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The cover photo by Lee Scowcroft of Riverside, CT, captures her J/24, Grand Illusion, one of the last to haul out at Crandon Marina following the 1987 Midwinter Championship in Miami.

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IJCA Chairman Hank Killion (right) with Fleet 87 member Mike Huck, beside sign at Mike's "Banana River Yacht Club" in Merritt Island, Florida.

A Message from Hank Killion

Sailing seems to be coming into a new era. With the excellent media coverage the America's Cup received, there is a new awareness of sailing on the part of the general public. It is up to us to capitalize on this awareness to further the growth of the J/24 Class.

This past year, the U.S. J/24 Class Association assisted in underwriting the production of a video called *Championship Sailing*, in an attempt to bring sailing to the forefront. You will be interested in reading more about how that was accomplished in the article on pages 32-33 of this magazine.

At the most recent International J/24 Class Association meeting in London, a new spirit of cooperation for development was quite evident. Major European championship events have been planned for the upcoming years, and the Worlds are tentatively scheduled in Ireland in 1990. Additional money is now available for the institution of promotional programs.

One of the programs currently under development is the J/24 Junior North American Championship, being organized by District 7 Governor, Frank McGarry. This inaugural event will be hosted by the Buffalo Canoe Club on the first weekend in August (see notice of regatta in this issue). Also underway is a Junior Sailing Program, under the direction of District 2 Governor, Bob Melrose.

A lack of measurement guidelines has long been a problem to the class. Dennis Ellis, of the UKNJCA and a member of the IJCA Technical Committee, is developing a measurement manual. John Peck, USJCA Technical Committee Chairman

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and District 14 Governor, is working on a kit to facilitate the measurement process.

With all of these competent people, and more, working to improve the class, I see exciting, good times ahead. I hope all of you continue your enthusiasm for the J/24 and the sport of sailing, for a class is only as strong as its members.

Good sailing,

Frank Hillion

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State of the Class

In recognition of the tenth birthday of the J/24, it is safe to say that the J/24 and the association of owners and sailors are both doing exceedingly well. Significant milestones are recorded elsewhere in this magazine. Since the first major regatta in Key West in 1977, where attendance far surpassed the usual number at most one-design events, the numbers have grown rapidly to the point where major regattas now are only manageable at the larger yacht clubs and facilities across the country. These regattas draw 500-600 participants and the intensity of sailing is only rivaled by the level of enjoyment.

Class members enjoy other aspects of the J/24 than the large regattas. There are hundreds of J/24 fleet members racing at the local level and, of these, a good proportion travel to regattas within or in other districts. Finally, a significant number of exceptionally keen sailors make annual pilgrimages to the well established Midwinter and North American Championships and other qualifying events that send the most successful on to the World Championship each year to race against the best from every country.

There are special events well suited to the J/24, from the Masters Regatta (helmsmen over 55, crews over 45) to the first Junior Championship scheduled this summer. There are also

PHRF races, team races, match races, golf-yachting, ski-yachting, women only, offshore races, collegiate races, single-handed round-the-island and overnight races, and probably other events we have yet to hear about.

All of this contributes to the increase in J/24 Class membership each year. But there are other reasons, as well. The leadership of the class at the fleet and district level is strong and well intentioned, and class affairs are managed carefully. Important decisions regarding class policy and rules have evolved slowly in order to maintain the one-design characteristic and family orientation of the boat that makes it appealing to serious racers, casual competitors, and recreational sailors alike. Also, congratulations and thanks are due all of you who conduct your J/24 events in accordance with class rules and policies. We know there are many J/24 owners who are not class members and may not even be aware of the class association. If you observe a boat without a transom sticker, make a point to introduce yourself to the owner and explain about the class. Continue to require current class membership, sail royalty tags and adherence to the class rules. We want our class to keep improving and growing.

U.S. Class Dues for 1987

USJCA Class dues remain at \$30. Current class membership is required for fleet racing as well as for PHRF, district and national events. Fleet captains and regatta organizers are responsible for insuring that all who participate are current class members. Note that class members receive the biannual issues of J/24 Magazine and need not pay for it separately. Crew subscriptions are available and must be endorsed by a current class member (see form on page 104). Be sure to advise of any change of address so that you will receive your magazines. Magazines are mailed bulk rate and are not forwarded. We cannot guarantee to replace a magazine that you do not receive because of failure to send an address change.

Championship Sailing Video

The USJCA funded the production of J-World's Championship Sailing video, an educational, instructional, 54 minute video of the 1986 World Championship. *Championship Sailing* offers J/24 enthusiasts highlight footage with an analysis of each race, explaining how and why the leaders reached the front of the fleet. For the general public, it introduces the sport of yacht racing in simple terms and portrays the excitement and intensity experienced by the competitors. The sum of \$20,000 was invested in the project and the class recoups \$30 for each video sold, with complete payback expected to occur within a 1-2 year period. It is an excellent video. A flyer is included with this

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issue for easy ordering. J-World handles the distribution of the video for the Class. See the article entitled, "The Making of Championship Sailing" on page 32.

USJCA 1987 Worlds Qualifiers

All of the U.S. qualifying events have been held for the 1987 World Championship IX to be held June 14-21, 1987, in Capri, Italy. Qualifiers include one each from five regional events and one each from three open events. Additional slots are available for recent World Champions, IJCA World Council Chairman, Executive Director, Class Founders, and USJCA President. International qualifiers include the current North American, European, and South American Champions.

REGIONAL

EVENTS	QUALIFIER	DATE	PLACE
Northeast	Carter Gowrie	Oct. 4-5, '86	Milford, CT
Southeast	Ed Baird	Nov. 28-30, '86	Jacksonville, FL
Great Lakes	Harry Melges, III	Aug. 22-24, '86	Minnetonka, MN
Southwest	Toby Darden	Mar. 21-22, '87	Austin, TX
Western	Eric Arndt	Mar. 14-15, '87	San Francisco

OPEN EVENTS

North Americans	Vince Brun	Jun. 20-27, '86	Chicago, IL
Midwinters	Jim Brady	Jan. 2-9, '87	Miami, FL
Western	Bruce Golison	Feb. 14-15, '87	Long Beach,

1988 U.S. Worlds Qualifiers

The 1988 World Championship X is scheduled for January 25 through February 5, in Sydney, Australia. Since summer time and peak sailing conditions "down under" are in January, the U.S. qualifying regattas have been scheduled earlier than usual. The Midwinter Championship is too late to use as a qualifying event, so that slot will pass to the Western Open. Regional events qualify one each.

REGIONAL

EVENTS	DISTRICTS	DATE	PLACE
Northeast	1,2,3,6	Sept. 19-20, '87	Marblehead
Southeast	8,10,11	Apr. 3-5, '87	Charleston, SC
Great Lakes	4,7,12,15	Sept. 26-27, '87	Lake George
Southwest	14,17,18	May 23-25, '87	Dallas, TX
Western	19,20,21,22	Mar. 28-29, '87	San Diego, CA

OPEN EVENTS

North Americans	1 slot	July 25-31, '87	San Francisco
Western	2 slots	Aug. 22-23, '87	Corpus Christi

1987 Class Rule Changes

The IJCA World Council met in November 1986 in London and approved six rule changes for submission to the IYRU. (See IJCA Minutes, pp. 83-84.) These submissions were subsequently approved by the IYRU Keel Boat Committee and are effective as of March 1, 1987. Four of the changes are modifications of, or additions to, present Rules 3.6.12(j), 4.1.3, 5.1,

and 6.1.9; while two are new: Rules 3.6.10(n) and 3.6.10(o). The changes are indicated by an asterisk in the complete J/24 Class Rules in the back of this magazine. Please read them in their entirety to avoid confusion. Below is a brief summary of the changes.

- Rule 3.6.10(n) Allows spreader chafing patches on mainsails.
- Rule 3.6.10(o) Allows reinforcement at forward end of mainsail batten pockets.
- Rule 3.6.12(j) Allows larger spreader and stanchion chafing patches on genoas.
- Rule 4.1.3 Allows use of a digital readout compass, such as the Sailcomp PC103, as safety equipment (see IJCA Technical Committee Chairman's interpretation on page 14.)
- Rule 5.1 Places limitations on crew change during a regatta.
- Rule 6.1.9 Clarifies use of knot meters which measure and average speed.

New U.S. Fleets and Districts

Two new U.S. fleets have been chartered since the October 1986 magazine was published. Welcome and good sailing to Monroe Harbor-Chicago Fleet 130 (Lee Wyatt, fleet captain) in District 15 and Lake Monroe Fleet 131 (Mark and Jean Gehlhausen, fleet captains) in District 11.

District 16 (Minnetonka Fleet 1) has merged with its larger neighbor, District 15, now comprised of ten fleets with Glenn Gustafson as district governor.

Important Upcoming J/24 Events

J/24 Junior North Americans - This first time event is being organized by District 7 Governor Frank McGarry, and a good turnout of J/24 sailors 19 and under is anticipated. See the Notice of Regatta for complete details.

Second International Women's Keelboat Championship - This event will again be hosted by the Ida Lewis Yacht Club in Newport. The inaugural event in September, 1985, drew thirty-six entries from seven countries and was won by Betsy Gelenitis Allison. An even larger turnout is expected this year. See Notice of Regatta for more details.

J/24 Extravaganza - The Midwinter Championship, Women's Racing Clinic and 1987 Adams Cup Finals are planned to run back to back in January, 1988, at the Coral Reef Yacht Club in Miami.

J/24 Magazine

The response to requests for articles for our class magazine is gratifying indeed, and receiving an unsolicited and well written article makes our day. Without you talented writers and photographers out there, this magazine would have no substance - many thanks for all of the excellent input for this issue. We hope you will enjoy the variety of articles as much as we (and our typesetter) have!

You will notice that there is no Maintenance section this

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time. The truth is, we have covered everything again and again. As Greg Putnam of Customer Service at Tillotson-Pearson said, "There's not that much maintenance on a J/24; after all, the boat is only 24 feet long! We've covered it all!" However, if there is a specific maintenance problem or subject you wish to have addressed in a future issue, please let us, the editors, know. (And give Greg a call at (401) 247-1050.)

Back issues of the magazine are available from as far back as May, 1980 (Volume 5) to October, 1986 (Volume 17); only



Sharon Dierberg, graphics artist, works on magazine layout.

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Volumes 6, 7, and 16 are sold out. Anyone wishing to complete their "library" may purchase back issues for \$7 each, which includes postage.

The copy deadline for the Fall '87 issue is August 15, and we anticipate receiving lots of articles and photos from the upcoming summer sailing season. Be sure to keep us in mind as you sail and socialize! We request that articles be typed, computer printed, or readably handwritten (if preferred). Photos may be black and white (best), color prints or 35mm slides. Be careful to use only ball point pen or pencil for identification on the back of photos, as ink often transfers indelibly from the back of one to the front of another. Please send results in the standard format of POS - SAIL - YACHT - HELMSMAN - RACES - TOTAL. Materials will be returned to you following publication if requested.

Office Hours

J/24 Class office hours are Monday through Friday, 9:00 am to 5:00 pm, Florida time. If you have questions that can't be answered by your fleet captain or district governor, or if we can help in any way, please call or write. Address mail to J/24 Class Association, P.O. Box 372578, Satellite Beach, Florida 32937-0578, U.S.A. Telephone: (305) 773-4141.



Agnes (left) and Linda are the "other voices" on the office phone.

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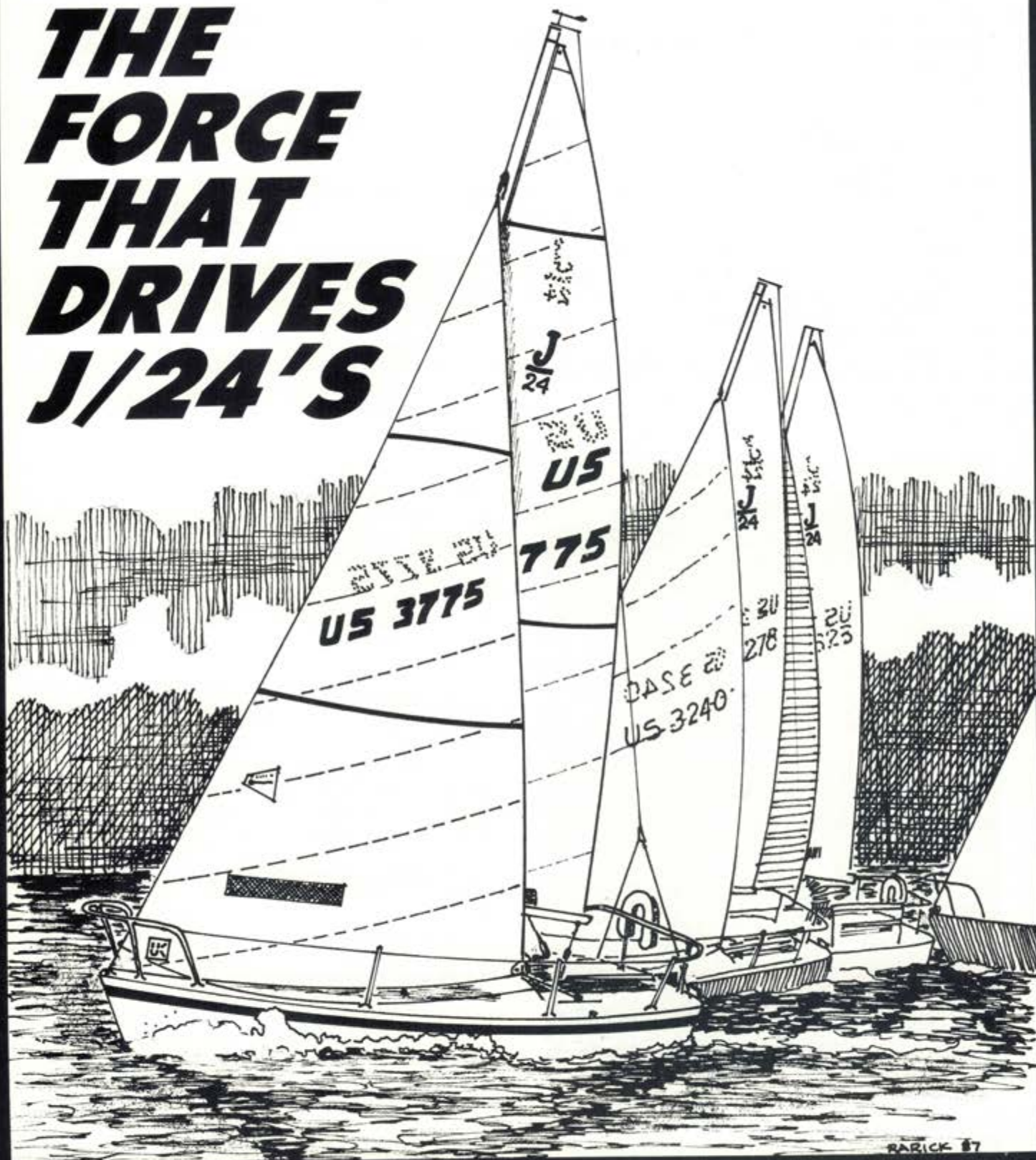
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Single Handing a J/24

Dear Fellow Sailors:

Enclosed is a photo of J/24 *Eclat*, owned by Jerry Williams and myself, John Williams, of District 4, Fleet 112, on Lake Champlain, America's most historic waterway during the French and Indian War and the Revolutionary War. The boat is off Essex, New York, with Thompson's Point on the opposite Vermont shore in the background. While most of your photos are crew and fleet oriented, this photo demonstrates how the J/24 can be handled nicely, single handed.

Sincerely,

John Williams



John Williams, 78, and past commodore of the Lake Champlain Yacht Club, single hands his J/24 *Eclat* on Lake Champlain, where he has sailed since 1915.

J/24 Impressions

sent by Michael Clarke

The following is from a column of *The Irish J/24*, the news sheet of the Irish J/24 Class Association, in which Winkie Nixon, while

covering the 1985 Irish National Championship for *Afloat Magazine*, writes his impressions of the J/24, as follows:

"The J/24 is more than just the world's largest keelboat class... the J/24 is also a cult, an international movement, a way of sailing which is very special. It has its own individual style, it attracts an identifiably different type of sailor, and the attachment to it of descriptions such as 'mini offshore racers,' or 'dinghy with a lid,' is, by and large, completely irrelevant. For the J/24 is unique. . . .

"While the boat may be very much of today, her story has suitable ingredients of good old-fashioned romance and traditional idiosyncrasy. Some years ago, young Rodney Johnstone, now renowned as one of America's top designers with a whole host of boats in the J range, including the SORC champion, the J/41 *Smiles*, wanted his own little hyper-fast offshore racer. So he designed her himself, with the dimensions being determined by the size of his parent's garage. Thus she came out at 24 feet overall as the garage was 25 feet long, while the beam was 8.92 feet as she had to emerge through 9 foot doors.

"In keeping with the economy of the project, the design was kept stylish and simple, as was the rig, which was a straightforward fractional setup without the hassle of runners. But the initial tests showed that the hull was quite something. Much larger boats were easily seen away with the new boat's remarkable speed potential. You can forget your traditional concepts about hull speed - the J/24 simply goes faster and faster, and that's all there is to it.

"But with such speed potential, the emphasis is thrown back on the need to obtain perfect hull trim and the best possible power from the rig. Thus it has come about that this tiny boat needs a crew of 5 - repeat, five - to give of her best. Angle of keel is absolutely crucial, while tweaking of the rig is an art in itself.

"So while you'll easily obtain 90% or even 95% of the boat's performance with normal competence, getting the final 5% is the devil's own job. Faced with this, more traditionally-minded sailors will readily describe the J/24 as a wayward bitch. But converts will tend rather to see her as a seductive temptress, and thus there are those who will readily travel hundreds, indeed thousands of miles in order to get the best J/24 racing available.

As a result, the class readily draws in top dinghy sailors from one side, and top keelboat racers from the other. All are agreed that the J/24 provides them with the ideal meeting ground for intense competition, and the outcome is some of the hottest racing around. It sounds mighty tempting, but don't think it's for the foolish or faint hearted. For instance, in tuning your rig, you have to remember that the headsails are out to accommodate a forestay which is unsupported by runners. This adds a whole new dimension to sail trim, and it's only the first of many factors which J/24 sailors have to deal with. Another is the boat's zippy performance, accentuated by a generous spinnaker. A screaming plane on a spinnaker reach in a J/24 is something you'll never forget."

Another Baby Crew

Dear Fellow Sailors,

In your fall issue there was a wonderful photo of Baby Danielle (Neri) in an article by Ken Read, and my husband and I could certainly relate with delight. You may have been deluged with similar pictures, but here's another to add to your magazine. Perhaps you should do a feature on what a terrific boat the J/24 is for racing families!



In the picture, our son Stev is 10 days old, and it was his first time (out of the womb, that is!) on our J/24, *Twisted*. We race out of Norwalk Yacht Club and belong to Fleet 99. While pregnant, I raced every Wednesday night, some Saturdays and a few Sunday races. Since he was born on September 18, Stev has sailed with us seven times. Maybe by next fall we'll have an awesome (short) foredeck man!

Best Wishes,

Cissy, Greg and Stev Hull-Allen
J/24 4117

P.S. Stev's first Christmas present was a life jacket!

Innovative Concept Uses J/24s (Press Release)

For sailors who have been looking at New York Harbor from the windows of their offices, a new club is forming that will bring their sailing dreams to reality. The Manhattan Yacht Club (MYC) was established this fall and will offer sailors a chance to sail and race in the harbor on a fleet of a dozen J/24s docked at the piers of the South Street Seaport Museum.

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waterfronts in the country," says co-founder, Michael W. Fortenbaugh. He and fellow racer, Saul C. Janson, see their efforts as opening up the harbor to sailors once again. "New York City was once the sailing capital of the world. We want to help this city reclaim that title by bringing back sailing in a way that serves the New Yorkers of today," Fortenbaugh added.

The J/24s will be moored on floating docks between Piers 15 and 16 at the Museum and will be available for use by individual members of the Club and by participants in the Corporate Racing Series. The boats will always be ready-to-sail, as all preparation of the boats, sails, and equipment will be handled by MYC staff. "Convenience will be the key to the popularity of this sailing," said Mr. Janson. "We will make it possible for business people to be out on the water, sailing, within minutes of their arrival at the docks. And, they can walk away after they are finished sailing. We will take care of all maintenance afterwards."

A Corporate Racing Program will be offered to a limited number of 50 corporate teams for three racing series, Spring (May-June), Summer (July-August), and Fall (September-October). The Corporate Program is designed as an exhilarating test of team work and motivation. All teams will be supplied with a specially made spinnaker emblazoned with their corporate logo. As many as ten teams will compete each weekday afternoon. Scores will be compiled and trophies and perpetual awards will be presented to the top finishers.

The race course is a ten minute sail from the Seaport docks and one of the most picturesque in the country. The boats will sail in waters surrounded by the skyscrapers of Wall Street and Lower Manhattan, the Statue of Liberty, Ellis Island, and three



Co-founder Mike Fortenbaugh at helm of one of Manhattan Yacht Club's J/24s, Gotham City, with his crew at '86 Midwinters.

harbor bridges. The sailing conditions are excellent. The water is deep and open and, during the season, winds average 8 knots from the southwest.

The MYC is hosted by the South Street Seaport Museum, the cultural heart of one of the most popular attractions in the city, boasting several galleries, maritime exhibitions, tours, great historic ships, and the restored seaport itself – now filled with modern fare: shops, restaurants, bars, and a constant parade of waterfront activity. The Seaport is a five-minute walk from Wall Street and just a few subway stops from Mid-town. "We welcome MYC to the Seaport," says Peter Neill, Museum President. "Recreational sailing was an important aspect of the history of New York Harbor, and the Museum is pleased to sponsor its revival at our piers."

Individuals or corporations wishing to participate can learn more about the program by calling (212) 619-3656, or writing Manhattan Yacht Club, 207 Front St., New York, NY 10038.

Points Made from Australia

(Thoughts by Alex Nemeth
as expressed in the NSW Newsletter)

Regarding the USJCA's imposition of a weight limit for the forthcoming North American Championship in San Francisco, what I gather is happening is that the USJCA has observed that to win in S.F. in the chop and 25 knot breezes, the top crews weigh in at over 1100 lbs. So, as a trial this year, the total crew weight limit for the North Americans will be 400 kg (approx. 880 lbs). I guess the reasoning is that there are only a very limited number of BIG/HEAVY guys around to crew on J/24s and that they wish to equalize the competition without the dependence on LARD.

My comment on all this is that it is very disconcerting. San Francisco presents a quite unique set of conditions. . . . the corollary is that because of the very light breezes in Sweden, do we have a minimum weight limit when the regatta is held there? (Ed's Note: There was a crew weight limit of 325 kgs for the 1983 Worlds held in Sweden.) Because precedents are being established now with these "trial" limits, there will be a case for altering the Class Rules based on their perceived success at a particular venue, which may in fact bear no relationship to the mean conditions worldwide. I have always felt that the J/24 was an ideal four-crew racing boat, but that in itself offers no solution

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"At the end of the season the boat was totally free from growth."—Irvin Johnson

"An excellent boat bottom paint to work with. Half the time to apply."—Peter Cederschild

In Sarasota, Florida, Lars Bergstrom, inventor of the Windex Wind Indicator says, "I like VC-17M because it's easy to apply and you get a professional result in a very short time. Also, you can apply it without priming. And maybe the greatest advantage: no sanding."

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for the present dilemma. And how do you police the weight limit. . . . is it with clothes on or starkers? Think on this, as I have no doubt that at some time in the very near future, we will be asked for comment on the proposition of weight limits for crews.

Another point less earth shattering, but nonetheless significant, is that the UK builder, Jeremy Rodgers, is requesting approval from J-Boats to build the UK boats with the cockpit lockers permanently sealed, and the access via the cabin with a removable watertight fastening. Apparently some six J/24s have gone to DJ's locker in the UK for no reason other than that the aft lockers have opened in a severe broach or knockdown, and the boat has filled up with water. The UK boats are also supplied with buoyancy tanks.

Whilst the wind and sea conditions under which Js are sailed in the UK and Europe make these modifications sensible, it is certainly a prudent move for any skipper sailing his boat offshore to make certain that he secures these cockpit lockers with a shackle or something similar; it's nothing less than good seamanship.

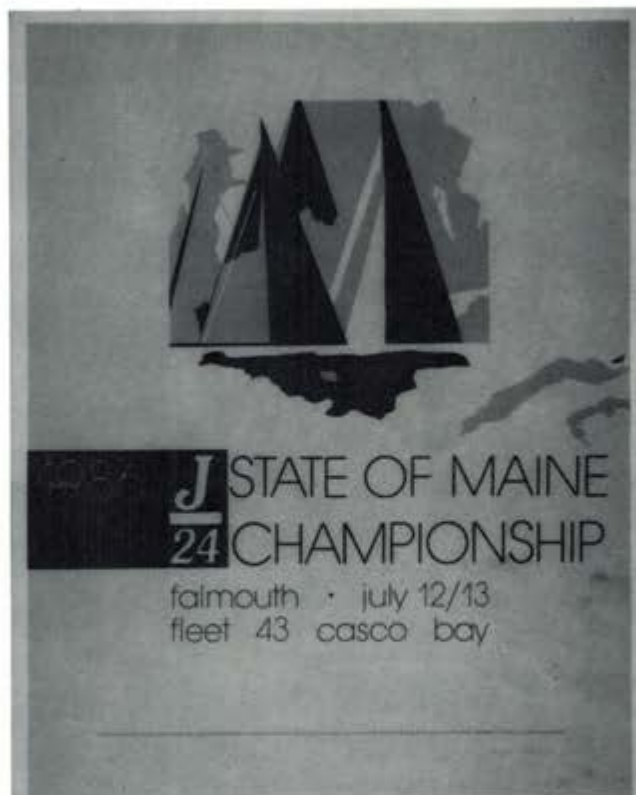
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Laurie Parlee, Fleet 43 crew
Casco Bay, Maine



To order this poster, which is screen printed in shades of blue on light gray, send \$20 to Laurie Parlee, Box 174, So. Freeport, ME 04078.



Movin' On, Progress in the USJCA

by John Peck, Technical Committee Chairman

"I firmly believe that the strength of the class lies in the one-design nature of the boat and a static set of rules that gives all competitors a feeling of reasonable certainty that they can purchase and maintain their boat without either losing value or losing a competitive edge as a result of rapidly changing rules. . . I believe that the measurement process is quite healthy for the class in that it eliminates the question of whether any one competitor has an unfair advantage and places more emphasis on the skill and tactical ability of those that do well, which is, of course, the primary attraction of the J/24 Class."

Rick Peper, USJCA Vice President

Mr. Peper's philosophy summarizes the intent and operation of the U.S. Technical Committee and its responsibility to the Class. We have all experienced frustration with the bureaucratic procedure required to accomplish change. This article will briefly discuss two issues that have been points of contention for years (1. Crew limitations, and 2. Mylar head sails), but have not been resolved at the International level. It will conclude with clarification of Rule 3.2.4 which is being abused.

Rule 5.1, Crew: In the beginning Rod created the J/24, and it was sailed by four. Man soon discovered that adding the weight of a fifth person improved the yacht's performance in

heavy air. Thus evolved the present IJCA rule, "The crew shall consist of three to five persons." The Swedish NJCA has proposed a crew limit of four (when they hosted the 1983 Worlds, a maximum crew weight of 740 pounds was imposed). Those who agree, argue that a limit of four would make it easier to put together a crew and would put more J's on the starting line. One thing for sure, it would eliminate 90 to 100 sailors from our Mid-winter and North American Championships.

On the other side of the world, the Japanese NJCA would like to see the upper limit removed. Since not many Sumo wrestlers sail J/24s, the Japanese need as many bodies on the rail as logistically possible to compete with the larger Americans and Europeans. This idea has drawn support from those who would like to race with their kids, wives and/or girlfriends.

A compromise was proposed at the 1986 USJCA annual meeting; "The crew shall consist of a minimum of three persons with crew weight not to exceed 400 kilograms." This equates to four Swedes who average about 220 pounds, six Japanese who average about 148 pounds or five "others" who average about 176 pounds. The proposal was approved by the District Governors to be presented to the IJCA the following month. The IJCA would not hear the proposal because it was too late to be put on the agenda. If the IJCA approves this rule change proposal in November, 1987, it will be forwarded to the IYRU, and if approved, will become a rule in March, 1989.

In the interim, the U.S. Board of District Governors recommended imposing a 400 kilogram maximum crew weight on an experimental basis at the 1987 North American Championship to be sailed on San Francisco Bay next July. The recommendation won the approval of both the U.S. and International Executive Committees and will be in effect for that regatta.

Rule 3.6.2: Mylar genoas (3.2 ounce minimum weight polyester substrate/polyester film laminate) will be allowed in USJCA administered races in the U.S. on a two year experimental basis beginning October 1, 1987. Since neither the IJCA nor the IYRU have approved the use of Mylar, these sails may **not** be used in any event that qualifies a skipper for the Worlds (Midwinters, North Americans, Western Open or Regional qualifiers).

Mylar has been successfully used at Fleet and District levels for over two years. This "experimental basis" does not mean that the sails will be illegal after September 30, 1989. The intent is to document performance, sail life and construction methods. This information will be compiled from data sheets provided by the USJCA and issued by the sailmakers supplying these sails. At the end of this two year period, the specific wording of Rule 3.6.2 **may** change to allow the most acceptable methods of construction and/or materials.

To the average U.S. J sailor, this means he can purchase a Mylar genoa for about the same price of a Dacron sail, save the Dacron for World qualifiers and use the Mylar the rest of the time.

Clarification of Rule 3.2.5, Lifelines: IYRU Rule 62 allows crew to be outside the top lifeline only when two lifelines

are installed. The IYRU further defines lifelines as being "taut" between the bow and stern pulpits. The IJCA Rule 3.2.5 allows a maximum 125mm deflection in the top lifeline when a five kilogram weight is suspended at any point between the stanchions. THIS DOES NOT APPLY TO THE BOTTOM LIFELINE: IT MUST BE TAUT. Allowing deflection in the lower lifeline by use of shock cord, or any other means, would allow the crew to hike beyond the sheer in plan, which is in direct conflict with the intent of the rule.

Your opinions and suggestions are very important and welcome. If you are concerned about where the class is going, take part in its future. Talk to your Fleet Captain, District Governor or write to the USJCA Technical Committee Chairman, P.O. Box 12652, San Antonio, Texas 78212-0652. It will make a difference.

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Rod Johnstone

Interpretation of IJCA Rule 4.1.3

by Rodney S. Johnstone,
Chairman, IJCA Technical Committee

On November 2, 1986, the IJCA World Council approved an amendment to Rule 4.1.3 (equipment on board while racing) to require "One fixed marine type compass of magnetic card or digital readout capable only of instantaneous readout and current trend information. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall not be allowed.)"

A specific question has arisen as to whether the Sailcomp Model PC103 digital compass with header/lift option falls within the requirements of the rule. With this compass one of three buttons may be punched which will set the current heading of the boat. Another button can be punched (say on the opposite tact) to set another heading in memory. These headings cannot be later displayed, but an indicator on top of the compass can later indicate (at the press of the button) whether the boat is up or down from that heading.

The clear intent of the rule is to prevent the use of any electronic compass that can provide information or make calculations not possible with an ordinary magnetic card compass. There are several magnetic card compasses available where headings can be set mechanically with a compass rose that rotates around the compass card (Suunto for one). Another method more commonly used is to write headings in grease pencil next to the compass. These operations clearly define the limits of functions that the PC103 is capable of performing. Because the Sailcomp Model PC103 is not capable of providing any information beyond what can be obtained just as readily with a magnetic card compass, it is permissible within the scope of IJCA rules. A compass equipped with the electronic capability to make calculations and produce average headings (such as the Sailcomp Model PC202) would clearly be illegal however.

The test for any model of compass is whether it can perform functions not possible with a magnetic card compass.

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Scott Stokes is currently Education Coordinator for the American Sailing Association, in Marina del Rey, California. He has served on many race committees in the Chicago area, where he also raced his J/24 Mariner for six years and was District 15 Governor from 1982 to 1985. Known to his friends as "Captain Gizmo," he (in his spare time) operates a small marine oriented business, Astre Marine.

Race Management – An Important Key to a Healthy and Growing Sport

by Scott Stokes

Other articles in the J/24 Magazine have discussed the importance of having healthy and expanding local fleets and the benefits of interfleet racing. "Sailing is social" certainly can't be overstressed. We sometimes joke about the big weekend regatta where every night there is a party and something to do in town. . . . Oh, by the way, don't forget that at 11:00 a.m. we will be gathering at the "J" mark for some racing each day. Actually, *the racing makes the parties all the more worthwhile*, if not possible in the first place. And well run races make it possible for everyone to enjoy the sport, win or lose.

With this in mind, I'd like to share some insights into race management. Whether you are a racer or a weekend race management volunteer, a short review of the subject of race management is good now and then so we all work together, RC and racers alike, to make the sport fun for all.

First, I can't stress too much the importance of good *Sailing Instructions*. Many a regatta has run less than smoothly because of an important omission or confusing statement. As stated in the IYRU Rules (USYRU prescriptions), Rules 3.2a and 3.2b indicate all "shalls" as well as "appropriates" to be included in the official Sailing Instructions (SI). It's a great checklist to put your own Club's SI through. A few major "downtown" and "knife and fork" yacht clubs and many "paper" yacht clubs would not get a passing grade on this important checklist. Many regional Yacht Racing Associations (YRA's under USYRU), the USYRU itself and class associations will review your sailing instructions and make suggestions. An ounce of prevention is worth a pound of cure, especially in times when sportsmanship is being demonstrated less and less. It might be fine when you're racing among friends in a local fleet of 4 to 6 boats, but when other fleets are invited to race, a simple course chart and starting times just invites trouble and a protest from a confused racer.

I haven't seen it done too often, but area yacht clubs might have a meeting of race committee chairmen to discuss the possibility of racing under the same sailing instructions with different course charts for the different Y.C.'s or racing areas. Interfleet racing would be easier for racers and race management alike when major invitational regattas are scheduled.

Sailing instructions for single class regattas like the J/24 Class can easily be taken care of by using the recommended class sailing instructions with a minimum of changes. On the other hand, I've seen an SI as brief as both sides of an 8½x11" sheet of paper or as long as 14 pages. Both meet the technical requirements. It's a matter of style.

I would be remiss if I didn't mention the excellent *Race Management Handbook* available from the United States Yacht Racing Union. It's long and involved, and should be read by all serious race officials. The handbook is available by calling the Newport office at (401) 849-5200.

For now, let's look at a few common pitfalls in race management and what can be done about them.

1. Starting and finishing lines. I like this quote from the USYRU handbook: "Although all duties and functions of a race committee are important, none is as important as setting good starting lines." I might add "good finishing lines" also! When the first mark is properly upwind, the starting line should be nearly square (perpendicular) to the wind, with the port end of the line slightly favored. When the finish line is upwind or downwind, the line should be square to the wind. If the wind has shifted too late to alter the position of the previous mark, the finish line should be square to the direction of the previous mark. (If current is more

than minimal, line settings are much more complex.) An article on determining wind direction for line setting will appear in the next issue.

2. **Incomplete and/or confusing Sailing Instructions.** Start on them early and have key individuals review them. A final review meeting can be very productive.

3. **Lack of qualified and available RC personnel.** Some clubs have to beg and even hire people to staff the RC boat(s), while other yacht clubs have dozens of people on the committee with a waiting list just as long. Why? What's the status of your own RC? If you want to expand or change the makeup of your committee, consider offering promising individuals limited membership (to current nonmembers) or nominal annual dues (to current members), in exchange for assistance on the race committee. Many yacht clubs have done this with great success. I've also noticed that *organizational ability and personality* are critically important in the choice of the principal racing official. He or she should be judged by results, not individual racing skill or tenure.

4. **Flag and sound signals: What they mean and when or where to use them.** Practice is the key. Tie the RC boat to the dock and have practice sessions early in the season with everyone doing all the different positions: principle race official (PRO), gunner, signaler, scorer/recorder, wind-watcher, timer, spotter, etc. Special attention to general and individual recalls is always good. Don't forget about the possibility of a change of course during the race. I might jokingly add that it may be better not to race at all than to have all the boats reaching around the race course.

5. **Equipment missing or inoperative.** Have a posted checklist in the race committee room, and keep things organized and responsibilities clearly assigned. Mark signal flags on their spine as to what they are. Clear plastic (sail window material) pouches with flags folded so as to show their title, letter or number written on their spine is a nice way to handle flags on deck. Having spare or backup supplies is an excellent idea in all areas.

6. **Boat maintenance:** A problem that needs dedication and patience. Get the best advice you can, and the club should back you with the time and material required.

The list can go on. How does your club stack up? Don't be shy about asking for help or seeing how other yacht clubs handle these things. Being part of a professional and well run race management team can be as rewarding as winning the race itself. And remember, gratitude is not something you expect for winning a race.

The ASA is an association of individual members and over 200 sailing schools and marine oriented businesses dedicated to the safety and continuing education of the recreational sailor. The ASA uses a set of internationally recognized performance standards in certifying thousands of sailors a year to any of six certification levels.

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European Championship, May 16-23, 1987

Invitation

by A. Georgopoulos, NJCA Chairman in Greece

The J/24 Class Association in Greece was formed in 1984 and has since become the largest and most active keelboat class in our country. We are confident that our hosting the 1987 European Championship will further promote the upward trend of the J/24 Class in the Eastern Mediterranean. The site is Mikroliman Harbor near Athens, which has been the location of most major international events held in Greece.

The Greek state, through our national authority, is prepared to give every possible backing in order to organize an excellent championship. Due to the geographic location of our country and the distance required to travel, we offer the following amenities which we believe will greatly suppress the costs

involved for all participating J/24 sailors: 1) Free half-board lodging at the Agios Cosmas Sport Center's Bungalows for nine days for all competing crews. 2) Free launching, mooring and hauling out of participating boats. 3) Reduced fares on the ferryboat services from Italy to Greece. 4) No entry fees. 5) A well-balanced social program.

The Championship is scheduled May 16 to 23 because we feel that having the races just before the World Championship in Italy will greatly enhance the possibility of welcoming overseas competitors. The weather during that particular period is good for a major event of this caliber, and the dates do not coincide with the height of the tourist season.

We are confident of organizing an excellent championship in all respects, one which will be one more in the string of successful international sailing events.

Site	The 1987 European Championship will be sailed on the Saronic Gulf off Athens, Greece.			
Rules	The Championship will be governed by the 1985-1988 International Yacht Racing Rules (IYRR), the current rules of the International J/24 Class Association, and the sailing instructions.			
Eligibility	The Championship is open to any member of a National J/24 Class Association.			
Schedule	Saturday	May 16		Registration and Measurement
	Sunday	May 17		Registration and Measurement
				Practice Race
			1900	Skippers Meeting
			2000	Welcome Party
	Monday	May 18	1500	Olympic Course Race
	Tuesday	May 19	1500	Olympic Course Race
	Wednesday	May 20	1500	Olympic Course Race
	Thursday	May 21	1100	Long Distance Race (about 32 n.m.)
	Friday	May 22	1500	Olympic Course Race
	Saturday	May 23	1300	Olympic Course Race
				Prize Giving Ceremony
Courses	Racing will be on Olympic type courses. The sailing instructions will be distributed at registration.			
Scoring	Low point scoring system, Appendix 5A (with Option 2) of the I.Y.R.R. will be used.			
Prizes	Awards will be given to the top three finishers in the European Championship and to the top three in the "open" event.			
Entries	No entry fee is required. Entry forms must be sent by airmail and postmarked not later than February 23, 1987.			
Contact	Entries should be mailed to: Nikos Tsolomitis, 135 Kolokotroni Street, Piraeus 185 36, Telex 212986 PNMR, Tel. 4519-910.			

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.

J/24 North American Championship, July 25-31, 1987

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 25-31, 1987. Blustery breezes and the picturesque setting of San Francisco Bay promise to

make this an event not to be missed. St. Francis Yacht Club is located on the bay in San Francisco's Marina district and is near many good hotels, some within walking distance. There will be several social events planned during the event, as well as time to ride the cable cars, visit Fisherman's Wharf, and enjoy the city's many ethnic restaurants and shops.



Competitors at the 1987 North Americans can expect blustery breezes on picturesque San Francisco Bay.

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*
		1900	Awards Ceremony

*Subject to change if fleet is not divided.

Crew Weight

The total combined weight of the skipper and crew (measured dry) shall not exceed 400 kilos.

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. (If fewer than 75 entrants register for the Championship, the Race Committee may elect to sail all entrants in one fleet, with a seven race, No Throw Out format.)

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 the winner and one U.S. 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 Junior North American Championship, July 30-August 2, 1987

Invitation

by Frank McGarry, Regatta Chairman

This inaugural J/24 Junior competition is to be held July 30 through August 2, 1987, at the Buffalo Canoe Club, Crystal Beach, Ontario. Now J/24 skippers will have a chance to reward their long suffering junior crew members by giving them the helm for a North American Championship. Crews consisting of four juniors will compete on the challenging waters at the east-end of Lake Erie.

If early interest is an indicator, we hope to make this an annual class event. All J/24 owners are urged to promote and support this championship, which will provide the class additional exposure to young sailors, the lifeblood of any class.



Site The 1987 J/24 Junior North American Championship will be held from Thursday, July 30 through Sunday, August 2, on the waters of Lake Erie, offshore the Buffalo Canoe Club, in Crystal Beach, Ontario.

Rules The regatta will be governed by the 1985-1988 International Yacht Racing Rules ("IYRR"), the prescriptions of the USYRU, the Class Rules of the International J/24 Class Association, this Notice and by the Sailing Instructions. Crew is limited to four persons, including helmsman.

Eligibility The competition is open to J/24 Class yachts as defined by the International J/24 Class Association. Competitors cannot exceed the age of 20 during the year of the competition, and must meet all J/24 Class membership and measurement requirements and pay all entry fees in order to become official participants.

Schedule	Thursday	July 30	1300-1900	Registration and Measurement
	Friday	July 31	0830	Skippers Meeting Races 1 & 2 to follow
	Saturday	August 1	1000	Races 3 & 4
	Sunday	August 2	1000	Race 5 Resail and Awards

Racing The regatta will consist of as many as five races. Only class (100%) jibs will be used.

Courses Racing will be on Olympic courses or variations thereof. Course lengths 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 the top three finishers (may be adjusted based on the number of participants.)

Inspection & Measurement Participants are subject to measurement and inspection of hull, sails, and required equipment at any time during the regatta. Failure to pass such inspection will result in disqualification for all races up to that time, at the discretion of the Jury.

Housing A reasonable number of accommodations will be available at the Buffalo Canoe Club. Participants are allowed to sleep on their boats.

Entries A completed entry form, such as is found in the back of this magazine, accompanied by a check for US\$60 must be received at the address below no later than Wednesday, July 15. Entry fee includes participation in the regatta, launching and hauling, entertainment, cookout and awards. Mail entries to Frank McGarry, 328 Statler, Buffalo, NY, 14202. [Telephone: H: (716) 874-5798; B: (716) 856-6066.]

2nd Rolex International Women's Keelboat Championship October 2-9, 1987

Invitation

by Ann Conner, Event Chairperson

The 1987 Rolex International Women's Keelboat Championship will be held October 2-9, in Newport, Rhode Island, and will be sailed in J/24s. The event will be under the USYRU organizing authority and hosted by Ida Lewis Yacht Club. The objective is to provide women keelboat and offshore sailors throughout the world with high quality racing competition in keelboats against the top women sailors.

The first International Women's Keelboat Championship in 1985 was very successful, with 37 entries representing nine countries. It was exciting to see so many top level women sailors competing against each other in boats that require expert crew work as well as helmsmanship.

This year an even larger fleet is expected, with many more overseas entries. We have heard from several who expect to participate, including some who plan to come directly from the Women's 470 pre-Olympic event scheduled in Korea in September.

Conditions in October should be excellent, with strong winds and pleasant Fall temperatures. The members of Ida Lewis Yacht Club are extremely happy to host the event again, and we look forward to a great regatta, a large turnout, and to having Rolex as our sponsor.

Site

The second International Women's Keelboat Championship will be hosted by Ida Lewis Yacht Club, Newport, Rhode Island. The regatta is organized by the United States Yacht Racing Union, and racing will be on Rhode Island Sound and Narragansett Bay.

Rules

The regatta will be governed by the International Yacht Racing Rules, the Conditions for the International Women's Keelboat Championship, and the rules of the International J/24 Class except as modified in the Notice of Regatta or Sailing Instructions. A revision of IYRR Appendix 3 Part 2 will be used. Decisions of the International Jury will be final in accordance with IYRR 1.7.

Eligibility

Open to women sailors (skippers and crews) each of whom is a member of a yacht club, or a class association, or a National Yachting Federation (Association).

Schedule

October 2,3	Friday-Saturday	Registration and Measurement
October 4	Sunday	Practice Race
October 5-9	Monday-Friday	Seven races scheduled.

Courses

Races will be sailed on Olympic type and Windward-Leeward courses.

Scoring

The low point scoring system, Appendix 5A (with Option 1) of the IYRU will be used.

Prizes

Awards will be given to each race winner and to the top 10 finishers overall.

General

Launching and hauling will be by hoists at Fort Adams, with moorings at Brenton Cove and Newport Harbor. Boats are J/24s on a bring-your-own basis. Some boats are available for charter through the organizing committee, with priority given to overseas entries prior to August 15. Lodging information for hotels and motels is available on request. Limited housing in homes of local members is available to contestants only.

Entry

The entry fee of US\$350 per boat, payable to Ida Lewis Yacht Club, includes racing, launching, mooring, and trailer storage during the event. Entry form must be received prior to August 15, 1987. For further information and/or entry form, write to Ann Conner, Event Chairperson; Ida Lewis Yacht Club, Box 479, Newport, RI 02840, U.S.A.

World Championship X, January 25-February 5, 1988



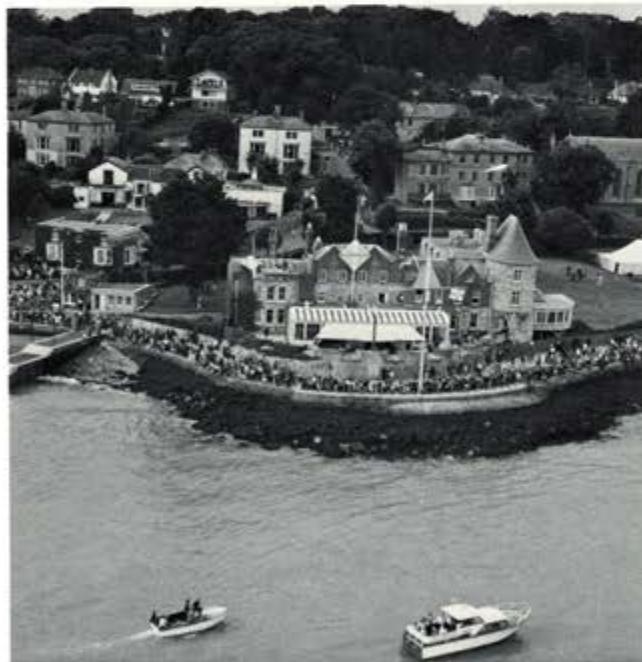
1988 Worlds in Australia

The 1988 J/24 World Championship is scheduled to take place in Sydney, Australia, January 25 through February 5, summer-time in the southern hemisphere. The Royal Sydney Yacht Squadron will host the event, and racing will take place on the Manly Championship Circle on the South Pacific Ocean.

Located in southeast Australia in the state of New South Wales, Sydney is the largest city in the country as well as the

oldest, with the first settlement having been established in 1788. Visitors will enjoy the Taronga Park Zoo, the famous Sydney Opera House, and the Harbour Bridge, as well as a multitude of museums and art galleries, ferry rides across the harbour, and the beautiful beaches. The yacht club is located beside the Harbour Bridge, with a lovely view of the city and within easy access to hotel accommodations. For further information, contact Alex Nemeth, 124 Louisa Road, Birchgrove NSW 2041, Australia. Tel: (02)818 3734. A complete Notice of Regatta will appear in the next issue.

European Championship, July 16-22, 1988, at Cowes, England



Aerial view of Cowes Castle, birthplace of the America's Cup.

1988 Europeans at Cowes, England

The UK J/24 Class Association and Cowes Corinthian Yacht Club are delighted to be host for the 1988 European Championship to be sailed in the historic waters of The Solent,

England. We look forward to greeting a great many J/24 sailors from different countries and making this event the most prestigious European Championship to date.

Cowes in the Isle of Wight is where much of competitive yacht racing started. The first America's Cup race, in 1851, was sailed from Cowes around the Isle of Wight. The famous J Class yachts raced frequently at Cowes Week in the 1930s and, more recently, the Admiral's Cup international team racing series is held every two years from Cowes. Just as Newport, Rhode Island is the "mecca" of North American yachting, so Cowes is for UK and perhaps European yachting. This opportunity to see where it all started should not be missed. So plan your ride now. We'll help you find accommodation on the Island and, if necessary, charter a boat. For families, this is your opportunity to combine the racing with a European holiday. Send the wife and children touring the UK mainland during the Championship, join them later or bring them back to Cowes and join the fun of Cowes Week from August 2nd to 9th, 1988. The options are many.

The European Championship will be held within The Solent, between the Isle of Wight and the mainland, in the Hill Head Olympic course area with one long distance race which may extend outside The Solent. The Cowes Corinthian Yacht Club is located just three miles away from the prevailing starting area. Cowes itself is ten miles from Southampton by ferry or hydrofoil and less than two hours by train, bus or car from London.

Log your inquiry now by contacting: UKJCA, 59 Queens Road, COWES, Isle of Wight, PO31 8BW, England, Tel: UK (44) 983 291 572.



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North American Champions

YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
1978	Newport	Charlie Scott	<i>Smiles</i>	Annapolis, MD
1979	Corpus Christi	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1980	San Francisco	Ed Adams	<i>Shazamm</i>	Providence, RI
1981	Rochester, NY	Buddy Duncan	<i>HJ</i>	Marblehead, MA
1982	Corpus Christi	David Curtis	<i>HJ</i>	Marblehead, MA
1983	San Diego	David Curtis	<i>HJ</i>	Marblehead, MA
1984	Kingston, Ontario	Ken Read	<i>Maggie</i>	Newport, RI
1985	Marion, MA	Ken Read	<i>Maggie</i>	Newport, RI
1986	Chicago	David Curtis	<i>HJ</i>	Marblehead, MA



1986 N.A. Champion David Curtis (left) and crew member Hale Walcott, receive perpetual trophy for third time.



First to receive newly deeded North Americans Designer Fleet perpetual trophy is 1986 winning team of Bill Wilson, Phil Pittenger, Ben Taves (helmsman), John Taves and (not shown) Doug Faust.

North American Designer Fleet Winners

YEAR*	HELMSMAN	YACHT	HOMEPORT
1981	Moose McClintock	<i>Obstreperous</i>	Newport, RI
1982	Bob Johnson	<i>Rowdy</i>	Corpus Christi, TX
1984	Glenn Darden	<i>Thunderstar</i>	Fort Worth, TX
1985	Chris Field	<i>Brain Damage</i>	Groton Long Point, CT
1986	Bennett C. Taves	<i>Yellow Snow</i>	Rochester, NY

*There was no Designer Fleet in 1978, '79, '80, and '83.

World Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1979	Newport, RI	Charlie Scott	<i>Smiles</i>	U.S.A.
II	1980	San Remo, Italy	John Koliis	<i>San Brandano</i>	U.S.A.
III	1981	Sydney, Australia	Mark Bethwaite	<i>Bandit</i>	Australia
IV	1982	San Francisco, CA	John Koliis	<i>Cheap Sunglasses</i>	U.S.A.
V	1983	Maalmo, Sweden	Ed Baird	<i>Laissez Faire</i>	U.S.A.
VI	1984	Poole, England	David Curtis	<i>HJ</i>	U.S.A.
VII	1985	Atsumi Bay, Japan	Ken Read	<i>Maggie-San</i>	U.S.A.
VIII	1986	Newport, RI	Ken Read	<i>96 Degrees</i>	U.S.A.

U. S. Midwinter Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1978	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
II	1979	Key West	Mark Ploch/Jim Brady	<i>Tchau</i>	Clearwater, FL
III	1980	Key West	John Jennings	<i>Black Star</i>	St. Petersburg, FL
IV	1981	Key West	Augie Diaz	<i>I'll Go</i>	Miami, FL
V	1982	Miami, FL	Charlie Scott	<i>Viva 40</i>	Annapolis, MD
VI	1983	Miami	Ed Baird	<i>Impulse</i>	St. Petersburg, FL
VII	1984	Miami	David Curtis	<i>HJ</i>	Marblehead, MA
VIII	1985	Miami	Morgan Reeser	<i>Sea Sharp</i>	Miami, FL
IX	1986	Miami	John Kostecki	<i>Terminator</i>	Pt. Richmond, CA
X	1987	Miami	John Kostecki	<i>Pee Wee</i>	Alameda, CA



Michelob Cup, U.S. Midwinter Championship perpetual trophy.

European Champions

YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
1982	La Trinite, France	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva
1983	Neuchatel, Switz.	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva
1984	Naples, Italy	F. DeAngelis	<i>Le Coq Hardi</i>	Naples, Italy
1985	Cork, Ireland	Laurie Smith	<i>Ghost</i>	England
1986	Scheveningen, Netherlands	Ed Warwick	<i>Sanjola IV</i>	London, Eng.

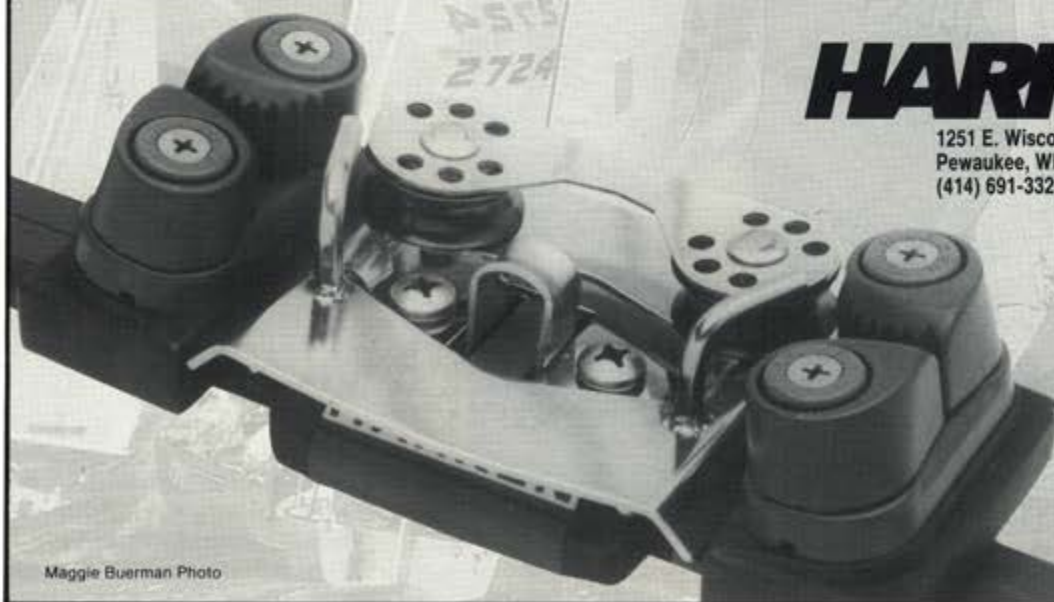
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The car, with Harken's famous ball bearing sheaves and Cam-Matic cam cleats, fits on standard Harken track. A kit allows you to add the system to an existing Harken traveler car. The Harken 212 car is ideal for a J/24. There is an adapter plate available so the larger #1250 car (for boats up to 27 ft.) can be converted. Add this super-tactical weapon for blitzing the competition to your boat. Ask your dealer or call us for more information.

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Maggie Buerman Photo

Get Ready for San Francisco Bay

by John Kostecki



J/24s tight reaching on San Francisco Bay off Sausalito.

Visiting sailors to the San Francisco Bay area in late July can expect a morning fog and a strong afternoon westerly breeze. The temperatures normally remain fairly cool in San Francisco, from the fog and winds. You can almost count on the temperatures in the city being in the 60°s, but if you travel inland a few miles you can get 80°-90°F temperatures, so be prepared for anything. Don't worry about rain, since almost all rain falls between late October and April.

We will be racing the North Americans on the Berkeley Circle, which is on the east side of the bay, five to six miles from the St. Francis Yacht Club. There are two races scheduled each day. The first race in the morning will probably have a southwest wind direction of approximately 210° with breezes of 10-15 knots. As the central valley to the east of the bay heats up to over 100 degrees, the Golden Gate becomes a wind tunnel, sucking cold marine air throughout the bay. We can expect the wind to shift slightly to the right (225° is average on Berkeley Circle) throughout the day and build to 15-25 knots. The Berkeley Circle is very shallow in depth, ranging from six to ten feet; when the breeze is up, so is the chop!

You may have heard about the strong currents on San Francisco Bay, but this isn't the case on the Berkeley Circle. Since the circle is so shallow the maximum strength of the current will only be one knot. There are tide books available at any marine store or yacht club. They will tell you the strengths and the directions of the currents on San Francisco Bay.

Hot Tips

1. For the 1987 North Americans, there will be a crew weight limit of 400 kilos (880 lbs.). I would encourage everyone to be at or near the maximum limit,

Photo by Donald Hilburn

because it will be fast in the conditions expected on the Berkeley Circle in July.

2. If you don't use your class (100%) jib very much, it would be a good idea to thoroughly check it out, because there is an excellent chance that you will be using it the second race each day.
3. The breeze is very steady on the Berkeley Circle, so don't expect a lot of shifts.

John Kostecki is currently the J/24 project manager for North One Design West in San Francisco. He most recently won the 1987 Miami Midwinter Championship, becoming the first person to do so in two consecutive years. He placed second in the 1982 J/24 World Championship at the age of 18, and was third in the 1986 Worlds. John has been racing sailboats on San Francisco Bay for 15 years, and is the current World Champion in the Soling Class.



Photos by Donald Hilburn



The Making of *Championship Sailing*



Video expert and CHAMPIONSHIP SAILING co-producer Dave Jackson hangs out the door of a Jet Ranger helicopter to tape the action at the 1986 Worlds.

Last August the U.S. J/24 Class Association, led by Hank Killion, approved the use of \$20,000 from the J/24 Class coffers to sponsor J World Sailing School's production of a video of the 1986 J/24 Worlds, called CHAMPIONSHIP SAILING. No other one-design class has single-handedly funded a project of such magnitude. As of April 1st, 30% of the USJCA's funding has been reimbursed from sales of the video. Full payback of the sponsorship fee is likely to happen within the year. Res-

ponse to the video has been tremendous, and with reviews and articles in the major sailing magazines forthcoming, the J/24 Class should enjoy deserved publicity.

Along the lines of ESPN's America's Cup coverage, CHAMPIONSHIP SAILING features multi-camera footage of a major sailing event. One unique difference is that in CHAMPIONSHIP SAILING the viewer moves directly through the race course as if competing with the 68 boat J/24 fleet. During the regatta, cameras and microphones are every-

where, from close-ups of keels not measuring in, to general recalls and crazy mark roundings. Video is shot from onboard the J/24s, overhead from a helicopter, and from two chase boats amidst the fleet. Thanks to the sincere cooperation of each J/24 sailor, the smaller video boat is positioned less than a boatlength from most of the action. The only area safe from scrutiny is the protest room, which fortunately plays an insignificant role in the outcome of the regatta. By offering the viewer the sensation of

competing for the World title, CHAMPIONSHIP SAILING both educates and entertains even the non-sailor, attracting him to competitive sailing.

The J/24 Class has much to be proud of with CHAMPIONSHIP SAILING. Thanks to the volunteer efforts of assistant producers Dave DeBiasi and Scott Sandblom, and producers Dave Jackson, Jeff Johnstone and Charlie

Robinson, the 54 minute video was produced within a budget half of what it would have been. The competitors never complained about video coverage obstructing the regatta. When the video boat led John Kostecki by five feet around the leeward mark of Race 1, then sat four boatlengths in front of Dave Curtis at the start of Race 3, not one word of protest was heard. Fourth and fifth place finish-



Jeff Johnstone checks waterproof covering on installed video camera.



The maneuverability of the small powerboat on the right enabled the video team to get within feet of the competitors. Here the camera catches Ken Read (4296) and Jim Brady (3956) as they round the leeward mark with Dave Curtis close behind.



J World used the SONY Betamovie camera on board the J/24s at the '86 Worlds. Each 6 pound camera was bracketed to the stern pulpit and fitted with a wide angle lens.

ers Jim Brady and Larry Klein each carried onboard cameras for half of the regatta. Their willingness, as well as that of the several other crews who carried cameras, to cooperate with the project and allow the viewer onboard during such an important championship, showed great dedication and concern for the J/24 Class.

Hopefully the enthusiasm for the video will carry well beyond the class. If the word continues to spread and class members encourage people to purchase the video, the U.S. J/24 Class Association will realize revenue over and above the initial funding. More importantly, the J/24 Class is breaking new ground. By year's end, an estimated 30,000 people will have seen CHAMPIONSHIP SAILING at the various yacht clubs, boat shows, one-design fleets and sailing functions. The video is a major promotional vehicle for the J/24 Class.

CHAMPIONSHIP SAILING is available from J World for \$48. To order please send to J World, Box 1500, Newport, RI 02840 and specify VHS, BETA or PAL. For overseas orders, add \$5 for postage.



The Convert

by Andrew Craig



Andrew Craig sails his J/24, Jaybird, (3734) with Kanza J-Racers Fleet 53 in District 17.

I was not always one of the Saved. Now, with all the zealous enthusiasm of a convert, I look backward on my sailing life and wonder at the twisting road that led me to racing a J/24. From being a passenger on a Snipe in high school days through owning (in total contradiction to the poverty of graduate school) an FJ on San Francisco Bay to a succession of "racer/cruisers" on an inland lake, it turns out to be a saga of a twisting philosophy about sailing where the kinds of boats were like uniforms of my cause at the time.

Sailing magazines were and still are my vicarious participation in not only major events of the big boys like Fastnet, SORC and the America's Cup, but in regattas of all kinds on all boats I have never sailed. I fancied the thrills of E-scows, the agonies of Finns, the terrors of OSTAR and the joys of friendly competition in boats like Lightnings and Thistles. It was in one of these publications that I

first saw an ad announcing a new boat, a "J/24", accompanied by a rather amateur plan drawing of the hull. Dozens and dozens of boats come and go and are never heard from again, and I thought no more about this one except to go ahead and clip the ad for my bulging New Boat file.

But a colleague of mine was also a boat dealer on a small scale, with a major part of his effort being the discovery and promotion of the Perfect Boat for inland racing. He was linked commercially and socially to a sailmaker from Houston, and one day he told me this sailmaker had purchased a J Boat to campaign in his area, since it was the hottest thing in Texas. When the boat stopped here on its way from the factory to the Gulf of Mexico, I got to see what the fuss was all about, and was singularly unimpressed. Yes, the hull lines were lovely, but below it was designed for dwarfs. Yes, it probably was fast, but look at all those lines headed aft to the pit where some poor soul has to grind winches and duck his head from that dangling boom. And how do you get across that tangled deck on tacks?

As can be seen, I was still filled with the stuff of advertisements in those magazines which, while correct as far as they go, fail to connect intended use with actual use. I owned a fine 26-foot boat that could in fact permit weekendening on our lake and could hold a great group in the large cockpit and sail well if not swiftly – but how can you play cruiser on a 10,000 acre lake in the Flatlands? Handicap racing with others who owned this general category of boat was semi-satisfying, when we were not arguing about ratings, but what fun is it to sail well and then lose to a boat that was never seen after the start and finished 18 minutes behind you on a five mile course? Notwithstanding all this, when my dealer friend asked me to crew on his J at the



1979 North American championship in Corpus Christi, I accepted it as a real chance to evaluate the boat.

Seven days of long, long courses, attempts to sleep on the boat each night, never-drying salty clothes, and more bruises from cleats and stoppers and that damned boom than I had ever endured, left me with less than love for the blessed J/24. But a seed was planted that was to grow, whether I liked it or not. This kernel of hope came from one of our competitors, a family-crewed boat called *Scream and Holler*. Their attitude towards the whole affair was so realistic and pleasurable that it began to dawn on me that something had attracted these people to this boat, but more pertinently to *this kind of sailing*. When my crew was able to forget that group of hotdogs who finished so far ahead of us, the racing in the second part of the fleet was friendly and above all FUN. Perhaps it was the exhilaration of surfing down the waves in a blow, or the smile on my skipper's face at the sweet handling of the boat that made the J/24 and the kind of person who owns



Fleet 53 skippers meet for a "fleet lunch" at the Famous Bar and Grill in Wichita.

one appeal to me. Though I resisted the process, that realization led me finally to ownership of hull number 3734, and with it a born-again viewpoint on sailing.

In our fleet we have members who make the Texas Circuit religiously and thrive on the high intensity of that level of competition. We also have members who have no desire to leave our lake except for the one-per-year fleet caravan to some out-of-town regatta. We have families, novices, guests, semi-pros and skippers from other kinds of boats participating in our races. Some of us hate short races and love regattas, others want long races and prefer a steady diet of Sunday club competition. Yet I think this mixture of functions for the fleet helps cement the group together. Notwithstanding continuous derision of each other on and off the race course, the firm belief that we have the best racers, the best boat and the best philosophy is shared by every member of the Mystic Knights of the Sea, Fleet 53.

So it is I became a True Believer. So

it is I now sing the praises of One Design Sailboat Racing. So it is I have learned that fleet lunches and suppers and projects are the stuff that makes racing so satisfying and so challenging to simply do as well as we can do and then love it. When we once in a while do something really right – or even really dumb – in a race, the telling and yelling about it at post-race festivities makes the dollars and the frustrations absolutely worth it. And the dessert to this feast is a boat I love to look at and that I delight in single-handling to clean out the cares of the day, in a blow or ghosting along. As near as I can tell, this is the way that it is supposed to be.

Andrew Craig is a professor at Wichita State University, having opted for the academic life following college, a tour in Korea and working as an engineering test pilot for Cessna Aircraft Company. He is working to fight ignorance (particularly among college faculty) and enjoys research into such areas as the transfer of handling qualities of airplanes to sailboats, and wind tunnel testing to achieve keel design. He has no trouble finding students who "absolutely love sailboat investigations," and (in his words), "Fine spring days often find us performing on-the-water research." Not wanting to leave the J/24 to only the "world class" folks, the thrust of his missionary zeal is to produce strength in the class from those who choose the things in the sport that last and are satisfying.



Warwick Wins Europeans

by Donald Schotel



Just Enuff (K4141Y) surges downwind in sixth position during the practice race at 1986 Europeans.

The 1986 J/24 European Championship was held August 30 to September 5 and was hosted by the W.S.V. Scheveningen Marina, Scheveningen Harbour in the Netherlands. Racing took place on the North Sea approximately one and one half miles offshore, to keep away from the different tidal streams near the harbour entrance.

Normally in September the wind strength is Bft 4-5 from the southwest, but Hurricane Charley had its effects even in the Netherlands. The table shows the wind strength and wave height during the races. Due to strong winds and mainly the high and steep seas of 15 feet and up, there was no racing on Tuesday and Wednesday.

The organizing committee thought it fit to have a stringent but fair measurement check of yachts and equipment. The main emphasis was on sails, flotation

marks, and safety equipment. The other checkpoints were considered minor, such as thickness of keel and rudder, position of keel and rudder and length of spinnaker boom. In keels and rudders we found no more deviation than is allowed. Six sails were condemned; three spinnakers were too large, two mainsails too large, and one jib too small.

A more serious matter was the flotation marks. Four out of 25 yachts were too light by respectively, 30, 60, 80, and 100 kg. The skippers were asked to put the

extra kilos aboard and leave it there during racing.

The safety equipment was, generally speaking, satisfactory. The necessity of a good first aid kit proved itself in the practice race, where there were six more-or-less serious headwounds.

The practice race on Sunday was one with ideal weather conditions for surfing. For those not used to sailing offshore, it was a special experience, and almost everyone enjoyed the race, especially the winner, Eddy Warwick.

On Monday there were two races scheduled and sailed, both on Olympic type courses. The first race was very unlucky for the only Swiss entry, Dupasquier in *Just a Big Dinghy*, who lost his rudder and had difficulty reaching the harbour safely. Since there was no spare rudder available, he made one of plywood.

The long distance race on Tuesday had to be cancelled because of a gale warning with heavy rain. Several yachtsmen were happy with this day off to repair and relax. The next day, however, the gale warning still existed, and therefore a series of fun races was organized: car-pulling over 100 meters, an outboard motor race with a stop to eat a raw herring and drink a Dutch gin, and an Optimist race in the harbour. The Swiss, Dupasquier, was overall winner of the fun races.

Because of three cancelled races, it was decided to have two races on both Thursday and Friday. In these four races

TABLE

Weather Conditions	Sun. Aug. 30	Mon. Sept. 1	Tues. Sept. 2	Wed. Sept. 3	Thurs. Sept. 4	Fri. Sept. 5
Wind Direction	W	W-SW	W	NW	NW	W
Wind Strength (Bft.)	6	6	7	8	4	4
Wave Height (Ft.)	8	6	10	15	8	4

it was mainly a fight between Eddy Warwick, Andrew Roberts and Cohn Simonds, all of the UK. Eddy and Andrew sail an Azimut (Italian built) J/24 and Cohn, a brand new super-safe Rogers J/24. It was clear that Warwick had the best boat speed and was beyond reach once he could sail in clean air. Before the last race on Friday, Eddy Warwick had 13.7 points; Andrew Roberts, 14; and Cohn Simonds,

31.8. The only thing Eddy had to do was to keep Andrew behind, in which he succeeded, and so the Cup was his.

The prize-giving by the Burgomaster of The Hague in the old town hall gave the organizing committee a shock; there was no photographer or anybody with a camera!

We had a most successful European Championship, with an excellent race

committee. Special thanks to the Regatta Chairman, Ad Moggre, the organizing committee, the W.S.V. Scheveningen Marina, COFAB and NMB for their sponsorship and to all who participated in the regatta.



Part of the fleet drying their gear in the harbour on Tuesday.



Registration ran smoothly due to the efforts of (from left) Femke Boegborn, Chabien Wissenraet, Maryke Dieleman, Joska Muller, Vivan Wolff and Ronnie Bohre.

1986 European Championship September 1-5

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOTAL
1	K4000	Sanjola IV	Warwick/Adams	4	1	1	3	1	3	13.7
2	K4141	Just Enuff	Roberts/Arnold	1	4	2	1	2	6	14
3	K4053	Joint Venture	Simonds	2	3	3	6	3	1	20.1
4	I-164	J Team	Sodo	5	2	4	26	5	8*	47.8
5	K4057	Foremost	Slater	7	8	6	5	6	2	49.4
6	S38	Fiss of Fire	Gapinski	15	26	8	2	4	4	54
7	H3	Wu Bianfu	Kimman	3	5	7	26	8	9	57.7
8	G683	Forever Jong	Kock	10	13	9	3	7	7	62.7
9	S18	High Flyer	Winroth	6	6	12	7	26	10	70.4
10	K4152	Crazy J	Rix	12	12	13	4	9	16	78
11	G3515	Bay Bee	Schutt	8	9	20	10	13	11	81
12	H2	Jolly Jumper	Wissenraet	11	10	11	13	12	14	87
13	K4124	Red Alert	Ferr	13	26	14	12	10	12	91
14	K4040	Joe Cool	Tagg/Swift	26	7	5	26	26	5	97
15	G3477	Just For Fun	Bresse	9	26	15	8	26	13	101
16	F1403	Red Neck	V. West	26	16	10	11	15	26	108
17	H1	Emperor of the Swamp	Jongerius	26	14	17	17	11	21	110
18	H8	Jack Rabbit	Bakker	17	17	19	15	17	17	113
19	H7	J'ai Tout	Schotel	14	18	21	14	18	20	114
20	G3341	Va Bene	Satz	16	26	18	16	20	19	119
21	K4111	Eagle Eye	Sutherland	26	15	22	9	26	18	120
22	H9	Maze	Oerlemans	18	19	23	19	16	23	125
23	K4151	Jemini	Torrens	26	11	26	26	14	26	133
24	H3046	Vaudou	Gesink	26	26	24	18	19	22	139
25	Z3054	Just a Big Dinghy	Dupasquier	26	26	16	26	26	15	139

*including 20% penalty

The J/24 Turns 10

by Chris Hufstader



Rod Johnstone and friends lift original Ragtime onto her keel.



Ed Baird and Rod Johnstone at '86 Worlds in Newport.

In 1987, the J/24 class celebrates its 10th anniversary as one of the most successful and popular one-design classes in the United States and the world. Sailors who enjoy the J/24 because it handles like a small boat may be surprised to learn that the design originally came from a model boat designed by Rod Johnstone in 1964. Over the next 10 years, Rod continued to sail high-performance one-designs such as the Lightning, 470, and 505, but as his family grew he decided that he had to find a boat that they all could sail on. His search for a fast, safe and sturdy handicap racer was unsuccessful – so he decided to put his Westlawn yacht design degree to use and design his own boat based on the model he had made in 1964. Rod didn't want to

give up the performance he enjoyed, so he made sure that his new boat would be fast, and says, "There's a lot of every boat I've ever raced in the J/24."

After designing the keel and building the boat in his 25-foot long garage in Stonington, Connecticut, Rod and his family started sailing it in local races with fantastic results. He won his first race at Niantic, Connecticut, by a huge margin, even without setting the spinnaker in the high winds. (The boat was not yet equipped with a bow pulpit or lifelines, and his crew was reluctant to go up on the fore-deck.) With continued success over that summer, people started to take notice.

One who took notice was Rod's

brother Bob, who was working at Alcott Sailboats at the time. He had just completed a market survey indicating that a boat of this size would be successful on the market, but found that the management at Alcott didn't agree – they thought that the best way to compete with the new Laser was to come up with a comparably sized boat. Bob was certain that they needed a boat to which the Laser sailors could "graduate." Unable to convince Alcott of the need to develop a larger family-oriented boat, Bob approached his brother with the idea of forming a partnership and marketing the new 24-footer. When they contacted Everett Pearson with the proposition of building the boat for them, he was immediately interested. In 1977 Rod ran an ad in

Soundings magazine and sold 20 boats right off the bat—the J/24 was off and running to an unprecedented 10 years of success.



Bob Johnstone, President of J-Boats, Inc.

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Class History

- May 15, 1976 - Launching of Rod Johnstone's J/24, *Ragtime*, hull number 1.
- March, 1977 - Launching of first production J/24, hull no. 2, *Red Pepper*, owned by Dennis Murphy.
- April 12, 1978 - Meeting held to form J/24 Class Association, with Lou Burns, of Newport, RI, elected to serve as the first president.
- June, 1981 - Executive Committee of IYRU confirmed International status of J/24.
- Sept., 1981 - Dick Tillman appointed J/24 Class Executive Director, and Class Office relocated in Florida.
- Oct. 30, 1981 - First annual meeting of International J/24 Class Association (IJCA) held in London, with representatives from 9 National J/24 Class Associations in attendance.



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Finishing Tactics

by Bill Gladstone



Bill Gladstone is a veteran racing seminar instructor, a USYRU judge, and a past commodore of the Yale Corinthian Yacht Club. He crewed on P.F. Flyer at the 1986 J/24 North Americans in Chicago, and is the 1987 Pan American Games Race Committee Course Director.

Finishing tactics vary, depending on the type of race you are sailing. In a one-design race your goal is simply to finish ahead of as many boats as possible.

In a handicap (PHRF) race the goal is to finish as soon as possible. In a handicap fleet with other J/24s, the goals are mixed: beat the J's (and other level rated

boats) while finishing as early as possible.

Tactics become dominant in the closing portions of a one-design race. Early in the race you focus on overall strategy, but near the finish you concentrate on tactics to finish ahead of boats nearby. Proper tactics are the same as those in approaching any mark — keep clear air, cover those nearby, and stay between your competition and the mark.

Strategy reigns supreme in handicap racing. Unless there are similarly rated boats nearby, you can consider the race to be a simple time trial. Keep clear air and don't mess around with other boats.

Finishing Upwind

A finish line has a favored end, just as a starting line does. When finishing upwind, the favored end is the end furthest downwind — opposite the favored end for a start. Your finishing tactics focus on the laylines to the favored end (Fig. 1 a & b).

Determining the favored end can be difficult. If the line is square to the wind, then there is no favored end. If the line is not square, then you can determine the favored end by watching other boats. If

Finish Laylines Upwind

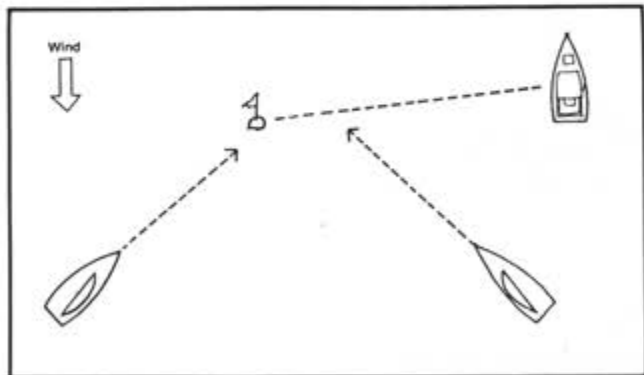


Fig. 1 a. Pin end favored. (Port tack nearly parallel to line)

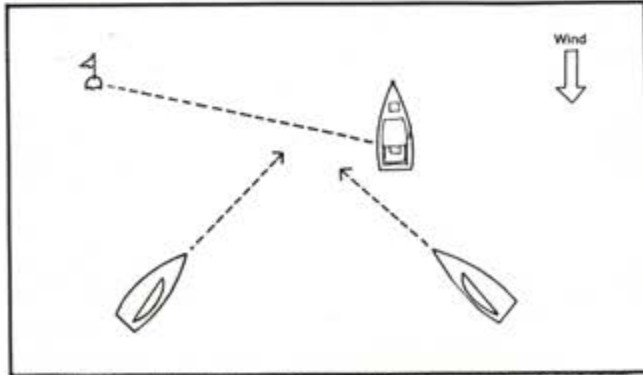


Fig. 1 b. Committee Boat end favored. (Starboard tack nearly parallel to line)

no one is ahead of you, you will have to figure it out another way — such are the burdens of leadership. If port tack is more parallel to the line, and starboard more nearly perpendicular, then the port end is favored; if you were to pass below the port end, you would be sailing extra distance parallel to the line to reach the starboard end, and vice versa. The set of the committee boat to the wind or the set of flags on the committee boat can also help you determine the wind angle relative to the line.

Rules at an upwind finish are like those at an upwind mark rounding. Starboard-Port prevails, and a windward boat may call for room if overlapped at the two boatlength circle (Fig.2). Boats tacking inside two lengths must give room, if they can, to boats establishing a late inside overlap.

Finishing Downwind

The more upwind end of the finish line is the favored end for a downwind finish. The downwind laylines to the favored end, determined by your jibing angles, will once again help determine the favored end. Avoid sailing parallel to the line (Fig. 3 a & b). Considerations of

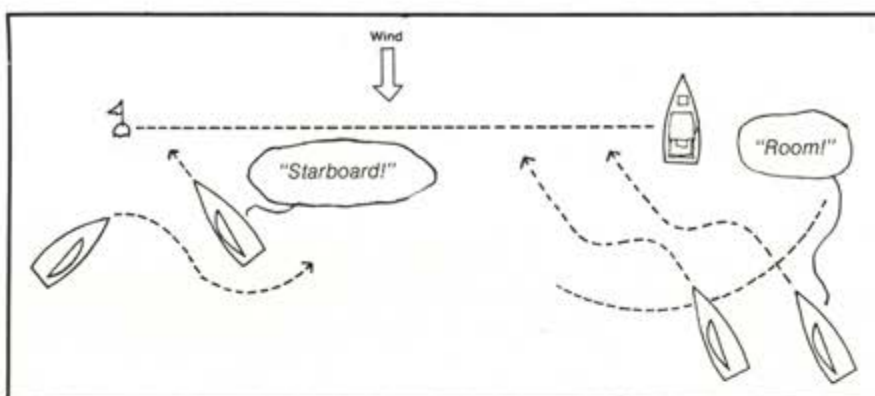


Fig. 2. Rules upwind.

clear air may lead you to finish away from the favored end if a large crowd behind you is blanketing the preferred position.

Rules at a downwind finish are similar to rules on runs and at marks. Within two boatlengths of the ends of the line, the buoy room rules prevail; otherwise fundamental rules apply (Fig.4).

Additional Considerations

- Strategic concerns of wind or current may be more important than wind angle in determining where to finish, just as at times your starting position is determined by strategic concern rather

than the angle of the line to the wind.

- If the finish line is in the water early, you may be able to take a bearing on it on a previous lap of the race. Once you know the compass bearing of the line and of the wind, you can determine the favored end.
- Take your finish time and record the names of boats finishing ahead and behind, to assure that you are scored properly.
- And after you finish stay clear of those still on the course, and stay off their air as well.

Downwind Laylines to Favored End

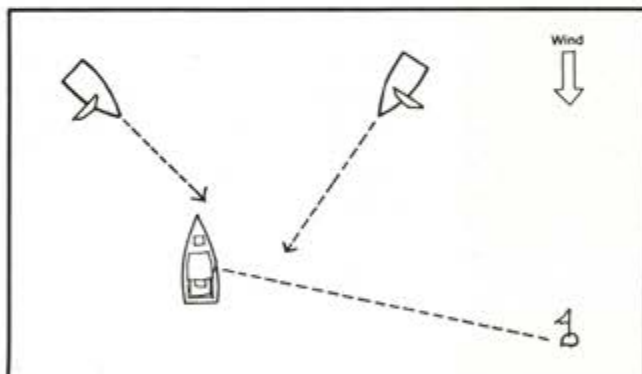


Fig. 3 a.

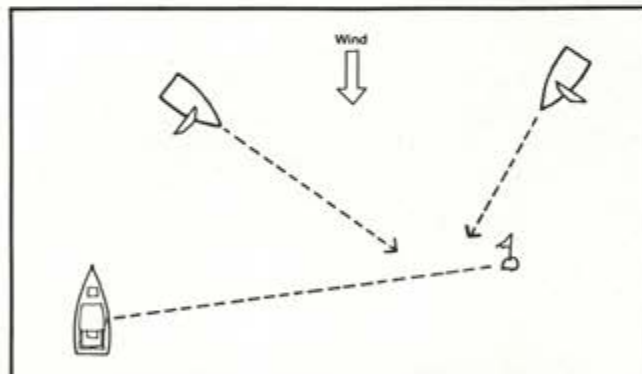


Fig. 3 b.

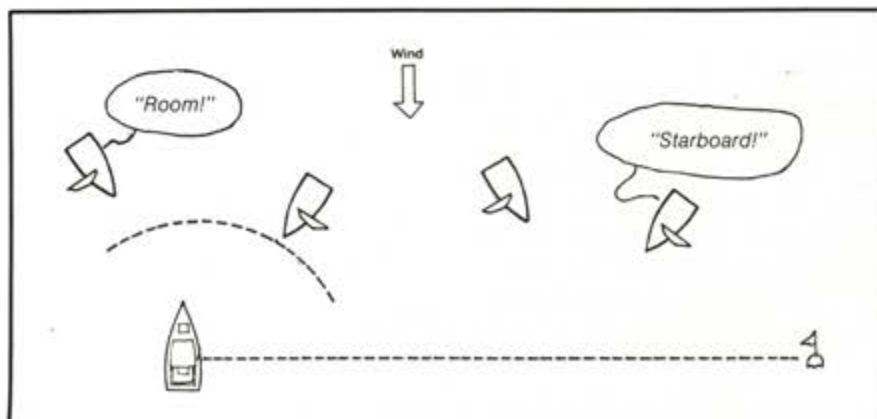


Fig. 4. Rules downwind.

This article is reprinted from Bill Gladstone's book, *Performance Racing Technique*. To receive a complete book covering tactics and sail trim, send \$20 to: Gladstone Sailing Services, Box 1169, Evanston, IL 60204. Price includes first class mail.

Our Family Crew

by Mike Staniforth



Fleet 42's Barb and Mike Staniforth, their son Mike and daughter Lindsay, of Manlius, New York, sail as a family crew on their J/24 Jackrabbit.

We have been racing sailboats together since 1969 and campaigned a Fireball for 10 years with Barbie as skipper and me (Mike) crewing (there are definite advantages to having a 100 lb. helmsman and 200 lbs. on the trapeze). When the children were born they always came to regattas, along with the tent, dog, babysitter, etc.

On graduating to the J in 1981, we always tried to keep our two kids involved, giving them jobs and responsibilities within their ability. At the beginning, it

sometimes took them a bit longer to complete their duties, but they caught on very quickly, and were allowed to make their own mistakes just like the rest of us. We now have a complete J/24 crew in the family, capable of racing the boat under any conditions (except for a genetic trait rendering us unable to sail in drifters).

Our son Sean, 13 last summer, has handled all our foredeck work for the past two years, and would be quite put out if we were to import a gorilla to replace him for a big regatta. He handles the spinnaker pole on sets, jibes, and takedowns,

stows the jib, changes sails, flies the chute when necessary, and fixes the multitude of problems that always seem to occur at the worst possible time. It's great to know, when the forward man says, "Clear to tack!" after a spinnaker douse, that it is so.

Our daughter Lindsay, 11 last summer, skirts the jib, pays out and stuffs the chute, does the tweakers in the jibes, handles the pole lift and foreguy, and the outhaul and cunningham. She used to profess to dislike sailing (she likes it now), but always remembered her jobs and did them better than anyone else.

Both kids race in small boats (Sunfish) in a junior racing program, and we feel this is an important part of their developing interest in sailing. A good barometer of their interest is their increasing propensity to argue over (discuss?) tactics and sail selection - they have 20/20 hindsight. There are also lively discussions about who gets to steer and when.

I think the most important part in developing and maintaining Sean and Lindsay's interest in racing with us was assigning them jobs as soon as they were able to carry them out, involving them in all decisions, and making it clear that their contribution was an important part to our racing success (or failure).

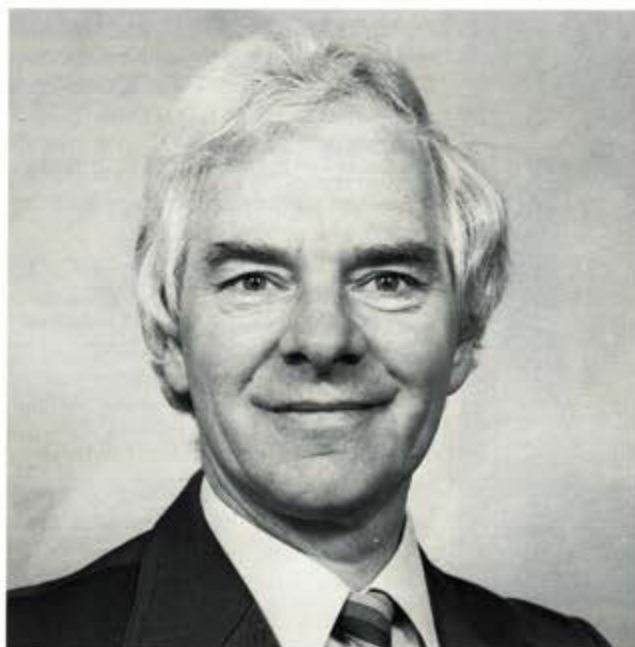
Our boat is not set up any differently from most J/24s, except to accommodate Barbie as skipper. We have a double-ended traveller which allows the aftmost crew to play the traveller, as well as handle the backstay, and mainsheet when necessary.

Our winter sport is ski racing. Our boat, *Jackrabbit*, is named for a famous Norwegian/Canadian skier, Jackrabbit Johannsen, who died a few weeks ago at the age of 111.



Anniversary Time in Ireland

by Michael Clarke



Roy Howard, Irish NJCA President, 1987.



Jack Tipping, Inventor of the Fin Keel, 1887.

In 1987, J/24 sailors have three good reasons for historical celebration. Two of these reasons come from Ireland, but the first, of course, is the tenth birthday of the International J/24 which is now the world's biggest and best one-design keelboat class.

The second reason is a link to the one-design concept itself, for it was one hundred years ago, in 1887, that the world's first one-design class began. They were the Dublin Bay Water Wags, designed so that all the boats were the same, and with rules to keep them that way. The third is a link to the fin keel, interesting because the J/24 is a premier modern fin keel class. Again it was a hundred years ago, in August, 1887, that such a device was first used successfully on a racing yacht, and here in Ireland.

However, before delving into his-

tory, let us take a look at today's sailing scene in Ireland, where the J/24 is the major class of modern high performance international one-design keelboats. J/24s race on the South Coast in Cork and on the East Coast in Dublin, both in the Republic, and, in Northern Ireland, on Lough Erne, in Fermanagh.

In Dublin's fair city, they are said to fancy boats with good looks, and what better looking 24-footer is there than the J/24? In Cork, they like heritage with their sailing, and the Royal Cork Yacht Club traces its roots back to 1720 to be the oldest yacht club in the world. They must surely agree with Italian J/24 President Gianfranco Putaturo. In the October, 1986, International J/24 Magazine he wrote, "These boats represent a continuation of an hereditary line; a new, and yet an ancient way, to relate to the sea."

Northern Ireland folk are said to be hard headed, keen on value for money. What better value can you get than a strongly built high performance boat with strict one-design rules to curb cheque book competition? In Ireland, the J/24 is the right boat for a lot of good reasons.

Stephen Hyde of Royal Cork Yacht Club is South Coast Fleet Captain again in 1987. Last year he was probably our most travelled J/24 sailor, even taking part in the 1986 Bermuda Race Week. He came back with an American mainsail to set on *Lady A* for the Irish Northern Championships. Another Cork J/24 skipper to watch is Anthony O'Leary, in *Flying Ferret*. In recent years he has taken top places in the Northern, Southern, Eastern and Irish National Championships. Royal Cork Yacht Club hosted the 1985 European Championships.

The East Coast fleet members have elected John Owens as Fleet Captain for 1987, succeeding Niall Kenny, who led the team which organized the DUNHILL International Match Racing Challenge. Dublin J/24 sailors come from several clubs, including the ancient Royal Irish Yacht Club, founded in 1831; the Royal St. George Yacht Club, 1838; and the Royal Alfred Yacht Club, 1857, proud of its historic rules insisting on amateur

crews and helmsmen. Last year's DUNHILL Match Racing was reported by Ted Nohren in the October, 1986, International J/24 Magazine. It was sailed under the burgee of a younger ancient, the National Yacht Club, founded in 1870.

Those Water Wags, the world's oldest one-design class, are still sailing. Their racing is organized by the Dublin Bay Sailing Club, founded in 1884. Nowadays this Club's programme includes

the J/24 Class, bringing together ancient and modern. Among the top Dublin Bay J/24 helmsmen are Tim Goodbody, Commodore of the Royal Alfred, in *Stroker*, and John Ross Murphy and Mark Little in *Jacquerie*, owned by Michael Boyd.

Up North, the J/24s are at Lough Erne Yacht Club, founded in 1818 and the oldest yacht racing club in Ireland. Their first trophy for a 24 foot class was actually awarded away back in 1822! Alan Cecil, who owns *Jet*, is Northern Fleet Captain for 1987 and the top local skippers include Mickey McCaldin in *Jamais* and Joey Kelly in *Jealousy*.

We have one J/24 Class Association for the whole island. Roy Howard, skipper of *Jasper*, LEYC, was again elected President for 1987. Basil D'Arcy, crew on *Jezebel*, Dunlaoghaire, took over as Secretary/Treasurer from Lyle McNab, who had done much work for the Association over several years.

On the Erne, the J/24 programme runs from late March to October. In Dublin and Cork, on the sea, the season is a little shorter. Being so far North, all the Irish clubs enjoy long summer evening light, and have evening racing – straight from the office and afloat. It's a great way to relax!

Now back to that fin keel centenary. Actually the story starts in America where centreboard racing yachts began early in the nineteenth century. Gartside Tipping, from Lough Erne, visited the USA, saw them in action, and began building similar boats when he came home. His son Henry, called Jack by his sailing friends since he had been a navy officer, followed. His designs included the *Mischief*, built at Enniskillen by Charlie McCabe in 1773. She had a beamy shallow hull with an iron centre plate at a time when, influenced by the British tonnage rule, racing yacht fashion here went for a narrow deep hull, with heavy ballast holding up a huge unmeasured sail area.

The *Doris* was created at the height of that narrow fashion by the great Scottish designer, George Watson. In 1887 she had beaten all comers in two seasons round the regattas. In August, she came to Dublin Bay for the Royal Irish Yacht Club regatta. Meantime, Jack Tipping had hauled *Mischief* to the sea, sailed her to Birkenhead, fitted a lead fin in place of her centreboard, and sailed back across the Irish Sea to challenge the *Doris*, all in such a hurry that there was not time to caulk her, and she leaked like a sieve. Lord Dunraven, another Irish yachtsman



Lady A close astern of Stroker at the 1986 Dunhill International Match Racing Challenge on Dublin Bay, where *Mischief* beat *Doris* 100 years ago.



1986 Dunhill Match Racing Challenge winners: (seated) Jim Brady, U.S.A.; (standing, left to right) Stephen Hyde, RCYC; Niall Kenny, NYC; Sean Dillon, NYC; and Ted Nohren, U.S.A.



A half model of *Mischief*, showing fin keel invented in 1887, hangs in the Fermanagh County Museum.

later of America's Cup fame, wrote an account in the *Encyclopaedia of Sport*. "Old salts ridiculed the idea of this half walnut-shell attempting to lower the colours of the *Doris*, and her owner, on asking for his sailing instructions, was chaffingly told that, if he followed *Doris*, provided he could keep her slender taff-rail in sight, he could not go wrong."

"Great was the astonishment when, in a grand breeze, with reefed mainsail, *Mischief* completely outsailed *Doris* on every point." On the following day, *Mischief* won again in light conditions. The

fin keel racing yacht was born. "One of the most important events in the annals of modern yacht racing," wrote Dunraven. Five years later this line of development in ideas returned to America, when Nat Herrschoff began designing racing yachts with fin keels in 1892.

About hull shape, Tipping wrote, "I should have about one third of the length overall for beam, a good entrance and good buttock lines carrying the beam well aft, but keeping it well above water." This sounds very like the J/24 a century before its time! *Mischief's* helmsman in the

first race was Edward Saunderson, Rear Commodore of LEYC, and Tipping himself was Secretary. Today's Rear Commodore is Raymond Morrison, at helm of the J/24 *Bandit* and Secretary, Michael Clarke, owner of *Jeratrix*. Plus ça change, plus c'est la même chose!



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Understanding Prebend

by Larry Klein



Larry Klein has won major championships in seven classes, including the J/24, S27.9, Thistle and Soling. He specializes in refinement of racing skills through his company, Larry Klein Racing Clinics, P.O. Box 12781, LaJolla, CA 92037.

While conducting clinics for J/24s, I've noticed that among many J sailors there seems to be a lack of understanding of how to set up the mast, shrouds, and spreaders. And even if they have followed their sailmaker's tuning guide, they don't know why they are doing it that way. In this article I will try to demystify the rig tuning process and show in easy steps how to do it. I'll also explain why.

One thing that top J sailors have learned over the years is that when the boat is underpowered (in approximately 0-10 mph wind), headstay sag is very fast. The boat points higher and goes faster. Why? As we've all been told, headstay sag makes the genoa fuller and the entry rounder, which adds power to the rig. More power translates into more speed and/or pointing in an obvious way. Any boat sails upwind within a groove. It

can sail a little higher and a little slower or a bit lower and faster and have a fairly constant Vmg (velocity made good) to the weather mark. The difference in speed is due to the angle of attack of the wind over the sail plan. The lower you sail, the higher the angle of attack and the more drive you get from the sails. Factor into this the angle of attack of the water over the keel. The faster the water flows over the keel, the lower the angle of attack needed to maintain the equilibrium. Think of the equilibrium in terms of wine making. In the fermentation process, yeast converts sugar into alcohol until the alcohol reaches a high enough level to kill the yeast. Like this, in sailing, a boat will make enough leeway to build up enough angle of attack to stop additional leeway.

Therefore, more power and speed mean higher pointing. There is another and less obvious way in which headstay sag helps pointing. We know that a sail cut full with no headstay sag doesn't point as high as one cut flatter and sagged off, even though they may be the same

shape. Sag occurs mostly in an athwartships or sideways direction. As the jib luff moves to leeward and the trim point stays the same the whole jib is rotated to "open" the luff to the wind. In converse terms, it is like moving the jib lead inboard without closing the slot. On the other hand, when the boat is overpowered we want to reduce sag, flattening the jib and moving the effective trim point outboard.

So given these things, the task is to find an easy, accurate way to control sag. One way is to use prebend, which involves loading the mast with a positive forward component at the deck so that even with some significant shroud tension, the headstay will still sag in light air. The other way is to use no prebend and rely on very light (200 lbs. and under) shroud tension to provide sag. Most top sailors opt for the prebend method because it gives more control over the headstay with a given shroud tension. Preloading the mast with prebend means that the pressure it takes to bend the mast one more inch with the backstay is sig-



Photo A



Photo B



Photo C



Photo D

nificantly greater than a non-prebent mast. So we have more control. We can remove headstay sag with backstay tension in a prebent rig without altering the shape of the mainsail very much, because the mast won't bend as easily at first. Of course, more backstay tension can bend the mast as much as you want to flatten the main, but this initial control of mainsail shape during the transition phase of underpowered to overpowered is maintained better in a prebent rig.

Also the prebent rig requires less total adjustment of shroud tension. A non-prebent rig needs seven full turns on the uppers and seven on the lowers from light to heavy conditions. A prebent rig can require as little as three turns on the uppers and four on the lowers, because you start with more tension. The amount of prebend you use depends on the luff curve in your mainsail. Your sailmaker's tuning guide should tell you how much to use in inches, varying from 2-3½". It may even tell how to put in the necessary prebend by measuring to the mast butt from the bulkhead or the transom. These are not accurate enough for a measurement where 1/4" is a major difference. A better and more accurate method is shown in the following photos.

Most top J sailors agree on four basic rig measurements: maximum headstay length, maximum J measurement, maximum aft spreader angle, and minimum mast length. The headstay is maximum and mast length is minimum to put in as much rake as possible to alleviate any possible leeward helm in light air. The J is maximum, to widen the sail plan fore and aft. And spreader angle is maximum, so the mast bends more evenly as the backstay is tensioned.

The first thing to do is measure the spreader angle and eye them to make sure they are even, side to side (Photo A). The present stock system usually needs some filing on the forward side of the spreader roots to reach maximum (Photo B). We set ours at 165mm, allowing a 5mm cushion for more movement due to rig tension.

After stepping the rig, measure and mark maximum J. Then carefully measure from the stem head aft an equal distance on each side to points on the rail (not the teak toe rail), approximately even with the mast partner (Photo C). From here, measure in to the partner to check to see if it is in the middle. If not, compensate in the athwartships shimming of the mast. Be sure to tightly shim the mast

athwartships. Block the mast forward and aft to maximum J with the shrouds loose. With the headstay just tight under the mast's weight leaning aft, allow the mast butt to take the position it wants (Photo D). This is the "neutral" position. Mark the I beam (Photo E) and measure aft. We use 1 3/4", which puts in 2" of prebend. (2" puts in 2 1/2" prebend.) Tie a line around the mast and use a genoa winch to pull the mast aft (Photo F). Drill the I beam and put in screws. (Some top sailors believe that moving the mast step for different conditions is appropriate, aft for light air and forward for heavier breeze. This, however, cannot be done while racing, per Rule 3.5.2 (d).)

Then tension the upper shrouds hand tight. Hoist a metal tape measure with the main halyard and measure the side-to-side alignment to the marks on the rails (Photo G). It should be within 1/8" of each other. The same person should measure both sides and be careful to use the same tension. Although you should consult your sailmaker for the tension numbers for your sails, we have found these to be fast:

mph	uppers	lowers	approx. amt. headstay sag
0- 8	400	200	8"
8-12	600	400	6"
12-15	800	800	4"
15+	800	1100	4"

Tightening the lowers as the breeze increases pulls aft on the mast in the middle to help stiffen it so it doesn't overbend in the middle. It also helps the mast transfer the backstay load to the headstay as the boat gets overpowered. In the 15+ category the very high lower tension bends the mast sideways (to weather in the middle) to help open the slot.

If you're in doubt about how much tension to put on in changing wind, it seems better to opt for less rather than more. You can get an accurate measurement with a tension gauge while sailing by going head to wind. After some experience you will be able to count turns rather than measure the tension each time.

If you were racing a car, you would not go into a race without tuning the engine. Your mast, spreaders and shrouds are important to your performance. A little attention to your rig is an easy way to squeeze more speed out of your J.



Photo E



Photo F



Photo G



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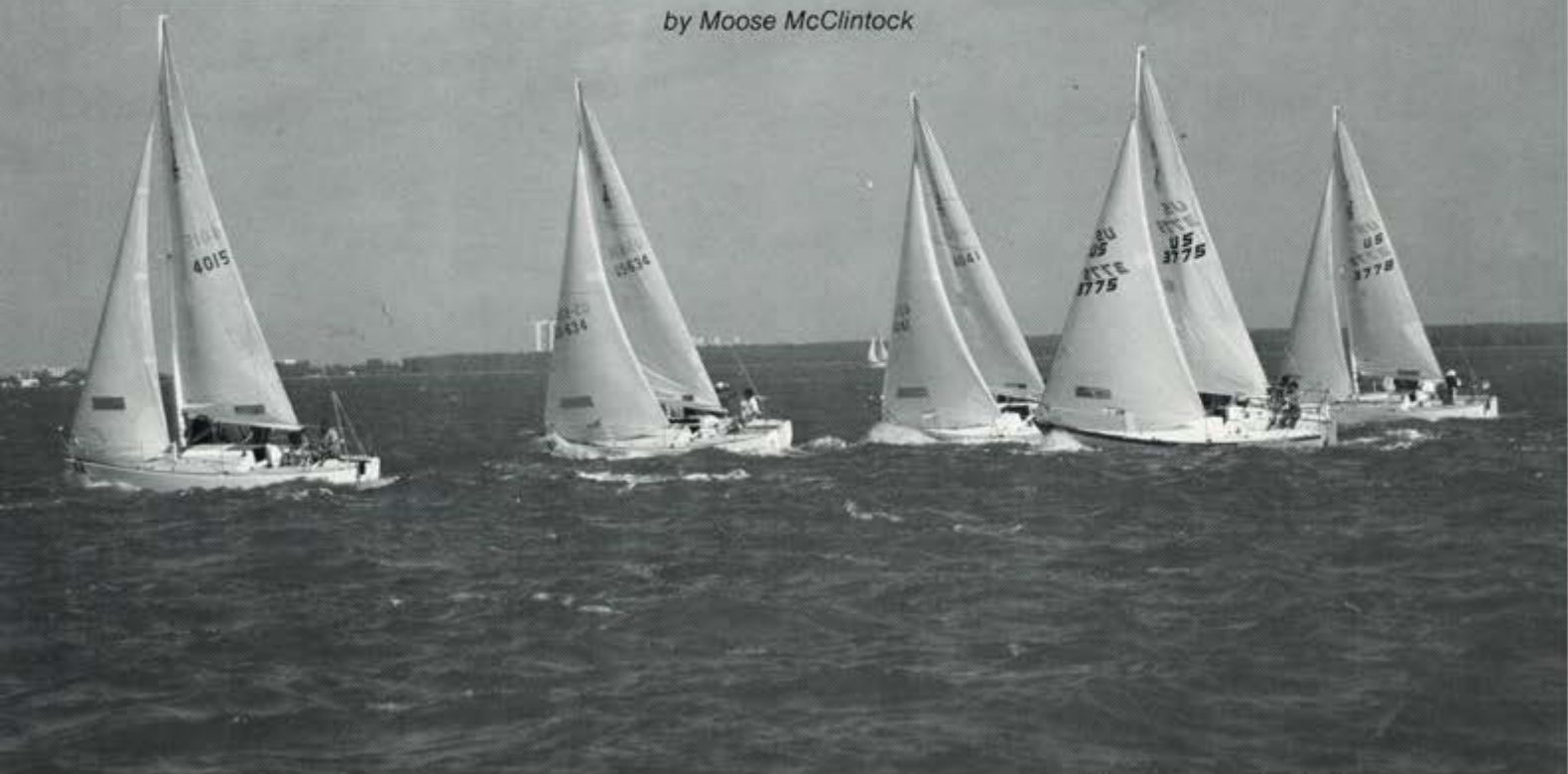
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Kostecki Takes Midwinters

by Moose McClintock



Lloyd (4015), Teeser (634), Kostecki (4041), Constants (3775) and Pincus (3778) go to weather in stiff winds in Championship fleet race on Biscayne Bay.

Photo by Paul O. Boisvert

One year ago, John Kostecki won the J/24 Midwinters, sailing's annual warm weather romp for casual class champions, and left notice that his second place finish in the '82 Worlds was no fluke. This year, Kostecki totally dominated the most competitive midwinter assemblage ever, easily outdistancing the fleet as he and his ace crew (including Star World Champion Vince Brun and Youth Champion Steve Rosenberg) showed that a new force is not longer on the horizon but is now settling in among the class elite. This powerful demonstration was illustrated over a wide range of conditions running the gamut from typhoon to drifter. While steadily building his lead over the fleet with an opening 4, 1, 1, 4, Kostecki showed superior speed in the prevailing 18 to 25 knot range. As the wind started to die on the third day, Kostecki's world champion (Soling) tactics kept him at or near the front of the fleet and forced everyone else to play catch up. His final margin, as they say, was much closer than the game.

But enough for the champion. Let's

talk about championship race management. For the first time in recent memory, the Midwinters managed to fit in all its races, a tribute to Coral Reef's Mario Bustamante and his volunteers. The only race of dispute was one qualifier when the reach mark drifted during a 35 knot squall, and the committee properly disallowed the race. Although this kept some deserving(?) people from qualifying for the gold fleet, not a complaint was heard. Maybe people are beginning to realize just how hard it is to run races for 90 boats.

The series itself was probably the most fun we've seen in a while. The elimination day started out with a pleasant 12 knot southerly that slowly built all day. Early frontrunners were Kostecki and J/24 World Champion Kenny Read in one fleet, former Midwinter Champions Morgan Reeser and Dave Curtis in another, the brothers Johnstone (Stu and Drake) leading their fleet and Jim Brady winding out the top qualifiers. The high point of the day came during the aforementioned squall, when the first fleet was

just rounding the weather mark. With spinnakers set, J's became screaming dinghies, blasting down to the reach mark (which they could now lay because it had drifted) while some of the wimps (or geniuses) in the group (actually about half) slogged along with little jibs. High on the list for style points in the spinnaker division were Larry Klein, who managed the difficult "round down and drop the crew in the water" flip, with a degree of difficulty of 1.5, and Dave Chapin, who performed the "double broach and beam ends" splash, also worth a 1.5. Kostecki, in true championship form, went for the "beam reach blast" as he flipped right on the finish line with just main and jib up, putting his mast in the mud for good measure. He was obviously going for the "Windex Memorial," given annually for the most imaginative way of destroying the masthead fly. Unfortunately, a pelican walked away with the competition.

The first race of the championship, starting in an 18 knot breeze, saw Kevin Mahaney blow off the line to quickly grab a lead which he held all the way around

the course. The fleet slowly sorted itself as it went around the long Gold Cup course, and Brady hung on for second over Read and Kostecki. Reeser, deep at the weather mark, came on for a sixth, while Curtis was just a few positions further back. Also in the top ten were Geoff Moore, a top finisher all year, and the Johnstones. An unfortunate victim of this race was current Champion of Champions Paul Foerster, who was in the top ten until his rig fell in love with the water near the gybe mark.

The next race saw the wind pick up another few knots, putting the premium on boathandling and speed in the short chop of Biscayne Bay. Kostecki must have figured this out pretty quickly, because he was history halfway up the first beat. While Kostecki put on his clinic, the fight for second livened up. Brady played the perfect blocker by breaking his rudder directly in front of Read, who did a quick spinout to avoid the flotsam. Up the second beat, however, Read showed his Worlds form by edging past Johnstone and slowly gaining on Brady. By the time they closed in on the finish, Brady and Read were neck and neck for second. As Read, on port, went to dip Brady going into the finish, a blast blew Read over, wiping him out and into Brady with enough force to sheer off Brady's weather spreader and leaving him with a vertical smile reminiscent of the one left by the idiot who T-boned you last summer. Fortunately, Brady was able to effect repairs and be back on the water the next morning, while Read, who went on to finish second, took a 20% penalty.

The next morning started out lighter than the previous day, to the pleasure of the cockpit crews, and 150's came out of their bags as the moderate northerly pushed the fleet to the start. Dave and Al Constants led the way east off the line, catching the first big shift and assuming the lead at the first mark, closely followed by, surprise, Kostecki. After rounding the leeward mark, the breeze went another 20 degrees east, picking up 10 knots as it went. In the marginal 150 conditions, Kostecki blew by Constants for his second bullet, while the other pretenders to the throne dropped back into the riff raff. Hangers on included the Johnstones and Moore, who both managed to hang top ten, while Brady and Read both slid to the lower ten.

The next race saw the reinstatement of litle jibs as the northeasterly hit a steady 18. Paul Foerster, small jib up, banged

the right corner to round first, just ahead of Carter Gowrie, big jib up, and Reeser. Of course, the picture wouldn't be complete without Kostecki, who was cooling his heels in fourth. Despite a lot of intermingling, positions remained the same up to the finish, while the group behind began to sort itself out. Moore had another top ten finish and began to establish himself as a force, along with the omnipresent Read, Brady and the Johnstones.

The next day saw the first truly light winds, which would remain so. Since it isn't much fun talking about light air sailing, suffice it to say that former Midwinter Champion and ace local sailor Augie Diaz led the way with a 4, 1 to reestablish himself as one of the best in the class. Brady saw the back end of the fleet along with Read and the Johnstones, while Moore continued to stay in the top group along with some guy named Kostecki.

Going into the last race, Kostecki

had enough of a lead to let things develop among the others while he kept his nose clean. Johnstone and Moore were virtually tied about 10 points in front of a five boat cluster that included Read, Brady, Gowrie and the Melges brothers from Zenda. To let the pressure develop a little bit, Mother Nature decided on a day off. With no wind and a lot of sun to allow the Northern folk to go home with a tan, an official swim day was established around and about the committee boat. Mario seemed bored enough with this to blow off the day and let everyone get in to cold beer.

The last race began the next day in what is usually a typical breeze for Miami, a light easterly predicted to go right and build. Of course the breeze backed and died, letting the left side, led by Read and, uh Kostecki, round first. After a furious jibing duel between the two leaders left Read with a little breathing room, a



Photo by J. H. Peterson

curious thing happened. Noticing the reach mark was adrift, the race committee came and put a whaler where the mark should have been, about 50 yards behind Read. Kostecki, as Johnny on the spot, found himself with a quick lead. The rest of the fleet, meanwhile, was now zeroing in on a mark abeam of them, resulting in a 20 boat raft that calmly discussed the problem. By the leeward mark some of the group hadn't figured it out, so they decided to raft and try again. Such is the camaraderie of sailboat racing.

But back to the race. In the now 5 knot breeze, Kostecki tried to cover a slew of boats up the next beat, including Curtis and Johnstone, and by the time they got to the weather mark everyone had closed. Johnstone and Read (who was justifiably proud of his dice rolling ability) rounded the last leeward mark 1,2 and set off almost laying the finish. Kostecki, still holding a top ten spot, seemed to have little to worry about. Needless to say, these three ended up 21, 18, 19 at the finish line, while Jim Brady, showing some adeptness with the ivories himself, rolled from 20th to 1st at the end. This last push slid Brady past Johnstone for second overall, while Moore, who enjoyed his conversation at the gybe mark enough to stay there till everyone left, slid to fourth.

The awards banquet, as usual, was an unqualified success as everyone thanked everyone and a good time was had by all. Awards were given, some a little better than others, but always to the people who deserved them. The regatta proved once again that for the best competition available, the J/24 is still the most outstanding class in this country, and with the aid of the Coral Reef Yacht Club, this regatta is the premier event of the winter.

Moose McClintock sailed with Morgan Reeser in the '87 Midwinters. He has been crewing on J/24s since the class began and was among Ed Adams' crew when he won the 1980 North Americans in San Francisco. He is also the 1986 Shields National Champion and a past Ensign National Champion. Moose is currently the director of Shore Cloth, a division of Shore Sails Newport which purchases sailcloth and cuts the panels, using a computerized laser cutter, for all Shore J/24 sails.



Photos by Paul O. Boisvert





Clockwise from lower left: Sailors recount races and dry their gear after Sunday's squall; Charlie Shumway (65) gets clean leeward start; foredeck on all-woman-crewed Rudolph ready for hoist; Grand Slam charges below Ninja during spinnaker set.

Photos by J H Peterson



1987 J/24 Midwinters X Championship Fleet

POS	BOW	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT
1	10	4041	<i>PeeWee</i>	John Kostecki	4	1	1	4	10	15	19	54
2	17	1211	<i>Sailaway</i>	Jim Brady	2	2	13	5	23	20	1	66
3	76	4203	<i>Big Time</i>	Stu & Drake Johnstone	14	3	4	10	16	3	18	68
4	03	456	<i>Not to Worry</i>	Geoff Moore	11	6	8	7	5	19	13	69
5	34	4109	<i>Blank Expression</i>	Ken Read	3	10	11	11	28	2	10	75
6	05	4177	<i>Space Ranger</i>	Harry Melges III	9	7	25	14	3	6	20	84
7	45	2579	<i>HJ</i>	Dave Curtis	7	8	28	8	8	23	3	85
8	16	3605	<i>Risk</i>	Carter Gowrie	15	5	9	2	24	10	26	91
9	88	2901	<i>Dark Star</i>	Chris Morgan	16	17	10	6	17	26	2	94
10	47	3379	<i>American Garage</i>	Kevin Mahaney	1	4	12	16	46	5	15	99
11	54	3775	<i>Blitz</i>	Al & Dave Constants	12	14	2	19	22	4	31	104
12	80	1470	<i>I'll Go</i>	Augie Diaz	46	21	3	18	4	1	12	105
13	50		<i>My JAC</i>	Larry Klein	13	19	5	13	46	8	14	118
14	66	4201	<i>Guns, SpareParts, Money</i>	Mark Hillman	29	30	18	22	7	7	5	118
15	75	3481	<i>Thunder Star</i>	Michael Haggerty	19	12	15	12	6	30	25	119
16	70	3778		Eric Sheeder/Robert Pincus	20	10	14	32	9	13	23	121
17	67	4206	<i>Spy vs Spy</i>	Jeff Johnstone	10	20	6	20	32	25	22	135
18	02	4262	<i>P.D.Q.</i>	Chuck Millican	21	16	31	21	29	14	6	138
19	21	634	<i>C.O.James</i>	Morgan Reeser	6	46	16	3	13	28	29	141
20	89	1993	<i>Sea Sharp</i>	Scott MacLeod	23	35	29	15	2	9	46	159
21	59	4196	<i>Lunch Cutter</i>	Michael Hobson	22	18	32	17	19	36	21	165
22	36	4270	<i>No Smoke</i>	Jeb Beaudin/John Landry	28	46	22	32	12	16	17	173
23	09	21889	<i>Juice</i>	Tom Wohlgemuth	24	20	30	26	37	28	16	181
24	52	634	<i>Monster Fish</i>	Dave Chapin	5	9	19	46	46	12	46	183
25	55	3889	<i>Kvack</i>	Don Lasky	46	13	37	31	11	18	27	183
26	83	3256	<i>Bunky's Boat</i>	Richard Hines, Jr.	32	22	38	37	14	35	7	185
27	22	3946	<i>A.L.M.F.</i>	William Bonilla	31	38	21	27	35	31	4	187
28	87	4207	<i>Local Talent</i>	Tom Brown	27	28	41	24	33	24	11	188
29	04	4250	<i>Partial Eclipse</i>	Gunther Buerman	17	25	24	25	46	11	46	194
30	35	3887	<i>Squarehead</i>	Ken Olsen	8	46	39	9	26	22	46	196
31	64	968	<i>Grand Slam</i>	Paul Foerster	46	46	46	1	15	34	8	196
32	44	4015	<i>Zapsail</i>	Frank LLoyd	37	31	7	34	27	29	32	197
33	74	3953	<i>Shining Armor</i>	Carl Knight	26	46	20	29	18	32	30	201
34	13	3464	<i>Twilight Zone</i>	Gary Sprague	34	37	17	30	21	37	33	209
35	86	2961	<i>Distraction</i>	Jim Alden/Greg Dorland	18	46	33	35	1	33	46	212
36	23	33144	<i>Rocket J</i>	Brian McCauley	39	33	40	41	38	21	9	221
37	32	696	<i>Willin</i>	Clarke McKinney	30	27	23	39	20	39	46	224
38	56	3726	<i>Willie Nelson</i>	Steve Prime/Pete Lawson	46	24	34	28	30	17	46	225
39	63		<i>California Freeway</i>	Stephen Hill/Paul Hughes	33	36	27	40	39	27	24	226
40	18	4287	<i>Gotham City</i>	Mike Fortenbaugh	25	32	26	36	25	40	46	230
41	71	91	<i>Dr. J</i>	John & Mary Southam	36	23	36	33	31	42	34	235
42	30	464	<i>Godspeed</i>	John Wake, Jr./Bill Spencer	38	29	35	38	34	38	28	240
43	24	3206	<i>Ninja</i>	William Hoffmeister	35	34	42	42	36	41	46	276
44	38	3944	<i>Triumph</i>	Terry Hutchinson	46	26	46	46	46	46	46	302

Carl Knight in Shining Armor.

Photo by J H Peterson



1987 Midwinter Champions John Kostecki and Vince Brun, Steve Rosenberg, Jim Barton and Jim Atwood.

Photo by Paul O. Boisvert



1987 J/24 Midwinters X Designer Fleet

POS	BOW	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT
1	19		<i>The Camel's Hump</i>	Peter Johnstone	1	1	4	9	10	2	3	30
2	61	4170	<i>Fat Lady</i>	Chip Riddle	2	4	8	2	22	13	13	64
3	53	21760	<i>Merlin</i>	Terry McSweeney	9	9	6	20	16	4	1	65
4	82	78	<i>Jalapeno</i>	Bill Ewing	6	11	11	11	12	18	4	73
5	37	4151	<i>Avanti</i>	Mark Wood	8	8	5	10	19	7	17	74
6	60	3739	<i>Willie</i>	Ed Williams	5	6	46	7	1	6	5	76
7	07	3975	<i>Hot Spit</i>	Jim Capron	4	3	46	8	5	12	7	85
8	46	333	<i>Planet Claire</i>	John Koten	31	22	3	15	3	8	6	88
9	68	2009	<i>Recess</i>	John VanDalen	30	10	12	3	21	11	8	95
10	65	1041	<i>Elera</i>	Charles Shumway	7	5	1	13	46	10	16	98
11	31	624	<i>Grand Illusion</i>	Lee Scowcroft	10	46	18	18	6	1	14	113
12	12	2663	<i>Red Suspenders</i>	Pierpoint/Dwerlkotte/Pierce	3	2	17	17	20	21	46	126
13	73	3701	<i>PMS</i>	Greg Ferguson	13	7	7	1	29	26	46	129
14	84	1206		Rick Simmons	23	9	23	12	18	28	18	131
15	81	1394	<i>Rip My Flesh</i>	Bary Gately	34	25	16	33	13	5	10	136
16	29	2404	<i>P.F. Flyer</i>	Rick Kaiser	12	14	24	46	4	3	46	149
17	27	2578	<i>Silly Goose</i>	R. James Strid	24	26	22	21	2	9	46	150
18	15	4143	<i>---- (Dash)</i>	R. Groble/J. Wildermuth	17	22	13	5	25	23	46	151
19	06	3496	<i>Snake Eyes</i>	Charles Price	25	21	20	26	27	19	19	157
20	01	3456	<i>Novacaine</i>	Brad Durham/John Baker	19	13	25	14	14	33	46	164
21	90		<i>La Petite Mambo</i>	Morgan Bertram	9	12	46	46	24	24	9	170
22	25	153	<i>Dixie</i>	Rick Peper	19	46	2	22	46	27	11	173
23	58	2911	<i>Baggins</i>	Nancy Canard	18	18	28	32	28	34	15	173
24	69	MX2971		Jorge M Escalante	22	19	27	24	11	25	46	174
25	72	3925	<i>Redneck</i>	Ed Dysart/Tom Sawyer	23	17	46	6	46	17	20	175
26	14	4018	<i>Rudolf</i>	Elise Duffy/Fiona Place	29	24	34	34	17	16	23	177
27	08	1129	<i>Sambo</i>	Ed Cabassa	28	23	14	16	15	36	46	178
28	20	3892	<i>Splashdance</i>	John Kenerson	15	16	15	31	23	35	46	181
29	48	3137	<i>Stinger</i>	John Seldorf	46	46	20	4	7	20	46	189
30	85	2245	<i>Arion</i>	Jon Stovall/Eric Schlageter	46	20	26	26	46	30	2	196
31	11	2781	<i>Voodoo</i>	Richard Barker	21	46	35	28	31	22	22	205
32	49	1591	<i>Quack</i>	Skip Shumway	46	46	21	25	8	15	46	207
33	42	1699	<i>Cracker Jack</i>	Chip Broome	27	27	31	27	26	29	46	213
34	26	1057	<i>Disaster Area</i>	Corky Platt	11	15	32	46	33	38	46	221
35	78	22346	<i>Fantasia</i>	Eugene Wood	16	28	19	35	46	32	46	222
36	62	72	<i>Tramp</i>	Mark May	46	46	46	19	9	14	46	226
37	40	428	<i>Surprise</i>	Robert Whalen	33	46	30	36	46	39	12	242
38	28	3227	<i>Hot Tamale</i>	Arthur Ahrens	46	46	33	30	30	37	21	243
39	33	2525	<i>Tinker's Toy</i>	Doug Felten/Greg Mack	46	46	9	23	46	31	46	247
40	43	2572	<i>Amanda</i>	Mark Lawless	32	46	29	29	32	40	46	254
41	57	1593	<i>The Price of Eggs</i>	Al Goldin	26	46	46	46	46	46	46	302

Photo by Sheila Hill





Photo by Lee Scowcroft



Photo by J H Peterson

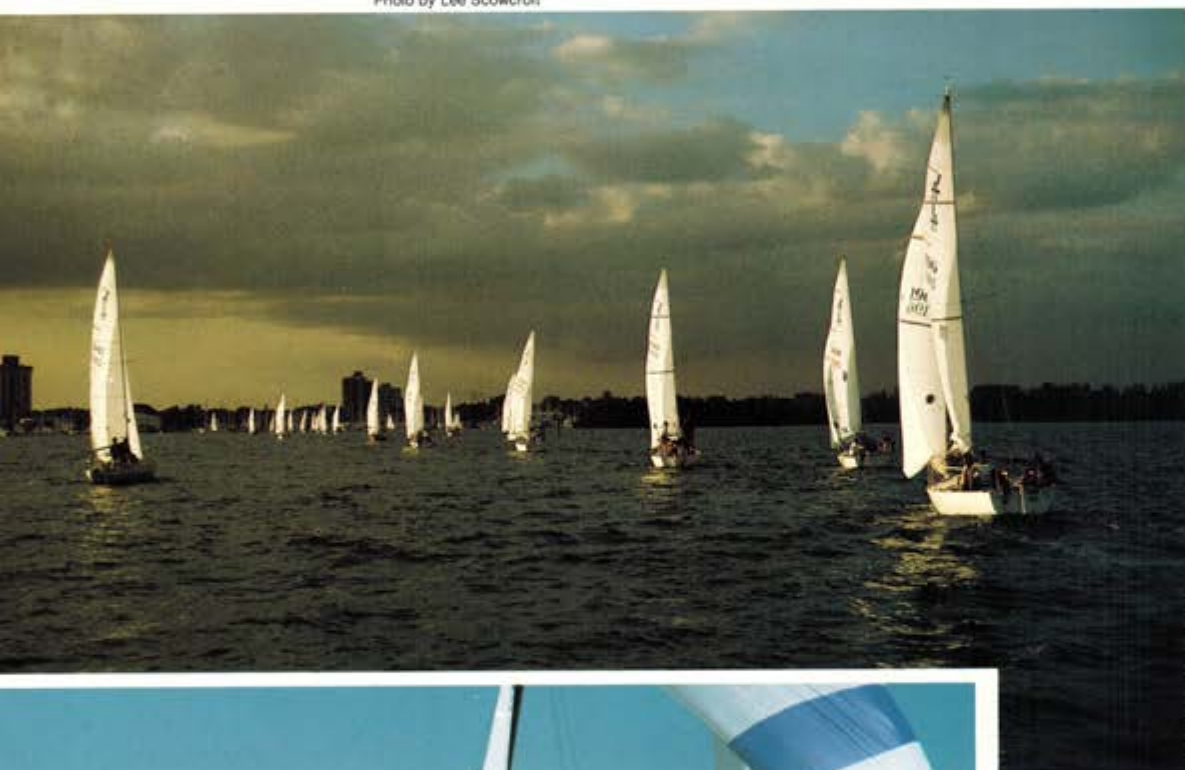


Photo by Paul O. Boisvert

Clockwise from below:
Tugboat rides were
part of the entertain-
ment after awards party
at Port of Miami; Ken
Olsen zeroes in on jibe
mark; the fleet returns
at sunset; Gabriella
Buerman joins in the
fun after the races;
weather legs featured
close tacking action.

Photo by Lee Scowcroft



Photo by J H Peterson



District 8

by Newton Howard

Over the last six years the J/24 Class has experienced phenomenal growth in District 8. Last year three fleets from Virginia joined our group, and we now have nine fleets.

We are currently organizing a district circuit. At present we have three Spring and two Fall regattas scheduled. The District Championship will be held at Lake Lanier Sailing Club near Atlanta, and the Southeastern Regional Regatta, a three-day event, will be held the first weekend in April in Charleston, South Carolina. Two weeks later Lake Murray Sailing Club near Columbia, South Carolina, will host a three-day Easter Regatta. In the Fall, Lake Norman Yacht Club near Charlotte and Hilton Head will each host events. Participation in three or more of these events will qualify the participants for District trophies.

Charleston Fleet 7, with 28 boats, and Lake Lanier Sailing Club Fleet 115, with 24 boats, are both very active and have fleet races year round and annual invitational regattas. The Lake Murray group is sailing in an active PHRF group and will be hosting a J/24 only, Easter Regatta on an annual basis.

The Charleston Regatta was our District Championship for 1986 and was a 1986 Worlds Qualifier in which 38 boats participated. David Pritchard won this event and went on to finish 6th in the Worlds at Newport. This year the Charleston Regatta will be a qualifier for the 1988 Worlds to be held in Australia.

There is much sailing activity in our Southeastern District and we heartily welcome sailors from other districts. Come sail with us!



Fleet 115 in District 8 sails on Lake Lanier, near Atlanta, Georgia.



David and Elizabeth Jackson sail Lucifer's Hammer (3214) on a fast run in front of James Howard, Jr. in Classic (3004) at the 1986 Atlanta Cup at Lake Lanier.



Photo by Tony Iacono

Ed Becker, Vice Commodore of Milford Yacht Club and Race Committee Chairman for Northeast Regional, addresses competitors at Saturday morning skippers meeting. Ed normally races his J/24 Titan, and is 1986 overall J/24 MYC fleet champion.

Carter Gowrie Takes Top Honors at Northeast Regional Championship

by Tony Iacono

The weekend of October 4th and 5th, 1986, proved to be packed with excitement and keen sailing competition as the port of Milford, Connecticut, on Northern Long Island Sound, became a magnet for sixty J/24s. The occasion: the Milford J/24 Fleet 4 and the Milford Yacht Club, hosting the Northeast Regional Championship Regatta.

Sailing competition in Milford is always top notch. The Milford Yacht Club has long been a mecca for one-design racing yachtsmen. Today the dry-sailing area of the club is thriving with J/24s next to the largest Star fleet in the Northeast, with its Olympic hopefuls.

In 1986 the club hosted the ECYRA one-design championship and the J/27 North Americans. In 1987 the Star North Americans will be sailed in Milford.

To fuel the competitive spirit, Fleet 99 in Noroton and the shores of Essex, Connecticut, both within a 35 mile radius, are packed with highly talented J/24 sailors. Add to that Newport, Rhode Island, less than three hours away by highway towing a J/24, and it is easy to understand why a Milford Yacht Club Regatta can draw many top level sailors.

The October Regatta marked the second annual J/24 October event in Milford. In 1985, the District 2 Championship was sailed in Milford, and the Long Island Sound J/24 Championship was born. October is an excellent time to sail in Con-

necticut. This year the wind and wave conditions hovered in the moderate to heavy range.

Sailing conditions were excellent for this Worlds qualifying series. The overall regatta winner was Essex, Connecticut, sailor Carter Gowrie aboard *Risk*. Carter earned the right to represent the U.S. at the 1987 J/24 Worlds later this year in Italy. Carter posted solid finishes at major regattas all season, and we wish him good luck at the Worlds competition.



Photo by Tony Iacono

Racing is always close in a sixty boat fleet.

Other top finishes were Geoff Moore of Fleet 50 and Kim Zuckerman of Fleet 4, who tied for points with Al and Dave Constants of Fleet 99.

Milford Fleet 4 and MYC will host the 1987 Long Island

Sound Championship in October, 1987. From the Friday night chili party to the Sunday night awards ceremony, it promises to be another outstanding event. If you are in the area, come sail with us in October.

1986 Northeast Regional Championship (Top 20 of 60)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3605	<i>Risk</i>	Gowrie	3	1	4	4	6	18
2	456	<i>Not to Worry</i>	Moore/Zuckerman	1	6	2	8	2	19
3	3775	<i>Blitz</i>	Constants	2	2	3	7	5	19
4	4257	<i>Spy vs. Spy</i>	Johnstone	9	3	9	2	1	24
5	21889	<i>Juice</i>	Wohlgenuth	6	5	11	5	3	30
6	3137	<i>Stinger</i>	Seldorf	11	12	7	3	4	37
7	21953	<i>Shogun</i>	Hughes	12	4	13	6	14	49
8	US4109	<i>Blank Expression</i>	Neri	4	27	10	9	7	57
9	33589	<i>Maybe</i>	Field	8	10	5	14	20	57
10	165	<i>Shake N Bake</i>	Hendlee	10	14	16	12	12	64
11	3927	<i>Dominatrix</i>	Vernon/Wilson	5	9	20	16	17	67
12	1525	<i>Jah Love</i>	Alexander	7	34	14	20	8	83
13	US4296	96	Read (Brad)	PMS	11	1	1	9	83
14	US229	<i>Flyer</i>	Archer	22	13	8	25	18	86
15	1366	<i>Impasse</i>	Houriham	17	22	12	23	19	93
16	624	<i>Grand Illusion</i>	Scowcroft	19	20	33	11	11	94
17	4143		Wurtzbaach/Wildermuth	13	26	19	21	15	94
18	3000	<i>Rainbow Warrior</i>	Beaudin	18	19	15	26	21	99
19	4207	<i>Local Talent</i>	Brown	23	15	17	22	26	103
20	129	<i>Thriller</i>	Desrosier	29	23	32	18	10	112

1987 J/24 Gulf Coast Championship

by Chip Carpenter

The second annual J/24 Gulf Coast Championship, hosted February 14-15, 1987, by Southern Yacht Club in New Orleans, was the third stop on the District 14 Circuit and had the added challenge of being a qualifier for the 1987 World Championship. Forty boats from Louisiana, Texas, Florida, New York, Tennessee and Illinois competed for the top prizes. Boats began measuring and registering on Friday, many trying to finish up in time to get away for the first Mardi Gras parade of the season.

Saturday morning light winds lasted long enough to get the fleet to the starting area and then died for two and a half hours. During the wait, the Chicago crew of 2XS showed "excess" while others passed the time playing Frisbee. The breeze finally came up, and the fleet got started in a shifty 6-8 knot north wind. Current district circuit leader Toby Darden, along with locals Guy Brierre and Cal Herman, opted for the unfavored committee boat end of the line in order to be the first to get the expected right shift. Their gamble paid off as they rounded 1,2,3 respectively with Paul Foerster, Rob Mosbacher and Peter Masterson close behind. The order remained fairly even around the first triangle while the breeze continued to shift right. Toby held on to win the race, followed by Foerster, Herman, Brierre and local sailmaker Benz Faget who, after a poor first beat, was able to climb up to fifth.

As the boats ran back to the starting area, the wind died again. An early summer-like southerly breeze battled the winter northerly, with the fleet becalmed in the void. An hour later the 14-16 knot southerly won out, and the race committee quickly shifted the course 180 degrees. The favored pin end looked like a demolition derby, while locals Andy Lovell (a high school

hotshot) and Guy Brierre found (were forced to) the favored right side and rounded 1,2, followed by a host of fast Texans. Though able to hold them off on the reaches, the New Orleansians succumbed to Fred Amrhein's *Flour Power* as well as



Guy Brierre in Rum-N-Reggae crosses close behind Ward Pitard at the helm of Ross Dierdorf's Anna.

a few others on the next beat. The run was true one-design racing – ten boats spread out with only two boat lengths separating first from tenth place! The upwind battle was a classic, with AmRhein turning on the afterburners to take first, followed closely by Yandell Rogers, Kelson Elam, Jay Lutz and, coming from behind, Toby Darden. As darkness fell, Toby Darden had a commanding 8 1/4 point lead, as the other top finishers in each race also had one poor race to their credit.

Sunday dawned with overcast skies and a tornado watch, as a powerful front had whipped over Texas overnight and was headed for New Orleans. While the stiff breeze whistled through the dockside shrouds, the need to get a qualifying third race completed weighed heavily upon the competitors. By the time the fleet had planed out to the starting line under spinnaker, National Weather Service reports predicted the severe storm

would hit Lake Pontchartrain at 10:30 am, too soon to be able to safely complete a race. The race committee, ably headed by Stewart "Tootie" Barnett, wisely postponed racing, hoping that the storm would pass quickly with time remaining to start prior to the 12:30 deadline. Unfortunately, Mother Nature held her punch until the deadline, negating the possibility of a third and deciding race.

In spite of the fact that two races did not qualify the Gulf Coast Championship as a District Circuit point scoring regatta or Worlds Qualifier, fun was had by all. Just ask the crew of Yan Rogers' *Bullwinkle* what they remember of Bourbon Street. Handsome slate and walnut J/24 sailplan trophies were awarded to the top seven finishers in the abbreviated regatta. The winner was Toby Darden, sailing *U.S.*, with crew of Scott Young, Charlie Hallard, Kelly Gough, and Reese Hillard.

1987 Gulf Coast Championship (Top 10 of 40)

POS	SAIL	YACHT	HELMSMAN	CLUB	1	2	TOTAL
1	4144	<i>U.S.</i>	Toby Darden	FWBC	1	5	6
2	1548	<i>Rum-n-Raggae</i>	Guy Brierre	SYC	4	10	14
3	968	<i>Grand Slam</i>	Paul Foerster	AYC	2	14	16
4	3787	<i>Ghostbuster</i>	Jay Lutz		13	4	17
5	634	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	LCYC	10	7	17
6	2848	<i>Disirregardless</i>	Rob Mosbacher	TCYC	6	12	18
7	3418	<i>Bullwinkle</i>	Yandell Rogers	HYC	18	2	20
8	3694	<i>Surfer Girl</i>	Kelson Elam	CLYC	17	3	20
9	1565	<i>Tallawah</i>	Nunes/Thompson	HYC	15	8	23
10	3802	<i>J-Hawk</i>	Wientjes/Carriere	NOYC	8	15	23

Fleet 115 Undaunted by Low Water

by Mark Campbell

1986 provided the members of Fleet 115 with many memorable, if not enjoyable, experiences. Although Lake Lanier was to set new records for low water levels, the fleet began the year in fine fettle.

The Atlanta Cup attracted a collection of top notch sailors



Meg Stevens and her crew in *Liquid Assets* (1728) crosses line just behind James Howard in *Classic* (3004) and David Cooper in *Teenie Jeanie* (201).

from the area, as well as a contingent from Tennessee. The regatta was won by the Catalina 27 National Champion, Lee Estes, followed by Pete Duvoisin from Chattanooga. Third was Ernie Cabrera of Atlanta.

At the end of the Spring Series, which resulted in a tie between the Howard Family, sailing *Classic*, and the Campbell Family, sailing *Deuce Coup*, the lake began to recede and by mid July the last dry-sailed J/24s finished the Michelob Regatta and began a long rest. The Michelob J/24 Class event was won by Hal Gilreath and Steve Burke, sailing *PYT*. *Deuce Coup* was second and Dave Jackson, sailing *Lucifer's Hammer*, was third. The Summer series was won by Richard Hamilton, and the Fall series was abandoned as water levels precluded activities by all but amphibians and reptiles. The rains returned by mid Fall to permit the Miss Piggy Regatta to be sailed November 15 & 16. *Deuce Coup* won, Harvey Cummins was second, and third place was claimed by Carter Utzig.

The fleet provided a "boat lift" down the lake during the July Fourth celebration, so that stranded dinghy sailors could watch fireworks displays and generally celebrate. Junior sailors also have been introduced to our class through Wednesday night racing during Junior sailing week. The Boat Show saw a J/24 manned by fleet members in a space provided by the dealer, Weathermark.

We're rather proud of our sailors; they finished first in the District 8 Championship, first in the SAYRA Championship, sixth in the Worlds, second, third and fifth in the North Carolina State Championship and fourth in the Florida State Championship. Not bad for a bunch of amateur pond sailors, eh?



Lake St. Clair's No Svet (US45) and Lake Erie's Bio Hazard (US3773) round leeward mark in tight team racing style during the Barthel Championship.

News From Lake St. Clair Fleet 6

by Patti Swetka

1986 was a growth season for Lake St. Clair's J/24 Fleet 6 in more ways than one. Not only did four more J/24s come to join us for fun and racing, the competition grew tighter along with an even closer camaraderie within the group.

Fleet Racing

An outstanding performance by Tom Schwandt and his crew on *Benthos* led them to a first place victory in overall Summer Series standings. Tom also went on to place first in the Spring Twilight Series, second in the Summer Twilight Series and another first place victory in the Fall Series.

1985's heavy air Fall Series and an unusual chain of events led Tom to name his yacht *Benthos*, meaning "bottom dweller," in honor of the bizarre sinking of his then unnamed J/24. Obviously, the J/24 (not to mention the skipper and crew) can withstand the rigors of accidental abuse and come out with a top-notch performance! Tom and *Benthos* crew finished with an outstanding year in 1986.

Second place for the 1986 Summer Series went to Rick Adams at the helm of *Rajun Cajun* with third place going to Marv Ihnen and family on *War Eagle*.

ILYA Put-In-Bay Series

Amidst summer series, J/24 Fleet 6 traditionally "vacations" to the ILYA Put-In-Bay Series, sailing from Anchor Bay at the north end of Lake St. Clair, Michigan, to historic Put-In-Bay, Ohio. This year several of our fleet members did very well in our one-design start. Steve Kalbfleisch, at the helm of *Kicks*, came away with a first place victory and Dennis Rose finished in third place, steering *Magic Twanger*. A terrific time was had by all, with plans to challenge more of "those guys from Ohio" to come join us for a great week of racing and fun! 1987's ILYA Regatta promises to be even more exciting since plans are under way to organize the series as our 1987 District 12 Championships.

Barthel Trophy Championship

Labor Day weekend brought with it clear skies, light air and the Barthel Championship. The regatta was co-sponsored by Fleet 6, North Star Sail Club and DRYA (Detroit River Yachting Association). Sailing was held on Anchor Bay, located at the

north end of Lake St. Clair, Michigan.

Some very tight team racing was held on the first regatta day, with skippers Kevin Sidman (*Bio Hazard*), David Sidman/Gary Bauman (*Outta*) and Bob Seidell (*Trouble*) as ILYA representatives from Lake Erie. Lake St. Clair DRYA representatives were John Klein (*Pizazz*), Greg Swetka (*No Svet!*) and Steve Kalbfleisch (*Kicks*).

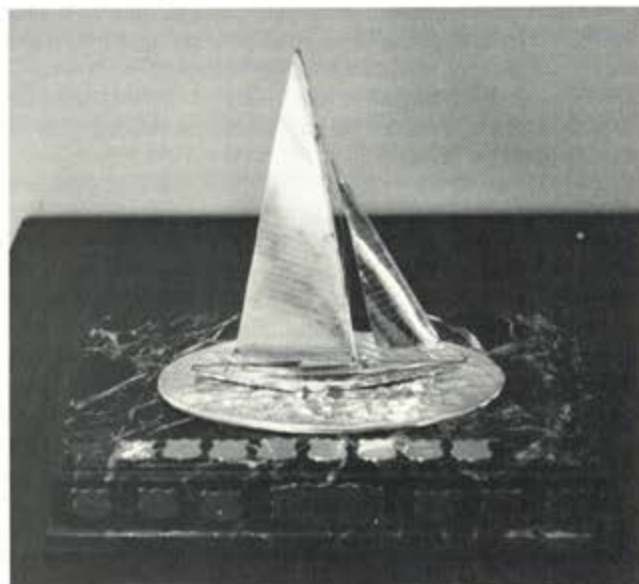
The race committee and spectators (and or course participants) especially enjoyed the aggressive and exciting pre-start maneuvering. Due to lack of wind on Sunday, only two full Olympic course races were completed throughout the regatta, with each team receiving one win. Bottom line results – the quest for the trophy will be listed as a tie for 1986. Crew trophies for first and second place were given out for point standings only. The impressive Barthel Trophy will reside at North Star Sail Club, Mt. Clemens, Michigan, until 1987's championship, to be held at Edgewater Yacht Club, Cleveland, Ohio.

Fleet 6 members ensured that good food and drink were provided and that a good time was had by all. Videotapes of the two-day regatta were provided by Hugh Rugeroni, one of Anchor Bay's biggest J/24 supporters.

The regatta, as designated by the Great Lakes Yacht Racing Union, will be travelling to each one of the Great Lakes as its "hosting" lake, regardless of which Great Lakes team is the current champion. The Barthel Trophy itself is a beautiful sterling silver model of an 8 meter yacht and should prove to be one of the most coveted trophies in the Great Lakes. We were very pleased that the J/24 class was chosen by GLYRU as the designated one-design class for the Barthel Championship. We were also pleased to host such an enjoyable regatta and look forward to sending a team to Lake Erie in 1987. Those interested in qualifying as one of their Great Lakes team members should contact their Great Lake's Yacht Racing Union, or Barbara Hunter at Edgewater Yacht Club, Cleveland, Ohio (216) 281-6470.

J Day

This past December brought us the opportunity to join forces with our new local J-Boat dealer, Aggressive Yachts, in encouraging local sailors to "come share the excitement" of one-design racing in J/24s. Dealers Tim Kent and Rick Johnson, along with J-Boat's Rod Johnstone, aptly hosted an



Lack of wind produced a tie in the 1986 quest for the Barthel Trophy.

open house displaying several boats of the J line. On display were a brand-new J/22 and J/35. Fleet 6 provided this year's winning yacht, *Benthos*, for proud display. Refreshments and videos of the J/24 Worlds were provided, along with J/24 sailing stories from the fleet and some expert tuning advice from Rod. The open house was well attended, with potential for J/24 Fleet 6 growth even larger. A very pleasant and informative time was had by all.

More Fleet News...

This year was one of many J/24 social events, whether organized or prompted by special occasions. Mid-summer marked two J/24 weddings (one of which was held outdoors at the yacht club complete with J/24 in honored guest well), one new J/24 crewmember ("the big guy," baby Paul Towner), followed shortly thereafter by three more wedding engagements of fellow J/24 couples. Fleet 6 hosted its annual Christmas Party, with Santa digging into his sailbag for toys for all our "future foredeckers". A special gift was given to soon-to-be parents, John and Nancy Klein (*Pizazz*), with baby Carolyn born, ironically, the day after the J/24 party. We're beginning to wonder if there's any truth to the rumor that "the family that J's together stays together!" (We believe this rumor was started by the Ihnen family, who has been successfully racing their J/24 *War Eagle*, since 1979.)

This year's increase in activity and excitement is due to that predictable formula for success: combining social activities with well-organized racing events. We're having more fun; the competition is more intense, yet positive; and there is more and more participation in District and National regattas each season. We're looking forward to 1987 as one of the best for Lake St. Clair Fleet 6. Some of our upcoming plans include a one-design challenge with our local S2 7.9 fleet, and a fundraiser hosted by Fleet 6 for a newly formed local junior sailing program. As always, we plan on active participation in point series and invitational races with an anticipated 18 of our 23 boat fleet on the starting line. Standard fare of the annual ski trip, Pente' tournaments and of course many an evening of America's Cup viewing, are also planned. We're all looking forward to those mid-summer J/24 rendezvous at the nearby lagoon for some sailboarding and model yacht racing as well.

At this writing, we're all anticipating that magic time of year when J/24 sailors appear as the first sign of spring, sanding and fairing keels and all in all becoming intimate with their yachts (a fine excuse for a J/24 Keel Kicking Party). That first race of the year is just around the corner, as well as an exciting year for Lake St. Clair's Fleet 6.

Fleet 22's Innovative Ideas

by Lee Scowcroft

Fleet 22 of the Greenwich/Stamford, Connecticut, area remains alive and healthy, maintaining a 33 boat fleet. We have continued to try new ideas each year to keep the fleet active and participation at a peak. This past year proved to be most innovative and successful.

Back in 1980 (if memory serves me right), Fleet 22 encompassed all of Western Long Island Sound. When the fleet became overwhelmed by nearly 180 boats in one fleet, the powers-that-be decided to divide it into several small fleets all governed within District 3.

Our most prestigious trophy was and is the G. Hamilton

Ford Trophy, awarded to the boat having the best percentage scores based upon Fleet 22 designated day races and overnight races testing the skipper's and crew's night navigational skills and endurance, as well as boathandling abilities. With many races scheduled throughout the summer, participation waned with the light airs and cancelled races.

This year our Fleet Captain, Randy Bourne, designated a marathon weekend for the Ford Trophy Regatta, scheduling within a 36-hour period a day race and beach party cookout followed by a night distance race Saturday, then another day race Sunday to complete the regatta. Results and enthusiasm were extremely satisfying as participation tripled from previous years. Paul Campbell and Dick Walsh of *Minx* sped through the courses, having to buck foul tides and restart after a premature start during the night race, to claim the coveted trophy. On their heels in second place were Eric Kreuter and Jonathan Ford (relative of G. Hamilton Ford), sailing Eric's *Galleon Girl*.

The second innovative idea was the 1st Annual Picture Frame Regatta held in light airs. Mitch Carucci, a professional, local, freelance shutterbug, followed the fleet of 17 boats around for two races in a borrowed outboard power boat, capturing everyone's classiest, winning form. Ray Westcott, sailing his *Silver Fox*, skillfully negotiated the sometimes drifting conditions interspersed with gasps of wind to win the regatta. Randy Bourne, skippering *Fast Food* (no, he doesn't own or work for McDonalds) came in second. The racing was followed by a beer raftup close to one of the nearby islands where everyone commiserated about the lack of wind, but quickly consumed a keg of beer served by our party animal Fleet Social Chairman, Don Voorhees, whose motto is "Bop till you drop".

After a loose edit of slides prepared by Mitch and Fleet Secretary, Lee Scowcroft, a great lasagna dinner party followed a few weeks later, featuring a slide show of the regatta. No one had to be encouraged to purchase photos of his boat.

Due to the success of these two events, the officers of this fleet plan a repeat performance this coming 1987 season with even greater attractions.



Don Vasta, Bill Hahn and Randy Bourne at Michelob Raftup following 1st Annual Picture Frame Regatta.

Photo by Lee Scowcroft

Changing of the Colors Regatta Lives up to Name

by Wil Desbiens

Getting off five Olympic races in one weekend and still allowing boats an early start home is just one reason the Changing-of-the-Colors is scheduled at the end of the Lake George Sailing Season. Another reason is that we don't have to compete with power boats and for space at the Lake George Club, which is very busy during the summer months. The winds seemed to be more cooperative this year and stayed idyllic at 12 to 17 knots, and the foliage along the lake shore was near peak, providing that regatta that is often wished for but seldom attained.

The boats were evenly split between the local Lake George Fleets and the off-the-lake boats coming in from as far away as Canada (Jim Murray, the Canadian Class President). Hank Killion, fresh from the Worlds in Newport, is one of our most avid supporters, bringing in a group from the Western part of the state, and John and Kurt Reynolds with *Downtown* usually bring down five or six other boats from Fleet 23 on Lake Champlain.

As may be noted in the results, the competition among the leaders was very keen. After the first four races, John Reynolds was leading with thirteen points, followed closely by his Fleet 23 competitor, Randy Rowland, with fourteen. With a no-throwout regatta, they proceeded to match race each other into the middle of the fleet, allowing Bob Kramer to rise to the top.

The weekend was marked by the excellent buffet served at the Lake George Club on Saturday night and the ceremonial dunking of Bob Kramer into Lake George by his winning crew—sometimes it pays to be number two. We are looking forward to hosting the Great Lakes Championship in 1987. See you in September.

In other Fleet 24 news, Don Lasky on *Kvack* attained the fleet championship for the second year in a row, followed by John Bueking on *Ten Speed* and Scott Mones with *Cut Loose*. At the Lake George Club, Fred Merchant (*Stinger*) placed first, followed by Rodger Voss (*Spirit*) and Wil Desbiens (*Valkyrie*). The Lake George Corinthian Yacht Club One-Design Division saw John Bueking (*Ten Speed*), J. Jordan (*Snafu*) and Scott Mones (*Cut Loose*) finish one-two-three for the season.

1986 Changing-of-the-Colors Regatta
(Top 20 of 28)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOTAL
1	3330	<i>Remark</i>	Kraemer	1	11	6	3	1	22
2	4154	<i>Downtown</i>	Reynolds	5	1	1	6	13	26
3	2511	<i>Jackrabbit</i>	Stanifort	2	14	7	1	3	27
4	3259	<i>Moondance</i>	Rowland	3	4	3	4	14	28
5	3350	<i>Jet Set</i>	Murray	11	2	5	9	2	29
6	3218	<i>Chinook</i>	Browne	14	6	4	5	4	33
7	3889	<i>Kvack</i>	Lasky	7	9	8	8	6	38
8	2331	<i>Sea Monster</i>	Killion	8	8	14	7	5	42
9	2598	<i>Crackerjack</i>	Cioffi/Bedford	10	10	13	2	10	45
10	3850	<i>Entropy</i>	Watson	6	3	11	16	9	45
11	4008	<i>Slippery</i>	Russell	15	5	2	17	17	56
12	2790	<i>Ten Speed</i>	Buecking	12	7	10	15	16	60
13	2585	<i>Dr. Jazz</i>	Wallace	4	16	23	12	7	62
14	1396	<i>Valkyrie</i>	Desbiens	18	13	12	13	8	64
15	541	<i>Stinger</i>	Merchant	9	12	19	19	20	79
16	2113	<i>Wildshot</i>	Whyte	19	15	15	21	11	81
17	3893	<i>Avalanche</i>	Jacobsen	20	17	9	23	19	88
18	1672	<i>Cut Loose</i>	Mones	16	25	17	18	15	91
19	23797	<i>Spirit</i>	Voss	21	18	30	11	12	92
20	1556	<i>Janitor</i>	Daniger	23	20	21	14	21	99

Fair Haven Fleet 42

by Hank Killion

Fleet 42's Lee Davis was a member of Dennis Conner's Sail America team as chief meteorologist, and was an important link in the return of the America's Cup. During the postponement of Race 1 against KA-15, Dennis can be heard on the video saying, "Have you got Lee's latest?", referring to the final weather update which proved instrumental in the attainment of the favored side and getting the major wind shift which allowed for an easy win of that race.

Closer to home, our season series was won by Hank Killion in *Sea Monster*, with crew Brandon Flack, David Spang and Seth Kerst. Second place and also the Spring Series went to Barb and Mike Staniforth with their son, Sean, and daughter, Lindsay, as crew on *Jackrabbit*.

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Jack & Kiki Couch Repeat as 1986 Noroton Fleet 99 Champions; Rumors Threaten 1987 Season

by Al Ferlazzo

Noroton Fleet 99 had another successful and competitive season in 1986. At the conclusion of the 24 race, three series season, Jack and Kiki Couch emerged as Fleet Champions for the second straight year. Also for the second straight year, Fleet Captain Lee Morrison and his wife, Susan, took second place, while Bob Culnane, a relative newcomer to the Fleet, had an excellent season, finishing third. Under the Fleet's Handicap scoring system, which scores finishes relative to prior performance in the Fleet (as in golf handicapping), Al and Jean Ferlazzo were first for the season, Kent Costikyan was second, and another Fleet newcomer, Paul Romanos, was third.

1986 Fleet 99 Results

SERIES	POS	REGULAR SCORING	HANDICAP
Spring	1	J. Wilson/W. Vernon	Bab Culnane
	2	Jack & Kiki Couch	Paul Romanos
	3	Hugh & Susan Balloch	Brian Havard
Summer	1	Rob Alexander	Kent Costikyan
	2	Lee & Susan Morrison	Doug & Dottie Gardiner
	3	Bill Crane	Jack & Kiki Couch
Fall	1	Bob Culnane	Walter Conner
	2	George & Peggy Hooker	Jeff Deacon
	3	Al & Jean Ferlazzo	
Season	1	Jack & Kiki Couch	Al & Jean Ferlazzo
	2	Lee & Susan Morrison	Kent Costikyan
	3	Bob Culnane	Paul Romanos

For the 1987 season, Fleet 99 is planning more social events, including its Third Annual Ski Weekend, while things are



Al and Jean Ferlazzo's Amy J on run under full steam in Noroton Fleet 99 race.

expected to get interesting on the race course. Not only will there be several boats equipped with the new digital compasses (these boats will have their handicaps adjusted accordingly, say scorer Rob Alexander), but rumors are also beginning to circulate that two former J/24 skippers, who live in the area and were formerly associated with Fleet 99, will be returning from a certain "big boat" regatta recently completed somewhere in Australia. According to one rumor, these gentlemen are thinking of getting back into a "more competitive, family-oriented, relatively inexpensive" class boat than the one they've been sailing for the last few seasons. It seems they are worried that they've lost some of their competitive edge while sailing these other boats, which supposedly have (get this) strange-looking, upside-down keels, and multiple rudders and wheels. They also don't hold their purchase value very well. Another rumor has one of these sailors setting up a J/24 with interchangeable keels for varying wind and sea conditions, while the other, who supposedly attended a prestigious college nearby, is equipping his with all kinds of go-fast electronics. Fleet officers, concerned with upholding the high sailing standards of the fleet, are investigating. Meanwhile, in a related rumor, District 3 Governor Al Constants is said to have already decided on the 1987 recipient for the treasured Le Grande Orange Award. We'll keep you posted in future issues of this magazine.

Curtis & Walcoff Win Second Straight Noroton Invitational; Vernon & Wilson, 1986 Long Island Sound Champions

by Al Ferlazzo

Thirty-six boats competed in the annual Noroton Yacht Club Columbus Day Regatta, which also served as the 1986 Long Island Sound Championship. Five races were sailed in medium to heavy air, and when the results were in, Dave Curtis and Hale Walcoff had won their second straight Noroton Regatta, while Noroton's Jim Wilson and Bill Vernon topped the Long Island Sound entrants to win the Long Island Sound Championship.

On Saturday, the competitors tightened their rigs and set small jibs for the 18-20 knot easterly and large swells. With the black flag rule in effect, conservative starts were required. Curtis was early at the pin end in Race 1, but bailed out and showed excellent boat speed in recovering to finish in third place, while Vernon and Wilson took first, and collegiate All-American, Brad Read, was second. The breeze moderated enough to allow most competitors to switch to genoas for the next two races, and the large swells provided good surfing conditions downwind all day. Curtis and Walcoff started well and won Races 2 and 3, with their Marblehead neighbor, Jim Hourihan, and Noroton Fleet Captain, Lee Morrison, taking second and third, respectively, in the second race. Al and Dave Constants took a second in Race 3, followed by Brad Read's former teammate at Boston University, Rob Alexander.

Following the Saturday night dinner and party, which by itself has become one of the sailing season highlights, the racers were treated to excellent fall Long Island Sound racing conditions on Sunday in the form of a breezy, oscillating northwester with relatively small seas. Vernon and Wilson were fast and used their local knowledge to win Race 4, followed by Newport's Leo Constantino and Curtis. This set up a decisive final

race, with Curtis holding only a three point regatta lead over Vernon and Wilson; Curtis and Walcoff responded with another bullet to win the regatta, while Brad Read took another second and Milford's Jeff Moore was third. Vernon and Wilson had their worst finish, a 12th, but that was good enough to edge Rob Alexander for the Long Island Sound Championship., Brad Read was fourth overall, and Jeff Moore fifth overall and third in the Long Island Championship.

Asked about how they feel about the Noroton Regatta, Curtis and Walcoff responded: "It's one of our favorite regattas. The races are very well run, there is good competition, and we enjoy

the laid-back social events at the Club. We and the other visitors to Noroton are made to feel really welcome, and we are impressed with the way everyone there pitches in to make the regatta a success. For the \$50 entry fee, we really get our money's worth of sailing, food and socializing."

This year's Noroton Columbus Day Regatta is scheduled for Saturday and Sunday, October 11 and 12, and will again be coordinated with the Milford Yacht Club Regatta to offer two consecutive weekends of great racing on Long Island Sound. It's the best way to wrap up the sailing season in the Northeast, and we look forward to meeting new competitors each year.

1986 Noroton Yacht Club J/24 Invitational and Long Island Sound Championship (Top 20 of 36)

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT	LIS CHAMP.
1	5	Dave Curtis	3	1	1	3	1	9	
2	3927	Vernon/Wilson	1	5	4	1	12	23	1
3	1525	Rob Alexander	4	8	3	8	4	27	2
4	4296	Brad Read	2	7	5	12	2	28	
5	456	Moore/Zuckerman	8	4	11	5	3	31	3
6	2810	Lee Morrison	7	3	8	10	8	36	4
7	21953	Britt Hughes	11	12	6	6	11	46	5
8	4015	Francis V. Lloyd III	6	10	7	14	9	46	
9	1366	Jim Hourihan	16+	2	10	9	15	59	
10	3775	Al & Dave Constants	5	6+	2	DSQ	5	62	6
11	957	Leo Costantino, Jr.	15	22	21	2	7	67	
12	2299	Jack & Kiki Couch	12	15	9	17	16	69	7
13	14732	Dana Seriff	13	11	12	20	13	69	8
14	4109	Karl Anderson	10	9	14	PMS	6	76	
15	624	Lee Corbin Scowcroft	17	16	19+	13	10	82	9
16	2567	Bob Moore	9	26	18	19	18	90	10
17	2809	Hugh & Susan Balloch	20	23	22	7	20	92	11
18	2819	Steve Hicks	19	17	24	4	DNS	101	12
19	2804	Ettinger/Wells	28	24	16	21	17	106	13
20	382	Al Ferlazzo	PMS	14	15	18	24	108	14

Notes: A "+" appended to a position indicates a 20% penalty (7 points) was added to total points.

South Florida Leaside Fleet 120

by John Landry

1986 proved to be a very busy year for Fleet 120. In April of '86 the fleet, along with the Platinum Point Yacht Club located at Burnt Store Marina Village, hosted the First Annual Sunshine State J/24 Championship Weekend. The regatta attracted 15 boats from our local area as well as boats from Stuart and St. Petersburg. Olympic triangle courses were sailed in moderate

breezes on Charlotte Harbor, one of the best bodies of water on the west coast of Florida for one-design racing. Jim Kinsey of Ft. Myers was the winner of the regatta, with John Landry of Punta Gorda finishing second, and Steve Boe and Steve Page finishing third. The Second Annual Sunshine State Championship Weekend will be held April 25-26 of this year.

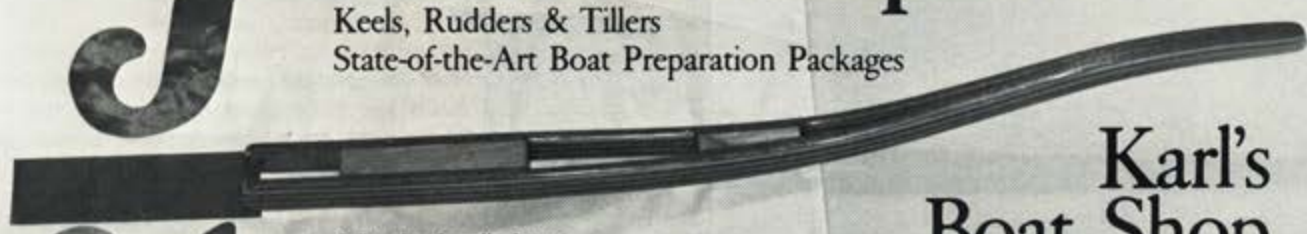
Two boats from Fleet 120 went to the Southeastern Regional Worlds Qualifier held in Jacksonville, in November. Jim Kinsey and John Landry finished third, and Steves Boe and Page were seventh. Way to go Fleet 120!

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Dazzler, Boat of the Year

The crew of John Garrett's *Dazzler* had cause to celebrate, after winning the last race of the 1986 season and taking "Boat of the Year" for the second consecutive year in the Anacortes Yacht Club's PHRF Fleet in Anacortes, Washington.



Dazzler crew members, left to right: Keith Wisniewski, Robin Eddy, Dean Headstrom, Maurice Fink and skipper John Garrett.

WYRA/J-World Women's Race Week - Jan. 10-14, 1987

by Alix Morgan and Jane Anne Pincus

On Friday evening, January 9, fifty-four women from ten states, the U.S. Virgin Islands, and Canada arrived at Coral Reef Yacht Club in Miami to register for the Women's Race Week, which was run by J World and the Women's Yacht Racing Association



Women teams with instructor aboard sail Mrs. O'Reilly (8114), Venus (1567) and Rudolph (white boat) in close spinnaker reaching situation.

Photo by Donna Disk

of Miami. Expectations were high, and everyone was geared up for a week of fast learning and hard sailing on J/24s.

This year's Race Week was structured as a tune-up regatta, to put the emphasis on racing tactics and teamwork rather than on boat handling. By the end of the five days, 43 races had been run with, including general recalls, at least 52 starts. Each day at least two, and up to six, races were counted toward the final regatta results. An "R" flag flown with the warning signal indicated a race that counted. Both triangular and windward-leeward courses were used.

Lectures began every morning at 0830 and covered such subjects as upwind, downwind, mark-rounding and starting tactics. Racing began at 1030 and, except for a brief break for lunch, lasted until the boats hit the dock at about 1600. Following the wrap-up, any protests that had been filed that day were heard in an open forum so that everyone could experience the actual workings of a protest committee. Captain John Bonds of the Naval Academy was one of the favorite judges and, as Race Committee on the final day, was himself protested by one of the boats. (P.S. The protest was disallowed.)

The star-studded coaching staff, organized by J World's Jeff Johnstone, included such well-known J/24 sailors as Betsy Gelenitis Alison, Morgan Reeser and Cory Fischer. Collegiate coach Ken Legler and J World instructors Nancy Haberland, Denise Robinson, Eric Sheeder and George Atwood completed the staff.

Awards were presented at a cocktail party at Coral Reef Yacht Club. The final results showed *Rudolph* in first place. This Chicago group who had just completed the J/24 Midwinters included Fiona Place, Elise Duffy, Kerryann Broderick, Sally Jelin and Kathryn Garmes. In second place and also from Chicago, sailing on a borrowed boat, were Nancy Garrity, Colleen Monahan, Cindy Sims and Sylvia Russell. In third place was the home town group on *Menage*, with owners Jane Anne Pincus, Pat Kenny and Mary Babcock plus Lisa Strawbridge and Molly Feltham. Prizes were also presented to the "most improved crews", and out of the eleven boats competing, *Spy* Vs. *Spy* and *Spar Wars* were tied for this award. On board *Spy* were Sara Crampton, Susan Graf and Libby Elvart from Central Florida and Katie Hartwell and Kelly Witney from Michigan. South Florida gals Ann Barry, Sherry Park and Lynn Pena plus Barbara Bishop and Stefanie Wientjes from Louisiana made up the crew of *Spar Wars*.

Race Week could not have been a success without the help of all the people who donated their time and effort... thanks to them, and especially to Coral Reef for the use of their facilities for the fourth year. Plans are already in process for Race Week '88 - right after the J/24 Midwinters.

Charleston J/24 Fleet 7 News

by Bob Sadler

The warm summer days and cool evenings have slowly been replaced by those formidable cold northeasters, but the Charleston J/24 fleet has not let that stop our almost year long racing.

After a very successful spring regatta, many of the local sailors found the numerous summertime open regattas a good opportunity to break in those new crew members and to reintroduce their wives to the art of buoy-boat dodging, also known to some as sailboat racing. The low key summertime events are



Fleet 7 members enjoyed ideal conditions for their summertime open regattas.

just what the "doctor" ordered. Take one very large full moon, add an unusually high tide and sandbar, blend in 30 of your best friends and you have a delightful cruise and cookout at virtually no cost.

With the coming of fall, the CORA Fall PHRF series began. Several years ago, the J-fleet began racing as a separate class due to the participation level. This year was no different. Bob Sadler of *Gizmo* emerged as the overall winner. Several boats did travel to some of the out-of-town events and fared well, with Patrick Hogan and Mike Tapert of *Treats* finishing 3rd out of a 72-boat field in Annapolis. The fall series was capped off by our annual oyster roast at Limerick Plantation, compliments of Jane and Mason Chrisman.

Now that the holidays and the Super Bowl are over, the frostbite series has begun and, as usual, has attracted the largest turnout. Evenings will find many of the fleet at the Charleston Yacht Club watching "last night's" videos of the America's Cup.

Recent changes in the South Atlantic Yacht Racing Association format for the annual Offshore Championships provide for a separate J/24 class. This year's event will be held in the ocean off Charleston, April 25-26 and May 2, and will be on 12-15 mile Olympic courses. It is hoped that a large fleet will attend.

Finally, by the time this goes to press we hope to have had our biggest and best Spring Championship ever. This year's series will be April 3-5 and will be the Southeast Regional Qualifier for the 1988 J/24 Worlds to be held in Australia. We hope to attract in excess of forty boats. Hope to see you here!

Wilmette Fleet 100

by Rich O'Donnell

Breakaway (3301) repeated her 1984 form and is the 1986 Fleet 100 season champion. Scott Galloway and Steve Pendelton shared the helm, while veterans Phil Serwich and Dean Galloway were joined by Scott Lucking to share the crew responsibilities.

Andy Kern's *White Trash* (3434) was easily the fastest boat in the fleet, finishing a strong second at the District 15 Championship in Milwaukee, but due to some early season DSQ's failed to sail enough races to qualify for the season championship. The oldest boat in the fleet, *Yo'Mama!* (510), showed

that old doesn't mean slow and finished second in the fleet and seventh at the Districts. Third place went to the first year team of Doug Felton and Greg Mack in *Tinker's Toy* (2525).

Fleet activities included a seminar with Larry Klein, barbecues, parties and sailing. With a 21 boat fleet, for most races we had 12 boats on the line and some very close competition in the 36 races of the season.

The fleet championship is determined at the end of the season by dividing the combined total of the number of boats in each race (minus 1 per race), by the number of boats beaten during the season. The highest percentage determines the fleet championship. To qualify for the season, a boat must sail in at least 60% of the season's races.

Join us for the 1987 District 15 Championship, August 21-23, at Sheridan Shores Yacht Club in Wilmette. See you there!

Wilmette Fleet 100 Season Championship

POS	SAIL	NAME	SKIPPER	%	# OF RACES
1	3301	<i>Breakaway</i>	Galloway/Pendelton	84.2	21
2	510	<i>Yo'Mama!</i>	O'Donnell	78.8	29
3	2525	<i>Tinker's Toy</i>	Mack/Felton	72.1	31
4	1043	<i>Wiz</i>	Johnston	66.1	28
5	3932	<i>Permanent Wave</i>	Siebel	60.1	21

1986 Texas Circus Draws Top Sailors

by Larry Klein

When John Peck invited me to the 1986 Texas Circus Regatta held Nov. 15-16 on Lake Canyon, San Antonio, I knew there would be plenty of competition from the Texas fleet. With sailors like Glenn and Toby Darden, Mike Haggarty, Scott Young, Kelson Elam, Paul Foerster, Jim Anderson et al, I knew it wouldn't be easy. But I was surprised to find the cream of the California J fleet also in attendance - John Kostecki, Vince Brun, and Bruce Golison. Even Jim Brady from Florida was there, crewing for Yandel Rogers.

This was going to be some major league racing. John arranged to have me sail Toby Ricks' *Proud Mary*, which was doubly good as Toby turned out to be a first rate jib trimmer and didn't mind having some extra holes drilled in the boat. On Friday evening, a welcoming keg of beer accompanied registration, and there was the usual speculation as to the probable winners.

On Saturday the fleet spent an hour drifting before the wind filled enough to start. And a crowded start it was with the leeward end favored and lots of bumping and some over-earlies (including us). Brun, Rogers, and Kostecki led around the first triangle, but Fred AmRhein surprised them (and himself) on the second beat by hooking into a large starboard lift to pass them all before the mark. After a very close rounding Kostecki, in third, passed AmRhein and Brun by jibe setting onto the favored port tack and led to the finish.

The second race was all Foerster's and his lightweight crew (690 lbs.) on *Grand Slam*. Following were Golison in *Bulls Eye* and Elam on *Surfer Girl*. Kostecki slipped to 14th in this race.

The third race featured a real break for Foerster. He was returning late to the line after checking the wind up the weather leg and the first start was a recall. In this race we led all the way around, fighting off the lightweight Foerster crew downwind and

pushing them back upwind. In fact we sat on *Grand Slam* hard enough to allow Darden in *US* to pass them near the finish. Even so, Foerster had a slim lead after Saturday's racing over the consistent Brun. That night the local Fleet 9 hosted the onshore Circus, featuring Jose Cuervo Margaritas and Mexican food.

On Sunday the breeze was up to 12-14 knots, but no less shifty. The premium was on getting the last big shift before the mark. Conservatism was not necessarily the best policy, as Kostecki could tell you. In both races he led at every mark except the finish. In Race 4, Rogers and Foerster passed from the left on the last beat. And in Race 5 we squeezed by him and Brun on the right, to win our second race. The real story was Foerster. Even an 8th in the last race couldn't stop him and the *Grand Slam* crew from winning the regatta.



In first race of Texas Circus, Kostecki leads Brun as Elam (3496) approaches weather mark.

1986 J/24 Texas Circus (Top 15 of 37)

POS	SAIL	YACHT	OWNER	FLEET	1	2	3	4	5	TOT	CREW WEIGHT
1	968	<i>Grandslam</i>	P. Foerster	21	5	1	3	2	8	19	690
2	4022	<i>Bullseye</i>	Golison/Everett	54	4	2	9	5	3	23	890
3	4041	<i>Scarlet O'Hara</i>	J. Kostecki	CA	1	14	5	3	2	25	925
4	404	<i>Proud Mary</i>	L. Klein	CA	7	8	1	11	1	28	840
5	634	<i>Monster Fish</i>	Brune/Peck/Pitcairn	9	2	4	4	17	4	31	853
6	3418	<i>Bullwinkle</i>	Y. Rogers	5	6	5	7	1	13	32	895
7	4144	<i>U.S.</i>	T. Darden/Hillard	54	11	12	2	4	11	40	845
8	3694	<i>Surfer Girl</i>	K. Elam	29	17	3	12	13	9	54	870
9	3418	<i>Thunderstar</i>	Haggerty/G. Darden	21	8	18	8	8	17	59	755
10	3219	<i>Rockslide</i>	J. Bartlett	21	18	6	15	16	6	61	793
11	536	<i>Phaze II</i>	E. Seago	3	13	9	17	10	14	63	720
12	4243	<i>Slick</i>	Andre/White	29	14	16	6	21	7	64	808
13	272	<i>Flour Power</i>	F. AmRhein	9	3	25	18	6	15	67	830
14	1040	<i>Greybeard</i>	J. Anderson	29	16	15	14	15	10	70	865
15	2380	<i>Superman</i>	D. Broadway	21	10	10	13	20	18	71	770

Galveston Bay Fleet 5

by Nancy Flynn

Fleet 5 had a very active season. The Galveston Bay Cruising Association pulled together nine J/24s to race the 1986 Fall Series. Although these boats were still racing PHRF for fleet, they were able to have a class trophy as well. Gi Trotti won the Fall Series, and Chris Haycraft took home the Bay Season Trophy.

Jerry Cooney represented the Houston Yacht Club J/24 Fleet in the Houston Yacht Club Championship. Tony Nunes won the Turkey Day Regatta.

The Houston Yacht Club will be opening up its series racing to non-members this year. They will also be splitting the fleet into A and B fleets, to generate enthusiasm among novices.

Lake Pontchartrain Fleet 94

by Chip Carpenter

The past six months have been a busy time for Fleet 94. Ross Dierdorff, sailing *Anna*, won the Fall Pontchartrain Yacht Club J/24 Invitational, and in doing so, wrapped up a well-deserved Fleet Championship for 1986. Ross' championship crew were regulars, Ward Pitard and Robert Brennan, along with a cast of thousands helping out in the winning effort.

This year's fleet champion will be decided by each boat's

five best results in the Gulf Coast Championship, Mardi Gras Regatta, SYC One Design Regatta, a New Orleans Yacht Club Invitational, Spring and Fall Pontchartrain Yacht Club Invitationals and the Sugar Bowl Regatta. An improved pot luck dinner schedule will keep the fleet busy and happy between racing events.

The 140 boat PHRF Lake Pontchartrain Racing Circuit offered a change of pace for ten of Fleet 94's J/24s who made up half of Class D. This class provided the closest competition with a rating spread of only six seconds per mile. Guy Brierre's *Rum-N-Reggae* topped the J/24 Class as well as finishing fourth in class and eighth in fleet. David Loeb, sailing *Arrakis*, finished as the second J/24 and was fifth in class and 13th in fleet.

In the final regatta of the 1986 season, local sailmaker Benz Fawet, sailing *Wired*, swept the Sugar Bowl series with three bullets. Second was Jeff Oescher on *Danegerous*, with third going to Ward Pitard on *Anna*.

The just completed Gulf Coast Championship spurred local interest in J/24s, with a few new boat owners and a number of out-of-town boats staying over for the Mardi Gras Regatta two weeks later. Way down yonder the action never stops! Anyone who might be in or around New Orleans should call new fleet captain Guy Brierre if he wants to join in on the fun. Meanwhile Fleet 94 members are travelling in increasing numbers to Texas Circuit events to test their skills and meet new friends. See y'all soon.

1986 Fleet 29 Elite Series

by Dianne Wilson

Dallas-based Fleet 29 completed their year-long "Elite Series" in December, 1986. A total of 37 boats entered this year-long series that included 4 regattas, a combined club series, and a fleet championship.

Fleet 29 consists of J/24 racers located on Lake Ray Hubbard, east of Dallas, Texas. As many sailors already know, this Texas lake is ideal for year-round racing. Lake Ray Hubbard is also the site of the Southwest Championship, a world-qualifying event that is part of the Texas Circuit.

Fleet 29 is also fortunate to have over 40 J/24 sailors located at two yacht clubs, within 6 miles of each other, on the same lake. The fleet membership is split almost equally between Rush Creek Yacht Club and Chandlers Landing Yacht Club. In their regularly scheduled Sunday club races, each club has its own J/24 fleet and each will start ten to twelve boats.

In 1985, the Rush Creek and Chandlers Landing J/24 fleet captains got together and started the "Elite Series". This series consists of a combination of events that span an entire year of racing. The founders of the Series, Tim White of Chandlers Landing and Charlie Price of Rush Creek, decided to use regularly scheduled regattas at the two yacht clubs as Elite Series events. This would increase overall regatta attendance and keep race committee duty and equipment usage at a minimum. Mark Word, the local J/24 representative, donated a half-hull trophy for the series.

This year, the 1986 Elite Series was upgraded to include two new events - a combined club series and the Fleet 29 Championship. The Combined Club Races are the best examples of using existing events to expand class racing opportunities. Both Rush Creek and Chandlers Landing have regularly scheduled Sunday club races, and each club has a separate J/24 start. The J/24 fleet captains at each club arranged with their respective race committees to alternate hosting the entire J/24 fleet between the two clubs. The four weekend, eight-race series was the most heavily attended event

of the Elite Series, with a total of 24 boats on the starting line for the first race. Of the eight races, four counted toward the Elite Series.

At the Annual Fleet 29 Meeting, the 1986 Elite Series Trophy was presented to the winner of a year's worth of J/24 racing. The team of Steve and Linda Andre and Mike and Ginger White won top honors. The Andre/White team sails out of Rush Creek Yacht Club on a boat called *Slick*. Jim Anderson and Jim Watson, both of Rush Creek, were second and third, respectively.

An annual Fleet 29 Championship was also initiated this year. Nineteen boats battled over the right to be the 1986 Fleet 29 Champion, with the team of Steve Andre/Mike White taking home the trophy.

Florida's Indian River Fleet 87

by Dick and Linda Tillman

Robby Brown Wins '86 Fall Regatta

Robby Brown of Orlando sailed *Shamrock* to win the sixth annual Indian River J/24 Fall Regatta hosted by Eau Gallie Yacht Club and J/24 Fleet 87 over the weekend of October 4-5. The seven-race, no throw out series was sailed on the Indian River off Dragon Point and was sponsored by E & B Marine, McLaughlin Marine, Michelob, S & A Yacht Services, Sails by Morgan and Skyline Marina. The 15 entries included five out-of-town competitors who came from Jacksonville, Naples, Orlando, Stuart and Tampa. Under the direction of Race Committee Chairman, Jack Bibb (famous for his excellent race management as well as his perennial decree, "Anyone who hits the committee boat is summarily disqualified!"), Saturday's racing got underway when the 5-10 knot seabreeze filled in around 1 p.m. Floyd Bryan of Indialantic won the first race in *Bozo*, followed by Gary Smith of Indialantic in *Fair Dinkum*, and Dick Tillman of Merritt Island in *Spinoza*. In Race 2 it was *Spinoza* in first, Steve Boe and Steve Page of Naples, sailing 50/50, second; and Robby Brown in *Shamrock*, third. The pace was fast as after each 45 minute to an hour long race, the committee



Skippers and crews of the 15 boat fleet at Indian River Fall Regatta, won by Robby Brown (center front), gather after trophy presentation at Eau Gallie Yacht Club.

Photo by Steve Pike

started another 10 minute sequence for the next race. Race 3 found *Shamrock* in front at the finish, Mike Huck's *Flight* in second, and Scott Morgan in *Splendor in the Splash* in third. (After a 10th place finish, Tillman went overboard to check for trouble and dislodged a barnacle-clad crab buoy he'd been towing for most of the race.) In the fourth race Huck pulled out a first, Boe and Page were second and Tillman was third. The tally of the first day's races showed Brown in first with 13 points, followed by Huck with 16 points, and Tillman and the Boe and Page duo tied for third with 17 points apiece. After the details had been covered around the beer keg at the Captain's Corner of EGYC, the sailors regrouped for a social hour and dinner in the clubhouse, also featuring videos of the J/24 Worlds in San Francisco and Japan.

Sunday morning began with a light land breeze from the west and held at light to medium for three races beginning at 10 a.m. Brown came on strong to win the first race of the day, followed by Tillman and Huck. The next race saw Scott Morgan win, followed by Jim Giebink of Merritt Island, in *Linear Accelerator*, and Brown in third. The last race of the day started in what looked to be a dying wind but it held, and Bill Wailes of Melbourne Beach sailed his boat, *Jalapeno*, (also the winner of the nominal best-dressed crew award) to win the race, followed by 50/50 and Morgan's *Splendor in the Splash*. Overall scoring was close, but the clear winner was Robby Brown with 21 points. A tie breaker put Dick Tillman in second place over Steve Boe and Steve Page in third, each with a total score of 30 points. Scott Morgan was fourth with 32 and Mike Huck just one point behind in fifth. Trophies and merchandise awards were presented following beer and popcorn at the Captain's Corner.

Fleet 87 Races Winter Series

On January 31, Fleet 87's Winter Race Series started off with a bang – a general recall – for the seven starters on the Indian River near Melbourne, Florida. Everyone seemed eager for the first race of the year. The second start was a good one, and the race was won by Mike Huck and his sterling crew onboard *Flight*. For the second race the wind shifted from NW at 12-18 knots, to NE at 6-10 knots. The race committee shifted the course accordingly to provide a true upwind and downwind, twice around, windward leeward course. *Flight* won again. Jim

Giebink, sailing *Linear Accelerator*, finished second for the day with a 2-5. Only two points separated the next four boats: Gary Smith on *Fair Dinkum*, Chris Gates on *J-ello*, Robby Brown on *Shamrock*, and Bill Wailes on *Jalapeno*. The entire race was videotaped, America's Cup style, with a microphone placed in the winning boat's cockpit. Ralph Crawford did the video and volunteered to be race committee for the remaining Winter Series races.

Bermuda Team Race

Over the weekend of February 13-15, Fleet 87 hosted a four boat team of 16 members of the Bermuda Fleet, for a double set of team racing. The event started off Friday evening when the seventeen visitors were met at the Orlando airport and brought to the Eau Gallie Yacht Club for a welcome party, with the food prepared by the local fleet and the Dark and Stormies by the Bermudians. On Saturday, four races were sailed on windward leeward courses in light to moderate winds. Fleet 87's



Fleet 87 and Bermuda Fleet 34 members on dock at EGYC.

1986 Indian River J/24 Fall Regatta October 4-5, 1986

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT
1	1596	<i>Shamrock</i>	Robby Brown	5	3	1	4	1	3	4	21
2	667	<i>Spinoza</i>	Dick Tillman	3	1	10	3	2	5	6	30
3	3205	<i>50/50</i>	S. Boe & Page	7	2	6	2	5	6	2	30
4	2012	<i>Splendor in the Splash</i>	Scott Morgan	4	5	3	10	6	1	3	32
5	3879	<i>Flight</i>	Mike Huck	6	7	2	1	3	7	7	33
6	153	<i>Dixie</i>	Rick Peper	9	6	4	5	4	8	5	41
7	3769	<i>Jalapeno</i>	Bill Wailes	8	8	8	6	9	9	1	49
8	23446	<i>Fair Dinkum</i>	Gary Smith	2	9	12	8	7	4	8	50
9	3900	<i>Linear Accelerator</i>	Jim Giebink	12	11	5	9	10	2	12	61
10	175	<i>J-ello</i>	Chris Gates	13	4	7	7	8	10	14	63
11	2918	<i>Bozo</i>	Floyd Bryan	1	13	13	13	13	12	10	75
12	3542	<i>Sisu</i>	Don McNeill	10	10	9	11	14	14	11	79
13	2407	<i>Millenium Falcon</i>	Steve Day	14	12	11	12	12	11	13	85
14	2448	<i>Jazz</i>	Steve Alexander	11	15	15	15	11	13	9	89
15	3202		Ralph Weatherholt	13	14	14	14	15	15	15	100

"Starboard" team of Bill Wailes (*Jalapeno*), Gary Smith (*Fair Dinkum*), Floyd Bryan (*Bozo*), and Mike Huck (*Flight*) won four straight over the Bermudian crews, who sailed local boats with the owner as fifth crew. The skippers of the Bermuda team boats were Simon Templeman, Andy Burnett-Herkes, John Musson and Ralph Spooner, Jr.

Saturday evening sixty-two gathered at EGYC for a social hour, dinner and videos of the day's racing. On Sunday morning the scoring began anew, with everyone sailing a different boat and a different local team of four boats (the "Port" team) given the chance to try their hand at this unfamiliar (to most of us) sport of team racing. Winds were 8-10 knots, and Race Committee Chairman, Jack Bibb, threw in a couple of modified America's Cup courses ("little MAC's"). After four races the victor was again the Fleet 87 team, made up of Robby Brown (*Shamrock*), Chris Gates (*J-elio*), Ralph Weatherholt ("J/24") and Dick Tillman (*Spinoza*). A keg and trophy presentation followed, with almost everyone ending up in the club swimming pool. It was the consensus of the group that this should become at least an annual affair.

Fleet 87 is open to challenges from any other J/24 Fleet, National or International. Any takers should contact Dick Tillman at (305) 773-4141.

Fleet 40 Hosts 1986 North Carolina State Championship

by Glenn Emery

Five out-of-state J/24s traveled to Lake Norman Yacht Club the weekend of November 22-23, 1986, to participate in the North Carolina J/24 State Championship. Much to the dismay of local Fleet 40, the visiting yachts plundered the entire trophy case and swept places one through five. The onslaught was led by "senior-citizen" Tom Waters, of Orangeburg, South Carolina, who sailed his grey-colored *Trearchy* to one first place finish, three seconds and one sixth, for a total of 13 points. Second place went to favored *Deuce Coup*, a boat that had finished sixth in the 1986 Worlds.

Sailing conditions were less than favorable for the five-race event, with light to breathless winds prevailing. These conditions seemed to be to the liking of Waters and his crew which consisted of, among others, Stu Turner, a fellow sailor and life-long friend since 1940. Waters' patience and strategy of tacking for clean air was the answer to besting the 15-boat fleet. It was a big weekend for Waters, who was also celebrating a 34th Wedding Anniversary.

1986 North Carolina State Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	1729	<i>Trearchy</i>	Waters	2	6	2	2	1	13
2	4163	<i>Deuce Coup</i>	Campbell	4	1	5	3	2	15
3	1536	<i>Humble & Lovable</i>	Jackson/Utzig	1	8	8	1	3	21
4	3971	<i>Fast Lane</i>	Waters	3	7	3	9	8	30
5	3004	<i>Classic</i>	Newton	9	2	1	12	7	31
6	1960	<i>3 Ring Circus</i>	Mayes	6	12	7	6	6	37
7	172	<i>Loophole</i>	Scotfield	8	4	4	7	15	38
8	392	<i>Charmer</i>	Hession	7	5	9	13	4	38
9	846	<i>Double Trouble</i>	Van Eijk/Andrews	12	3	6	4	16	41
10	1550	<i>Dawn Treader</i>	Bruner	11	9	12	14	5	51
11	2565	<i>Sloop du Jour</i>	Rowe	5	10	10	11	16	52
12	3484	<i>Smithereens</i>	Tetrault	13	13	13	5	10	54
13	3047	<i>Hanta Yo</i>	Lowrance	10	11	11	8	16	56
14	1148	<i>Touchy Subject</i>	Deese	14	12	14	10	9	59
15	1464	<i>Rebel Yell</i>	Spencer	16	15	16	16	16	79

Tampa Bay Midwinters

by Jahn Tihansky

Eighteen crews from as far away as Marco Island, Florida, participated in last weekend's (Jan. 31st-Feb. 1st, 1987) Tampa Bay J/24 Midwinter Championship held at Davis Island Yacht Club.

Conditions for Saturday's races were ideal, with cold front generated winds ranging from 13-20 knots.

Although over early at the start of the first race, Chris Morgan from Lutz, Florida, re-started and recovered beautifully to finish second in that race and first overall for the series, with consistent finishes of 2, 5, 2, and 3. Morgan relied on skillful crew work along with excellent boat speed to finish 2½ points ahead of John Landry and Tim Makegney's *Go Mode*, of Punta

Gorda, Florida. Although they won two of the four races, their hopes of an overall victory were dashed by a ninth place in the third race. Third place overall went to Scooter Kinsey of Ft. Myers - just 1/4 point behind the Landry-Makegney team. Jim Taylor, with brothers Mike and Mark, father Tom, and friend Angel Luzier took home fourth, while Ted Nohren of Clearwater, Florida, was fifth.

Bill Curtis of Tampa received the Regatta Sportsmanship award, Beite Cooke of Ft. Myers came away with the "Most Improved" trophy, and Ralph Stoddard of Brandon went home with the "Most Tenacious" award.

Race Committee and Regatta Chairman Jahn Tihansky managed to complete four races on Saturday, using a modified Gold Cup course. Tihansky attempted two races Sunday morning, but lack of wind forced him to abandon both and settle for a four race series.

Gull Lake Fleet 123

by Bob Connors

We have 2 new boats for the 1987 season - Dave Hatfield with 4174; and Art Riley with 4275. Both skippers are former Lightning sailors. This brings our fleet to 11 boats, all manned by eager and highly experienced skippers and crews. Officers for 1987 are: Jack Klerk, Fleet Captain; Bob Connors, Secretary; Woody Boudeman, Treasurer; Blair Holden, GLYC Board of Directors.

An Open Regatta is planned for the weekend of May 9-10. Bob Harrison is chairman for the regatta. We plan to have a 4 race series, with free launching on Friday evening and Saturday morning, a social event Saturday evening, and an awards luncheon at 2:30 on Sunday afternoon, allowing plenty of time for most out-of-town boats to travel home in daylight. Our format will be similar to the annual Star Class Tulip Time Regatta, which Gull Lake Yacht Club has hosted for over 30 years. The official race announcement will be mailed to nearby fleets, or can be obtained from: Dave Hatfield, 3314 Winchell, Kalamazoo, MI 49008.

Most of our members participated in the Fall Series for keelboats. We took five of the six top awards. Jack Klerk was first and Bob Harrison was second.

In 1987, we plan to race on Saturday as well as Sunday, with the Saturday races scored separately from the Sunday series. Our intent is to use the Saturday races for boat tuning, different skippers, crew exchanges, etc, while the Sunday series will remain our championship series.

Our thanks to Jack Lawrence, organizer and founder of our fleet, who has stepped down as an officer this year, but remains a fierce competitor.

Haggerty Wins First Texas Circuit Regatta

by Keil Bondo*

The Fort Worth Boat Club was the host for the first regatta of the 1986-87 Texas J/24 Circuit, held October 4-5.

Thirty-five boats from three states sailed four races in shifty, northerly breezes. Terry Flynn of Houston mastered the huge

swells on Eagle Mountain Lake and won the first race, with the *Monster Minnow* team of Peck/Pitcairn/Salih finishing second and U.S.S.R., steered by Tobor Dardenski, third. *Thunder Star*, skippered by "nice and easy" Mike Haggerty, won the second race, with hot-blooded Marvin Beckman and Moon Doggie Elam in *Surfer Girl* finishing second and third, respectively. U.S.S.R., using brutal guerrilla tactics, won the third and final race of the day, with *Surfer Girl* riding the big kahuna in for second. Jim Anderson, sailing *Graybeard*, took third.

Sunday's breeze was very light (0-2 knots) from the north, conditions in which all the competitors decided to use the genoa. U.S.S.R. tacked at the committee boat immediately after the start and led most of the troops to the Eastern Sector. The wily veteran Haggerty decided to start with full speed, a tactic which works almost every time, in the middle of the line. Ignoring the death march to the right, he played the middle of the course to open an insurmountable lead. A battle ensued for second place in the regatta, with the Soviet boat, *Gidget Goes Surfing*, *Cold Blooded*, and *Micro Fish* having a great tacking duel. In the end Dardenski nipped Beckman by one quarter point, with Elam two points back.

After the races, Haggerty was asked for the keys to victory. He replied, "No drinking, no smoking, plenty of sleep, and a loving, devoted family!" His well-rested, clean-cut crew consisted of John Morran, Glenn Darden, Bob and Leslie Yarbrough.

* Note: Some names have been changed to protect the innocent.

Fort Worth Boat Club Texas Circuit Regatta (Top 10 of 35)

POS	YACHT	HELMSMAN	1	2	3	4	TOT
1	<i>Thunder Star</i>	Haggerty/Darden	9	1	5	1	16
2	<i>U.S.</i>	Hillard/Darden	3	8	1	11	23
3	<i>Hot Blooded</i>	Beckman/Stupp	8	2	4	9	23
4	<i>Surfer Girl</i>	Kelson Elam	6	3	2	14	25
5	<i>Monster Fish</i>	Peck/Pitcairn/Salih	2	7	7	12	28
6	<i>Movin' On</i>	Davis/Meric	7	4	10	13	34
7	<i>Alliannalizabeth</i>	Ross Dierdorff	14	5	9	7	35
8	<i>Graybeard</i>	Jim Anderson	11	17	3	5	36
9	<i>Tallawah</i>	Thompson/Nunes	4	6	12	15	37
10	<i>Endless Summer</i>	Terry Flynn	1	9	8	21	39

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The Quebec Open

by Jim Murray

This year the third edition of the Quebec J/24 Open Regatta moved from Lake St. Louis to Lac Des Deux Montagnes and Hudson Yacht Club. Although the water is a lake, the race area could almost be called a wide river with hills on either side. Anybody familiar with Lake George would be right at home. The current and windshifts were there for those who could best use them.

The regatta attracted one of our best turnouts, with seventeen out of the twenty-four boat Montreal area fleet showing up. Also showing up were some of the active skippers from other classes, to see what steering a J was all about. (Of course, they all happily joined the Class Association on the spot!) Fireball, Laser and Lightning skippers took on the regular J owners. The Fall season gave us good winds; brisk and gusty was one description, and shifty cannot be left out.

The weekend was to be four races to make sure there was plenty of time for a BBQ dinner on Saturday. The races were all of the fast and furious type with where you went, and how, being far more productive than wondering if you needed another couple of hundred pounds on the lower shrouds.

Saturday's results after two races sailed had local Hudson sailer Greg Bowser looking pretty secure with two bullets. Cork Winters, also from Hudson, was holding down second and Eddy Martin, who usually sails a Lightning, was in third. Everyone looked good at one time or another during the weekend, and one finish had five boats overlapped.

In the end, Greg Bowser got another gun and a fourth to win quite convincingly by over ten points. This gave Greg the Quebec Championship to go with the Ontario Championship that qualified him for the Worlds in Newport. Eddy Martin with Francois Setier sailed a clever regatta to take second, a very good showing as they were relatively new to the boat. Cork Winters from Hudson, Dave Covo from Pointe Claire and Andy Wiggins rounded out the top five, Andy holding on to fifth in spite of losing a battle with the rule book in the first race.

This was the Quebec Region's qualifier for the 1987 Worlds in Naples, so it looks as if Greg should be brushing up on his Italian in time for June. It was a great finale to our season, and the fleet owed a debt of gratitude to the Hudson Yacht Club for a fine weekend.

Quebec Open (Top 5)

POS	HELMSMAN	1	2	3	4	TOT
1	Greg Bowser	1	1	4	1	7
2	Eddy Martin	3	5	6	3	17
3	Cork Winters	2	2	8	8	20
4	Dave Covo	6	6	3	6	21
5	Andy Wiggins	DSQ	4	1	2	24



J/24 Class Association in Greece

by A. Georgopoulos

The 4th National J/24 Championship took place in Athens from September 9-25, 1986. It consisted of seven Olympic type races and two offshore races. The first offshore race was cancelled due to very strong winds, whilst the second was realized under really harsh conditions (the wind was 20-35 mph).

Ten J/24 boats participated in this Championship having as crews the best Greek sailors. The technical level was rather high, and the J/24 class is by now considered the most dynamic and interesting class in Greece.

Mr. George Andreadis (vice-president of IYRU and 1983

World Champion in Half ton) won first place for the second consecutive year. On the other hand, Mr. A. Georgopoulos, who was the 1983 and 1984 National Champion, had the worst performance of his sailing career, achieving only the seventh place.

The fifth National J/24 Championship will take place early in March, just two months before the European J/24 Championship, which will be organized in the Athens-Piraeus area from 16th to 24th May, 1987.

European J/24 Championship in Greece

The organization of the 1987 European J/24 Championship in Greece is considered as the prize awarded to Greece for the efforts that were and are being made to promote and develop the J/24 Class. Both the J/24 Class Association and the National Sailing Federation are working very hard for the successful organization of this Championship.

The most interesting about it is that the European Championship will take place at a date and at a place very close to those of the 1987 World Championship, which will be Capri of Italy in June. Furthermore, it will be an open Championship to non-European boats, so that the challengers of the World Cup will have the opportunity to "meet each other", to better learn what to expect at the Worlds.

The J/24 Class Association in Greece is doing its best to have boats from all over the world competing on Greek waters.

Japan's Kansai Championship

by Tomohiko Sekiguchi

The 1986 Kansai Championship was held with 13 boats participating offshore of Nishinomiya, near Osaka in central Japan, on November 2-3, 1986. Unusually calm wind conditions delayed the starting time of the first race for a couple of hours.

It was almost noon when the flags finally started to flutter in the southwesterly wind. A gentle and steady breeze sent one group of boats out of the fleet in the same direction seeking a stronger wind, but eventually they fell in behind the other group who had chosen a different route. All competitors and committee members were excited by the mark rounding positions of the competing boats.

The second day presented a slightly stronger northeasterly wind for the third race. *Humpty Dumpty*, in the lead after two

aces, was the last boat to start in the third race since they misread the X flag as a general recall. However, they then picked up two to three boats on every leg to finally finish second. *Enterprise* and *Humpty Dumpty* were tied for overall points after three races, leaving the fourth race to determine the championship. In the fourth race, *Humpty Dumpty* emerged the victor, edging out *Enterprise* by only one point overall.

The trophy presentation party was held by Orient Company and Hyogo Nissan Motor Company. Prizes awarded included sail bags, radio-controlled yacht models, winch pins, stanchions, spinnaker pole ends and Harken blocks. All participants took home fond memories of friendship and look forward to future races.

Special thanks must also be given to the competing teams, especially that of *Enterprise*, who drove all the way from Lake Biwa, and of *Sui-Sui*, sail number 2676, who sailed from Wakayama Prefecture. We thank all the competitors who participated in this regatta, despite the calm wind conditions. Let us all enjoy our racing and cruising in the upcoming season.



Boats line up for start of Kansai Championship race.

1986 J/24 Kansai Championship November 2-3, 1986

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOTAL
1	3571	<i>Humpty Dumpty</i>	Ryohzoh Tanaka	13	12	12	13	50
2	3825	<i>Enterprise</i>	Yasutaroh Tsujimura	11	13	13	12	49
3	2864	<i>J of J</i>	Makoto Nakano	9	11	10	9	39
4	2870	<i>Donald Duck</i>	Hideki Yokoyama	12	8	11	6	37
5	3809	<i>Exocet Bee</i>	Jiroh Toshishige	10	7	9	8	34
6	2863	<i>Hangover</i>	Takaomi Matsumoto	7	10	6	11	34
7	2676	<i>Sui-Sui</i>	Osamu Chohmei	3	9	7	10	29
8	2899	<i>By the Wind Sailor</i>	Ken-ichi Koi	6	4	8	5	23
9	2877	<i>Exocet Rouge</i>	Kayoko Hayashi	4	6	5	7	22
10	2473	<i>Ladies First</i>	Masahiko Mitsukawa	5	2	4	4	15
11	2872	<i>Seagull</i>	Ichiroh Matsumiya	8	3	0	2	13
12	3790	<i>La Ondine</i>	Hiroshi Sakamoto	1	5	2	3	11
13	2865	<i>E.T.</i>	Eiji Hodooyoshi	2	1	3	1	7



The Insatiable White Rabbit was sailed under the Bermuda flag at the '86 Worlds by (from left) Andy Burnett-Herkes, Teresa Chatfield, Jim Burnett-Herkes, Mike Anfossi and Mac Lightbourne.

Bermuda Fleet Activity Flourishes

by Teresa Chatfield

Bermuda! The ads entice you to a land of pink sands and pink houses anchored in the warmth of the Gulf Stream. In early colonial days the settlers' idea of fun was leading vessels astray on the reefs and then plundering them, but luckily modern forms of entertainment are less ruthless and more enjoyable.

Sailing is deeply ingrained in local history. Bermuda was the site of a strong early shipbuilding industry, and many of the early colonists were dependent on the sea for their living. Racing started under the aegis of the Royal Bermuda Yacht Club (RBYC) in 1845, and racing of the traditional fitted dinghy has continued since then. The J/24, a newcomer to the scene in the late 70's, had to fight for recognition and inclusion in the Saturday racing, but the early J/24 owners, Michael and David Ashton, Richard Bath and Andy Burnett-Herkes established a class which was to grow and flourish in the ensuing years. The first invitations to overseas J/24 skippers for International Race Week were issued in 1983, and the roster of names of those who participated in that event have appeared again and again on the Bermuda scene: Carter Gowrie, Rodney Johnstone, Art Dufresne, Dick Tillman, and subsequently, Chuck Millican, Lew Gunn, Jim Brady, Don Delorme and Hank Killion. The English team skippered by Dave Barrow roistered their way through

Bermuda, terrorizing all in sight and, regrettably, have not returned since.

We race here for nine months of the year; every Saturday on Olympic courses set by the RBYC in the Great Sound, and once a month on Sundays in PHRF races organized by the Bermuda Offshore Cruising Association. Saturday racing ends with the fleet at the bar fueling their exhaustion with Dark n' Stormies and tales of what everyone else did wrong, with new members of the fleet receiving a lot of impromptu help (wanted and unwanted). The BOCA races include weekend regattas, overnighing at the East End of the island with J/24 crew trying to get berths on the larger and more comfortable yachts, although we have slept five on a J/24 (an experience not to be recommended unless masochistic instincts are to the fore). In the winter when it is too cold to sail (below 60°) we haul the J's but still have class functions. After the annual prizegiving we had a J dinner for 80, presided over by Trevor Boyce and Richard Bath who presented each boat with a prize specific to its reputation, and an impromptu "The Twelve Days of Sailing" parodied the entire fleet. In February we held an evening for all the new J members to go through the basics of owning and racing a J (ensure full cooler of drinks, get membership at local sailing club, and amongst all this, bone up on your sail trim).

In addition to local sailing we have climbed on aircraft to the U.S. for as many of the U.S. regattas as we can get to. Through our friends from Race Week and from Team Racing against Americans from Connecticut to Texas, members of the fleet have managed to party not only at the Worlds in Newport but at Buzzards Bay, the East Coast Championships, the Midwinters and most recently a riotous weekend of team racing in Florida hosted by Indian River Fleet 87.

We are looking forward to a bumper year in the J fleet, with avid sailors stripping boats down to gelcoat, checking each other's keels and psyching each other out. We'll be in Italy for the Worlds and at as many other events as we can make, so... watch out for that Bermuda flag and the rum swizzle party underneath it!

P.S. Any J sailors who are coming to Bermuda on holiday and would like to race with us, please contact me (Teresa) at home: (809) 29 422221; or office: (809) 29 58440.



Tired Bermuda team members Simon Templeman and Linelle Greet relax with Ralph Crawford of Melbourne, Florida, during Fleet 87's team race weekend in February.

In Memoriam: Beppe Croce

by Gianfranco Putaturo of Italy

Our friend Beppe Croce is dead. It is not an easy task to write a memorial for so outstanding a man, particularly when so many others, no doubt far more qualified for the job, have already written of him or are in the process of doing so. Nevertheless, we feel the obligation to commemorate him in some way, so we will do the best we can.

First of all, we must write without high-flown rhetoric, as this would be offensive to Beppe Croce, a man who was never touched by rhetoric. Second, we must dispense with courtly phrases, using instead the style of straightforward simplicity, since that was the way Croce himself always spoke, even when dealing with concepts and subjects of great seriousness or complexity. In short, we must write with the affection which was universally returned to Beppe himself.



Beppe Croce spoke with straightforward simplicity.

One aspect of him which is particularly pleasant to remember is that when one asked his advice, his reply was never banal or off-hand, but carefully considered. When one sought from him a unification of one's own view, you realized as he agreed with you that he had already picked up the essentials of your own intuitions. Relationships with him were never anonymous, circumstantial, or cold; Croce always made direct contact with the real person and thus always created a relationship based upon the concrete. His enthusiasm for everything that was going on in the world of sail, and not only in that world, gave him a direct interest in our racing class, newcomer that it is.

His relationship with our class has been very important to us. With unconcealed pride, we are happy to present below two letters which, although nominally addressed to Italy's J/24 Class president, can be understood as intended for all of us.

When in 1982 our class members voted to nominate Beppe Croce as honorary president of the J/24 Class Association of Italy, he responded as follows:

Genova, 9/3/1982

Dear Mr President,

I want to express again to you and to my friends in the class

association my heartiest thanks for the kind and cordial hospitality offered me during your meeting, and for your kind thought in nominating me honorary president of your class association. It was a very thoughtful thing to do, and I need not add that I shall be most pleased to participate in your meetings in the future because during your working meetings, one breathes a fresh air in an atmosphere of cordiality, serenity and, above all, unwavering courtesy. Things are not always thus these days, and so your kind offer has pleased me greatly, in part because when I am with you I seem to return to the golden days of the Star Class, which means for me, the "belle époque."

The success of your work and of your enthusiasm is reaping for you, it seems to me, much appreciation for "our class" and this for me, clearly, is a great source of satisfaction. Your handsome plaque will remain in Portofino in my little personal museum of particularly pleasing mementos.

I want to reiterate that I will do all I can to stay in close touch with you and, at the same time, offer you my friendship and good will.

Cordially yours,
Beppe Croce

When the destiny of his life was already sadly determined, he never ceased to think of future programs, nor did he ever abandon the pungent and critical spirit which ever accompanied him.

Genova, 17/3/1986

Dear Putaturo,

Thank you for your kind letter of March 6, and for your thoughtful gesture. I greatly appreciate your sending the member's pennant for 1986 and the badge.

I have a great deal of faith in your J/24 Class, but somewhat less in a certain helmsman, particularly when he drops the tiller to take up the pen. Let's consider that as the error of . . . youth, even if sometimes one is speaking of a youth somewhat delayed. But we shall do great things with the J/24 and with your kind and competent cooperation.

Best of luck!
Beppe Croce

It is thus we remember Beppe Croce by pushing ourselves to maintain for our class those characteristics most valued by him.

News from Australia

by Alex Nemeth

Whilst I had the dubious, and at times *suicidal*, pleasure of competing in the J/24 Worlds in Newport, Rhode Island, last September, seventeen boats made it to the Gosford Spring Regatta for a weekend of fun and frivolity. I gather that the Gosford Aquatic Club put on all the hospitality that traditionally makes this weekend the highlight of the racing calendar.

One of the highlights of the Gosford weekend is the sailing instructions. . . these are traditionally delivered by mouth an hour before the first race, via a poker-faced Len Walpole, and go something like this. . . "Good morning, gentlemen, and welcome to the GAC. And as you are all gentlemen who race your yachts from time to time, we are having yacht races at 10 a.m. and at 2 p.m., God and weather permitting. The courses will be a triangle, sausage and a beat to the finish, with the usual

flags and noises from the committee boat. Please don't use your protest flag. . . . I AM the protest committee, and I deem it an intrusion into valuable after race drinking time. Therefore, no protests will be heard. Good fun and good racing. . . .

Breezes were predominantly light for the series, and in fact the first race was a non-event, as no boat finished within the time limit. Congratulations to Mark Willson and crew in *Panache*, who took out the gold. Bob Hagan in *Haywire* finished second, with President Brian Beck, third, in *Just a J*.

NSW State Championship

After an absence of a number of years, the regatta was held at the Royal Prince Alfred Yacht Club, November 23-26, with the racing on the Palm Beach Circle. For various reasons, the regatta was held on a Sunday/Wednesday/Sunday, and this probably was not an ideal format in retrospect, with only 23 boats making it for the racing. We were treated to a variety of conditions for the six races, ranging from a dying westerly which had northeast written all over it, a southerly buster taking the race inside Pittwater, and some typical moderate sea breezes in the lumpy offshore seas. The local boys coped best, and the top three places were separated by less than two points. *Haywire* (Bob Hagan) got the money from *Mana II* (Simon Green), with *Panache* (Mark Willson) third.

This series was also the first of our major regattas to be scored on the Low Point system, and with the percentage penalty instead of the 720 turn. There seemed to be some confusion in the minds of both the competitors and the Race Committee on how to deal with the latter. The racing rules are quite clear in this regard, and it pays to read the gospel according to the IYRU with some care.

1987 National Championship

Port Hacking Ocean Yacht Club hosted the Nationals over the Australia Day long weekend of January 23-26. Thirty-eight boats made it down south for the regatta, and it was particularly heartening to see that six Victorian boats made the long haul to Sydney this year. A new Vic boat by the name of *Phantom* still remains a mystery; she was obviously too much for the clutch of the horseless carriage bringing her to Sydney, and at last report was still the talking point in some wayward one-pub town in southern NSW. . . . not often they get to see a real life J/24 in the wheat country! The car is dead of course, but then they see enough of those for that to be uninteresting.

Huey had a field day during the four days of the regatta, and I suspect that the ol'god of wind and waves was a mite constipated. We had no wind, too much wind, no wind from the wrong direction, too much wind from the wrong direction, a ten minute southerly buster, flat water, lumpy water, big waves, little waves, hot sun, sweaty armpits. . . . and while big bad Dennis C. was knocking them dead in Perth with sheer boat speed, in Port Hacking you need a lot more than that. A good dose of the smarts with a dash of luck seemed to be the right recipe, and if you didn't get it right on the first beat, there was always the second and third, and calling Huey did you nought good. And whilst luck does play a part, the good guys make their own, and that's what makes them good.

All six races have been therapeutically erased from my memory, but I have it on good authority that twenty boats occupied the ten top places in the first two races. Mark Willson (*Panache*) took the title from Andrew Short (*Shortcircuit*) by the barest of margins; the last race was the clincher, and a protest hearing was needed to determine the results, which at the time

of writing is subject to appeal. Nevertheless, both skippers showed their wares with superb performances in the tricky conditions. *Just a J*, sailed by Brian Beck, got the trinkets for third place, despite his trimmer, Bruce Anson's sailing the first two days with a severe case of blood poisoning which sent him to hospital for the next week. Brian then shanghaied his fifteen year old daughter to fill the fifth spot on the boat, and I must say that the appearance of the crew was markedly improved (as was their language).

One of the highlights of each day's racing at Port Hacking was the hilarious video shown in the clubhouse. Whilst the cinematography may well have had Cecil B. turning in his plot, the commentary was delightfully irreverent. . . . we certainly deserve more of this kind of fun.



Greg Bowser, eventual regatta winner, leads race at Ontario Championship in *Heroes and Villains*.

The 1986 Ontario Championship

by Randy Warren, Toronto Fleet Captain

The 1986 Ontario Championship was held just west of Toronto's Humber Bay, under the Burgee of the Mimico Cruising Club. Fifteen boats from as far away as St. Catharines turned up for the three-race regatta. Mother Nature and the Protest Committee were paramount in deciding the overall outcome.

Race 1 was rather uneventful and won by Chris Koper in *Rumpus*. A 30 degree windshift just before the start of the second race caused a pile up at the committee boat, and four boats were called over early. In spite of being one of the four, *Rumpus* worked her way back through the fleet to get the gun. Unfortunately, she was penalized 40% due to two port/starboard incidents on the first leg.

On Saturday evening, a lobster dinner and dance at the host club was enjoyed by all.

After a one hour postponement due to lack of wind, Race 3 was started. As the last boat rounded the weather mark a thunderstorm blew through, complete with two 180 degree windshifts. Montreal's Greg Bowser, sailing *Heroes and Villains*, capitalizing on this, pulled away from the fleet to win easily.

The final standings were extremely close, with the top four boats finishing within 2 1/4 points. Bowser was the winner and

qualified for the 1986 World Championship in Newport. Koper in *Rumpus* was second, with Lorne Chapman's *Plus Ten*, taking third.

Special thanks go to North Sails Fogh, Tom Taylor Company, and Hood Sails for their donation of crew prizes and to the Ontario Sailing Association for race management assistance.

A Letter from Argentina

by Roberto M. Ramos

Once again I will try to write you with some news from Buenos Aires, about our growth as a national class. For this year we have two or three sure new members to add to our 17 starters in the last National Championship in December. It means 85 people now racing in this wonderful one-design.

The family crew in "Capitan J" is also growing in skills to be more competitive, and enjoy both racing and cruising. We are sorry the J/24 was not included in the 1987 Pan American Games.

Now after the summer holidays, the season starts for us with the trials for the next J/24 Worlds in Italy.

1986 Eastern Canadian Championship

by David Moore

The Third Eastern Canadian Championship, hosted by the Royal Nova Scotia Yacht Squadron, was held September 27-28. For the third time in as many years, racers were treated to a weekend of wild rides on up to 10 foot ocean swells in winds from 20 to 35 knots. The harsh conditions took their toll on the fleet, with only three boats managing to complete all of the six races.

Our fleet sponsor, Oland's Brewery, was on hand to console the crews with chili and beer as they contemplated replacing that broken halyard or fixing that hole in the spinnaker before the next day's races.

Defending Champion John Roy, with *Kool and the Kubes*, showed that he's still the best at keeping the boat upright while surfing and sledged his way to six straight victories, while the rest of us were left to plot his demise "next time."



Kool & The Kubes blasts down first reach of Eastern Canadian Championship race.

Photo by Larry Smith

1987

MAY

- 16-17 District 11 Championship**
Kentucky Lake
Chip Riddle
B: (502) 821-3122
- 23-24 One Design Regatta**
Southern Yacht Club, New Orleans
Guy Bierre
(504) 366-0515
- 23-24 Raritan Bay Championship**
Perth-Amboy, NJ
Ed Liberty
H: (201) 530-3218
- 23-25 Southwest Championship**
(Regional '88 Worlds Qualifier)
Dallas, TX
Dianne Wilson
H: (214) 226-4152

JUNE

- 5-7 MacNamara Bowl**
(For Lady Crews)
Royal Lymington Y.C., UK
Brian Goulder, UKJCA
(0983) 291572
- 13-14 Texas Circuit Regatta**
Galveston Bay
Houston Yacht Club
Terry Flynn
H: (713) 470-1132

JULY

- 4-5 4th of July Shoot Off and District 18 Championship**
Dillon Y. C., Lake Dillon, CO
Dick Fell
(303) 761-6121
- 10-12 Volvo Newport Regatta**
Nine one-design starts, incl. J/24
Sail Newport, Inc.,
(401) 846-1983
- 12-17 Stones Ginger Wine U.K. Open and National J/24 Championship**
S. Caernarvonshire Y.C.
Cardigan Bay, Abersoch,
Gwynedd, North Wales
Olive Probert, H: 0254 51687
- 18-19 District 1 Championship**
Northeast Harbor, ME
Tom Brown
(207) 772-8113
- 25-31 1987 North American Championship**
St. Francis Yacht Club
San Francisco
Matt Jones
(415) 563-6363

AUGUST

- 3-5 District 12 Championship**
Put-in-Bay, Lake Erie
Greg Swetka
(313) 754-9757

- 7-9 District 2 Championship and Buzzards Bay Regatta**
New Bedford Y.C., Padanaram, MA
Jim Hackett
H: (617) 758-9013
- 7-9 District 7 Championship**
Fairhaven, NY
Hank Killion
H: (315) 446-2871
- 8-9 District 4 Championship**
Malletts Bay Boat Club
Burlington, VT
Al Russell
B: (802) 496-2401
- 20-22 J/24 ProAm Gorge Invitational**
Columbus River Gorge, OR
Patrick Dore
(206) 281-8684
- 22-23 Texas Circuit Regatta and Western Open**
('88 Worlds Qualifier)
Corpus Christi Yacht Club
John Peck
H: (512) 822-0379
B: (512) 828-7856
- 22-28 Canadian J/24 Championship**
CORK, Kingston
53 Young St.
Kingston, Ontario K7M 1E4
(613) 544-0740



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SEPTEMBER

12-13 **State of Maine Championship**
Portland Y.C., Falmouth, ME
Terry Naylor
(207) 775-5661

12-13 **Equalizer Regatta**
Percy Priest Yacht Club
Nashville, TN
Scott or Susan Day
(615) 331-4599

19-20 **Northeast Regional**
(88 Worlds Qualifier)
Marblehead, MA
Jim Hourihan
H: (617) 373-6799
B: (617) 692-6200 x2874

26-27 **Great Lakes Championship and Changing of Colors Regatta**
(Regional '88 Worlds Qualifier)
Lake George, NY
Will Desbiens
H: (518) 399-1938

OCTOBER

2-9 **2nd Rolex International Women's Keelboat Championship**
Ida Lewis Yacht Club
Newport, RI
Ann Conner, c/o ILYC
Box 479
Newport, RI 02840

3-4 **Third Annual Long Island Sound Championship Regatta**
Milford, CT
Vin Bitel
H: (203) 347-6433

3-4 **Indian River Fall Regatta**
Melbourne, FL
Dick Tillman
B: (305) 773-4141

10-11 **Oktoberfest Regatta**
Percy Priest Yacht Club
Nashville, TN
Scott or Susan Day
(615) 331-4599

10-11 **Columbus Day Regatta**
Norton CT
Lee Morrison
B: (914) 335-1776

31-
Nov.1 **Stone Crab Regatta**
Clearwater Y.C., FL
Jim Whitsett
(813) 443-3720

1988

JANUARY

3-9 **Midwinter Championship XI**
Coral Reef Yacht Club
Miami, FL
(305) 858-1733

15-18 **Adams Cup Finals**
Coral Reef Yacht Club
Miami, FL

MARCH

19-20 **Force Five Regatta**
Percy Priest Yacht Club
Nashville, TN
Scott or Susan Day
(615) 331-4599



Carter Gowrie's Risk runs at fast clip in 1986 NE Regional race in Milford, CT.

USJCA Annual Meeting

U.S. J/24 Class Association Annual Meeting October 18, 1986

1. The 1986 Annual Meeting of the U.S. J/24 Class Association was called to order by the President, Hank Killion, at 10:10 a.m. at the San Diego Yacht Club, San Diego, California. District Governors or their representatives present were: District 2 - Bob Melrose; 3 - Al Constants; 7 - Frank McGarry; 8 - Mason Chrisman; 10 - Rick Peper; 11 - Bill Denes; 14 - John Peck; 15 - Glenn Gustafson; 18 - Rip Kirkland; 20 - Don Trask; 21 - Blair Francis; 22 - Ted Beck; and Past President, Art Dufresne; Copyright Holder, Bob Johnstone; Executive Director, Dick Tillman; Magazine Editor, Linda Tillman; USYRU Judge, Jim Anderson; and Area J Adams Cup Representative, Kathy Fisher. Proxies from Newton Howard of District 8 and Don Lasky of District 4 were registered.
2. The 1985 Annual Meeting Minutes were approved as published in the J/24 Magazine, Volume 16.
3. Reports
- 3.1 Financial: Hank Killion explained the financial report, showing an end of year balance of \$11,669.67. A letter will be written to Steve Grillon regarding an accounts receivable item of \$350 owed the Class. Killion presented the 1987 budget, explaining that the fiscal year end date of September 30 precludes advance distribution of financial report and budget to District Governors prior to the meeting. Per USISA, USISA grants are to be given to World Class sailors to cover entry fees and insurance for charter boats for two Worlds competitors, rather than dividing amount evenly among all U.S. Worlds entries. The Class Office computer is outdated and will be replaced in 1987.
- 3.2 District Governor Reports:
 - Bob Melrose - District 2: Newport Fleet is growing with 44 boats, and the Milford Regatta this month drew 60 entries. Many fleets are status quo; lots of boats, few starters.
 - Al Constants - District 3: New Fleet 128 has 10-12 boats, many second and third generation J owners in district.
 - Frank McGarry - District 7: 150 members, with 3 major fleets and 30-35 boats normal at district regattas. Racing is status quo, with some loss to other J boats.
 - Mason Chrisman - District 8: Six major fleets show slight growth; 35-38 at Districts; 10-15 on line in Charleston.
 - Rick Peper - District 10: Resurgence in Miami fleet and Tampa areas, growth in Naples. Expect continued growth in 1987.
 - Bill Denes - District 11: Spread out over a large area; working to build district through more communication. A district meeting is planned this winter.
 - John Peck - District 14: Membership and participation is up, due to success of Texas Circuit of 7-8 events per year which draw entries of from 28 to 57 boats.
 - Glenn Gustafson - District 15: Comprised of Lake Michigan area, growth is occurring at Gull Lake, Chicago, Milwaukee, Lake Geneva.
 - Rip Kirkland - District 18: One-fleet district with 26 boats; expect 6-8 new boats in coming year.
 - Don Trask - District 20: Largest fleet is in San Francisco area, with 25-45 starters average.
 - Blair Francis - District 21: Picked up 15-20 boats this year.
 - Ted Beck - District 22: Several new enthusiastic owners; need more boats in Hawaii.

With the new computer, updated district lists could be sent to

governors monthly. More input on changes (fleet captains, boats sold, etc.) was requested.

3.4 Championship Sailing Video

By an Executive Committee decision, the USJCA is funding the production of a VCR made at the 1986 Worlds in Newport under the direction of J World and Dave Jackson, of ABC. J World will market and handle orders for the video, at \$48 per tape; a flyer and order form will be inserted in the October '86 J/24 Magazine. The USJCA will receive a percentage from the sale of the tapes, which will serve to promote the sport of sailing worldwide.

After discussion, Glenn Gustafson moved the class look into having the tape of the 1985 Worlds in Japan and the new Championship Sailing tape converted into 16mm films. The motion was seconded and passed.

3.5 Junior Sailing Programs

Bob Melrose reported on his ongoing J/24 junior sailing program which is training young sailors in rotating crew positions in races held with owner on board, outboard motors on transom, jib only, non-spinnaker, on short courses. This has promoted sailing and the J/24 Class and helped the crew shortage. Bob Melrose suggested the Class set up a fund to assist junior sailing programs. Frank McGarry suggested a J/24 Junior North American Championship in August, 1987. After discussion, Al Constants moved that the J/24 Class investigate holding a J/24 Junior North American Championship in August, 1987. The motion was seconded and passed. Frank McGarry volunteered that District 7 would be interested in hosting the event, and he will report back. This event would be open to sailors who are not yet 20 years old at the beginning of the championship.

Al Constants moved that \$2000 be allocated for the support and promotion of Junior Sailing Programs, under the direction of Bob Melrose. The motion was seconded and passed. Bob Melrose will report to Hank and Class Office will distribute to District Governors.

- 3.6 Kathy Fisher, Area J Representative for the Adams Trophy, requested a rules clarification regarding Rule 4.1.8. (horseshoe on deck within reach of helmsman). It was agreed to mean on the exterior of the boat and within easy reach of the helmsman. Regarding use of J/24s in Adams Cup series, discussion followed on use of 100% jibs and number of crew. Al Constants moved that the USJCA make a formal recommendation to the Adams Committee that the 100% jib and crew of four be used from the semi-final level upward in the 1987 Adams Cup series. The motion was seconded and passed.

3.7 Technical Committee Chairman's Report - Rick Peper

At the present, rule interpretations represent an opinion only. Constitution needs revising so it is a working constitution, married with the by-laws. Bob Johnstone moved that Rick Peper provide Hank, Dick and Rod Johnstone with the issue that needs to be addressed by the IYRU regarding rule interpretations at the 1986 IYRU meeting in London, and that a clear cut definition as to the limitations of the technical committee be circulated for approval by the district governors by mid December. The motion was seconded and passed. A recent interpretation regarding motor brackets was overruled at the '86 North Americans. Keel measurement methods have varied over the years. Measurement at Worlds actually resulted in better, more equal keels. Dennis Ellis is writing an IJCA Technical Manual. It was agreed that adhering strictly to the class rules strengthens the class at all levels.

4. Rule Changes/Discussion

- 4.1 Rule 3.3.2 regarding overcoating the keel with fiberglass to provide a better barrier to water intrusion. After discussion, Rick Peper moved that a proposal will be drafted and distributed to governors by mid December for mail vote, and if approved will be submitted to the IJCA.

- 4.2 Rule 3.6.2 regarding polyester substrate/polyester film laminate genoas. Rick Peper moved that the rule change to allow minimum 3.2 oz. polyester substrate/polyester film laminate genoas be submitted to the IJCA at the November 1986 IJCA meeting, if possible, or at the November 1987 IJCA meeting. The motion was seconded and passed.
- Rick moved that 3.2 oz minimum weight polyester substrate/polyester film laminate genoas be allowed in USJCA administered races in the U.S. on a two year experimental basis beginning October 1, 1987. The motion was seconded and passed.
- 4.3 VHF Radios: Bob Johnstone moved that the class regatta guidelines specify that race committees be required to announce boats over early on a VHF radio and that boats (competitors) be allowed to carry VHF radios. The motions was seconded and passed.
- 4.4 Roller furlers and mainsail slugs: Bob Johnstone moved that the USJCA propose to the IJCA that mainsail slugs be allowed under Rule 3.6.10. The motion was seconded and passed. Bob Johnstone moved that the USJCA propose to the IJCA that roller furlers be allowed on the genoa. The motion was seconded and defeated.
- 4.5 John Peck proposed that the class provide each district of more than 60 boats with a measurement kit. Rick Peper suggested John Peck work up a proposal with costs for a kit, and if feasible this could be included in the 1987 budget. Hank Killion moved that \$500 be allocated to John Peck to make up a measurement kit. The motion was seconded and passed. If feasible to produce for districts, a proposal will be put to a mail vote.
- 4.6 Bob Johnstone moved that the USJCA propose to the IJCA that tack horns be optional equipment. The motion was seconded and passed.
- 4.7 Extra U.S. slots at 1986 Worlds was explained: For each six charter boats and each six competitors housed, the host fleet got an extra qualifier.
- 4.8 Glenn Gustafson moved that the Regatta Guidelines include that an appropriate protest fee be filed, refundable when protestor appears for the protest hearing. The motion was seconded and passed.
- 4.9 USYRU Judge Barbara Farquhar's written request for a definitive rule regarding substitute helmsmen at major events, in case of emergency, was addressed. After discussion, it was moved that in the case of an emergency, at the jury's discretion, a primary helmsman may use a substitute who comes from the existing crew on that boat, replacing that crew member to maintain the same number of crew. The motion was seconded and passed and will be added to the Regatta Guidelines. It was the recommendation of the '86 Worlds jury that the World Championship Jury should contain one member from the previous host country and one member from the upcoming host country.
5. Old Business
- 5.1 Approval of Regatta Guidelines
- Dick Tillman presented the updated regatta guidelines, explaining updates. Hank Killion moved that the USJCA propose to the IJCA that past World Champions automatically qualify for the Worlds (Regatta Guidelines, paragraph 7) and that they not count against a country's maximum number of entries. The motion was seconded and passed. It was suggested that a tie breaker method be added to B.4 (most firsts, most seconds, etc.) for clarification. Another suggestion was to add a Sportsmanship award.
- 5.2 1987 Pan American Games
- Bob Johnstone explained how it happened that the J/24 is not included in the upcoming Pan American Games. The IYRU expressed concern to the PAYO Committee, and numerous letters and communications were made. Hank Killion, Dick Tillman and Rod Johnstone will pursue the issue at the IYRU International Class Meeting in London in November.
6. New Business
- 6.1 Two U.S. competitors left the World Championship early in the series. Resolved: U.S. competitors who withdraw prematurely from a World Championship may be refused entry to future J/24 events, at the discretion of the Board of Governors.
- 6.2 Art Dufresne moved that the entry fee for a U.S. Worlds qualifier who does not attend the Worlds will be applied to his replacement if not notified within 90 days of event. The motion was seconded and passed.
- 6.3 1987 North American Championship: Don Trask suggested a maximum crew weight rule or jib flag rule for NA's in San Francisco (20-25 knots of wind at end of July). An international event must be sailed by International Class Rules. Don Trask moved to amend the unlimited number of crew proposal at the IJCA Meeting in Nov. '86 to include a maximum weight of 400 kilos. The motion was seconded and passed.
- 6.4 District Administration
- It was agreed that geographic areas permit one-fleet districts, as in the case of Hawaii and District 18. Mergers and re-defining district boundaries is up to the district governors involved.
- 6.5 North American Championship venues:
- 1988 - Proposals from Corpus Christi and Lake Pontchartrain were reviewed. Corpus Christi was selected as the site for the 1988 North Americans.
- 1989 - Rochester, NY, has submitted a proposal. It was decided to defer the decision to the 1987 AGM.
- 6.6 World Championship venues:
- 1988 - Sydney, Australia
- 1989 - Canada or Ireland, pending proposals
- 6.7 1987 Worlds Qualifiers - Hank Killion will qualify for '87 Worlds as IJCA Chairman, giving an extra slot (USJCA Pres.) to the U.S. Al Constants moved that the extra slot come from the 1987 Midwinter Championship in Miami. The motion was seconded and passed.
7. Election of Officers:
- The following nominations were received:
- President - Hank Killion
- Al Constants - declined
- Vice President - Rick Peper
- Chris Towles - declined
- There being no further nominations from the floor, the motion was made to accept the slate as offered. It was seconded and passed.
- John Peck was nominated for Technical Committee Chairman and unanimously elected.
8. Bill Denes moved that a compilation of Bob Johnstone's brainstorming session on fleet and district promotion held at the USYRU One Design Class Council meeting be distributed to district governors and fleet captains. The motion was seconded and passed.
9. Constitution
- John Peck initiated a discussion on the makeup and quorum of the USJCA Executive Committee. After discussion, John Peck moved to restate the USJCA Constitution Paragraph 10.1 to add two members-at-large to the Executive Committee; amend Paragraph 10.2 to increase the quorum of the Executive Committee to four; and amend Paragraph 10.4.2 to read, "The Executive Director, Copyright Holder and Designer shall not serve as voting members of the Executive Committee." The motion was seconded and defeated. After further discussion, Hank Killion moved that Paragraph 10.1 be modified to include the Technical Committee Chairman and Financial Committee Chairman as members of the Executive Committee; and that Paragraph 10.2 be modified to increase the quorum of the Executive Committee to four. The motion was seconded. John Peck suggested the wording be changed to include two "members-at-large", to be elected by the Board of Governors. The motion was passed as amended.
- Bob Johnstone moved to amend Paragraph 9.4 of the USJCA Constitution to increase the quorum of the Board of Governors to 10 voting members. The motion was seconded and passed.
- 9.1 Election of 2 members-at-large of the Executive Committee:
- Al Constants and John Peck were nominated to serve as members-at-large of the USJCA Executive Committee, and were elected.
10. Adjournment: 7:40 p.m.

Respectfully submitted,
Linda Tillman
Secretary to the meeting

1986 IJCA Annual Meeting Royal Thames Yacht Club London, England November 2, 1986

1. The 1986 IJCA Annual Meeting was called to order by the Chairman, Hank Killion, at 9:30 a.m. at the Royal Thames Yacht Club, London, England. Introductions were made and proxies established; national associations and their vote represented was as follows: Brazil - Phil Jenkins (1); Canada - Jim Murray (1); France - Michel Perroud (1); Germany - Torsten Satz (1); Greece - George Andreadis (1); Holland - Donald Schotel (1); Ireland - Michael Boyd (1); Italy - Gian Putaturo (1); Sweden - Bengt Julin (1); United Kingdom - Chris Torrens (1) plus the Swiss proxy (1); United States - Hank Killion (4) plus proxies from the U.S. Virgin Islands (1) and Bermuda (1); Designer - Rod Johnstone (1) plus the Copyright Holder's proxy (1); a total of 19 votes. Also present were Executive Director, Dick Tillman; Assistant and J/24 Magazine Editor, Linda Tillman, IJCA Technical Committee member, Dennis Ellis; Henre Perroud of France; Italian Yachting Federation President, Carlo Rolandi; Jeremy Rogers, Simon Rogers, Vic Sherwood, John Adams and Eddie Warwick, all of the UKNJCA; Chris Jongerius of the Dutch NJCA; and Art Dufresne, U.S.
2. Minutes of the 1985 IJCA Annual Meeting were approved.
3. Status reports by NJCA Representatives:
 - Sweden** - 70 to 80 boats, about 10 racing.
 - Ireland** - Three active fleets; activity peaked in 1984 but had successful program in 1986. Dunhill provided \$13,000 sponsorship; Match Race a success. Association is financially sound.
 - Germany** - 12 active boats; hope to host '88 Europeans.
 - UK** - Interest is strong as reflected in the considerable demand for new and second-hand boats. The Nationals attracted 46 entries, Women's McNamara Bowl, 20 entries and Championship of Champions, 31, comprised of dinghy and keelboat class champions. Membership is up 14%, and forecast for 1987 is continued growth.
 - Holland** - Fleet grew from 6 boats last year to present 14; 11 are active, with approximately 50 race starts a year. Holland hosted the 1986 Europeans with 25 entries sailing in medium to heavy weather; also the Lady J Regatta will be held in Sept., 1987.
 - Italy** - 190 boats in 11 fleets. 1986 Italian Championship drew 42 entries. Association has support of Italian Federation, and is financially sound. Have submitted request to host Women's World Championship in J/24s.
 - Canada** - Cost of boat continues to be a problem with high duties; averages \$38,000 Canadian. Season is short. 100 boat fleet.
 - France** - Activity down since 1983 due to lack of builder, competition from three other less expensive one-designs built and inability to trail without special permit. 15 boats still racing out of 30-35 boats.
 - Brazil** - 20 boats in Rio with 8-10 active; possibility of another fleet of 8 to 10 in Sao Paulo. Finding crew a problem. Association offers special crew membership at \$1 each. 4 major regattas in year. South American Championship in 1986 drew 12 boats. Peru will host it in February of '87.
 - Greece** - Organized in 1984, the J/24 is the largest keelboat Class in the country and the only class association formally recognized by the state. There is a lot of eagerness and many crew available. The 1985 championship series consisted of offshore and Olympic course racing; in 1986 the series was more condensed.
 - U.S.** - Class has 1850 members, 10% over last year. Growth attributed to emphasis of social activity and family involvement at fleet level.
4. Technical Committee Chairman's Report - Rod Johnstone

- 4.1 Licensing of Spar Builders - Current Rule 3.5.1 requires that mast and boom be acquired from a licensed builder. Issue discussed at IJCA meeting held in Bermuda in May was to license additional spar builders. Drawings based on original specifications must be approved by IJCA World Council; any new builder must be approved by copyright holder and IYRU. Key change is that copyright holder could approve a licensed builder of masts for better availability to sailors. With strict specifications, mast builders will not get competitive; best for J-Boats to control licensing in order to maintain one-design concept. Chris Torrens moved that additional spar builders be licensed by the copyright holder. The motion was seconded and discussed. In addition Bengt Julin suggested that spars and booms built by licensed builders before specs were finalized be grandfathered. Dennis Ellis will work with Jeremy Rogers to ascertain number of masts involved. George Andreadis advised immediate Keelboat Committee approval was unlikely. Rod Johnstone will refine the above motion for approval by IJCA prior to submission for approval at 1987 IYRU meeting.
- 4.2 Monitoring and controlling building specifications - Rod suggested the need for regional measurers to periodically inspect builders, expenses to be paid by IJCA, reportable to IJCA. Since J-Boats pays IYRU a fee for each boat built, it was suggested that it would not be out of line to seek IYRU assistance in inspection of builders.
- 4.3 Interpretations - Rule interpretations should proceed from the Class Technical Committee to the IYRU Chief Measurer and be distributed back to the class in booklet form which will include measurement guidelines, currently being compiled by Dennis Ellis and Rod Johnstone.
- 4.4 Rules Plan C, Minimum Offsets Table - For clarification, the wording under the table of offsets will be replaced with the following:
The above represent the minimum faired dimensions at each station and offset templates made in accordance with the above and placed not more than 20mm below and parallel to the relevant section represent the minimum faired thickness and maximum length of the keel at that section.
- 4.5 Rules Submissions to IYRU - Discussion and confirmation or rejection of circulated rules submissions:
 - A. Canadian submissions
 1. To amend Rule 4.1.3 (equipment on board while racing). Present rule: "One fixed marine type compass." Amend to read, "One fixed marine type compass of magnetic card type or digital readout capable only of instantaneous readout and current trend information. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall not be allowed.)" This rule change proposal was circulated to NJCA's in advance. After discussion, rule proposal was approved.
 2. To amend Rule 6.1 (electronic devices allowed as optional). Present rule 6.1.9: "Electronic devices to record and measure speed and distance and to indicate water depth." Add underlined words to read: "Electronic devices to record, measure and average speed, and to indicate distance and water depth." After discussion, the rule proposal was approved.
 - B. U.S. submissions
 1. To amend Rule 5.1 (Crew). Present rule: "The crew shall consist of three to five persons." Amend to read "A crew shall consist of not less than three persons." The proposal was not approved. Bengt Julin moved that Rule 5.1 be amended by adding, "The number of crew entered in a regatta shall remain the same throughout the event." The motion was seconded and passed. Note: This submission was approved at the IYRU Keelboat committee meeting, with the following wording: "The crew nominated or listed in a regatta shall remain the

- same throughout the event."
2. Add to Rule 3.6.10 (Mainsail).
(n) "A spreader chafing patch not exceeding 950mm x 200mm and comprising not more than one layer of cloth, of weight not greater than that of the body of the sail is permitted on each side of the sail. (o) "Reinforcement not exceeding 150mm x 150mm, or cloth of any weight, is permitted at the forward end of each pocket. Approved."
 3. Amend Rule 3.6.12 (j)
Present rule: "Spreader and stanchion abrasion resistant patches may be added and shall be not more than 600mm long and 200mm wide comprised of not more than two additional layers of cloth having a weight not greater than the body of the sail." Delete present rule and insert: "Spreader and stanchion chafing patches not exceeding 950mm long and 300mm wide and comprising not more than one layer of cloth, of weight not greater than that of the body of the sail is permitted on each side of the sail." Approved.
 - 4.6 Experimental use of Mylar genoas in U.S. - Rod Johnstone expressed concern over USJCA decision to allow use of Mylar genoas at other than international and world qualifying events. The consensus was that the world council is opposed to uncontrolled experimentation by the U.S. As USJCA President, Hank Killion expressed his willingness to cooperate with experimental procedures, with the issue to be addressed at the 1987 IJCA Meeting. The USJCA will clarify to their members which specific regattas are open to Mylar. The world council statement:
 1. Mylar sails are illegal.
 2. Use of Mylar must be under the auspices of a quantitative program approved by the IJCA Executive Committee.
 5. World Championship Venues
 - 5.1 1987 Worlds - June 14-21 at Capri, organized by Naples Sailing Club. Gian Putaturo reported that more information, entry forms, etc., will be provided to NJCA's no later than Dec. 31. Chris Torrens moved that quotas for European non-host countries be doubled when World Championship takes place in Europe, with the provision that competitors not eligible for charter boats provide own boats. The motion was seconded and passed.
 - 5.2 Phil Jenkins stated that charter boats for Worlds should be in measurement condition. Rod Johnstone suggested that IJCA fund provision of accurate templates to Italy for use at 1987 Worlds. Jim Murray moved that the IJCA fund the manufacture of a set of templates certified by Rod Johnstone for use, on loan, at the 1987 Worlds. The motion was seconded and passed. Rod Johnstone will establish the cost of templates and Dick Tillman will circulate the information to the NJCA's.
 - 5.3 Qualification of Past World Champions - Hank brought up the question of automatic qualification of past world champions. After discussion, Michael Boyd moved that the regatta guidelines be amended to read that up to three most recent world champions who have not otherwise qualified may enter the World Championship, plus the defending champion. The motion was seconded and passed.
 - 5.4 1988 Worlds - Sydney, Australia, beginning January 26.
 - 5.5 1989 Worlds - Both Ireland and Canada made presentations on their proposals to host the 1989 Worlds. Due to Canada's advanced state of readiness, Ireland acceded to Canada for 1989.
 - 5.6 1990 Worlds - Ireland will submit written and complete proposal to host the 1990 Worlds at the 1987 IJCA Meeting. U.S. pledged support.
 6. Continental Championships
 - 6.1 European Championships
 - A. 1986 event held Aug. 30-Sept. 6, in Holland. Measurement and weight were again issues; boats were weighed without personal gear and four of 25 boats were too light.
 - B. 1987 Europeans - George Andreadis of Greece elaborated on his association's plans to host this event May 23-31, offering complimentary lodging, launching and hauling, reduced fares on ferry, and no entry fee. Afternoon thermals offer ideal racing conditions and travel to Athens is not difficult from either the north or south of Italy. Italy's NJCA and the manufacturer will assist in providing charters for overseas competitors.
 - C. 1988 Europeans - Chris Torrens indicated the UKJCA is interested in hosting the 1988 event, with a choice of four venues. Complete information will be available for publication in the Spring '87 issue of J/24 Magazine.
 - D. 1989 Europeans - Italy plans to host.
 - 6.2 North American Championships
 - A. 1987 - San Francisco, July 25-August 1 (Notice of Race in Vol. 17 of J.24 Magazine).
 - B. 1988 - Corpus Christi, Texas, in June.
 - 6.3 South American Championships
 - A. 1986 - held in Rio; went very well.
 - B. 1987 - Peru, in February.
 - C. 1988 - possibly in Argentina.
 - 6.4 Chris Torrens suggested that Worlds and Europeans venues and dates be set at IJCA AGM, two years in advance. All were in agreement.
 7. 1987 Pan American Games - Rod Johnstone explained how the J/24 was eliminated from the 1987 Pan American Games by a decision of a Pan American Yachting Organizing Committee (PAYO) formed after the 1983 Pan Am Games, by a 5-3 vote. Robin Tattersall of USVI was unaware of IYRU request to include the J/24. Two other committee members indicated there was no communication. A fourth member is in favor of including the J/24. Sam Merrick reported the PAYO decision against the J/24; yet majority are in favor. Hank Killion and Dick Tillman will attend IYRU Meetings to gain support to overturn decision and reinstate J/24 for 1987 Games.
 8. Financial Report
 - 8.1 Hank Killion explained the financial condition of the IJCA as favorable and sound, with an end of year balance of \$27,313.60. He presented the 1987 Budget and asked NJCA's to submit projects for class development.
 - 8.2 Chris Torrens requested a bulk shipment of J/24 Magazines to be distributed for promotion via the UK Class Office. Another option would be to send materials and negatives to print magazines in Europe. Chris was asked to draw up a proposal for consideration by the Executive Committee to make magazines available to all members worldwide at a reasonable cost. The UK Class Association is working to develop a brochure with information on the J/24 and the Class. Will need color negatives and assistance from IJCA. Chris will draw up a proposal to accomplish this and present to the IJCA Executive Committee.
 9. Old Business
 - 9.1 Electronic Mail - Art Dufresne explained this service that would use a modem on a computer via telephone to an electronic mail box. Need a PC, modem, telephone, plus subscription to the service. Messages can be displayed or printed. A telex number can access the mailbox. One telephone call can reach all mailboxes; faster than telex and costs less than telex. An electronic bulletin board can post messages via computer for national members. Approximate equipment cost: \$350-400. Dufresne is working to acquire donation of services. Chris Torrens will investigate setting up an initial system in UK. May not be available in all countries.
 - 9.2 Adjustable forestay question - Turnbuckle is not legal. Technical interpretations need to be printed and where possible incorporated into class rules.
 10. New Business
 - 10.1 Regatta Guidelines - NJCA's asked to review updated version which appears in Vol. 17, J/24 Magazine, and send comments to Class Office.
 - 10.2 Championship Sailing Video by USJCA - produced by J World and available in format to work in Europe.
 - 10.3 Election of Officers:
 - A. Vice Chairman: Chris Torrens, who has filled vacancy for several months, was nominated to serve a two year term (until 1988). The nomination was seconded; Torrens was elected.
 - B. Appointment of three council members to Executive Committee:
 1. Alex Nemeth - Australia
 2. Gian Putaturo - Italy
 3. Jim Murray - Canada
 - 10.4 1987 IJCA AGM Venue: London, to coincide with IYRU Meetings.
 11. Adjournment: 6:20 p.m.

Respectfully submitted,
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Secretary to the meeting

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INTERNATIONAL J/24 CLASS ASSOCIATION

CLASS RULES

As approved by the IYRU, effective March 1, 1987

** 1987 Rule Modifications*

1. OBJECTIVES OF THE CLASS RULES

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

2. ADMINISTRATION

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

2.7 Method of Measurement

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

3. CONSTRUCTION AND MEASUREMENT

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

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

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

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

3.2 Hull

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

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

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

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

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

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

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

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

3.3 Keel

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

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

3.4 Rudder and Tiller

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

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

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

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

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

3.5 Spars

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

3.5.2 Mast

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

3.5.3 Standing Rigging

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

3.5.4 Running Rigging

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

3.5.5 Main Boom

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

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

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

3.6 Sails

- 3.6.1** Except as provided in 6.1.7, one mainsail, one genoa, one jib, and one spinnaker only shall be on board when racing.
- 3.6.2** The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage. Sails shall be made of woven material so that, when the material is torn, it shall be possible to separate the fibres without leaving evidence of a film.
- 3.6.3** The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted, no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.
- 3.6.4** The sails shall be made to measure to the recommendations of the IYRU except where varied herein.
- 3.6.5** Sail reinforcement shall be in accordance with the IYRU Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus 3 percent of the length of the luff of the sail and from any Cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham or reefing eye reinforcement of not more than 1200mm. All reinforcement shall be capable of being folded flat in any direction without damaging the fibres. Reinforcement finishing materials or coating applied to the reinforcement shall not prevent the sail being folded flat. Leech reinforcement patches, triangular or trapezoidal in shape with no side exceeding 135mm in length, may be added to the intersection of the seams at the leech. They shall comprise of not more than two additional layers of cloth of weight not greater than the body of the sail.
- 3.6.6** National letters and distinguishing numbers shall be placed on the mainsail, genoa and spinnaker.
- 3.6.7** The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be near to the line between mid-head and mid-foot, and between the top two batten pockets.
- 3.6.8** The National letters and distinguishing numbers shall not be less than: height 300mm, width 200mm (except the figure or letter I), thickness 45mm. The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number or letter on the genoa shall be within 200mm of the luff.
- 3.6.9** "Minimum Sail Cloth Weights" Minimum cloth weight for the mainsail shall be 218 grams per square meter except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218 grams per square meter. Minimum cloth weight for genoa shall be 166 grams per square meter. Minimum cloth weight for spinnaker shall be 33 grams per square meter. Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail. Commencing 1st March 1983, the weight in grammes per square metre of the basic material of the sails shall be indelibly marked by the sailmaker together with his signature or stamp and date near the head of the sail.
- 3.6.10 Mainsail**
- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
 - b) The length of the leech shall not exceed 9170mm.
 - c) The cross width measurements shall be taken from the three-quarter, half and quarter points on the leech, located when the head is folded to the clew for the half-height point, and when the head and clew are folded to the half-height point to determine the three-quarter height points.
 - d) The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
 - e) The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
 - f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
 - g) The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
 - h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
 - i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
 - j) A Cunningham hole may be fitted in the luff.
 - k) A leech tensioning cringle may be fitted in the leech.
 - l) A leech line is permitted.
 - m) Camber lines are permitted.
 - * n) A spreader chafing patch not exceeding 950mm x 200mm and comprising not more than one layer of cloth, of weight not greater than that of the body of the sail is permitted on each side of the sail.
 - * o) Reinforcement not exceeding 150mm x 150mm, of cloth of any weight, is permitted at the forward end of each batten pocket.
- 3.6.11 Jib**
- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - b) The luff shall be not more than 8300mm nor less than 7845mm.
 - c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
 - d) A Cunningham hole may be fitted in the luff.
 - e) Reefing attachment points or devices may be fitted.
 - f) The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.

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- g) A leech line is permitted.
- h) Camber lines are permitted.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snaphooks may be substituted for cloth sail hanks.

3.6.12 Genoa

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8460mm nor less than 8100mm.
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall not be convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snaphooks may be substituted for cloth sail hanks.
- *j) Spreader and stanchion chafing patches not exceeding 950mm long and 300mm wide and comprising not more than one layer of cloth, of weight not greater than that of the body of the sail is permitted on each side of the sail.

3.6.13 Spinnaker

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

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

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

3.7 Weight

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

3.8 Fixed Fittings and Equipment To Be Carried When Racing

- 3.8.1** Four headsheet tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.

- 3.8.2** One mainsheet traveller track, positioned as indicated in PLAN A.

- 3.8.3** Two primary sheet winches positioned between the mainsheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.

- 3.8.4** Berths equipped with cushions as supplied by the manufacturer.

- 3.8.5** A manual bilge pump and a bucket of minimum capacity 10 litres.

- 3.8.6** A 10 litre water container with a minimum of 5 litres of water.

- 3.8.7** One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall not be stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3kg and the maximum weight of the chain shall not exceed 6kg.

- 3.8.8** An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed under one of the main berths or aft of the sill of the companionway.

- 3.8.9** A container of a type as required by the National Authority or local regulations with a minimum of 2 litres of motor fuel.

- 3.8.10** A transom bracket for the outboard engine.

4. SAFETY RULES WHEN RACING

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

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

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- 6.1.17** A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- 6.1.18** Foot rests attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks.

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

- 6.1.20** Anchor, navigation (steaming) light, or deck lights installed on the mast.

7. PROHIBITIONS

- 7.1** The following are not permitted:

- 7.1.1** Hydraulics.
- 7.1.2** Running backstays or devices to simulate such.
- 7.1.3** Wire strop for the backstay.
- 7.1.4** Halyard locks or hook up devices.
- 7.1.5** The use of a foresail halyard to vary the measured length of the forestay.
- 7.1.6** The use of any installed genoa and jib roller furling equipment when racing.
- 7.1.7** Spinnaker guy struts.
- 7.1.8** Stowage of the spinnaker pole on the main boom.
- 7.1.9** Spinnaker chutes through the deck.
- 7.1.10** Rigging utilizing Kevlar or other recently developed synthetic materials except for use of Kevlar or its equivalent for the main, jib and genoa halyards and spinnaker sheets as specified in 3.5.4.
- 7.1.11** A wire strop or the use of wire in the mainsheet control system.
- 7.1.12** Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
- 7.1.13** Any equipment or device to feed halyards or control lines below deck.
- 7.1.14** Except as permitted under rule 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging.
- 7.1.15** Double luff or double luff tape sails.
- 7.1.16** A 12 volt battery weighing more than 32kg.
- 7.1.17** "Angling" of headsail tracks which are approximately parallel as provided standard.

- 7.2** Other than specified in paragraphs 6.1.1 the trimming of genoa sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see 6.1.4b) first then through the clew on the 100 percent jib.

8. RESTRICTIONS WHEN RACING

- 8.1** The following practices are not permitted when racing:

- 8.1.1** The use of more than one mainsail, one genoa, one jib, and one spinnaker, or the alteration thereof, during a regatta. Damaged sails may be repaired or replaced at the discretion of the Race Committee.

- 8.1.2** The stowage of equipment or gear other than unbagged sails in use on the cabin sole over the keel.

- 8.1.3** Use of other than normal sailing gear in normal, designed and proper stowage areas to attain sailing weight.

- 8.1.4** Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.

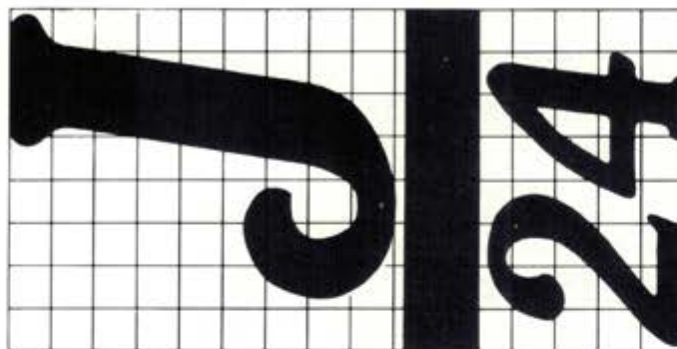
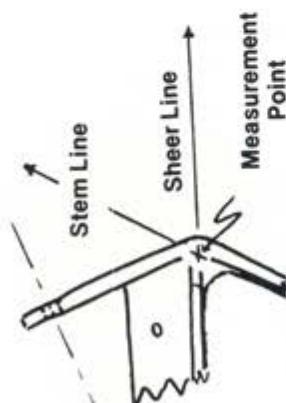
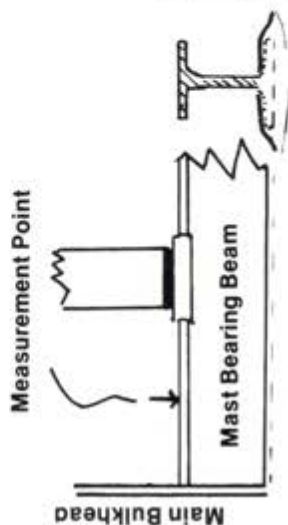
- 8.1.5** When in tracing trim without the crew, the flotation marks on the stem and rudder shall be immersed.

- 8.2** Notwithstanding the requirements of racing rule 60, the rapid repeated pumping of the headsail sheets or mainsail or any trim of the spinnaker halyard or guy to promote surging or acceleration of the yacht is not permitted. However, a single, even rapid trim of the headsail sheets and/or mainsail shall be permitted provided the frequency of trim is not greater than that of major waves passing under the yacht.

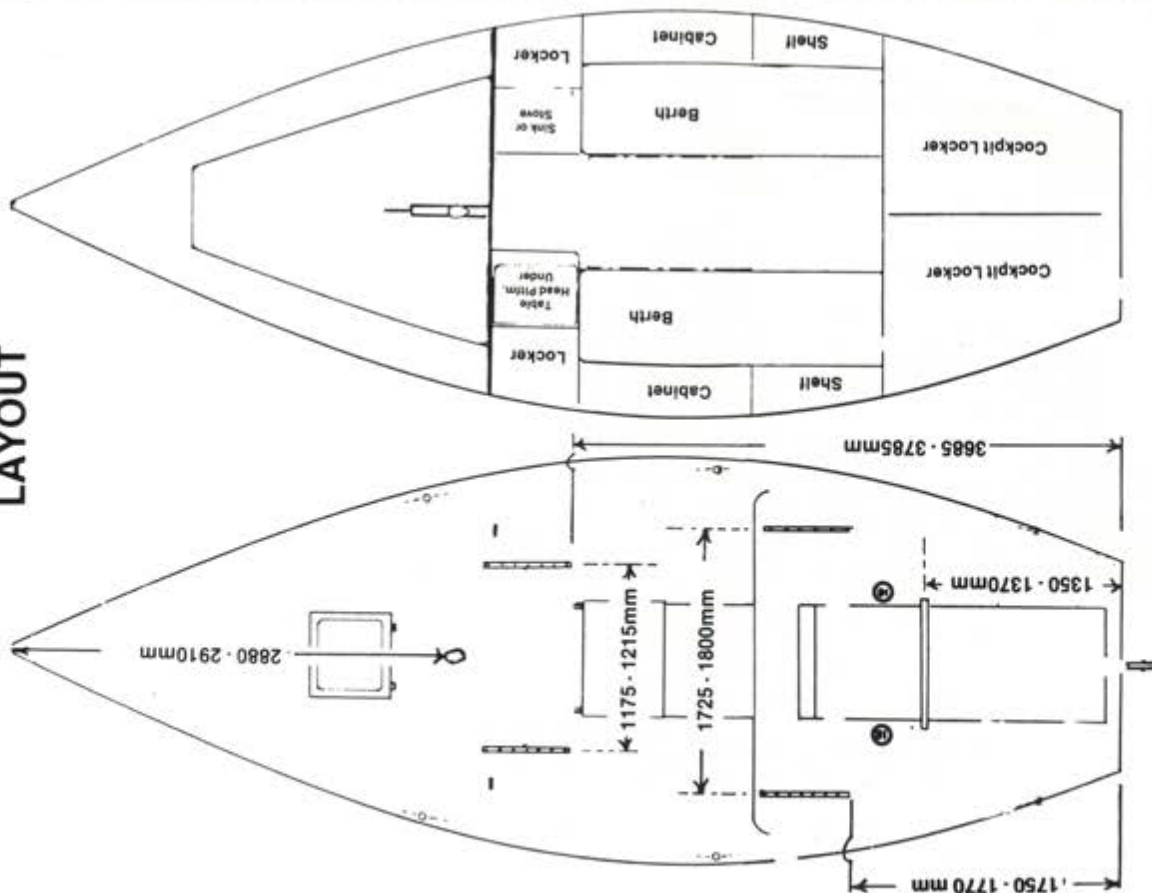
- 8.3** IYRU Racing Rule 66 shall apply.

- 8.4** Notwithstanding the requirements of Racing Rules 60 and 66, hanging on the mast or shrouds to promote roll tacking or gybing is not permitted.

PLAN B MEASUREMENT POINTS AND INSIGNIA



PLAN A DECK AND INTERIOR LAYOUT



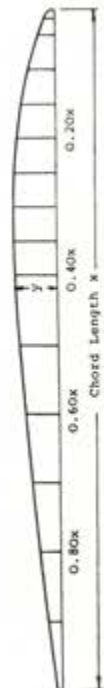
PLAN C KEEL PLAN



The leading edge slope is defined by a ratio of 1.22 units vertical to 1.00 units horizontal, using the plane of Section I as a horizontal reference.

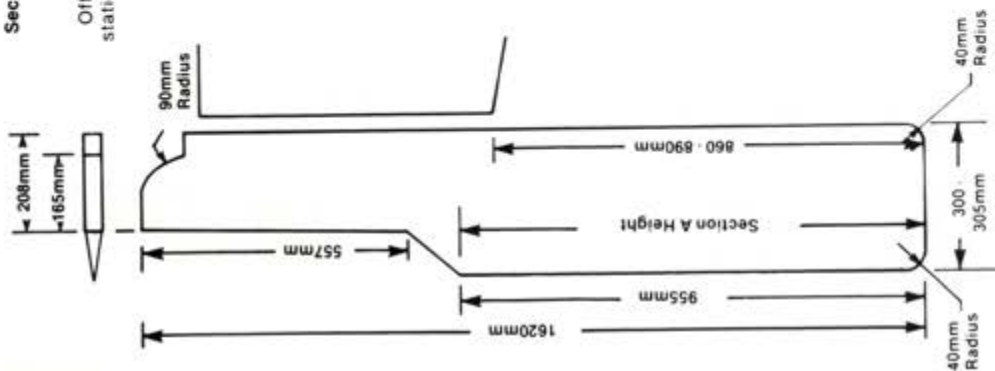
	Keel Sections					
	I	II	III	IV	V	VI
Location distance from hull down:						
Leading edge	235	429	623	817	1011	1205
Trailing edge	153	303	453	603	753	903
Section chord length (x)	1015	898	781	664	547	430
Leading edge radius	13	13	13	13	13	13
Section J width, y, at distance from leading edge:						
0.0125x	16.0	14.9	13.8	12.7	11.6	10.5
0.025x	22.5	20.6	18.7	16.8	14.9	13.0
0.05x	32.0	29.0	26.0	23.0	20.0	17.0
0.10x	46.3	41.5	36.7	31.9	27.1	22.3
0.15x	56.5	50.3	44.1	37.9	31.6	25.5
0.20x	64.0	56.7	49.6	42.8	36.5	29.6
0.25x	69.3	61.0	53.9	46.8	39.7	32.6
0.30x	72.7	62.5	54.3	48.1	40.9	33.8
0.35x	75.2	64.0	55.8	49.6	42.4	35.3
0.40x	76.9	64.8	56.6	50.4	43.2	36.0
0.50x	84.0	68.8	59.6	53.7	46.5	39.4
0.60x	88.4	72.2	62.0	56.0	48.8	41.7
0.70x	91.0	74.0	63.8	57.7	50.5	43.4
0.80x	93.0	75.5	65.2	59.2	51.9	44.8
0.90x	94.7	76.8	66.4	60.4	53.1	46.0
1.00x	96.4	78.1	67.6	61.6	54.3	47.3

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



PLAN D RUDDER PLAN

Section A Offsets in Millimeters



Station

Half Width

7.0

10.0

12.0

15.5

17.5

18.8

19.3

19.6

19.7

19.6

18.7

16.6

13.7

10.3

6.6

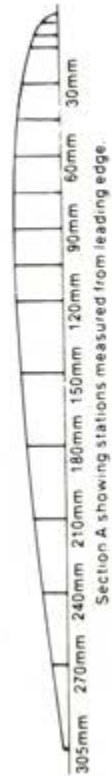
2.0

Trailing Edge

(300-305mm)

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

Section A is perpendicular to the leading edge.



Section A showing stations measured from leading edge.

MEASUREMENT FORM

TO OBTAIN A MEASUREMENT CERTIFICATE

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

NOTES

1. All measurements are in millimetres or kilograms.
2. Change of ownership invalidates the Measurement Certificate and the new owner should in his interest advise his national authority at once. In order to obtain a new Certificate, the new owner shall submit the information required in Part A together with the previous owner's Certificate.

PART A

OWNER DECLARATION

Name of Yacht _____ Fleet _____

Owner _____

Address _____

Tel. No. _____

Co-Owner _____

Address _____

Tel. No. _____

I undertake to race this yacht only so long as I maintain it in conformity with the Class Rules. I also declare that only sails, spars etc., which have been measured and found to be in accordance with the rules, will be used.

Date _____ Owner Signature _____

PART B

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.6.3	Lead keel weight before assembly	415		435
2	2.6.4	Weight of standard yacht prior to delivery (excluding fixed options)	1200		1300

Sail Number _____ Date Completed _____

Hull number _____ Builder's Code _____

PART C

DECLARATION

To be signed by the LICENSED BUILDER after completing items 1 and 2.

I certify that this yacht (a) has been built in moulds obtained from the source approved by J Boats, Inc., (b) constructed according to the official plans, specifications, and J/24 Class rules, (c) has been built in accordance with the spirit and letter of the Class Rules and licensing agreement and (d) that the measurements in Part B were taken prior to delivery.

Name of Builder _____ Signature _____ Date _____

REGISTRATION BY THE NATIONAL J/24 CLASS AUTHORITY

To be signed by either (a) the National J/24 Class Association (b) the National Sailing Authority acting as the administrative body for one-design classes or (c) the International J/24 Class Association if a National J/24 Class Association does not exist.

I certify that (a) this yacht has been registered in the Official National (International) Class Register under the owner indicated in Part A above and (b) the builder is in good standing with the copyright holder and the International Yacht Racing Union.

J/24 Class Authority _____ Date _____

Name of Representative _____ Signature _____

J/24 CLASS ASSOCIATION

PART D

YACHT MEASUREMENTS*

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.1	Corner of transom to trailing edge of keel at hull	2996		3020
2(a)	3.3.2	Does keel comply with minimum faired dimensions of Plan C at Sections II and V?		YES/NO	
2(b)	3.3.2	Do you believe the keel complies with the minimum faired dimensions of Plan C elsewhere?		YES/NO	
3	3.3.2	Width of keel trailing edge in Section II-VI	3.5		
4	3.2.2	Stem flotation mark located 1055mm down and around curve of stem from sheerline		YES/NO	
5	3.4.2	The depth of the rudder measured between the rudder tip and transom	860		890
6	3.4.4	Rudder flotation mark located 670mm from sheerline		YES/NO	
7	3.4.3	Standard rudder weight	11		
8	3.5.2c	Distance from forward face of mast to the stem at sheerline	2880		2910
9	3.5.2d	Mast chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
10	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted)			2800
11	3.5.6	Length of spinnaker boom including fittings			2895
12	3.5.2e	Distance between mast bands			8538
13	3.5.3b	Height of forestay attachment	8970		9000
14	3.5.3c	Distance between fixing points of the forestay	8595		8670
15	3.5.3h	Standard installed fixed spreader length	760		800
16	3.5.3h	Spreader sweep back distance	95		170
17	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle		YES/NO	
18	3.5.5c	Distance of 20mm boom band from mast			2970
19	3.2.5	Lifeline sag with 5kg weight			125
20	3.2.5	Lifeline stanchions in board of sheer in plan		YES/NO	
21	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
22	3.8 8.1.2 8.1.3	Fixed fittings and equipment located according to Class Rules		YES/NO	

DECLARATION To be signed by the OFFICIAL MEASURER upon completion of this section.

I declare that the measurements recorded above were taken by me, and that to the best of my knowledge and belief this yacht complies with the International J/24 Class Rules.

Location Where Yacht Measured _____

Printed Name of Measurer _____

Signature _____

Date _____

Measurer's Authority _____

Measurer's Phone Number(s) _____

*A National Authority may authorize owner to take these measurements.

PART E

SAIL MEASUREMENTS*

SAIL NUMBER _____

PROCEDURES:

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

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
		MAINSAIL Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
1	3.6.7	Blue J/24 Emblem 305 x 610				
2	3.6.10a	Headboard				115
3	3.6.10b	Leech length				9170
4	3.6.10d	Width at ¾ ht.				1175
5	3.6.10e	Width at ½ ht.				1980
6	3.6.10g	Upper/Lower batten length				605
7	3.6.10g	Interm. Batten length				660
8	3.6.10g	Batten width				50
9	3.6.10h	Distance to head or clew of nearest batten		1775		
10	3.6.10i	Lowest reef point from clew on leech		1000		
11	3.6.3	Window size either direction				1500
12	3.6.5	Corner reinforcements				756
		100% JIB Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
13	3.6.11a	Width of the head				95
14	3.6.11b	Luff length		7845		8300
15	3.6.11c	LP		2785		2895
16	3.6.11f	Batten lengths				230
17	3.6.3	Window size either direction				1500
18	3.6.5	Corner reinforcements				749
		150% GENOA Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
19	3.6.12a	Width of the head				95
20	3.6.12b	Luff length		8100		8460
21	3.6.12c	LP		4180		4345

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

INTERNATIONAL CLASS ASSOCIATION

PART E

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
22	3.6.3	Window size either direction				1500
23	3.6.5	Corner reinforcements				753
		SPINNAKER				
		Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
24	3.6.13c	Leech lengths		7930		8130
25	3.5.13d	Centerfold length		8600		9600
26	3.6.13e	Half width of foot		2300		2600
27	3.6.13g	Half height half width		2540		2610
28	3.6.13h	¾ height half width		1600		
29	3.6.8	Sail Numbers				
30	3.6.9	Sail cloth weights				

DECLARATION

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

 Printed Name of Sailmaker

 Signature

 Location Where Measured

 Date

 Sailmakers's Address

 Phone Number

U.S. FLEET CHARTER APPLICATION FORM

(Minimum of 3 boats required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

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

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

Members of the _____ fleet agree to abide by the International J/24 Class Rules.

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 wish 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.

(Type or print:)

Regatta _____ Date of event _____

Boat Owner _____ Co-owner _____

Helmsman _____

Helmsman's Address _____ Tel. (res.) _____

Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

☐ I am a current J/24 Class Association member.

☐ 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 _____

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

THE UNITED STATES J/24 CLASS ASSOCIATION PRESENTS:



CHAMPIONSHIP SAILING

A Complete Look at the 1986 J/24 Worlds

Produced by J World, with assistance from the U.S. J/24 Class Association, this 54 minute video captures the action of championship sailing at its best, as 68 J/24s from 16 countries compete in the 1986 J/24 World Championship sailed off the coast of Newport, Rhode Island.

CHAMPIONSHIP SAILING features, for the first time at a major championship, video footage from on-board cameras. In fact, four of the top ten finishers carried Sony cameras on their stern pulpits. Watch on-board video of J/24 champions such as Morgan Reeser, Jim Brady, Larry Klein and Stu Johnstone. Observe how they organize their crew, trim the sails and make tactical decisions during the race. J World's full race coverage also includes video taken from a helicopter and an outboard motorboat, as well as post-race analysis and interviews with the top finishers.

CHAMPIONSHIP SAILING is available in VHF, BETA and PAL formats.

Please send _____ copy(s) of **CHAMPIONSHIP SAILING @ \$48.00**
in the _____ **VHS** _____ **BETA** _____ **PAL** format to:

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COUNTRY _____ PHONE _____

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(Please add \$5.00 for overseas shipping)

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luff systemintroduces
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Head Foil® Size:	20	30	40	50	60
Headstay Diameter:	3/16" (5mm)	1/4" (6mm)	5/16" (8mm)	3/8" (10mm)	1/2" (13mm)
Foil Tape® Size:	#5	#6	#6	#7	#7
Primary Rope:	5/32" (5mm)	1/4" (6mm)	1/4" (6mm)	7/32" (7mm)	7/32" (7mm)

All sizes are compatible with earlier model stainless steel feeders. Foil Tape®, as made by Head Foil Corp., fits the old as well as the new Blue-Noses.™

It's History

Pivotal to the racing and cruising sailors around the world was a decision by the IOR Technical Committee in April of 1972, to finally rule luff support systems legal. In a letter to each member of this committee, Rolf Lagerquist urged them to unchain all creative thinkers around the globe so sailing technology could benefit. Their courageous action reversed an earlier prohibition of "luff spars" by the Scandinavian Sail Association in November 1940 in Helsinki, Finland. This action probably resulted from Knud H. Reimers introduction of a twin grooved luff support system in Stockholm of April 1939 (see background drawing); as described in a letter to Ted Hood, "they offered such an advantage, that practically all boats in a class would have to alter to such profile-rig to be able to compete." Even though the early "luff spars" were fragile and difficult to change sails with, technology didn't permit these profiles to enter the market until Ted Hood produced the C-Stay® in the late 60s. Rolf examined the C-Stay® in a 1971 Trans-Superior Race and liked the luff support idea, but structurally it seemed flawed because of the forces acting on it. Rolf concluded instead that the wire or rod headstay should be kept as this would safely support a freely pivoting airfoil shaped plastic extrusion (non-structural entity) - Head Foil® was born.

The invention of the aft double groove system in Head Foil 2® turned the world around 180 degrees. The slippery plastic is kind to sails and the aft facing grooves enables sailors to change sails effortlessly as compared to the fore and aft systems (Twin Stay®, etc.). Many developments followed, all have the common concept of aft facing grooves and are non-structural such as Hood's Gemini Foil® (congratulations Stars and Stripes) and the Harken furlers.

Rolf Lagerquist as a transplanted Swede (1952) into America's Heartland combined and improved old ideas, invented and reduced to practice a succession of Head Foils® over the past 17 years culminating in the Blue-Nose™. Resinous extrusion technology has enabled a better and safer product for sailors all over the world. Blue-Noses™ are yet another effort to perfect sailing from the United States of America.

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Head Foil Corporation offers a limited warranty on all Blue-Nose™ (Red-Nose or White-Nose) Head Foil® continuous luff support system. We assure you of a good and trouble-free system if our brand Foil Tape® is applied to your sails by your sailmaker. Only if the correct size Foil Tape® is fitted for your Head Foil® can we unconditionally guarantee the total function of your foil system. If your Blue-Nose™ foil needs factory replacement, simply cut off the embossed Head Foil® logo located approximately 4 meters up the starboard side of the foil and mail this to us or our foreign agent (Switzerland, England, Australia, Sweden, et. al.). Please include your proof of purchase. Rebates on replacement will be based on a declining 7 year schedule. Freight and installation costs are excluded in this warranty.

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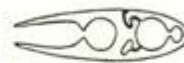
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U.S. Patent Office Numbers: 3,802,373, 4,340,005, and others pending. © Copyright 1987.

**1-Piece Colored
Plastic Extrusion**

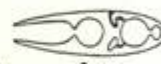
The original single groove Head Foil® is available in three headstay sizes: 3/32" (3mm), 1/8" (4mm), and 3/16" (6mm).



6mm
#5 Foil Tape



4mm
#4 Foil Tape



3mm
#4 Foil Tape



Rolf Lagerquist

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1986 WORLDS - NEWPORT, 1st, 5th, 7th*, 8th*, 10th

1984

Shore Sails offer the alternative, winning the NA's and one lonely set of sails at the Worlds in England winning three races.

1985

Shore Sails began to prove superiority with wins at the Europeans, NA's, Midwinters and our first World Championship in Japan. Our competition calls it a fluke. 11% of the fleet in Japan uses Shore.

1986

Shore Sails are THE dominant sailmakers all over the world. Victory at the worlds in Newport was no fluke, as 40% of the fleet had Shore Sails aboard. In fact, Shore Sails won 3 of five races!!!

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