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Photo courtesy of Harro Thornycroft Marine Photography.

The fleet in harbor, at the 1988 European Championship, Cowes, England.

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Hank Killion, IJCA Chairman.

### Major Issues No Obstacle

During the past year the class has been confronted with several major issues. I'd like to take this opportunity to comment on three of these.

First, the Ken Read disqualification at the '88 Midwinters. It was unfortunate that Ken was singled out by the media in the manner that he was. Though his boat was not legal in the strict sense of the class rules, he did return the boat to Tillotson-Pearson for complete inspection, and the allegations pertaining to wholesale alterations of the boat proved to be unfounded. His sole error in the repair of the hatches led to his disqualification. Unfortunately this error was magnified in various yachting publications, overshadowing Ken's sailing record and his efforts in promoting our class. I remember, back in 1984 at a major regatta, Ken took time to talk and give advice to one of my crew, Brandon Flack, who at that time was only 13 years old. Brandon came home from that regatta, not depressed that we had not finished well, but happy that a sailor of Ken's ability would take time to talk with him. Let's all look at the whole picture and not single out anyone, as we work to clarify and strengthen our class rules.

The second major issue that has received attention in the news media is the question of the legality of the Italian built J/24s. The initial inspection of the Italian boats at the 1987 Worlds did not satisfy all of the class members. The issue reappeared at the '88 World Championship in Australia when differences were observed that suggested variations from the building specifications. Subsequently, arrangements were made to meet the



Photo: Onne Van Der Wal

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Italian yacht upon its return to Italy, and a thorough inspection was undertaken, thanks to the efforts and help of the Italian class secretary, Tony Bassani. Members of the inspection teams were Stuart Johnstone, of J-Boats, Inc., and Dennis Ellis, the J/24 Class Measurer for the IYRU. The boat in question was cored, weighed and fully inspected, along with other available J/24s. The inspection of the lazarette hatches, for which the yacht's measurement certificate was revoked, were inspected and weighed and found to be of a greater weight and strength than those built at Tillotson-Pearson. The boat was also weighed and found to be exactly 1200 kilograms. The core samples were brought to TPI to conduct a burn test, which is used to verify the hull composition as compared to original specifications. The results were conclusive to determine that the Italian boats are legal J/24s. Hopefully this will end the speculation as to the legality of the Italian built boats.

Finally, the last item I wish to address is the "all up" boat weight. Tests have determined that in order to float a boat to its draft marks, it must weigh 1375 kilos. In November of 1987, the class proposed a rule to the IYRU to allow the weighing of boats to 1375 kilos. The IYRU did not accept the proposal as submitted and directed the class to develop a weight based on a stripped hull weight, with a prescribed method for the addition of corrector weights. The IJCA Technical Committee has formulated and submitted this rule proposal which will allow us to sail with a 1375 kilo, all up sailing weight. If accepted by the IYRU, this new rule will provide our measurement committees with additional tools to help keep our boat a true one-design.

Hopefully this information will enlighten you, our class members, as to the efforts of many that often go unnoticed in the ongoing growth of the J/24 Class. Let's keep the class one-design, and go forward with the spirit that the grass roots sailors are just as important as our world champions.

Good sailing,

Hank Killion  
IJCA Chairman

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Rick Peper, 1988 USJCA President.

### Time For Change

During the last few sailing seasons, I have noticed a disturbing trend in sailing. "Win at all costs" or "winning is the only thing that matters" seems to have become the predominate attitude among top sailors, whether they be top sailors locally, or the top sailors in the world. With these mottos as their guide, there seems to be a less than Corinthian attitude on the course, and a constant increase in the level of policing required to insure fair competition. I suspect this is due in part to the growth of sailing as a sport, and especially the growth of sailing as a business and media darling.

I realize that one of the chief reasons why we are all part of the J/24 Class Association is that we enjoy competing against the best, but let's not go the way of IOR in the form of boat preparation, tweeking and expense in obtaining that final edge of speed, lest we suffer the same fate that IOR has suffered in the past two years. Although there is no statistical data to support any of this, I suspect that the "win at all costs" and driving attitude of many of the top sailors has caused those sailors, who otherwise would like to compete, to feel uncompetitive, not having the technical expertise or money to spend in making their boats or themselves competitive.

The net result of this increased preparation and desire to win has been kind of a caste system in the class, where the extremely well prepared teams, who train and practice and have

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their boats and their crew work finely tuned to perfection and work in absolute harmony (ooching could fit in here), have distanced themselves dramatically from those who cannot, for some reason or another, commit the same resources and time to perfecting their sailing skills. I feel that this is one of the reasons that we have had decreased attendance at major and medium size events in the U.S.

Perhaps we should consider a rating system such as used by the Hobie Class, or a separate class for different levels of preparation and confidence on the race course. Some have even proposed separate classes for professionals and amateurs, which I am not sure would work, but all of these ideas are worthy of consideration in keeping with the primary focus of the class and sailing, which is the joy of competition and fun off the course, not the victory at all costs.

Another disturbing trend that I noticed is the continual rise in entry fees for the large and medium size events. I believe that a part of this is our increased policing of the class rules and the requirement for additional judges on the course and additional race committee members to cope with the drastically increased number of protests that occur at all levels of this sport. Another potential cause for the rise in the cost of the events is increased liability insurance and the acceptance of the J/24 Class events by yacht clubs knowing that things such as the disappearance of items at the Midwinters in Miami and destruction of property at other regattas might occur.

These two factors seem to be leading to decreased participation at large and medium events and need to be halted if the class is to continue to enjoy the growth and comradeship that we have enjoyed in the past. One idea would be to have a participation award at local events, such as free entry fees for the following year if someone participates at all circuit regattas, as an incentive for people to attend. Another is for a sportsmanship award at local levels, and several sportsmanship awards at each of our large or medium size events so that we can recognize those things that we truly admire about the sport of sailing. I don't think we should reward just those sailors who sail most quickly around the course, but we should also reward those people who have contributed to the growth of the sport, the enjoyment of the sport and those that exemplify the true sport of sailing. The USYRU has begun a program on this, and I feel that the class should make it a requirement at major events to include a sportsmanship award, and encourage a participation award at local events and at major events.

I am unsure if the above ideas will have the effect of increasing participation, but I do feel it is important to recognize those who contribute to our sport in ways other than winning events. And if, by chance, participation increases once again to the levels that we have previously known, then all the better for the class. It's worth a try.

Good Sailing!

Rick Peper  
USJCA President



# "I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

I used to spend every Saturday afternoon in the middle of the fleet with the same bunch of guys. No matter what I tried, I was never fast enough to break away from the pack. Whenever I sailed next to the top guys it seemed like I was going just as fast as they were, but by the first mark they were *always* ahead.

One day I realized, I wouldn't get faster until I got smarter. I'd heard about Sailcomp compasses, but didn't think they could make enough of a difference to be worth the money. After all, how could a digital compass make me go faster? Finally, I gave one a try. You wouldn't believe the difference. *Sailing smarter made me faster.*

We never used to pay much attention to the compass. Sailing upwind, I'd ask the crew "are we up or down?" Two people said "up," two said "down" and the rest didn't understand the question. Now when I sail upwind, any one of them can call the shifts. The display not only shows your exact heading, but also how much you're lifted or headed. Two or three degree windshifts, oscillations, persistent shifts; it's all clear to me now. I still see all the same guys on Saturdays, but now it's only at the bar after the race. I knew windshifts and tactics were important—I just didn't realize *how important!*

I could have spent a million dollars on my boat and still not have gone fast enough to make up for missing one big shift. Nobody goes *that* fast. You can't win races with a slow boat. **But you know, my boat seems a lot faster these days.**

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Photo by Linda Tillman

Dick Tillman, Class Executive Director, with (left) Nancy Canard, District 10 Governor and 1989 USJCA Vice President, and Jane Watkins, District 21 Governor, after second annual District Governors' Race in New Orleans.

### Class Growth

I am pleased to report that the International Class has completed six consecutive years of growth. In 1988, the U.S. Class showed the greatest gain with a total strength close to 1900 members, a 5% gain over 1987. Other countries reporting significant membership increases include Bermuda, Canada, Germany, Holland, Monaco and Peru. Total membership for 1988, is shown below:

United States	1900	Bermuda	30
Italy	150	Germany	23
United Kingdom	150	Ireland	23
Japan	125	Argentina	20
Canada	125	Mexico	15
Holland	35	Greece	10
Switzerland	30	Monaco	8
France	30	Sweden	6
Peru	30		

1988 was an active year in the class. Attendance continued strong in the major events and participation was up in local and district events. The year will be remembered for the legalization of Mylar genoas and the beginning of more rigid rule compliance.

The Midwinter Championship at Coral Reef Yacht Club drew 83 competitors (Ed Baird, the winner); the Worlds in Australia had 48 teams from eight countries (John Kosteki, the winner); the South American Championship was the largest to date with 21 boats (Ricardo Capparelli, the winner); the North American event was smaller this year with 41 entries (Scott Young, the winner); and the European Championship had a healthy turnout of 59 boats, (David Bedford, the winner.)

J/24 was the boat of choice for many special events, such as the first major professional events, the Ultimate Yacht Races

in Corpus Christi and New London, CT; the Bitter End Yacht Club Invitational Match Racing Series, the Masters' Regatta in San Francisco; and even by New Zealand as practice for the America's Cup Challenge. Reports of major regattas and fleet events are contained in this issue.

1989 looks to be another active year for all aspects of the class. Have a good one!

### New U.S. Fleets and District Governors

Four new U.S. fleets have been established since the Spring magazine reported on the charter of Fleets 132, 133, 134, 135 and 136. Welcome and good sailing to Lake Forest Fleet 137 (Walter Nielsen, fleet captain) in District 15, and in District 1, Camden Fleet 138 (Ryan Fendler, fleet captain); Portsmouth Fleet 139 (Bob Torr, fleet captain); and Lake Winnepesaukee Fleet 140 (Phil Dresser, fleet captain).

We also have four new district governors. Ned Plumer, who sails *Plum Crazy* in Shreveport, LA, takes over from John Peck, who has headed District 14 for five years and established the well-known Texas Circuit events. Doug Kracht, sailing *Fear and Loathing* in Milwaukee, WI, assumes leadership of District 15 from Glenn Gustafson, who has been elected the 1989 USJCA President. District 15 has the largest number of fleets, with 11. District 17 has a new Governor, Andrew Hubbard, who sails out of Oklahoma City on his J/24, *Ajax*, taking over from Rocky Milford. And in California, Jane Watkins, who races *She Bop* in Santa Barbara, takes the helm from Terry Hanna. We thank the departing governors for their dedication and hard work, and wish our new governors a good year in their new leadership role.

### J/24 Magazine

Again, this issue is filled with regatta reports, fleet news, results, photos, comments, articles of all kinds, sent in by you. Many thanks for all of your input, which makes this magazine possible; you are wonderful. As the sailing season comes to a close in many parts of the U.S. and the world, we hope you continue to enjoy good times, and savor the memories of a good season of sailing with your fellow J/24 sailors. If you have any suggestions or inspirations for the Spring '89 issue, let us know; copy deadline is February 15, with stories/articles typed if possible. Photos may be black and white (best), color prints or 35mm slides. (Please refrain from labeling photos with a felt tip pen! Ball point is better.) We request results be submitted in the standard format of POS-SAIL-YACHT-HELMSMAN-RACES-TOTAL (low point scoring, using 1 point for 1st, etc., per Regatta Guidelines). Photos will be returned if requested.



## 1989 USJCA Worlds Qualifiers

The USJCA is allowed 18 entries for the J/24 World Championship XI scheduled in Kingston, Ontario, June 29 to July 7, 1989. Those who have qualified at press time are listed below:

OPEN EVENTS	QUALIFIER	DATE	PLACE
Midwinters	TBD	Jan. 1-6, '89	Miami
North Americans	Mark Laura	June 3-12, '88	Corpus Christi
Western Open	Ed Baird	Aug. 20-21, '88	Corpus Christi

### REGIONAL EVENTS

Southeast (8, 10, 11)	TBD	Oct. 29-30, '88	Clearwater, FL
Northeast (1, 2, 3, 6)	TBD	Oct. 8-10, '88	Noroton, CT
Great Lakes (7, 12, 15)	Kevin Doyle	Aug. 6-8, '88	Buffalo, NY
Western (19, 20, 21, 22)	TBD	Mar. 4-5, '89	Long Beach, CA
Southwest (14, 17, 18)	Mark Hallman	May 28-30, '88	Dallas, TX

### DISTRICT EVENTS

District 2	TBD	Oct. 1-2, '88	Milford, CT
District 3	Al Constants	Aug. 27-28, '88	Seawanhaka, NY
District 7	Ben Taves	Aug. 12-14, '88	Rochester, NY
District 10	Jim Kinsey	May 7-8, '88	Punta Gorda, FL
District 14	Fred Amrhein	'88 TX Circuit	Texas
District 15	Elliot Rossen	Aug. 12-14, '88	Chicago, IL

### OTHER CHAMPIONSHIPS

Buzzards Bay	Scott Ferguson	Aug. 5-7, '88	Marion, MA
Lake Michigan	Mark Bowers	June-Aug., '88	Lake Michigan
West Coast	TBD	Oct. 22-23, '88	Seattle, WA
East Coast	TBD	Oct. 28-30, '88	Annapolis, MD

In addition, Scott Young qualifies as the current North American Champion, as well as John Kosteki, Ken Read and Dave Curtis as the three most recent past World Champions.

## 1989 U.S. Class Dues

USJCA membership dues for 1989 remain at \$30. 1989 class dues, valid for the calendar year, are payable at the beginning of our fiscal year, October 1, 1988, and should be paid before January 1, 1989. Please take time now to renew your membership, using the renewal form on the reverse of the mailing card that came with this magazine. Boat owners, co-owners, and helmsmen must be class members to race in one-design, PHRF, or fleet races.

**Please return the mailing card, with your check, to the J/24 Class Association, P.O. Box 372578, Satellite Beach, FL 32937-0578, noting any change in name, address or fleet data.** Each member will receive a 1989 membership card (valid through December 31), transom sticker, window decal and the 1989 Spring and Fall issues of J/24 MAGAZINE. Note that the membership fee of \$30 includes a subscription to the magazine. Please carry your membership card with you when traveling to regattas to facilitate regatta registration. The 1989 transom sticker is blue and white with a blue J/24 logo, and may be placed alongside or under the 1988 gold sticker. Welcome to another year of J/24 enjoyment.

## 1989 Magazine Rates

Due to postal rate increases, 1989 crew/friend magazine subscriptions for U.S. residents will increase to \$14. Back issues will be available at \$8 each. Overseas postage increases also necessitate raising the cost to US\$9 each (Air Mail), and US\$8 each (Surface) for quantity mailings to one address. Individual magazines sent overseas by Air Mail are US\$12 each.

Again, note that USJCA membership fees include a subscription to the magazine, and it need not be ordered separately.

## Championship Sailing Video

Championship Sailing, a 55 minute video produced by J World and sponsored by the U.S. J/24 Class, uses actual regatta footage to show you how the champions trim their sails, organize their crew, and win races. Filmed at the 1986 J/24 World Championship, this video uses offboard and onboard footage to follow the action. Both educational and fun to watch, Championship Sailing is a must for your video library. The cost of \$48 includes shipping. Proceeds from the sale of this video benefit the USJCA. To order, use the form below.



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Photo by Linda Tillman

Attending the 1988 USJCA Annual Meeting in New Orleans were (back row) Peter Young, Dick Tillman, Jeff Johnstone, Harry Dursch, Ned Plumer, Rick Peper, John Peck; (middle) Nancy Canard, Jane Watkins, Glenn Gustafson, Carla Peck, Gil Samuelson, Greg Swetka, Bill Denes; (front) Vin Bitel, Chris Towles, Lee Corbin.

## 1988 USJCA Annual Meeting

Despite the threat of Hurricane Gilbert, the 1988 annual meeting of district governors was held in New Orleans over the weekend of September 17-18. Fifteen voting members were present for the meeting that included a social get-together at the Southern Yacht Club Friday evening, a formal meeting all day Saturday, and concluded with the annual District Governors Race on Sunday morning (Nancy Canard, the winner). Guy Brierre was the 'host with the most' for the entire weekend, complete with dinner and tour plans for Saturday evening. New officers for 1989 are: Glenn Gustafson, President; Nancy Canard, Vice President; John Peck, Technical Committee Chairman; Gil Samuelson, Finance Committee Chairman. The work of the outgoing executive committee members (Rick Peper, President, and Chris

Towles, Finance Committee Chairman) is appreciated, and we anticipate continued strong leadership by the new guard. The 1989 USJCA Executive Committee is shown with the fleet captain list on page 82. Minutes of the meeting will appear in the Spring magazine.

## 1988 IJCA Annual Meeting

The IJCA Annual Meeting is scheduled at 0930 hours on November 6, 1988, at the Royal Thames Yacht Club in London. All National Associations have been encouraged to send representatives. World and Continental Championship venues will be discussed and rule proposals finalized for presentation to the International Yacht Racing Union for approval. Minutes of the meeting will appear in the Spring magazine.



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### Downwind Sailing Tips

J World is happy to announce the release of its latest instructional video, *Downwind Sailing*. Filmed off breezy Key West in J/24s, *Downwind Sailing* again features World Champion Ken Read at the helm, along with an all-star J World crew. This 40 minute video discusses downwind helming, surfing, planing, kinetics, sail trim (main, spinnaker, headsails), spinnaker organization, and teamwork. *Downwind Sailing* is available by calling or writing to: J World, P.O. Box 1500, Newport, RI 02840; (401) 849-5492. The cost is \$48, shipping included.

John Alofsin  
President, J World

### Italian Boat Measurement

Dear Dick:

Referring to the article, "The Worlds Down Under," by Bob Ross, printed in the last J/24 Magazine (Vol. 20), I wish to submit the final report written by J-Boats Vice-President Stuart Johnstone, about Italian boat measurements. I am glad the inspection made last April by IYRU, J/24 Technical Committee and J-Boats representatives confirmed that our boats are built to the correct laminate specifications and are legal.

Paolo Boido  
J-Boats Italy

(See IJCA Chairman article, page 3. - Ed's)

### Racer/Cruiser or Cruiser/Racer

My husband, Mark, and I have owned our J/24 since the winter of 1986, but until now we have only used it for racing. But after reading the article, "Go Cruising!" in the spring 1988 class magazine, we decided to give cruising a try. We made arrangements with two other couples in our sailing club to attack the blue waters of Grand Traverse Bay and Lake Michigan, the first week of August.

The first step we took was to turn our racer into a cruiser. That turned out to be very simple. We left our racing sails at home, and added a VHF radio, an inflatable dinghy, cruising guide, and extra battery. For a touch of home, we added a sailing plant to the stern rail (gimbal-mounted, of course). And for tropical atmosphere we added a cassette player with lots of Jimmy Buffet. After loading on drinks and food, we were ready.

We fell in love with Grand Traverse Bay at first sight. The water was cool and much cleaner and clearer than we expected. We were very cautious about venturing close to shore in the bay for fear of grounding, until we realized that bottom visibility was ten feet or more.



Jean Gehlhausen at the helm on a cruise with husband Mark, on their J/24, Defiant.

The sailing experience itself was very different for us. We are accustomed to the upwind tacking duels and constant attention to sail trim which accompany racing on small inland lakes. Here we were able to sail for several miles with only minimal adjustments of helm or sail trim. It was very relaxing to get the boat "in the groove" and just keep going.

We were very pleased with the performance of our boat as a cruiser. She handles so easily under all sail combinations that one of us was always free to read, sleep, take photographs, or just stretch out on deck watching the clouds and waves go by. The V-berth is as large or larger than virtually any boat we've seen up to 30 feet LOA. We were not particularly well organized with our storage of food and equipment, but there's so much dry storage available on board that it didn't matter for a couple living aboard for only a week.

Jean Gehlhausen  
Captain, Fleet 131

"You really must consider cruising on the Great Lakes!"







"Did you say clockwise, or counter clockwise?"

## Kyle Takes Cockpit

Since our son Kyle's birth was mentioned in the USJCA News section in the last magazine, thought you'd like to see him out on his first sail at age five months. He was perfectly at ease, and we're sure he'll soon be taking over the cockpit position!

Lisa and David Noble  
Fleet 87

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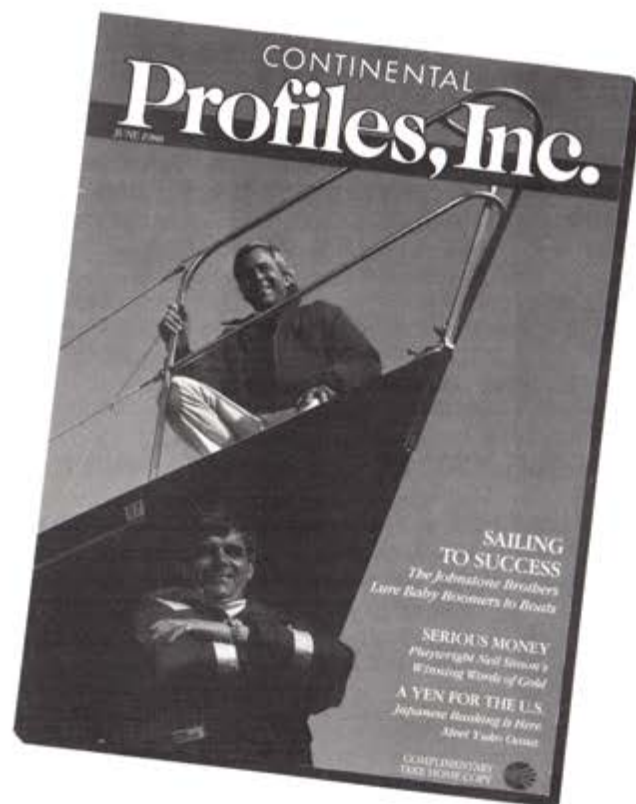
## Rule Changes Welcome

*excerpted from a letter from Alex Nemeth, NSW Australia*

The new magazine was great, and the idea of publishing the rules as a separate insert, a good one. The rule changes were a welcome piece of progress, and indicate a well overdue revision and clarification of many contentious areas of the class rules. There is work still to do, and for the J's to remain the premier one-design class, that must be done soon. The weight limit is certainly an interesting one. I wonder if it will ultimately mean a four-man J/24. We are seeing a few Mylar sails already, and that change is probably timely for the class in 1988 . . . we can't be seen to be behind the times. The permanently installed nav lights will present us with a local problem, as only about a dozen of the 138 boats have them, and fog in Oz is only something we get after a heavy night on the Bud! Perhaps a local exemption here will be the only answer to that one.

## Familiar Faces

Imagine the surprise of many '88 North Americans competitors as they settled in their seats of a Continental Air Lines flight enroute to Corpus Christi and picked up the airline magazine,



*Profiles, Inc.*, to find Bob and Rod Johnstone's smiling faces on the cover. An article within, entitled "Sailing To Success", chronicled their story of boat design and marketing success, in which our class members have played a significant role.

Congratulations, Rod and Bob!

Editors

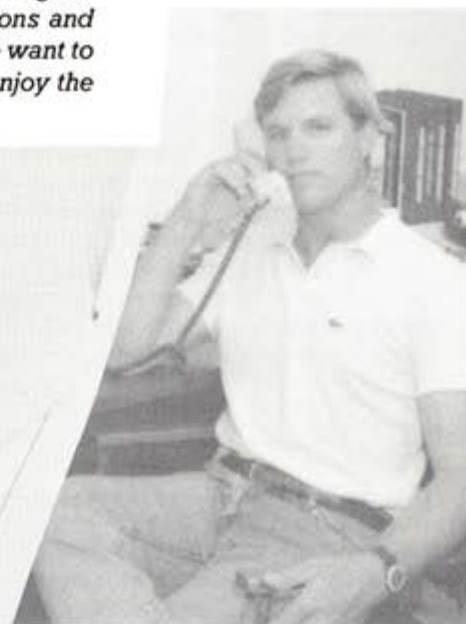


# **J/24 COMMITMENT !**

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*"At UK SAILMAKERS we're always looking for ways to make a better J/24 sail. We test sailcloth for durability and strength, while remembering that our customers want a competitive price. We examine construction methods and their best applications to the unique loads of the J/24. Then we race, checking our products at the regional and international level. The results show our ideas are working. But winning regattas is only half our job."*

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### From Tillotson-Pearson

by Mark Edwards

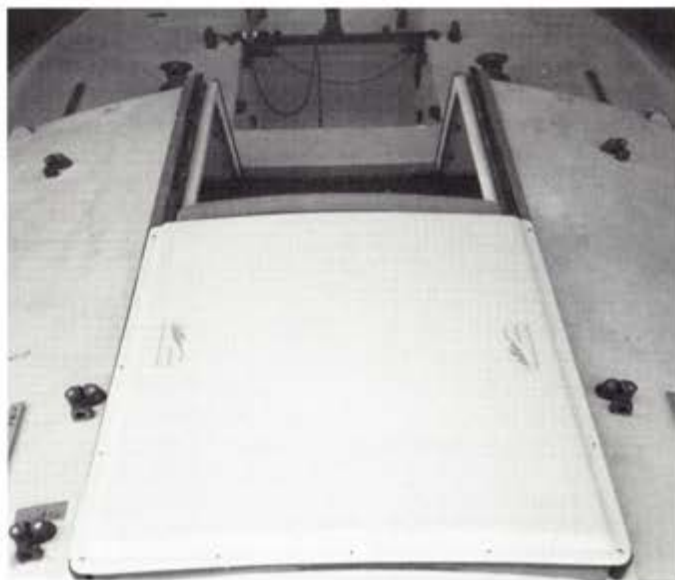
Owners of some early model J/24s have experienced a water absorption and eventual softening of the resin and vermiculite mixture applied to the keel sumps for stiffness and keel bolt support. In several cases, the vermiculite has been removed, some fiberglass stringers added, the keel bolts resecured, and the teak and holly sole installed.

We have observed in some non-factory "vermiculite" repairs that the keel bolts have been secured by metal tubes or wood blocks in lieu of the resin and vermiculite putty previously applied by the factory. These blocks are, effectively, compression tubes for the keel bolts and do hold the keel against the hull bottom. They do not, however, distribute to the hull the side loads of the keel which develop while heeling, and are thereby not sufficient support for the keel. It is very important that, when wood, metal, or fiberglass keel bolt supports are used, they be sized and fit in such a way that their edges tie into the keel sump sides. By glassing or setting in epoxy these supports against the

hull sides, the sideways, twisting loads will go out to the hull and the keel will be properly supported.

We are pleased to announce that John Custer has been brought on board to handle the J-Boat customer service for the Tillotson-Pearson factory in Warren, RI. He started in early July and has already become very familiar with the J-Boat product lines; all 12 and counting. John has excellent sailing, racing, building, and service experience that includes a yearlong reconditioning and racing aboard the yacht, *Toscana*. John is handling parts orders, warranty claims, in-house repair of boats, and the general dissemination of information for J-Boat dealers and owners. There are other customer service representatives in the office who will also gladly respond to your service needs in the event that John is unavailable. [Tel: (401) 247-1050]

We do recommend that owners of J/24s keep a close working relationship with the local dealership and use their service and product knowledge to procure parts and/or information. The dealers are there to help you and calling them helps to prevent an overload of service requests at the factory level.



A new hatch installation as seen on hull no 546.

### Tired of the Old Style Hatches on your J-24?

Our sailboat professionals can give your J-24 a face lift bringing your boat up to new boat standards. Our experts can either send you our "new hatch(es) assembly kit" complete with an easy to understand set of instructions or we will come to you and install the hatch(es) for you using factory authorized parts.

Installation includes removing the existing old style hatch(es), prepare the existing framework and install the new hatch(es) and necessary hardware.

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## Centering The Mast

by Ned Lockwood  
(Reprint from Volume II)

One of the most important things on any boat is the lateral location of the mast (at deck level and at the step) in order to achieve a decent tuning job on the rig. The partner location on a J/24 could be off the center line as much as 3/8 inch. Also the I-beam location could be off. In order to have the mast in both locations as true as possible, I suggest the following procedure before stepping your mast for next season.

Measure 11 feet aft from the center hole at the jib tack and mark with an ice pick through a small piece of white tape (see Figure 1). These points should be equidistant from the hull's outer skin. Then measure from these points an equal distance to the front part of the mast partner. Use these two arc intersections as your mast center deck location (see Figure 2).

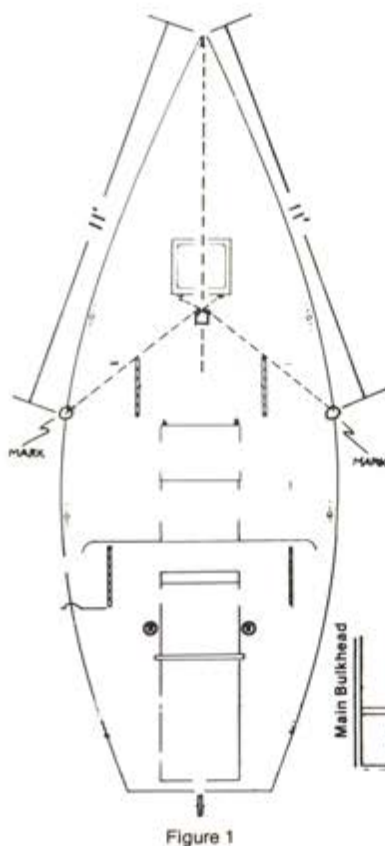


Figure 1

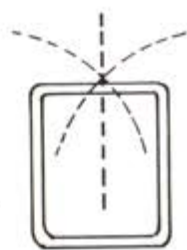


Figure 2

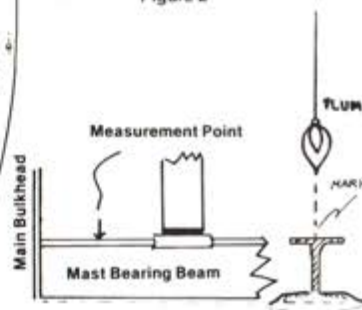


Figure 3

Then, with the boat in the water and no gear or people in it whatsoever, drop a plumb bob from the arc intersections on the deck to the I-beam, to find the center location on the I-beam for the base of the mast (see Figure 3) and mark it. Scribe a center mark in the base plate of the mast, then line this up with the plumb bob mark that you placed on the I-beam.

Once you have centered the mast on your J/24 you are ready to tune your mast and thus achieve maximum sailing efficiency.

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High collar with full length nylon zipper; two outside slash pockets plus button-closing inside pocket.

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USJCA Technical Committee Chairman John Peck, in front of his famous van.

### Rules Made Simple

by John Peck

Over thirty proposed changes to Class Rules are being circulated worldwide. Indications at this writing (August) are that most proposals will be approved and effective March 1, 1989. The class will distribute the exact wording of the rule changes as soon as the IYRU has given final approval, probably early February.

The areas of most concern and discussion have been proposed rules regarding weights of the yacht and placement of the mast bearing beam.

**Rule 2.7.4 (Proposed)** - "Minimum Builder's weight shall be not less than 1190kg or more than 1250kg. This weight shall include hull, keel, rudder and tiller with fittings, deck and all molded parts, interior molded parts and structure. Also included are all items shown on PLAN A. Specifically excluded are all spars, running rigging, standing rigging, and portable equipment and hardware. The builder shall record the weight and complete Parts B and C of the Measurement Form, then deliver the completed form to the owner of each new yacht; deliver one copy to the Copyright Holder, one copy to the NJCA where the builder is located, and retain one file copy."

Prior to this new proposal, the builder's weight was not written into the rules, but was a minimum/maximum (1200-1300kg) on Part B of the Measurement Form, with reference to non-existent rule numbers. The proposed rule accomplishes two things: 1) increases the minimum builder's weight by 58kg because all spars (of which the builder has no control) are

excluded from the new weight, and 2) tightens the builder's tolerance by decreasing the min/max allowable from 100kg to 60kg. This is a very positive move to insure that ALL builders are supplying the same "one-design" product.

**Rule 3.5.3(b) (Proposed)** - "The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not more than 8155mm or less than 8125mm above the sheerline abreast the forward side of the mast, 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 sheerline."

The present rule defines the height of the mast as it relates to the mast bearing beam. Controlling the placement of this beam during assembly is very difficult. Dennis Ellis, IJCA Technical Committee member in the U.K., conducted a study of 11-Italian, 7-Rogers, 5-Westerly, and 7-Tillotson-Pearson boats. The study revealed as much as a 40mm variance in the placement of the mast bearing beam from one builder to another. The proposed rule will require a contrasting color band be put around the mast, 7725mm below the forestay fixing point. The band will be 400mm above the sheerline when the mast is at a minimum height. This will cause some Italian and U.K. boats to add a spacer to the top of the mast beam, while some T-P boats will be allowed to shorten masts. The new band will also provide a measured mark, to which the forestay may be marked, so that forestay length could be measured by attaching the forestay to the stem head fitting and measuring the remaining 870/945mm.

**Rule 3.7.1 (Proposed)** - "The Basic Yacht Weighed Dry" - The basic Yacht Weighed Dry shall not be less than 1270kg. Yachts must be submitted for weigh-in to a measurer (Rule 2.7.1) in a dry condition in the following configuration:

- a) with all standard equipment as defined in PLAN A
- b) all standing and running rigging as defined in Rules 3.5.2 through 3.5.6
- c) outboard motor bracket, Rule 3.8.10
- d) all other permitted FIXED optional equipment.

The dry weight (without correctors) will be recorded on the Measurement Form, Part D as Item 26.

The intent of this new rule is to define a configuration for measured weight that has little or no means of manipulation, and can easily be verified again and again. The proposed 1270kg (2800 lbs.) "dry weight" was derived by taking an average weight of hulls worldwide and rounding up to allow for "fixed options" such as compass, knot and depth meters, etc.

In a sample of 50-boats, taken during the 1988 North American Championship, using the official USJCA load cell with an accuracy of +/- 1kg, the following data was gathered:

- Group 1 (9-hulls #1 to 999)
  - 22% over 1270kg by an average of 38kg
  - 78% under 1270kg by an average of 31kg





Photo by Linda Tillman

John Peck, right, explains rules submissions at 1988 USJCA Annual Meeting at Southern Yacht Club, New Orleans.

- Group 2 (7-hulls #1000 to 1999)
  - 43% over 1270kg by an average of 14kg
  - 57% under 1270kg by an average of 24kg
- Group 3 (12-hulls #2000 to 2999)
  - 17% over 1270kg by an average of 14kg
  - 83% under 1270kg by an average of 38kg
- Group 4 (10-hulls #3000 to 3999)
  - 20% over 1270kg by an average of 8kg
  - 80% under 1270kg by an average of 43kg
- Group 5 (12-hulls #4000-up)
  - 100% under 1270kg by an average of 61kg

It should be noted that three of the boats in Group 1 had the vermiculite removed, Group 1 had the heaviest boat (1309kg), and Group 1 also had the lightest boat (1185kg). None of the boats in Group 5 were over 1270kg, in fact the heaviest boat would be required to carry 38.5kg (85 lbs.) of corrector weight under the proposed new rule.

If we accept this as a true random sample of all US J/24s, then 18% will be over the 1270kg minimum by 17.3kg (38 lbs.), while 82% will be required to add, on the average, 43kg (95 lbs.) of corrector weight. Both the US and IJCA Technical Committees agree that it is better to add the required weight in a controlled manner than to lighten yachts in an uncontrolled fashion.

**Rule 3.7.3** – "All-up Weight for Racing – The all-up weight for racing shall be not less than 1375kg, and shall be indicated by flotation marks. In still water these marks shall not show above the surface. This weight shall include all items in 3.7.1 and may also include items specified under Rules 3.6 (Sails), 3.8.5 through 3.8.9 (Equipment to be Carried When Racing), 4.0 (Safety Rules When Racing), and 6.0 (Optional Equipment). All items not contained in 3.7.1 shall be itemized by weight and listed on the Measurement Certificate which shall be carried aboard

the yacht and be available for inspection by race authorities. This certificate shall also itemize equipment included in 3.7.1 and correctors required under 3.7.2. Specifically excluded from counting as part of all-up weight for racing are personal clothing and gear, food, galleyware and stores, and liquid beverages other than that required under 3.8.6."

Rodney Johnstone designed the J/24 to float on its marks when it weighs 1375kg (3031 lbs.). *This is not a "dry weight", but a "sailing weight"*. The proposed new rule merely describes exactly what is allowed and not allowed to be on the yacht to constitute sailing weight. The flotation marks will continue to be the "rule of thumb" or spot check, while the critical scale weight will be governed by Rule 3.7.1.

Some of you have expressed disappointment with the rash of proposed rule changes and are concerned that all of this technical stuff is getting too technical. However, the overwhelming majority have accepted this as a very positive step to provide some insurance that the J/24 we are competing against is just like the J/24 we are competing in. It is obvious from reviewing the data in this article that there are many variances between builders and, even over time, variations with the same builder that have thus far gone unchecked. It is time that we, as a class, insist that the Copyright Holder maintain closer relationships with licensed builders worldwide, to prevent a reoccurrence of the present situation.

Thank you for all the input over the past several months. It's your class. Your comments and/or suggestions are always welcome. Talk to your Fleet Captain, District Governor, or write to the USJCA Technical Committee at P.O. Box 12652, San Antonio, TX 78212-0652.

## The Hot Setup.

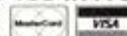


We can put it in your hands tomorrow. Harken windward sheeting travelers let you pull the car to windward without releasing the leeward sheet. Call us (toll-free) for same-day shipment of this or any piece of Harken equipment, foul-weather gear, clothing or hardware.

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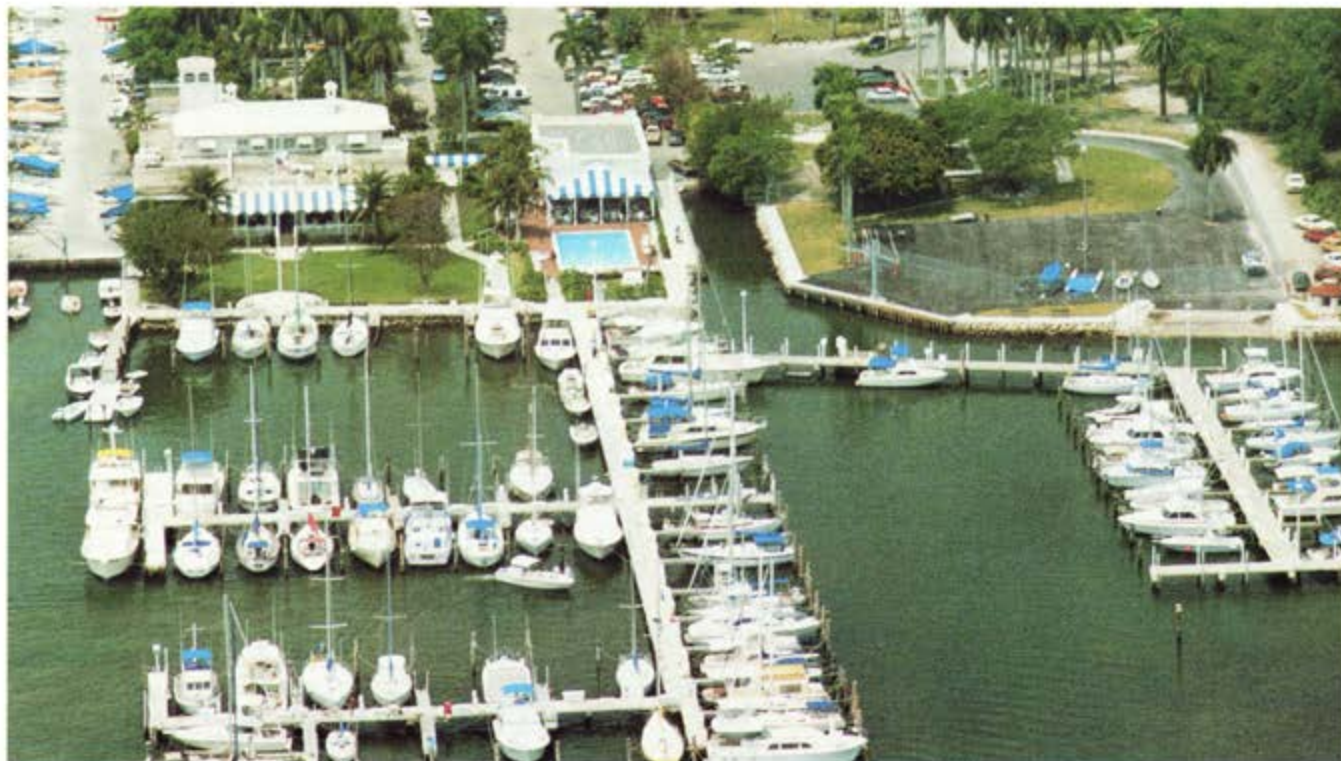
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### J/24 Midwinter Championship XII, January 1-7, 1989



Coral Reef Yacht Club, site of 1989 Midwinter Championship.

<b>Site</b>	The J/24 Midwinter Championship will be held from January 1 through 7, on the waters of Biscayne Bay. The Coral Reef Yacht Club, Miami, Florida, is the host club and organizing authority.			
<b>Rules</b>	This Class IV 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.			
<b>Eligibility</b>	The competition shall be open to J/24 class yachts as defined by the International J/24 Class Association. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
<b>Schedule</b>	Sunday	January 1	0700-1700	Measurement and Launching*
	Monday	January 2	0700-1700	Measurement and Launching*
			1200-1700	Check-in, Coral Reef Yacht Club
			1700	Skippers' Meeting at Coral Reef Yacht Club (attendance mandatory). Free
				cookout, burgers & beer, cash bar.
	Tuesday	January 3	0950	Warning Signal, Qualifying Series (3 races).
	Wednesday	January 4	1020	Warning Signal, Races 1 & 2
	Thursday	January 5	1020	Warning Signal, Races 3 & 4
	Friday	January 6	1020	Warning Signal, Races 5 & 6
	Saturday	January 7	1020	Warning Signal, make up race, if needed.
			1830	Orange Bowl Awards Party

\*Note: Do not launch until your boat has been measured with keel and rudder templates.



<b>Racing</b>	The Midwinter Championship will consist of as many as ten races including a qualification series. The entrants shall be divided into four color groups to sail up to three races in a qualification series. Subsequently, the fleets will be divided into two divisions on the basis of the results of the qualification series. The 1st division will constitute the Championship Division, the 2nd division, the Designer Division. Up to seven races will be run in the final series.
<b>Course</b>	Racing will be run on Olympic courses or variations thereof. Course length will be determined based on sailing conditions.
<b>Scoring</b>	The low point scoring system, Appendix 5A (with Option 2) of USYRU IYRR, will be used. A version of the "Percentage Alternative Penalties for Infringement of a Rule of Part IV" of the IYRR (Appendix 3, Part 2) shall apply.
<b>Prizes</b>	Prizes will be awarded to the top five finishers in both the Championship and Designer Divisions.
<b>Inspection &amp; Measurement</b>	All entrants are subject to measurement of hull, rigging and sails at the time of check in or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification for all races up to the time of detection, at the discretion of the Race Committee.
<b>General</b>	Launching and hauling will be done at the Crandon Marina, Key Biscayne, Florida. Under no circumstances will anyone launch or haul out at Coral Reef Yacht Club except those participants who are members of Coral Reef Yacht Club, and who have leased a permanent slip. Docking and mooring facilities at Coral Reef will be available beginning Sunday, January 1, 1989. All yachts must be removed from Coral Reef Yacht Club no later than 1200 hours, January 8, 1989.
<b>Housing</b>	<p>Participants are allowed to sleep on their boats. A list of local accommodations follows:</p> <p>Coconut Grove Hotel*, 2649 S. Bayshore Dr., Miami, FL 33133, (305) 858-2500; \$90.00; (4 blocks)</p> <p>Chateaubleau Hotel, 1111 Ponce De Leon Blvd., Coral Gables, FL 33134, (305) 448-2634; (4 miles)</p> <p>Holiday Inn*, 1350 S. Dixie Highway, Coral Gables, FL 33146, (305) 667-5611; \$65.00; (4 miles)</p> <p>Holiday Inn, 2051 Le Jeune Road, Coral Gables, FL 33143, (305) 443-2301, (3 miles)</p> <p>Howard Johnsons, 1430 S. Dixie Highway, Coral Gables, FL 33146, (305) 665-7501; (4 miles)</p> <p>Marriott Dadeland, 9100 S. Dadeland Boulevard, Miami, FL 33156, (305) 663-1035; (6 miles)</p> <p>*Indicates that special rates have been established for your group. When making reservations, please mention Coral Reef Yacht Club to get the rate quoted above.</p>
<b>Entries</b>	Each entry must be submitted on an entry form such as included herein on page 83. Fully paid entries postmarked before December 1, 1988, will be accepted in the order that they were mailed. The organizing authority intends to limit entries to 100. Entries must be accompanied by a check for \$200.00 made payable to the Coral Reef Yacht Club. Entries postmarked after December 1, must include a \$50.00 late fee, and such entries will be accepted until 1200 hours, January 1, 1989. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all regatta social events.
<b>Requests for Hull Numbers</b>	Coral Reef Yacht Club will attempt to honor any special requests for two digit hull numbers provided the entry form is received prior to December 1, 1988. Following that date, all entries will be assigned a hull number in the order in which they are received.
<b>Cancellation and Refunds</b>	Full refunds will be provided prior to December 16, 1988. Refunds will not be provided after that date. All requests for refunds must be made directly to Coral Reef Yacht Club.
<b>Sailing Instructions</b>	Sailing instructions will be available at registration.
<b>Contact</b>	<p>Nancy Canard, Fleet Representative, Fleet 10, (305) 667-8377 (please do not call after 2000 hours, E.S.T.), or Coral Reef Yacht Club, (305) 858-1733, between 0900 and 1700, E.S.T.</p> <p>Mail entries (checks payable to Coral Reef Yacht Club) to Race Committee, Coral Reef Yacht Club, 2484 South Bayshore Drive, Miami, Florida 33133.</p>



### J/24 World Championship XI, June 29-July 7, 1989

#### Invitation

The Canadian J/24 Class Association and the Kingston Yacht Club extend an invitation to join us in Kingston for the eleventh J/24 World Championship, June 29 to July 7, 1989.

Situated midway between Montreal and Toronto with the Thousand Islands area to the east and Lake Ontario to the west, Kingston is one of Canada's finest sailing areas. The regatta facilities are those that support the annual Canadian Olympic

Regatta Kingston (CORK), and were the venue for the 1976 Olympic yachting events. The fleet will be berthed at Portsmouth Olympic Harbour and the racing will take place to the west of the harbour area in the open waters of Lake Ontario.

We hope that J/24 sailors worldwide will meet in Kingston to continue to enjoy one of yacht racing's premiere regattas. A complete notice of regatta will appear in the fall issue of this magazine. For further information contact Jim Murray, 12 Laurier Court, Beaconsfield, Quebec, Canada, H9W 4S8. Tel: (514) 630-1988.



Kingston Yacht Club and Portsmouth Olympic Harbour, site of World Championship XI.

#### Site

The 1989 J/24 World Championship will be held from June 29 through July 6, 1989, in Kingston, Ontario, Canada. The regatta will be hosted by The Kingston Yacht Club in cooperation with the Canadian J/24 Class Association under the authority of the Canadian Yachting Association.

#### Rules

The regatta will be governed by the 1989-1994 International Yacht Racing Rules, the Class Rules of the International J/24 Class Association, this notice and the Sailing Instructions. Protests and requests for redress will be heard by an international jury appointed by the organizing authority in accordance with Rule 1.6 of the IYRR. Decisions of the jury will be final in accordance with Rule 1.7.

#### Eligibility

The World Championship is open to yachts nominated by their national authority whose entry has been accepted by the race committee. Helmsmen must be either nationals or residents and registered members of the NJCA of the country they represent.



<b>Schedule</b>	Thursday	June 29	1800-2300	POH*	Measurement/Registration
	Friday	June 30	0800-2200	POH	Measurement/Registration
	Saturday	July 1	0800-1700	POH	Measurement/Registration
			1300	Race area	Practice Race
			1700	POH	Opening Ceremonies
	Sunday	July 2	1100	Race area	Race 1
			1900	Downtown	Civic Reception
	Monday	July 3	1100	Race area	Race 2
	Tuesday	July 4	1100	Race area	Race 3
	Wednesday	July 5	1100	Race area	Race 4
	Thursday	July 6	1100	Race area	Race 5
	Friday	July 7	1100	Race area	Race 6

\*Portsmouth Olympic Harbour

**Racing** Racing will take place on Lake Ontario, southwest of Snake Island. Should conditions make this impossible, racing may take place in Kingston Harbour at the discretion of the race committee. The regatta will consist of as many as six races, with three races required to constitute a championship.

**Courses** Races will be sailed on Olympic courses.

**Scoring** A low point scoring system will be used. A version of the "Percentage Alternative Penalties" IYRR Appendix 3, Part 2, shall apply.

**Inspection & Measurement** Inspection and measurement will be carried out on each yacht before its registration is complete.

**Charters** Charter boats will be available through the organizing committee to those who enter from outside North America. In addition to the charter fee, refundable damage deposits will be required.

**Entry** The completed entry form and entry fee of CDN\$500.00 per boat must be received by the organizing committee by May 15, 1989.

**Contact** Requests for information may be sent to: J/24 Worlds '89, P.O. Box 13, 53 Yonge St., Portsmouth Olympic Harbour, Kingston, Ontario, K7M 1E4; Telephone: (613) 549-0525 (Ross Cameron).

**J<sub>24</sub>**

## ADVANCE NOTICE

### 1990 J/24 World's in Dublin, Ireland

by Denis Woods; President, J/24 Association of Ireland

The Irish J/24 Class Association and the Royal Irish Yacht Club extend an invitation to J/24 sailors to join us in Dublin for the Twelfth J/24 World Championship from 23rd to 30th July, 1990.

Racing will take place in the open waters of beautiful Dublin Bay, with the backdrop of Howth Peninsula to the north, and the Dublin and Wicklow mountains to the south. The fleet will be berthed in Dun Laoghaire Harbour, probably the finest harbour on the east coast, and the major centre for sailing in Ireland.

The host yacht club will be the Royal Irish Yacht Club, which is situated within the harbour, overlooking the moorings. The Royal Irish Yacht Club has been in existence for some 160 years, and has a fine tradition of sailing—from one-design fleets to major offshore events.

We look forward to giving a great Irish welcome to all J/24 sailors who come to participate in what will be the major J/24 event of 1990. A complete Notice of Regatta will appear in a future issue of this magazine. If anyone would like further information in the meantime, they should contact: Michael Boyd, Chairman 1990 World's Committee, 7 Proby Hall, Co Dublin, Ireland.



### J/24 North American Championship, August 18-25, 1989

#### Invitation

The Rochester Yacht Club and J/24 Fleet 41 cordially invite you to attend the 1989 J/24 North American Championship, to be held on Lake Ontario, August 18-August 25, 1989. The Rochester Yacht Club has hosted numerous international sailing events, including the Eight Meter, Star, Dragon and Flying Dutchman

Worlds, IYRU Women's Championship, Adams Cup, Prince of Wales, Soling North Americans, and the 1981 J/24 North Americans. Rochester Yacht Club is located on the Genesee River, which flows into Lake Ontario approximately one-half mile from the club. It is a short sail to the open waters of one of the largest freshwater lakes in the world. Come join us for a great regatta, including many post-racing parties.



*Rochester Harbor and Genesee River, looking north, with Rochester Yacht Club in upper right, site of 1989 North American Championship.*

Photo by Walter F. Chappelle, Jr.

#### Site

The 1989 North American Championship will be held from August 18 through August 25 on the waters of Lake Ontario. The Rochester Yacht Club and J/24 Fleet No. 41 are the host yacht club and organizing authority respectively.



<b>Schedule</b>	Thursday	August 17	1700-2030	Early Bird Registration, Measurement & Launching
	Friday	August 18	0900-1700	Registration
			0900-1930	Measurement & Launching
	Saturday	August 19	0800-1700	Measurement & Launching
			1830	Skippers' Meeting, Reception, Cookout
	Sunday	August 20	1030	Practice Race/Qualifying Series
	Monday	August 21	1030	Qualifying Series
	Tuesday	August 22	1030	Championship/Designer Fleet Races
	Wednesday	August 23	1030	Championship/Designer Fleet Races
	Thursday	August 24	1030	Championship/Designer Fleet Races
	Friday	August 25	1030	Championship/Designer Fleet Races, Makeup Races
			1600	Awards Party

## Social Events

Evening social events and entertainment are being planned for the sailors, friends and families. The reception, cookout and awards party will be included with the entry fee, as will beer after races. Participants will have full use of the RYC facilities, which include a pool and tennis courts.

## Rules

This regatta will be governed by the International Yacht Racing rules, the prescriptions of USYRU, the Rules of the International J/24 Class Association (except as any of these are modified by the sailing instructions), this Notice 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, class membership and yacht measurement requirements and must have paid all event fees before beginning official competition.

## Racing

The North American Championship will consist of as many as ten races including a qualifying series. Competitors will be divided into groups to sail up to three qualifying races. The fleet will then be divided into divisions on the basis of the results of the qualifying series. The first division will constitute the Championship Fleet and the other division, the Designer Fleet. Up to seven races will be run in the final series.

## Course

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

## Scoring

The Low Point Scoring System, Appendix 5A (with Option 2) of the USYRU IYRR, will be used. A version of the "Percentage Alternative Penalties" (Appendix 3, Part 2) shall apply.

## Prizes

Trophies will be awarded to the top ten places in each division. Trophies will also be awarded to the top finishers of each race in the final series.

## Inspection & Measurement

All entrants are responsible for ensuring that their yachts and sails conform to the rules of the regatta. Yachts and sails may be inspected as part of registration and at any time during the regatta. Specific requirements for measurement prior to launch will be provided with the registration information.

## General

This regatta will qualify the winner and one entrant for the 1990 World Championship. Launching, hauling and mooring information will be available at the Rochester Yacht Club. Participants will be allowed to sleep on their boats. A list of local accommodations and campsites will be sent with the registration packet.

## Entries

Entries must be submitted on an entry form as found on page 83 and must be accompanied by a check for \$225.00 made payable to RYC-J/24 Fleet 41. Entries postmarked after July 15, 1989, must include a \$75.00 late fee. Entries will be acknowledged by mail with a registration packet. Entries will be accepted until August 19 at 1700. Entry fees include participation in the regatta, launching, haulout, mooring, the reception, cookout and awards party for the skipper and crew (total of five). Sailing instructions will be distributed at registration.

## Contact

Mail entries to: Lawrence W. Gaenzle, 130 E. Main Street, Rochester, NY 14604. Telephone inquiries may be made to Larry Gaenzle at: B: (716) 955-4068; H: (716) 244-0919.



#### 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
1987	San Francisco	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988	Corpus Christi	Scott Young	<i>Thunderstar</i>	Austin, TX



Mike Haggarty, crew of *Thunderstar*, helmed by Scott Young, 1988 North American Champion.

Photo by Laura Stumpf



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

\*No Designer Fleet in 1978, '79, '80, '83, '87, and '88.

#### 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.
IX	1987	Capris, Italy	Francesco de Angelis	<i>Le Coq Hardy</i>	Italy
X	1988	Sydney, Australia	John Kostecki	<i>Pee Wee</i>	U.S.A.



## U. S. Midwinter Champions

NO	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
	1978	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
	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
VI	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
XI	1988	Miami	Ed Baird	<i>Monster Fish</i>	St. Petersburg, FL



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.
1987	Athens, Greece	Ed Warwick	<i>Sanjola IV</i>	England
1988	Cowes, England	David Bedford	<i>Take Them to the Cleaners</i>	England

## South American Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1982	Buenos Aires, Arg.	Alejandro Irigoyen	<i>Shadow</i>	Argentina
I	1984	Ancon, Peru	Alberto D'Angelo	<i>Black &amp; White</i>	Peru
II	1986	Rio de Janeiro, Brazil	Marco Suarez	<i>Linha D'Agua</i>	Brazil
IV	1987	Ancon, Peru	Luis Lebreiro	<i>Alcaravan</i>	Brazil
V	1988	Ancon, Peru	Ricardo Capparelli	<i>Rocoto</i>	Argentina

## J/24 Jr. North American Champions

NO	YEAR	LOCATION	HELMSMAN	HOMEPORT
I	1987	Abino Bay, Ontario	John Swanson	Eggertsville, NY
II	1988	Oakville, Ontario	Andrew Smith	Oakville, Ont.

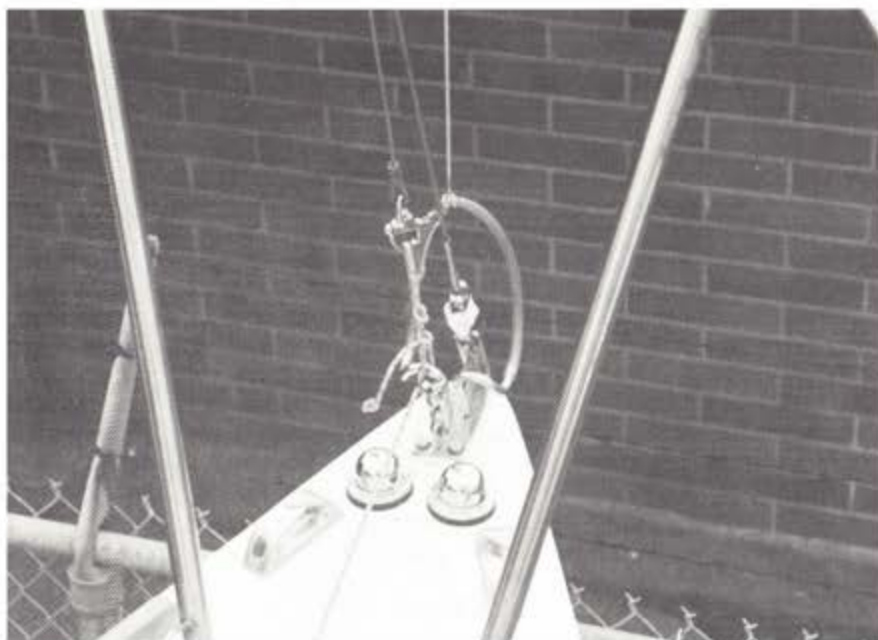


Doug Oak (left), Commodore of the Buffalo Canoe Club, awards the permanent trophy a model of a J/24, to John Swanson, overall winner of the first J/24 North Americans.



# No 'Rigging Mortis' on Magic Bullet

by Jack Christiansen



Above: The bow setup.  
Left: Cunningham setup.



**D**oes your J/24 have a problem with rigging mortis? Does your steady crew lose boats at the mark roundings? Maybe the problem is not your crew. You may want to think about re-rigging your boat. Some fine tuning on the placement of cleats and hardware can mean a better division of labor and more productive sailing. For the current level of racing your boat must be set up so the whole team, all the people on the boat, can share the workload. With a team effort, the boat will get around the course faster and sailing will be more rewarding.

Here's what to look at when checking the layout of your boat. The first thing to consider is how to keep your boat "clean". The benefits of a simple J/24: less hardware means fewer holes in the deck for leakage, less expense and more

dependability. The simpler deck layout makes maneuvers easier to execute. When you rig, make sure you have adequate purchases, the right diameter line (too big a diameter main sheet won't run out smoothly at the weather mark; line too small, and adjustment can't be made efficiently). Be sure to take advantage of places you may use low stretch line (fewer readjustments due to stretch; can also repeat known, fast settings more accurately).

The following is an example of the way we rigged our boat. With this set up, everyone on the boat is working and no one is overloaded during any one maneuver. Jobs are spread out for efficiency.

In the picture of the bow, the jib halyard is substituting as the cunningham eye. The cunningham set up must be easily adjustable by the forward crew for different wind and wave conditions. Remember, with the preferred use of brass hanks on headsail luffs now, you must be able to re-rig the cunningham easily if you want to change headsails on that second reach, as the wind strength changes. The loop that slips in the tack snap shackle goes through the cunningham eye and back down to one of the tack horns, and then to a Harken bullet block on the deck, split to cunningham control on each side. This system will enable you to adjust the cunningham easily from each side of the boat and have the maximum allowed 6:1 purchase. (Run line back to 3:1 purchase by block with becket, then larger line to clam cleat with roller screwed into toe rail.) We use the toe rail position because it results in no holes in the foredeck and it is easy to reach for the forward crew. Another nice option is to use shockcord from the block with becket forward around the bow pulpit base and around to the other side. Downwind, you can ease the cunningham line and the shock cord will cause slack, so



the jib halyard can be set easily at the leeward mark.

Spinnaker tweekers are a plus for trimming the spinnaker and a must for keeping the pole low and forward to the clew. A location just fore or aft of the shrouds allows the tweekers to pull down enough so the foreguy can remain in stock position, just aft of the forward hatch. In this system, the tweeker takes most of the load off the foreguy, making the foreguy adjustment less critical. We keep our tweeker preset about 6 inches from the cleat. This allows you to pull the tweeker to get the pole off the forestay on a close reach. No muscling of the guy is involved.

The advantage of the tapered Proctor pole shown is no long bridles; the topping lift and foreguy snap directly to the pole. Bridles are required but may be taped to pole. There is less chance for twists and tangles with this setup. Also note the full length trip line – good for sharp gybes. When the pole is fully squared, the foredeck man can release both ends of the pole and roll the pole a half turn to clear the sheets. Then the spinnaker trimmer can more easily keep the chute full during the gybe. The need for two pole rings on the mast is essential due to pole height changes in different winds. Two rings are stock on new boats. Topping lift (TL) and foreguy (FG) are mounted on swivels with the TL on port side and the FG on starboard. Swivels make adjustments possible with best cleating angle at all times. TL exits mast on port side below lower spinnaker ring, to small harken swivel base. The TL on the port side means the foredeck is able to lower the pole by himself at the leeward mark by grabbing the TL at the mast exit hole and holding it 90 degrees to the mast while he or another crew member uncleats it at the swivel. This way the foredeck doesn't tie up another crew member during the leeward mark rounding. Also notice the different color markings on the TL and FG; they are for average setting for each pole ring height so the pole tip will always be in the ballpark right after the set. With marks for each pole ring, a crew member can hoist the pole to the appropriate mark as the foredeck puts the pole on the ring.

The jib halyard is on the starboard side. A harken cleat is mounted 6 inches in front of a fairlead with metal liner. In front of the cleat is a scale for easy duplication of halyard settings. Since sails can be pulled up by hand, if the jibsheet is eased, no winch is needed. Pull the hal-

yard up a little looser than highest wind expected. You can always tension with jib cunningham as it gets windier. With this halyard position, the middle person can stay hiking out and still uncleat the halyard at the weather mark, as soon as the spinnaker fills.

With considerations for simplicity and frequency of adjustment, both out-haul and cunningham are left in stock locations, except that cleats used are aluminum and backed up with harken bullet blocks for auto cleating ability. We use the Sailcomp digital compass with two displays mounted on the mast. Twin displays enable the front three team members to keep track of the shifts and make decisions without leaving the rail.

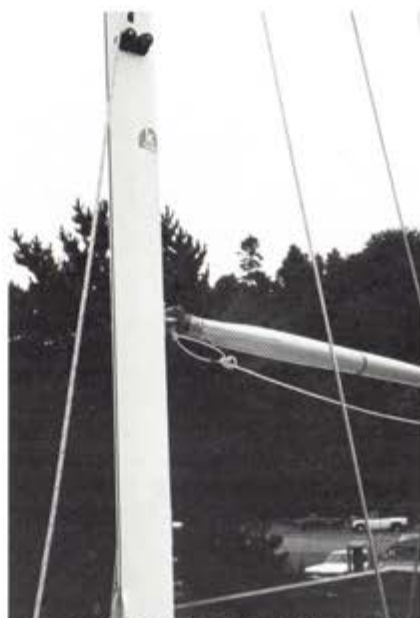
The spinnaker halyard cleat is mounted overhead on the starboard side of the mast. At the weather mark the foredeck man can jump and hoist the chute with longer pulls. We've found that at the weather mark the foredeck should not set the pole really early of the rounding. Instead, the boat will be flatter if the foredeck sets the pole as another crew member hoists the topping lift, from his spot on the rail, to the appropriate mark. This should be completed right at the mark, just before it is time for the foredeck to hoist the chute. With practice, this will allow for a smoother rounding and crew weight staying on the rail longer.

The crew on the cabin top handles the spinnaker tweekers during gybes. Cleats are angled in and mounted right behind fairleads at the rail for easy cleating. Tweeker lines are continuous so that one side can be trimmed and the other eased, with one motion.

Simplicity and comfort are the priorities for the cabin top. There are no halyard winches, and the tweeker cleats are moved out. Halyard cleats are also moved forward. The jib halyard cleat and fairlead are near the hatch edge, so crew won't get caught on them while sliding across the deck.

On both jib and genoa lead tracks, two additional holes should be drilled between stock holes and screw heads.

Due to a new class rule, a wire strap on the mast side of the boom vang of not more than 305mm is permitted. This wire strap is a control advantage by making it easier to uncleat the vang on windy reaches when the crew is sitting aft in the boat. The cleat half of the vang purchase should be attached to the mast with the wire strap so when sailing upwind a crew member can sit on the boom above the



Spinnaker halyard cleat is overhead on starboard side.



Tapered Proctor pole with full length trip wire.

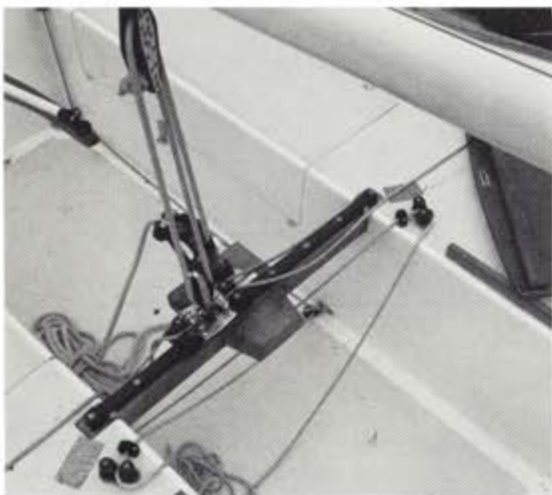


Spinnaker halyard is double-ended and attached through center purchase of vang for easy access.





Use a hatch launcher for better spinnaker sets.



Skipper foot braces on traveler bar enable skipper to stay up and driving.

vang fitting and easily pull on adequate tension for heavy air, vang sheeting.

The cleats used for spinnaker sheets are metal Harken cam cleats, mounted on wood shims at least as high as the jib sheet diameter (for cleating ease when jib sheet is against the cleat). The spinnaker ratchet is mounted free floating on the base of the stanchion. The spinnaker trimmer can then move around, and the ratchet will rotate accordingly. A cleat on the toe rail behind the hiking genoa trimmer enables him to prepare quicker for the tack.

The best sail handling feature of late is the use of a tacking line on the foot of the genoa, in most conditions. With about a nine foot line attached to a tacking grommet, the forward crew can skirt the genoa over the stanchion from his weather rail position. This line is also a plus when, after ducking a boat, skirting is required, or, on the spinnaker set, it will keep the foot of the genoa inside the spinnaker guy so it can be set quickly. The Harken windward sheeting traveler car is a dream for light and medium airs, since the car will not drop to leeward after the tack. Mount the mainsheet cleat on a pedestal

so it will always be in the same spot and at the same angle.

The skipper foot braces mounted on the traveler bar make it possible and comfortable for the skipper to stay up and driving consistently. The backstay has been reduced to a 2:1 purchase, and the cleat is in the stock new boat position. Probably not ideal for the position of the cleat, but where else? The 2:1 purchase enables the backstay to be trimmed in and out quicker in puffs.

Use a hatch launcher for better spinnaker sets. In the picture we can see the hatch launcher held open by the line/cleat on the starboard face of the hatch. The launcher is very effective for sets and take downs. With the launcher, it's not necessary to send someone down below to repack the chute. We always do port-side take downs, with the spinnaker sheets rigged over the genoa sheets and left on all the time. The spinnaker halyard gets attached as stated earlier. You can see the main halyard is on the port side of the hatch. The cleat is well forward, for a clear deck. The tail runs aft and is wedged under the teak hatch trim and then below, due to class rules.

# If you want to know the secret to better performance, read between the lines.



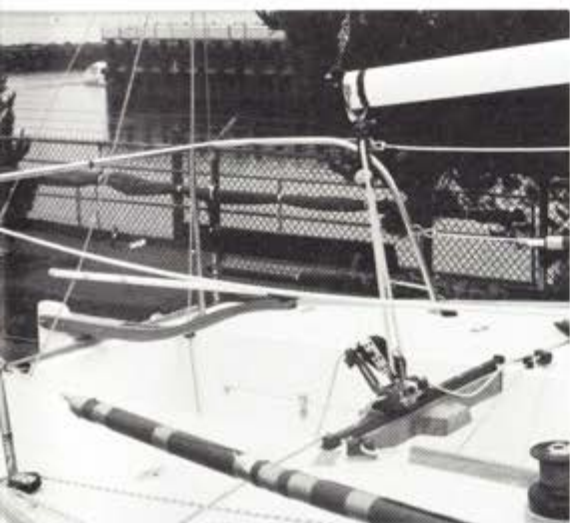
STA-SET SOFT – Low-stretch, fuzzy polyester braid provides easy handling and soft feel. For sheets and control lines.



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Tape marks center of stern pulpit.

Also be sure to mark the center of the stern pulpit with a couple wraps of tape, so the boom over centerline location can be checked easily.

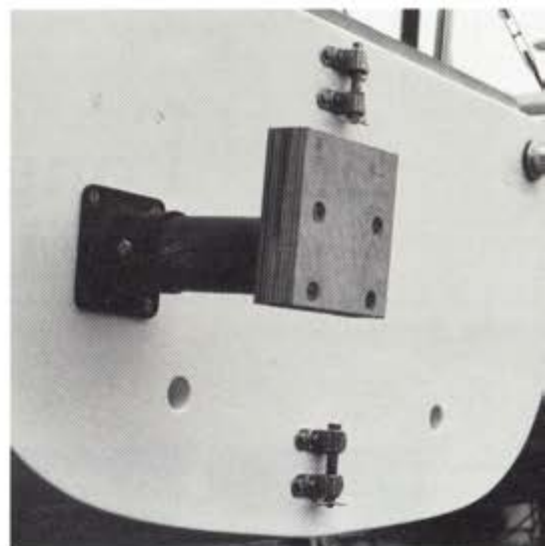
In the transom picture, we can see the motor mount that is required to be on the transom during racing. This one is a lightweight and minimal size bracket. Be sure to check the height when mounting,

so as not to drag the bracket on reaches in your wake. The stock pintel arrangement and retainer pins are very strong. And don't forget the current year class sticker on the transom.

Rigging your J/24 like this means that everyone on the boat is a part of what's going on. All crew members share the work load, and no one is overwhelmed at any one time. This way each maneuver can be done the same way all the time, which means less chance for screw ups, and it's easier to work a new person into the crew.

Consider a new division of labor on your boat and you'll find everyone more interested in sailing and wanting to come out and race as part of the team. Be sure to have fun, too. We get the best laughs when, just out practicing, we rotate through all the boat positions and realize the different, but equally important skills, required to sail the J/24.

*Jack Christiansen is the tactician on John King's Magic Bullet, helping with 1988 finishes of eighth in the Midwinters, fifth in the North Americans and second in the Southwest Championships on the national*



Note required complete motor mount and current class sticker on transom!

*level. He is also a former Mallory Cup winner and collegiate All-American. Previously a partner in Ullman Sails NW, he is currently the One-Design Manager of Shore Sails Puget Sound in Seattle, WA.*



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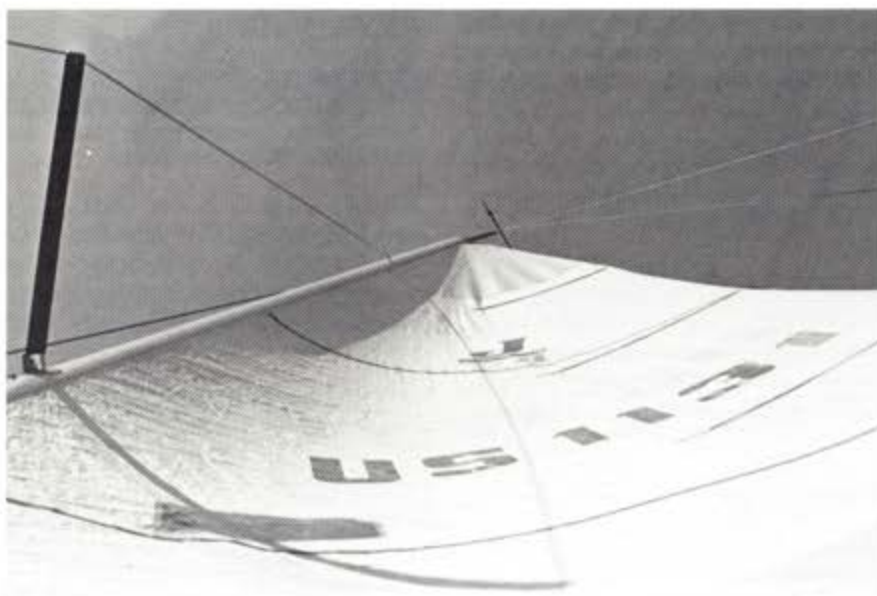
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# Longer or Full Length Mainsail Battens

by Dan Neri



**N**ow that we have taken a bold step into the present by allowing Mylar genoas, the members of the J/24 Class should begin to consider updating the batten lengths for the class mainsail. Beginning in January of this year, the IYRU rules have been changed to allow battens which are roughly 1.5 times as long as those of the past. Most PHRF and all MORC stations have allowed full length battens, providing that they are limited to four equally spaced, parallel battens.

The existing J/24 Class sail measurement rules were adopted from the IYRU sail measurement guidelines for offshore yachts in 1978. Accordingly, class legal J/24s have been able to race under any offshore handicap rule without sail penalties. Under the old IYRU rule and the present J/24 Class rule, our middle battens can be up to 26" and our top and bottom battens up to 23.5" in length. The 1988 IYRU rules allow battens of 24", 39", 39", and 29" from top to bottom.

The batten length requirements of the past were a roundabout attempt by rulemakers to control the size of mainsails. By limiting the batten lengths, they reasoned, they would effectively restrict the amount of roach, and thus the total girth of the mainsail. Sailmakers and yacht designers got around this by putting bendy masts in the boats and increasing the girths through luff curve. The IYRU countered by imposing actual girth restrictions.

*Above: Two year old mainsail with J/24 Class legal battens, showing normal batten bump fatigue.*

*Below: Same mainsail with new IYRU maximum length battens, showing substantially smoother sail.*







# Foredeck Techniques

by Nancy Haberland

**T**he role of foredeck on the J/24 can be quite satisfying. There is nothing quite like having completed an outstanding tight reach-to-reach jibe and then watching your boat roll over the competition, whose foredeck is still struggling to "make" the pole. Your role as bowman is an important one and doesn't require brute strength – technique is what is important. Not only is the foredeckman vital downwind, but upwind as well. Outlined below are some key points for the foredeck to remember while racing.

## Starting

- Watch other boat traffic. Try to do this from a position where you're standing or sitting next to the mast for best visibility.
- When the helmsman runs the line before the start, get some line sites. These will be important in helping you determine your boat's position on the line at the starting gun.
- Have a watch running with time remaining before the start of the race, so you can judge your time versus distance to the line.
- On your final approach to the line, move towards the bow pulpit and assume a firm stance, then call distance from the line. Use hand signals on windier days to do this. Once the crew is trimming for speed, move off the bow and onto the rail. Since weight up forward is slow, it is urgent that you do this quickly so the boat can accelerate to maximum speed as fast as possible.

## Upwind

- Hike hard by getting your tail to the rail and then your cheeks to the teak! There is a noticeable difference in sailing with a hard hiking crew. Sitting 6" further outboard may be what allows the boat to flatten and accelerate ahead of others on the upwind leg.
- Being in the most forward position, you

are often the first to see upcoming boat traffic, such as port tackers or commercial freighters, through the genoa window. Make sure the helmsman acknowledges presence of these other vessels.

- Call large series of waves by counting down when they are at the bow so the driver can be better prepared to steer over and around them.
- After the tack, glance to see that the genoa is skirted before moving back out to the rail.
- Glance at the pole to make sure that the guy is in the outboard end and that you are ready for the next set.



- Your foremost responsibility is to block any waves which look like they'll splash the crew and especially those that may reach the helmsman. Be sure to come prepared!

## Downwind

- Hook the pole on, jaws up. In most conditions, this allows for the easiest handling of the pole.
- Aggressively hoist the spinnaker. Watch it going up to make sure it is clear of the spreaders and is not twisted. The faster you are, the easier the set.
- Pull the headsail down and give it a tug forward, then get off the bow!
- Flake the spinnaker halyard so it will be free to run on the takedown.
- Be ready to quickly fine tune the pole

height after the set, in accordance with the trimmer's calls.

- On tight reaches, hike hard to help keep the boat flat. Also, since the main is quickly depowered by easing the vang, have the vang line in hand and ready to be eased if a broaching situation occurs.
- You can help accelerate the boat's plane in breezy conditions by pumping the mainsail. To do this, grab the boom-vang and give it one rapid jerk just as your boat begins to catch a wave.
- In other conditions, sit forward near the mast. Be prepared for an instantaneous jibe (quite often all you hear is "jibing"). Since this position keeps you next to the pole, it can help you throw a surprise jibe in on your competition as well.
- For best leverage when jibing the pole, always stand facing forward. For safety, work from the windward side.
- Release both ends of the pole simultaneously so you can work independently of the trimmer.
- During the takedown, don't forget to unclasp the spinnaker halyard! Then, in storing the pole, make sure it is completely clear of the jib sheets. A quick tack may be required around the mark.

The challenges on foredeck are always new and exciting. You are able to accomplish things you may have never believed you could. With practice, anyone can become an ace foredeck. And the best part is, whether you finish first or last, you always end up crossing the line before your helmsman does.

*Nancy Haberland placed third in the 1987 International Women's Keelboat Championship, won the 1986 Sunfish Midwinters, and is 1988 Sunfish Women's North American Champion. She is currently Director of J World Sailing School.*





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# Creighton's J/24 European Championship

by Andrew Preece

David Bedford and crew of *Barney Sandeman* (bow), *Simon Fry* (cockpit), and *Andy Howard* (middle) sailed *Take Them to the Cleaners* to win the 1988 European Championship, at Cowes.

Photo by Ocean Images

The tidal waters of the Eastern Solent provided the setting for the 1988 J/24 European Championship hosted by the Cowes Corinthian Yacht Club. The 60 competing boats at this event sponsored by Creighton PLC, manufacturer of products such as Sun Veil, were berthed in the North Basin of the Ancasta Marina. Here the marquees and bars provided an excellent backdrop and social centre for this racing event, as well as providing a good shore base with all the necessary amenities. Five days' sailing were scheduled with seven races, including a 27-mile distance race to be held around navigational and racing marks of The Solent, of which the furthest east was Outer Spit off Portsmouth Harbour.

The Olympic course racing was held in the Hill Head and Clipper area, which is deemed to be the area in The Solent with the most equal tidal influence over an Olympic-type course. The wind tended generally to swing around as the days

wore on, to such an extent that it was frequently necessary to reset the windward mark after the first beat. The tidal influence of the North Channel was a factor that became more pronounced as the week progressed and which tested the intellect of competitors to the utmost. Another major feature of the week was a number of general recalls which occurred due to a combination of competitors' enthusiasm and pronounced line bias. An unfortunate feature of the regatta was a series of protests that arose out of a timing error in the starting sequence of Race 2.

And so to the racing. Day 1 saw near perfect conditions, with 12-18 knots of breeze giving way to an afternoon breeze of 22 knots. A shift to the left just after the start of the first Olympic race of the day gave those who chose the leeward end of the line a useful lead over those who hit the right. The Italian, Nicolai Belloni, was the furthest left on the course,

and with this advantage he led at the first windward mark, holding this position until the finish.

By contrast, the second race of the day had no major wind shifts, with boat speed being the major priority out of the starts. The leaders came from both sides of the course and with the morning's winner Belloni down to 28th, UK National Champion David Bedford, sailing his famous *Take Them to the Cleaners*, and Eddie Warwick, sailing *Parsnip*, dueled to the finish, with the former edging out into a 50 second lead to gain his first clear win of the series.

With Day 2 producing similar clear skies and good breezes, competitors were able to test their sponsor's skin care products to the full. It was Bedford's day again with this time the American, Jim Brady, sailing the German boat, *Just for Fun*, snapping at his heels. Bedford scored a first and a fourth for the day, being marginally better than Brady's fifth



and first. Again the first beat proved to be difficult to judge and Eddie Warwick, the local sailor, got it wrong and reached the windward mark 16th, while Bedford judged his course well to take the lead.

Wednesday's long distance race heralded a change in weather, and competitors went afloat in a mere 4 knots of breeze to fan their boats around the course. For many crewman these light conditions meant a day down below to keep the weight as central and as low as possible. The first windward leg once again was the decider, the fleet being split by the Knoll Sands. Competitors who decided to cross the course paid the ultimate penalty of going aground. After a slow and tedious day, the Army Association's *Challenger*, sailed by Piers Tucker, led the fleet home followed by Stuart Jardine's *S'Touche* and the wylie Bedford in *The Cleaners*.

The sixth race was won by the Italian, Pietro D'Ali, a particularly talented Italian who lacked sufficient consistency during the course of the rest of the event to achieve a good final result. It was a race of many place changes, with light winds and drizzle putting a premium on mark finding and tactics. Getting the fleet away was particularly difficult, with the breeze suddenly changing direction just before the first start and what had become the customary general recall routine sending the fleet back for a third start.

Bedford chased the Italian hard

throughout the race. However, the Dutchman, Marten Kimman, displaced him to third place, leaving the Poole-based sailor the task of having to finish 16th or better in the final race to win the series.

In Friday's finale, Bedford hit the windward mark and rerounded in the mid 20's. However, a recovery to 13th gave him the title, while Jim Brady, steering *Just for Fun*, secured his second place overall by finishing second in this race behind Stuart Jardine's *S'Touche*.

The secret to Bedford's success seems to be his total confidence in his sailing skills and his ability to work out and act on tactical problems that confront him. In a space of two months, Bedford, accompanied by his very skilled crew which include Barney Sandeman on the bow, Simon Fry in the cockpit and Andy Howard in the middle, has won the British J/24 National Championship, sponsored by Stones Ginger Wine, and the Virella Cup match racing series, as well as the Europeans. *Take Them to the Cleaners* is an Italian-built hull, while the sails are from Hood, the mast from Proctor and the boom from Kenyon. *The Cleaner's* crew call their type of sailing "Mars Bar Sailing," because of their fast and physical approach to the sport. It works in the devastation of the opposition.



Marina (I-239), sailed by Pietro D'Ali, takes the weather position on the reach.



The fleet arrives in a tight pack at the weather mark.

Photo by Ocean Images





# Creighton's J/24 European Championship

## Cowes

### July 15-22, 1988

POS	SAIL	YACHT	1	2	3	4	5	6	7	TOT*
1	K-4173	Take Them to the Cleaners	19	1	1	4	4	3	13	26
2	G-13	Just For Fun	14	3	5	1	6	24	2	31
3	K-4061	Italian Job	6	7	4	9	33	4	7	37
4	K-4217	Plastic Bag	8	14	6	11	5	8	3	41
5	K-4215	S'Touche	25	10	7	2	3	20	1	43
6	K-4175	Never Let A Dago	7	5	23	6	7	9	11	45
7	K-4074	Popincoota VI	2	6	62	8	2	18	17	53
8	K-4205	Parsnip	3	2	15	7	21	10	16	53
9	K-4204	Parkview	31	4	12	3	23	12	6	60
10	I-239	Marina	4	11	3	62	62	1	5	86
11	K-4026	Juggernaut	9	24	43	15	19	7	14	88
12	K-4064	Jale Break	24	9	21	5	20	15	18	88
13	I-177	Video Explorer	1	28	62	14	15	6	28	92
14	H-19	Cool Escape	20	25	2	23	16	16	21	98
15	K-4216	Jam Jar	5	22	10	18	50	19	25	99
16	K-4141	Just Enuff	13	32	9	24	13	21	19	99
17	K-4213	Joint Venture	17	16	62	21	9	5	32	100
18	H-3	Wu Bianfu	10	12	62	62	10	2	10	106
19	I-245	Picchi	33	15	31	10	61	14	8	111
20	H-17	Balletent	11	61	11	17	17	61	9	126
21	K-4194	Smokey Joe	39	8	18	19	8	37	61	129
22	K-4116	Challenger	18	37	62	20	1	29	30	135
23	K-4019	Jiffy	23	13	17	61	45	39	16	153
24	K-4010	Double Jeopardy	32	29	29	62	11	13	41	155
25	K-4151	Jemini	21	20	62	29	27	31	29	157
26	K-4195	Team Shivering	48	36	28	40	25	27	12	168
27	H-7	J'ai Tout	12	23	62	16	34	23	36	170
28	K-4203	Mr. Beaujangles	62	61	13	13	44	17	22	170
29	K-4170	Tiger	35	39	34	33	14	22	42	177
30	K-4206	The Kanemebe Connection	41	34	25	28	18	32	62	178
31	K-4181	Pandemonium	27	29	35	12	47	43	33	179
32	K-4114	Hot Property	46	19	19	37	52	45	15	181
33	K-4085	Breakaway	22	44	32	61	28	11	47	184
34	H-1	Emperor of the Swamp	30	31	26	30	29	38	43	184
35	K-4000	Not Just Now	38	61	20	40	22	41	23	184
36	K-4124	Red Alert	15	40	39	42	46	30	31	197
37	K-4027	Jipijapa	51	38	24	25	12	48	61	198
38	K-4672	Jingo	16	21	62	61	48	34	20	200
39	K-4193	Pink Panther	29	61	22	45	38	28	38	200
40	K-4115	Chieftain	55	30	27	32	41	47	24	201
41	G-4	Jan Himp G.T.I.	37	27	16	22	38	62	62	202
42	K-4199	Melchizedek	42	33	61	35	35	35	26	206
43	K-4017	Andy Capp	49	35	46	26	55	25	27	208
44	K-4188	Majic	26	17	62	34	49	50	40	216
45	K-4134	Woodstock	50	45	30	46	32	26	39	218
46	K-4008	Buccabu	34	46	38	39	31	54	37	225
47	K-4088	Luder	28	41	42	31	42	42	44	226
48	H-11	Hi Tension	36	61	62	27	37	36	34	231
49	K-4202	Gossip	43	18	44	62	43	49	35	232
50	K-4077	Dr. Jekyll	45	47	40	38	39	33	48	242
51	K-4044	Joverdraft	44	61	36	41	24	53	46	244
52	I-185	Genova '92	57	26	14	62	36	62	62	257
53	K-4197	Popinjay	40	48	61	43	40	40	61	272
54	K-4035	Mother	54	43	45	44	51	61	45	282
55	K-4056	Jibberish	62	50	37	62	30	51	61	291
56	KS-873	Juniper	56	49	41	62	54	46	49	295
57	K-4054	Just Kidding	53	52	62	46	53	44	51	299
58	K-4207	Rampage	57	51	47	62	61	52	50	318
59	G-22	12	52	61	33	61	61	61	61	329

\*1 Throwout



# Thunderstar Takes '88 NA's

by Joe Thompson

If anyone ever doubted the old adage that you don't have to win a yacht race to win a regatta, Texans Scott Young and Michael Haggerty put those doubts to rest as they captured the 1988 J/24 North American Championship, sailed June 4-10 on Corpus Christi Bay. Never finishing out of the top seven, Young, Haggerty, and their crew of Doug Kern, Jimmy Maltman, and John Morran, proved beyond doubt that consistency, not winning races, is what will put one in the winner's circle. Sailing their superbly prepared *Thunderstar*, the Texas lake sailors won the seven race, no throw-out regatta by a convincing six point margin over second place finishers Mark Laura and Tom Hughes of Seattle (who also never won a single race).

The 1988 North Americans attracted one of the smallest fleets in recent years, 40 boats, but it was a fleet deep in talent as several former class champions and Olympic hopefuls were on hand. The small fleet actually proved beneficial because it allowed regatta officials to complete a full measurement certificate for each boat and suit of sails, assuring compliance with all class rules as well as providing an opportunity to gather information for the Class Technical Committee. Two full days of measurement, re-measurement, and launching proved to be just about more fun than everyone could stand, though, and competitors and officials alike were more than ready to begin as they enjoyed the Sunday evening skippers' meeting and kick-off party, sponsored by the host Corpus Christi Yacht Club and Foley's Department Store.

But when Monday morning rolled around, the weather did not want to cooperate. A strong ridge of high pressure had settled in over the entire center of the nation, and Corpus Christi's normal 10-20 knot southeasterly breeze was



Scott Young (3481) approaches weather mark ahead of Chris Perkins (4252), and Marc Eagan (4181) in '88 NA's race on Corpus Christi Bay.

non-existent. A light 5 knot northwesterly greeted competitors when they arrived at the docks, but Race Chairman John Shepherd decided to postpone the first race, anticipating that the breeze would die and refill from the southeast. After a four hour wait, the fleet finally went out, only to have the wind die completely and the bay turn glassy. After an additional two hour wait, during which crews swam and tested their Frisbee skills, the race committee finally decided to abandon for the day. Ironically, the breeze finally filled in as anticipated, but only after most competitors were entering the marina area.

Tuesday morning brought a light

southwesterly, and the race committee attempted to finally get the first race off. However, the attempt ended in a general recall, and before the fleet could return to the line the breeze died once again. After about an hour of drifting, with more swimming and Frisbee practice, an easterly breeze finally filled in. After the usual series of general recalls, the first race was finally sailed in 8-10 knots. Olympic 470 hopeful Bill Draheim, sailing on *Psycho*, played the shifts better than anyone to take the gun ahead of Tommy Meric and Benz Faget on *Betsy's Boys*. Two time World Champion Ken Read finished third on *Mustang Sally*.

The breeze built to about 12 knots for



Race 2 in the afternoon, and former World Champion Ed Baird romped away from the fleet on *Monster Fish* to easily take the win over Young and Haggerty on *Thunderstar*. Read once again finished third, but was later given a 50% penalty for an improperly flown Code I flag, an event which would ultimately cost him the regatta. After the first two races, Draheim and Young/Haggerty were tied for first with six points, followed by Baird with eight.

Wednesday morning dawned with an 8 knot breeze out of the south. However, just before the starting gun for Race 3, the breeze shifted 25 degrees to the left and the race committee was forced to postpone when the entire fleet began converging at the pin end. After the course was reset and the race restarted, many competitors headed left for the port layline, anticipating a continued shift toward the southeast. That shift never materialized, though, and the right side paid off handsomely for Texas Circuit veteran Fred AmRhein on *Flour Power*, who finished first just ahead of Read. Dave Broadway took third place honors on *Superman*.

In Race 4 on Wednesday afternoon the southeasterly shift that many had anticipated in the morning finally took place, and those who went left early found it to their liking. Those who went right looking for the strong inshore lift that had been discovered in the morning, found themselves at the back of the fleet at the first weather mark. Ken Read sailed his best race of the regatta and took the gun ahead of Mark Laura and Tom Hughes on *Eskimo Pie* and Young/Haggerty on *Thunderstar*. After the second day of racing, Young and Haggerty found themselves in sole possession of first place, as Draheim had his worst two races of the regatta on Wednesday and Baird had been called over early in Race 3, virtually ending his chances of a regatta victory.

By Wednesday evening, the competitors were in need of a little relaxation, and the Texas barbecue and dance hosted by CCYC was just what the doctor ordered. Everyone was a little slow to begin dancing once Aloha Dave and the Tourists began playing, but when Laurie Tillman dragged her dad Dick onto the dance floor, the party really got going. It was

hard to go home (and even harder to get up the next morning!).

Thursday turned out to be "Jim Brady Day," as the Florida sailmaker took two bullets in the only races sailed in typical Corpus Christi conditions, 15-18 knots of breeze and a short, steep chop. Brady, combining excellent boatspeed and tactics on *Slap and Tickle*, was simply unbeatable on Thursday. However, two mediocre finishes on Wednesday had already put him out of striking distance for top spot in the regatta. Ed Baird took second place in both races on Thursday, while third place went to Ken Read in Race 5, and to John King and Mark Hallman on *Magic Bullet* in Race 6. Young and Haggerty kept a strong hold on their first place position overall, with fifth and seventh place finishes, respectively.

On Friday morning it was Young's and Haggerty's regatta to win or lose, as they carried a seven point lead going into the final race. The breeze for the final race was light and shifty at 5-8 knots, and the first weather leg turned into a crap shoot. Young and Haggerty went right and found themselves well back in the fleet at the first weather mark. However, they sailed

Photo by Lee Dodds

Racing was tight throughout the fleet, as Brant Koepke (32) charges around the reach mark ahead of Enno Seago (25) and Bobby Wilkins (19).







Regatta Chairman Randy Bourne ponders the non-existent wind after cancellation of racing for the day on Monday.

two superb reaching legs and this, combined with excellent work to weather, enabled them to work back to a seventh place finish, preserving their lead and securing the Championship. Marc Eagan and J. Richards on *Wired* took the winner's gun in the final race, beating out Brady and 1987 Texas Circuit Champion Kelson Elam on *Surfer Girl*.

At the trophy presentation Friday afternoon, Young and Haggerty had nothing but praise for their crew and the superb performance they gave in keeping the boat moving during the week. Winning the North American Championship was a dream long overdue. For Laura and Hughes, their second place finish made the long, 52 hour drive back to Seattle worthwhile, also.

The Corpus Christi Yacht Club and J/24 Fleet 3 were pleased to host the J/24 North American Championship for the third time in the short history of the class. Many individuals deserve thanks for their efforts in helping put on the event, but particularly deserving are Race Chairman John Shepherd and his assistants Kathleen White and Decker Womack; Regatta Chairman, Randy Poelma; also Chief Judge Randy Robinson and his panel of nine judges. The regatta produced remarkably little time in the protest room.

All of us at CCYC and Fleet 3 look forward to having the class come back to beautiful South Texas so we can "do it again" in another four or five years.



Sail measurement went smoothly under the direction of Laura Stumpff, at right.

Photos by Linda Tillman



Race Chairman John Shepherd (at mike) thanked the jury members and presented each with a NA's poster of a watercolor painting by Mark Montague.



The race management team of Kathleen White, John Shepherd (chairman), Decker Womack and Randy Poelma ran excellent races throughout the week.

Championship and third place crewmembers (*Thunderstar* and *Mustang Sally*) celebrate after awards ceremony on Friday.

Photo by Laura Stumpff







### 1988 J/24 North American Championship

POS	HULL	SAIL	YACHT	HELMSMAN	3	4	5	6	7	8	9	TOT
1	4	3481	Thunderstar	Scott Young/Michael Haggerty	4	2	7	3	5	7	7	35
2	24	4453	Eskimo Pie	Mark Laura/Tom Hughes	5	9	5	2	6	8	6	41
3	18	4351	Mustang Sally	Ken Read	3	23	2	1	3	4	8	44
4	33	2908	Slap & Tickle	Jim Brady	9	7	13	15	1	1	2	48
5	94	4448	Magic Bullet	John King/Mark Hallman	18	4	4	18	4	3	16	67
6	2	634	Monster Fish	Ed Baird	7	1	41	6	2	2	12	71
7	79	4181	Wired	Marc Eagan/J. Richards	21	22	6	9	9	9	1	77
8	6	1565	Tallawah	Clark Thompson	11	16	22	4	25	5	4	87
9	89	3787	Syzygy	Jay Lutz	13	15	10	22	11	6	11	88
10	10	272	Flour Power	Fred AmRhein	15	10	1	19	8	22	14	89
11	12	187	Psycho	Bill Draheim	1	5	14	32	10	22	5	89
12	1	3694	Surfer Girl	Kelson Elam	12	12	8	26	15	15	3	91
13	60	4252	Wee Pee	Chris Perkins	16	6	16	8	12	10	23	91
14	31	258	Class Action	Bob Johnson	19	8	15	24	7	13	9	95
15	28	2910	Betsy's Boys	Tommy Meric/Benz Faget	2	11	19	17	14	20	21	104
16	9	4433	Movin' On	Dick Tillman	10	20	11	13	26	24	10	114
17	19	4567	Thinkaboutit	Bobby Wilkins	20	13	18	23	13	18	18	123
18	29	4436	Janet's Diamond	Mark J. Hulings	14	23	21	29	17	12	15	131
19	11	2380	Superman!	Dave Broadway	22	18	3	25	20	23	22	133
20	13	67709	Pocket Rocket	Blair Francis	23	17	23	5	27	21	28	144
21	7	1040	Graybeard	Jim Anderson	17	21	29	20	29	16	17	149
22	30	656	Bwana	Jonathon Martin/Jim Dinn	25	19	41	11	19	19	20	154
23	48	2118	Sly	Zack Troxel/Steve Andre	30	24	24	27	24	17	24	170
24	56	2973	Smokin'	Steve Law	24	33	38	14	21	25	19	174
25	55	2564	Son of Bullwinkle	Rocky Milford	31	26	41	10	23	31	13	175
26	68	135	Later	Fred Soward	27	30	17	16	18	30	41	179
27	14	2573	More Grief	Lewis Conger	28	31	25	7	36	29	26	182
28	65	1658	Generic	Jason Bradley	41	14	9	41	16	37	27	185
29	49	77008	Poodle with a Mohawk	Jeffrey Berkus	8	35	12	40	32	27	36	190
30	21	1975	Jehoshaphat!	Jerry Dawes/Wm. Cantrell	34	36	31	12	35	31	32	211
31	20	3355	Bon Temps	Doug De Cluitt	35	29	28	28	30	32	29	211
32	51	2624	Road Dog	Peter Masterson	6	28	41	31	33	33	41	213
33	43	4435	Mae the Knife	Steve Bowers	29	25	20	21	37	41	41	214
34	32	3400	On the Edge	Brant Koepke/Bob Phillips	26	32	33	30	28	36	34	219
35	15	3754	Plum Crazy	Ned Plumer/Tommy Gayle	37	34	35	38	30	28	33	235
36	93	404	Lead Sled	Jody Adams	32	27	26	39	31	41	41	237
37	16	1	Water Nymph	Warren Miller	33	38	27	36	39	38	30	241
38	23	788	3/4 Time	Sam Beecroft/Allen Borden	36	40	41	34	40	26	25	242
39	25	536	Phaze II	Enno Seago/Dan McCellan	39	37	32	35	34	35	31	243
40	26	2418	Prime Interest	Joe Thompson	38	39	34	37	41	34	41	258



Photos by Mark Montague





# 1988 J/24 Jr. North Americans

by David Moores

**T**he second annual J/24 Junior North American Championship drew 12 boats from the Great Lakes Region to Oakville, Ontario, over the weekend of June 25-26. In addition to a good turnout from the strong local Oakville Yacht Squadron fleet, boats came from neighbouring Lake Ontario clubs, from New York, and from Ohio.

Local hotshot Andrew Smith and his crew of Tony Fitzsimons, Chris McCrae and Tobin Young took *Dark Star* to three straight victories, but the visitors were far from outclassed, with Matt Gregory from Sandusky, Ohio in second, and Doug Folsetter from Burlington, in third.

With a fleet of juniors in borrowed boats, the regatta committee put the emphasis on safety, with 100% of the boats getting a safety check, small jibs in use, and motors required on transoms.

Races 1 and 2 were held in rising winds, with the threat of thunderstorms. A few spinnakers ended up being used as airbrakes, but everyone stayed on board and upright. *Dark Star* took two firsts and Michael McGarry, on *Whiteout*, from Buffalo Canoe Club, took two seconds, but returned to harbour with some sail tears and rudder problems. At this point, whitecaps in abundance were strewn across the lake and with 35 knot gusts, racing was wound up for the day. Tied for third after two races were *Blue J*, sailed by Joanne Moores from Oakville, *Thistle*, sailed by Doug Folsetter from nearby Burlington, and *Green Light*, sailed by Scott Weakley from Port Credit.

Sunday morning was perfect sailing weather and, with only one race scheduled, tension was high. *Dark Star* started back of the pack, and *Whiteout*, although a starter, could not continue racing. Places were changing constantly in a tightly bunched fleet and several boats saw a glimpse of silver and maybe gold. Meanwhile, Andrew Smith kept on climb-



Andrew Smith and crew sailed *Dark Star* to three straight victories in the second annual Jr. North Americans.



ing through the fleet to prove that yesterday was no fluke, and took his third bullet and the Championship, ahead of *Sisu* and *Thistle*. Despite her DNF, *Whiteout* tied for fourth with *Blue J*, whose skipper, Joanne Moores, was high-placing lady helmsman.

Parents and supporters who tailed and videoed the fleet agreed that anybody who cannot see sailing as a spectator sport should "just go watch a bunch of J's."



### 1988 J/24 Junior North American Championship Oakville, Ontario

POS	YACHT	HELMSMAN	1	2	3	TOT
1	<i>Dark Star</i>	Andrew Smith	1	1	1	3
2	<i>Sisu</i>	Matt Gregory	3	6	2	11
3	<i>Thistle</i>	Doug Folsetter	4	5	3	12
4	<i>Blue J</i>	Joanne Moores	6	3	7	16
4	<i>Whiteout</i>	Michael McGarry	2	2	DNF	16
6	<i>Green Light</i>	Scott Weakley	5	4	10	19
7	<i>Psychopath</i>	S. Cornelissen	9	8	4	21
8	<i>The Old Superb</i>	D. McJannet	7	10	5	22
9	<i>Full Tilt</i>	Kathy Pasic	8	7	9	24
10	<i>Cool Change</i>	Todd Irving	10	9	6	25
11	<i>Hang Forth</i>	Charlie Clark	11	11	8	30
12	<i>Majic</i>	Craig Thompson	12	DNF	11	35



Clockwise from left: *Sisu* and *Psychopath* round weather mark together in Race 2. Races 1 and 2 were sailed in rising winds with the threat of thunderstorms. *Dark Star* came from behind to take the lead in Race 3.



# The Total Approach

by Scott Young



Photo by Linda Tillman

Scott Young helmed the Thunderstar team, (from left) John Morran, Doug Kern, Jimmy Maltman and Mike Haggarty, to win the 1988 North American Championship at Corpus Christi.

**R**ather than spend a lot of time talking about all the little gadgets, tricks, and techniques we used to win the J/24 North Americans, I will spare you the details. In all honesty, we really don't have any special secrets. Our theory is that, if you're not all that fast or all that smart, you'd better be good at something. That's where the "total approach" comes in... organization and planning in order to overcome the lack of talent and time actually spent on the water, sailing.

Maintaining that difficult balance of keeping family, friends, and clients happy, and still winning sailboat races is not easy. It takes dedication and commitment from your teammates. Here are some ideas that the *Thunderstar* team has implemented. See if they help.

## The Team

If you are going to be spending a lot of time with a group of people, for gosh sakes spend it with people you enjoy. Our team this year consisted of myself, Mike Haggarty, John Morran, Doug Kern, and Jimmy Maltman. In addition, we had tremendous help from Reece Hillard and Mark Fawkes throughout the year whenever we had crew scheduling problems. This group was a spin-off of our successful Mallory Cup effort of last summer. We enjoyed each other's company so much last year that it seemed only natural to keep the group together. When formulating your team, be sure not to forget the on shore support team. Try to organize a group that enjoys spending time together. Nothing is more frustrating or distracting

than ten different people attempting to go ten separate directions, all with one car. In the "total approach," the goal should be for everyone to have fun.

This past fall, I had an opportunity to become a partner with Mike in his boat, *Thunderstar*, and had the unique privilege of stepping onto one of the most consistently well-sailed and fastest J/24s around. With the expense of campaigning a J/24 these days, forming a partnership or syndicate really makes sense. Besides the cost, there are so many logistical elements to contend with that one person simply cannot do it all. Work to organize a team where more than just the helmsman has a vested interest in the program. It can make your regattas a lot more enjoyable.

Both Mike and I have very demanding jobs in the "real world," so that even with the two of us focusing on the organization of our sailing, many items still slip through the cracks. Part of creating a good team is to choose people who have a diversity of talents and schedules. If every person on your boat has the same job or family demands, it is likely that there will be overlap periods where nothing gets done. Having teammates like John Morran and Doug Kern, who are both still in college and have more flexibility in their schedules than Mike or I, is incredibly important. Assemble a crew that takes pride in what they do and who are self-motivated enough to do whatever it takes for the good of the effort. This is probably the most important factor in developing a crew that will win consistently over the long haul.

Maintaining a high level of performance over the 12 month Texas Circuit schedule is not an easy task. Sailing against great competition in what can be sometimes very difficult lake conditions, requires this type of team approach to ensure top results. A well-planned and



well thought-out approach will ensure a better result, and a better finish will generally lead to more fun. Remember, these are our precious weekends and summer vacations that we are talking about!

### Setting the Goal

With the North Americans scheduled to be sailed in Texas this year, it was not difficult to establish what the *Thunderstar* team would be shooting for. We are very strong believers in developing a racing schedule that will allow our team to gradually work up to a peak performance at the appropriate time. With the overall Texas Circuit winner qualifying for the 1989 Worlds in Kingston, we knew that it would be important to work into good form early in the season. We decided to do our limited research and development early in the year, make some fundamental decisions on what was good and bad, and by mid-season feel confident with our sails, spreader angle, pre-bend, mast butt position, shroud tension, etc. . . it is really tough to be at your best if you are constantly second guessing your tune. Set it, know it, and, with the exception of shroud tension, leave it alone! There are too many other variables to fool with in sailboat racing to get totally immersed in the little stuff.

Along with getting the R & D out of the way early, we felt that developing a certain sailing style was especially important. With the nature of J/24 events typically not allowing for a throw-out race, we felt that establishing a conservative sailing style would pay long term dividends. If you think about how many times you have seen top sailors sailing great regattas, only to have it all lost because of the dreaded P.M.S., it is easy to see that over-earlies must be avoided at all costs. During the Texas Circuit regattas leading up to and including the North Americans, we managed to avoid any premature starts by maintaining a conservative approach. By staying near the middle of the starting line and keeping our air clear, we were able to keep our options open and off the corners of the race course. As long as you have given yourself the opportunity to win going into the last day, you should congratulate yourself. That's all you can hope for: THE OPPORTUNITY!

A strategy that we often use is a tactic that we call "herding". This was developed through our extensive Mallory Cup and round-robin sailing. What this means is that, after the first few races, we

try to identify who the competition will be for that particular regatta. Each subsequent race we identify who we have to beat or stay close to in that particular race to stay within reach of the lead. What this means is that we generally don't win a lot of races and make headlines in the paper, but we usually are up there in the end.

One final technique that we use (I promised not to get into techniques . . .) is to try to formulate our schedule so that we reach our "peak", or optimum performance, at the right time. As most sports psychologists will agree, the art of "peaking at the right moment" has its place in sailing. By gradually making small improvements to your boat or boat handling techniques over a period of time, you can psychologically prepare yourself for that peak performance, be it your fleet championship or the World championship. While it is so often easier said than done, we did manage to stay within the framework that we had designed for this season and felt that after winning the Southwest Championship the week before the N.A.'s, we were clearly ready to take on the "big boys".

Our goal going into the N.A.'s was to keep every finish in the top ten and try to produce an average finish of fifth or a total of 35 points. We thought this would be enough to win it! With guys like Ken Read, Mark Laura, Jim Brady, and Ed Baird, it is certainly possible for any of them to generate the kind of speed and consistency that it takes to get on a roll and run away with it. Fortunately, it didn't happen, and we were lucky enough to pull it out with, coincidentally, exactly 35 points. By the way, we had a great time!

### Mix It Up

Don't get so locked into your "pro-

gram" that you forget to liven things up once in a while. Mike and I make it a practice to alternate steering regattas, switching around crew duties, and sailing fun regattas with our wives and girlfriends.

For us, it is possible to maintain our highest level of performance for only so long. We accept that and realize that there will be ups and downs, just as in any sport. Once you have reached your goal, start over and shoot for something else. Keep it interesting! Don't let going sailing ever be drudgery. With a well-organized Texas Circuit providing a great regatta in a different city almost every month, it is always easy for us to get excited about sailing. Maintaining that kind of pace can be trying, but with a little organization and preparation, it can go a long way towards leaving more time for fun for everyone. That's what J/24 sailing should be all about!

*The Thunderstar team has won the Gulf Coast, Southwest and North American Championship in 1988 and is the overall 1988 Texas Circuit Champion. The author, Scott Young, has won the USYRU Mallory Cup four times, twice as helmsman and twice as crew, is a two-time intercollegiate sloop champion, a three-time All American at The University of Texas. He was third in the 1984 Olympic Trials in the Flying Dutchman Class and second in the 1981 J/24 North Americans in Rochester, New York. As a Junior, Young won both the USYRU, Smyth and Bemis trophies.*



Thunderstar rounds leeward mark close on heels of Eskimo Pie (Mark Laura).



# Freud on the Water

by Andrew Craig

**I**t seems to me there are several ways to accurately evaluate a prospective employee, if you were a company official. One would be to have him drive in rush hour traffic on a busy freeway like, say, Dallas' Route 635, most any time of the day. Another would be to engage the prospect in a game of Monopoly. (I have a sister-in-law who can make the transformation from Jekyll to Hyde in microseconds at the prospect of wiping out a fellow player in distress, accompanied by primal screams.) But I think a third and best way to see if you wanted to hire somebody would be to take him sailboat racing, preferably as skipper, if he has some experience. Here the protective coverings over innermost feelings get stripped away. Here a person's true strengths and weaknesses come to the surface. Here the stuff of us gets displayed.

The revelation frequently makes me ask, "Who is this guy?" This can't be my buddy of these many years. Or, worse yet, "Why am I acting this way?"

I am not sure why, but I think it is because sailing in general - and sailboat racing in particular - talks directly to the right hemisphere of the brain without the meddling interference by the logical left half, much like Beethoven and sex. Evidence to support this premise is easy to come by. In cruising, the simple contact with the wind and the water and clean isolation is enough to dissolve the cares of the day. In racing, consider the mood swings in a single race: the elation felt heading out to the starting line, spirits soaring, confident that today *this boat is going to clean some clocks*; the terror at the weather mark that the damn chute is hooked up wrong (logic notwithstanding); the ecstasy of an inside rounding at the jibe mark, showing that dirty bum who is who; the near paranoia on the run

about boats overtaking you; the simple prayer for a fast takedown at the lee mark; and the never-ending anxiety of beating back to the finish line. And then, as you bear away after crossing the line, the behavior on the boat tells everybody on the water how you did. The "ecstasy of victory" and the "agony of defeat", to

borrow from ABC's Wide World of Sports, are on display for all to see, and even the sounds of joy and the deadly silence of remorse are telltales of the soul. This is no time to invoke the cold rational attitude of "Hell, it's just a sailboat race".

So, if this jealous mistress is an exercise in psychotherapy, are there some



"We are tacking because I say we are tacking."



well-defined patterns to be recognized? Yep.

I recall with some embarrassment that I usually display dozens of symptoms. Any psychiatrist or an observant rank amateur can see most of the classic disorders and abnormalities in my antics. I must be a near-textbook case study, if not Ted Turner. For example:

#### **Manic-depressive behavior -**

Manic (before the start): "We're gonna kick some transoms today, sports fans. Come on, dammit, sheet that thing in. Faster. Come on, come on, come on. Where's that lee boat? Who's watching Bob? Doc, where is the other winch handle? Will somebody tell me how much time? Have you clowns ever been sailing before? Those idiots on the committee boat are on opium again." (All this fired off as fast as I can yell, not waiting for answers, etc.)

Depressive (up the weather leg): (much silence, long pauses) "Why didn't we tack over sooner?" (more silence) "I knew we should have flopped onto port when Rocky did." (Muttered to myself) "I don't know why I do this." (much more silence) "You guys want to hang it up?"

#### **Speaking in Tongues (glossolalia) -**

(Addressed to your wife, who has sailed only once before) "This is a big knock. Look at that leech luffing: we'll have to barber haul that hummer."

#### **Napoleonic Complex -**

"We are tacking because I say we are tacking. I am the driver of this boat and I pay the bills, and that's the end of that tune."

#### **Paranoid Schizophrenic -**

(Thoughts while working the foredeck) . . . "Those guys think I'm gonna screw up this jibe. I know they really didn't want me up here. It's not my fault those jaws stick on the pole. And they didn't give me any warning last time . . ."

(Thoughts, as skipper, after the regatta) . . . "I'm not going to the awards ceremony. Everybody will ask me about that chute wrap in the second race. They know we're just getting worse this year. I ought to sell the boat . . ."

#### **Obsessive Compulsive -**

"Did you *really* sand that spot on the keel, Ronnie? I better do it again." "Everybody wear last year's shirts, the ones we had on when we won at the Mid-

summers." "Now listen, nobody look at the race committee when we go by."

These are the big clues to the Inner Man that show up at every race. But I don't have to be racing to free up my right brain and let it steer me. As Mr. Melville says, . . . whenever it is a damp, drizzly November in my soul . . . I count it high time to get to sea.", or in my case, get out to the lake. If it is blowing some when I leave the dock, without much effort I can be Chichester rounding the Horn alone. If there are clusters of Sunday sailors, I can be Hornblower steering my frigate through the Frenchies with broadsides blasting away. When it is impromptu, one-on-one skirmishing with somebody from another club, I am Blackaller getting Conner at the start in our 12-meter freighttrains. Spotting a bunch of Hobies and their continual beach parties, I go among the natives with their pagan rituals and I am Cook tasting the joys of Tahiti.

Other times, all thinking that I am aware of just shuts down, and it is enough to let the subtleties of sailing wash away whatever was pestering me. I come away refreshed, relaxed and almost tranquil, forgetting even what the new Genoa cost me. This has to be, even at my sailmaker Kelson Elam's prices, cheap therapy.

This is not to say that I am now cured of any or all the things mentioned, but that I freely admit to them being some part of me. That alone, like the satisfaction of screaming obscenities at a halyard that parted, or a port tacker at a mark, has great benefits for those who have to put up with me, afloat or ashore, because there is now a merger between the sailing me and the non-sailing me. I feel healthy.

I think sailboat racing has also taught me to come to grips with not only the frailties and shortcomings in myself, but to be able to accept those things in my crew and love them anyway because they aren't perfect (God forbid a perfect foredeckman). It has also let me find a level of winning and losing that fits what I want from the sport. It makes me look my performance straight in the eye. This shining honesty picks my crew for me.

Does anyone know any psychiatrists who race sailboats?

*Andrew Craig teaches school, and sails his J/24, Jaybird, on inland lakes in the Midwest as a member of Mystic Knights of the Sea Fleet 53.*

# J<sup>®</sup> 24

The decision of the J-24 Class Association to allow the use of laminates at the Mid-Winters in Key Biscayne is a tribute to new sailmaking technologies, and demonstrates a desire to keep the Class current with sailcloth developments. The first major one-design regatta allowing polyester/Mylar laminates proved the all new Parallel Plus 1050-P and SL 1000-P constructions from Bainbridge to be a successful combination, continuing the winning tradition of Bainbridge.

In Capri in 1987 and again in Sydney in 1988, J-24 Worlds were won with and dominated by Bainbridge Dacrons and Nylons. Bainbridge's commitment to the J-24 and one-design classes worldwide continues with the introduction of new laminates tailored specifically to one-design racing.

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Shown: The recently approved J-24 class light air laminate headsail. Fabric: Parallel Plus 1050-P in high stress areas, SL 1000-P in luff. Overlay: Parallel Plus 1000-K.

# TECHNOLOGY



# Desperately Seeking Sailing

by Erla Zwingle



New York Harbor, one terrific place to sail (J/24s).

Consider the harbor: superbly sited, grandly proportioned, America's mythic gateway. So large that the harbors of Hamburg, Liverpool, London, Amsterdam and Antwerp could all fit into it, New York Harbor is more than the watery adjunct to Manhattan's steely towers. Walt Whitman celebrated it as "the heart, the brain, the focus, the main spring, the pinnacle, the extremity, the no more beyond, of the New World." It is also, as Michael Fortenbaugh and Whitney Dow realized, one terrific place to sail.

"New York Harbor is just lying fallow," explains the 26-year-old Dow, vice-president and vice-commode of the new Manhattan Yacht Club. "New York used to be the center of sailing (the first half of the America's Cup regattas were held here), but when commercial traffic arrived, it pushed all the recreational sail-

ing up to Newport. Now American commercial shipping is dying out. We want to give the harbor back to the people."

And the people are taking it. Summer sunsets and winter weekends off the Battery are now embellished by 12 J/24s often flying spinnakers emblazoned with corporate logos, their crews competing as fiercely around the buoys as they did a mere hour before on the floor of the New York Stock Exchange. Any corporation can join the club, but propinquity determines that most have been companies from the nearby financial district: Prudential-Bache, Goldman Sachs, Morgan Stanley and Chase Manhattan Bank.

Like most great ideas, it all seems so obvious now. To Michael Fortenbaugh, 25, founder, president and first commode, it always was. "This is more than

a quick idea," he says firmly. "It's long thought out." Fortenbaugh and Dow are sitting in the club's tiny office on Front Street in the South Street Seaport complex. Their one assistant has taken a week's vacation, and at 6:00 p.m. they're cheerfully awash in paperwork, correspondence, phone messages and hopelessly late for their next meeting. This thing, you get the feeling, is bigger than all of us.

The story does have its epic side. Fortenbaugh was a history major at Princeton, more or less resigned to a career on Wall Street. Dow was toiling in the advertising department of *Interview* magazine. Both had sailed competitively; both sensed there was More to Life than their current occupations.

"All along, my idea of coming to New York was to make money and do great things for people," Fortenbaugh explains without a blush. "Social consciousness, all that stuff people don't believe. But you can't help people unless you have money—unless you're a saint. One day on the subway I was reading *Forbes* magazine, and Malcolm Forbes wrote that to make money you either have to be born wealthy or do what you know best. I know sailing, and I know how to have fun."

Fortenbaugh also realized that New York was positively waterlogged with frustrated sailors who couldn't face the complications (or expense) of maintaining boats in New Jersey, Connecticut or Long Island just to get in a few hours at the helm or halyard. So in the classic meeting of supply and demand, the Manhattan Yacht Club was born. With corporate backing, Fortenbaugh bought the boats; with support from the South Street Seaport Museum he acquired berths between their historic ships *Peking* and *Wavertree*; additional backing from *Manhattan, Inc.* and Moët et Chandon has kept the race fires burning. Now, for a one-time mem-



bership fee of \$1,000, plus yearly dues of \$800, a member can reserve a boat any day for a two-hour period (or several consecutive periods) for pleasure sailing, or get on a team and race till the sun goes down. No tedious weekends spent cleaning the bottom or greasing winches; you pay to sail, and that's what you do.

"What we're doing for sailing is what early devotees did for tennis in the 1900s," Fortenbaugh muses. "It used to be that tennis was exclusively a sport for rich people, because you had to have your own tennis court. I think back then some person—probably young and enterprising—said 'Tennis is a fun sport,' and came up with the idea of a tennis club. And that's what we've done for sailing. A few other places have done something similar—Boston, for instance—but we're more than a sailing club. All those years I sailed with yacht clubs I've thought, 'I could do this better.' People like to belong to yacht clubs, and we've organized this club according to what we think yacht clubs should be like."

The club's nearly 200 members agree, and they're not all the yup-scale trendies one might expect. "Our members are everybody from brokers to retired teachers," says Dow proudly. "We have a tugboat captain, a police detective, computer programmers. But we attracted sailors. We only have docks and boats. It isn't a social scene, there aren't any connections to be made. It is sailing that has brought them all together."

"It turned out even better than I thought," says Jim Crowley, president of North American Investment Banking for Prudential-Bache Securities and a founding member. "I used to race competitively a lot, but that requires time, and ever since I've had this job it created problems. What Mike has done is provide a service that has value to people who want to sail. When I sent the first memo about the club around this firm, we had two hundred responses. We ended up campaigning two boats last year, and we'll certainly have at least one this year."

New Yorkers will pay for convenience, certainly, but they're even keener on value. "The convenience is what sold it at the beginning," Crowley admits, "but what's selling it now is that it's real racing. It's as competitive as any racing I've sailed in. We have three races a night, and because they're short courses, everybody's pretty well in it, so it's very exciting. Like all good racing, it got completely out of hand right away, once the corporate spinnakers came out. This is a group of people that is very competitive."

Yes, these are people who take seriously breakheart competition for a living and for fun. "In a sense, it allows you to unwind," says "Lefty" Lewis, a stock specialist with Galvin, Lewis. "It really is a deflection of the stress of floor trading into some other kind of competition. Also—let's face it—you want to win just as badly, but it doesn't have the economic impact. And how exciting, especially for our little

firm, to beat out a Prudential-Bache. We have a total of eight people, but we can tap all our resources and beat the big guys. The first day out, we had two wins. As we were sailing in, the crew from Morgan Stanley was shouting, 'Who are those guys?'"

The location alone provides its ration of excitement, from the thrill of seeing the molten light of sunset flaming from the incomparable skyline to the harbor's complex tides, currents and winds. "We're interested in making it more exciting," says Fortenbaugh, "not fairer." Then there is the little matter of the commercial vessels, a working harbor's complement of tankers, ferries, barges and such. "We do our best to keep out of their way," deadpans Steve Sprague, an accountant with Goldman Sachs, in addition to being rear commodore and chairman of the race committee. "Ed Baird came to run a sailing clinic last summer. He was in the committee boat and we saw this huge ocean liner coming just as he was about to start the race. He could see it bearing down on us, but he said, 'He won't go through the start.' We said, 'Oh yes he will.' And the liner went right between us and the starting line." Sprague laughs. "I don't think Ed expected that, or he would have made an effort to get out of there."

And for the truly hard core, there is the Frostbite Series. The original schedule called for a May-October season. "Then we thought, 'What are we going to do with our boats in the winter?'" Forten-



Photos by Billy Black



Left: Whitney Dow, Manhattan Yacht Club Vice Commodore, and Michael Fortenbaugh, MYC Founder. Right: It's a short hop from the Stock Exchange to one of MYC's J/24s.



baugh says. "We had considered taking the boats down to Miami, but after only a month the members were calling up and saying, 'The boats are sitting there—can't we go sailing?'" Anyone who has turned a Manhattan corner and been hit by an icy crosswind may find this hard to believe, but this past winter had many days warmer than the temperature at the top of Mt. Mansfield or Mt. Washington.

"We made some rules," says Fortenbaugh. ("Nobody's allowed to get wet," Dow ripostes.) "When you frostbite in dinghies," Fortenbaugh continues, "you flip, you get wet. But J/24s have a cabin where you can stay warm. And no spinners are allowed, so you don't get so wet. We had to get twenty-five signed up and we had thirty to start, then boom—the avalanche came. This year our Frostbite Series is going to be as big as the regular membership." At this writing, there are nine full teams, racing Saturdays and Sundays, for a mere \$190 winter membership fee.

In many ways, the J/24 is the ideal boat for this kind of club. "It's a five-person boat," explains Steve Sprague, "so it's more fun to race—you can keep a list of seven or eight people you can call on. It's not open, so it's a lot drier; it has a

keel, so it's very stable, and it doesn't tip over easily. And they're maneuverable—extremely quick and fast. But while they're easy to learn, they're not an easy boat. You can do a lot of things with them. They're a challenge."

Whitney Dow maintains, "It's not just racing—we want to make sailing available to everybody. Anybody can come and learn how to sail." With that in mind, the club is considering new promotion tactics to reach the non-sailing public. They have already undertaken an innovative program called Project City Kids, to teach inner-city children to sail. And they are considering acquiring two larger craft for cruising purposes, in an attempt to draw a more recreational crowd. Plans are still vague, but Fortenbaugh can envision running one boat between New York and Newport, with one group taking it up and another sailing it back. Unencumbered by a clubhouse (though the North Star pub has become the unofficial place for post-sailing festivity), they keep the emphasis firmly on sailing. "Our idea is to teach members as much as we can," Fortenbaugh states. "Keep them all learning. It creates a much stronger club."

But the current preponderance of racers has begun to create potential dif-



Photo by Billy Black

Unencumbered by a clubhouse, the yacht club promotes sailing with docks and boats, and a post-race gathering spot in a nearby pub.

ficulties regarding the allocation of boats. "The members reserve a boat," Steve Sprague says simply. "We purposely didn't put names on the boats because we didn't want people to have preferences. We draw the numbers out of a hat, and that's your boat for the day. But with twenty-two corporate teams, anytime you're holding corporate racing it keeps people from pleasure sailing. Last year the focus was on racing, but this year we'll be trying more for the pleasure sailing. After all, the yacht club was set up for the members—all of them."

Fortenbaugh and Dow are already looking beyond Manhattan.

"Does the concept apply to thirty or forty places around the world?" Jim Crowley asks. "You bet it does. Chicago? San Diego? Tampa? Even Philadelphia. In any city with a decent body of water, it would work." Not to mention a population starved for sailing. "It was such a pain to go out of town to do any racing," says Steve Sprague. "This is really the answer to all my dreams."

"I couldn't live in New York if I couldn't sail," says Fortenbaugh. "It's too depressing."

"It's one of those ideas that's no-lose: everybody's a winner," says Lefty Lewis. "Once a week I can go out to sail. I compete all day on the floor, then have some good racing, come in as the moon is coming up, have a rum and orange juice and go to sleep with a smile on my face. I'd say that's a real fine day."

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The answer to a dream: a sail at the end of the day.

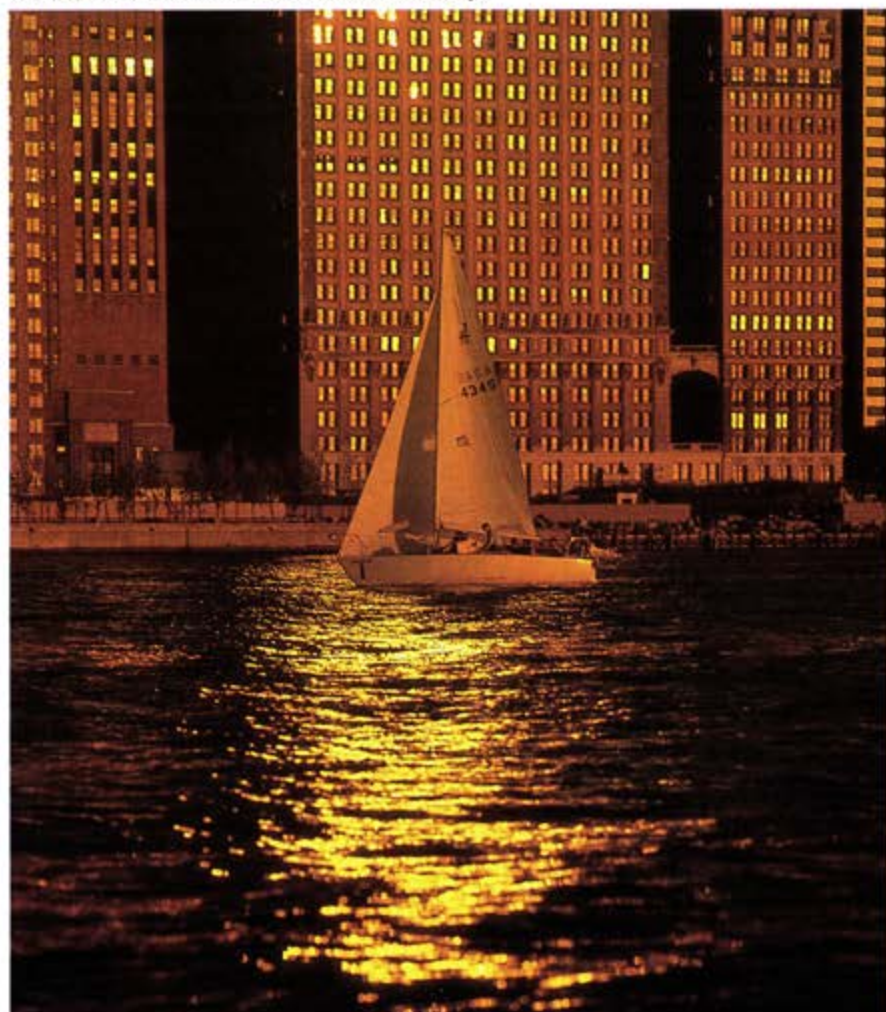


Photo by Billy Black





Fleet 88's third annual J Daze Regatta was the first of the District 7 Championship series.

## Fleet 88 News Canandaigua Yacht Club

by Barbara Urlich

Fleet 88 in Canandaigua, New York, hosted the third annual J Daze Regatta on May 7th and 8th, 1988. Unpredictable upstate New York spring weather was cooperative, with a good breeze and lots of sunshine. This year J Daze was the first of the District 7 Championship Series. Nineteen J/24s participated in seven races. First place went to *Aragon*, skippered by Mark Sertl of Rochester Yacht Club. Second place went to Corbo Corbishley of RYC sailing *Sea Cup*. Third place winner was *Yellow Snow*, skippered by Ben Taves from RYC. Canandaigua's top competitor was *Slap Shot*, skippered by Jay Tovey, who finished in sixth place.

## Ed Baird Captures 1988 Western Open

by Joe Thompson

Former J/24 World Champion Ed Baird flirted with disaster in the first race of the 1988 Western Open, sailed August 20 and 21 on Corpus Christi Bay, but rebounded handsomely to capture the title and a slot in the 1989 World Championship. Baird, sailing on *Monster Fish* with crew John and Carla Peck, Mark Hallman, and Charlie Mitchell, just edged out Marc Eagan and his New Orleans crew on *Wired* in the final race of the weekend to win the regatta by a one point margin.

The win was almost not to be, though, as Baird got off on the

wrong foot at the start of the very first race. Fearing that *Monster Fish* might have been called over early under an individual recall, Baird took the boat around the end and restarted, avoiding the chance of being scored PMS. Only at the finish did he learn that the individual recall had not been for him. Once restarted, though, Baird and his crew put the boat in gear, and by the finish they had worked their way back to tenth place in the thirty boat fleet. Olympic Flying Dutchman skipper Paul Foerster, sailing *Psycho* on his home waters, took the first race by a comfortable margin over Eagan on *Wired*.

The second race was captured by Jim Brady of Clearwater, Florida, on *Slap & Tickle*, as he led from gun to gun ahead of Texas J/24 Circuit veteran Fred AmRhein on *Flour Power*. Foerster took a solid third, and held the regatta lead with four points after the first two races.

The most significant incident of the regatta occurred in Race 3 Saturday afternoon as Foerster, Brady, and current North American champion Scott Young, sailing on *Thunderstar*, converged at the first weather mark, hot on the transom of Baird. A last minute header forced Brady below the mark and he had to tack onto port in order to fetch the mark and round. Foerster, who was already approaching the mark on port, tucked in underneath Brady. However, Young was rapidly approaching, laying the mark on starboard, and Brady and Foerster both attempted to tack back to starboard underneath him. The result was a three boat collision with Foerster sandwiched between Young and Brady, and with Brady being forced into the mark. The incident ended up in the protest room, and judges eventually threw out both Foerster and Brady, eliminating their chances of winning the regatta. Baird sailed his best race of the regatta, winning handily over Young and Mark Foster, who took third on *Janet's Diamond*.





Jim Brady (99) and Mark Foster (29) battle it out in Race 4.



Paul Foerster (Psycho) takes off on the run.

Foster came back Sunday morning to take the gun in Race 4 over Brady and Nick Adamson on *IBAJ*, but had to accept a 20% penalty for fouling another boat on the first weather leg. Baird took sixth and Eagan, fifth, giving both a total of 22 points, and setting up a showdown in the final race.

Brady led the final race from the first mark and sailed extremely well to win over Young and Foerster. However, the real action, as expected, was for fourth and fifth where Baird and Eagan were "duking it out". At the finish, Baird nipped Eagan by about two boatlengths to capture the championship and the slot in the 1989 Worlds.

The Western Open once again marked the end of the Texas J/24 Circuit, which also qualifies its winner for a place in the World Championship regatta. The winners for the 1988-89 Circuit were Scott Young and Michael Haggerty on *Thunderstar*. However, since Scott and Mike had already qualified for the Worlds by capturing the 1988 North American Championship, the District 14 slot was passed down to Fred AmRhein, who campaigned *Flour Power* to a second place finish in the eight regatta Circuit.

Best wishes to Ed, Scott, and Fred from all of us at the Corpus Christi Yacht Club and J/24 Fleet 3 as they "go for the gold" next year in Kingston.

### 1988 Western Open (Top 20 of 30)

POS	HULL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	2	<i>Monster Fish</i>	Ed Baird	10	5	1	6	4	26
2	79	<i>Wired</i>	Marc Eagan	2	9	6	5	5	27
3	4	<i>Thunderstar</i>	Scott Young	17	6	2	4	2	31
4	66	<i>IBAJ</i>	Nick Adamson	8	11	7	3	8	37
5	31	<i>Class Action</i>	Bob Johnson	9	4	10	9	9	41
6	89	<i>Syzygy</i>	Jay Lutz	13	7	4	8	10	42
7	29	<i>Janet's Diamond</i>	Mark Foster	6	14	3	7	13	43
8	6	<i>Tallawah</i>	Thompson/Nunes	3	8	5	22	6	44
9	12	<i>Psycho</i>	Paul Foerster	1	3	31	7	3	45
10	99	<i>Slap &amp; Tickle</i>	Jim Brady	12	1	31	2	1	47
11	68	<i>Later</i>	Fred Soward	4	10	13	13	12	52
12	96	<i>Bushwhacker</i>	Jim Dinn	18	12	9	17	10	66
13	30	<i>Bwana</i>	Jonathan Martin	5	18	11	14	19	67
14	10	<i>Flour Power</i>	Fred AmRhein	31	2	8	24	7	72
15	20	<i>Bon Temps</i>	Doug De Cluitt	13	13	15	10	22	73
16	7	<i>Graybeard</i>	Jim Anderson	16	16	17	11	18	78
17	16	<i>Hubba</i>	Deloris Petty	19	15	12	12	21	79
18	54	<i>Apocalypse</i>	Randy Poelma	15	21	18	19	14	87
19	21	<i>Jehoshaphat!</i>	William Cantrell	14	17	22	21	15	89
20	14	<i>More Greif</i>	Lewis Conger	17	20	21	20	16	94



**Atlantic City Race Week  
J/24 Middle Atlantic Championship  
August 2-5, 1988**

POS	SAIL	YACHT	HELMSMAN	FLEET	1	2	3	4	TOT
1	2332	<i>Hot Ticket</i>	Rick Applin	79	1	3	2	2	8
2	20009	<i>Recess</i>	Jack Van Dalen	66	4	2	1	3	10
3	1394	<i>Blue Jay</i>	Jim Greenfield	66	3	5	4	1	13
4	4203	<i>Star</i>	Chris Decker	128	2	6	3	5	16
5	43008	<i>Cahoots</i>	Mo Leute	135	5	4	6	7	22
6	441	<i>Katie Lee</i>	Harry Bellwoar	135	10	1	5	8	24
7	1560	<i>Elusive</i>	Ron Byer	79	8	8	8	4	28
8	30154	<i>Symbiosis</i>	Tom Bunting	66	7	9	7	6	29
9	33101	<i>Shearwater</i>	Jack Detweiler	135	6	7	9	9	31
10	1015	<i>V-Tach</i>	Andy Friedman	135	9	10	10	10	39
11	4299	<i>Candide</i>	Jon Olesky		DNS	DNS	11	11	44

## J/24 Middle Atlantic Championship

by Jack Detweiler

The inaugural event for the J/24 Fleet was sailed as part of the 11th Annual Atlantic City Race Week held August 2-5 in the ocean waters off Atlantic City, N.J. Race week is organized and run by the MidAtlantic Yacht Racing Association at the Ocean City Yacht Club, with Robert J. LeFort as General Chairman.

Featured this year was the PHRF MidAtlantic Championship, with 3 PHRF Classes, the J/24 Middle Atlantic Championship, and the J/29 North American Championship for the benefit of the American Heart Association's HEART CUP. Corporate sponsorship of the J/29s raised over \$30,000 for the Heart Association.

Summer sailing conditions in South Jersey are the best to be found anywhere and were almost idyllic this year, with sunny skies and gentle southerly breezes. The J/24 Class sailed the same Olympic type courses as the PHRF Classes, with approximately 2-2½ mile weather legs. The first two days saw light air of less than 10 knots true, building to 12-16 knots on Thursday and Friday.

The events are headquartered at the new and beautifully renovated Senator Farley Marina, now leased by Trump's Castle Casino. The race courses are accessible to the harbor by Absecon Inlet, one of the best inlets on the Jersey Coast.

After a hiatus of several years, the rejuvenated J/24 one-design class, helped along by four boats from the newly formed Ocean City/South Jersey Fleet 135, saw competitive racing by the 11 boat fleet, with first place changing hands in each of the four races. Rick Applin and his crew of Susan Alcombright, Bruce Wixson, Chris Norman, and Michael Baldacchino, aboard *Hot Ticket*, took a first place on Tuesday in 6-8 knot winds. They managed to finish well enough the rest of the week to hold off challenges in building breezes by first place finishers *Katie Lee* (Harry Bellwoar) on Wednesday, *Recess* (Jack Van Dalen) on Thursday and *Blue Jay* (Jim Greenfield) on Friday, to win the class and also Division II honors. Division II was comprised of the J/24 Class and one other PHRF Class. *Recess* (Jack Van Dalen) in second, *Blue Jay* (Jim Greenfield) in third, *Star* (Chris Decker) in fourth, and *Cahoots* (Dr. Mo Leute) in fifth rounded out the top five in class for the week.

Awards were presented daily for the top five boats in each

class at an awards cocktail party held after each day's races at Trump's Castle Casino Hotel. Several free tickets to evening shows at different casinos were given to every boat participating. A J/24 get-together was held Wednesday night after the awards ceremonies at the home of Harry and Joan Bellwoar in Ocean City, N.J. This was a lot of fun and an excellent opportunity over drinks and a wonderful buffet dinner for the J/24 crews, dates, and spouses to get to know one another and talk about racing J/24s.

With the enthusiasm generated by the participants and the promises for next year by those interested but unable to attend this year, we expect at least twice as many J/24s in 1989. With the quality of this well run regatta, we anticipate the J/24 Middle Atlantic Championship to become a major event on the East Coast.



*Hot Ticket's crew, from left, Michael Baldacchino, Bruce Wilson, Rick Applin, Susan Alcombright and Chris Norman, took first place honors in the first J/24 Middle Atlantic Championship.*





Fleet 41 celebrates 10th birthday at Rochester Yacht Club.

## Fleet 41, Rochester Yacht Club, 1978-1988

by Pam Nahmias

Fleet 41 celebrated its 10th anniversary this year. Boasting a membership of 24 boats, Fleet 41 sponsors a full calendar of racing (8-10 club racing series) and social events. The objective of the fleet is to combine the satisfaction of stimulating competition with non-race activities that enable less skilled skippers and crew to enjoy the fellowship of other fleet members, while learning more about J/24 racing.

To celebrate our 10th anniversary, the J/24 fleetsponsored a Sail-a-J-Day, where skippers from the RYC offshore fleet skippered the J's in a one-day, two-race series, and on July 10th, the fleet hosted a cocktail reception on the RYC lawn to celebrate with the club membership at large. Rick Egloff, of Haarstick Sailmakers, helped the fleet out with a 10th Anniversary Banner. 1988 is looking like an exciting year for J/24 racing on Lake Ontario. With a dedicated core of sailors, Fleet 41 is an enjoyable home for our skippers and crew, and Lake Ontario will be the venue for many exciting races, along with the 1989 North Americans.

## First Annual Radisson Cup

by Donna Heuneman

The First Annual Radisson Cup Regatta was held over the July 4th Weekend in Hampton, Virginia, for the benefit of United Cerebral Palsy. Twenty boats participated in this two day event. Activities included breakfasts on the patio of the Radisson Hotel Hampton, and a dinner party at the Hampton Yacht Club. Bill Cofer of Virginia Beach sailed *Saddle in the Rain* to first place

overall, followed by John Wake in *Fast Forward* in second, and James Howard in *Classic* in third.

We look forward to another great event next year, at the Second Annual Radisson Cup Regatta, July 1-2, 1989.

### First Annual Radisson Cup Regatta (Top 10 of 20)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3721	<i>Saddle in the Rain</i>	Bill Cofer	1	2	1	4	5	13
2	4262	<i>Fast Forward</i>	John Wake	2	4	2	10	3	21
3	3004	<i>Classic</i>	James Howard	3	5	13	6	4	31
4	3892	<i>Splash Dance</i>	John Kenerson	8	8	3	3	9	31
5	3739	<i>Willie</i>	Eddie Williams	5	1	6	21	2	35
6	31352	<i>White</i>	Charles Brewer	14	3	8	2	11	38
7	3712	<i>Cheap Floozie</i>	David Lee	11	7	5	11	6	40
8	4139	<i>Magic Too</i>	David Parshall	7	18	11	7	1	44
9	464	<i>Godspeed</i>	Britt Drake	4	6	7	21	8	46
10	14262	<i>Nemesis</i>	Rich Luczak	13	14	10	1	15	53

## 1988 Firecracker Won by *Partial Eclipse*

by Pam Nahmias

J/24 owner Gunther Buerman, in *Partial Eclipse*, won this competitive five-race regatta on Lake Ontario. Hosted by the Rochester Yacht Club, the event was held in conjunction with the annual Soling Firecracker Regatta.

Charles "Corbo" Corbishley (*Sea Cup*, 4333), last year's winner, started strong with a first place victory over Paul Cannon (*Cannonade*, 2705) of Youngstown Yacht Club, in a dying northwesterly. Third place went to Kevin Doyle in *Chincilla Buck* (1983) of the Buffalo Harbor Sailing Club, with Larry Gaenzle and Kay Rote (*Leading Edge*, 4110) in fourth, and Reid Stava (*bateau blanc*, 4278) rounding out the top five.

Gunther and his crew, Maggie Buerman, Rick Egloff, Steve Lamboy, and Hank Stuart, got cranked up in Saturday's second race, beating Mike Nahmias (*Life in the Fast Lane*, 790), Skip Shumway (*Quack*, 4294), Ben Taves (*Yellow Snow*, 657), and *bateau blanc*. The third race of the day found Ben Taves in *Yellow Snow* taking a bullet, with Gunther in *Partial Eclipse* hot on his trail, followed by Corbo, Paul Cannon, and Kevin Doyle. At the end of the day, Buerman had a two point lead over Paul Cannon in second, followed by Corbo and Ben Taves who were tied for third, and Skip Shumway in fifth.

Saturday night's social side was hosted at Fran and Jerry Castle's beachfront house. Dinner was followed by a fireworks show on the beach (courtesy of "Wolff, the Human Torch" and past skipper of *Amanda*, 2572), and lengthy discussions of "in-shore was the way to go."

Sunday dawned bright, clear, and hot with a 12 knot northwest breeze, and again, going in-shore produced best results. In Race 4 Ben Taves cranked up and left the fleet. Buerman, Cannon, Corbo, and Gaenzle/Rote rounded out the top five. The final race saw the wind easing considerably, and Doyle showed his tactical ability in bringing *Chincilla Buck* across for the gun. Mike Nahmias picked his way through to finish second, followed by Mark Lawless (*Amanda*, 2572), Ben Taves, and Skip Shumway. Gunther and his crew in *Partial Eclipse* won a hard fought and well-deserved victory, and the perpetual Eclipse Trophy in this 2nd annual J/24 Firecracker event. In the



1989 Firecracker, we're hoping to host even more guest competitors, as J/24s tune-up on Lake Ontario for the Worlds in Kingston, Ontario, and the North Americans at the Rochester Yacht Club.

### 1988 Firecracker July 2-3, 1988 (Top Ten)

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	4550	Gunther Buerman	7	1	2	2	6	18
2	657	Ben Taves	9	4	1	1	4	19
3	2705	Paul Cannon	2	6	4	3	8	23
4	1983	Kevin Doyle	3	9	5	7	1	25
5	4333	Corbo Corbishley	1	10	3	4	9	27
6	4294	Skip Shumway	6	3	6	10	5	30
7	4278	Reid Stava	5	5	7	9	7	33
8	790	Mike Nahmias	12	2	10	12	2	38
9	2572	Mark Lawless	13	13	8	6	3	43
10	468	Gene Faust	8	8	11	8	13	48

## 1988 Southwest Championship

by Jack Skelton

Whenever you are expecting 45 to 50 competitors, I suppose the one thing that causes the most anxiety is the question of "wind." Will there be any? That question was answered early on at this year's Southwest Championship held at Rush Creek Yacht Club, Heath, Texas. The 15-20 mph breeze encountered in Race 1 was as light as it would get for the three day Memorial Day Weekend.

Some 45 boats made the starting line, with past Southwest Champions Kelson Elam (1986-87 Texas Circuit Leader), Jay Lutz, and two time champions John Peck and Rick Pitcairn on hand as favorites. The challengers knew what would be required.

Principal Race Officer Bob Gough set up a southeasterly heading for Race 1, in winds of 15 to 18 with gusts of 20 plus. Local Rush Creek member Jim Anderson, sailing his boat *Graybeard*, quickly took the lead and by the jibe mark had clearly established himself as the boat to beat. A late challenge by Mike Haggerty and Scott Young, sailing *Thunderstar*, was good enough to take second place, as Anderson held on to win the race. Jay Lutz, racing at RCYC for the first time in several years, placed third.

Race 2 followed shortly thereafter, with basically the same southeasterly heading, but with a major difference in wind velocity. The wind had built steadily to the 18-20 range, with frequent gusts of 25. This brought out the 100% jibs, as a number of new Mylar 150's were stowed below. Race 2 also differed from Race 1 in that the all-too familiar general recall returned (can you believe Race 1 did not have a single general recall?) This time, PRO Bob Gough was to demonstrate his patience and allowed three attempts in getting everyone underway in a fair manner. This entire race was characterized by lead changes and numerous position swaps of ten or more boats on a single reach. As a boat would temporarily lose control, usually under spinnaker, competitors quickly filled the void. Mark Hallman, sailing in John King's boat trailered from Seattle, managed to stay clear of trouble and sailed a steady race to take the gun.

Haggerty/Young took their second consecutive second place to move into the lead for the first day. Jay Lutz took third to improve his position and was followed by the team of Thompson/Nunes in fourth, as they improved on a 17th in Race 1. Chris Brandon and Dave Irwin took seventh to lead the local lake boats. Fred AmRhein and Bill Draheim put themselves in solid position with an eight-five on the first day. It was an exhausted crowd that joined in liberating Corona of numerous cases of Corona Light after the afternoon of sailing. Many thanks to Corona for the treat.

Using the alternate percentage penalty rule in this year's regatta made life a little easier for Chief Judge Randy Robinson and his crew. Only three protests made it to committee. One cost Rocky Milford of Wichita, Kansas, as he had a 12th place finish in Race 1 erased. Rocky was to have a fine regatta with a 15th overall finish.

Sunday morning found the wind holding at around 20, but steady, so we were off and running again. The morning race found the three leaders, Haggerty/Young, Hallman/King and Fred AmRhein, finishing on top, with AmRhein taking second in what would be the first of two seconds for the day. After lunch at the club, while watching an increasing overcast build in the west, the fleet once again headed out to the course for another southeasterly weather leg, only this time there would be a slight delay of about an hour and a half. One of Texas' famous weather changes moved in, as a thunderstorm out of the west sent the fleet on the run for shelter. Most made it back to the harbor, some used 100's to reach back and forth across the lake, and a few made it into a cove on the west bank. Winds reached 50 mph during the storm, but all the boats rode it out and would be at the starting line for Race 4.

As Race 4 started, the winds had abated to 12-15, and the first three legs seemed like a cruise. This was not to last, however, for as the boats approached the second weather mark, with AmRhein leading Haggerty/Young, the winds again jumped to the 25-plus range. Various tactics were used to maintain control, the most popular being to drop all but the main sail.



Fred AmRhein (10), Scott Young/Mike Haggerty (04), and Pete Duvoisin (25) illustrate the closeness of the racing as they approach the leeward mark.



**1988 Southwest Championship  
(Top 20 of 45)**

POS	BOW NO.	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	4	3481	Young/Haggerty	2	2	1	3	1	9
2	94	4448	Hallman/King	8	1	3	1	2	15
3	10	272	AmRhein	6	8	2	2	7	25
4	2	634	Salis/Peck/Pitcairn	3	6	6	5	9	29
5	89	3787	Lutz	11	3	8	6	4	32
6	6	1565	Thompson/Nunes	17	4	5	4	14	44
7	11	2380	Broadway/Grud	10	9	7	8	13	47
8	25	3204	Duvoisin	7	12	11	11	8	49
9	12	187	Draheim	4	5	10	10	21	50
10	61	69	Kern	5	13	4	13	15	50
11	5	1586	Beckman	9	19	14	12	5	59
12	1	3694	Elam	18	16	18	9	11	72
13	33	1582	Dwerlikotte	26	14	12	16	10	78
14	7	1040	Anderson	1	18	21	23	16	79
15	55	2564	Milford	47	11	13	7	3	81
16	8	4243	Andre/White	20	15	24	20	17	96
17	56	2973	Law	28	22	15	14	19	98
18	66	2107	Brandon/Irwin	13	7	17	47	18	102
19	99	3912	Kegler	14	19	25	46	6	110
20	20	3355	Decluit	16	25	22	26	31	120

However, having ripped their main, Haggerty/Young found that the 150 made a good choice, and sailed the final two legs under 150 alone to finish third. Meanwhile, Hallman/King had moved into first place to solidify their hold on second place for the regatta. Fred AmRhein sailed a controlled race and took his second consecutive second of the day. Thompson/Nunes took fourth; Peck/Pitcairn, fifth; Jay Lutz, sixth; and Dave Broadway, eighth. No one knew it at the time, but the top ten boats after Race 2 would remain the top ten after Race 4. One more to go.

Two years ago, Mike Haggerty began Monday morning with the lead, needing only a top 12 finish to win. A 16th ended that opportunity then. This year, Mike and Scott entered Race 5 with a five point lead over John Hallman, ten points over Fred AmRhein, and 12 points ahead of the two-time winners, Peck/Pitcairn. As on previous days, Race Officer Gough and his committee set up a southeasterly course in great winds of 12-15 mph. Fortunately for most of the fleet, two general recalls allowed for the change of head sails to the 100's, as the wind of early morning was increasing to 20-plus, gusting to 25. Race 5 would be a repeat of Races 1 and 2, with numerous position changes throughout the fleet. The reaches and rounds provided spectators with numerous "round-ups" to watch, as boats fought to make the most of this last race. Jay Lutz had his second best race, with a fourth, while Fred AmRhein's crew remained consistent in the high wind to take a seventh. However, Race 5 was to be primarily a duel between the Haggerty/Young and Hallman/King teams. Unlike in previous years, *Thunderstar* was to win Race 5 and the regatta. Hallman/King finished second in the final race, and the regatta.

Bob Williams of the Dallas Morning News, who provided excellent coverage of the event (two nice articles during the race weekend), quoted Scott Young as he credited his crew and their efforts, along with the tactics provided by Mike Haggerty, with making the difference. By winning the Southwest, Scott and

Mike virtually assured themselves of the Texas Circuit Championship for 1987-88. They have won two events and placed no lower than fourth in any of their outings to date.

Congratulations and thanks to all of the participants for a great regatta.



*Fun times on a reach in close quarters.*



## 1988 Easter Regatta

The Columbia Sailing Club's (Columbia, SC) annual Easter Regatta was the venue for the 1988 District 8 Championship. The winner, Charles Cockcroft, sailing on *Blueprint* out of Charleston, SC, demonstrated that consistency wins regattas as he combined a second, two thirds, and an 11th place finish to capture a champagne bucket and a place on the perpetual half hull. James Howard, aboard *Classic*, claimed the runner-up honors while Jim Brady, on *HP II*, took third. *Treachery*, skippered by Tom Waters, was the highest finisher from Fleet 67. Although the races were sailed in light winds, scintillating social activities and a dash of controversy combined to create an environment that was enjoyable for all competitors.

The sky was overcast on Friday and what little wind there was came out the south at approximately 5 knots. Following a formula that had proved popular in the 1987 Easter Regatta, the race committee set windward, leeward, windward courses for the two races that day. Brady, who teamed with local sailor Jim Craig, mastered the shifty breeze and piloted *HP II* to a gun in the first race. Eddie Williams, aboard *Willi*, took second honors, while Cockcroft sailed *Blueprint* to a third.

Brady was not as fortunate in the second race as he was caught over the starting line early along with David Jackson, in *Lucifer's Hammer*, and Robert Key, in *Keyed Up*. In that a previous attempt to start the second race had resulted in a general recall, the "around the ends" rule was in effect, but Jackson was the only skipper that properly cleared himself. The error cost Brady dearly in the overall standings because, even though *HP II* was finally reinstated following a protest under Rule 69 (Request for Redress), the resulting 21st place put him in a deep hole. Ross Griffith drove *Zuma* to first place, while Cockcroft took an 11th.

The sun broke out on Saturday, but failed to bring any wind along with it. The Race Committee tried for six hours to locate a breeze, but finally abandoned at 3:00. All was not lost, however, as a hotly contested water fight erupted when a boat broke out its funnelator and began bombing the fleet. The battle escalated to buckets of water and climaxed when several pirates (under power by this time) teamed up to surround and soak a group of boats from Charleston that were rafted up and had been innocent spectators up to that point.

Sunday saw more overcast skies, but also a gentle breeze out of the south that built to 12 to 14 knots by the end of the second race. After an Easter service on the Club's front lawn, a

windward, leeward, windward course was set for the first race. Mike McGinnis figured out the windshifts, which at times were up to 30 degrees, to take a bullet. Cathy Swanson took a second in *Bright Finish*, while Cockcroft nailed down third. The Race Committee added a windward and leeward leg for the fourth race, which was won by Brady. Cockcroft took a second, which secured him top honors for the regatta.

The Columbia Sailing Club was a most gracious host for the competition which made the event fun even for those boats that did not enjoy great success on the race course. Beginning with a reception and drinks for early arrivers on Thursday, the Club served up its special home cooked barbecue Friday night and then a steak dinner Saturday night. Breakfast awaited the early risers each morning, and barbecue sandwiches were even provided to the contestants on the water as they waited in vain for wind on Saturday. Beer flowed constantly, and the Club opened the bar for cocktail hour on Friday and Saturday. In that the \$90 entry fee covered all of the aforementioned for both skipper and crew, the Columbia Sailing Club truly put together a bash that all could enjoy.

The words of one out-of-state skipper probably summed up the 1988 Easter Regatta as well as any extended litany could: "I heard it was a good one and it sure was. I'll be back next year!"



Columbia Sailing Club's Commodore John Helms presents first place trophies to Blue Print's crew of Charlie Cockcroft, Pat Ferri, C.J. McCarthy and Steve Oliver.

### 1988 Easter Regatta Columbia Sailing Club (Top 6 of 30)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3494	<i>Blueprint</i>	Charles Cockcroft	3	11	3	2	19
2	3004	<i>Classic</i>	James Howard	10	3	8	5	26
3	1211	<i>HP II</i>	Jim Brady/Jim Craig	1	21	4	1	27
4	3739	<i>Willi</i>	Eddie Williams	2	10	14	6	32
5	3204	<i>Bruiser</i>	Pete Duvoisin	4	5	23	3	35
6	1729	<i>Treachery</i>	Tom Waters	9	6	12	8	35



## Invitation to Western Regional, '89 Worlds Qualifier

by Terry Hanna

Alamitos Bay Yacht Club and Fleet 59 invite you to come to Long Beach, California, on the weekend of March 4 and 5, 1989, for a qualifier for the 1989 Worlds at Kingston, Ontario, Canada.

Alamitos Bay Yacht Club will be hosting a keelboat one-design regatta on the same weekend, and our racing will be held in conjunction with that regatta. We have full facilities including hoist, showers, and dinners served after racing for a small charge. There are plenty of sights to see in Long Beach including the Queen Mary and the Spruce Goose, which are within sailing distance. Restaurants around the harbor have docks to tie to while eating there.

The sailing conditions at Long Beach are fairly consistent at that time of year with 10 to 15 knots of wind in the afternoon, small chop, and little current to slow you down. We will race five races in two days - three on Saturday and two on Sunday, with trophy presentations as soon as possible after the racing and protests.

We look forward to seeing you at this event. For more information, contact Terry Hanna at 2001 E. 21st St., #228, Signal Hill, California 90806 or call (213) 597-6000, evenings.

## Spring Invitational in Michigan

by Arthur Riley

The season arrives late in Michigan, but that makes the pleasures of the season that much sweeter. Fleet 123 hosted its second annual spring regatta on May 14 and 15. 26 boats were on the starting line and District 15 was well represented by many boats from the Chicago area.

The winds were light to moderate and satisfactory. Excellent race committee work allowed us to get three races in on Saturday and two on Sunday. We were pleased that so many of our friends from the upper midwest were able to join us, and everybody had a super time. The keg after Saturday's races and open bar at the buffet dinner still allowed for a fairly early start for the two races on Sunday.

Trophies were presented to the first five boats, with awards for both skipper and crew. These went to the following: first, Tom Babel, Grand Traverse Yacht Club; second, Stan Youtt, Cleveland Yacht Club; third, Mike Dow, Grand Traverse Yacht Club; fourth, Dave Hatfield, Gull Lake Yacht Club; and fifth, Woody Boudeman, Gull Lake Yacht Club.

We are hopeful that this event will continue to grow each year, as we have adequate facilities for many more boats at beautiful Gull Lake, located between Kalamazoo and Battle Creek, Michigan.

## District 15 Championship

by John Koten

High pressure dominated the J/24 District 15 Championship in more ways than one.

A crack fleet of midwest sailors made the regatta a tough contest. The field of 50 boats included a number of sailmakers, as well as three sailors fresh off Olympic campaigns: Harry

Melges III (*Soling*), Peter Wright (*Star*), and Rob Evans (*Flying Dutchman*.)

In addition, the high pressure system that caused the farm drought and jacked up beer prices created mischievous winds throughout the five-race regatta, held August 12 through 14 in Chicago. Each day, the high sent a southwesterly to do battle with the Lake Michigan sea breeze. The combination produced frequent and dramatic shifts that aided the crafty and lucky, and gave the rest of the fleet fits.

The luckiest and craftiest was Elliot Rossen, helmsman of Chicago-based *Perdido*. Rossen, a former collegiate All-American, sailed a consistent and conservative regatta and was the only competitor to manage a top ten finish in each race. In winning, Rossen qualified for his second trip to the J/24 Worlds.

While Rossen was busy starting in the middle of the line, taking transoms up the weather leg and settling for wide mark roundings, the other top sailors in the regatta did themselves in with riskier tactics in the shifting winds. In Race 1, Steve Bowers,



Photo by Carol Singer

1988 District 15 Champion Elliot Rossen sails *Perdido* upwind on Lake Michigan, off Chicago.



### District 15 Championship (Top 10 of 51)

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	<i>Perdido</i>	E. Rossen	6	8	2	6	4	26
2	<i>Paragon II</i>	P. Wright	3	19	5	2	1	30
3	<i>Maui Maui</i>	R. Kaiser	4	3	3	20	2	32
4	<i>Space Ranger</i>	H. Melges	5	18	8	1	6	38
5	<i>Nike</i>	D. Onan	11	4	15	3	9	42
6	<i>Fastack</i>	A. Meleney	16	6	6	8	7	43
7	<i>Banana Republic</i>	C. Lamphere	9	30	1	7	3	50
8	<i>White Trash</i>	A. Kern	12	22	9	5	5	53
9	<i>The Maven</i>	L. Siegal	18	12	7	14	10	61
10	<i>Slave to Fashion</i>	Brown/Huffman	27	9	13	15	12	76

of Lake Minnetonka, got caught in a mark rounding fracas and thus began the regatta with 51 points on the ledger.

In the second race, Wright and Melges were out of position on the wrong end of the line in a 30 degree windshift, just after the start. Neither fully recovered from this early burial at sea, finishing 19th and 18th respectively.

Rick Kaiser, the cigar-chomping Chicago construction magnate who is taking the year off to sail, actually had the best overall placings at the finish line in the regatta. But an attempt to bulldoze his way in at the weather mark resulted in a foul against the hard hats on *Perdido*, in Race 4. That forced him to take a 20% penalty that dropped the crew on *Maui Maui* to third position overall for the regatta.

After the disaster of Race 2, Peter Wright took advantage of his light air skill and local knowledge to improve his position with finishes of 5-2-1 in the last three races. He captured second overall, enabling Chicago Yacht Club sailors to grab a clean sweep of the top three positions at the regatta.

Harry Melges sailed *Space Ranger* to a fourth place in the series, while fifth went to David Onan, on *Nike*, one of the hot J skippers this year in the season series on Minneapolis' Lake Minnetonka.

The racing throughout the regatta was tight, with the possibility for large gains or losses on nearly every leg. A testament to the fluky nature of the winds: no boat was able to win more than one race. The first race went to Ralph Fisher, on *Night Hawk*,

who led most of the way around the Olympic course. Mike McKearnan, on *Boondoggle*, got the gun in the second race, while Chuck Lamphere, on *Banana Republic*, won Race 3. Melges took the fourth race and Wright won the final contest.

The District 15 Championship also served as the final leg of the three-regatta Lake Michigan Championship, a new series that also held out a berth at the Worlds. Sailmaker Steve Bowers, of Lake Minnetonka, was able to preserve the lead he established over Andy Kern, John Koten and Chuck Lamphere with his strong finishes in the two previous regattas held at Milwaukee Yacht Club and Sheridan Shores Yacht Club in Willmette, Illinois.

The district championship was the highlight of the year for the Chicago Yacht Club J fleet, but the racing throughout the season was more competitive than it ever has been, with nearly 30 boats on the line in many races.

The 15-race season series came down to the final weekend, with four boats having a shot at first place. From far back in the pack on a downwind leg, Chuck Lamphere, on *Banana Republic*, took the opposite jibe from the fleet in near drifting conditions. The maneuver vaulted him into second place for the race and gave him the season championship. Second for the season was Don Cameron, on *Thunder Road*; third was Rick Kaiser, on *Maui Maui*; fourth was John Koten, on *Planet Claire*, and fifth was Elliot Rossen, on *Perdido*. Lamphere's victims immediately began laying plans for revenge in the fall series.

### 1988 Lake Michigan Championship (3 Regattas)

POS	SAIL	YACHT	HELMSMAN	MILWAUKEE	WILMETTE	DISTRICTS	TOT
1	4435	<i>Mac the Knife</i>	S. Bowers	6	13	11	30
2	4280	<i>Banana Republic</i>	C. Lamphere	14	15	7	36
3	3444	<i>White Trash</i>	A. Kern	21	6	11	38
4	3930	<i>Fastack</i>	A. Meleney	11	27	13	51
5	4437	<i>Thunder Road</i>	D. Cameron	18	18	22	58
6	333	<i>Planet Claire</i>	J. Koten	14	14	35	63
7	668	<i>Airstart</i>	M. Mullinix	23	32	21	76
8	4444	<i>Yo Mamma II</i>	R. O'Donnell	25	45	23	93
9	4146	<i>Gangbusters</i>	M. Gannon	48	24	36	108
10	3932	<i>Permanent Wave</i>	R. Siebel	42	35	40	117
11	4297	<i>Gopher Baroque</i>	E./G. Gustafson	49	32	41	122
12	5222	<i>2xS</i>	B. Soya	49	39	36	124
13	3928	<i>Fear &amp; Loathing</i>	D. Kracht	35	45	46	126
14	3274	<i>Bonnie &amp; Clyde</i>	Segel/Harnischfege	36	60	32	128
15	1257	<i>Finesse</i>	T. Rathbun	52	35	42	129





Photo by Suzi Thomas

Starting line action at District 3 Championship shows Peter Johnson (56), Jeb Beaudin (3213), John Glynn (3310), and Eric Kreuter (4351) just after the gun.

## The Winds Blow Fair For District 3 Championship

by Lee Corbin

Traditionally, Long Island Sound sailors are accustomed to August drifters. Initial 'talk' iterated disgustedly, "Who wants to sail in a regatta in the Sound in August?!" Weather patterns throughout the country this summer have created havoc for farmers and the nation as a whole; drought and intense heat, the Greenhouse effect amplified with pollution, not to mention health hazards from hospital and sewage waste polluting Long Island Sound waters. But included with these apparent drastic changes in weather patterns, Long Island Sound was blessed with wind in August – just enough for a near perfect regatta!

The District 3 Championship was hosted by Seawanhaka Corinthian Yacht Club, August 26-28. Piggy-backed with this World qualifying regatta was the Long Island Sound Championship, and the Seawanhaka Invitational. The regatta was blitzed by the Blitz brothers (Al, Dave, Stephen and Michael Constants, plus Ron Browne) sailing their distinctive and well-known yellow boat, *Blitz*. Second place was won by Peter Johnson on *Lounge Lizard*, and third place honors went to Lee Morrison sailing *Animals*, neither of whom is a stranger in sailing circles.

The weekend started with IJCA membership enforcement, registration, and launching of boats from as far away as Burlington, Newport, and Albany. A beer and chili dinner was offered Friday evening for the participants, especially those using Seawanhaka as 'home base' for the regatta which registered 40 boats – the largest turnout in years for a District 3 Championship.

Seawanhaka, despite its beauty and history, is one of those clubs that a Downeaster might label as "you can't get there from

here..." Travel demands negotiating such obstacles as a major New York City bridge, potholes, construction, the LIE (no lie, the Long Island Expressway) and a LIRR overpass with a height of 10'1" (the J's *did* make it under if you held your breath), not to mention radar traps and Friday afternoon traffic! In spite of these initial encumbrances, about half the fleet based operations out of Seawanhaka, while the 'Connecticut contingent' sailed across the Sound to the specified rendezvous area for the regatta – strategically situated equidistant between Long Island and Connecticut.

Under clear skies on Saturday we sailed three races, each windward/leeward twice around. In the first race the wind was 10 knots from 110° and shifted ENE, while in the second race the wind held steady at 100°-110° and built to 15 knots. Prior to the third race the wind shifted 80° and the race committee had to shorten course at the second weather mark in this dying southerly. *Blitz* sailed consistent races, 3-2-5, while Peter Johnson chased them in the first race, only to settle for 9th, but then rallied with two bullets in Race 2 and 3. At the end of the first day of competition the Constants held a slim half point lead over Johnson on *Lounge Lizard*, while *Locomotion*, helmed by Bill Lynn, was in third place, only four points away from first. The regatta was still too close to make any predictions, due to strong sailing by Britt Hughes on *Shogun* and Lee Morrison, who has named his boat *Animals* this year. Close behind was Eric Kreuter/Dick Gildersleeve on *Galleon Girl*, John Glynn on *Howard the Duck*, Tom Nelson/Tod Cowan on *Coyote Ugly*, and Jeb Beaudin on *Sly*. All were within striking distance. Saturday's racing moved into party mode as Seawanhaka hosted an outdoor BBQ with beer supplied by Molson and some financial support from a local BMW dealership. The evening ended with several Connecticut boats, under spinnaker only, cruising by the light of the largest full moon of 1988, and cutting through a



'big boat' night race, back to moorings 8-10 miles to the north.

Sunday started as a typical Long Island Sound day - no wind, heat and NOAA predicting southerly winds 10-15, building to 15-20 late in the day! At 1:30, after a two-and-a-half-hour postponement, the race committee started Race 4 in a dying, drifting condition, *easterly*. The starting line was jammed with J's all trying to squeeze and drift around the committee boat, resulting in 'minor and unavoidable' contact. The race committee abandoned this race within five minutes as an unfair test of sailing. NOAA was right! We were all aware of a visibly approaching southerly, and after a short while the race committee restarted Race 4 in the 10-12 knot southerly, our fourth windward/leeward race. *Blitz* took a commanding early lead which they never relinquished. Despite a two mile weather leg, the rest of the fleet seesawed, with positions changing significantly on each leg. Tide was a major factor in tactical decisions, as it had been on Saturday too, in this enclosed basin with large tidal ranges. Also, to make sailing even more interesting, tug-boat/barge traffic had to be negotiated by the lead boats upwind and downwind on Sunday.

As I state initially, this was a near perfect District Championship and World Qualifier for the 1989 Worlds at Kingston, Ontario. Very significant was the fact that amongst a fleet of 40 J/24s in two days of racing, there was not one protest! The formula for this success was based on several factors: strong, fair competition of 40 boats with only two general recalls, a blessing of fair winds, good race committee work, square lines, 'round the ends' rule after one general recall and black flag after a second general recall, good tactical courses, ooching prohibited, percentage penalties, a \$25 protest filing fee and measurement of the top five boats.

With lots of talk of rules and professionalism within the J/24 Class, it was refreshing to find that a regatta *can* be held with



Photo by Lee Morrison

Lee Corbin (center), District 3 Governor, congratulates winning crew of *Blitz*, (from left) Ron Browne, Stephen Constants, Michael Constants (front), Al Constants and David Constants.

good participation, and fair racing. The whole tone of the regatta was, 'sailing is fun', and this seemed to bear true for the District 3 Championship.

For anyone interested in a VHS video of the races for a nominal fee, a copy can be obtained by contacting: Neal Walker, River Place, Cos Cob, CT 06807, or telephone 203-869-8340.

### District 3 Championship (Top 20 of 40)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3775	<i>Blitz</i>	Al & Dave Constants	3	2	5	1	11
2	56	<i>Lounge Lizard</i>	Peter Johnson	9	1	1	8	19
3	2810	<i>Animals</i>	Lee Morrison	8	5	6	2	21
4	4351	<i>Galleon Girl</i>	Eric Kreuter/Dick Gildersleeve	6	11*	4	3	24
5	4109	<i>Locomotion</i>	Bill Lynn	5	7	2	16	30
6	1141	<i>Coyote Ugly</i>	Tom Nelson/Tod Cowan	13	4	9	6	32
7	3213	<i>Sly</i>	Jeb Beaudin	7	9	11	5	32
8	556	<i>Shogun</i>	Britt Hughes	2	6	8	18	34
9	4045	<i>Arnold Goes To Hollywood</i>	R. Burgess/R. Curtis	16	10	7	7	40
10	3310	<i>Howard The Duck</i>	John A. Glynn	4	8	13	17	42
11	3290	<i>Sugar Magnolia</i>	Ed & Allison Liberty	17	19	3	4	43
12	4191	<i>Andiamo</i>	Jim Lucarelli	12	17	12	11	52
13	538	<i>Hot Foot</i>	Ted Boynton	14	11	24	10	59
14	1269	<i>Minx</i>	P. Campbell/D. Walsh	1	36	10	12	59
15	3636	<i>Gotta Go</i>	Peter Benziger	10	14	28	20	72
16	624	<i>Grand Illusion</i>	Lee Corbin	24	12	24*	14	74
17	4193	<i>Loose Cannon</i>	G. Geilow/D. Pierce	11	18	34	15	78
18	4016	<i>Tama</i>	J. Langelier/D. Parfet	29	16	17	19	81
19	366	<i>Syntax</i>	Don Voorhees	21	25	14	21	81
20	23357	<i>Silver Bullet</i>	Tom Stender	20	28	25	9	82

\*Percentage Penalty



## Twisted Wins Winter and Spring Series

by Cissy Hull-Allen

Fleet 14's Greg Hull-Allen won both the Winter Lake Series and the Spring Ocean Series, sponsored by the Palm Beach Sailing Club in Florida. Sailing PHRF, Chuck Cairnes and *Blueberry Jam* followed in the Winter Series. In the Spring Series, the J/24 Class swept the PHRF B fleet. Following *Twisted* was *Tethys*, skippered by Bob Greer. In third was George Moore's *Mal de Mer*. The races were sailed in winds that ranged from 2 gusting to 4 on one day, and other days that were blowing 20, gusting to 35.

Fleet 14 is in the midst of their SummeRaces, sailing three races per day, every couple weeks. On Race Day 1, Bob Peckham skippered *Wild Injun* to a win, followed closely (1/4 point behind Peckham) by Bob Greer on *Tethys*, and Greg Hull-Allen with *Twisted* in third (1/2 point behind Peckham). Almost four races were sailed, but one race was abandoned due to a wayward windward mark. Peckham kindly shared his champion's bottle of Mount Gay at the raft-up following the races. Thanks go to the Royal Turkey Yacht Club (the local Laser fleet) for the loan of their marks; to Chip Kah, whose *Breakaway* was used as committee boat (and Chip just happened to crew on the winning boat!), and to Carl Schellbach and friends, who ran a great race! Carl was presented with a gift certificate for dinner at a local restaurant, as appreciation for his help, and as congratulations on the birth of his son, C.J.! Race Day 2 found all the J's battling the current in light and variable winds. Peckham was in the lead when one race was abandoned (and you can bet we heard about it at the raft-up!). Greg Hull-Allen won the other two and happily had one of his crew set up ice, limes and rum for the other sailors! Eddie Crawford came in second.

Fleet 14 has two more days of the SummeRaces, and the Palm Beach Sailing Club racing starts up again in September. The fleet is planning a couples day race, a ladies day race, and a family day race, where a child must be on board to race (loaners available). We're also almost a year old! If anyone is going to be in the area and wants to crew, give us a call and we'll try to get you on a boat!



Fleet 14's Chuck Cairnes and parrot entertain spellbound crew of Brandon Cairnes, Christian and Robert Greer and Stev Hull-Allen.

## 7th Annual MS Regatta

by Diana Davis

The Maine Chapter Multiple Sclerosis Society held their 7th Annual MS Regatta in Portland, Maine, on Casco Bay, Saturday, August 20, 1988. Area businesses sponsored boats of all classes, in an effort to raise funds in the fight against multiple sclerosis.

I was wonderfully relieved to find the weather in Portland cool and breezy, upon my arrival from Orlando, Florida. I was sent by the Central Florida Chapter MS Society to observe the event and gain insight into planning for our own regatta out of Eau Gallie Yacht Club in Melbourne, Florida, this coming May. It was my first trip to Maine and my first regatta.

The festivities began with a kick-off party on Friday evening at the Handy Boat Marina in Falmouth. A skippers' meeting was headed up by Merle Hallett, owner of the Handy Boat. Raffle tickets were sold for a bareboat charter provided by Sun Yacht Charters and Eastern Airlines out of St. Maarten. The real excitement began to mount with the announcement that the time was at hand for the Celebrity Auction, featuring Robbie Doyle and Gary Jobson. Both Doyle and Jobson sparked intense and competitive bidding that raised over \$6000 for the benefit of multiple sclerosis. A special thanks to them both for doing something beautiful for MS!

I was so keyed up by the excitement spawned by the Celebrity Auction and the anticipation of my first sailing regatta, that I found it difficult to sleep in my hotel room that night. I wondered if the skippers and crew felt half of the excitement that I was experiencing. Finally dozing off, I awoke to an intensely beautiful day and even I knew the day was full of promise as I watched the wind blowing through the trees. The day's activities began with a parade of yachts, displaying their sponsor's banners. The winds were at 8-10 knots as the parade moved towards the starting line. The gun sounded at 1 p.m. and the boats began tacking towards the first weather mark. They then sailed 2 1/2 miles downwind to Ft. Georges (or Ft. Gorgeous, to the locals), where they rounded a mark and came back 1 1/2 miles on a reach. The Historical Nantucket Light Ship and Museum was anchored at this point, with members of the racing committee and several spectators aboard. I'm sure it provided an excellent vantage point to watch the boats harden up on a port tack over to Fish Point Promenade. I can't complain about my own vantage point on the bow of the MS V.I.P. boat, a 48 foot C&C named *Kahala II*. The winds began to strengthen, and some of the skippers reported gusts of 25 to 26 knots coming across their bows. This provided some truly challenging conditions as the boats moved into their second time around the course and into the weather, but as they rounded Ft. Georges the second time, the spinnakers appeared and the bay was dotted with a fantastic array of color. You could see the skippers enjoying the opportunity to aggressively gain on their fellow contestants. I don't think anyone enjoyed the day more than Tom Hall, of *Flying Chicken*, who came in first to win the J/24 Cup sponsored by Sebago. Tom didn't have a minute to spare, however, as Spencer Drake, of *Cinder*, and Steve Helms and Win Fowler, of *Reprise*, were just seconds behind him in crossing the finish line.

Saturday evening we all gathered at the Handy Boat again to honor the sponsors and observe the presentation of the awards. There was a warm glowing feeling shared by everyone in knowing that each had done his part to raise more than



\$40,000 to fund research and improve patient services. As the sun set over Portland, we lingered about and solidified the memories we had shared of the day. Saying goodbye to Maine,

the cool weather and the friends I had made, wasn't an easy thing for me to do, and I vowed to return next summer for the 8th Annual MS Regatta!

### 7th Annual MS Regatta J/24 Results

POS	SAIL	YACHT	HELMSMAN	SPONSOR
1	2555	<i>Flying Chicken</i>	Tom Hall	Anonymous
2	3270	<i>Cinder</i>	Spencer Drake	Anonymous
3	4413	<i>Reprise</i>	Steve Helms/Win Fowler	East Coast Yacht Sales
4	3369	<i>Ski Tuna</i>	Tip Kimball	Anonymous
5	3191	<i>Avalanche</i>	Michael Harding	Essex Credit Corp.
6	1973	<i>Bittersweet</i>	Terry Naylor	Anonymous
7	1031	<i>Trick or Treat</i>	George Tonini	Anonymous
8	3777	<i>PDQ</i>	Geoff Maclean	Anonymous
9	2427	<i>Molasses</i>	Peter Garcia	Hampton Inn
10	3570	<i>High Five</i>	Mark Toso	RJ Grondin & Sons
11	1936	<i>Dynaflow</i>	Victor Stango	Victor O. Stango, Consult. Eng.
12	2509	<i>Hawk</i>	John Dunning	Drukker Foundation
13	4454	<i>Synchronicity</i>	Kim Noyes	In memory of Joan Stockwell Tarbell
14	2409	<i>Scirocco</i>	Kevin Leary	Beech Ridge Motor Speedway

## Fleet 7 Celebrates 10th Anniversary

by Dan Shaw

Chartered in February, 1978, J/24 Fleet 7 celebrates its tenth anniversary this year. On July 30th the fleet formally celebrated this milestone at the pool patio of Bill Milner's home. Bill prepared a dangerously smooth rum punch and past and present members of the fleet reminisced. A cake with ten candles topped the evening and the honor of blowing out the candles belonged to the only remaining charter member of the fleet, Douglas Boyce.

It is safe to say that Fleet 7 is looking for an even better second decade. The strength of Fleet 7 is apparent in the numbers traveling to out of town events and the silver they have been bringing back. During March three members of Fleet 7 traveled to Georgia for the Atlanta Cup, with Bob Sadler and crew, aboard *Gizmo*, returning with third place silver. In April, seven boats made the short trip to Columbia for the J/24 Easter Regatta. Charlie Cockroft, aboard *Blueprint*, sailed consistently to bring home first place silver.

Now we are in the midst of the numerous summer regattas held in Charleston. In early June we kicked off the summer sailing season with the annual evening race/sail across the harbor to Joe's Seafood on Shem Creek. Trophies for the previous summer's regatta season were presented. The gold fleet winner was Bob Sadler on *Gizmo*, the blue fleet trophy and most improved sailor were awarded to Dan Shaw, sailing *Chapter 12*.

During June many of the local fleet members participated in the SAYRA quarterfinals for the 1988 Mallory Cup Championship. The quarterfinals were sailed in J/24s loaned by local fleet members. Wil Sloger and crew and Ross Griffith and crew finished first and second, respectively, in very tight racing among the field of eight. The Mallory finals will be sailed here in Charleston during late August. A tip of the hat to local fleet members Bob Sadler, who is serving as chairman of the Charleston '88 Mallory committee, and Mason Chrisman, who played a major role in bringing this event to Charleston. We all look forward to watching some of the best sailors in the country compete in Charleston during the Mallory finals.



Fleet 7's blue fleet trophy and most improved sailor honors went to Dan Shaw, of Chapter 12.

## 1987-88 Corona Extra Texas Circuit and District 14 Championship '89

by John Peck

The 11th annual District 14 Championship (sixth year as a Circuit) attracted 127 yachts from 12 states to compete in the 37 race, 17 day marathon series. The average 42 boat starting line marks an 8% increase in attendance for the eight regatta, three throw-out circuit, which is sailed on six inland lakes and two Gulf coast bays.

*Thunderstar*, skippered by Mike Haggerty and three time All-American Scott Young, from Austin, had the Circuit in the bag after six regattas. The remainder of *Thunderstar's* crew (three or four at a time) consisted of John Morran, Doug Kern, Reese Hillard, Jimmy Maltman, Mark Fewker, Vince Brun, and Kelly Young. *Thunderstar* is the "winningest yacht" in District





Winning crew John Morran, Scott Young and Doug Kern, of Thunderstar, display District 14 Perpetual Trophy.

Photo by Laura Stumpff

14, having won the championship in 1985 and 1986 with Glen Darden sailing in place of Scott Young.

Since the Texas Circuit was a World Qualifying event, and *Thunderstar* had already qualified by winning the North American Championship, the battle for second place became very exciting. *Flour Power*, skippered by Fred AmRhein (San Antonio), narrowly beat *Tallawah* skippered by Clark Thompson and Tony Nunes (Houston), for the seat at the '89 Worlds in Kingston.

This is the second year that the Texas Circuit has been conducted as a Class IV event, with the same sailing instructions at each regatta. Competitors have learned what to expect, and look forward to the high standards of race management at each event.

Gambrinus Importing Co., Inc., importers of Corona Extra, sponsored the 1988 portion of the Circuit, contributing beer at each regatta and providing trophies for the top ten teams in the District Championship. Everyone enjoyed this addition to already festive regatta activities.

The Texas Circuit continues to be the largest and longest J/24 event in the world. If you are interested in quality racing, against some of the best; join us! See the Calendar of Events in the back of this issue. Yacht storage before and after each event can be arranged. Limited charters are available. Call or write the regatta chairman for more information.

### 1988 Corona Extra J/24 Texas Circuit and District 14 Championship (Top 32 of 127)

1 - Fort Worth (10/87)      3 - New Orleans (02/88)      5 - Dallas, CLYC (04/88)      7 - Galveston Bay (07/88)  
2 - Canyon Lake (11/87)      4 - Austin (03/88)      6 - Dallas, RCYC (05/88)      8 - Corpus Christi (08/88)

POS	SAIL	YACHT ('87 Rank)	OWNER	FLEET	1	2	3	4	5	6	7	8	TOT*
1	3418	<i>Thunderstar</i> (04)	Haggerty/Young	21	(4)	2	1	2	(4)	1	DNC	3	9
2	272	<i>Flour Power</i> (10)	F. AmRhein	9	(11)	5	4	10	(19)	3	1	(14)	23
3	1565	<i>Tallawah</i> (06)	Thompson/Nunes	5	2	8	(12)	(20)	1	6	(9)	8	25
4	634	<i>Monster Fish</i> (02)	Hallman/Peck/Pitcairn	9	(14)	(12)	3	9	11	4	(14)	1	28
5	187	<i>Psycho</i> (12)	W. Draheim/Schroth	21	8	7	(22)	3	2	9	(11)	(9)	29
6	3787	<i>Syzygy</i> (17)	J. Lutz	5	DNC	6	(30)	17	DNC	5	2	6	36
7	3694	<i>Surfer Girl</i> (01)	K. Elam	29	5	(17)	8	11	3	12	DNC	DNC	39
8	2380	<i>Superman</i> (11)	D. Broadway	21	(25)	11	DNC	5	8	7	15	DNC	46
9	3912	<i>Wicked Wahine</i>	M. Kegler	29	7	DNC	DNC	7	10	19	8	DNC	51
10	2910	<i>Easy Come</i>	T. Meric	94	10	10	7	15	12	DNC	DNC	DNC	54
11	2106	<i>IBA J</i>	Irwin/Brandon/Adamson	29	DNC	18	DNC	8	7	18	DNC	4	55
12	1586	<i>Hot Blooded</i> (05)	Stupp/Beckman	5	DNC	16	21	18	DNC	11	4	DNC	70
13	4243	<i>Slick</i> (08)	Andre/White	29	17	(30)	10	(31)	15	16	13	DNC	71
14	2624	<i>Road Dog</i>	P. Masterson	29	DNC	15	11	22	21	DNC	3	DNC	72
15	2573	<i>More Grief</i> (14)	L. Conger	92	13	DNC	18	DNC	18	(21)	10	20	79
16	1040	<i>Graybeard</i> (07)	J. Anderson	29	(22)	(29)	DNC	21	20	14	16	16	87
17	69	<i>Box Lunch</i>	J. Kern	21	DNC	24	34	16	13	10	DNC	DNC	97
18	3764	<i>Plum Crazy</i> (15)	Plumer/Gayle	92	(28)	26	25	6	(38)	(32)	23	24	104
19	3355	<i>Bon Temps</i> (20)	D. DeCluitt	21	15	DNC	DNC	32	23	20	DNC	15	105
20	1979	<i>Hubba</i> (16)	D. Petty	29	19	(32)	DNC	26	16	(33)	28	17	106
21	1997	<i>Mr. Happy</i>	Nelson/J. Draheim	29	DNC	50	DNC	12	9	DNC	17	21	109
22	1499	<i>Taobtahw</i>	H. Hirschberg	29	16	27	DNC	25	17	24	DNC	DNC	109
23	3715	<i>Cajun Babe</i>	Sharp/White	29	(34)	DNC	23	DNC	24	25	29	26	127
24	2118	<i>Sly</i> (13)	Z. Troxel	29	30	DNC	DNC	DNC	33	27	26	23	139
25	3263	<i>Wild Kingdom</i>	T. Jacobs	29	32	22	DNC	24	32	31	DNC	DNC	141
26	1975	<i>Jehosaphat!</i> (21)	Daws/Cantrell	105	36	(39)	(40)	29	36	22	DNC	19	142
27	4184	<i>Windstalker</i>	D. Cambell	29	27	34	DNC	19	32	36	DNC	DNC	148
28	1658	<i>Generic</i>	Bradley/Smith	29	DNC	49	DNC	30	37	28	12	DNC	156
29	3496	<i>Snake Eyes</i> (18)	C. Price	29	31	41	33	DNC	34	DNC	25	DNC	164
30	1	<i>Janet's Diamond</i>	M. Hulings	3	23	3	128	4	DNC	DNC	DNC	7	165
31	4	<i>Movin' On</i> (09)	G. Davis	9	35	33	DNC	37	DNC	DNC	37	29	171
32	4418	<i>Shanghai Split</i>	S. Priestster	WF	DNC	(43)	36	36	43	35	DNC	28	178

\*Best 5



### Youngstown Level Regatta (Top 20 of 38)

POS	SAIL	YACHT	HELMSMAN	CLUB	1	2	3	TOT
1	US-2705	<i>Cannonade</i>	Paul Cannon	YYC	2	2	4	8
2	US-2725	<i>Tess</i>	James Kidd	RCYC	1	4	5	10
3	US-1983	<i>Chinchilla Buck</i>	Kevin Doyle	BHSC	7	1	3	11
4	US-4333	<i>Sea Cup</i>	Eric Gesner	RYC	9	5	1	15
5	KC-2345	<i>Shane</i>	Long/Jones/Diamond	NYC/RCYC	3	14	2	19
6	US-1029	<i>Surprise</i>	Ed Gardner	RYC	4	13	8	25
7	US-4396	<i>Boat from Hell</i>	J. Swanson	BCC	8	10	11	29
8	US-4110	<i>Leading Edge</i>	Larry Gaenzle	RYC	18	7	6	31
9	US-4278	<i>Bateau Blanc</i>	Reid Stava	RYC	12	12	7	31
10	KC-4457	<i>Old Hard Jack</i>	Peter Allen	RCYC	10	8	19	37
11	US-4286	<i>No Name</i>	Schengili	Waterrat	20	3	17	40
12	KC-2218	<i>Plus Ten</i>	Lorne Chapman	NYC	6	17	24	47
13	US-2591	<i>Indulgence</i>	Bob Duggan	BS & BC	16	23	9	48
14	US-3538	<i>Dark Star</i>	Casper Young	OYS	5	20	25	50
15	US-2233	<i>Meretrix</i>	Clark Trow	BHSC	19	9	22	50
16	US-4468	<i>Psychopath</i>	Mike Cornelissen	OYS	23	18	10	51
17	US-790	<i>Life'n Fast Lane</i>	Mike Nahmias	RYC	33	6	13	52
18	US-1591	<i>Super Collider</i>	Norm Van Voorhis	RYC	13	29	14	56
19	US-3524	<i>Toxic Avenger</i>	K. Armstrong	ABYC	24	16	6	56
20	US-2572	<i>Amanda</i>	Mark Lawless	RYC	27	15	18	60

## 1988 Youngstown Level Regatta

by Andrew Diamond

Spuds Mackenzie was nowhere in sight as Stroh's Beer and the Youngstown Yacht Club teamed up to sponsor the 15th Annual Youngstown Level Regatta. It doesn't take much imagination to envisage the result of a recipe consisting of 300 boats, including 38 J/24s, 1500 sailors, a good band, and free Stroh's. The only thing that the better known Mega Regattas like Block have, is time – Youngstown is only two days – but if it weren't, we probably would all be dead by now – but what a way to go.

The Youngstown Level Regatta attracts J/24s from all over northwestern New York and southern Ontario, with the result being that many of the boats only meet once a year.

This year there were some notable absences. Most importantly Jimmy's, the local diner infamous for its suicide wings, had gone bankrupt since last year. Gunther Buerman, a perennial favorite, did not make the trip from Rochester, nor did some of the hot Canadian boats such as *Rumpus* and *No Frills*, who were on their way back from the Canadian Nationals held the week before in Halifax. But that just left more beer for the rest of us. At least that's how Skip Shumway and D'Arcy and the rest of the crew of *Quack* felt.

The weather this year was not at its best, with rain and sloppy light conditions, but the Race Committee was able to get all three scheduled races in. In the first race Jamie Kidd, of International 14 and F.D. fame, demonstrated what a great sailor he is by jumping into his J/24 *Tess* for his first major J/24 regatta of the year and hitting a perfect port tack, pin end start, with *Shane*, last year's winner, following suit. Paul Cannon, in *Cannonade*, snuck in between the two Canadian boats and finished second behind *Tess*.

The second race in very light and lumpy conditions was dominated by Kevin Doyle, in *Chinchilla Buck*, who did a horizon job on the fleet. Paul Cannon, sailing a steady regatta, was second, with *Tess* third.

While the lead boats had an easy trip round, racing in the middle of the fleet was very tight. At the gybe mark, ten boats covered in the light slop with *Shane* having room on the inside, being well back after being T-Boned early on the upwind leg. *Skeleton Crew* decided to live up to her piratic persona and forced her way inside at the mark with no room, making for bumper cars and a vocal rounding, as *Psychopath*, *Rasputin* and others tried to get going without being hit too badly.

Sunday brought sunshine and a steady breeze from the north. *Shane* and *Sea Cup* battled it out for first, with *Sea Cup* tacking to the inside of a lift on the second upwind leg to take the lead. *Chinchilla Buck* was third. *Cannonade* and *Tess* had a great match race, with a classic tacking duel to the finish to decide the regatta. Paul Cannon, who Kate Nicoll of *Quick Nick* says, "just needed time in the boat", sailed a consistent, smart regatta and ended up nudging out Kidd for fourth in the last race, and first overall in the regatta.

Next year, with the J/24 World Championship being in Kingston, Ontario, the J/24 Canadians in Toronto, and the N.A.'s in Rochester, Lake Ontario will be the place to be and Youngstown, once again, will demonstrate that it is the premiere J/24 regatta.

## Charleston J/24 Spring Championship – Consistency Pays Off For Griffith

by Dan Shaw

The annual Charleston J/24 Spring Championship was held May 21-22, with all races sailed in the Charleston harbor this year. Ross Griffith and crew, aboard *Zuma*, sailed consistently to top five finishes throughout the weekend to win the regatta, despite not winning a single race.

After launching on Friday, everyone gathered around the keg at the Charleston Yacht Club to renew friendships. Racing





Ross Griffith helmed Zuma to win the 1988 Charleston Spring Championship.

was scheduled to begin Saturday morning but the wind took the morning off. The postponement flag was hoisted ashore, as all waited for the afternoon sea breeze to arrive. Finally, after lunch the sea breeze made a timid but welcome appearance.

Race 1 started in a 5 knot breeze which built to 10 knots by race end. Lenny Krawcheck, aboard *Parrot*, grabbed the lead at the start and won by holding off the challenges of James Howard and crew on *Classic*, who finished second. Ross Griffith overcame a middle-of-the-pack start and moved up the fleet to finish third.

Saturday's second race was sailed in 10-12 knot winds which put a premium on reading the wind shifts. Ed Williams sailed *Willi* to a first place finish in this race, moving through the fleet to take the lead on the last windward leg. Ross Griffith led this race from the start until being picked off by Williams on the final leg.

The late arrival of the wind allowed for only two of the three scheduled races on Saturday. At the end of the day Ross Griffith led, but the fleet was tightly packed, with the top five boats separated by only four points. Saturday evening members of Fleet 7 served the participants a steak dinner at the Charleston Yacht Club. After the door prize drawings, many topped off a great day of sailing by retiring to the club bar to view the day's races on video and trade stories and excuses.

Sunday morning the wind showed up earlier and less timid, with races sailed in 10-15 knot winds. The race committee accurately anticipated an aggressive start and hoisted the "I" flag in hopes of getting a clean start. This proved unsuccessful

### Charleston J/24 Spring Championship May 21-22, 1988

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	2000	Zuma	Griffith	3	3	5	3	14
2	3478	Parrot	Krawcheck	1	9	3	6	19
3	3739	Willi	Williams	11	1	4	5	21
4	4467	Thinkaboutit	Van Cleef	6	2	11	2	21
5	2432	Vamoose	Wilkins	5	10	6	1	22
6	3004	Classic	Howard	2	5	1	17	25
7	2783	Taken For Granite	James	4	6	10	8	28
8	3471	Bright Finish	Chrisman	10	8	8	4	30
9	3698	Threats	Hogan/Sloger	8	4	9	11	32
10	3938	Gizmo	Sadler	7	11	7	9	34
11	2584	Windigo	John	12	7	14	7	40
12	3465	Raggae Dancin'	Boyd	14	14	17	12	57
13	3494	Blueprint	Cockcroft	16	PMS	2	14	61
14	464	Godspeed	Drake	9	PMS	15	13	66
15	2278		Harkrider	13	12	18	23	66
16	1729	Goat Feathers	Waters	17	17	12	20	66
17	1675	Party Reptile	Farmer	18	20	19	10	67
18	4139	Magic Too	Parshall	23	18	13	15	69
19	3492	Footloose	Laffitte	19	13	22	19	73
20	2437	Coffee Royale	Barth	22	15	16	24	77
21	3895	Aruba	Moffly	21	PMS	20	16	86
22	3956	The Ark	Whitley	24	23	21	18	86
23	4165	Chapter 12	Shaw	20	19	23	26	88
24	2349	Oyster Pie	Boyce	15	22	29	25	91
25	555	Landslide	Spencer	25	16	DSQ	21	91
26	2907	Lisa	Rast/Sparwass	27	24	24	22	97
27	3896	True Colors	Tonks	26	21	DNS	DNS	105



as the boats piled up early at the favored pin end of the line, resulting in a general recall. The second start was successful, especially for James Howard aboard *Classic*, who jumped out to an early lead and was never seriously challenged in sailing to first place in the race and the overall lead in the regatta at the end of three races. With two boats within five points, Howard needed a top five finish in the last race to insure victory in the regatta. With no finish worse than fifth to that point, it seemed that Howard was almost assured a victory. However, for Howard it was not to be. Buried at the start of the fourth race, he could not get back to the top five and finished a disappointing 17th in the last race, and dropped out of the top five overall.

Robby Wilkins, aboard *Vamoose*, won the fourth race, leading it from start to finish. With Howard buried in the back, Griffith and Krawcheck battled for the overall regatta victory. Ultimately, Griffith posted his third, third place finish of the weekend and claimed the '88 Spring Championship. The racing had been tight all weekend as demonstrated by the final standings in which the second through fifth places were separated by only three points.

The members of Fleet 7 wish to thank those out-of-towners who participated and hope you will join us for next year's event.

## Leitner Dominates Manhattan Race Week

by Michael Fortenbaugh

Sailing continues its rapid rebirth in New York Harbor. On August 13-14, the Harbor's first large one-design regatta, Manhattan Race Week, was organized by the Manhattan Yacht Club and sponsored by the Manhattan Brewing Company. Twenty J/24s from New York and New Jersey converged for the six-race, one-throwout series. This was during the peak of the summer heat wave, but the dependable sea breezes kicked in and provided consistent and exciting racing. With jibe marks positioned only 30 yards from the seawall at Battery Park City, the public got some great views of tight one-design racing.

Dominating the fleet was Eric Leitner, a skipper from the Raritan Bay Yacht Club who sailed his boat *Apple Pie* to five consecutive firsts. Second was *Tango*, skippered by Bob Weir of City Island, and third was Scott Guerin from the Manhattan Yacht Club.

One purpose of the regatta was to celebrate the commissioning of the USS Lake Champlain, the newest Aegis



Dependable sea breezes provided exciting racing on New York Harbor for the fleet of 20 competing in Manhattan Race Week.





The fleet reaches toward the city front during Manhattan Race Week, won by Eric Leitner, of Raritan Bay Yacht Club.

Cruiser in the United States Navy. In a ceremony at the Intrepid Museum featuring the Secretary of Navy and the Mayor of New York City, the USS Champlain was "brought to life" prior to the regatta. Then a navy crew from the ship went out to compete in the regatta on a boat provided by the Manhattan Yacht Club.

The Manhattan Yacht Club is the new sailing club located at the South Street Seaport Museum in Manhattan. The Newark Star Ledger recently described the club as "a fledgling nautical

entity that is singlehandedly bringing racing and recreational small boat sailing back to New York Harbor. Last year, the club was awarded the One-Design Creativity Award by the USYRU.

In July of this year, MYC represented the City of New York and the United States in the Tour de France a la Voile. In October, the club is organizing the International Yacht Club Challenge, in which 20 clubs from all over the world will converge on New York Harbor for a three-day regatta in J/24s.

### Manhattan Race Week

POS	SAIL	HELMSMAN	1	2	3	4	5	6	TOT*
1	38	Leitner	1	1	1	1	1	22	4
2	1501	Weir	3	2	4	2	2	4	13
3	6	Guerin	2	7	5	5	5	2	19
4	1531	Klinger	4	6	11	4	4	6	24
5	7	Fraser	7	5	2	9	3	9	26
6	1072	Rochin	11	3	6	15	11	1	32
7	2116	Bertucci	13	4	12	10	6	7	39
8	9	Nosel	12	8	22	3	7	12	42
9	3370	Dezan	10	22	16	7	9	3	45
10	41894	Kohler	14	12	13	8	13	5	51
11	5	Varasano	6	10	22	12	10	14	52
12	3	Sprague	15	11	3	21	17	8	54
13	12	Dziurzynski	9	16	9	6	15	16	55
14	1	Crouch	19	13	7	13	12	13	58
15	11	Wylleman	18	15	22	11	8	10	62
16	4	Baker/Zajac	16	9	14	14	14	15	66
17	2339	Newman	20	17	15	16	16	11	75
18	4016		5	22	8	22	22	22	79
19	2710	Leicht	8	22	10	22	22	22	84
20	10	Lake Champlain	17	14	22	17	22	22	92

\*1 Throwout



## Sunshine State, District 10 Championship Weekend

by John Landry

Jim Kinsey of Ft. Myers, with Keith Crum, Brian Harris, Terry Dolan and Richard Akers crewing, won the 1988 District 10 Championship held May 7-8, at Burnt Store Marina Resort. The regatta was hosted by Platinum Point Yacht Club and was sailed on Charlotte Harbor. There were 15 entries, with boats coming from Palm Beach, Tampa, St. Petersburg, Naples and Ft. Myers.

The weather was beautiful and three races were sailed on Saturday in breezes around 12 knots. At the end of the day, the standings were very close, with the Jennings/Jester team leading over Jim Kinsey and last year's winner, Tom Taylor. Beite

Cook had been doing very well until his rudder pintle broke after the second race.

Sunday's wind increased to around 20 knots and everyone was using the small jib by the final race. It looked as though the Jennings/Jester team would win, but they were over early in the second race and didn't realize it until halfway up the first beat.

The Kinsey team, by winning this regatta, has qualified to represent District 10 at the 1989 World Championship in Kingston.

As always, the races were managed without incident, under the guidance of Chief Race Officer Rick Angle, of Sanibel. Everyone is reminded to mark their calendars for the first weekend in May of '89, as the Sunshine State Championship weekend will be on again.

### 1988 Sunshine State and District 10 Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	2915	<i>Lean Cuisine</i>	J. Kinsey	6	1	2	3	2	14
2	2436	<i>Liz</i>	T. Taylor	4	6	1	5	1	17
3	5	<i>Snot Nose Kid</i>	Jennings/Jester	2	2	3	1	14	22
4	3787	<i>Shinola</i>	B. Cook	1	5	DNF	2	3	27
5	4270	<i>So White</i>	J. Landry	3	3	6	6	9	27
6	2908	<i>Triple J</i>	J. Hoffman	8	4	7	4	4	27
7	3205	<i>50/50</i>	S. Boe/S. Page	7	7	4	7	5	30
8	4003	<i>Cool Change</i>	R. Beasley	9	10	5	8	12	44
9	1762	<i>Jolly</i>	R. Mattson	10	9	8	10	8	45
10	2269	<i>High Voltage</i>	J. Taylor	11	8	9	12	6	46
11	4270	<i>Skyler</i>	H. Ingerson	5	11	12	15	11	54
12	3285	<i>Bones</i>	J. Fifer	13	12	10	11	13	59
13	3418		T. Cellamare	15	14	12	9	10	60
14	402	<i>Therapy</i>	K. Purton	14	15	14	14	7	64
15	4117	<i>Twisted</i>	G. Hull-Allen	12	13	11	13	DNS	65

## Oklahoma City Fleet 39 News

by David Wright

Fleet 39 has now grown to 17 boats, from ten at the beginning of the 1987 season, and is now the largest fleet within the Oklahoma City Boat Club (OCBC). Among the new additions is the famous *Cheap Sunglasses* (3131), now owned by Rick Hudak and Ron Osborne.

With this growth came the need and desire to strengthen the fleet through supplementing competition on the race course with enhanced communication and coordination between fleet members, the fleet and the Oklahoma City Boat Club and its Race Committee, and the other fleets within District 17. On April 2, the fleet met for the first time in four years, elected officers, and established goals and plans for achieving those goals. Fleet Officers elected were Leroy Patton, Fleet Captain, Nick Duncan, Vice Captain, and David Wright, Secretary/Treasurer. Meetings have been held monthly since and will continue to be, through the end of our season in October. As we include all owners, permanent crew and stand-by crew as fleet members, our membership currently stands at 55.

Fleet 39 is totally committed to racing. The excellent courses

and race management provided by OCBC's Race Committee, chaired by Chris Towles (former Fleet Captain, and current Finance Chairman, Executive Committee), offer unlimited opportunities from mid-April through late October on Lake Hefner. Series races are held Wednesday and Saturday evenings and Sunday afternoons, with regattas held each holiday weekend. During the recent Memorial Day Regatta, 14 of the 17 boats competed in gentle Oklahoma southerly breezes of 25-35 mph. Each of the four races recorded a different winner. After the protests were decided, Leroy Patton on *Lookma* had edged Andy Hubbard on *Ajax* by 1/4 point.

We hope to host the District 17 Championship during the OCBC's Labor Day Regatta. In past years this championship has been decided by combining results of two regattas, one here and one in Wichita hosted by Fleet 53. We believe a single regatta per year, rotated among the District Fleets, will provide more participation. For those of us who just can't get enough competition in Oklahoma, the Texas Circuit is just over the Red River. Our Fleet Championship will be decided in four races on the two weekends following Labor Day. If the level of competition in April and May is any indication, by September there should be some super exciting mark roundings.



## The '88 Canadians

by Larry Smith

John Roy, of The Royal Nova Scotia Yacht Squadron, won his third consecutive Canadian National J/24 Class Championship on July 16th in Halifax Harbour, and this year he did it the hard way.

An eighth place finish in Thursday's lone race left Roy and the crew of *J-Delinquent* well off the pace, trailing Canadian National Soling Champion Paul Thompson, on *Canadian Garage*, by 7 points. Thompson had the hot hand going into the regatta after clinching an Olympic berth June 4th, in St. Margaret's Bay.

'LeRoy' and company responded to the challenge, winning Friday's first race and finishing third, second and then first again, in a grueling eight-hour day of competitive racing.

The racers looked forward to a lighter schedule on Saturday, with just two races required to complete the series, but as the winds built beyond 20 knots the racing became intense. Two-time World Soling Champion Glenn Dexter again displayed his

talent for remaining competitive despite limited time in the J Class, by winning Saturday's first race; Roy again placed second.

Saturday's second race was a wild one, with the J-boats flying in planing conditions downwind and the mark roundings a scene of near chaos.

Thompson, knowing that he needed to put two boats between himself and Roy, tried every trick in the book to get the champion to foul, but Roy kept his cool and held off Bedford Basin Yacht Club racers, Mike Kennedy and Don Williams, to finish second and successfully defend his title.

Roy gave much of the credit to his four-man crew. He emphasized that the J/24 is a five-man boat and usually, the best 'team' wins. Paul Gallant does foredeck on *J-Delinquent*, boat owner Dave Williams works the control lines and watches the Sailcomp, Mike Archibald flies the spinnaker downwind and Richard Guest works the pit, trimming the genoa and working with Roy on tactics.

Roy's best finish in International competition was a twelfth place overall at the 1986 World Championship.

Paul Thompson, driving Bangor native Lance Mahaney's

Action mid-fleet at the weather mark during Bacardi Canadian Championship.

Photo by Larry Smith







Bacardi Regional Manager, Jerry Gunther (second from right) presents perpetual trophy to 1988 Canadian Championship team (from right), Dave Williams, Mike Archibald, Paul Gallant, John Roy and Richard Guest.

American Garage (renamed *Canadian* for the regatta), added some depth to an already competitive field, finishing less than three points behind *J-Delinquent*. Mahaney's appearance should dispel the common American notion that, if you trailer your boat too far north, you fall off the edge of the world!

Thompson's crew of Mahaney, those infamous Flinn twins, Olympic Soling team member Stuart, and experienced 'J' sailor Gavin, picked up 75 lb. junior sailor, Jeff Larsen, to make the somewhat controversial 880 lb. crew weight limit.

In Nova Scotia, where the breezes traditionally blow cool and hard for all but a few weeks a year, racers often need plenty of beef to keep their J's flat. Roy won his second national title in Kingston last year, with 960 lbs. perched on the rail.

The 'dark horse' of the '88 regatta was Bedford Basin Yacht Club's Mike Kennedy and *Il Awesome*. Kennedy has improved steadily over the last three years and his crew of Pat Kelly, Lee Cohen, Alex Ritchie and Peter MacKenna have their boathandling down. Kennedy finished first in Friday's first race, but when protests for 'tacking too close' gave him a 28th for the race, he was forced to count a seventh place score. Third place overall qualifies him for the upcoming 1989 World Championships in Kingston, Ontario.

The third and final qualifying spot went to the founder of the Halifax J-fleet, Don Williams of BBYC on *Minimum Headroom*. Donnie has plenty of experience; his best finishes include twelfth and twenty-fourth places in North American Championships and third place scores at the Canadian Nationals.

The J/24 Canadian Nationals were held 'down east' for the first time this year, as part of the annual 'SailEast' competition.

The 151 year-old Royal Nova Scotia Yacht Squadron, in its sheltered position on the Northwest Arm, gave the J-boats easy access to excellent racing conditions in Halifax's outer harbour. This exciting, well-run regatta should help the metro's bid to host the North American J/24 Championship in 1990.

### J/24 Bacardi Canadian Championships

POS	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT*
1	<i>J-Delinquent</i>	John Roy	8	1	3	2	1	2	2	11
2	<i>Canadian Garage</i>	Paul Thompson	1	2	5	1	4	5	1	14
3	<i>Il Awesome</i>	Mike Kennedy	2	28	1	5	3	7	3	21
4	<i>Minimum Headroom</i>	Don Williams	3	4	4	12	3	6		24
5	<i>Sam Slick</i>	Glenn Dexter	6	3	12	7	13	1	4	33
6	<i>Heroes &amp; Villains</i>	Greg Bowser	7	6	6	3	6	15	7	35

\*1 Throwout

## Bedford Wins '88 UK Championship

by Andrew Preece

In the UK J/24 National Championship, sponsored by Stones Ginger Wines, that tested not only the patience but the skills of the fleet, David Bedford emerged a worthy champion, retaining the title that he won at Abersoch last year. This year's event held June 4-10, took the J/24 fleet to Torbay for a regatta hosted by the Royal Torbay Yacht Club and run both in Torbay and in Babbacombe Bay nearby. Babbacombe Bay was chosen for its reputed truer winds, but the first three days of the regatta were dogged by light and flukey conditions in which starts were delayed and races drastically shortened. Race Officer Graham Jenkins had his work cut out to provide true Olympic courses in breezes that shifted as much as 30 degrees.

The first five races of the six race regatta were won by different sailors and some of the pre-series favourites were soon out of contention for the overall trophy, having been caught on the wrong side of a change of breeze. Despite this, it was noticeable that half a dozen boats in the 52 boat fleet were always in the running, proving that skill is still a major factor in even the most unsteady conditions.

Meanwhile, in the bar in the evenings, the J/24 sailors showed their true mettle, making full use of the yacht club as a centre for entertainment.

In a fleet of such size, it was imperative to come off the start line (the line of scrimmage, as it is often known) in good order. Clearing tacks proved costly, and it was interesting to observe that it was the same front runners that came off the line with speed and in clear air, and were able to tack as and when they wished. David Bedford, Iain Macdonald-Smith, Stuart Mount, Ian Pinnell, Richard Estaugh, Colin Simmonds, Eddie Warwick, Graham Bailey and Alastair Evans were among those that could always be seen lengthening it out at the start in pursuit of the all-important 'first down', reaching the top mark clear of the bunch. Both Simmonds and Mount had good all-round pace throughout the regatta, but Mount put paid to his chances with a couple of disastrous results to count alongside his first and two thirds. Colin Simmonds was always up at the front, but brushed the gybe mark with his spinnaker on the penultimate race while lying second, and lost 12 or 13 places rounding. With that, his chances of an overall win were gone.

Bedford, crewed by Simon Fry, Barney Sandeman, Andrew Howard and Andrew Preece, began the week with his discard race, winding up tenth and thereafter improved steadily, scoring a second in the difficult coastal race in which the fleet was frequently becalmed, covering less than 20 miles in around 10 hours. Two firsts in the final two Olympic races gave Bedford the overall result by a comfortable margin, the final two races being the only ones sailed in the semblance of a reasonable sailing breeze.

Iain Macdonald-Smith sailed a very consistent regatta to finish third overall behind Bedford and Simmonds. He was never out of the top bunch and was in contention for an overall win until the last. Meanwhile, the J/24 sailors continued to show their true mettle, making full use of the yacht club as a centre for entertainment. In general it was considered that the national championship was as closely contended as it has ever been, with very little difference in speed of the top few boats. The courses were well set, and the races generally well run by a small team from the Royal Torbay Yacht Club. Those that carried VHF



radios and were monitoring them throughout the racing were treated to interesting conversations between the committee vessel and the support boats that covered topics as various as the wind direction at the wing mark to the number of fish caught while on station at the distant mark in the coastal race (17 is believed to be the figure). The prize giving in Torquay's Pavilion, victualled by Stones, the sponsors, provided a fitting climax to a week that had seen the hopes of many dashed in the wind shifts, and the cream of the J/24 fleet eventually float to the top. Meanwhile, the J/24 sailors continued to show . . . . .

### Results

POS	YACHT	HELMSMAN
1	<i>Take Them to the Cleaners</i>	David Bedford
2	<i>Joint Venture</i>	Colin Simmonds
3	<i>Hedgehog</i>	Iain Macdonald-Smith
4	<i>Jale Break</i>	Alastair Evans
5	<i>Distraction</i>	Richard Estaugh
6	<i>Italian Job</i>	Ian Pinnell

## A Successful Season Sailing for Victorians

by Barry La Fontaine

Victorian (Australia) J/24 sailors had a hectic but successful summer season (January to April, 1988). A number of J's travelled 500 miles to Sydney, New South Wales, for the National and World Titles. The performance of those who made the World Titles was very good.

Whilst not up with the Americans, who took out the first three places, nevertheless some of the Victorians' performances were up with the Sydneysiders, who have outsailed us in earlier years. For example, *Cookie Monster* took out tenth place, only being beaten by four Sydney J's, while *On The Park* came 18th; *Divine Madness*, 25th; and *French Connection*, 30th. *The Phantom*, who had trouble with a late entry, sailed for New Zealand, but unfortunately did not perform well.

The Victorian Championship for 1988 was held at Blairgowrie Yacht Squadron, with *Cookie Monster* retaining its superiority followed by *Lorrelli* and *French Connection*. Fifteen yachts took part in this regatta, our largest-ever entry in Victoria.

During the autumn and winter months, there has been sailing on Port Phillip Bay, firstly a club match-racing series in which different classes of yachts compete under the Junior Off-Shore Group (JOG) handicap system. Many J/24s took part in

*French Connection*, *The Park*, *Mad If You Don't* and *Cookie Monster* overlap in tight racing at the '88 Victorian Championship at Blairgowrie.

the two race series, with the team from Royal Melbourne Yacht Squadron, which consisted of three J/24s, coming second. This year the conditions were very light and the J's have now shown their ability to sail well in both light weather and heavy weather, which had prevailed the year before when the RMYS team won the event. *French Connection* was the best performing yacht for the series.

Following this, a smaller number of J/24 entrants took part in a 5 race JOG series. Against a wide range of different yachts, some designed especially for this form of handicapping, *French Connection* took out third place, a very creditable performance.

The Australian Championship in 1989 will be held on Port Phillip Bay at Royal Brighton Yacht Club from January 2 - January 7. We are expecting a number of Sydney boats to compete. However, this time it will be no pushover for them and we expect a Victorian boat to win the National Championship for the first time.

## News from New South Wales, Australia

by Alex Nemeth

Our AGM was held here on the 19th July and was reasonably well attended. Both Bryan and myself decided that we had probably paid our dues to the Association, and decided not to stand for re-election. Gives one a chance to concentrate on family, business and most importantly, sailing, for a change. As I probably mentioned before, the Worlds certainly leaves you quite stuffed! There's no doubt also that some new blood would be a step in the right direction, and the new structure of the committee will be a good one. New president is Mark Long . . . . Mark has been sailing J's for a number of years, interspersed with a period of Windsurfing/E22's. Mark was the president of the Windsurfing Assoc., is an optometrist by profession, and is blessed with great organizational ability and a weird and wonderful sense of humour. What more could we want? Mark who lives and sails in Lake Macquarie, some 100 miles north of Sydney, has encouraged a good local fleet in the area over the past couple of years, and the season's State Championship will be held at that venue to keep the momentum going.

Vice Pres is Larry Eastwood. He's the lucky sod who won the first Art Union boat three years ago, and is enjoying every minute of owning it! With the Sydney winter series pointscore under his belt for this year, I guess he will be keener than English mustard. Larry is a set designer and sometimes second director in Oz movies . . . . the embarrassing *Crocodile Dundee*'s number amongst some of the projects he earns a dollar at!

The Hon Sec is none other than Richard Hayes. Dick was president of the association for a couple of years in '85 and '86, and State Measurer in '87 and '88. You might remember Dick from the '82 Worlds here, sailing a boat called *Jumping Jack*. Some inexplicable masochistic streak keeps him in there, and this same has lumbered him with the task of being the chief paper pusher and whipping boy in the Association. I did try to bring him to his senses!!

Bob Hagan is the current measurer, a past president of the class, and a stalwart of the J's for many moons . . . . his performance in the recent Worlds also confirms his not-inconsiderable sailing skills.







Participants in the 5th All Japan Ladies Championship.

## News from Japan

by Hikari Sano, translated by Tomohiko Sekiguchi

The Lufthansa Cup, 5th J/24 All Japan Ladies Championship was held May 3-5, 1988, in Atsumi Bay, hosted by Nissan Marina Tokai. There were seven participating teams: four from Kanto, one from Kansai, and two from Chubu.

On the morning of the first day measurement, registration, and a skippers' meeting were held. At 2 pm that afternoon the first race took place. A 12-16 knots per second southeast wind was a little too heavy for the women to use the Genoa.

*Pink Kiss*, which has participated in all races of this series, was first, followed by *Ms.*, a veteran team. On the second day, under a clear, partially cloudy sky, the second race got underway with wind speeds of 4-8 k/s. The wind shifted frequently, with the boats changing positions at every buoy. The crews really had their hands full. *Le Tissia* was the top finisher, whose free course sailing was the best.

The third race presented the racers with a light tail wind. At the end of the second day, *Pink Kiss* had six points; *Le Tissia*, eight points, and *Yakushimaru Ladies*, eleven points.

The night before the last day of the regatta, the wind was more than 49 k/s, and the committee was wondering whether to cancel the final day's races. At about 7 am the northern wind was beginning to abate. By 8 am, the starting time of the fourth race, the wind was 16 k/s. *Pink Kiss*, hoping to get a jump on the other boats, had to pull down the main sail due to a tangled halyard. She eventually got underway, but precious minutes behind the others. *Le Tissia* again came in first, followed this time by *Boomerang*. *Pink Kiss* was able to finish a respectable third. At the start of the fifth and final race, *Le Tissia* and *Pink Kiss* were tied at nine points each. Under a light wind *Pink Kiss* started prematurely and was forced to restart. Eventually there was almost no wind, and a fast current was moving from west to east. As a result of these conditions, the "S" flag was put up and the leg to the finish line shortened. *Dharma* came in first, followed by *Le Tissia*. *Pink Kiss* finished last. Consequently, *Le Tissia* was the overall winner, with 11 points, and *Pink Kiss* was second with 16 points.

The crew of *Le Tissia* started racing together two years ago and their average age is 23. Their next goal is to challenge the Third Rolex International Women's Keelboat Championship.

The Lufthansa Cup 5th J/24 Championship came off without any problems or protests. Many thanks must be given to the sponsors - Lufthansa Airway and Chunichi Newspaper Company, and the volunteers of J/24 Chubu fleet members, who put in many long hours to make the regatta a success. As representative of all team members, I wish to thank Mrs. Hiroko Inaoka, the skipper of *Ms.*, who, as the committee chairperson, was indispensable to the regatta's success. She was also five months pregnant.

Let's all see each other again next year!



Above: Seven teams participated in the event. Below: Winds were light for the third race.



The Lufthansa Cup 5th J/24 All Japan Ladies Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3565	<i>Le Tissia</i>	Hikari Sano	3	1	4	1	2	11
2	2892	<i>Pink Kiss</i>	Mikiko Tsuchiya	1	3	2	3	7	16
3	2867	<i>Yakushimaru Ladies</i>	Mutsuko Tohyama	4	6	1	5	4	20
4	3814	<i>Boomerang</i>	Sumiyo Kaneko	5	DNS	3	2	3	20
5	3834	<i>Dharma</i>	Midori Muramatsu	6	4	6	6	1	23
6	2895	<i>Ms.</i>	Hiroko Tnaoka	2	5	7	4	6	24
7	2473	<i>Ladies First</i>	Kayoko Hayashi	7	2	5	7	5	26



## 1988 Ontario Championship

by Ted Reilly

Twenty-six boats contested the 1988 Ontario Championship hosted by Whitby Yacht Club. The winner of this world qualifier was Greg Tawaststjerna, at the helm of *Psychopath*.

Race 1 started under sunny skies and a fair breeze, but darkness fell a little early at about 1:00 pm, bringing 50 knot squalls just as the leaders were approaching the finish line. Tawaststjerna took the bullet ahead of Katie Nicoll, aboard *Quick Nick*. Racing was abandoned for the rest of the day and the boats headed back to lively entertainment in the beer tent and the protest room.

On Sunday, Race 2 started in light air and Ted Reilly, your ink-stained scribe, at the helm of *Rasputin*, managed to hold off a late challenge from Jeff Long on *Shane*.

Race 3 was close-fought, with the bullet going to *Three Speed*, just ahead of *Chainsmoker*. *Psychopath* finished in fifth place to clinch the title ahead of *Rasputin*.

### 1988 Ontario Championship Whitby, Ontario (Top 5 of 26)

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	4468	<i>Psychopath</i>	Greg Tawaststjerna	1	7	5	13
2	1152	<i>Rasputin</i>	Ted Reilly	6	1	7	14
3	3307	<i>Quick Nick</i>	Katie Nicoll	2	8	6	16
4	1169	<i>Rumpus</i>	Chris Koper	5	5	8	18
4	2594	<i>Chainsmoker</i>	Peter Van Rossem	6	10	2	18

## 1988 Italian Championship Sweet Revenge for Pietro D'Ali

by Silvio Necchi

Following an unexpected defeat in the qualifying races for the Olympic 470 team, Pietro D'Ali, in *Marina*, recovered his form to give an outstanding performance in the Italian J/24 Championship held at Cala Galera in Tuscany. Nicolo Balloni in *Video Explorer Philips* took second.

This year's championship was sailed May 29 - June 4 off Cala Galera, Tuscany, in medium to strong winds. The 60 boat fleet was convincing evidence of the growing popularity of the J/24 Class in Italy.

Indeed, the increase in the number of boats spelt tougher competition and we were witness to bitterly fought starts worthy of the best Olympic classes. On more than one occasion, all but a few of the yachts crossed the starting line just seconds after the gun.

The Championship, however, belonged to Pietro D'Ali at the helm of *Marina*, with the support of a well-tuned crew which included Paolo Bucchioni and Giulio Romanengo, two experienced sailors from the 470 class. Pietro's sister, Laura, was also in the crew, to keep within the 400 kg weight limit. D'Ali showed both talent and determination in fighting off the fierce competition to secure first place in three races, plus a second, and a third where he was disqualified for a collision at the start.

Nicolo Belloni, from Milan, took second overall in *Video Explorer Philips*. Nicolo, a helmsman who is firmly establishing



Pietro D'Ali, '88 Italian Champion.



Nicolo Belloni, second overall.

himself as one of the top J/24 men, led the local competitor, Antonio Sodo Migliori, winner of the Portofino Spring Regatta earlier this year. Fourth place went to Massimo Mariotti (Cala Galera fleet captain), whose boat, *Avoltore*, was in the expert hands of Francesco Cruciani, a 470 strongman from Rome.

Other competitors included experienced helmsmen such as Gianni Sommariva, Bolens, Treves, Necchi, Musetti, Zamorani, Rizzo, and Monaco, plus historic figures from the national yachting scene, namely Fabio Albarelli, who was a member of the Italian Olympic Team for the Finn Class in the sixties and Soling in the seventies, and Alfio Peraboni, front man on the many times winner, *Gorla*. Regrettably, a number of familiar names were missing from the line-up: Francesco De Angelis, the former world champion, along with Bertorello, Dalla Vecchia, Signorini, Corradi and Lonza.

All the races were fiercely contested, with starts that at times stretched even the rules to their very limit, as in this type of yacht one only has to fall back a few meters at the starting gun and the race is already lost. There were some spectacular displays of tacking and crossings, with all boats constantly duelling for position.

The last two races provided the greatest fun. A 10-12 m/sec Scirocco wind whipped the sea into white-crested waves and crews were put to the test, as they surfed with spinnakers, and incredible tacking duels were fought out between yachts that had opted for either genoa and depowered mainsail or jib and full main. All this to the delight of most of the competitors, regardless of their final placings.

Next year, the Italian Championship will be organized by the Yacht Costa Smeralda in Sardinia (May 28 - June 4), also the venue for the 1989 Europeans (June 18 - 25).

*The above article appeared in the Italian National publication Giornale della Vela, and was translated by Clare Hookham.*

## Bermuda, 1988

by Teresa Chatfield

A wet, wild and windy winter set the scene for the start of the season in March. Our year thus far seems to have been divided in two - the first half with wind (and plenty of it) and, since July, without wind. The season has seen a number of boats change hands, with veterans, such as Trevor Boyce, buying a boat again and newcomers, such as Bill Pollock and Vaughn Evans,



making their way into the Bermuda J/24 racing scene. John Musson leaves us for a year (claiming he needs to study in Canada) and Michael Emery has taken over both boat and helm. Co-ownership is the vogue, which has resulted in an upsurge of interest in the Sunday offshore racing, where co-owners such as Ron Stan, John Neal and Kate Freemantle battle it out against the rest. We have also started summer, Wednesday evening racing, with ultra short courses – five races in two hours, a better workout than any gym.

As in previous years, the first event was International Race Week, where Jeff Johnstone carried away the silverware after a week in conditions that varied from a complete drifter to a howling gale on Friday. Other competitors managed to shine in other ways – the Newport team of Mike Hill/Jim Miles easily won the Good Losers award, after a week where they lost the mast in the first race while in first place, won the second race, only to discover that they were over at the start, and then had a disastrous race. At the prizegiving dinner, they gave an alphabetic display of this week, much to the bemusement of jury and race committee (DNF, PMS, DFL)! The English team, skippered by Andy Roberts, had an inspiring week, off the race course, managing to cap it all by having a "Pimms" party when most of the fleet tried to get onto one J/24. Rodney Johnstone's faith in his design was no doubt severely tested, as he watched the appropriately named *Rolling Stock* sway under the impact.

Other Race Week newcomers, such as Ken Olsen and Barbara Beigel from *Twisted Sisters*, soon fell into the spirit of things and the only regret we have is that it all had to end sometime. It finished with a bang on Friday and Saturday nights, with rather more of a bang than expected when an electrical storm passed over "Church Hill House" and the J/24 dinner under a marquee. Brave sailors stood clutching tent poles as thunder and lightning crackled and gallons of water crashed down

*The British contingent hosted a Pimms Party at dockside.*



*Winning skipper Jeff Johnstone and crewmembers Mark Marenakos, Ty Goss and Max Gibbs enjoy some postrace revelry with other Race Week competitors.*

around us. The marquee held, and the sides (ordered at the last minute) kept out the water and kept in the fun.

Since Race Week we've had a number of other events, mainly weekend races: the Mumms weekend, the St. George's weekend, the Beefeater Race, all seemingly conducted in a minimum of breeze and a maximum of enthusiasm. Next weekend is the Longtail Race and we have our National Championship at the end of the month (August), when traditionally it blows so hard that by the last race, the only class left is the J/24. The fleet should be out in force, as it is a qualifier for the Kingston Worlds. And after that, we still have three more months of sailing before we pack it in for the winter or, more precisely, for the Christmas parties!







*Bedford (5) beats Brady (6) in hoisting the protest flag in second semifinal race; Brady's protest was upheld.*

## **Dunhill International J/24 Match Racing Challenge 1988**

*by Vivion P. Kennedy*

The 1988 Dunhill sponsored J/24 International Match Racing Challenge was held on Dublin Bay, Ireland, from 28-31 July. There was great media interest, and the leading Irish newspapers covered the whole event with long articles about the foreign competitors with the daily results and social events. Jim Brady, whom the Irish were delighted to invite back, was defending the title he had won in 1986. Other leading international competitors were David Bedford from the U.K., who only the previous week had won the European J/24 title at Cowes, England; Charles Favre from Switzerland, the 1988 Swiss Champion; Ernesto Treves, the 1988 Italian Champion; Eric and Kurt Arndt from Los Angeles; and Marit Soderstrom, the 25 year old Swedish girl who is the 470 World Champion. The home team of six was led by Johnny Ross-Murphy, runner-up in the 1986 challenge; Tim Goodbody, winner of the 1987 Fastnet Race; Marshall King, the 22 year old Dubliner and Irish Enterprise Champion; Kieran Tarbett; Johnny Hopper; and Denis Woods. The Irish team was very keen to do battle on the waters where the 1990 J/24 World Championships are to be held.

The event was held in weather conditions that varied from Force 8 on the opening day to near windless conditions at the final. As Jim Brady was heard to say, "Only in Ireland can you get four seasons' weather in four days!"

Only two flights of races were run on the first day, as winds to Force 8 with heavy rain were recorded. On the second day, races were abandoned after only one flight had been run and several yachts had equipment broken in vicious squalls.

Apart from the adverse weather, the elimination rounds were delayed due to the large number of protests and counter protests which resulted in a number of races having to be resailed. By Sunday morning, after the completion of all elimination rounds, the semifinalists were King versus Arndt and Brady versus Bedford.

Of the two semifinals, the first between King and Arndt was the best match racing of the series. The lead changed several times during both races, and the hundreds of spectators were treated to a tremendous duel with tacking that was fast and furious, which left King the winner by the slenderest of margins.

The second between Bedford and Brady was again filled with controversy. As time was fast running out, the Protest Committee convened on board the Flagship, and protests were heard there. Brady was declared the winner.

It was not until 1800 that the Final got underway. The intention was that the best of three races would determine the outcome. King won the first race, with Brady flying his protest flag claiming a 90 degree windshift at the start made match racing impossible and he retired. King won the second race and, with no wind, the third was disallowed because both boats failed to make it to the starting line within the designated three minutes. Brady again flew his protest flag, claiming that racing was impossible. After over 10 hours on the water, everyone had had enough and headed for the bar. Brady had until 2130 to lodge his protests. He was confident these would be successful, but he realized that it would have placed the organizers in an impossible position, as no racing was scheduled for Monday, so he elected not to go ahead and the trophy went to King.

Brady's gesture will be remembered long after the event is forgotten, as the whole of the Dublin J/24 fleet applauded "Gentleman" Jim Brady's decision. As Denis Woods, the President of the Irish J/24 Association and a competitor in the event himself, said, "Jim is a great guy. He comes over here, takes whatever boat and crew are given to him and gets on with the job. He also found the time to participate fully in the social programme, which was just as tough as the racing."

However, full credit must go to Marshall King and his Irish crew, who were never overawed by the event or intimidated by the reputations of the international competitors. They showed that they could consistently win the starts and tactically match the best that the opposition could throw at them. Their semifinal matches against the Arndt team produced the best and closest match racing of the series.

Irish eyes are still smiling over Dublin Bay.

*Eric Arndt (E) crosses in front of Marshall King (A) in first semifinal.*





### 1988

#### OCTOBER

- 28-30 East Coast Championship**  
Annapolis, MD  
David Jackson  
(301) 377-0028
- 29-30 10th Annual Stone Crab Regatta**  
Clearwater Yacht Club  
Clearwater, FL  
Bruce Kendall  
(813) 443-0660

#### NOVEMBER

- 26-27 Florida State Championship**  
Florida Yacht Club  
Jacksonville, FL  
Rick Peper  
B: (904) 260-3600

#### DECEMBER

- 31- Jan. 1 Sugar Bowl Regatta**  
Southern Yacht Club  
New Orleans, LA  
Guy Brierre  
H: (504) 866-3874

### 1989

#### JANUARY

- 1-7 Midwinter Championship XII**  
Coral Reef Yacht Club  
Miami, FL  
Nancy Canard  
(305) 667-8377 before 2000 E.S.T.

#### FEBRUARY

- 18-19 Gulf Coast Championship**  
Southern Yacht Club  
New Orleans, LA 70118  
Guy Brierre  
H: (504) 866-3874

#### MARCH

- 4-5 Western Regional**  
Alamitos Bay Yacht Club  
Long Beach, CA  
Terry Hanna  
H: (213) 597-6000

- 20-26 Ultimate Yacht Race**  
Pier 39  
San Francisco  
Barby Lyon MacGowan  
Media Pro International  
(401) 849-0220

- 24-26 Easter Regatta**  
Columbia Sailing Club  
Columbia, SC  
Robert Key  
H: (803) 782-3246

#### MAY

- 13-14 Gull Lake Yacht Club**  
Kalamazoo, MI  
Art Riley  
H: (616) 345-1781

- 27-29 Southwest Championship**  
Lake Ray Hubbard  
Rush Creek Yacht Club  
Jack Skelton  
H: (214) 231-7934

- 28- June 4 1989 Italian Championship**  
Yacht Club Smeralda  
Porto Rotondo, Sardinia  
Tony Bassani  
(02) 5790404

#### JUNE

- 18-25 1989 European Championship**  
Yacht Club Smeralda  
Porto Rotondo, Sardinia  
Tony Bassani  
(02) 5790404

- 29- July 6 World Championship XI**  
Portsmouth Olympic Harbour  
Kingston, Ontario  
Ross Cameron  
(613) 549-0525

#### AUGUST

- 18-25 1989 North American Championship**  
Rochester Yacht Club  
Rochester, NY  
Larry Gaenzle  
B: (716) 955-4068  
H: (716) 244-0919

### SEPTEMBER

- 10-11 Western Open**  
Corpus Christi, TX  
Randy Poelma  
H: (512) 993-2999

- 15-22 Rolex International Women's Keelboat Championship**  
Ida Lewis Yacht Club  
Newport, RI  
Judy Allpress  
H: (401) 846-4050

### 1988-89 Texas Circuit

- October 1-2, 1988**  
Fort Worth Boat Club  
Mark Witte  
H: (817) 294-5942

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Lake Canyon Yacht Club  
San Antonio  
Chris Elliott  
H: (512) 496-3029

- February 18-19, 1989**  
Gulf Coast Championship  
Southern Yacht Club  
New Orleans  
Guy Brierre  
H: (504) 866-3874

- March 18-19, 1989**  
Austin Yacht Club  
Glenn Byus  
H: (512) 892-3030

- April 22-23, 1989**  
Texas Chute Out  
Lake Ray Hubbard  
Tim White  
H: (214) 771-1909

- July 22-23, 1989**  
Beasley Cup  
Houston Yacht Club  
Clark Thompson  
H: (713) 622-9446

- September 10-11, 1989**  
Western Open  
Corpus Christi  
Randy Poelma  
H: (512) 993-2999



### International J/24 Class Association

#### Executive Committee:

##### Chairman

Hank Killion  
146 Jamesville Rd.  
DeWitt, NY 13214  
U.S.A.  
H: (315) 446-2871  
B: (315) 487-4279  
Fax: (315) 487-5002

##### Vice Chairman

Chris Torrens  
83 Mysore Rd.  
London SW11 5R2  
England  
H: 01 585 0435  
B: 01 228 7205

#### Councillors of Honor

John Adams  
9 Albert Bridge Rd.  
London SW114PX  
England  
Tel: 01-622 8998

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

#### Council Members

Jim Murray  
12 Laurier Ct.  
Beaconsfield  
Quebec H9W 4S8  
Canada  
Tel: (514) 697-0272

Alex Nemeth  
124 Louisa Road  
Birchgrove NSW 2041  
Australia  
Tel: (02) 818 3734

Roy Howard  
Old Mill House  
Retreat Close-Omagh  
Co. Tyrone, N. Ireland

#### Technical Committee

Rodney Johnstone, Chairman  
RD 1, Box 107  
Stonington, CT 06378  
(203) 535-2610  
Fax: (203) 535-0291

Dennis Ellis  
Claymore  
The Parade  
Cowes, Isle of Wight PO31 7QJ  
England

John Peck  
P.O. Box 12652  
San Antonio, TX 78212-0652  
B: (512) 828-7856  
Fax: (512) 826-2517

#### Copyright Holder

Jeff Johnstone  
24 Mill St.  
P.O. Box 90  
Newport, RI 02840  
U.S.A.  
B: (401) 846-8410  
Fax: (401) 846-4723

#### Executive Director

Richard Tillman  
P.O. Box 372578  
Satellite Beach, FL 32937-0578  
U.S.A.  
B: (407) 773-4141  
Fax: (407) 777-7511

### National J/24 Class Associations

#### Argentina

Pres: Siegfriedo Spitzky  
Yacht Club Argentino  
Darsena Norte  
1107 Buenos Aires  
Argentina

#### Australia

Pres: Mark Long  
All Correspondence:  
Sec: J/24 Association  
124 Louisa Rd.  
Birchgrove NSW 2041  
Australia  
Tel: H: (02) 813-3734

#### Bermuda

Class Captain:  
Teresa Chatfield  
P.O. Box HM 994  
Hamilton HMDX  
Bermuda  
Tel: (809) 2958440

#### Brazil

Pres: Gilberto Barreto  
Nilo Pecanah 12  
Sala 1201  
Rio de Janeiro 20020  
Brazil  
Tlx: (021) 32364  
Tel: (021) 788-3300

#### Canada

Pres: Jim Murray  
All Correspondence:  
Tom Thomson  
9 Cambridge Rd.  
Baie d'Urfe  
Quebec H8X 2V3  
Tel: H: (514) 457-9084  
B: (514) 695-2441

#### Chile

Fernando Magnasco Aste  
Vicuna Mackenna 1215  
Casilla 6090, Correo 22  
Santiago, Chile  
Tel: 561638  
Tlx: 240501

#### France

Michel Perroud  
2, cours de la Bove  
56100 LORIENT, France  
Tel: 97.64.57.31

#### Germany

Pres: Torsten Satz  
Godeffroystrasse 31  
2000 Hamburg 55  
Tel: 86 01 49  
Fax: 49 40 863422

#### Greece

Pres: A. Georgopoulos  
Sec: N. Tsolomitis  
9 Afrodites Str.  
P. Faliro  
Athens, Greece  
Tel: 01-4519910/01-4518367  
Fax: 01-4519941

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Sec: Chris Jongerius  
Koningin Wilhelminaweg 425  
3737 BD Groenekan  
The Netherlands  
Tel: 03461-31 76/030-71 54 14  
Tlx: 47170

#### Ireland

Pres: Denis Woods  
36 Dundela Ave.  
Sandycove  
Co. Dublin  
Tel: Dublin 005961

#### Italy

Pres: Gian F. Putaturo  
Sec: Tony Bassani  
Corso di Porta  
Vittoria 9  
20122 Milan, Italy  
Fax: (02) 5459901

#### Japan

Pres: Mr. Shigekazu Hagiwara  
All Correspondence:  
Tomohiko Sekiguchi  
Marine Dept., Nissan Motors Ltd.  
2-2, Sawara 2-chome  
Yokosuka-shi  
Kanagawa 239, Japan  
Tel: (468) 34-8323  
Fax: (468) 34-5500

#### Mexico

Pres: Carlos M. Alvarez  
Calle 8 No. 9  
Fracc. Alce Blanco  
Naucalpan de Juarez  
Edo. de Mexico  
53370 Mexico  
Tel: (905) 358-50-39

#### Monaco

Mr. Jean Francois Bourelly  
CPM  
B. P. 149  
MC 98007 Monaco Cedex

#### Peru

Pres: Germain Fuchs S.  
Asociacion Paruana de Veleros  
J/24  
P.O. Box 9-0106  
Lima 9-Peru  
Fax: 51 14 423077

#### Sweden

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

#### Switzerland

Pres: Michel Glaus  
All Correspondence:  
J/24 Swiss Class Association  
Case Postale 591  
1211 GENEVE 6  
Tlx: 22079 erenb ch  
Tel: (22) 36.94.59

#### U.K.

Pres: Chris Torrens  
All Correspondence:  
Sec: David Colman  
UK J/24 Class Association  
59 Queen's Road  
Cowes, Isle of Wight  
PO31 8BW England  
Tel: Isle of Wight (0983)291572

#### U.S.A.

Pres: Glenn Gustafson  
687 Green Bay Road  
Highland Park, IL 60035  
Tel: H: (312) 432-1062  
B: (312) 432-1800  
Fax: (312) 432-9469  
U.S. J/24 Class Association  
P.O. Box 372578  
Satellite Bch., FL 32937-0578  
Tel: (407) 773-4141  
Fax: (407) 777-7511

#### U.S. Virgin Islands

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





### District 1

Parker Hadlock  
P.O. Box 65  
So. Freeport, ME 04078  
B: (207) 353-5581  
Fleets 23, 28, 43, 95, 112,  
113, 138, 139, 140

### District 7

Frank McGarry  
285 Crosby Road  
Kenmore, NY 14217  
H: (716) 874-5798  
B: (716) 856-6066  
Fleets 11, 24, 41, 42, 51, 78,  
88, 108, 110

## District 12

Greg Swetka  
8080 Helen  
Centerline, MI 48015  
H: (313) 754-9757  
B: (313) 578-6400  
Fleets 6, 75, 102, 129, 132

### District 18

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

## District 2

Vin Bitel Jr.  
24 Lisa Lane  
Middletown, CT 06457  
H: (203) 347-6433  
B: (203) 346-8648  
Fleets 4, 16, 18, 31, 47, 50,  
89, 104, 114

### District 8

J. Newton Howard  
Rt. 111 Whistling Cove Rd.  
Gainesville, GA 30501  
H: (404) 532-4986  
B: (404) 292-7721  
Fleets 7, 20, 40, 67, 71, 97,  
107, 115, 117, 133

### District 14

Ned Plumer  
815 Laylon  
Henderson, TX 75652  
H: (214) 657-4167  
B: (800) 533-2085  
Fleets 3, 5, 9, 21, 29, 54, 92,  
94, 105

### District 19

Harry Dursch  
5562 Kenwood Pl. N.  
Seattle, WA 98103  
H: (206) 632-2534  
B: (206) 251-3044  
Fleets 25, 26, 27, 81, 90,  
121

### District 3

Lee Corbin  
33 Crescent Rd.  
Riverside, CT 06878  
H: (203) 637-3343  
Fleets 2, 22, 60, 61, 99, 106,  
128

### District 10

Nancy Canard  
25 S.E. 2nd Ave. - #145  
Miami, FL 33131  
H: (305) 667-8377  
B: (305) 374-0610  
Fleets 10, 14, 55, 68, 86, 87,  
120, 136

### District 15

Douglas J. Kracht  
7447 Lombardy  
Fox Point, WI 53217  
H: (414) 352-8180  
B: (414) 347-2249  
Fleets 1, 12, 37, 62, 96, 100,  
119, 123, 126, 130, 137

## District 20

Peter Young  
132 Schooner Ct.  
Richmond, CA 94804  
H: (415) 236-5559  
Fleets 17, 64, 116

## District 21

Jane Watkins  
1015 N. Milpas - #G  
Santa Barbara, CA 93103  
H: (805) 564-4299  
B: (805) 963-7900  
Fleets 49, 57, 59, 63, 65, 70

### District 6

Tony Parker  
2000 L St. NW - Ste. 200  
Washington, DC 20036  
H: (202) 537-1437  
B: (202) 466-3810  
Fleets 8, 15, 66, 79, 125,  
134, 135

### District 11

William W. Denes  
5600 Lk. Resort Terr. - D301  
Chattanooga, TN 37415  
H: (615) 877-4723  
Fleets 74, 76, 80, 127, 131

### District 17

Andrew Hubbard  
210 Pasteur Bldg.  
Oklahoma City, OK 73103  
H: (405) 843-8242  
B: (405) 272-9341  
Fleets 38, 39, 53, 85

## District 22

Ted Beck  
P.O. Box 88191  
Honolulu, HI 96830  
H: (808) 926-6344  
B: (808) 523-5116  
Fleet 73



- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>1 Minnetonka</b><br/>Steve Sundquist<br/>3033 Dundee Lane<br/>Mound, MN 55364<br/>H: (612) 472-5906</p> <p><b>2 Raritan Bay</b><br/>James Coupar<br/>35 Avebury Pl.<br/>Somerset, NJ 08873<br/>B: (201) 234-4604</p> <p><b>3 Corpus Christi</b><br/>Randy Poelma<br/>1233 Sandpiper Dr.<br/>Corpus Christi, TX 78412<br/>H: (512) 993-2999<br/>B: (512) 851-8381</p> <p><b>4 Milford</b><br/>James C. Birge<br/>79 Founders Way<br/>Milford, CT 06460<br/>H: (203) 877-3155<br/>B: (203) 368-3481</p> <p><b>5 Galveston Bay</b><br/>Nancy Flynn<br/>333 Westview<br/>LaPorte, TX 77571<br/>H: (713) 470-1132<br/>B: (713) 280-2434</p> | <p><b>6 Lake St. Clair</b><br/>Paul Eseman<br/>1624 11 Mile Rd.<br/>Berkley, MI 48072<br/>H: (313) 545-8096</p> <p><b>7 Charleston</b><br/>Dan Shaw<br/>1 Eliza Ct.<br/>Charleston, SC 29407<br/>B: (803) 740-2273</p> <p><b>8 Chesapeake Bay</b><br/>Brad Barrett<br/>4411 Sedgwick Rd.<br/>Baltimore, MD 21210</p> <p><b>9 Canyon Lake</b><br/>Chris Elliott<br/>P.O. Box 200350<br/>San Antonio, TX 78220-0350<br/>H: (512) 496-3029<br/>B: (512) 661-4251</p> <p><b>10 Key Biscayne</b><br/>Jeff Dahl<br/>9456 SW 77th Ave. - #T-1<br/>Miami, FL 33156<br/>H: (305) 595-3497<br/>B: (305) 358-2888</p> | <p><b>11 Niagara Frontier</b><br/>Tom Chapman<br/>64 Doncaster Rd.<br/>Kenmore, NY 14217<br/>B: (716) 879-7124</p> <p><b>12 Belmont Harbor - Chicago</b><br/>Michael McKearnan<br/>1231 Ridgeland<br/>Oak Park, IL 60302<br/>H: (312) 386-3329<br/>B: (312) 871-0100</p> <p><b>14 West Palm Beach</b><br/>Cissy Hull-Allen<br/>18907 Golden Hawk Trail<br/>Jupiter, FL 33458<br/>H: (407) 747-6689</p> <p><b>15 Susquehanna</b><br/>Fred Reynolds<br/>P.O. Box 57<br/>Quarryville, PA 17566<br/>H: (717) 529-6633<br/>B: (717) 786-3242</p> <p><b>16 Buzzards Bay</b><br/>Jim Hackett<br/>21 Beacon St.<br/>Mattapoisett, MA 02739<br/>H: (617) 758-9013<br/>B: (617) 996-5621 ext. 140</p> <p><b>17 San Francisco Bay</b><br/>Chris Perkins<br/>60 Perine<br/>San Francisco, CA 94115<br/>H: (415) 563-1049<br/>B: (415) 981-8890</p> <p><b>18 Narragansett Bay</b><br/>William Durgin<br/>16 Walnut St.<br/>Holden, MA 01520<br/>H: (617) 829-2779<br/>B: (617) 793-5261</p> <p><b>20 Atlanta</b><br/>Harvey Cummins<br/>1443 Sandenferry Dr.<br/>Decatur, GA 30033<br/>H: (404) 493-1859<br/>B: (404) 331-2455</p> <p><b>21 Austin</b><br/>Eric Nelson<br/>6306 Evangeline Trail<br/>Austin, TX 78727<br/>H: (512) 331-7983<br/>B: (512) 823-9434</p> | <p><b>22 Old Greenwich</b><br/>Richard Walsh<br/>19 Lancer Rd.<br/>Riverside, CT 06878<br/>H: (203) 637-8233</p> <p><b>23 Lake Champlain</b><br/>Al Russell<br/>Box 373<br/>Waitsfield, VT 05673<br/>H: (802) 496-2401</p> <p><b>24 Lake George</b><br/>Rodger Voss<br/>11 Venezio Ave.<br/>Albany, NY 12203<br/>H: (518) 869-9411<br/>B: (518) 456-4494</p> <p><b>25 Flathead Lake</b><br/>Jeff Fisher<br/>P.O. Box 55<br/>Whitefish, MT 59937<br/>H: (406) 862-3687</p> <p><b>26 Seattle</b><br/>Janet Laffitte<br/>3026 N.W. 61st<br/>Seattle, WA 98107<br/>H: (206) 784-7758</p> <p><b>27 Portland</b><br/>Ivan Murphy<br/>4827 N.E. 35th Pl.<br/>Portland, OR 97211<br/>H: (503) 288-1129</p> <p><b>28 Marblehead</b><br/>Jonathan Bloom<br/>47 Wake Robin Rd.<br/>Sudbury, MA 01776<br/>H: (617) 443-4890</p> <p><b>29 Dallas</b><br/>Jack W. Skelton<br/>608 Woodhaven Pl.<br/>Richardson, TX 75081<br/>H: (214) 231-7934</p> <p><b>31 Eastern Connecticut</b><br/>Iveaux W. Andersen Jr.<br/>50 Northwestern Dr.<br/>Bristol, CT 06010<br/>H: (203) 584-2488<br/>B: (203) 589-4600</p> <p><b>37 Milwaukee Bay</b><br/>Douglas Kracht<br/>7447 Lombardy<br/>Fox Point, WI 53217<br/>H: (414) 352-8180<br/>B: (414) 347-2249</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### 1989 USJCA Executive Committee

#### President

Glenn Gustafson  
687 Green Bay Rd.  
Highland Park, IL 60035  
H: (312) 432-1062  
B: (312) 432-1800  
Fax: (312) 432-9469

#### Vice President

Nancy Canard  
25 S.E. 2nd Ave., #145  
Miami, FL 33131  
H: (305) 667-8377  
B: (305) 374-0610

#### Past President

Rick Peper  
3030 Hartley Rd., Ste. 300  
Jacksonville, FL 32257  
H: (904) 285-0226  
B: (904) 260-3600  
Fax: (904) 260-1141

#### Technical Chairman

John Peck  
P.O. Box 12652  
San Antonio, TX 78212  
H: (512) 882-0379  
B: (512) 828-7856

#### Finance Comm. Chairman

Gilbert B. Samuelson  
140 Gardners Mill Rd.  
Augusta, GA 30907  
H: (404) 860-9682  
B: (800) 241-2718

#### Copyright Holder

Jeff Johnstone  
24 Mill St.  
P.O. Box 90  
Newport, RI 02840  
B: (401) 846-8410  
Fax: (401) 846-4723

#### Designer

Rodney Johnstone  
RD 1, Box 107  
Stonington, CT 06378  
B: (203) 535-2610  
Fax: (203) 535-0291



- 38 Grand Lake**  
David A. Bond  
21840 E. 66th St.  
Broken Arrow, OK 74014  
H: (918) 355-1460
- 39 Oklahoma City**  
Leroy J. Patton  
500 W. Main St.  
Oklahoma City, OK 73102  
H: (405) 840-3133  
B: (405) 272-2941
- 40 Lake Norman**  
Carl Knight  
Rt. 1 - Box 654  
Davidson, NC 28036  
H: (704) 892-4000
- 41 Rochester**  
Michael & Pam Nahmias  
30 Steele Rd  
Victor, NY 14564  
H: (716) 425-4046  
B: (315) 986-5126
- 42 Fair Haven**  
Harold Weisberg  
210 Ridgecrest Rd.  
DeWitt, NY 13214  
H: (315) 446-5162  
W Summer: 947- 5094
- 43 Casco Bay**  
Terry Naylor  
26 Drew Road  
So. Portland, ME 04106  
H: (207) 799-1310
- 46 Lake Dillon**  
Rick Facchinello  
P.O. Box 1215  
Littleton, CO 80160  
H: (303) 973-3091  
B: (303) 971-5147
- 47 Mt. Hope Bay**  
Ira Rex  
200 Bay Point Rd.  
Swansea, MA 02777  
H: (617) 672-4980  
B: (617) 676-3411
- 49 Marina Del Rey**  
Cartwright Shephard  
14101 Summertime Ln.  
Culver City, CA 90230  
B: (213) 470-8333
- 50 Newport**  
Stu Johnstone  
24 Mill St.  
Newport, RI 02840  
B: (401) 846-8410
- 51 Ithaca**  
Mike Gaffney  
RD 1 Box 345  
Trumansburg, NY 14886  
B: (607) 255-3266
- 53 Mystic Knights of the Sea**  
Schoen C. Fitzgerald  
2322 Bromfield Cir.  
Wichita, KS 67226  
H: (316) 265-4211  
B: (316) 682-8477
- 54 Ft. Worth**  
Mark C. Witte  
2809 Whitehurst Dr.  
Ft. Worth, TX 76133  
H: (817) 294-5942  
B: (817) 763-2861
- 55 Jacksonville**  
Rick Peper  
3030 Hartley Rd., Suite 300  
Jacksonville, FL 32257  
B: (904) 260-3600
- 57 Newport Harbor**  
Kaleb Nelson  
P.O. Box 1875  
Newport Beach, CA 92663  
H: (714) 646-1030
- 59 Long Beach**  
Eric McClure  
5109 Saratoga Ave.  
Cypress, CA 90630  
H: (714) 761-4592
- 60 Hudson River**  
Joe Wauters  
Coons Place  
Groton-on-Hudson, NY 10520  
H: (914) 271-3975  
B: (203) 661-3500
- 61 City Island**  
Paul Beaudin  
70 LaSalle St.  
New York, NY 10027  
H: (212) 662-5590  
B: (212) 473-2000
- 62 Traverse City**  
Ned Lockwood  
10285 Cherry Bend Rd.  
Traverse City, MI 49684  
B: (616) 941-1222
- 63 Santa Barbara**  
Jane Watkins  
1015 N. Milpas - #G  
Santa Barbara, CA 93103  
H: (805) 564-4299  
B: (805) 963-7900
- 64 Lake Tahoe**  
Wayne Clough  
27 Anchorage St. - Apt. B  
Marina Del Rey, CA 90292
- 65 Lake Mead**  
James J. Palmer  
1509 S. Eastern  
Las Vegas, NV 89104  
H: (702) 456-5685
- 66 Riverton Y.C.**  
Nicholas R. Mortgu  
501 Main St. - Box 117  
Riverton, NJ 08077  
H: (609) 829-9309  
B: (609) 829-2955
- 67 Lake Murray**  
Robert Key  
4216 Mimosa Rd.  
Columbia, SC 29205  
H: (803) 782-3246  
B: (803) 765-3744
- 68 Naples**  
Robert Gesdorf  
1400 Gulf Shore Blvd. - P-W  
Naples, FL 33940  
H: (813) 775-2897  
B: (813) 262-2000
- 70 San Diego**  
Al Pleskus  
3335 Udall St.  
San Diego, CA 92106  
H: (619) 272-3461  
B: (619) 573-6111
- 71 Hampton Roads**  
Britt Drake  
2844 Bluebill Dr.  
Virginia Beach, VA 23456  
H: (804) 426-2429  
B: (804) 465-3411
- 73 Honolulu**  
James E. "Fuzz" Foster  
900 Maunakea St.  
Honolulu, HI 96817  
H: (808) 521-6869  
B: (808) 523-1092
- 74 Chattanooga**  
Terry Myers  
6508 Shallow Mar Ln.  
Hixson, TN 37343  
H: (615) 842-7665  
B: (615) 751-3036
- 75 Sandusky**  
William T. Gallagher  
3301 Stoneway Dr. E.  
Sandusky, OH 44870  
B: (419) 625-8450 ext. 4216
- 76 Lake Carlyle**  
Ken Anderson  
440 E. Lockwood Ave., #104  
Webster Groves, MO 63119  
H: (314) 968-5062
- 78 Buffalo Harbor**  
Joseph A. Ables, Jr.  
159 Anderson Pl.  
Buffalo, NY 14222  
B: (716) 852-1556
- 79 Barnegat Bay**  
Arthur A. Topilow  
31 Mahoras Dr.  
Wayside, NJ 07712  
H: (201) 493-8276  
B: (201) 774-6611
- 80 Nashville**  
Kevin Manner  
524 Belle Pointe Ct.  
Nashville, TN 37211  
H: (615) 646-7517  
B: (615) 386-7144
- 81 Olympia South Sound**  
Bob Lee  
5506 Clearfield Dr. SE  
Olympia, WA 98501  
H: (206) 491-2818  
B: (206) 753-4757
- 85 Tulsa**  
Bruce A. Hurst  
1539 So. Norfolk Ave.  
Tulsa, OK 74120  
H: (918) 599-0904
- 86 Florida Sun Coast**  
Bud Picken  
400 2nd Ave. NE  
St. Petersburg, FL 33701  
H: (813) 894-3658
- 87 Indian River**  
Gary Smith  
300 Deland Ave.  
Indialantic, FL 32903  
H: (407) 768-9558
- 88 Canadaigua**  
Barbara Ulrich  
19 Bittersweet Cir.  
Penfield, NY 14526  
H: (716) 381-5356  
B: (716) 442-7470
- 89 Gardiner's Bay**  
Ulf Skogsbergh  
5 E. 16th St.  
New York, NY 10003  
H: (212) 255-7536
- 90 Lake City**  
Bob Hyslop  
1235 E. 34th  
Spokane, WA 99203  
H: (509) 624-2738  
B: (509) 534-5580
- 92 Shreveport**  
James B. Nowery  
666 Travis St., Suite 100  
Shreveport, LA 71101  
H: (318) 861-4902  
B: (318) 226-0056
- 94 Lake Pontchartrain**  
Guy P. Brierre  
7710 Green St.  
New Orleans, LA 70118  
H: (504) 866-3874
- 95 Scituate Harbor**  
Robert Simons  
15 Rustic Dr.  
Cohasset, MA 02025  
H: (617) 383-6220  
B: (617) 495-6757
- 96 Lake Geneva**  
John Mick  
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### U.S. FLEET CHARTER APPLICATION FORM

*(Minimum of 3 boats with current membership 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 \_\_\_\_\_



**1989 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, 1989 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 \_\_\_\_\_ TEL (B): ( ) \_\_\_\_\_ (H): ( ) \_\_\_\_\_

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1989, and agree to abide by all Class Rules.

Membership fee is \$30. Back issues of J/24 MAGAZINE are available for \$8 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.  
☐ Junior membership @ \$20 (not over 19 years of age on December 31, 1988.)  
☐ Send the following magazine back issues @ \$8 \_\_\_\_\_

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.*

**1989 MAGAZINE SUBSCRIPTION FORM***(For Crew and/or Friends of USJCA Class Members)*

A USJCA Class member may order a year's subscription of *International J/24 Magazine* for his crew and/or friends, at a total cost of \$14 per subscription. One subscription includes both 1989 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 1989 magazines, at \$14 for each subscription to the following:

Name \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

Street \_\_\_\_\_

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

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

Name \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

Street \_\_\_\_\_

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

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

SIGNATURE OF CLASS MEMBER \_\_\_\_\_

PRINTED NAME OF CLASS MEMBER \_\_\_\_\_

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



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# J24s

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