in the construction of the genoa was referred to the technical committee for further review.
4. Johnston agreed to submit technical committee recommendations on the above subjects to the Class Office by August 1, 1986, for review prior to the 1986 World Council Meeting in London, November 2, and prior to September 5, 1986, in the event of any proposed rule changes.
- B. Rule Change Proposals (Those approved will be submitted to the IYRU for approval at Nov. '86 AGM.):
 1. Swiss Proposals:
 - a. Rule 3.6.10(n) New rule: Spreader abrasion resistant patches may be added (to the Main) and shall be not more than 950mm 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. Approved.
 - b. Rule 3.6.10(o) New rule: Battens reinforcement of not more than 150mm x 150mm may be added to reinforce the luff side extremity of the battens pocket (in the Main). Approved.
 - c. Rule 3.6.13(i) New rule: One circular reinforcement of not more than 250mm diameter may be added on the intersection of half-width and half-height of the spinnaker to fix a "puller patch." Not approved.
 - d. Rule 6.1.5: Add . . . mechanical or electronic masthead. Not approved.
 2. U.S. Proposals:
 - a. Rule 3.6.2: Add . . . except that the Genoa may alternatively be made of polyester substrate/polyester film laminate. Not approved.
 - b. Rule 3.5.3(h): regarding spreader sweepback. Proposal withdrawn.
 - c. Rule 3.6.12(j): to increase Genoa abrasion patches from 600mm long and 250mm wide to 950mm long and 300mm wide. Approved.
 - d. Rule 5.1 Change to: A crew shall consist of not less than three persons. Voted to circulate to all NJCA's for comment and propose at next IJCA meeting.
 - e. Rule 6.1.2: Change to allow one 8:1 tackle box to be substituted for one secondary winch. Voted to circulate to all NJCA's and propose at next IJCA meeting.
- C. Definition: USJCA proposed a definition for "qualifier." Discussion developed the following: A qualifier is the primary helmsman who starts, finishes and steers the majority of the upwind legs. It was agreed to circulate the U.S. recommenda-

tion to NJCA's for comment and include final wording in Regatta Guidelines rather than in Class Rules.

- D. Interpretations:
 1. Spreader sweep should be measured with shrouds under tension ready to race.
 2. Radial reinforcements on genoa are illegal if wider than a seam.
 3. Wire strops on backstay and vang are illegal.
4. World Championship Schedule:
 - A. 1986 - Newport, U.S.A. Hank Killion reported.
 - B. 1987 - Sardinia, Italy, in May.
 - C. 1988 - Sydney, Australia, beginning January 27.
 - D. 1989 - Ireland. Stephen Hyde indicated Ireland's interest in hosting '89 Worlds.
 - E. 1990 - North America.
- 4.1 Final decision on 1989 and 1990 Worlds deferred until next meeting when proposals will be presented. It was agreed that IJCA needs to develop criteria for hosting Worlds or other major events as pertains to finances, availability of charter boats, arrangements, facilities, etc. Executive Director will request Japan submit report on 1985 Worlds regarding preparations, technical problems, recommendations, etc. for circulation to NJCA's. Art Dufresne will draft guidelines (criteria). Tillman will distribute Standard Sailing Instructions and Notice of Race formats to NJCA's for comment and discussion at next IJCA meeting.
5. Continental Championships:
 - A. 1986 European Championship Sept. 1-6 Holland
North Americans June 20-27 Chicago
 - B. 1987 European Championship TBD
(Bengt Julin will contact Greek NJCA to host it. Will discuss at '86 event.)
North Americans July 25-Aug. 1 San Francisco
Pan American Games Aug. 7-23 Michigan City
South American Champ. Early '87 Peru
 - C. 1988 European Championship UK or Italy
(Submit proposal at next IJCA meeting.)
- 5.1 Stephen Hyde moved that Continental Championships be open events. The motion was seconded and passed.
- 5.2 Hank Killion moved that a Continental Championship qualify one individual for the Worlds from the continent on which he resides,

who has not already qualified, with no passdown. The motion was seconded and passed.

- 5.2 The following were agreed upon for Worlds Qualifiers for World Championships:
 - 1 per NJCA for 1-25 IJCA subscriptions paid, etc. as outlined in B7, Regatta Guidelines.
 - 1 North American Champion
 - 1 South American Champion
 - 1 European Champion
 - 2 Founders
 - 1 Defending Champion (post '86 Worlds, as all past champions invited to Newport.)
 - 1 IJCA Chairman
 - 1 IJCA Executive Director
 Host country and geographic allocations to be determined for each event, by IJCA World Council.
- 5.3 The winner of the 1985 International Women's Keelboat Championship, sailed in J/24s in Newport in September will qualify for the 1986 Worlds in Newport.
6. IJCA Financial Report
 - A. Hank Killion explained report and 1986 Budget. He pointed out that the IJCA is in a strong healthy financial condition. Stephen Hyde moved the 1986 Budget be accepted. The motion was seconded and passed.
 - B. For FY1986, sail royalty label revenue is being divided as follows:
 - \$ 5 to IJCA
 - \$10 to NJCA
 - C. Bob Johnstone's request for a \$1,000 grant to the 1986 Worlds was referred to the IJCA Executive Committee. The opinion was that any money so granted should be spent for promotional rather than recreational purposes.
7. New Business
 - A. Geographic Allocations for 1986 Worlds:
 - Bermuda - 2 additional (total of 3) - Approved.
 - Canada - 3 additional (total of 6) - Approved.
 - Australia - 2 additional (total of 5) - Not approved.
 - B. International Communication - Dufresne will investigate electronic mail for faster communication. Telex through J Boats currently used.
8. 1986 IJCA Meeting Venue
 - A. It was agreed that future IJCA Annual Meetings be held prior to the IYRU AGM in London in November, with informal meetings held at Continental and World Championships.
 - B. The 1986 IJCA annual meeting will be held in London, November 2. Chris Torrens has offered to assist with arrangements.
9. Appointment of Executive Director
 - A. Hank Killion moved that the IJCA reappoint Dick Tillman as Executive Director. The motion was seconded and passed.
10. Election of Officers
 - A. The following were elected:
 - Chairman - Hank Killion of the U.S. (for 1986/87).
 - Vice Chairman - Chris Torrens of the U.K. (to fill unexpired term through 1986 vacated by Peter Drake).
 - B. Council Members: One representative from each of following countries:
 - Canada (Jim Murray)
 - Italy (TBD)
 - Australia (TBD)
 - C. Lorne Chapman was recognized for his work as IJCA Chairman in the past two years, and Art Dufresne for his contributions to the Class as USJCA President and IJCA Council member.
11. Adjournment: 7:00 pm.

Respectfully submitted,
Linda Tillman
Secretary to the Meeting.



Attending the IJCA annual meeting were: (Back) Stephen Hyde, Art Dufresne, Andy Burnett-Herkes, Dick Tillman, Bengt Julin, Jim Murray. (Front) Lorne Chapman, Hank Killion, Rod Johnstone.

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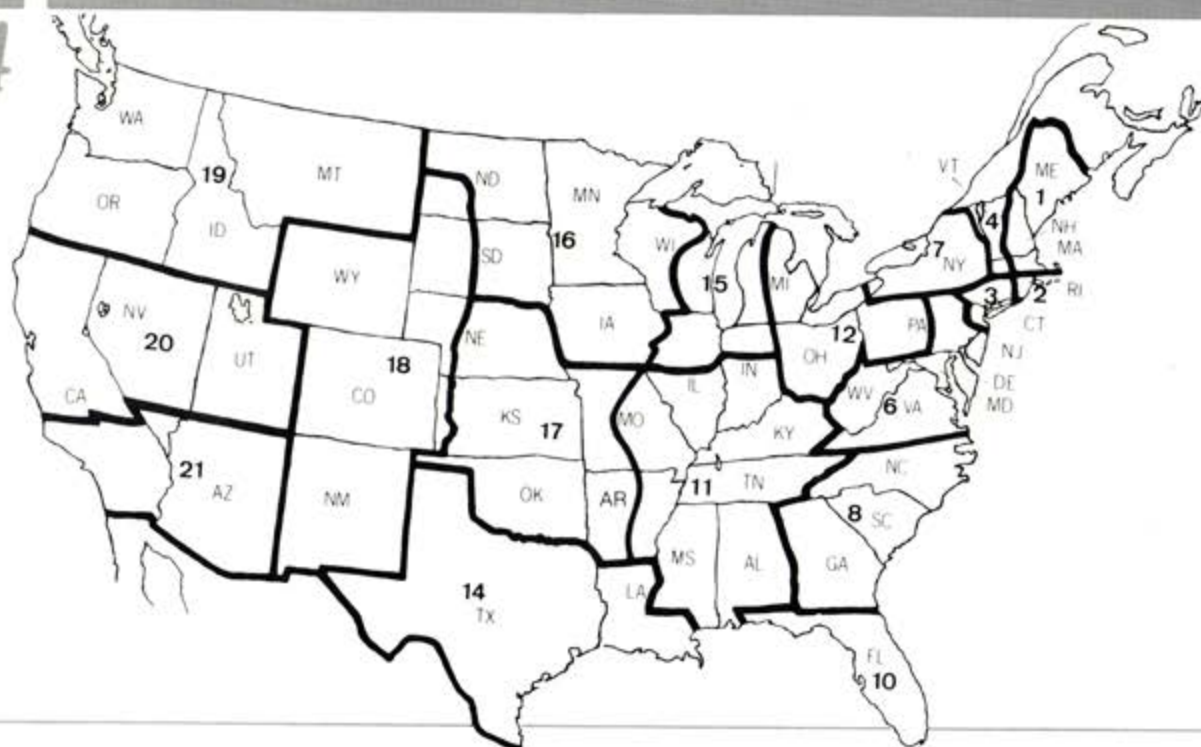
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J/24 Regatta Guidelines

For District, National, Continental, and World Events.

A. GENERAL

1. J/24 regattas should be held, if possible, at a recognized yacht club which can offer J/24 yacht charter and launching facilities. Launching areas must be safe and free of overhead power lines.
2. Regattas should be held in locations where adequate charter boats and lodging and eating places for participants are readily available.
3. The sponsoring organization shall check membership cards, transom stickers, sail royalty labels and ensure that the owner(s) and helmsman(men) of all registered yachts are current members of J/24 Class Association. A system of spot checking shall be instituted to ensure that yachts have required equipment on board. After World Championships, a regatta report shall be submitted to the class office to assist future organizers.
4. Entry fees are at the discretion of the sponsoring committee, but the Association retains the right to suggest adjustment. Entry fees should if possible include costs of docking, launching and hauling yachts. Expense of events such as dinners and no-host parties may be handled as optional add-ons to keep the entry fee reasonable.

B. RACING

1. Regattas shall be run under the current International Yacht Racing Rules (IYRR), the prescriptions of the national yachting authority, the Class Rules of the International J/24 Class Association, these Regatta Guidelines, and by the Notice of Race and Sailing Instructions for the series and any amendments thereto.
2. A minimum of four and a maximum of six races shall be scheduled, not counting any qualifying races required by paragraph B6, Fleet Size. A minimum of three races shall be completed to constitute a series. All races shall count toward the final standings, with the exception of the World Championship, where one race may be dropped.
3. Courses shall be either the standard Olympic course or the 60-120-120-60 degree trapezoid closed course. Course length shall be 10-14 miles, depending upon conditions and weather. Courses may be shortened at the discretion of the race committee.
4. A low point scoring system shall be used with one point for first, two for second, etc. A version of the "Percentage Alternative Penalties for Infringement of a Rule of Part IV" of the IYRR (Appendix 3, Part 2) shall apply.

5. The "One Minute Disqualification," or similar rule for starting, shall be applied with discretion and only when absolutely necessary.
6. Fleet size: If there are 60 or more entries, the fleet shall be divided into four subfleets and identified by a color ribbon flown from the backstay. The top eight competitors shall be identified by a committee established by the organizer, and seeded equally among the subfleets. The remaining competitors shall be assigned a subfleet by random choice. Up to three qualifying races shall be sailed, after which the fleet shall be divided in half. Any odd boat will be assigned to the upper division. The top half shall constitute the Championship Fleet. The bottom half shall constitute the Designer Fleet. The scoring for both Fleets shall start anew, not counting the qualifying races. No races shall be dropped, except for the World Championship.
7. For the World Championship, entries shall qualify as follows:

No. of NJCA Subscriptions Paid	No. of Qualifiers
1-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
Each additional 500	+1

Defending Champion - 1

North American Champion - 1

South American Champion - 1

European Champion - 1

Founders - 2

IJCA Chairman - 1

IJCA Executive Director - 1

Host country and geographic allocations - to be determined for each event by IJCA World Council.

7. By definition, a "qualifier" is the primary helmsman who starts, finishes and steers the majority of the upwind legs in a qualifying event or series.
9. The standard J/24 Notice of Race and Sailing Instructions shall be used. Any change or deviation to these shall be approved by the 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 _____

1987 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, 1987 Spring and Fall 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, 1987, and agree to abide by all Class Rules.

Membership fee is \$30. Back issues of J/24 MAGAZINE are available for \$7 each, postage paid. Indicate Spring or Fall and year you want, and include payment with your dues check. Make check payable to J/24 Class Association.

☐ This is a renewal.☐ This is a new membership.☐ Send the following magazine back issues @ \$7 _____

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.*

1987 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 1987 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 1987 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 _____

SIGNATURE OF CLASS MEMBER _____

PRINTED NAME OF CLASS MEMBER _____

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION, P.O. BOX 372578, SATELLITE BEACH, FL 32937-0578

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"Charlie" has been modeling Henri-Lloyd foul weather gear in ads and at boat shows since 1982. When he first appeared, not many people recognized the Henri-Lloyd name. "Charlie" changed that. Henri-Lloyd has become the first choice of boating enthusiasts everywhere. So much so that when *The Practical Sailor* polled its readers on the subject, 97% of those who owned Henri-Lloyd said they would buy it again ... they gave it a 99% overall rating (by

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While "Charlie" has worn every model of the *engineered foul weather gear*®, he hasn't been seen in everything now available from Henri-Lloyd. To correct the situation, here's "Charlie" in the full line. A line that only Henri-Lloyd could hand you. From the foulest to the fairest conditions, all the right gear to keep you dry, comfortable and in style.

OCEAN RACER II™ Flotation Jacket*

Simply the finest, most advanced foul weather jacket. Built-in, retractable safety harness and zip-out flotation vest of quilted Airex closed-cell foam. (OCEAN RACER II Jacket, identical except for vest.)



MAXI™ Jacket*

Identical to OCEAN RACER II except for the harness and flotation vest. Storm collar, stow-away, billed hood, 2 cargo pockets, 2 hand-warmer pockets. Cuffs, pockets and storm flap over heavy-duty 2-way zipper seal with Velcro.



MAXI Trousers

Double-fabric seat, triple-fabric knees, high bib with handwarmer pockets, elasticized back, internal waist-high internal gusset with heavy-duty 2-way zipper. Fully lined. Elasticized cuffs and Velcro seals.



CONSORT FLOATER™ Jacket

The Henri-Lloyd classic. Heavy-duty, waterproof nylon exterior with quilted Airex foam lining. High storm collar, wide storm flap over heavy-duty, 2-way zipper, and 2 handwarmer pockets with Velcro seals. Optional hood.



VOYAGER™ Jacket*

Fully lined with storm collar, stow-away, billed hood, 2 cargo pockets and heavy-duty 2-way zipper with storm flap and Velcro seals. Elasticized waterproof cuffs with exclusive internal drainage net and Velcro trimtabs.



VOYAGER Trousers

Double-fabric seat and knees, self-draining waist-high internal gusset with 2-way, heavy-duty zipper, drainage flap and Velcro sealing storm flap. Net insert connects lining at cuffs for drainage and air circulation. Velcro trimtabs.



OCEAN RACER II and MAXI One Piece Suits

Sharing the same features as the OCEAN RACER II and MAXI jacket and trousers, respectively, these one piece suits are identical except for the safety harness built into the OCEAN RACER II One Piece Suit.



FOREMOST™ One Piece Suit

Designed for in-shore and dinghy sailing. Double-fabric seat and knees, with waist-high internal gusset, drainage flap and storm flap. 3 pockets, non-chafing elastic cuffs, and full-length heavy-duty 2-way zipper with Velcro storm flap. Hood optional.



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Engineered for cold-water sailing or scuba. Body is heavy-duty, waterproof nylon with latex neck and cuffs (replaceable). Double fabric knees and seamless double seat. Gas-proof, oversized zipper runs between the shoulder blades. Pressure tested at factory.



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Tropic weight foul weather gear provides the protection of heavy-duty, waterproof nylon exterior with a lightweight lining of waterproof nylon taffeta. Trousers have double-fabric seat and knees.



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Fully lined 3/4-length jacket doubles as a travel raincoat. Hooded jacket with heavy-duty 2-way zipper; trousers have elasticized waist and side leg gussets with zippers.



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*These jackets accept the new Henri-Lloyd Inflatable Life Jacket. © 1986 HENRI-LLOYD USA.

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