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- \* *North Qualifies: 1st, 2nd, 3rd*
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## North Sails Dominate 1989 Regattas

- Texas Circuit — Gulf Coast Championship: 1st*
- Texas Circuit — Austin Yacht Club: 1st*
- Western Regional World Qualifier: 1st*
- San Francisco Midwinters: 1st*
- Los Angeles Midwinters: 1st*

## North Sails Dominate 1988 Regattas

- Worlds: 1st*
- North Americans: 1st*
- Western Open: 1st*
- Volvo West: 1st*
- Miami Midwinters: 1st*
- Canadian Nationals: 1st*
- Buzzard's Bay: 1st*
- Noroton Fall Inv.: 1st*
- District Two Champs: 1st*
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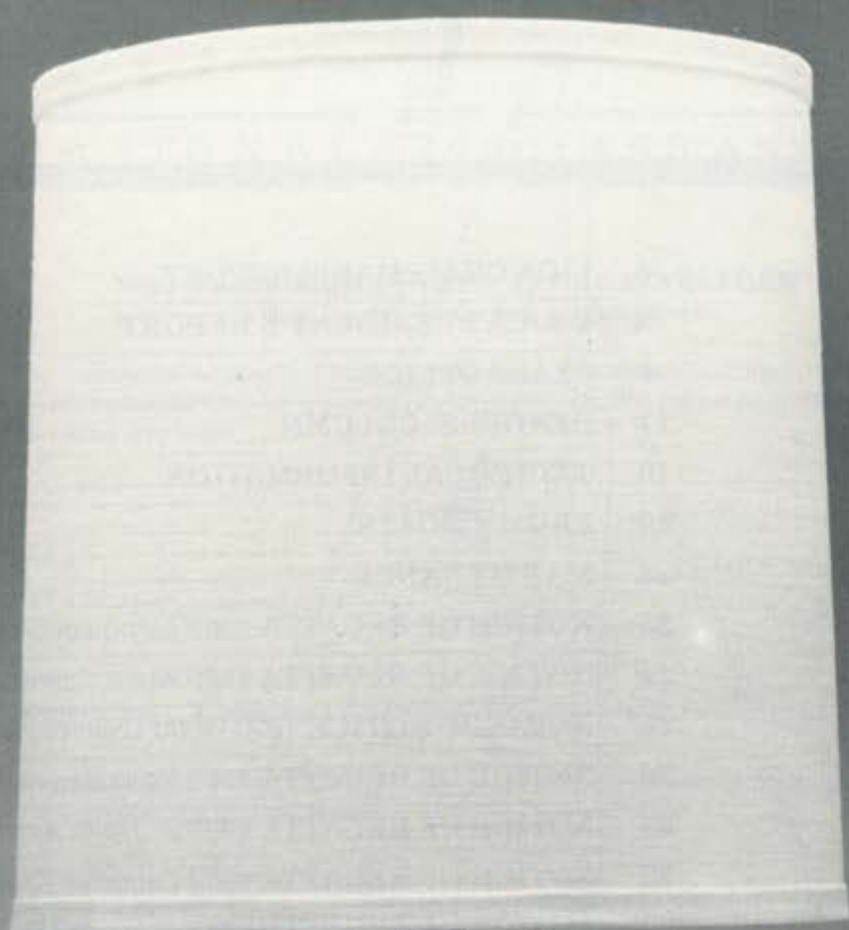


Photo by Lee Corbin

The fleet takes off at start of Championship Fleet race at 1989 Midwinters in Miami.

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Hank Killion,  
IJCA Chairman.

### Facing the Issues

This year marks the beginning of a major set of rule changes. The most controversial of all the changes is the weight issue. Previous to this implementation, the class had no means to verify if the boat "floated to the draft stripes." If it did not, then the question was, "What can I add to the boat in order to bring the boat up to weight to get it to float on its draft stripes?" The new rules specifically address these questions and will enhance the strictness of our one-design class.

To develop the current specification, many hours of dedicated work was put in by our IJCA Technical Committee: Rod Johnstone, Dennis Ellis and John Peck. My appreciation goes out to them for their effort in formulating these rules, and to John Adams for his invaluable assistance in providing an opportunity to meet before the IYRU meeting to complete the rules submission.

At the international meeting in London, prospective venues for World Championships were set for as far ahead as the mid 1990's. Greece was selected for 1991 and North America for 1992, with the provision that the U.S. come forth with an acceptable proposal at the 1989 meeting. Following the 1992 championship, the Worlds will again move to Europe. The idea in pre-assigning areas is to allow for prospective nations to prepare proposals in advance of the time when the event is due to return to their area.

Regarding participation in the World Championship, we have recently received requests from individuals to participate representing nations that presently have no national class association. The IJCA Executive Committee has addressed this issue and drafted guidelines to deal with specific requests, one

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of the main criteria being that the individual wishing to represent a nation must own and actively sail his J/24 in the nation he wishes to represent.

The overall health of the class continues to be strong. Our main thrust is to strengthen local fleets and thereby the association. Concern has been expressed that the class has been losing some of the friendly, good natured spirit of competition that it was founded upon. However, most of the regattas that I've had the opportunity to participate in during the past year have continued to emphasize that quality that we all want to preserve. Although this at times has not been easy, all of us must work together to promote the spirit of fair sailing.

For many of us, the J/24 affords the opportunity to train and sail with younger crews. My current crew of Mike Roden, Seth Kerst and Betsy Humphrey typify the enthusiasm of our younger sailors. It is important that we put winning in proper perspective as we introduce new people to the sport of sailing.

Good Sailing,

Hank Killion  
JICA Chairman

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Glenn Gustafson, USJCA President.

### A Positive Step

The big issue confronting all J/24 sailors this spring and summer will be the new weight measurement rules and the requirement that a measurement certificate be obtained prior to racing in world qualifying events.

I encourage all J/24 sailors to get their boats measured and to come into compliance with these new rules as soon as possible. Your class officers are aware that these new requirements will require a fair degree of effort on the part of all J/24 boat owners, but we are strongly committed to the successful implementation of these new rules and to assisting boat owners with compliance.

To help get things off the ground, and with the superb cooperation of Fleet 10 in Miami, we were able to measure 91 boats completely over a three day period at the Midwinters. The key to the success of effective measurement at this event was the use of a team approach, with separate teams measuring keels, masts, weighing boats and measuring mast height.

The class has purchased two official scales for the U.S. and will also have the use of the international scale until the Worlds in Canada in July. Keel templates have been distributed to the five largest districts and are also available through the class office. A calendar is being maintained in the class office for all three scales. Fleets and regatta organizers wishing to use this equipment for regatta measurement or for local or district measurement sessions should contact Linda Tillman to reserve use of the equipment. Be aware that world qualifying events will take precedence over local events in reserving use of scales and templates.

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The class is also planning production of a measurement video, hopefully to be released in early summer.

All fleets will need to decide how they wish to implement the new weight rules for local club racing, for once corrector weights are installed, they are not to be removed. This will give a potentially competitive advantage to those who have not yet installed weight. This issue will obviously affect those fleets which have a greater number of boats traveling to major regattas and those fleets which are the most competitive.

It should be remembered that we have always had a "weight" rule in the form of the flotation marks. The new weight rule still relies on this float mark system to provide a visual check that a yacht is in compliance with the weight rules. What is suggested is that local fleets now start to observe the flotation mark rule a little more seriously than they have in the past. Require all yachts to float with their draft marks submerged, even if it means that temporary weight be added until an official measurement can be taken.

District 14 has a very workable program which basically allows a boat to be measured for a series or regatta, and then provides that boat must be in compliance by the next regatta.

District 15 in the Midwest just established a similar program which will provide three or four measurement opportunities during this year for boats to be measured. A yacht participating at a regatta where measurement is occurring has until the next regatta to have weight installed. Yachts not planning to race in these events will be able to be measured at several measurement parties scheduled around the district during the spring and early summer. Yachts not measured by the end of the season will not be eligible for trophies.

Keep in mind that the weight rules were adopted after a great deal of analysis to make it as easy as possible for local fleets to implement. They also were adopted in response to increasing pressure on the class by sailors to make sure all boats were equal.

I trust all of you will understand the need for these changes and look at this as a positive step for all J/24 sailors. Once we all have measurement certificates, it will simplify participation at regattas, improve competition at all levels of racing and help preserve the one-design nature of our class.

Glenn Gustafson  
USJCA President



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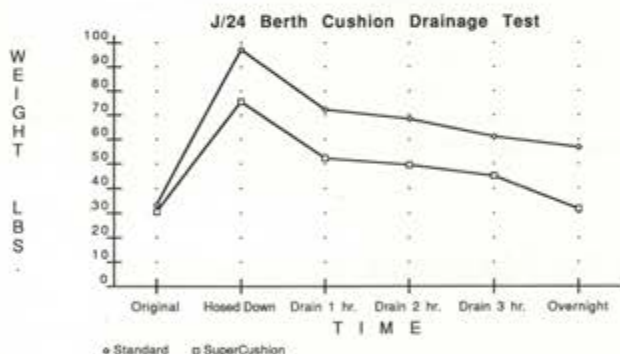
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Executive Director, Dick Tillman, and Executive Assistant/Magazine Editor, Linda Tillman, at 1989 Midwinters.

Photo by Paul Boisvert

## New U.S. Fleets and District Governors

Six new U.S. fleets have been chartered in the past 12 months, and two since the Fall '88 magazine was published. Welcome and good sailing to Pasco Del Norte Fleet 141 (Dan Holden, fleet captain) in District 18; and Sheepshead Bay Fleet 142 (Richard Prevete, fleet captain) in District 3.

We have four new district governors this year. In District 6, David Jackson replaces Tony Parker. Many will remember David as the one who assisted Jeff Johnstone and Charlie Robinson in producing the Championship Sailing Video (still available through J World [see ad, page 39] or call 1-800-343-2255.) In District 7, Mike and Pam Nahmias take over from Frank McGarry. Frank will be remembered for his long years of service and as the initiator of the Junior J/24 Championship event. Mike and Pam are the regatta organizers of this year's North American Championship in Rochester. In District 18, Jim Smith replaces Rip Kirkland and in District 22 James Foster replaces Ted Beck, who has led the Hawaiian District since the fleet was formed in 1979.

## 1989 U.S. Class Dues

USJCA membership dues for 1989 remain at \$30; sail royalties have increased to \$20 per sail. To keep our class in a growth

mode, it behooves all of us to enforce current class membership at fleet level as well as for PHRF, District and National event participation.

Remind new members that class dues include the Spring and Fall issues of J/24 Magazine, and it need not be paid for separately. Remember, it speeds up the registration process to carry your class membership card with you to regattas.

## J/24 Magazine

Once again the content of this issue shows the level of involvement, enthusiasm, sailing expertise and writing talent of J/24 sailors. Many thanks to all who put forth the effort to write up articles and send photos to provide the content herein. I would like to give special mention to Lee Corbin, Paul Boisvert, and Sheila Hill, whose photos appear on the Midwinters results pages, where there was no room to show proper credits. Thank you!

If you have suggestions for subject matter you wish addressed or if you would like to be "published" in the magazine, just send it in. Thinking ahead to the Fall '89 issue, please make notes over the summer and write up your various fleet activities, racing and cruising experiences, and regattas. Race results should be submitted in the standard format of POS-SAIL-YACHT-HELMSMAN-RACES-TOTAL. And take some photos to go along with your literary efforts! Photos can be black and white (best) or color prints, or slides. Be sure to identify the photos on the back with a non-smearing ball point pen, or on a separate piece of paper. **The copy deadline for the Fall 1989 issue is August 15.** We'll look for some interesting and exciting reading.

## 1989 Magazine Rates

1989 crew/friend of current member subscription rates are \$14. Back issues are available at \$8 each, including postage, in the U.S. Please advise immediately of any address change, as the Spring and Fall magazine distribution is by bulk rate and the magazines are not forwardable. It goes against our economic principles to replace a magazine that is not received because of failure to send us an address change!

For a quantity of magazines sent to a foreign address, the cost is US\$9 each (Air Mail) or US\$8 each (Surface). Individual magazines sent to a foreign address by Air Mail are US\$12 each.

## 1989 IJCA Dues

IJCA dues continue at US\$5 per yacht registered in a country's National J/24 Class Association as of December 31 of the previous year (i.e., 1988), and are delinquent after March 1. IJCA



dues must be paid in order for an NJCA to enter a competitor(s) in the 1989 World Championship. The number of entries a nation is allowed is based on the number of IJCA dues paid in the year prior to the championship. At present, there are twenty active J/24 Class Associations throughout the world.

## 1989 USJCA Worlds Qualifiers

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

OPEN EVENTS	QUALIFIER	DATE	PLACE
Midwinters	Eric Arndt	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)	Jim Brady	Oct. 29-30, '88	Clearwater
Northeast (1, 2, 3, 6)	Morgan Reeser	Oct. 8-10, '88	Noroton
Great Lakes (7, 12, 15)	Kevin Doyle	Aug. 6-8, '88	Buffalo
Western (19, 20, 21, 22)	TBD	Mar. 4-5, '89	Long Beach
Southwest (14, 17, 18)	Mark Hallman	May 28-30, '88	Dallas

### DISTRICT EVENTS

District 2	Kevin Mahaney	Oct. 1-2, '88	Millford
District 3	Al Constants	Aug. 27-28, '88	Seawanhaka
District 7	Ben Taves	Aug. 12-14, '88	Rochester
District 10	Jim Kinsey	May 7-8, '88	Punta Gorda
District 14	Fred Amrhein	'88 TX Circuit	D-14
District 15	Elliot Rossen	Aug. 12-14, '88	Chicago

### OTHER CHAMPIONSHIPS

Buzzards Bay	Scott Ferguson	Aug. 5-7, '88	Marion
Lake Michigan	Steve Bowers	June-Aug., '88	Lake Michigan
West Coast	Larry Klein	Oct. 22-23, '88	Seattle
East Coast	Geoff Moore	Oct. 28-30, '88	Annapolis

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

## 1990 USJCA World Qualifying Events

The 1990 World Championship XII is scheduled for July 23-30, in Dublin, Ireland. The USJCA is allowed eight entries, or nine if total membership exceeds 2,000 members for the year 1989. Membership for 1988 stood at 1917, so with a little push by everyone we may be eligible for one additional entry. The qualifying events for the 1990 Worlds are as follows:

REGIONAL EVENTS	DISTRICTS	DATE	PLACE
Northeast	1, 2, 3, 6	July 14-16, '89	Newport
Southeast	8, 10, 11	TBD	
Great Lakes	4, 7, 12, 15	Sep. 2-3, '89	Mt. Clemens, MI
Southwest	14, 17, 18	May 25-27, '90	Dallas
Western	19, 20, 21, 22	TBD	

### OPEN EVENTS

North Americans	All	Aug. 18-25, '89	Rochester, NY
Midwinters	All	TBD	
Western Open	All	Sept. 9-10, '89	Corpus Christi



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## 1989 Rule Changes

Again this year the current J/24 Class Rules are published in a separate booklet and mailed with the Spring issue of the magazine. The modified and new rules for 1989 were to have been indicated by a vertical line in the margin, but the lines were inadvertently omitted in the printing. Therefore, to clarify, please mark the following new or modified rules in your 1989 J/24 Class Rules booklet:

Rules 2.7.4, 3.2.5, 3.2.7, 3.2.8, 3.3.2, 3.4.4, 3.4.5, 3.4.6, 3.4.7, 3.5.2(e) and (f), 3.5.3(b), (c), (f), 3.5.4(a), 3.5.5(b), 3.6.4, 3.6.5, 3.6.6, 3.6.9 (spinnaker), 3.7, 3.8.2, 5.1, 6.1.15, 6.1.18, 6.1.22, 6.1.23, 7.1.16, 7.1.18, 8.1.4, 8.2, 8.2.1, 8.2.2, 8.2.3, 8.3 and 8.4. Also, note Plan A (new Deck and Interior Layouts), Plan B, Plan C (wording beside keel diagram), and Parts B and D of the Measurement Form.

## Office Hours

J/24 Class office hours are Monday through Friday, 9:00 a.m. to 5:00 p.m., Florida time (Eastern Daylight Time in summer). Address mail to: J/24 Class Association, P.O. Box 372578, Satellite Beach, FL 32937-0578; telephone: (407) 773-4141; Fax: (407) 777-7511. Shipping address (Federal Express, other couriers) is: 11382 S. Tropical Trail, Merritt Island, FL 32952.



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Membership Director, Agnes Wichmann, prepares Fleet Captain Newsletter mailing.

## 1992 Worlds To Be In U.S.

At the International meeting in London, a formal schedule was adopted for rotating the venue of the World Championship. The basic schedule moves the event to North America, Europe, North America, Europe, with the fifth year's event going to another continent, such as Japan, Australia, South America, etc. This plan will allow for adequate planning by potential World Championship hosts. At the 1988 IJCA meeting, the U.S. was awarded the Worlds for 1992. Site proposals should be submitted to the Class Office by July 1, 1989. The exact location in the U.S. will be determined at the 1989 USJCA Meeting of the Board of Governors and approved at the 1989 IJCA World Council Meeting.

## Upcoming J/24 Events

The J/24 continues to be the boat of choice for top notch events in 1989. The inaugural Betsy Ross Regatta, an invitational women's event, will be hosted by the Manhattan Yacht Club in New York City, May 1-3. The Rothman's International Match Race Challenge will be sailed in J/24s in Dun Laoghaire, Ireland, July 20-23. The third Rolex International Women's Keelboat Championship will be held in Newport, September 15-22. J/24s will also be sailed in the second World Corporate Games, a festival of sport for the corporate athlete, October 6-8, in San Francisco Bay. The 11th annual J/24 Masters Regatta, to be called the Masters International Keelboat Regatta, is scheduled October 7-8, at St. Francis Yacht Club in San Francisco. And in many major all class regattas across the country, J/24s are being given a separate fleet start.

Note also that the World Championship (Kingston, June 29-July 6), the Canadian Championship (Toronto, August 9-13), the North Americans (Rochester, August 18-25) and Jr. North Americans (Rochester, August 25-27) are all located within close proximity this year. See Regatta Notices and Calendar of Events in this issue for details.



### Santa Barbara to Host 1990 Jr. NA's

In 1990 the J/24 Junior North Americans will be held in Santa Barbara, California, on August 18-19. A formal race announcement will appear in the Fall '89 J/24 Magazine. The event will be hosted by Santa Barbara Yacht Club and J/24 Fleet 63. Some housing will be available. Please contact me with any questions. (Tel: H: (805) 564-4299; B: (805) 963-7900).

Jane Watkins  
District 21 Governor

### J/24 'Piling' Record?

Could this be a new record? I can pick out 24 people; maybe more are hidden. The boat is pretty low in the water and was rather unstable. This photo was taken at the Manhattan Yacht Club on August 28, 1988, just after the finish of the International Team Race. The event was won by the Barbados Yacht Club, followed by the Royal Hong Kong Yacht Club, The Royal Yacht Club of Tasmania, and the Manhattan Yacht Club. A close inspection will reveal Tasmanian devil hats on some sailors.

Anonymous

Tasmanian flag flies on forestay of loaded J/24 at MYC.



### 100 Years of Racing in Marblehead

Enclosed is information on Marblehead Race Week 1989, July 23-30, which will be different from those in the past. To celebrate 100 years of organized sailboat racing, our goal for the Centennial year is to identify a week where various kinds of sailboat racing can happen in conjunction with programs for the general public. There will be a concert at Crocker Park, a town parade, wooden boats on display along the waterfront, R Class match racing, a model boat regatta, and PHRF and one-design racing for numerous classes including the J/24, July 26-30. We have excellent race management among the Boston, Corinthian and Eastern Yacht Clubs. While the J/24 fleet is large in many areas, it is not so in Marblehead. We would like to see more of them and perhaps our Centennial will give the opportunity to try us on.

For information, contact: Marblehead Race Week Centennial Committee, P.O. Box 382, Marblehead, MA 01945.

Joan Thayer  
Marblehead Race Week Centennial Committee Chairman

Photo by E. Berry







*Banged the  
Starboard corner ...  
Tacked on a lift,  
and wound up in  
Colorado*

#### **Jim Keesling**

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Englewood, CO 80110  
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303-759-8666 (Work)

*Keep in touch!*

### **Innovative Change of Address Card**

When Jim Keesling moved from Seattle to Englewood, Colorado, taking his J/24 (1010) with him, he advised friends and the class office of his address change by sending the notice above. (Now you'll all know how to get in touch with him!) Clever people, these J/24 sailors!

### **Meaning Behind Quest, A Reprint of a Reprint**

Dan Neri sent in the following editorial which appeared in the Star Class newsletter, *Starlights*, as a reprint from the Canadian publication, *GAM on Yachting*, as written by David Chesterton, Editor. (Thanks, Dan. - Ed's)

#### **No One Loses**

Each year Canada seems to drift a little further toward the camp that 'worships the winner,' rather than applauding the sailor who is out there racing 'for the fun of it.' Before the season starts, a word of encouragement seems appropriate for all those sailors who will not win races this year.

In many ways you, sailing the last boats to cross the finish line, are the best sportsmen and sportswomen out there. You often spend as much money, time, 'blood, sweat and tears' on your boat as the winners, probably much more of the last three. You push yourselves and your boats to give the winners a good 'run for their money' and continue to do so week after week, even though the chances of getting into the first ten or twenty across the finish line seem as far away this season as they did in the last three, five or ten seasons.

Without you there could be no winners. Without you there would be no fleet. Without you there would be no yacht clubs (they couldn't survive if they only accepted 'winners'). Without you there would be no example for young sailors to emulate. And, if sportsmanship still refers to someone who keeps going out for the fun of it and the pleasure of striving against insurmountable odds, without you there would be no sport called racing.

Thanks, for your patience, your persistence, your determination, your unfailing good humor and your willingness to try one more time.

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A story on the starring role of Daniel Garcia's J/24, *Rake n' Scrape*, in "Midnight Crossing" appeared in J/24 Magazine, Volume 19.

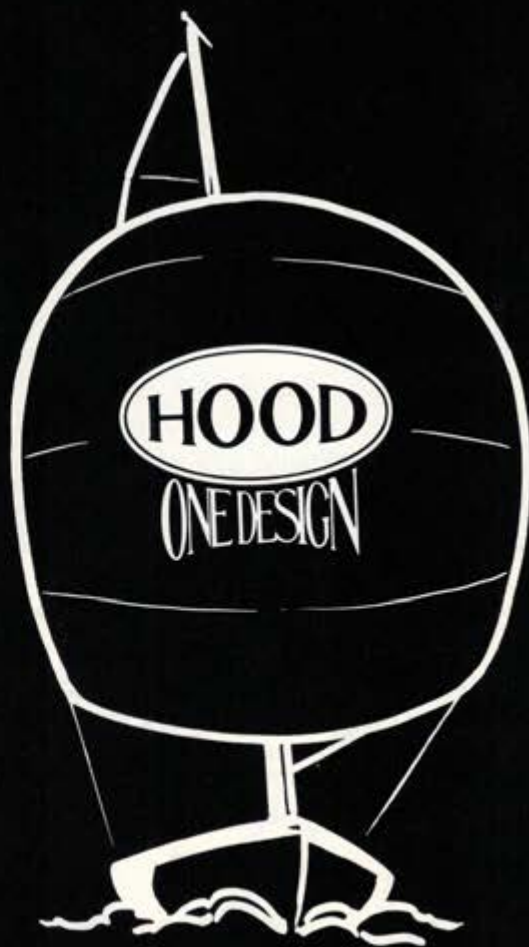
## Movies From the Masthead

Sailing has made its way into two recent video releases as the main theme in "Masquerade" and "Midnight Crossing." While the former is actually a pretty good movie and the latter is a flea bitten dog, I highly recommend both to the sailing public for the reasons to follow.

**Masquerade** - Heart throbs Rob Lowe and Meg Tilly (the girl who stretches so well in "The Big Chill") play a playboy and heiress, respectively. Additionally, Lowe plays the world's only combination world class skipper and BN (I'm not being prejudiced, the movie calls him a BN). He skips a real life 70 foot mini-maxi named *Obsession* in trials against another real life 70 footer, *Cannonball*, off the Hamptons in New England. The plot is standard fare but the movie gets excellent marks for its terminological accuracy. Examples: "Traveller up, I need more helm," "We took *Morning Star* to the circuit in '83," "She's footing on us," etc. Other good marks go to ample views of Kim Catrell (for the guys) as *Obsession*'s owner's wife, who is having an affair with Lowe, and Lowe (for the girls), who spends a fair amount of time 'el buffo.' The murder/mystery/love triangle balance of the plot is pretty good, too. (Rumor has it that Tulane Sailing Team member Dan Cammeron was Lowe's double in the sailing scenes!)

**Midnight Crossing** - I thought they quit making B movies, especially with big name stars. Faye Dunaway, Daniel J. Travanti (Hill Street Blues' Captain Furrillo), Kim Catrell (see above as well as below, in this movie) and Ned Beatty "star" in this joke of a movie. "But I thought you said that you recommend both movies?" Ah, but I did! But before this movie, have a couple drinks and keep 'em coming. During hurricane force storms the boat doesn't even heel, and the mainsail and boom slat back and forth while the fake waves keep washing over the deck.

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You'll enjoy laughing at the nautical inaccuracies in this one as much as you enjoyed the accuracy of "Masquerade." This one is your basic, buried treasure adventure, but instead of one, well thought out plot twist (a la "Masquerade"), I'll bet you \$1 that when you think you've guessed the final plot twist, there will be at least one or two more. Very few people noticed that Kevin Costner was the stiff in "The Big Chill," but unfortunately for these actors, their names appear all too clearly in the credits. Does anyone really want to see Travanti in a Speedo bathing suit? J/24 sailors will appreciate the use of a sister ship 7:20 into the movie, as a play toy for several bikini clad sun seekers.

Again, I highly recommend both pictures to all with a love for sailing.

Groanan Wachit

## NSW Titles Expects 40 Entries

Enclosed is a photograph for Spring magazine, showing promotional spinnaker for Friends' Provident, the sponsor of the 1989 NSW Titles. My home club, Lake Macquarie Yacht Club, is conducting the event on 18-25 February. Whereas only twenty boats contested the National Titles in Melbourne, the NSW Championship will be the largest regatta since the 1988 Worlds and attract some forty entries. I started the fleet some five years ago, and it now ranks second in size behind the Pittwater (Sydney) fleet.

Happy J days,

Mark Long  
Australian NJCA President

Spinnaker promotes Friends' Provident, sponsor of the '89 NSW Titles in Australia.



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Photo by Dick Tillman

IJCA Technical Committee Chairman Rod Johnstone (right) goes over J/24 Class Rules submission with committee member, Dennis Ellis, U.K., at the Royal Thames Yacht Club, London.

### International Technical News

by Rod Johnstone

Rule changes approved by the IJCA and IYRU in November, 1988, and which are now part of our Class Rules are a great step forward. The net result of all the changes is that the J/24 is still the same one-design boat, but the rules are more explicit and they are easier to enforce.

The most important changes are the detailed boat weight requirements which will help ensure that all J/24s go across the starting line at the same weight. Numerous other rule changes were designed to clear up vague or incorrect language, facilitate the measurement process, and forestall the "retaliatory" protests.

Aside from the efforts of your IJCA Technical Committee, we owe much to numerous members of the class who have helped us to get these rules passed. I would like to thank J Boats for their timely cooperation in clearing up inconsistencies in building specifications and in improving communications with the builders. I would especially like to thank John Adams, our Councilor of Honor from England, for helping the Technical Committee to prepare a successful presentation of numerous rule changes to the IJCA World Council and the IYRU Keel Boat Committee.

We also appreciate the leadership and the countless hours contributed by our IJCA Chairman, Hank Killion, in smoothing out the rough edges and in helping us to communicate with the class. Finally, we thank the many J/24 sailors whose input and

suggestions kept us focused on improving and tightening the Class Rules.

New rule change proposals for 1990 will continue this process. The Technical Committee's recommendations for changes in 1990 are modest. New rules for governing continental and world championships are the most important proposals for 1990. The intent is to insure that the class has a veto power over the make-up of the majority of the International Jury for these events (Rule 9.1.1). Secondly, Class Rule protests at these events would be decided by a Class Measurer, not by an International Jury (Rule 9.2).

The following are minutes of the International Technical Committee's meeting held in Stonington, Connecticut, on February 25 and 26, 1989.

### IJCA Technical Committee Minutes of Meeting February 25, 1989

The Committee held its meeting at the home of Rod Johnstone in Stonington, Connecticut. Members present: Rod Johnstone, Chairman; John Peck, and Dennis Ellis. Observers present: Hank Killion, Jeff Johnstone, John Alofsin, and Carla Peck.

#### A. RULE CHANGE PROPOSALS

Following are suggested rule changes approved by the Technical Committee for submission to the IYRU Keel Boat Committee and the IYRU World Council in November 1989, for implementation in 1990. Changes and/or additions to existing rules are indicated by underlines.

2.5.5 Any alteration to the hull, deck, or alteration to or replacement of the keel, rudder, and spars invalidates the Measurement Certificate until re-measured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.

#### 3.1 General

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

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

(The above changes are suggested to correct wording to conform with previous use and intent.)

3.2.1 The hull, deck, and interior shall be molded in glass reinforced plastics to the building specifi-



- cation of lamination in molds supplied by J Boats, Inc. Hollows and indentations on the hull exterior as supplied by the licensed builder may be filled in order to achieve a fair surface. Removal of gelcoat is prohibited, except for light hand sanding in preparation for application of an overcoat material.
- 3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the licensed builder.
- 3.4.3 The weight of the rudder, including tiller and fixed fittings, shall be not less than (\_\_\_\_\_) kg.
- 3.4.4 (Delete entire last sentence.)
- 3.4.5 New Rule: The leading edge of the rudder shall be parallel within a tolerance of  $\pm 10$ mm to the extension of a vertical straight line across the aft surface of the transom.
- 3.4.5 (Renumber to 3.4.6.)
- 3.4.6 (Renumber to 3.4.7.)
- 3.4.7 (Delete original 3.4.7.)
- (The reason for deleting original Rule 3.4.7 is that it is easier to weigh the tiller along with the rudder, so we are including the tiller and the rudder together under Rule 3.4.3.)
- 3.5.2 c) The mast shall be fixed at the heel and be choked at deck level in way of the mast and shall not be altered when racing.
- f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 1555mm above the lower edge of the measurement band defined in Rule 3.5.2c. The fittings shall project not more than 55mm horizontally from the forward surface of the mast.
- 3.6.5 (The following paragraph has been reorganized only, with no change in content.)
- Sail reinforcement shall be in accordance with the IYRU Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus 3 percent of the length of the luff of the sail and from any Cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham, or reefing eye reinforcement of not more than 1500mm. Leech reinforcement patches, triangular or trapezoidal in shape with no side exceeding 135mm in length, may be added to the intersection of the seams at the leech. They shall comprise of not more than two additional layers of cloth of weight not greater than the body of the sail. Reinforcement not exceeding 150mm  $\times$  150mm of cloth of any weight is permitted at the forward end of each batten pocket. Reinforcement finishing materials or coating applied to the reinforcement shall not prevent the sail being folded. All reinforcement shall be capable of being folded in any direction without damaging the fibers.
- 3.6.9 MAINSAIL minimum cloth weight shall be 260 grams per square meter. The foot shelf shall not exceed 300mm in width.

- JIB minimum cloth weight shall be 260 grams per square meter.
- 3.6.10 g) The sail shall have four battens. The top batten shall be not more than 610mm in length; the intermediate battens shall be not more than 990mm in length; and the bottom batten shall be not more than 740mm in length.
- (The reason for this change is to adopt the ORC Regulations for batten lengths.)
- 3.6.15 Delete present rule and replace with: Measured sails shall be initialed and dated by the measurer near the tack.
- 3.7.1 3) with installed outboard motor bracket (Rule 3.8.9) and permanently fixed compasses (Rule 4.1.3).
- 3.7.2 b) Add sentence: No part of the forward corrector weight shall be less than 860mm forward of the main bulkhead.
- 3.7.3 The all-up weight for racing shall be indicated by flotation marks. In still water these marks shall not show above the surface. This weight, excluding the crew, shall be not less than 1375kg. This weight shall include all items in Rule 3.7.1 and may also include items specified under Rule 3.6 (Sails), Rules 3.8.4 through 3.8.8 (Equipment to be Carried When Racing), and Rule 6 (Optional Equipment). All items not contained in Rule 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 Rule 3.7.1 and correctors required under Rule 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 Rule 3.8.5.
- 3.8.4 (Delete and move to 6.1.6. The intent is to change the requirement for having berth cushions, making it optional.) (Renumber, starting with Rule 3.8.4 and the following six items so that the present final item is numbered 3.8.9, not 3.8.10.)
- 6.1.6 New Rule: Berths equipped with cushions as supplied by the manufacturer.
- (The existing Rule 6.1.6 is deleted since it is redundant.)
- 6.1.14 One spinnaker sheet Barber hauler may be fitted port and starboard each consisting of a fairlead or block with accompanying cleat.
- (This is to conform with the existing practice of allowing a fairlead or a block for spinnaker sheet Barber haul.)
- 6.1.18 Footrests each attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks and foredeck.
- (This is to clarify existing practice and the intent of the rule.)
- 8.1.4 (Delete, since this is a redundancy of Rule 3.7.3.)
- (The following are new rules.)
9. RULES GOVERNING CONTINENTAL AND WORLD CHAMPIONSHIPS
- 9.1 New Rule: The International Jury shall consist of a chairman and four other members. The Jury shall



- be of at least three different nationalities.
- 9.1.1 New Rule: The chairman and two of the additional jurors shall be approved by the IJCA Executive Committee.
- 9.2 New Rule: The measurer shall be appointed by the host NJCA, approved by the IJCA Executive Committee and Technical Committee, and shall have authority for disposition of Class Rule protests.

**KEEL PLAN C:** Change maximum keel height shown on Plan C from 972mm to 965mm. This is to conform with the original specifications for the keel.

Rod Johnstone agreed to publish a drawing for the tip section in order to facilitate fairing of keel to Class specifications. This tip section drawing is to be added to Plan C.

#### B. MEASUREMENT GUIDELINES

The second area discussed at the meeting was the subject of measurement guidelines. Basic necessities for the conduct of any regatta are as follows:

1. Availability of dock hoist facilities for measurement before, during, and after an event. Especially important is the availability of hoist and scales for weighing boats during a regatta.
2. Indoor clean area for sail measurement.
3. Secure office facility for the measurer and measurer's equipment.
4. The host club must provide harbor master or beachmaster for supervising operations; measurement assistant for the Class measurer; Reception Form for competitors which would include information as to

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- the address and phone number of the crew, a means for recording the crew weight, and all other measurement data for each boat.
5. The availability of a scale for weighing the crew. The point was made that all the crew members of the boat should be on hand at the same time but that each crew member be weighed separately.

#### C. OTHER BUSINESS

Dennis Ellis and John Peck agreed to develop a standardized measurement form that would facilitate measurement at regattas. Class sail measurement instructions with diagrams are being prepared by Carla Peck.

Also, Rod Johnstone will try to line up official measurers for new boats at the factory of each licensed builder before delivery. These factory measurers would be independent measurers appointed by the NJCA and could not be employees of the licensed builder involved. They would check especially the keel and its dimensions and make sure the location is correct, and also make sure the weight, according to Rule 2.7.4, was properly taken on a certified scale. A new standardized form for determining factory base weight should be used by all licensed builders. The Technical Committee will develop this form.

The training of measurers was another item on the Rule Implementation Agenda. John Alofsin of J World was present to help organize the creation of a training video for J/24 measurers which, once created, would be available for distribution to anyone who wanted to learn how to measure a J/24.

Finally, the need for a centralized, computerized record of owners, boats, and measurement data was agreed upon. It also was agreed that this data control center should be under the aegis of the Executive Director at the Class office.

The meeting was adjourned.

Rodney S. Johnstone

## Securing a Measurement Certificate

by John Peck, USJCA Technical Committee Chairman

Obtaining a Measurement Certificate to comply with Class Rule 2.5.3 has been compared to achieving the rank of Eagle Scout. It's not really that difficult; however, the rewards are probably very similar. This article will address some of the most frequently asked questions and common misunderstandings enroute to securing a Measurement Certificate.

**Who can measure a Yacht?** The measurement procedures are set out in Rules 2.7 and 2.8, inclusive. The U.S. Class at present has only a handful of "recognized" Measurers (see page 19 for current list). These are the only people who can complete Part D of the Measurement Form. This does not mean that measurement at Fleet and/or District levels cannot be done without a member of this elite group being present. However, it will eventually be necessary that a Measurer certify that Part D of the Measurement Form is correct.

If you are interested in becoming a Measurer recognized by the USJCA, you may do so by attending a seminar at either the Midwinter or North American Championship, and par-





Photo by Linda Tilmann

USJCA Technical Committee Chairman John Peck (right) meets with Finance Committee Chairman Gil Samuelson, after '88 USJCA Annual Meeting in New Orleans.

icipating as an apprentice during two days of measurement. Contact the Class office for registration details.

**What is the Owner's responsibility?** It is the responsibility of the owner to see that his/her yacht, spars, sails and equipment comply with Class Rules at all times and that alterations, replacement or repair to the yacht, spars, sails or equipment do not invalidate the Certificate. If there is any doubt as to the legality of a repair or replacement, reread Rules 1.2, 1.3 and 1.4. If it is still not clear, write the Technical Committee for clarification.

**What can be done to the bottom of the yacht?** Hollows and indentations on the hull exterior as supplied by the licensed builder may be filled in order to achieve a fair surface. **Removal of gelcoat is prohibited**, except for light hand sanding in preparation for application of an overcoat material. If your yacht suffers from blisters in the gelcoat, contact John Custer, TPI Customer Service at (401) 247-1050 for the recommended and approved method of repair.

Do I have to weigh everything and complete the "Inventory of Required and Optional Equipment"? Yes, it is the Owner's responsibility (Rule 2.5.6) to bring his/her yacht into com-

pliance with Rule 3.7.3. You should assume that once the "dry weight" (Rule 3.7.1) is corrected at 1270kg (2800 lbs), the required and optional equipment list must add up to 105kg (2311 lbs) to bring the yacht up to its 1375kg "all-up weight for racing", and the flotation marks will submerge. This inventory list must be aboard the yacht and available for random inspection while racing. It also assures the owner that his/her yacht will weigh properly if singled out at the end of a race day for a scale check.

**Keel measurement** continues to plague many people. There are now twenty sets of keel templates worldwide, and they all measure exactly the same. The most common error in keel fairing is interpreting the fine print below the table of offsets on Plan C. The maximum chord length and minimum faired thickness must both occur at exactly the same section. Another point to remember when fairing the keel; if lead is removed from the trailing edge to meet a maximum 3020mm from the corner of the transom, it may not be added back to the leading edge or anywhere else on the keel. If you want to maximize the chord length, it can only be done with fairing material.

**Mast height** is now controlled by a measurement from the sheer line to a measurement band placed 7725mm below the forestay fixing point (see Rules 3.5.2e, 3.5.3 and the additions to Plan B). This is a very critical and exact measurement which could cause unnecessary mental stress if taken improperly. Don't cut anything off the bottom of your mast unless you are absolutely positive the measurements were taken correctly.

**Spreader brackets** that are adjustable have been allowed because, until now, the factory was not able to provide a bracket that would not break under extremely windy conditions. CAUTION: Since the spreader sweepback is part of the Yacht Measurement in Part D, the bracket may not be adjusted during a regatta (Rule 8.4.).

Kenyon, the licensed spar supplier for the U.S., has developed a "thru-bar" spreader attachment retrofit kit that should be available by this reading. This kit consists of two stainless plates that replace the existing spreader brackets, using the same rivet holes. The plate serves as a pattern for a rectangle hole that is cut into the mast, through which a solid aluminum bar is passed.

## USJCA National Measurers

### District 3

Lee Corbin  
33 Crescent Rd.  
Riverside, CT 06878

### District 7

Hank Killion  
146 Jamesville Rd.  
DeWitt, NY 13214

Bennet C. Taves  
4861 Culver Rd.  
Rochester, NY 14622

### District 8

James Howard  
3202 Stratford Green Ct.  
Avondale Estate, GA 30002

### District 10

Nancy Canard  
25 S.E. 2nd Ave., #145  
Miami, FL 33131

Doug Wilson  
191 W. Enid Dr.  
Key Biscayne, FL 33149

Jeff Dahl  
9456 SW 77 Ave., #T-1  
Miami, FL 33156

Robin Rule  
103 7th Ave. W.  
Summerland Key, FL 33042

James Kiosowski  
3981 Loquat Ave.  
Coconut Grove, FL 33133

### District 14

Jim Anderson  
121 James Dr.  
Forney, TX 75126

Fred AmRhein  
1226 Arizona Ash  
San Antonio, TX 78232

Thomas S. Meric, Jr.  
1614 S. Jeff Davis  
New Orleans, LA 70125

Carla Peck  
4901 Broadway, Suite 265  
San Antonio, TX 78209-5778

### District 15

Glenn Gustafson  
687 Green Bay Rd.  
Highland Park, IL 60035

### District 20

Stu Eddings  
P.O. Box 24609  
San Francisco, CA 94124

### Puerto Rico

Thomas Hill  
GPO Box 2714  
San Juan, PR 00936





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The aluminum bar fits securely inside the existing spreader and is held with two screws. The standard bar sets the sweepback at 150-160mm without filing. New yachts, and replacement spars, will be supplied with this new system, which weighs the same and has the same windage as the old design.

**Corrector weights** to comply with Rule 3.7.1 must be determined by a Recognized Measurer. When Item 28 of the Yacht Measurement, Part D, is determined, the uncorrected dry weight will be compared to the factory weight in Part B. The yacht will be inspected for evidence of unauthorized mod-

ifications. You will be given specific instructions at that time to comply with Rule 3.7.2, if necessary.

Make it easy on yourself and attend the North American or Midwinter Championship, where Measurers with all of the tools will be in attendance. Lead will be available and a completed Measurement Form can be obtained.

As always, your comments and/or suggestions are 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 (FAX: 512/828-7858).

# J<sub>24</sub>

## FROM J BOATS

### New Weight Rule: How It Affects Building New Boats

by Jeff Johnstone, President, J Boats, Inc.

Many of you may have questions about how the new weight rule affects the building of boats.

The actual "Sailing Weight" of 1375 kgs (as indicated by the float marks) is not changing at all, only how one goes about reaching the weight. The new J/24 weight rule accomplishes this for both new and existing boats. First it enables all existing boats to conform to a minimum "dry weight" of 1270 kgs, by adding corrector weights if necessary. Second, for boats built after 3/1/89 it raises and tightens the weight tolerances currently allowed to builders. The net effect of having all J/24s weigh the same will serve as a great speed equalizer between old and new boats built by various builders.

The IJCA Technical Committee has carefully studied the effect corrector weight will have on the vertical center of gravity (VCG) and fore/aft pitching moment of the J/24. The location and distribution of corrector weight as specified in the new rules will equalize overall weight and equalize the fore/aft pitching moment and VCG between boats, with or without corrector weight.

Variance in J/24 weight is primarily a function of the amount

of resin squeezed out of the hull during molding, and less significantly the amount of resin/chop mixture sprayed into the interior liner. Of the three molded components (hull, liner, deck), the deck varies least in weight. The other sizeable weight item, the keel, is weighed and stamped by the supplier before builder installation, so very little variance is seen.

In our recent Builder Memorandum, we instructed builders to uniformly squeeze less resin out of the hull to conform to the new minimum weight. The builders will be permitted under the new rule to add up to 30 kg of corrector weight to meet minimum weight. This is so that builders can target their average weight to be the minimum weight, and then have a legitimate means of raising the weight if the boat is a little light. We will closely monitor the hull and liner weights for all builders, and confirm that each is using a digital load cell for final weighing of all new boats. We have issued a stern warning to all builders that **no extra material may be added to the keel sump area or lower portions of the hull for purposes of consolidating weight.** Our internal quality control checks include on-the-spot weighing of components, and core samples above and below waterline, before leaving the factory.

We're very happy with the new weight rule, and all the good things it will do for the J/24 Class. We look forward to assisting the class in clearing the initial hurdle of implementing corrector weights, and are confident this will take place with minimum disruption.





J - 24 • TARTAN 10 • STAR • LIGHTNING • SCOW

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*Driven to Produce the Best One-Design Fabrics*

**DUROPERM DACRON** 3.8 • 4.55 • 5.0 • 5.55 • 6.05 • 6.5 • HA75 • HA85  
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**DILON SPINNAKER FABRIC** .5 oz. • .75  
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 .5 oz. - Natural, Red, Dark Blue, Gold & Charcoal  
 .75 oz. - Natural, Red, Dark Blue, Gold, Grey, Hot Pink, Sea Green  
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**X-Ply LAMINATES: V650**  
 The only Dacron based laminate with load bearing yarns unwoven and inserted both on the threadline and 6° off the threadline. J-24 150's made from X-Ply exhibit incredible shape holding characteristics due to superior recovery after stretch. X-Ply is the answer for classes allowing laminate sails.

THE WORLD'S FASTEST  
 ONE-DESIGN SAILS ARE CREATED  
 FROM





### Common Problems and Solutions

by John T. Custer, Customer Service/J Boats, Tillotson-Pearson, Inc.

Given the long production run that the J/24 has enjoyed, and the many columns this publication has issued on the topic of boat maintenance, it is difficult to come up with a fresh angle, a new insight. Hopefully, long term owners and readers have been passing along their hard earned knowledge of rigging, tuning, and, most importantly (as far as I am concerned), maintenance, to new initiates to the world of J. From my experience of dealing daily with the problems and questions encountered by J/24 owners, I believe that the following points need further emphasis in this column and by anyone talking J/24s.

#### Chainplates

Recently I spoke with an owner who lost his spar due to a chainplate pulling away from a rotten bulkhead. The importance of the regular sealing of chainplate covers to prevent water leakage and the subsequent bulkhead damage cannot be emphasized enough. Depending upon the quantity of sailing done and the severity of sailing conditions, plan on thoroughly checking the integrity of the seal at least once a season, and possibly as often as monthly. Also, take the time to inspect the bulkhead itself – does the plywood seem at all soft, is the chainplate pulling away from the plywood, or do the chainplate mounting holes seem loose? If there is any doubt, contact a local surveyor or boatyard to make a professional determination.

In a similar vein, be sure to regularly check high stress deck hardware (especially stanchion bases) for signs of water leakage. Catching leaks early can prevent water damage to interior components, and prolong the service life of the deck itself.

#### Vermiculite

Yes, this is still a regular topic of lively discussion. Rather than getting into a long discussion of the process of removing vermiculite and even more importantly, discussing how to determine if this operation is *really* necessary, I will just say that printed information on the subject is available, as is the technical expertise of TPI's customer service staff. See below for the address and phone number needed to access these services.

#### Hatch Conversions

Both the old style (two piece) sliding hatches and fiberglass forward hatches can be converted to the modern style hatches currently employed by Tillotson-Pearson. Before making plans to upgrade your boat, be aware that neither of these changes is fast, easy or *inexpensive*. While TPI (and several other custom shops) certainly has the expertise and equipment to facilitate these changes, do not assume that you can easily do the same job in your backyard. Again, call for details or check the advertising displayed in this publication.

#### Retail Repairs

If your boat has been seriously damaged by collision, grounding, etc. it may be wise to consider shipping your J/24

back to Warren, RI, for factory repair. Given the nature of J/24 Class Rules, and the knowledge of construction techniques required for major structural repairs, the costs of shipping incurred may be offset by the factory's ability to make appropriate repairs while keeping the boat competitive and class legal. If this option proves to be impractical, boatyards are encouraged to contact us if any questions arise concerning complicated repairs, or if specific parts are required.

#### Rudders

Rudders currently produced by TPI are *closer* to class minimums in respect to size and weight than those produced in years past. Do not assume this to mean that by buying a new rudder you will have a leading edge, go fast rudder straight out of the box. Standard rudders will still require extensive fairing to



John Custer, Customer Service for J Boats at Tillotson-Pearson, sits in cockpit of J/24 on the assembly line.

attain the perfect foil shape defined by class rules, and may never be as light as the rules allow. The advantage offered by the change in the size of the rudder mold lies in the strength that the rudder will maintain *after* fairing – a smaller amount of the original lay-up will be removed, so the rudder will be closer to its design strength.

J Boat owners are encouraged to place parts orders with, and ask advice of, their local J Boat dealer. If you do not have a convenient dealer, or further assistance is required, TPI's Customer Service Department is open for business from 8:00 a.m. to 5:00 p.m., Monday through Friday. Our address is: TPI Customer Service, P.O. Box 328, Warren, RI 02885; telephone (401) 247-1050.



### European Championship, June 18-24, 1989

**Site** The 1989 European Championship will be held at Porto Rotondo, seven miles south of Porto Cervo, and is organized by the Yacht Club Costa Smeralda, Sardinia, Italy.

**Rules** The regatta will be governed by the IYRR, the International J/24 Class Rules, the Notice of Regatta, and the Sailing Instructions. In the case of conflict among the above regulations, the Sailing Instructions shall prevail. Protests and requests for redress will be heard by an International Jury in accordance with the IYRR. The International Jury will have final authority on all matters. Sailing Instructions will be available at the Race Office on June 17, 1989.

**Eligibility** The Championship is open to any member of any J/24 Class Association. All helmsmen must be registered as full members of their national J/24 Class Associations, and will be required to produce evidence to this effect at registration.

**Crew** Only one crew member (and not the helmsman) may be of a different nationality than the nation which the yacht represents. The crew list shall be given, in writing, to the Organizing Authority by 1500 on June 19, indicating the helmsman's name and the nationality and weight of each member. Including the helmsman, the total crew shall not be less than three persons, and shall not have a combined weight of more than 400 kg whilst wearing street clothing. The substitution of any crew member must be approved in writing by the Jury.

<b>Schedule</b>	Sunday	June 18	Measurement
	Monday	June 19	Measurement
	Tuesday	June 20	Two Races
	Wednesday	June 21	Two Races
	Thursday	June 22	One Race
	Friday	June 23	One Race
	Saturday	June 24	One Race and Prize Giving

**Measurement** All yachts shall have a proper rating certificate. Measurement will take place in Porto Rotondo starting Sunday, June 13 at 1000 hours. Lack of availability for measurement controls may be grounds for disqualification from the series. Checks on equipment and weights will be made throughout the Championship. A weight of 1375 kg is the minimum for a yacht to float to its flotation marks.

**Launching & Mooring** All boats shall be afloat by June 19 and must not be hauled out until the end of the series without the prior, written permission of the Jury. Yachts will have free moorings in Porto Rotondo Marina from June 18 to 25, 1989.

**Courses** Olympic courses of 12 miles, or other similar courses selected by the Race Committee, will be utilized. Courses will be indicated in the Sailing Instructions.

**Scoring** Low point scoring will be used. No alternative penalties shall apply (IYRR Appendix 3).

**Prizes** Awards will be given to the overall winner and top ten in the series, and to the first three yachts in each race.

**Entries** Entries, in writing, must be received by the Yacht Club Costa Smeralda by June 1, 1989. Entries via fax or telex will be accepted but must be completed by June 10, including payment of the entry fee of 300.000 Italian lire. Late entries may be accepted at the discretion of the organizing authority. The fee for late entry is 500.000 Italian lire.

**Contact** Yacht Club Costa Smeralda, 07020 Porto Cervo, Sardinia, Italy. Tel: 789/91332; Telex: 790322; Fax: 789/91257.



### 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.

Photo by Wallace R. Berry

#### 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

This regatta will be governed by the 1989-1992 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				
<b>Racing</b>	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.				
<b>Courses</b>	Races will be sailed on Olympic courses.				
<b>Scoring</b>	A low point scoring system will be used. A version of the "Percentage Alternative Penalties" IYRR Appendix 3, Part 2, shall apply.				
<b>Inspection &amp; Measurement</b>	Inspection and measurement will be carried out on each yacht before its registration is complete.				
<b>Charters</b>	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.				
<b>Entry</b>	The completed entry form and entry fee of CDN\$500.00 per boat must be received by the organizing committee by May 15, 1989.				
<b>Contact</b>	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/24

## 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.

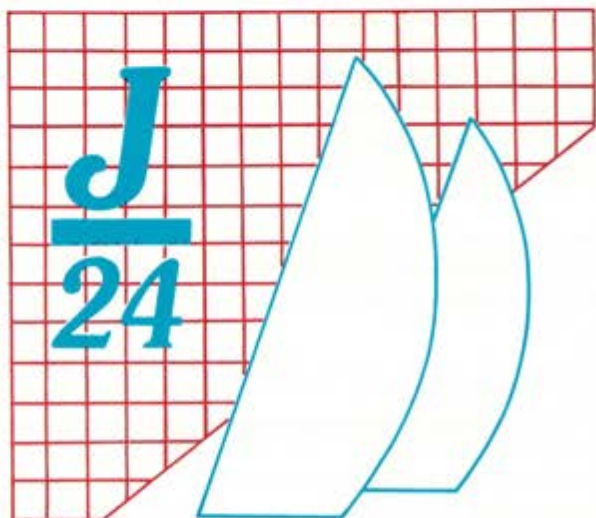
Racing will take place in the open waters of beautiful Dublin Bay, with the backdrop of Howth Peninsula to the north, and the Dublin and Wicklow mountains to the south. The fleet will be berthed in Dun Laoghaire Harbour, probably the finest harbour on the east coast, and the major centre for sailing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



## NA Championships Rochester Yacht Club 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.

*The official logo of the 1989 North American Championship was designed by Liz Wetherald, a student at the Rochester Institute of Technology and daughter of J/24 sailor Houghton Wetherald, of Fleet 41. The logo will appear on the regatta T-shirts and banners.*

### Site

The 1989 J/24 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.

### Schedule

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	Registration, 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 1989-1992 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 the Sailing Instructions. The jury will have final authority on all matters.



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**Eligibility**

The regatta is open to all J/24 yachts, as defined by the International J/24 Class Association. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before beginning official competition.

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**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 based on 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.

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**Course**

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

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**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.

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**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.

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**Inspection & Measurement**

All entrants are responsible for ensuring that their yachts and sails conform to the rules of the regatta. Yachts and sails will 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.

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**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.

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**Entries**

Entries must be submitted on an entry form as found on page 95 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.

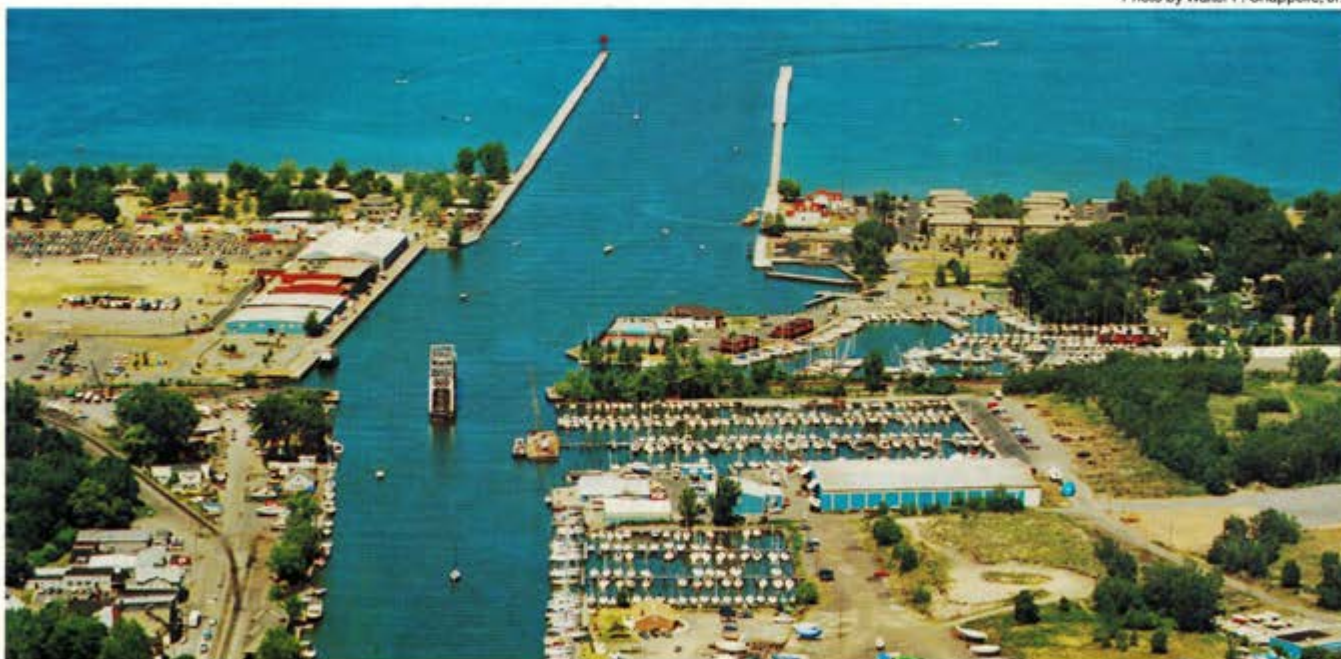
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**Contact**

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.

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Photo by Walter F. Chappelle, Jr.





### J/24 Junior North American Championship, August 26-27, 1989

#### Invitation

by Pam Nahmias

The third J/24 Junior North American Championship will be held August 26 and 27, 1989, at the Rochester Yacht Club in Rochester, New York. This is a great opportunity for junior crew members to take the helm for a major event. All J/24 owners are urged to promote and support this championship.

*Matt Gregory, in Sisu, and S. Cornelissen, in Psychopath, round the weather mark together in the second race of the 1988 J/24 Junior North Americans held in Oakville, Ontario.*



**Site** The 1989 J/24 Junior North American Championship will be held on Saturday and Sunday, August 26 and 27, on the waters of Lake Ontario, off Rochester, New York, following the North American Championship.

**Rules** The regatta will be governed by the International Yacht Racing Rules and the Class Rules of the International J/24 Class Association, this notice and by the sailing instructions.

**Eligibility** The competition is open to J/24 Class yachts as defined by the International J/24 Class Association. Competitors must not exceed the age of 20 before December 31, 1989.

<b>Schedule</b>	Friday	August 25	1300-1900	Registration & Measurement
	Saturday	August 26	0830	Skippers' Meeting
				Races 1, 2 and 3 to follow
	Sunday	August 27		Races 4 and 5
				Resail and Awards

**Racing** The regatta will consist of as many as 5 races. Only class (100%) jibs, main and spinnaker will be used (no genoas). Outboard motors must remain on the transom of each yacht.

**Courses** Racing will be on Olympic courses or variations thereof. Course lengths will be determined by the Race Committee based on the sailing conditions.

**Scoring** The Low Point Scoring System will apply.

**Prizes** Awards will be given to the top three finishers. The winner will have custody of the permanent trophy, a model of a J/24, until the 1990 event.

**General** Launching and haulout are available at Rochester Yacht Club and cost is included in the entry fee. Participants will be allowed to sleep on their boats.

**Inspection & Measurement** Participants are subject to measurement and inspection of hull, sails and required equipment at any time during the regatta. Failure to pass such inspection will result in disqualification for all races up to that time at the discretion of the jury. Particular attention will be paid to completeness of safety equipment requirements.

**Entries** Please complete the entry form in the back of the magazine or contact Mike or Pam Nahmias (716) 425-4046, 30 Steele Road, Victor, New York 14564. Entries will be accepted up to the day of racing. Entry fee is \$60 U.S. A minimum of 5 boats must be registered by August 15 for the regatta to be held.



### J/24 Canadian Championship, August 9-13, 1989

<b>Site</b>	The 1989 J/24 Canadian Championship will be held August 9-13 on the waters adjacent to the Toronto Islands, Toronto, Canada. The National Yacht Club, Toronto, Canada, is the host club and organizing authority.																																										
<b>Rules</b>	This regatta will be governed by the 1989-1992 International Yacht Racing Rules, the prescriptions of the Canadian Yachting Association, the Rules of the International J/24 Class Association except as any are modified by the Sailing Instructions, this Notice of Regatta, 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. Entrants must be current members of a national J/24 Class Association, meet all measurement requirements, and must have paid all event fees before becoming recognized as competitors in this championship.																																										
<b>Schedule</b>	<table> <tr> <td>Wednesday</td><td>August 9</td><td>1700-2200</td><td>Registration</td></tr> <tr> <td>Thursday</td><td>August 10</td><td>0900-2100</td><td>Registration and Measurement</td></tr> <tr> <td></td><td></td><td>2100</td><td>Skippers' Meeting</td></tr> <tr> <td>Friday</td><td>August 11</td><td>1030</td><td>Warning signal Race 1</td></tr> <tr> <td></td><td></td><td></td><td>Race 2 to follow</td></tr> <tr> <td>Saturday</td><td>August 12</td><td>1030</td><td>Warning signal Race 3</td></tr> <tr> <td></td><td></td><td></td><td>Race 4 to follow</td></tr> <tr> <td>Sunday</td><td>August 13</td><td>1030</td><td>Warning signal Race 5</td></tr> <tr> <td></td><td></td><td></td><td>Race 6 to follow</td></tr> <tr> <td></td><td></td><td>1600</td><td>Awards Presentation</td></tr> </table>	Wednesday	August 9	1700-2200	Registration	Thursday	August 10	0900-2100	Registration and Measurement			2100	Skippers' Meeting	Friday	August 11	1030	Warning signal Race 1				Race 2 to follow	Saturday	August 12	1030	Warning signal Race 3				Race 4 to follow	Sunday	August 13	1030	Warning signal Race 5				Race 6 to follow			1600	Awards Presentation		
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<b>Courses</b>	Racing will be on Olympic courses or variations thereof as specified in the Sailing Instructions. Course length will be determined by the Race Committee as sailing conditions permit.																																										
<b>Scoring</b>	The Low Point Scoring System, Appendix 5A (with Option 2) of the International Yacht Racing Rules will be used. A version of the Percentage Alternative Penalties (Appendix 3 Part 2) shall apply for infringement of a rule of Part IV of the Racing Rules.																																										
<b>Prizes</b>	Prizes will be awarded to the top five place finishers.																																										
<b>Inspection &amp; Measurement</b>	All entrants are responsible for ensuring that their yacht and sails conform to the rules of the regatta as stated above. Yachts and sails may be inspected as part of registration and at any time thereafter. Specific requirements for measurement prior to launch will be provided in the registration package. Yachts arriving by water should be prepared to haul out for inspection at the discretion of the regatta measuring authority.																																										
<b>General</b>	Launching, housing, and mooring information will be available in the registration package that will be provided after receipt of an entry form and fee. Participants may sleep on their boats if they wish. The contact persons listed below will provide accommodation information upon request.																																										
<b>Entries</b>	Entries must be submitted on the J/24 Regatta Registration Form found in the J/24 Class magazine or in the same format, and must be accompanied by a check for \$125 (Can.) payable to the "Toronto J/24 Fleet". Entries will be accepted until 2100, August 10, 1989. Entry fees include participation in the regatta, launching, haulout, mooring, and five tickets to the regatta social functions. Sailing Instructions will be distributed at registration.																																										
<b>Contact</b>	Mail entries to: Canadian J/24 Championship, c/o Ms. Kate Nicoll, 79 Woodfield Road, Toronto, Ont., Canada. M4L 2W5. Telephone: (416) 466-6998. Additional contact if necessary: Lorne Chapman, telephone: (416) 488-1853.																																										



### 3rd Rolex International Women's Keelboat Championship September 15-22, 1989



Photo by Dan Nerney

*Ida Lewis Yacht Club, host of the third Rolex International Women's Keelboat Championship.*

## Invitation to Sail

*by Judy Allpress, Event Chairperson*

The 1989 Rolex International Women's Keelboat Championship will be held September 15-22, in Newport, Rhode Island, and will be sailed in J/24s. For the third time in six years, the biennial event will be organized by USYRU, hosted by Ida Lewis Yacht Club, and sponsored by Rolex. The objective is to provide women sailors from around the world with high-quality racing competition in keelboats.

The success of the previous two championships, held in 1985 and 1987, has quickly elevated this regatta to the forefront

of international competition. Women have responded with enthusiasm for an international racing series that demands a "team" effort.

In 1987, 18 of the 44 teams competing were from foreign countries. Inquiries so far from overseas and all over the United States point toward even greater participation and geographical diversity next fall.

Superb sailing conditions prevail in Newport in September. Winds are strong and temperatures are ideal as summer gives way to fall.

The members of Ida Lewis Yacht Club eagerly look forward to this fine opportunity for international camaraderie and competition.

#### Site

The third International Women's Keelboat Championship will be hosted by Ida Lewis Yacht Club, Newport, Rhode Island, and organized by the International Women's Keelboat Championship Organizing Committee of the United States Yacht Racing Union.

#### Rules

The regatta will be governed by the International Yacht Racing Rules, the rules of the International J/24 Class Association, and the sailing instructions. Class rules 2.5.4, 2.5.7, and 2.5.8 concerning class membership are waived. Class rule 3.6.1 is modified to permit one additional spinnaker (see Advertising) to be on board, which shall be used only when not racing. A revised version of Appendix 3, Part 2 will be used. Decisions of the International Jury will be final in accordance with IYRR 1.5(a).

#### Eligibility

The regatta is open to women sailors (skippers and crews), each of whom is a member of a yacht club, or a class association, or a national federation.



## Advertising

This is a Category B event as specified in Appendix 14, with these additional restrictions:

1. No advertising will be permitted on hulls or spars.
2. No advertising will be permitted on sails, except on spinnakers when not racing.
3. The advertising permitted on crew clothing shall fit within a 900 sq. cm. rectangle.

The organizing authority has requested USYRU approval to permit event sponsor (Rolex) flags on boats when not racing.

## Schedule

Fri.-Sat.	Sept. 15-16	Measurement of boats and sails Crew weigh in
Saturday	Sept. 16	Evening Competitors' Meeting
Sunday	Sept. 17	Practice Race
Mon.-Fri.	Sept. 18-22	Seven races scheduled

## Courses

Olympic and modified Olympic courses will be sailed on Rhode Island Sound and on Narragansett Bay, with the option of a long distance or open course race.

## Scoring

Low point scoring (Appendix 5, Part 2) will be used.

## Prizes

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

## General

Boats are J/24s on a bring-your-own-boat basis. Some boats are available for charter, with priority given to overseas entries prior to August 15, 1989. Launching and hauling by hoists, and mooring is at Fort Adams. Motel and hotel information is available on request. Limited housing in homes of local members is available to contestants only.

## Entry

The entry fee of U.S. \$350 per boat, payable to Ida Lewis Yacht Club, must be received by August 15, 1989. For further information and/or entry form, contact: Judy Allpress, 166 Thames St., Newport, RI 02840; (401) 846-4050 (home) or (401) 849-5050 (work).



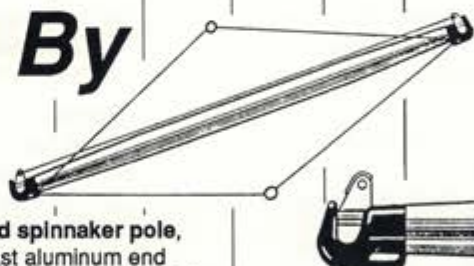
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# Crew Responsibility Checklist

by Jim Brady

About a year ago I put together a crew responsibility list, to help each person better understand what was expected of him or her on the boat. The list works well for the way we sail our boat, but should be changed to reflect strengths or weaknesses of each individual crew member. Hopefully, you can use it to organize your boat.

## Pre-race:

### GENERAL

1. Make sure we are well prepared (bail out water, provisions on board, repairs if necessary.)
2. Morale up, think positive!

### COCKPIT

1. Check genoa sheet leads, both tacks.
2. Be sure both winches work.
3. Discuss race strategy.
4. Determine starting strategy.

### PIT PERSON

1. Make sure spinnaker sheets are run properly.
2. Set tweekers: windward on, leeward off.

3. Hook up spinnaker properly.
4. Get compass headings, both tacks.

### MAST PERSON

1. Identify marks and course.
2. Know the flags on the committee boat.
3. Get an updated weather forecast.
4. Be responsible for sailing instructions.
5. Secure gear below (motor, anchor, water, etc.)
6. Check rig tuning, shrouds pinned per class rules.

### BOW PERSON

1. Set pole with guy in end fitting, topping lift and foreguy straight.
2. Check that main and genoa cunningham, spinnaker halyard and outhaul are in working order.
3. Get a third line sight on starting line.
4. Double check all halyards and sheets for correct leads.

## Starting:

### GENERAL

1. Keep your eyes open!
2. Hike hard!
3. Concentrate on proper heel.

### COCKPIT

1. Help judge distance to line, time vs speed.
2. Look for holes to start in.
3. Don't let others trim before we do!

### PIT PERSON

1. Call time for start, a lot in last two minutes.
2. Watch for wind trends, talk with cockpit and helmsman on strategy.
3. Let helmsman know about boats on weather hip wanting to go to leeward.
4. Look for holes to start in.

### MAST PERSON

1. Watch for flags on committee boat.
2. Keep boats above us "up".
3. Be looking for first shift.

### BOW PERSON

1. Watch for boats to leeward and assume helmsman doesn't see them.
2. Call distance from line and how we sit (i.e., poked, in a sag, can't see us, etc.)
3. Skirt genoa with skirt line, from high side.

## Upwind

### GENERAL

1. Concentrate on heel!
2. Give lots of input (speed and pointing, wind changes, where competition is going, waves, strategy.)
3. Work on roll tacks.
4. Watch other boats and flags upwind, as telltales for breeze.

### COCKPIT

1. Execute good tacks!
2. Get to rail quickly.
3. Discuss tactics, short and long term.

### PIT PERSON

1. Call compass, up and down, how much and when you change the mean, also record lows and highs and timing of shifts.



Photo by Mark Montague

At mark roundings, keep the proper heel and get the boat going.



2. Give tactical input to cockpit and helmsman.
3. Give good input on speed and pointing.

#### MAST AND BOW

1. Call crossing lanes and other relevant information from view through genoa window.
2. Inform helmsman of boats coming (will he cross, duck or leebow?)
3. Call big waves.
4. Adjust cunningham and outhaul controls.

#### Mark Roundings, Offwind Legs:

##### GENERAL

1. Help turn boat around marks with proper boat heel (i.e., don't leave the rail until you have to, roll boat at jibe mark, maintain leeward heel at bottom mark, etc.)
2. Get the boat going and settled down before messing with low priority items such as outhaul, or jib sheet in the water, etc.)

##### COCKPIT

1. Handle genoa sheet.
2. Pre-feed chute out of bag.
3. Trim chute.
4. Release genoa halyard.
5. Make sure spinnaker sheet runs free on douse.

##### PIT

1. Pre-feed guy.
2. Keep boat flat.
3. Talk to helmsman, i.e., do we want to set right away or stay high, etc.

4. Adjust tweekers.
5. Raise genoa halyard to mark.
6. Pull chute into boat.

##### MAST

1. Handle topping lift and foreguy.
2. Help with spinnaker halyard if needed.
3. Ease mainsail controls, reset at leeward mark.
4. Help oversee pole going up and down clear.
5. Help put pole on mast if needed after jibe.
6. Note any course change at mark, and get new heading.
7. Locate new mark.

##### BOW

1. Handle spinnaker halyard on set and douse.
2. Keep everything straight!
3. Practice techniques.

#### Sailing in General

1. Pit person will trim chute except in heavy air.
2. Always keep morale up, even when things look bleak; it ain't over till it's over!
3. Every boat counts, whether it's second covering third, or 35th covering 36th; we're going to fight for every boat we can get!
4. No late night partying on pre-race nights.
5. One pump per wave, make it a good one!
6. Steer boat with crew weight placement as much as possible.



Jim Brady is general manager of UK Sailmakers One Design, and lives in Annapolis, MD. He has been actively racing the J/24 since 1978 and has two third place finishes at the Worlds, is the current ('89) J/24 Midwinter Champion and finished second in the 1988 European Championship. He is also the current J/22 North American Champion and Soling North American Champion.



## Don't Kill The Messenger

by Bill Gladstone

No one likes to receive bad news, and no one likes to deliver it. Legend has it that in Medieval times, if a messenger delivered bad news, he was put to death.

On the race course, bad news can be the most important news you receive. Bad news is needed promptly because it often requires action. Good news, while a welcome psyche enhancer, can more easily wait. Yet most crews are eager to deliver good news, while bad news is often slow to get through.

How often have you sailed a windward leg with reports that all was well with speed and tactics, only to arrive at the mark in mid-fleet?

As a skipper you must encourage your crew to deliver the bad news so you can respond. If you are slow or going the wrong way, something must be done.

If you respond to bad news by biting the crew's head off, you are misplacing the blame and discouraging the flow of critical information. Incidentally, a crew member's report of something you already know is not necessarily useless chatter. A snap response of, "I know!" may discourage future contributions; a simple, "Thank you," will do. The report has, after all, confirmed something you (thought you) knew.

Accurate information about boat speed and fleet position is essential.

When training crew, specific questions can help the crew learn what kind of information you need. By teaching your crew to be your eyes, you can concentrate your attention on sailing fast.

Sooner or later the bad news will get through – if the crew doesn't deliver it, the finish line will. Try to get the bad news early, while you can still do something to change it.

Reprinted from Bill Gladstone's book, *Performance Racing Technique*. To receive a copy of his new, over 300 page book covering tactics and sail trim, send \$25 to Gladstone Sailing, Box 1169, Evanston, IL 60204.



# A Junior Sailor's Viewpoint

by Brandon W. Flack

**A**s a young boy, I often watched the sailboat races from shore. I dreamed that someday, when I was much older, I would be able to participate in the sport that seemed limited to adults. I never imagined the opportunities that existed for junior sailors in the J/24.

My sailing interest began with my parents. Our family has been sailing for many years, but racing had never interested us. My parents encouraged me to join the junior program at the Fair Haven Yacht Club. After a few years in lessons I began to race at the junior level. The junior club gave me a chance to learn the basics of racing, but the real fun started when Hank Killion introduced me to the J/24.

Hank had just begun a self-estab-

lished program of involving junior sailors in the local J/24 fleet. He took kids out of the advanced junior program and put them on any J/24 that needed crew. The results were fantastic; kids got a chance to learn on larger boats in a more competitive atmosphere, while owners were never short of crew. The club discovered that the J/24 was the ideal boat for juniors to learn on. There were enough jobs to keep the kids busy, and they were easy for young kids to handle (although jibing the pole in a stiff breeze often got interesting).

For myself and a few of my friends, Hank offered us even more. He took a few of the juniors who were really interested in racing and set us up as his permanent crew. I will never forget our first regatta (adventure) together. Our crew consisted

of myself, then age 13; David Spang, age 15; Colleen Keefe, age 14; "veteran" Charlie Murphy, age 19; and Hank skippering. I don't remember our exact finish (around mid-fleet), but I remember clearly all the people at that regatta who tried so hard to help and make us feel welcome. The people were so nice; I hadn't met one of them before that regatta, but it seemed I left with 80 new friends.

I realized that aside from the remarkable design of the boat, it was the people that made it so successful. J/24 sailors are just the type of people you want to be around (except at the jibe mark with 30 knots of wind). A perfect example of this is a regatta Hank took me to in Buzzards Bay, Massachusetts. During one of the skippers' meetings, Hank introduced me to Dick Tillman. I had read many articles



Hank Killion and his junior crew, Brandon Flack, Kris Hafer, Mike Roden and Seth Kerst.



I always try to make new sailors feel welcome, the same way many people

Equally pleasing to me is to watch new juniors such as Seth Kerst, Patrick Keefe, and Mike Roden become involved with the J/24 the same way I did. Opportunities for junior sailors are ever increasing with the addition of junior-only regattas, and I am glad to see we are taking advantage of them. I hope more fleets will follow Hank's example so any junior that wants to sail will have the chance to find out what the J/24 is really all about.



*Brandon Flack is presently a senior at Penfield High School. He plans to attend the University of Rhode Island next year, where he will "major in sailing and business." He recently purchased a Laser and has enjoyed a lot of success in his first season (being 6'4" tall and 180 pounds has proven ideal).*



## Signature \_\_\_\_\_



# Front Row or Peanut Gallery?

by John Alofsin



*The single most important factor contributing to a good, large fleet start is knowing exactly where the line is.*

**S**tarting in a large fleet can be very rewarding or frustrating, depending on the outcome. Many articles have been published describing in great detail the necessary ingredients for a competitive start in a large and aggressive fleet.

Rather than rehash points already made, let's review two elements that are often passed over for such popular topics as determining the favored end, the first shift, and carving a hole to leeward for acceleration. While these are certainly

important, there are other factors that play just as important a role in determining whether we end up in the front row or in the peanut gallery.

Any sailboat race should be approached as a team effort. This holds true



whether we are sailing a maxi boat or a two person dinghy. It's a common thought that starts are solely the helmsman's responsibility and the crew is along for the ride until the gun goes off. Not true! Each person on a winning boat is an integral part of the starting machine.

The driver's job is to position the boat and decide when to slow down and when to accelerate. For him to do this, the crew must provide him with certain essential information before and shortly after the start. *One person only* should be in charge of keeping an eye on boats that threaten to come from astern and establish a close leeward overlap, ruining any chance for acceleration before the gun. This person can also call time. This allows the skipper to concentrate on things ahead. *One person only* should give the distance to the closest boat to leeward. How far to leeward is she? Where is she positioned fore and aft? Does the helmsman have room to foot a little for speed? The bowman *only* should relate distance to the line and whether or not the ends are visible (more on this later). *One person only* should be looking up the course for the next cell of wind. *One person only* should describe how boat speed compares with other boats and where the expected top competition is positioned.

Perhaps the most critical period in a race is the first two minutes off the line. Maximum boatspeed is essential! If trimmers, bowmen, and tacticians do their jobs, and don't all try to make the same decisions, the helmsman can concentrate on doing his job, driving. A boat that has a little less impressive position at the gun, but whose crew works as a team, will always come out ahead of those with initially better starts but whose crew sail as individuals.

Many world class sailors feel that the single most important factor contributing to a good large fleet start is knowing exactly where the line is. It's too easy to line up with the boats next to you and reason that if your bow is poked out a little on them you must be close to the line. Learn to think for yourself! Never use other boats as a reference to the line. At the last J/24 Worlds in Sydney, I was amazed at the distance the boats in the center of the line gave up to those nearer to the ends. In one start we were able to start three boat lengths directly to windward of the nearest competitor, simply because we were confident in our information. Always use a range on land to determine posi-

tion. The bowman is most responsible for getting the boat on the line. He should be aggressive, and sure of himself, and the rest of the crew should be totally confident in him. Never second guess his information, as he is the only one who really can see what is going on.

Getting good, big fleet starts is a skill that will develop with time. Don't be afraid to try a new team system even if, at first, it seems awkward. Stick with it, be confident, and above all aggressive!

John Alofsin is President of the J World Sailing Schools located in San Diego, Key West and Newport. He crewed on the second place boat at the 1988 Worlds and the fourth place boat at the 1988 North Americans. For further information on J World, call 1-800-343-2255; in Rhode Island and outside the U.S., 1-401-849-5492.



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# A Case for Local Campaign Sponsorship

by Barby Lyon MacGowan



The Mass Mutual team gave their sponsor more than a spinnaker with a logo on it in the 1987 Rolex International Women's Keelboat Championship; they used their funds to upgrade hardware, equipment, and uniforms to generate positive public relations and publicity in the Newport area and in the media.

The biennial Rolex International Women's Keelboat Championship returns to Newport, Rhode Island, for the third time on September 15, 1989. Many J/24 teams will be returning with their crew members intact, having remained together as a racing unit since the last event. We all know that making it to the top in the competitive sailing arena is no turn of fate but the result of hard work. A well-executed training regimen is key, but almost as important is financial support.

At the '87 Rolex women's event, we saw the first ripples of successful fund-raising for J/24 campaigns, mostly small travel stipends from local yacht clubs and in-kind donations of equipment and gear. But making a big splash with full-on corporate sponsorship was the Mass Mutual team! Though such sponsorship is enviable, sponsorship fulfillment must be approached with diligence and care, and we asked crew member Barby Lyon MacGowan to share her perspective on the subject.

**Y**ou needn't be a professional sailor or an aspiring Olympic hopeful to consider a sponsored sailing campaign. With the slow but steady increase in regattas that allow participation of sponsored boats, the door is ajar for any of us at local racing levels to approach branch banks, car dealerships, even the neighborhood ship's chandlery for campaign support.

We all can list dozens of things on which we would like to spend someone else's money: a new boat or new equipment for the boat, perfectly cut sails, travel to those regattas that previously were out of the question, etc. But what are we willing to offer in return for the sponsored privilege of self indulgence? Simply a spinnaker with a logo on it doesn't cut the mustard.



Corporate sponsors, whether local, regional or national, expect and deserve a better return on their invested money. Consider offering publicity, advertising, promotions and/or "corporate entertainment" opportunities as part of your package. Consider presenting the sponsor's involvement as a win-win situation and working hard to insure the sponsor wants to support your campaign in subsequent years.

The team on which I sailed for the 1987 Rolex International Women's Keelboat Championship received major funding from the Mass Mutual Insurance Company. (In my book, major - for a bunch of local J/24 sailors - is anything over three digits, but ours was over four.) The funds enabled us to buy a new suit of sails for summer practice leading up to the regatta, and a new genoa prior to the event. By replacing lines and upgrading some hardware, we brought our old but zippy hull to maximum speed. Our boat was as prepared as any.

With months of practice, our teamwork had become as finely honed as that of any entry, including those stacked with national and international sailing champions, Women's 470-Class Olympic hopefuls and Rolex Yachtswomen. We were the best that we could be. And frankly, Mass Mutual hadn't asked us to be or do more. (Eventually, we would finish sixth out of 44 teams.)

Mass Mutual's sponsorship objective was met with an in-house promotional campaign involving their regional sales agent, who happened to be our skipper. Peer comments about our sponsor support, evidenced during the regatta by our matching team uniforms, ranged from playful jealousy ("All right, what scam did you pull off to get all this?"), to sincere appreciation of Mass Mutual's bold foray into sailing sponsorship ("Wouldn't it be nice if we all had such fortune!").

Many of the competitors didn't realize that this sponsorship "game" we were playing was actually conceived as a serious business deal. Mass Mutual had agreed to give us a better chance at winning. In return, we offered a viable sports marketing vehicle through which they could generate positive public relations and reach potential clients. We could have left it at that - with the promotional ball in their court - but we went the extra mile.

We called on clothing sponsors Canterbury, Sea Gear, Sebago and

Sportif to contribute to our team "image." As promised, we allotted a portion of our sponsorship money to a spare spin-naker emblazoned with the Mass Mutual logo. Committing time beyond our busy racing schedule, we paraded it around Narragansett Bay and Newport (RI) Harbor - in view of thousands attending the on-water Jazz Festival and hundreds flocking to Newport on giant cruise ships.

We sent black-and-white glossies of the chute in full flight to regional and national press, with captions that explained Mass Mutual's involvement with our team. Follow-up calls resulted in the printing of the photo in several publications and requests for interviews during the Keelboat Championship. As one of the first non-grand prix racing teams supported by a major sponsor, we had piqued the interest of the media that wanted to sidebar sponsorship in upcoming articles.

Our media blitz reached its climax when a local sports columnist elected to spotlight our boat and joined us for a practice sail. His focus was to be the team, our backgrounds and how we went about our jobs on the boat. We plugged Mass Mutual, figuring to get a passing mention somewhere in his text. The next day, replacing his column was a by-lined article, which dominated the front page of Sports and continued extravagantly on subsequent pages. The paper had allowed for an eye-catching photo embellishment - the black-and-white we had submitted

weeks earlier, the Mass Mutual logo bellying boldly across the page!

Our team was no longer five women sailing a J/24. We were the Mass Mutual Team. At times, representing the sponsor seemed bigger than the competition itself. "Geezus," one friend said, "there's been more press on you girls than on all of World War II."

Looking back, our scenario was really quite astonishing and blessed, perhaps, with some right-time-and-place good fortune. Within two months of her request, our skipper received sponsorship from the company for which she worked. I don't know of any other local sailors who have come by such campaign funds with a simple proposal, no begging and only some convincing. We broke new ground, but even more important, everyone - our team, the sponsor, the other competitors who cared to learn about our progress - benefited from the experience.

If there is only one lesson to learn from our experience, it is that sponsorship is a game of equal gains.

*Barby Lyon MacGowan is a partner in Media Pro International, Ltd., a press and public relations company in Newport, RI. She specializes in sponsorship fulfillment for corporate sponsors of regattas and yachting-industry events.*



## Championship Sailing Video

Championship Sailing, a 55 minute video produced by J World and sponsored by the U.S. J/24 Class, was filmed at the 1986 J/24 World Championship and uses offboard and onboard footage to cover the action and how the champions do it.



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# Where Do You Start?

by Jay White



Jay White, 74 years young, ponders "where to start" on the refurbishing of his "new" 1979 vintage J/24, number 1758.

**M**y J/24, a 1979 vintage, had already been out of the water for two years when we purchased her from Ron Allen of Titusville, Florida. Working off and on during that period, Ron had done considerable work on the boat, all the while hoping his wife would recover from a bad back. Finally, last October he gave up and we bought the J in "as is" condition and put her in our side yard for yet another four months!

Believing the boat was completely dried out, we were surprised to notice a slight weeping into the keel area. A pilot hole drilled into the cabin sole under the chart table revealed *water*. Another aft of the ice chest area; also, *water*! We drilled two more just forward of the main bulkhead, drilling towards the keel, and . . . *water*! As a result, and to be sure, we put one completely through the hull. In all, about four gallons was sponged or drained out. Opening the first two holes to deck plate (4") size allowed us to inspect the hull and vermiculite under the chart table. Surprise: no problem, but we allowed it to dry out for the entire four months. Since drill testing into the keel showed no further evidence of water, we think we are out of the woods. At least now we can inspect it, and so far, so good.

Now, *where do you start?* I guess it was just one thing at a time.

From the beginning, Ron was going to do it right and he had stripped the boat of everything, and I mean completely! Toe rail off, every piece of deck hardware, stanchions, lights, interior cabinets, bunks; everything! Even the rivets were out of the spar and boom.

The big job was to prepare the boat for paint, because Ron had repaired the hull blisters and spongy areas of the deck, doing a real respectful job of it, and we wanted to do the same.

A painter friend of mine and a friend





John Thomas puts the finishing touches on J/74's new paint job.

of all boaters in the area, John Thomas, gave instructions as to just how he wanted the boat prepped. Believe me, I have done lots of work on boats, mainly on old-timers, but nothing had prepared me for what I was getting into. After about one thousand sheets of #80 grit paper, 1000 sheets of #220 paper, no fingernails and no skin left, plus epoxy fairing, body putty, an aching neck, etc., (I could go on and on), finally John said, "O.K."

I thought my job was over. No way! To awlgrip the interior, I had to be just behind him, keeping the hoses straight, and then move the scaffolding so he could spray without losing a step as he moved from stem to stern while painting the topsides and hull. The paint job is a work of art; she is a real beauty!

Now, *where do you start?*

We decided to put on the stanchions and pulpit, to give us a little feeling of security while way up on top of the boat

on the trailer. Next the toe rail - not a wood plug showing, but screwed on from the under side. This is not a recommendation, however, but it does look good, all new, with six coats of varnish.

As for the box of parts - *where do you start?* Everything in a box, thrown together, what a nightmare. Someone knowledgeable about J/24s would do okay, but for us it was a real jigsaw puzzle, especially when it came to the newly painted spar and boom with all the internal stuff and rivets. We used over three dozen of them, and if you've never used a big rivet gun before, you're in for a real test of patience, timing and skill.

The details seemed endless, but I won't go into number 1001, 1002, etc. Piece by piece, everything went together. The name of the boat? J/74. Was it worth it? Of course!



The White family members sport hats with J/74 (for Jay's new J/24) and EG (for the Elizabeth G, their trawler named after Betty, front row, left) at Jay and Betty's 50th Anniversary celebration.



According to the laws of evolution, only perfectly adapted species will survive.



by White

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# 10th Annual Masters Regatta

by Rob Moore, Latitude 38

Cy Gillette, the 75 year old Hawaiian grey fox, won the tenth annual Masters Regatta hosted by St. Francis Yacht Club, October 15-16, 1988. Sailing with the formidable duo of Bill Claussen and Jim Lindsey for the second year in a row, Gillette put together a 2-6-1 record to nip 15 fellow masters in borrowed J/24s. The fourth race was abandoned after Gillette, last year's runner-up and one of the foremost racing rules *kahunas* in the country, protested the race committee for illegally shortening the course.

Gillette, the "old man" amongst a field of skippers over 55 and crews over 45, beat some pretty hot competitors, including the Walter Cronkite of sailing, Ted Hood, in the mostly light air event. Don Trask, who organized this annual event ten years ago, was eligible to skipper a boat this year and came in a close second, sailing with three time World Laser champ Dick Tillman, Bruce Munroe and Bill Twist.

Photo by Dick Tillman



J/24s wait for first race (and wind) while Blue Angels perform at Navy Fleet Day celebration over San Francisco Bay.

Masters competitors put away boats at St. Francis Yacht Club docks after Saturday's racing.



Photo by Linda Tillman

An airshow by the Blue Angels, performing as part of Navy Fleet Day celebrations, kicked off the event on Saturday, with thousands of spectators jammed elbow to elbow and bumper to bumper along the cityfront. Unseasonably warm weather and light air characteristic of Indian summer prevailed for the first day's two races. At St. Francis that evening, skippers, crews and guests gathered for cocktails and dinner, after which each skipper introduced his crew and told a few sea stories. On Sunday morning the boats departed from the docks early, but the wind came in late and only two races were completed, with but one to count.

The 11th annual Masters will be



called the Masters International Keelboat Regatta and will again be sailed in J/24s. Hosted by St. Francis Yacht Club and USYRU, this prestigious event is scheduled October 7-8, 1989. For further information, contact Don Trask, B: (415) 522-0545.

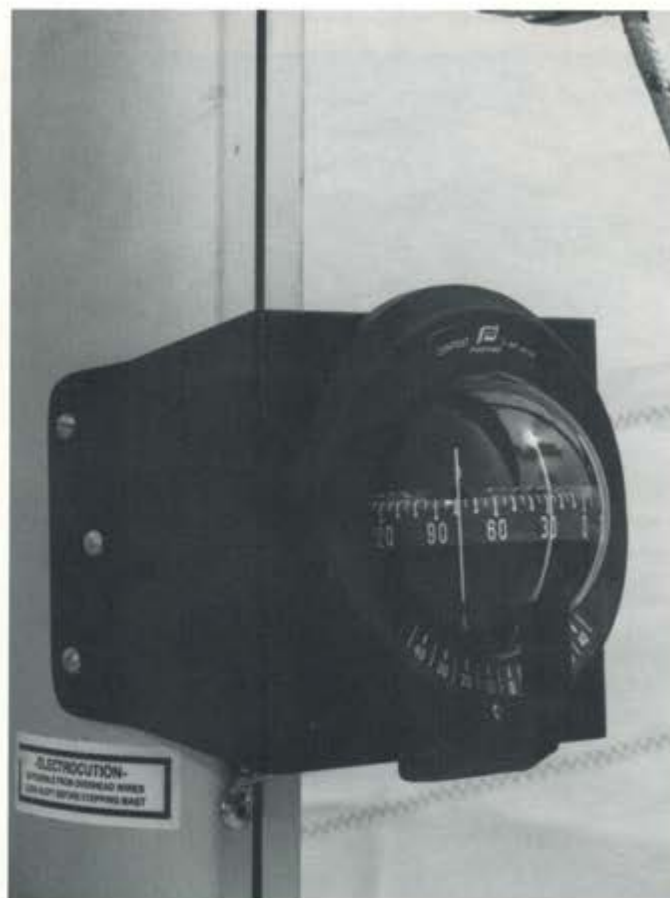


Photo by Linda Tillman

### 1988 Masters Regatta

POS	HELMSMAN	CLUB	1	2	3	TOT
1	Cy Gillette	Kaneohe, HI	2	6	1	9
2	Don Trask	St. Francis	3	5	2	10
3	Pinky Cooke	Santa Barbara	4	3	3	10
4	Sonny Vynne	Seattle	5	2	9	16
5	Peter Peckham	San Diego	7	8	5	20
6	Tom O'Brien	Seattle	8	4	12	24
7	Pete Peters	Ida Lewis	10	1	14	25
8	Ted Munroe	Newport Harbor	1	11	13	25
9	Ted Hood	New York	6	12	7	25
10	Charles Dole	Waikiki	14	9	6	29
11	Jim DeWitt	Richmond	9	10	10	29
12	Robert Green	Royal New Zealand	15	14	4	33
13	Ray Drew	Stockton	12	7	15	34
14	Edward Cotter	Southwestern	13	13	8	34
15	Henry Grandin	St. Francis	11	17	11	39
16	Nicholas Molnar	Richmond	16	15	16	47

Masters Regatta organizers, Nancy and Don Trask.



### New! Aluminum Mast Bracket

Plastimo has redesigned the mast bracket favored by sailors racing the J/22, J/24, Evelyn 26, etc. The new Plastimo aluminum mast bracket is of anodized aluminum and can be adjusted to fit virtually any mast. The new style also permits control lines, i.e., Cunningham, to run behind the compass. The new design fits the popular Contest tactical compass, the classic Contest compass and the Contest 130. Available in standard black anodized aluminum.

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# Brady Takes Tough Midwinters

by Matt Ciesicki

Ninety boats converged on Miami, Florida, as Coral Reef Yacht Club once again played host to the J/24 Midwinter Championship. Crews from Japan, Holland, Sweden, Great Britain, Ireland, Canada, Peru, Puerto Rico, and the U.S. made the annual trek to the sun. Five boat loads of Californians added to the circus atmosphere.

In an off-Olympic year, the entry roster read like a Who's Who of J/24 racing. Notably absent was former World Champion Ken Read, who was occupied with Formula 40 commitments. Even without Read, the talent assembled was fear-

some. Finishing out of the top 20 were such players as Al and Dave Constants, Jack Slattery, Ken Olsen, and Olympian Paul Foerster. If Olsen was looking for an excuse, he might use the fact that while en route to the Midwinters, his boat literally blew off the trailer in a fierce storm; *Road Burn* was aptly named.

The levels of crew and boat preparation have hit such heights that it is nearly impossible to do well if your plan is to simply borrow a boat and slap a crew of good sailors together. "I knew it would be tough when we showed up four days before measurement and there were already fif-

teen boats in the lot," said Newport, RI's Dan Neri. Santa Barbara, CA's Eric Arndt echoed the sentiment, "We'd been in Miami since Christmas, comparing the observed weather with what the meteorologists were forecasting. After ten days we had a pretty good handle on what to expect for direction and velocity." Arndt finished second; preparation pays.

With the 400 kilo weight limit in place, some crews were particularly plump after Christmas feasting. Dressed in full thermal suits, Tom Meric and Benz Faget were quite a sight as they tried to burn off their Cajun cookin' by doing laps around the

Jim Kinsey and John Landry (12), John Roy (36) and Terry Hutchinson (86) look for a spot on the crowded starting line of the Championship Fleet.

Photo by Paul Boisvert







Brian Thompson sails fast on a reach.



Jim Brady crosses Jack Slattery upwind.

parking lot. They were not alone, and there has been much speculation that Weight Watchers and DexaTrim will replace Pusser's Rum as next year's sponsor.

This year the measurement process was particularly involved. The class is doing an excellent job of closing loopholes in the original building tolerances. In light of the March 1 rule changes, special emphasis was placed on measurement of hull weight and mast bearing beam height. It was surprising to see differences of up to 2" in this latter measurement. Keels were also measured and, as is often the case of late, some keels that had previously measured, no longer made it. This was a very frustrating situation and the midnight oil was burning (along with some tempers) as keels and rudders were reformed to fit the templates. For many, the qualifying series was to be their only practice.

Finally, amid the crew weigh-in and measurement hubbub, it was time to race sailboats. The three-race qualifying series to split the fleet was sailed in light southerly winds. There were no real surprises as most of the players sailed conservatively to stay out of PMS or protest situations. San Francisco Volvo Champion, Eric Arndt, Western Open winner, Larry Klein, and North American Champions, Scott Young and Mike Haggerty, showed excellent speed to finish 1-2-3.

Race 1 of the championship series started in 16-22 knots, as the backside of a cold front greeted racers with a crisp, cool northwesterly - little jib weather. In what was to prove to be a very typical series scenario, the fleet committed to a side, in this case, the left. Right paid off though, and Florida's Jim Brady and Chris Larson rounded first and second, followed by reigning World Champion, John Kostecki, and perennial class speedster, Larry Klein.

A 40 degree shift to the left on the first reach scrambled things in the main pack, with Santa Barbara's Eric Arndt being the primary beneficiary. The breeze then settled down and started to moderate, with the leaders switching to 150's on the final beat. Kostecki hit the shifts perfectly to take the gun comfortably, with Klein clawing into second, Brady third.

After a long delay while the committee wisely waited for the breeze to steady down, the fleet got off in a 10-12 knot northerly. 1988 Midwinter Champion Ed Baird, on *Monster Fish*, had a good start and hit a big right hand shift under Key Biscayne, to stretch to an insurmountable lead. Larry Klein crossed second, to the dreaded PMS silence. Also PMS were New Jersey's Al and Dave Constants and former World Champion, Dave Curtis. The winnowing process had begun in earnest. Moving into second were Harry

and Hans Melges; past NA Champ Ed Adams took an I flag penalty, dropping him from third to 27th. Brady took fourth.

The Pusser's Rum extravaganza started with Kostecki and Brady tied for first with seven points, Arndt and Baird tied for third with 12.

The second day dawned with a light seabreeze from the easterly quadrant, indicating a return of the tropical conditions experienced in the weeks prior to the regatta. Race 3 started in a moderate northeasterly with Curtis, Arndt and Marblehead's Jack Slattery the leaders from

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Photos by Paul Boisvert

Top: Crews prepare for the qualifying series on Tuesday.  
Middle: Ned Plumer (Plum Crazy) takes the middle road on the reach.  
Bottom: Peter Young and crew concentrate on spinnaker leg. (?)

Photo by Lee Corbin



the right; Baird, Kostecki, and Klein leading from the left. A 45 degree shift on the second beat buried Baird on the left, while Arndt's *Houdini* pulled the rabbit from the right to take the gun. Klein was second, Curtis third. Kostecki and Brady were 7th and 8th respectively.

The fourth race started in a 10 knot easterly, as the breeze was showing a tendency to clock around the high; typical Miami stuff, or so it seemed. Showing excellent speed, Annapolis' Terry Hutchinson jumped out to a nice lead in a tough pack including Arndt, Young and Haggerty, former Midwinter Champion Morgan Reeser, Baird, and Brady.

Reeser and Young overhauled Hutchinson on the second beat by playing the left and right side, respectively. Going up the middle was slow. Halfway up the final beat, the co-leaders split tacks and Young caught a beautiful right hand shift to smell smoke. Brady did an excellent job of coming through the fleet to finish third, while Arndt edged Kostecki for 6th. Going into the evening cocktail hour, Brady led with 18, Arndt pulled into second with 19, Kostecki dropped into third with 21.

Day 3 promised exciting racing as the fifth race started in sparkling sunshine, with 15 knots of breeze from the southeast. Curtis and Constants led the way from the right side. Brady led out of the often fickle, left corner. On the second beat, Brady parlayed some small shifts into big gains to take the lead for good. Arndt, who had been in touch, dropped to sixth, while the Young/Haggerty gang sailed an aggressive third beat for a strong second. Klein recorded his fourth top five finish by edging Curtis for third.

The afternoon race was started in a light southeasterly on the longest course the committee had set to date. This time all the leaders came from the left: Curtis, Klein, Young/Haggerty, Melges, and Prince of Wales Champion, Mark Rastello, sailing with Hale Walcott.

Nearing the three hour time limit, the race committee inexplicably allowed this race to continue instead of finishing it at the leeward mark. This turned out to be a fantastic stroke of good fortune for Jim Brady, as he was sitting about 30th while Arndt, Baird, Curtis, Klein and Young were all in the top five. The race was abandoned on the dock after it was discovered to have exceeded the time limit.

For the final race, the breeze backed to the east and provided full hike conditions. Brady and Arndt started poorly



near the right side. A combination of match racing tactics and a strong left hander put them very deep. Hutchinson, Baird and Reeser started beautifully, hit the left shift and led at the top.

Reeser won the race, Baird was second, Klein third. Arndt and Brady dueled it out and finished 16th and 19th respectively. Kostecki's fifth place finish left him the winner only if he could beat a tacking-too-close protest with Geoff Moore. This was not to be, however, and the 48 point DSQ dropped Kostecki to tenth overall, with Brady capturing overall honors as the 1989 Midwinter Champion.

Heartfelt congratulations to Jim and the crew of *Slap and Tickle*: Terry Flynn, Robert Gesdorf, Steve Inman, and Stephan Kessenich. Amid intense competition, these guys sailed a very clean and consistent series to become our new champions.

Mark Bellerman never finished lower than fifth to dominate the Designer Fleet. Eddie Williams was second, and the Long/Diamond/Jones syndicate finished third.

Thank you and kudos to the Coral Reef Yacht Club, the Miami Orange Bowl Committee, Pusser's Rum, Patagonia Sailing Angles, and J/24 Fleet 10 for once again putting on an outstanding regatta.

(Continued on page 50.)



Matt Ciesicki sails on perennial class powerhouse *Pee Wee* with John Kostecki and Vince Brun. Formerly the National Sails Manager of J/Boats, he is currently Marketing Manager of North Sails One Design San Diego.

Photo by Paul Boilevert



Top: Moeller/Young (76) lead a pack to the reach mark in a Designer Fleet race.

Middle: Did this crew on *Cheap Floozie* weigh in?

Bottom: Jim Brady (*Slap & Tickle*) takes Ed Baird (*Monster Fish*) up, on first reach.

Photo by Paul Boilevert



Photo by Lee Corbin





# Speed Reading

## How to Win In the J-24

**W**inning in the J-24 takes more than constructing the highest performance, highest quality sails around. It takes knowing how to layout the deck hardware, organizing your crew, trimming your sails, and perhaps most importantly, tuning your boat. Through our exhaustive testing of boats, sails, rig, trim, tactics, and crew work in all conditions, we've learned a lot. You can use this important information to develop your own winning system.



### FIVE MOST COMMON MISTAKES

We all learn from our mistakes. However, some people don't realize the mistakes they continually make. Many of the mistakes made on the race course are due to poor training or preparation. Here are some of our observations:

**1. Boat Isn't Flat Enough:** Sail the J/24 like a dinghy - flat! Whether in light or heavy air, keeping the boat flat upwind and downwind is critical. This gets the sail plan and foils perpendicular to the water, increasing efficiency and speed.

**2. Mainsail Trim Is Wrong:** Fuller upper section in mainsails are difficult to trim. Trim the main so the leech is tight. This reduces lee helm and neutralizes all other forces working against the boat.

**3. Using 3-4 Year Old 100% Jib:** This jib is critical in heavy air. Using an old blown out jib or one with an outdated design is slow. This could cost you the race, or worse, the regatta.

**4. Not Paying Attention To Details:** Organize your crew. Work on your boat. Spend time fairing the keel and rudder. Read the tuning guide, then tune the rig. Know your rules.

**5. Not Enough Time In The Boat:** Experiment and practice with your regular crew. Make sure your crew knows their specific jobs. Make notes on what is fast. Don't be afraid to mark your boat and halyards at the fast settings.

### PINCH, NORMAL, DRIVE MODES

As in football, be ready to call an "audible" to your crew which triggers an immediate planned response. To make a break from the middle of the pack, you must have your boat, crew and sails finely tuned. Then have various "modes" into which you and your crew can switch. The Pinch, Normal and Drive Modes signal to your crew that you are about to adjust your game plan. Do this in situations like heavy traffic at a mark - switch into Pinch Mode. If someone camps on you, switch into Drive Mode. Calling these as planned audibles helps to organize the crew and get max speed out of the boat.

### SHROUD TENSIONS

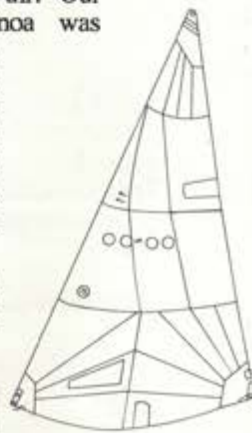
This information is so critical to making your boat go fast that we wrote a book on it. It's called "How to Win In J/24s" and its available from any Shore loft. Synchronizing your main trim with your genoa trim is accomplished through accurate shroud tension. Call us for more information on this.

### SHORE'S LIFT THEORY

Basically, Shore's Lift Theory states that all foils (sails and blades) must complement each other. Our sails are designed to match the underwater configuration of each boat. So it is also important to get the right shape on your keel and rudder. We tried three different shapes for the keel and found that a minimum thickness blade with the draft at 31% is the fastest. On the rudder, we worked directly with J-Boats to create a minimum thickness rudder with plenty of glass so fairing is not necessary.

### SPIDER MYLAR GENOA

Proper thread alignment is critical in directing load and preventing unwanted draft movement in heavy air. Our Spider Mylar Genoa was designed with our tri-radial layout to allow the sail to actually flatten out in the leech area as the sheet loads increase. This also reduces backwinding of the main. With optimal crew weight increasing, we designed a full and powerful headsail for light air. So, it is important to set your jib leads for the conditions and trim in increments using the spreader and turnbuckles as reference points.



### SHORE 10/24 SPINNAKER WITH FLEETWING NYLON

The J/24 needs a bigger, more powerful spinnaker than what radial designs can provide. The Shore 10/24 features a cross-cut design using the new Fleetwing .75 ounce nylon. This cloth was engineered specifically for the 10/24 to be much more durable than brittle Dynac. Fleetwing nylon has controlled stretch characteristics allowing for an open leech in tight reaching situations.

### SHORE'S FLOATING TACK SLUG

For the best mainsail control, it is important to use a floating tack slug instead of the fastpin connection at the gooseneck. This allows the halyard to be





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**HOW TO  
WIN IN  
J/24's**

pulled to the band and cleated. The cunningham then becomes the only adjustment necessary both upwind or down.

**J-24 GROUP  
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DESIGN  
CONCEPT**

Our system of sail design is unique. Shore's Team Design Concept allows for a greater flow of talent and knowledge between actively involved sailmakers. There is no East or West Coast design - just our fastest one. Shore's J/24 Group is comprised of five loft managers who are actively involved in the class. We test sails, gather information, and design the right sails through Shore's computer design program. Each J/24 sail is then cut exactly the same off our laser cutter. This assures

every Shore customer of the most consistent shapes, the highest quality, and the fastest designs available.

**FUTURE  
SHOCK**

With new age materials and high-tech laminates, all sails are not created equal - not in speed nor durability. To keep you ahead of the competition, we stay ahead of ours by working closely with cloth manufacturers to develop the right cloth for our designs and the J/24 class. This close working relationship lead to the Spider Mylar Genoa, a breakthrough for the class, the sailors and Shore Sails. Currently we are working on a revolutionary main, set for delivery in 1990.

**THE SHORE  
PHILOSOPHY**

At Shore Sails, we are committed to the single objective of building the finest performance sails anywhere. We believe this can only be accomplished if we know more about what makes your boat go faster than our competitors. Therefore, we believe in the accumulation of knowledge on a class-by-class basis. Because knowledge is speed.

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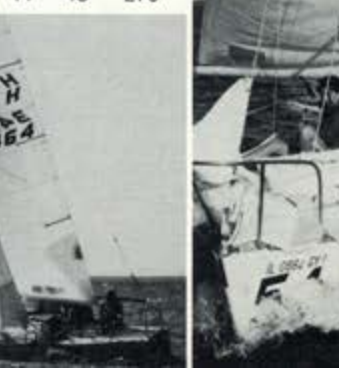






### 1989 J/24 Midwinters XII Championship Fleet

POS	BOW	HELMSMAN	1	2	3	4	5	6	TOT
1	20	Jim Brady	3	4	8	3	1	19	38
2	24	Eric Arndt	7	5	1	6	6	16	41
3	51	M. Haggarty/S. Young	19	14	10	1	2	7	53
4	25	Larry Klein	2	48	2	5	3	3	63
5	37	Dan Neri	20	8	16	4	7	9	64
6	72	P. Lawson/G. Moore	29	10	4	18	5	6	72
7	04	Ed Baird	11	1	35	14	11	2	74
8	09	Harry Melges, III	21	2	11	17	15	10	76
9	83	Morgan Reeser	14	7	37	2	18	1	79
10	88	John Kostecki	1	6	7	7	12	48	81
11	86	Terry Hutchinson	26	28	13	12	13	5	97
12	30	Ed Adams	17	27	20	22	8	11	105
13	12	Kinsey/J. Landry	5	26	24	20	14	22	111
14	46	M. Rastello/H. Walcott	18	22	12	23	25	13	113
15	02	Dave Curtis	15	48	3	34	4	14	118
16	36	John A. Roy	40	9	26	16	19	8	118
17	85	Jeff Johnstone	9	11	32	13	40	15	120
18	67	Scott Ferguson	23	30	19	21	16	18	127
19	66	Chris Larson	4	20	6	42	33	25	130
20	79	T. Meric/B. Faget	10	25	22	11	30	38	136
21	17	Al & Dave Constants	34	48	34	10	9	4	139
22	22	Michael Kennedy	13	37	30	15	26	26	147
23	48	Jim Taylor	37	16	18	19	29	32	151
24	60	Jack Slattery	22	23	21	26	34	27	153
25	84	Ken Olsen	36	18	25	39	24	12	154
26	78	Mark Laura	6	15	29	48	27	31	156
27	18	Paul Foerster	35	27	5	9	48	34	158
28	29	Michael Hobson	31	32	14	32	17	33	159
29	90	Theodore Hovey	44	19	17	27	35	17	159
30	89	S. Johnstone/C. Recchi	33	33	31	8	38	21	164
31	27	T. Sandberg/L. Mila	30	48	9	31	28	23	169
32	75	D. Van Cleef/J. Lovell	28	24	41	38	10	29	170
33	52	Steve Bowers	24	29	33	35	22	28	171
34	55	Lee Morrison	16	13	32	48	21	48	178
35	45	R. Ruhlman/M. Bryant	48	21	15	25	31	48	188
36	01	S. Wood/D. Phillips	25	39	39	28	37	24	192
37	40	Ben Taves	38	36	38	24	23	36	195
38	64	Thomas Hill	27	12	42	30	48	37	196
39	23	H. Amthor/J. Wake, Jr.	32	31	27	29	41	39	199
40	42	Stuart Mount	12	40	43	37	20	48	200
41	43	Tom Brown	8	34	44	36	39	48	209
42	33	G. Sprague/C. Svendsen	41	17	36	40	42	40	216
43	74	Jody Swanson	43	42	40	33	36	30	224
44	11	Peter Milnes	48	38	47	43	32	20	228
45	21	Tom Babel	42	35	28	48	43	35	231
46	70	Boris Bayer	39	43	46	41	48	48	265
47	05	Skip Shumway	48	41	45	44	44	48	270







### 1989 J/24 Midwinters XII Designer Fleet

POS	BOW	HELMSMAN	1	2	3	4	5	6	7	TOT
1	34	Mark Bullerman	3	1	5	2	2	1	5	19
2	44	Eddie Williams	1	3	2	1	5	7	7	26
3	26	Long/Diamond/Jones	5	5	4	8	4	3	15	44
4	41	W. Fowler/S. Helms	11	15	11	3	3	2	1	46
5	54	Rick Kaiser	13	9	8	7	1	20	12	70
6	38	Ned Plumer	9	7	16	15	6	18	4	75
7	28	Sean McDermott	15	19	13	5	7	9	14	82
8	03	Jim Hoffman	6	6	26	18	12	15	3	86
9	50	Randy Kruger	8	8	44	9	9	14	8	100
10	53	John Adair	12	10	7	17	11	28	22	107
11	63	Adam Zangerle	44	21	1	20	8	11	2	107
12	87	Charles Price	21	14	31	4	20	21	9	120
13	32	Rob Overton	7	11	24	23	44	5	10	124
14	58	Dave DeSanto	20	18	3	19	14	22	30	126
15	15	Brian Thompson	16	17	6	22	17	35	21	134
16	76	C. Moeller/P. Young	4	27	44	25	15	4	17	136
17	16	Britt Drake	31	23	12	6	18	29	24	143
18	68	Richard G. Hines, Jr.	18	20	25	24	44	10	6	147
19	61	Brendon Benson	32	36	9	12	19	24	16	148
20	31	Allan A. Teske	10	28	17	29	22	19	28	153
21	07	Guido Carabelli	29	4	44	30	10	6	32	155
22	39	L. Corbin/D. Pierce	14	12	44	11	44	12	19	156
23	69	Heinz Laprell	2	30	21	38	16	8	44	159
24	81	Al Russell	44	2	37	13	13	13	44	166
25	08	Eileen Dawson Baker	19	33	20	16	30	30	23	171
26	56	Art Ahrens	30	33	10	10	25	26	33	172
27	82	Mark Wood	22	25	44	33	23	17	11	175
28	80	Makoto Nakano	26	13	15	21	31	27	44	177
29	14	Kevin Mahoney	27	24	28	28	24	44	13	188
30	19	Chip Broome	25	22	44	35	27	16	20	189
31	73	R. Lowery/J. Taylor	17	26	27	31	28	39	25	193
32	59	Graham Moss	28	31	32	26	21	38	18	194
33	57	Mark Lawless	23	16	30	44	26	25	44	208
34	35	Steven Loring	33	35	22	27	34	32	26	209
35	77	Joey Kelly	35	32	14	32	36	40	29	218
36	71	G. Gustafson/R. Groble	24	44	44	14	29	23	44	222
37	49	Tom Sawyer	39	40	18	37	32	34	35	235
38	10	Carl Hellerquist	38	37	19	34	44	33	31	236
39	13	Jeffrey King	34	34	44	36	33	31	34	246
40	47	Timothy Winger	36	39	23	44	35	36	44	257
41	06	Daniel Bullard	37	29	44	44	44	37	27	262





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# Sail Shapes: Mainsail and Headsail

by Jim Brady

**A**lthough your sails already have a predetermined shape cut into them, there are several ways to alter not only the draft, but also the position of that curvature. Certain shapes are faster or slower in various conditions. Throughout this article, I intend to define these shapes and to describe how to duplicate them in different wind and sea conditions.

The first thing we should cover is a vocabulary which will help us begin to "speak the same language". Below is a brief explanation of sail shape characteristics and terminology.

**Draft Amount (DR):** Described as the "Draft Ratio", this is the ratio of the chord's maximum depth to its length.

**Draft Position (DPR):** Described as the "Draft Position Ratio", this is the position aft from the luff along the chord where the maximum depth occurs.

**Rate of Curvature (RCF, RCA):**

Described as the "Rate of Curvature Forward" and the "Rate of Curvature Aft", each is measured forward and aft of the point of maximum draft.

**Twist Amount (TA):** This is the amount that the leech falls away from the straight line between the head and clew.

There are, of course, several other more technical terms which, for our purposes, will be excluded.

We will begin by going over mainsail shape before discussing the genoa. The mechanics of attaining proper sail shape in the mainsail can be controlled through the following ways:

1. **Mast bend** is controlled by various combinations of the backstay, shroud tension, spreader angle, and mast butt position relative to mast chocking.

2. **Luff tension** is controlled by the halyard or cunningham.

3. **Foot tension** is controlled by the

outhaul or, in some cases, the flattening reef.

4. **Leech tension** is controlled by a combination of mainsheet, traveller position and vang.

5. **Trim** is controlled by the same things as leech tension but is more of a reference to the angle at the boom in relation to the angle of the boat.

Although closely interrelated, each control has a distinct effect on the mainsail's characteristics. It is instructive and fun to work the controls and to observe the results.

To better understand sail shapes and which shape is required to power the boat to its top performance, we must first look at the physics of how the sail works, and why certain shapes are better than others.

In general, the higher the velocity of the wind over the sails, the greater is the

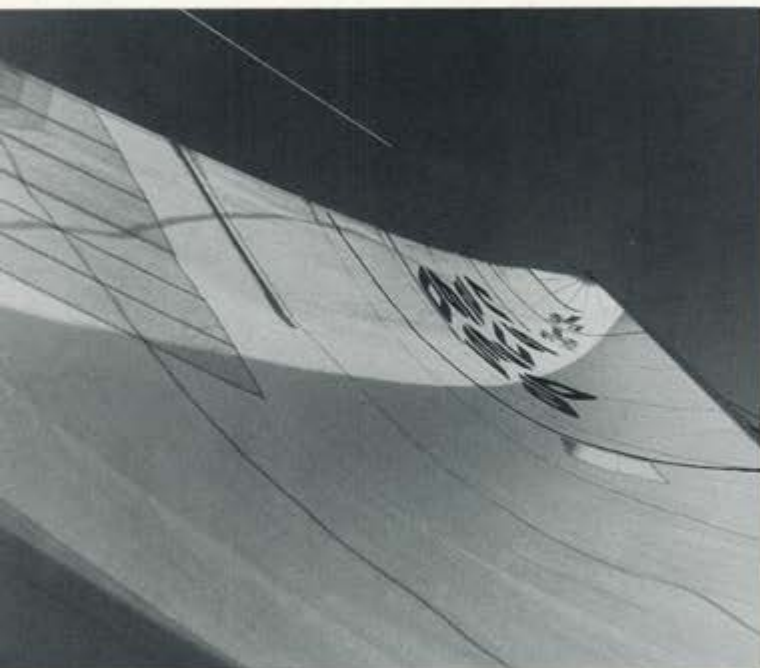


Photo A

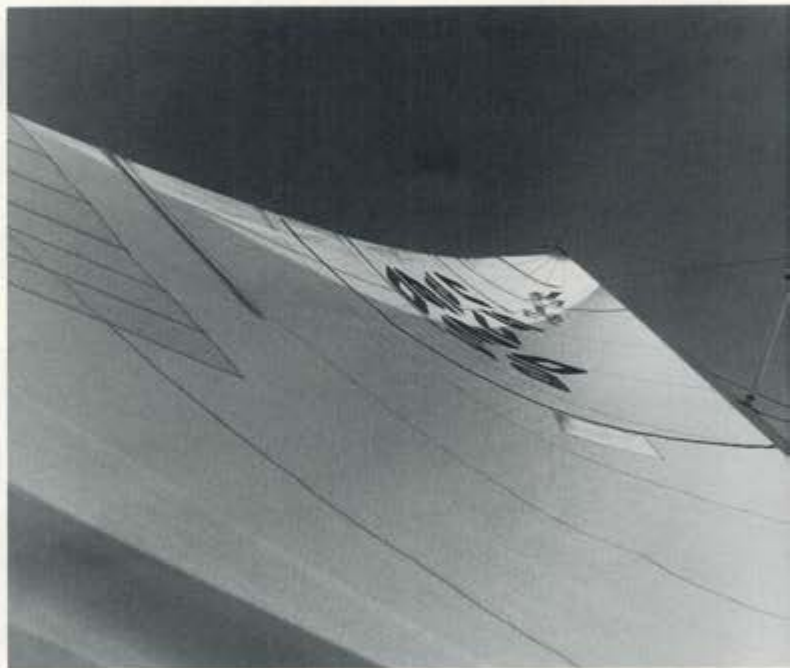


Photo B



power generated. Also the greater the Depth Amount (DR), the greater is the power generated. The only real exception to this is in extremely light air when the air does not have enough strength to overcome the drastic curve of a full sail and stalls before air reattaches at the leech. In this condition, flatter, more twisted sails can be faster than fuller ones. As the wind begins to increase due to the power generated through more velocity, the sail can be flattened. This should be done until the boat begins to heel excessively, when finally a reduction in sail area will be required.

Following are two mainsail photos. The one on the left, Photo A, would be a very powerful shape used in moderate breezes and lumpy seas. As less power is needed to propel the boat you can move more to the shape in Photo B. In this photo, the outhaul is to the black band, which opens the slot between the main and the genoa and opens the lower leech, thus reducing weather helm. The backstay is also on all the way, and as the mast bends, it pulls depth out of the sail, reducing the DR, and also moves the DPR aft. To compensate for this, the luff tension is increased in order to pull the DPR forward to its desired position. This shape is good for overpowered conditions. Also, notice the difference in the TA. In Photo A, the top batten is trimmed to windward of parallel to the boom, which is good for flat water and pointing. However, for foot-

ing or choppy sea conditions, more twist, as shown in Photo B, is better.

The sail shape can be controlled in the genoa by the following means:

1. **Headstay sag** is described as the amount that the headstay falls away from a straight line. This is controlled by backstay, shroud tension, spreader angle, and mast butt position relative to mast chocking.

2. **Luff tension** is controlled by the genoa halyard or cunningham.

3. **Lead position** is the position of the genoa lead block, which controls the tension on the leech and foot. Jib leads can be located by observing which portion of the sail begins to luff first. A luff in the upper telltale means that the lead should be moved forward, and vice versa.

4. **Sheet tension** affects the angle of the sail to the wind. It controls the amount of twist and depth in the lower portion of the sail. As the sheet is eased, the sail twists more and the foot becomes fuller.

Now that we understand how to control the sail's characteristics, let us look at some desired shapes. Photo C shows a perfectly trimmed sail for moderate conditions, having a fairly straight entry to allow for high pointing. This is achieved by having a loose luff tension, just on the verge of scalloping (note the wrinkles already forming along the luff). In Photo D, the luff tension is too tight for light or

moderate conditions. However, this forward DPR will suit you well in heavy wind and choppy sea conditions. The round entry (increased RCF) will give the boat a wide groove, making it easier to steer.

One of the most drastic changes to sail shape in the genoa is seen through headstay sag. The greater the headstay sag, the greater the DR and the farther forward the DPR moves. This is why in light air, with a large amount of headstay sag, it is imperative to have a loose halyard. As the wind increases, the headstay sags more, at a time when you want to reduce the DR. Through a combination of increased backstay and shroud tension, you can reduce the headstay sag. As you do this, the draft will move aft. So, compensate for this by increasing luff tension. To further reduce power in the genoa, move the lead aft, flattening the lower portion of the sail and allowing the top to twist off.

To better understand how to set up your rig to fit your sails, consult your sailmaker or your tuning guide. By using the terminology within this article, you can speak in a language that he will understand. If you are concerned about your speed, you may wish to take photos of your sails and the way you are trimming them to learn more about your sails' characteristics.



Photo C



Photo D



# Getting Smarter Faster

by Jane W. Watkins



North instructor Matt Ciesicki smiles at the performance of the crew on Ice 9.

Photo by Jane Watkins

**F**or several years my crew and I wanted to attend a J-World Racing Clinic. We had our choice of San Francisco, Florida or Newport, all great places but we really wanted to learn more about sailing J's in Santa Barbara.

The dilemma was solved in 1986, when Gib Biddle of J World San Francisco offered to fly to Santa Barbara to do a J World weekend clinic in our own area. With the help of local experts Eric and Kirk Arndt, it was very successful and our growing fleet begged for more. When Larry Klein started a J World in San Diego

in 1988, he continued and improved on the traveling J World concept, adding other top sailors to the list of instructors. We now have local sailors who take the weekend course here and enjoy it so much that they go down to San Diego for more.

The most recent racing clinic was the best ever, and a new dimension was added under the management of North Sails. Larry Klein combined his J World instructors with North Sail experts and we got the announcement out in Fleet and District newsletters that the clinics would

be held January 28 and 29 in Santa Barbara, and February 4 and 5 in Long Beach.

Larry arrived in Santa Barbara January 27 with instructors Pat Dore, Matt Ciesicki (North Marketing Manager) and John Kostecki (North J/24 Project Manager). Obviously I don't need to discuss credentials here; we were overwhelmed. The comprehensive weekend seminar included technical lectures beginning at 8:30 a.m., J-videos, chalk talks and on-the-water coaching both Saturday and Sunday. The on-the-water work was





Photo by Jane Watkins

from 11 a.m. to 4 p.m. Crews could switch positions on the boat or work on perfecting their usual position. The instructors switched boats on the water to give the "students" a well-rounded education from experts whose techniques varied.

The first day was spent doing more tacks, gybes and mark rounding than you might want to do in a lifetime, but boat handling and teamwork improved as the day went on. Participants met for dinner and dancing in the evening, but partying was limited, knowing that "class" started again early the next morning.

Sunday, after the lecture and some practice races, "The Final Exam Regatta" took place. Larry Klein jumped off his student J boat to Ken Kieding's power boat to video the regatta. Four triangular short races made up the final exam. The video with Larry's glib commentary was shown at the wrap up session held at Santa Barbara Yacht Club. There is nothing like watching yourself screw up a gybe on TV with a lot of people watching. You might not let it happen again! A lot of joking and guffaws went on during the video, but it was really very educational. The team winning the Final Exam Regatta was given a bottle of champagne, which was

immediately popped to celebrate a successful weekend.

These clinics have done wonders for our fleet (28 boats) in improving boat handling, performance and confidence amongst the crew. In addition, we have found that the local boats used over the weekend are given a critical eye by the instructors as far as deck and gear layout. Within a week of North J World, we saw boat owners changing halyards, fixing winches and even buying new sails, much to the delight of the crews. They are ready to win! And once you and your crew feel faster and smarter, you begin to recognize what's wrong with the boat.

There is so much to learn about J sailing and racing in general, and these clinics have certainly put our fleet on the right track. The students ranged from mild racing experience to top crews, but they all improved dramatically in knowledge and enthusiasm after these 48 hours. The big bonus, of course, was having experts like Larry, John, Matt and Pat. We try to show our appreciation by planning social events and supplying housing while they are here. We are planning another one in the Fall, so if you want to visit Santa Barbara give me a call. After one weekend you'll be ready to kick some butt and take names later. You won't regret it!

*Above: Larry Klein shoots video of clinic students on Watermelon during final exam.*



Jane Watkins sails her J/24, She Bop (1879), as a member of Santa Barbara Fleet 63, and is the current District 21 Governor. She has been sailing for 17 years, and started the Women's Yacht Racing Association of Santa Barbara. When not sailing, she works for a CPA firm.





Photo by Paul Boilevert



Britt Drake (4542), John Adair (3712) and Chuck Millican (4415) approach the jibe mark in East Coast Championship race.

## Moore Wins East Coast Championship

by Nancy Noyes, *Publick Enterprise*

A record fleet of 86 J/24s assembled over the weekend of October 28-30 for the 10th Annual J/24 East Coast Championship, co-sponsored by Severn Sailing Association in Eastport and the area J/24 Fleet 8, and sailed out of SSA in the Bay off Annapolis.

Winner overall was Geoff Moore of Newport, RI, sailing Ken Read's old boat *Mustang Sally*, qualifying by his victory to compete in the 1989 J/24 Worlds in Kingston. Referring to the fact that many of the event's top placers are sailmakers or work in other aspects of the sailing industry, Moore, who works in the temperature control business, called himself "the only amateur in the top five," and was quick to share credit for his success with his crew, Will Harris, Dave Price, Tim Hotchkiss, and Paul Coleman. He stressed the importance of flawless crew work, maintaining boat speed, and good tactical decisions.

With brisk and breezy autumn weather the rule for the weekend, along with some serious wind shifts and wide variations in wind velocity, "You had to keep the boat pointed right at the mark," he said, "through the 30° windshifts or more."

This year's East Coast was the largest one-design event on the Bay, and the second largest J/24 event in the world, topped only by the Midwinters in Florida. But there the fleet was split into two fleets after a day of qualifying races. Here the entire fleet sailed as a single group.

Doing well in such a huge fleet is no small trick, since bad placement back in the pack means sailing through a lot of disturbed air. A good start out in front can be important, but there are other factors as well. According to Hale Walcott, sailing with Scott Ferguson on the Newport boat *Whiteout*, "The key isn't so much the start itself as what you do immediately afterward: sail fast, go for clear air. The crew has to be aware of changes in wind velocity and direction, as well as position in the fleet. It's like a big chess game."

Starting such a huge fleet isn't easy either, especially when the line has to be nearly 3,100 feet long, well over half a mile. Line length is properly determined by multiplying the number of boats by 1½ times the boat length.

The line was marked by boats at each end as well as the center boat, but due to its length and the shifty and often uneven wind conditions throughout the weekend, racers starting near one end of the line sometimes found themselves sailing in different wind than those near the other. Post-race discussions of successful strategies often sounded as if completely different races were being described.

To help save time between races and guarantee that all seven would be sailed, Olympic courses were used only for the final race each day, while earlier courses were windward-leeward, twice around, so that the fleet could reassemble quickly after finishing at the new starting area.

The race committee, chaired by Steve Podlich, had its hands full to manage this large and aggressive group successfully. After general recalls at the start of both of Friday's races, and thence forward through the weekend, the dreaded



"black flag" (code flag Z) flew from the committee boat at each start, signaling a rigid "sudden death" version of the one-minute rule in effect. Under this rule, any boat called over the line within one minute of the start was instantly scored a premature starter, and was out of that race. A PMS score could be dropped unless a request for redress was refused, keeping post-race protest hearings to a minimum.

For Saturday's three races, however, no one was called over early. Perhaps the racers were remembering Podlich's skippers' meeting warning, delivered in a fractured pseudo-Cuban accent in imitation of past Midwinters RC Chair Mario Bustamonte, "Don't go over the line early." More probably, however, they were assisted by tidal current opposing the line, which kept them from drifting over.

The regatta attracted some of the nation's and the class' top contenders from around the country, the region, and even Bermuda and Canada, as well as a significant portion of the local J/24 fleet. Included on the roster were such world class sailors as ex-Annapolitan Corey Fischer Sertl, 1988 Olympic Sailing Team alternate, who finished fifth; 1988 Rolex Yachtsman of the Year Ed Adams from Newport, in seventh; Annapolis Sobstad Sailmaker Larry Leonard of 12 meter America II experience; Canadian National J/24 Champion John Roy from Chester, Nova Scotia; and Annapolitan Mike Hobson, himself a former English National J/24 champion, recently returned from earning second place in the Ultimate Yacht Race in New London, Connecticut.

Although five of the seven highly competitive Newport teams finished in the top ten (three in the top five), the local area was also respectably represented. Sailing with Jack Slattery of Doyle Sails Marblehead to third place were Annapolis sailmakers Dave Flynn, Dave Krebs and Rob Ranzanbach. The top all-Annapolis boat was *Diligaff*, sailed by the team of Chris Snow and Steve Voorhis, with Roger Link, T.C. Williams, and Alex Beckman, in ninth overall.

"Not bad for a group of local yokels," Snow joked laconically. "Actually, Chris drove some really good races and we made an amazing recovery from a bad position in mid-fleet in the last race," Voorhis elaborated. "The whole crew deserves a lot of credit for this."

The Annapolis fleet was well represented in the second ten,



Competitors prepare to leave the docks dressed for the breezy autumn weather.



Feeling the squeeze, Cheap Floozie's crew checks time before start of an ECC race.

however, with seven places between 11th and 20th nailed down by Leonard, Tony Parker, Tom Wohlgemuth, Mark Hillman, Stewart Spettel and Tim Mowry, Paul Borssuck, and Keith and Tricia Yeoman.

In addition to trophies presented to the top five overall, awards were made for low-point scorers for each day's racing. Moore collected Friday's and Sunday's, while Slattery earned Saturday's.

Snow, owner of the Annapolis UK sail loft, received the Sobstad Sails Trophy for most improved performance over last year, for moving up from 25th to 9th, while SSA manager Ridge Gardner was awarded the Shore Sails Trophy for outstanding sportsmanship, for maintaining a semblance of order – and a balky boat hoist – in the chaos created at SSA by large numbers of out-of-town boats trailered in and launched from the club.

A mid-fleet award, for 44th place, went to Jack VanDalen of Haddonfield, NJ, and Mds. Jay Cavalieri, in 43rd, received the Russ Gittings Trophy for best finish by a Naval Academy boat.

An award of sorts also went to Regatta Chairman Dave Jackson, who sailed his boat *Wound Up* in the event. One of the new J/24 Class rules limits maximum crew weight to 880 lbs., so this year's regatta required weigh-ins at registration to make sure no crew exceeded that limit. In addition to some last minute crew swapping between overweight crews and lighter ones which took place before the event, many a sailor was seen shivering in his underwear on the outdoor scales, having removed virtually all of his clothing to make weight. Jackson, however, did it the hard way, dieting to lose 20 pounds before the event, and received a battered bathroom scale for his efforts.

In addition to the traditional fleet barbecue dinner Friday night, this year's social events featured a Sunday morning breakfast at SSA, as well as daily informal gatherings around the Labatt's beer truck after the races.

Was it fun? "We had a blast," winner Moore said, and his sentiments were echoed from many quarters.

"It's a great fleet, and it's wonderful racing," said Parker, who finished first in the second race but accepted a 20% penalty for a starting line foul. "Where else can you go and race against 85 other boats? It's fun. What else can you say?"

Photos by Paul Boisvert



**East Coast Championship  
October 28-30, 1988  
(Top 45 of 86)**

POS	SAIL	HELMSMAN	1	2	3	4	5	6	7	TOT\$
1	456	Geoff Moore	1	6	15	1	2	1	4	15
2	4351	Dan Neri	5	2	4	8	7	3	2	23
3	3213	Jack Slattery	10	9	3	2	5	2	15	31
4	459	Brian Bennett	9	3	1	9	21	13	5	40
5	4333	Corey Fischer	4	14	5	19	12	5	7	47
6	1135	Max Shelly	3	12	7	5	24	6	17	50
7	1450	Ed Adams	PMS	11	11	3	4	16	21	66
8	2810	Lee Morrison	PMS	23	9	11	3	8	12	66
9	1009	Chris Snow	6	13	8	17	18	10	16	70
10	3701	Scott Ferguson	2	PMS	28	23	1	20	1	75
11	1506	Larry Leonard	7	4	39*	16	13	11	30	81
12	3942	Tony Parker	13	1*	27*	33	9	4	6	83
13	3944	John Roy	16	15	10	6	14	26*	31	92
14	21889	Tom Wohlgenuth	8	26	22	25	8	23	10	96
15	1983	Kevin Doyle	21	8	12	10	19	58	29	99
16	13213	Marcel Beaudin	32	5	19	18	11	36	DNC	121
17	1618	Mark Hillman	12	PMS	24	24	15	17	38	130
18	815	Stewart Spettel	14*	16	26	58	22	9	27	131
19	3733	Paul Borssuck	26	17	13	15	26	31	37	139
20	2907	Tricia Yeoman	19	20	66	26	6	40*	11	139
21	196	Mike Hobson	28	21	45	7	43	18	23	142
22	3721	Bill Cofer	14	24	17	DNF	25	34	33	147
23	4014	Mark Bryant	17	PMS	6	21	10	7	PMS	148
24	3739	Edward Williams	18	PMS	44	27	23	38	3	153
25	4396	Jody Swanson	31	59	13	36	40	28	13	161
26	4415	Chuck Millican	PMS	7	36*	14	27	30	32	163
27	4186	Gerald Coleman	PMS	PMS	2	4	20	15	22	167
28	4269	Rob Overton	37	38	31	45	36	19	8	169
29	4262	Henry Amthor	24	PMS	40	12	16	29	52	173
30	4207	Tom Brown	PMS	19	14	37	28	39	44	181
31	4148	Jack Wildermuth	34	10	68	42	68	21	9	184
32	53088	Pat Fitzgerald	22	32	60	30	31	37	40	192
33	KB-10	Trevor Boyce	39	64	34	38	32	41	18	202
34	3256	Richard Hines	36	39	20	35	47	35	63	212
35	3310	John Glynn	41	25	41	39	33	43	34	213
36	1593	Al Goldin	PMS	27	55	31	48	14	39	214
37	2572	Mark Lawless	46	29	23	47	17	57	58	219
38	3742	Robert Kowalshyn	35	PMS	21	50	41	48	25	220
39	624	Stephen Constants	30	PMS	47	56	39	12	42	226
40	696	Clarke McKinney	27	30	57	34	59	33	45	226
41	4334	Becky Wilson	23	22	64	48	58	PMS	19	234
42	3712	John Adair	PMS	35	35	22	51	56	35	234
43	4038	Jay Cavalieri	DNC	PMS	48	13	53	25	14	240
44	2009	Jack VanDalen	20	PMS	65	52	34	22	47	240
45	134	BJS Syndicate	43	51	52	29	44	54	28	247

\*Denotes a 20% penalty

§One Throwout

## Gull Lake Fleet 123

by Art Riley

Fleet 123 members were deeply saddened by the sudden death of William Patten on January 23, 1989. Bill, his wife Bridget, and three sons had been involved with the Gull Lake Yacht Club in the Kalamazoo area for a long time. After many years of experi-

ence on Lightnings, he and Bridget, for their 25th wedding anniversary, bought J/24 3143, *Silver Streak*. One of our most faithful starters, Bill and his crew always turned in a solid performance. We will miss him sorely.

On the bright side, we are looking forward to our third annual Spring Regatta, with three back to back races on Saturday, May 13, a big party that evening, and two more races Sunday morning.





Photo by Jane Watkins

At left, winners of Turkey Day Regatta, John Kostecki and crew Jim Barton, Matt Ciesicki, Stu Eddings and Pat Andraesen; at right, overall 1988 District 21 winners, Eric Arndt and crew Pat Griffin, Matt Wilson, Kirk Arndt and Harold Blades.

## Eric Arndt is 1988 District 21 Champion

by Jane Watkins

District 21 (Southern California, Arizona and Nevada) held five district regattas in 1988, also known as the California Circuit. Each regatta consisted of five races and the venue alternated between Santa Barbara and Alamitas Bay. One of the regattas held in Santa Barbara only completed two races due to light air, and was considered a throw out.

Our first district regatta of the year is held in February at Alamitas Bay Yacht Club in conjunction with the Midwinter Regattas in Long Beach and Los Angeles. This being the biggest yachting weekend of the winter, it usually gets everyone out of their chairs. The rest of the regattas are spread through the spring and summer, with the final one usually in the fall. In 1988, a total of 38 boats participated, and we are of course hoping for more in 1989. Clever trophies were given out at the end of each regatta, such as plaqued igloo coolers filled with champagne and beer, or engraved pleasant sounding wind chimes. Trophies at the final district regatta for overall positions were porpoise sculptures on a wood base, picked out by past District Governor Terry Hanna. First place was awarded to Eric Arndt and his crew on *Houdini*, for the second year in a row. The final regatta was held at Alamitas Bay in conjunction with their Turkey Day Regatta. John Kostecki and crew were first in this regatta (beating Eric by  $\frac{3}{4}$  point). John received a turkey and his crew were all given pumpkin pies.

California Circuit District Regattas for 1989 are scheduled as follows with one throw out:

- |                             |                |
|-----------------------------|----------------|
| 1. Alamitas Bay Yacht Club  | February 18-19 |
| 2. Santa Barbara Yacht Club | April 22-23    |
| 3. Santa Barbara Yacht Club | July 1-2       |
| (Semana Nautica)            |                |
| 4. Alamitas Bay Yacht Club  | August 19-20   |
| 5. Santa Barbara Yacht Club | October 7-8    |

## 1988 California Circuit - District 21 (Top 20)

POS	YACHT	HELMSMAN	1	2	3	4	TOT
1	<i>Houdini</i>	Eric Arndt	1	13	2	2	18
2	<i>TNT</i>	Terry Hanna	15	4	8	9	36
3	<i>Jubilation</i>	Alan Smith	7	13	1	15	36
4	<i>Lil Driller</i>	Peter Tong	16	6	10	4	36
5	<i>Party Animal</i>	Greg Lowe	24	13	3	3	43
6	<i>No Quarter</i>	Scott Deardorff	13	13	12	5	43
7	<i>Too Hip</i>	Jay Golison	2	13	16	15	46
8	<i>Magic Bullet</i>	Brian Thomas	3	13	16	15	47
9	<i>Silver Rush</i>	M. Bartell	14	2	16	15	47
10	<i>All But 9</i>	Ken Kieding	24	13	5	6	48
11	<i>J Hosen Neig</i>	J. Chapman	11	9	16	12	48
12	<i>Vanessa</i>	John Carpenter	4	13	16	15	48
13	<i>Watermelon</i>	Jeff Berkus	19	7	13	10	49
14	<i>Tigger</i>	B. Zimmerman	24	13	4	8	49
15	<i>De Ja Vu</i>	Chris Perkins	5	13	16	15	49
16	<i>Half Fast</i>	M. Lahorgue	6	13	16	15	50
17	<i>Grinder</i>	Jeff Little	8	13	16	15	52
18	<i>3 J's</i>	J. Beckman	17	5	16	15	53
19	<i>Snow Job</i>	B. Richard	9	13	16	15	53
20	<i>Heartbreak</i>	Eric Stater	10	13	16	15	54

## Fleet 10 Active in Miami

Fleet 10 has continued to grow and play a very active role in the sailing scene in Miami, Florida. Already the J/24 is the strongest one-design fleet in the area, with the exception of the Lightning and Snipe. The racing possibilities for the J/24 sailor in Miami are extensive and year around. The Biscayne Bay Yacht Racing Association, formed by several yacht clubs in the Biscayne Bay area, offers monthly racing as part of a yearlong series in which J/24s participate as a cruising class. During the summer there is a series of Wednesday night races, sponsored by the USYRU



Sailing Center, in which there is also significant participation by Fleet 10 members.

The most popular series for J/24 sailors is sponsored by our own fleet. Although the series started as a pick up race several years ago, it has grown to be a spring and a fall series. Each series consists of five race days, and on each race day, three triangle course races are sailed. Each start has between fifteen and twenty boats on the line, which makes for some very exciting racing. After each of these races, fleet members get together, usually at Coral Reef Yacht Club, have a few drinks and discuss the day's racing. The social aspect of the fleet is further rounded out by three or four parties a year at various members' houses.

Fleet 10 also endeavors to provide an educational program for its members. We try to have a meeting at least once a month, during which a discussion is held on rules, rigging, starts, boat speed, strategy and tactics.

## World Corporate Games

*Courtesy of Latitude 38*

It seems like almost everyone who entered the sailing portion of the inaugural World Corporate Games went home with a medal – at the very least, they went home smiling.

"I had a great time," said winning J/24 skipper Chris Perkins, a 27 year old manager with the San Francisco accounting firm of Ernst & Whinney. "It was the first time in my career that I got to tell a few partners what to do!"

Perkins, the reigning king of the Bay J/24 fleet, and his all Ernst & Whinney crew, Bill LeRoy, Sandy McKean, Lucy Carrico and Roger DeLusignan, accounted themselves well, putting together a 1-2-2-1-2-3-4 record in the seven race, no throwout series. Perkins apparently didn't miss sailing with his regular all-star crew, but allowed, "We were lucky it didn't blow very hard during the regatta!"

The J/24 races, held on the Berkeley Circle, were sponsored by Spinnaker Sailing and directed by race consultant Jim

Taylor. With Rule 26 waived, several of the boats sported large corporate logos on their spinnakers, furthering the spirit of inter-company competition. Competition in the Games (sailing was only one of 20 events held between October 22 and November 5, 1988) was open to employees and family of any corporate entity worldwide.

Consistency was the key to winning the series. Mike LaHorgue's Damon Raika effort had a hot series but was disqualified in one race by Morgan Fraser, Ltd., effectively costing them a shot at winning the series. The City of San Francisco Bureau of Street Cleaning group, which we picked to "clean up" the regatta, sailed consistently, but unfortunately at the wrong end of the pack. They finished last, buckling under the pressure of being picked by *Latitude* to "sweep" the regatta.

Six contestants entered the Laser sailing, and eight boardsailors competed off Crissy Field, displaying colorful corporate logos on their sails. "Next year, we'll probably only have boardsailing and J/24s," said spokeswoman Lisa Blackaller. "Because of the success of this first event, there will definitely be a second annual World Corporate Games held in San Francisco next fall."

### 1988 World Corporate Games J/24 Fleet

POS	CORPORATION	HELMSMAN	TOT
1	Ernst & Whinney	Chris Perkins	14
2	Bryan's Quality Meats	Terry Flannery	20
3	Pier 39	Ray Delrich	26
4	Damon Raika & Co.	Mike LaHorgue	27
5	Trillium Tests Systems	David Menis	35
6	Hewlett-Packard Blue Team		45
7	Morgan Fraser	Don Oliver	54
8	Golden Gate Yacht Club	Doug Carroll	54
9	American President Lines	Ken Jencke	64
10	Chevron Corporation	Robert Montero	64
11	Acuson	Bob Setzer	65
12	Hewlett Packard White Team		80
13	Alameda Co. Sheriff's Dept.	Frank Nemeth	90
14	City & County San Francisco	John Roumbanis	95

## Mahaney Captures Top Honors at Milford Fall Regatta

*by Tony Iacono*

Kevin Mahaney, of Bangor, Maine, sailed *American Garage* to consistent finishes to capture first place in the annual Fleet 4 Milford Regatta, hosted by the Milford Yacht Club and J/24 Fleet 4. This regatta, which also served as the District 2 Championship, qualified Mahaney for the 1989 World Championship to be held in Kingston, Ontario, Canada. The five race, no throwout regatta was sailed in ideal fall conditions with fresh breezes and clear skies. As in past years, this annual event attracted a very competitive fleet of 48 boats from throughout the Northeast. Mahaney, with his crew of former world champion Dave Curtis, John Aloffson, Steve Ulian, and Owen Cole, just edged out sailmaker Dan Neri from Newport, who sailed *Blank Expression* to a second place finish overall. Third place went to Ed Adams, winner of the 1988 Star World Championship, who sailed *Sleeper*, also out of Newport.



With Rule 26 waived, several J/24s sported large corporate logos on their spinnakers in the 1988 World Corporate Games.



The annual Milford Fall Regatta is the final event for the Fleet 4 season. A championship offshore series and a Sunday Olympic course series keep the 35 fleet members active from May through October. In addition, a variety of social events, singlehanded races, overnight cruises, instructional days, and

a Thursday night beer can series serve to bring the fleet together and offer a variety of popular alternatives to the competitive racing found in the Milford area.

For the second year in a row, the fleet championship series was won by Britt Hughes on *Shogun*. Britt never failed to place



Blitz and Thriller head upwind close to leaders of Milford Fall Regatta race.



Overall winner, Kevin Mahaney, initiates tack to cover fleet.

**1988 Milford Fall Regatta  
and District 2 Championship  
October 1-2, 1988  
(Top 20 of 47)**

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	US6	<i>American Garage</i>	Kevin Mahaney	1	4	3	4	7	19
2	US4186	<i>Blank Expression</i>	Dan Neri	4	2	5	2	6	19
3	1450	<i>Sleeper</i>	Ed Adams	3	13	11	8	1	36
4	2810	<i>U3</i>	Lee Morrison	5	21	8	3	5	42
5	3775	<i>Blitz</i>	Al & Dave Constants	8	16	2	6	15	47
6	US556	<i>Shogun</i>	John Hughes	14	7	12	14	2	49
7	1	<i>Talking Heads</i>	Nancy Haberland	13	3	10	7	20	53
8	3213	<i>Sly</i>	Paul Beaudin	19	19	13	9	9	69
9	3801	<i>Maybe</i>	John Field	23	9	14	10	13	69
10	2808	<i>Ya Mon</i>	Ted Hovey	15	6	9	22	18	70
11	US4351	<i>Mustang Sally</i>	David McClintock	2	14	6	13	48	83
12	2819	<i>Gruppo Sportivo</i>	Mark Bellerman	10	10	26	17	21	84
13	3969	<i>Tasmanian Devil</i>	Steve Wood	21	28	23	23	4	99
14	4396	<i>Swan Dive</i>	Jody Swanson	18	24	29	21	16	108
15	US459	<i>Moonfish</i>	Brian Bennett	20	11	18	48	14	111
16	129	<i>Thriller</i>	George Desrosiers	11	18	15	20	48	112
17	721	<i>Tramp</i>	Mark May	17	15	17	16	48	113
18	2329	<i>Polar Bear</i>	Jonathan Bloom	9	29	27	35	17	117
19	1505	<i>Equity</i>	Robert Brennan	27	30	24	18	22	121
20	4249	<i>Calman Robicco</i>	Charlie Robinson	22	12	19	24	48	125



out of the top three in any of the 13 qualifying offshore races. Britt also had a number of top finishes in several major regattas throughout the New England area. George Wall, who won the "Fleet 4 Most Improved Skipper Award" this year, sailed *Ukiyo* to a second place finish. George Desrosiers, sailing *Thriller*, got off to an unusually slow start this season, but finished very strong in September and October to capture third place. Ted Walen, former Fleet 4 Captain, helmed *Tigress* to a fourth place finish, and current Fleet 4 Captain Jim Birge sailed *Fastbreak* to fifth place in the championship series.

The popular Sunday series, which draws an average of 15 boats per race, is sailed on the Milford Yacht Club racing circle. This series was marked by very close racing, with the leaders constantly looking over their shoulders, as the Milford Fleet is becoming more competitive. It went down to the final race of the series before George Desrosiers edged out Britt Hughes by one point, and thus sewed up first place. Following Britt in the standings were Milford Yacht Club Commodore Ed Becker on *Gangway*, Bob Kleffman aboard *Painkiller*, and George Wall sailing *Ukiyo*.

Milford Fleet 4 expects 1989 to be another exciting year of J/24 sailing. In addition to the competition on Long Island Sound, many fleet members now travel to nearby championship races such as the Volvo Newport Regatta and the Buzzards Bay series. Also, this year the North Americans will be within commutable distance. J/24 sailing is growing ever more popular in Connecticut, with several new boats joining the fleet for the 1989 season. We expect participation and the level of competition to be raised another notch.

This year the annual Milford Fall Regatta is scheduled for the weekend of September 30-October 1, 1989. Mark your calendars and plan to join Fleet 4 for another great weekend of competitive J/24 sailing on Long Island Sound.

### 1988 Fleet 4 Championship Series (Top 10)

POS	YACHT	HELMSMAN
1	<i>Shogun</i>	Britt Hughes
2	<i>Ukiyo</i>	George Wall
3	<i>Thriller</i>	George Desrosiers
4	<i>Tigress</i>	Ted Walen
5	<i>Fastbreak</i>	Jim Birge
6	<i>Civil War</i>	Iacono/Bitel
7	<i>Whirlaway</i>	Pat Strang
8	<i>Windsprint</i>	Jack Rubino
9	<i>Mad Cap</i>	Dan Bullard
10	<i>Volcano</i>	Glen Elia

### 1988 Fleet 4 Sunday Series (Top 10)

POS	YACHT	HELMSMAN
1	<i>Thriller</i>	George Desrosiers
2	<i>Shogun</i>	Britt Hughes
3	<i>Gangway</i>	Ed Becker
4	<i>Painkiller</i>	Bob Kleffman
5	<i>Ukiyo</i>	George Wall
6	<i>Cajun Cookin</i>	Nick Micskey
7	<i>Volcano</i>	Glen Elia
8	<i>Em. Express</i>	Manfred Noack
9	<i>Hilaria</i>	Craig Morgan
10	<i>Tigress</i>	Ted Walen

## Long Beach Fleet 59 News

by Christopher Reno

1988 was an active year for the Long Beach fleet. Our Championship series saw eight to twelve boats out regularly for the best three out of four regatta series. In addition, there were regular fleets out for other local regattas.

A fleet social in June brought out both racers and cruisers, spouses and children for a casual day of cruising the Long Beach Harbor, followed by an evening BBQ. The highlight of the BBQ was a critique of everyone's cruising skills that had coincidentally been videotaped by our fleet captain. We are planning a repeat on July 8, 1989, and anyone in the area at that time is welcome to join us.

New in 1988 was participation in the Thursday night Pop Tops summer series. We consistently had five to seven boats out every Thursday evening for the entire twelve race series. In order to make it more interesting, we banned 150 genoas for the series, and everyone had to use their jib. The result was that almost everyone ended up with at least one daily first trophy. We are definitely planning to have a repeat for the summer of 1989.

We hosted a racing clinic in conjunction with both J World and North Sails. The event was held February 4 and 5, just prior to our local Midwinter Regatta and consisted of both on and off the water instruction. We had five boats and 20 people. It was an excellent advanced racing clinic and generated a lot of interest in J/24s. We recommend such a joint venture with any local fleet and sailmaker combination. If you can get the participation of J World as well, it creates a real draw. We are already planning a repeat seminar this fall.

## 1988 District 7 Championship Regatta

by John Texter

The 1988 District 7 Championship and 1989 Worlds qualifier was held August 12-14 at the Rochester Yacht Club, home of Fleet 41. The regatta was chaired by Pam and Mike Nahmias (*Life in the Fast Lane*, 790), who also split Fleet Captain duties for Fleet 41. Additional sponsorship was obtained from Genesee 12-Horse Ale, and plenty of complimentary beer flowed on shore after each day of racing. The fleet was pleased to host our Jury, which consisted of Helen Ingerson, Doug Hooper, and John Ernst. Their work load was relatively light, with only one redress request to adjudicate. Their presence on the race course had a positive impact on promoting conscientious racing. While yacht measurements at registration were not exhaustive, several entrants learned about some of the required safety equipment, which could be handily purchased at nearby Shumway Marine in time to pass inspection.

The fleet of 40 yachts was drawn from 14 clubs in the environs of Lake Ontario and beyond. Six of our Canadian cousins helped make the regatta an international event, and represented the Ashbridges Bay Y.C., Whitby Y.C., Dalhousie Y.C., Etobicoke Y.C., and Buffalo Canoe Club. Outside of District 7 in the States, the North Star Sailing Club (Troy, MI) and Lake George Club were represented. The Finger Lakes region was represented by entrants from Skaneateles Country Club and Canandaigua Y.C. Buffalo Harbor S.C. represented the



eastern shore of Lake Erie, and other entrants came from Youngstown Y.C., Sodus Bay Y.C., and Fairhaven Y.C.

On Friday morning the air was light (0-5 knots) and hot. As the fleet gathered in the vicinity of the starting line for a 10 nm five-leg windward-leeward Race 1, starting into an easterly breeze, boats rocked until the preparatory signal to try to gain proximity to the line. The start was clean, and off the fleet went. The wind backed 65 degrees, making the left side golden and the right, a graveyard. Bob Castle's *Ya Ya* (2021) rounded first, followed by John Fields in *Joyride* (2326), John Odenbach in *Hangover* (2662), John Texter in *Aragorn* (2250), and Houghty Wetherald in *Javelin* (2422). The course was changed at the first mark to give a valid run, and most of the leaders headed right initially. Mother nature put the air on the left of the run, and this allowed the middle of the fleet to mix it up with the weather mark leaders, where Chris Koper in *Rumpus* (KC1169) was the first to take the hard left gybe. Playing the right to middle payed off on the second beat, where the race was shortened at the weather mark. *Hangover*, *Super Collider* (1591, Gene and Norman van Voorhis), *Javelin*, *Yellow Snow* (657, Ben Taves), and *Rumpus* took the first five positions. After a postponement and comfortable swimming break, further racing for the day was abandoned, and the fleet lined up for tows back to dockside. Free beer and a complimentary hors d'oeuvre party (courtesy of Frank D'Aurizio and Popeye's Chicken) highlighted the late afternoon/early evening scene.

Saturday brought more air, but not a lot more (2-10 knots). Race 2, a six-leg Olympic course with 1 nm beats into a westerly, was started after two general recalls, a postponement, and another general recall. In-shore, to the left on the first beat paid dividends to boats that hung on until the end. Gunther Buerman in *Partial Eclipse* (4550) led the fleet around the first mark. The reaches were tactically interesting because of the light air, and left was better on the second beat again. *Yellow Snow* and *Knight Errant* (4126, T. Nolan and K. Schmidt) challenged *Partial Eclipse* on the light and shifty run, but the wind filled in to leave *Partial Eclipse* untouchable. The final beat, taken mostly on starboard tack, saw *Cannonade* (2705, Paul Cannon), *Knight Errant*, *Yellow Snow*, and *Leading Edge* (4110, Larry Gaenzle) take finishes of two through five.

The second race of the day (Race 3) was set on a 7.5 nm five-leg, windward-leeward course into the Northwest. Playing the shifts paid off on the beat and the run. On the second beat, much of the fleet went left, hard, which looked really good until a squall moved through with an 80-degree back that pitted the boats to the left with a broad spinnaker reach to the mark against the right side boats on tight genoa reaches. This race was shortened at the weather mark, with *Chinchilla Buck* (1983, Kevin Doyle), *Hangover*, *Partial Eclipse*, *Life in the Fast Lane*, and *bateau blanc* (4278, Reid Stava) taking the first five positions. Three races completed meant that we had a regatta, and the fleet retired to the club for more free beer, a chicken barbecue, and a lengthy evening of dancing to a popular band.

Sunday was bright and windy. As the fleet gathered for the beginning of Race 4, the westerly at 15-20 knots appeared to be building. Seas were relatively flat, but whitecaps in-shore were beginning to appear. A five-leg windward-leeward course of 7.5 nm was set. Because of the building wind during the starting sequence, a few boats shifted down to jibs. *Aragorn* waited until two minutes before the start to change and started bareheaded, but recouped ten other lightly crewed boats on the beats as they blew sideways during the puffs. Kirk Reynolds in *This Side Up*

(4270) and 1987 District 7 Champion hit the left corner hard for a never-to-be-lost lead. On the final beat Ted Reilly in *Rasputin* (KC1152) saw his mast bend over and break, following a tack. Tacking duels sifted out the rest of the finishers, with *Sea Cup* (4333, Corbo Corbishley) taking second, followed by *Yellow Snow*, *Javelin*, and *Rumpus*.

The second race on Sunday (Race 5) was set as a repeat of the first, a five-leg windward-leeward into the west. As the wind built further (25-40 knots), most of the boats switched to their jibs, and a reefed main or two were evident. As the fleet prepped for the start, *Sea Cup* and *Chinchilla Buck* locked rigs on opposing reaches. The spar on *Sea Cup* shattered instantly at the topping lift, and about 5 seconds later *Chinchilla Buck's* mast separated closer to the hounds. No one was injured, but these two top boats were knocked out of contention. It was otherwise a clean start, and the fleet was off and running in a race for survival. Kirk Reynolds was in his element in the heavy blow, but unfortunately he missed his chance to place in the regatta when his main halyard parted soon after the start. Later in the first beat, Rodger Voss's *Spirit* (23797) and Ed Gardner's *Surprise* (1029) met on opposite tacks, and both yachts retired. That ended the reported collisions for the race, but not the excitement. *Javelin* rounded the weather mark first, closely followed by *Slapshot* (1201, Jay Tovey) and *Hangover*. Eighty percent of the fleet flew their kites on the way down the next leg, and the round-ups were spectacular. Reid Stava in *bateau blanc* and Houghty Wetherald in *Javelin* discovered how fast and far their boats could spin around their bows. *Slapshot* led around the bottom mark and went right to cover *Hangover*. *Rumpus*, in third, gybed left. The race was shortened at the end of the second beat after 4.5 nm. *Rumpus* nosed out *Slapshot* to take the gun, and *Cannonade*, *Leading Edge*, and *Hangover* took the next three positions. Everyone had a screaming reach back to the RYC basin, and the fleet was hauled out in a respectable 80 minutes.

Festivities came to a close with the awards ceremony in late

1988 District 7 Championship team, from left: Mark Lusink, Van Huston, skipper Ben Taves (holding his "keeper"), John Taves (holding the Kerst Memorial Trophy), and George Lusink.





afternoon. Gene van Voorhis, new co-owner of *Super Collider* and Rear Commodore of RYC, gave a few ceremonial remarks and introduced Hank Killion, our fearless leader in *Sea Monster* (2331); Hank's remarks were equally memorable. Hank turned the microphone over to Pam Nahmias, who carried out the important job of thanking everyone who helped run the regatta, and the competitors for making it such a success. Then came actual awards. Pam started with the awarding of a dozen bottled-nectar trophies. Three of these, deeded for "losing sticks", went to *Rasputin*, *Sea Cup*, and *Chinchilla Buck* in the hope that the contents might anesthetize the pain of shattering aluminum. The "best round-up without breaking a spar" award, earned in Race 5, went to *bateau blanc*. *Out of Control* was awarded the "out of control" trophy because Frank Marticelli was such a good sport. *Joyride* received the "most recently acquired RYC J/24" trophy, and *Snake Pit* received the "most recently acquired J/24 - overall" trophy, since Brendon Benson had gotten his boat just three weeks earlier. *Hot Ticket* received the "best party boat" trophy, and *Skeleton Crew* was awarded the "worst set of bones" trophy. *Spirit*, helmed by the under-aged Rodger Voss, Commodore of the Lake George Club, received the "non-grey-haired commodore's" bottle, and *Kicks*, helmed by Steve Kalbfleisch, of Troy, Michigan, and the North Star S.C., received the "furthest away" trophy. The race committee chairman, Terry Ingerson of RYC, was awarded the "couldn't get it up" trophy, since he was copied on VHF saying "I can't get it up, I can't get it up . . .", which he later explained was in reference to his attempt to free the RC boat anchor during a postponement between general recalls before Race 2. "Serious crystal" was then awarded to the crew and helms of the top five finishing teams. Seth Kerst, who crewed for Hank Killion, presented the perpetual "Loren Kerst Memorial Trophy" to Ben Taves of *Yellow Snow* for first overall. We in District 7 are gratefully reminded each year of the important role Loren (who passed away in 1981) and Lonnie Kerst played in bringing J/24s to the shores of Lake Ontario. Ben's first place award carried with it a ticket to the Worlds in Kingston, Ontario, next year. Good luck, Ben!



Classic's crew, the Howard Clan, from left: Linda, Newt, James, and Anne Howard (missing Eddie), ready to go.

## District 8 Circuit

by Newt Howard

1988 was the initial year of the Southeastern District Circuit. Seven regattas were scheduled, but only six were sailed. Fleet 133 at Clark Hill Reservoir, Augusta, was forced to abandon their event due to low water and the inability to retrieve boats.

The first regatta was the Atlanta Cup, hosted by Fleet 115 at Lake Lanier. There were 24 boats and Pete Duvoisin won. The second circuit event, and also the District 8 Championship, was sailed at Lake Murray, South Carolina, sponsored by Fleet 67 of Columbia Sailing Club. This was their third annual Easter Regatta and was attended by 30 boats. Charles Cockcroft took first place honors.

The Charleston Spring Championship sponsored by Fleet 7, was next, with 27 boats attending, and was won by Ross Griffith. The fourth event was the first annual Radisson Regatta, spon-

### 1988 District 7 Championship (Top 20 of 40)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	657	<i>Yellow Snow</i>	B. Taves	4	4	6	3	6	23
2	2662	<i>Hangover</i>	J. Odenbach	1	8	2	11	5	27
3	2422	<i>Javelin</i>	H. Wetherald	3	6	14	4	8	35
4	2705	<i>Cannonade</i>	P. Cannon	18	2	7	8	3	38
5	4550	<i>Partial Eclipse</i>	G. Buerman	29	1	3	6	7	46
6	KC1169	<i>Rumpus</i>	C. Koper	5	14	21	5	1	46
7	1983	<i>Chinchilla Buck</i>	K. Doyle	13	20	1	7	YMP	51
8	2572	<i>Amanda</i>	M. Lawless	11	16	11	17	11	66
9	4278	<i>bateau blanc</i>	R. Stava	8	19	5	18	19	69
10	4333	<i>Sea Cup</i>	C. Corbishley	7	10	10	2	DNF	70
11	KC3307	<i>Quick Nick</i>	K. Nicoll	24	12	12	10	12	70
12	4294	<i>Quack</i>	S. Shumway	26	11	15	9	10	71
13	4110	<i>Leading Edge</i>	L. Gaenzle	33	5	17	13	4	72
14	4126	<i>Knight Errant</i>	T. Nolan & K. Schmidt	19	3	19	20	14	75
15	4270	<i>This Side Up</i>	K. Reynolds	16	13	9	1	DNF	80
16	2021	<i>Ya Ya</i>	B. Castle	9	7	26	24	16	82
17	1202	<i>Slapshot</i>	J. Tovey	28	21	13	22	2	86
18	2305	<i>Secundum Antem</i>	H. Weisberg	15	9	DNF	19	9	93
19	3140	<i>Snake Pit</i>	B. Benson	23	23	18	14	20	98
20	4046	<i>Kicks</i>	S. Kalbfleisch	21	18	35	16	13	103



sored by Fleet 71, held at Hampton Roads, Virginia. Bill Cofer won over 19 other participants.

Fall brought on two more regattas: the Hilton Head Invitational, won by James Howard, and the Lake Norman All J Event, with separate starts for the J/22, J/24, J/24 and J/29 fleets. James Howard also won this event over 12 other J/24s.

A total of 80 skippers sailed in these regattas. James Howard sailed in all six, with help from Father. Four other boats



Classic takes the lead downwind in race on Lake Lanier, near Atlanta.

sailed in four events, which was the minimum required to receive circuit trophies. Six boats sailed in three regattas, and 13 sailed in two.

We are looking forward to another exciting season in 1989 and invite y'all to come sail with us and enjoy the good sailing and comradery. The first two regattas of 1989 are the Easter Regatta at Columbia, SC, and the Atlanta Cup Regatta at Lake Lanier, April 8-9. Good sailing!

#### 1988 District 8 Circuit

POS	SAIL	YACHT	HELMSMAN
1	3004	Classic	James Howard
2	3739	Willie	Eddie Williams
3	464	Godspeed	Britt Drake
4	1675	Party Reptile	Jim Farmer
5	4165	Chapter 12	Dan Shaw

## 10th Annual Stone Crab Regatta

The 1988 Stone Crab Regatta, and Southeast Regional Worlds Qualifier, was held October 28-30, at Clearwater Yacht Club, Clearwater Beach, Florida. Twenty-one entries from Florida, Georgia, Tennessee and South Carolina sailed in the five race event chaired by Bruce Kendell and sailed on windward leeward courses in the Gulf, two miles outside the Clearwater sea buoy. Three races were sailed on Saturday in light to moderate

winds. Saturday evening the competitors enjoyed a stone crab dinner at the yacht club. Sunday morning's 9:30 start of the fourth race was postponed an hour before the wind filled in. Going into the final race, Jim Brady led Mark Eagan by only two points. Eagan finished a boat ahead but not enough to take over the first position overall, making Brady and crew of Ed Baird, Skip Canfield, Jim Craig and Yandel Rogers the regatta winners and qualifying him for the 1989 World Championship. Trophies were awarded to the first five finishers, as well as a special Couples Trophy won by Rob Whitley and crew, from Jacksonville, and a Masters Trophy won by Allen Watkins, of Tampa.

#### 1988 Stone Crab Regatta

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	6	Jim Brady	2	1	3	2	6	14
2	4181	Eagan/Richard	1	2	2	5	5	15
3	4467	Van Cleef/Lovell	4	8	9	4	1	26
4	4459	Chris Larson	10	3	1	11	2	27
5	4270	Landry/Kinsey	9	4	5	3	7	28
6	2436	James Taylor	6	14	6	1	4	31
7	3694	Leitner/Meyer	3	13	4	6	9	35
8	3227	Art Ahrens	20	6	14	9	3	52
9	2308	Allen Watkins	14	5	18	8	12	57
10	3956	Rob Whitley	8	10	16	7	16	57
11	2296	Batzer/Blubaugh	18	15	7	13	8	61
12	1482	David Brennan	12	12	11	15	11	61
13	2908	Jim Hoffman	19	7	13	10	13	62
14	5	Frosty Dillon	15	11	10	14	14	64
15	4003	Roger Beasley	18	9	8	20	15	70
16	2202	Rich Gahn	5	16	15	18	18	72
17	582	Colin Barker	16	20	20	12	10	78
18	3205	Boe/Page	13	18	12	19	19	81
19	1699	Chip Broome	11	24	17	17	17	86
20	1133	Gareth Eich	17	19	19	16	20	91
21	409	Mary Tone	21	17	21	21	21	101

## George Comfort & Sons Wins 1988 Blue Chip Challenge

The 1988 Blue Chip Challenge, the corporate championship of the sailing world, ended its second season with the Championship of Champions Regatta. The top corporate teams of the year squared off in the two-day regatta underneath the skyline of Wall Street. When the spray settled, George Comfort & Sons, a small commercial real estate firm, triumphed over seven other corporate giants. Citicorp finished in second, with Prudential-Bache Securities in third.

The Blue Chip Challenge is the corporate racing program organized by the Manhattan Yacht Club and raced in New York Harbor. Twenty corporations participated in 1988, ranging from banks, brokerage houses and magazines to games companies, law firms, and accounting firms. The season is split into a spring, summer and fall series. Corporations join a series and send a team of employees out to race one evening per week on J/24s provided by the Manhattan Yacht Club. Two or three races are held per evening and teams fly special spinnakers, emblazoned with their corporate logos.

The top three teams from each series qualified for the Championship of Champions, a six-race, one throwout regatta which was run on the weekend of October 29-30. The beautiful fall weather brought clear skies and 15-18 knot breezes from the





Photos by E. Berry



The Johnson & Higgins team overtakes the Elders Financial Group on the first reach.

northwest. George Comfort & Sons took an immediate lead by winning the first two races, with a second in the third. Bear Sterns was in second with a 3, 2, 3. Elders was a distant third with a 7, 4, 1.

All Blue Chip Challenge races are videotaped by MYC member Frank Cento. After racing, teams retire to the Manhattan Yacht Club Cafe where the races are replayed on three television monitors. While the action plays overhead, teams cheer and jeer, and occasionally a big deal is said to be struck over a few drinks at the back table. The atmosphere is remarkably civilized and candid for such serious business men and women.

On the second day, the large accounting firm of Peat Marwick came up with a bullet in Race 4. George Comfort & Sons finished in second, giving them a virtual lock on the championship. In Race 5, Prudential-Bache Securities, whose office overlooks the MYC docks at the South Street Seaport, jumped out to a lead which they held tenaciously despite the shifting winds. George Comfort & Sons chalked up another second and Citicorp got its second third of the day.

One race was left and the battle for second and third was extremely tight with Bear Sterns, Citicorp, Peat Marwick and Prudential-Bache virtually tied. The race committee indicated a long course to end the season and Citicorp took advantage by jumping out to an early lead. Prudential-Bache challenged, but Citicorp won. The George Comfort team, which had already begun celebrating their tremendous victory, was quite happy with a seventh.

The 1989 Blue Chip Challenge begins in May. The cost is \$3,800 per series or \$10,000 for the entire year. The season is split into three series. In 1988, 12 teams raced in the spring and fall series. The summer series was sold out with 20 entrants. For more information, call the Manhattan Yacht Club at (212) 619-3656.

### Blue Chip Challenge Championship of Champions October 29-30, 1988

POS	TEAM	1	2	3	4	5	6	TOT*
1	George Comfort	1	1	2	2	2	7	8
2	Citicorp	6	5	4	3	3	1	16
3	Prudential-Bache	5	3	7	6	1	2	17
4	Bear Sterns	3	2	3	4	5	8	17
5	Peat Marwick	4	7	5	1	4	5	19
6	Elders	7	4	1	8	9	3	23
7	Johnson & Higgins	2	6	6	5	6	4	23
8	Oppenheimer	8	8	8	7	7	6	36

\*One throwout

### Rochester Fleet 41

by Pam Nahmias

1988 was another very successful year for Fleet 41 at Rochester Yacht Club. Ten series comprised of 43 races, with 485 yacht starts, were run under the direction of Terry Ingerson of the Race Committee.

Houghty Wetherald won the 1st Overall again this year and was the recipient of the Glenn Litchfield Memorial Trophy, the Cole Trophy for Overall Wednesdays, the Innisfree Trophy for Overall Sundays and the F. Ritter Shumway Trophy.

Larry Gaenzle and Mike Nahmias tied in the July Sunday Series and shared the RYC/RHYC Team Racing Trophy. Larry also received the Oscar Marth Trophy for the Fall Saturday Series and the Seneca Trophy for the Overall Saturday Series. The most improved trophy went to Ed Gardner on *Surprise!*

In 1978, Jim Kraft started the RYC J/24 Fleet 41 and was the first fleet captain. In recognition of our 10th Anniversary, Jim



and Sandy Kraft donated a beautiful silver trophy which was deeded to the MVP Scoring System's 1st Overall. Jim presented this new award to John Texter, of *Aragorn*.

Another special award was presented to one of our fleet members. Pam Nahmias (crew on *Life in the Fast Lane*), received the USYRU Sportsmanship Award from Jack Newell, Commodore of RYC, for running the J/24 regattas, being on the LYRA Committee and starting the RYC children's playground (for upcoming J/24 sailors).

### Overall Standings (Top 5)

POS	SAIL	YACHT	HELMSMAN
1	2422	<i>Javelin</i>	Houghty Wetherald
2	4110	<i>Leading Edge</i>	Larry Gaenzle
3	4278	<i>bateau blanc</i>	Reid Stava
4	4294	<i>Quack</i>	Skip Shumway
5	790	<i>Life in the Fast Lane</i>	Mike Nahmias

## Eighth Annual J/24 Texas Circus, 1988

by J. Peter Young

Once again I was irresistibly drawn – like a bargain hunter to a blue light special – to Texas for the 1988 Lake Canyon Yacht Club Circus Regatta, the jewel of the Texas Circuit. I arrived at the Austin International airport that stormy Friday afternoon in November, tingling with anticipation. This would be the second year that I had attended this the most hotly contested of the famous Texas Circuit races. I excitedly drove my rented Chrysler the 45 minutes out to the lake and was met by the two pillars of New Braunfels society that were to be my sailing hosts for the weekend, Toby Ricks and John Bruns. Together we reviewed the final details of their campaign strategy and then made a last check of the immaculately prepared *Dodils Playpen*. As the entrants pulled into the parking lot – Scott Young with Mike Haggerty on *Thunderstar*; Paul Forrester fresh from the Olympics with a crew of six on *Grand Slam*; Mark Hallman with Peck, Peck, Pitcarin and Mitchell on *Monster Fish*; Kelson Elam on *Surfer Girl*; the irrepressible Fred AmRhein on *Flour Power* just back from the Worlds, and a slough of others rounding out the 41 boat fleet – you could feel the tension in the air. The night's activities were a tribute to the Lake Canyon Yacht Club social committee's taste and good breeding. After the clown act and the hula hoop contest, the bawdy crowd dispersed into the night for dinner and a good night's rest, unsuspecting of what tomorrow would bring.

I awoke Saturday morning in my Rodeway Inn Executive suite, palpitating with excitement. I tried to control the hot flashes as I hurried to the yacht club and slammed down a couple of the free breakfast tacos and some frozen orange juice. As we sailed out to the starting area, the sky was cloudy and the wind was out of the northwest at 12 to 15 knots. By the start, the wind was blowing steady 20. There were three boats over early, but only Mark Hallman on *Monster Fish* returned to restart. As we headed up that first beat, the wind grew relentlessly, reaching a steady 25 knots by the windward mark. The few boats with small jibs rocketed to the front of the fleet and the rest of us were suffering sudden knockdowns and wild crash tacks. The fleet rounded the weather mark and began the first of two fairly broad

reach legs. Spinnakers went up with hesitation, and everyone changed head sails. The rest of the race was sailed in survival conditions with the wind blowing 37 and gusting to 45 knots at the finish. The boats that figured out that the left side was favored early and the right side was favored late on the second windward leg, did well. The downwind leg was truly wild and showed a marked resemblance to a mall parking lot on sale day – boats were heading every direction and most of them were out of control. On the last leg to the finish it was blowing so hard that several mains (including ours) ripped. Five boats retired early that race. There was one broken rudder, two broken halyards, and one spinnaker pole bent 90°. Finishing order was *Thunderstar*, *Surfer Girl*, *Monster Fish*, and *Whatboat*. *Monster Fish*, remarkably, had come from dead last, after returning to restart, to finish third.

The fleet and the race committee retreated in the face of this gale to the spacious and luxurious facilities of the Lake Canyon Yacht Club and waited for the wind to return to more reasonable

Photo by Laura Stumpff



Eager competitors wait for the winds to subside after the first race of the 1988 Texas Circus Regatta.

levels. At 3:15 the wind had dropped and the race committee sent us back out. Once again we headed out towards the starting area, this time in 15 to 18 knots of breeze. We even debated putting the genoa back up, but decided, along with the rest of the fleet, against it – luckily. At about 3 minutes before the start, the wind jumped back to 25 knots. We had a rough start. Our usually flawless crew didn't get the time and at 15 seconds, we think, we were rammed from astern. However, despite our disarray, it appeared to us that most of the fleet was over early. As we headed over the line we heard one gun but saw no shape, so we continued on up the course with the rest of the fleet. Unlike the first race, the fleet did not stretch out, and arrived at the windward mark almost simultaneously. The first few boats got around cleanly, but Bartlett, on *Mr. Happy* found himself a little short of the layline and decided to shoot the mark. Going a little past head to wind, *Mr. Happy* T-boned one boat that still made it around the mark. Fred AmRhein and Bartlett locked together facing head to wind, and assumed the "Too Tall Jones" memorial position in front of the mark, forming an effective roadblock to the rest of the fleet.

The first few boats around the mark tried to set chutes and quickly gave up. The fleet jib-reached to the jibe mark where a committee boat was waiting with the abandon flag. Thus we were mercifully saved from performing a death set at the jibe



mark. Apparently there was supposed to have been a general recall at the start, but as a committee person was about to raise the recall flag, the committee boat was struck by a competitor and the committee person (and flag) were knocked into the water. At the same time another competitor hooked the pin and tried to sail away with it. Since it was too late to get another start in, the fleet sailed in to the docks with the wind now gusting to over 50 knots.

Saturday night brought out the Canyon Lake Fajita Feed and Margarita Machine, as famous around the world as the Weasel at Chuck's in Alamitos Bay. Those in the know just know. I was privileged this year to be a part of the Margarita mixing and tasting team and I treated my position with the devotion and respect it deserved. By the time the Fajita Feed was well under way I was as fried as the beans. To finish the evening I joined in on what is going to be a long tradition for me: a trek to Gruene (pronounced Green) Hall – the oldest dance hall in Texas. Right up there with the other great J Regatta hot spots like Monty Trainers and Biscayne Babies for local authenticity and great time (if not cleanliness and safety), Gruene Hall was the highlight of the weekend and a must for anyone lucky enough to be caught that deep in Texas on a Saturday night.

Sunday morning dawned cold and clear, and I mean cold. For the really tough among the fleet there were more tacos for breakfast, but most of the fleet was concentrating on scrounging extra clothes. Because we needed to get three races off to make a regatta and because, according to the Texas Circuit Guidelines, we had to start the last race before 12:30, the first gun went off at the ungodly hour of 9:00 a.m. It was fairly calm as we headed out, but the wind quickly picked up and it looked like we might have a repeat of Saturday. The wind behaved a little more normally for Canyon Lake and oscillated in strength throughout the day – one moment you needed a little jib and the next a genoa. Most of the fleet started the first race with little jibs. It came down to who could figure out where the next patch of strong wind was coming from.

*Surfer Girl* rounded the windward mark first, ahead of yesterday's winner, *Thunderstar* and *Grand Slam*, *Monster Fish* and *Graybeard*. The reach was extremely tight, with much of the fleet electing not to carry spinnakers. *Monster Fish* did carry, and was well below the rhumb line halfway down the leg. *Surfer Girl* did not set and was well above the rhumb line. *Monster Fish* had to douse to reach the jibe mark and was passed by *Graybeard*. As the leaders, now under spinnaker, tight reached in a good breeze for the leeward mark, *Thunderstar* was right on the windward quarter of *Surfer Girl*. All the leaders were having a hard time keeping up on the rhumb line and there were several round ups. *Surfer Girl* rounded up and *Thunderstar* was forced to dive below her. Both boats were heading dangerously close to a pair of islands but could sail no higher. *Thunderstar* elected to try to sail between the islands and lost, striking one, and, as the entire fleet sailed by, shredded at least one sail as the boat spun on the bottom and washed into a tree. *Thunderstar* was forced to retire from the regatta, leaving *Fish* and *Surfer Girl* to fight it out. Finishing order was *Monster Fish*, *Surfer Girl*, and *Grand Slam*.

The second race on Sunday was also the last race of the regatta and it was win or lose the race and regatta for Kelson Elam on *Surfer Girl* and Mark Hallman on *Monster Fish*. The wind had really settled down to true, small lake conditions as narrow puffs of 12 to 20 knots worked their way down the course with 5 knot holes between them. The racing was very tactical,



Photo by Laura Stumpf

*Thunderstar's crew enjoys Saturday evening festivities at Gruene Hall.*

and Bartlett on *Mr. Happy* pulled out the victory, Paul Forrester on *Grand Slam* was second, *Fish* third, and *Surfer Girl* was sixth. *Monster Fish* rounded the last leeward mark first, but elected to cover *Surfer Girl* up the last beat, which forced her back to sixth. As our boat worked its way up the last beat on port tack, perhaps the strongest puff of the day came down the course about 50° to the right of the current wind. We went through every J crew's worst nightmare: the boat auto-tacked without warning, then proceeded to go horizontal as we tried desperately to extract ourselves from between the lifelines. I managed to get out without much trouble and was able to easily step back onto the still horizontal boat. However, our less experienced mast person as pretty shook up by the experience and it took quite awhile to get him to the new high side.

*Monster Fish* won the regatta, *Surfer Girl* was second, *Grand Slam* was third, and the irrepressible Fred AmRhein on *Flour Power*, fourth.

After most of the boats had been lifted out of the water, the Lake Canyon Yacht Club put on the last of its extravaganzas. As enervated crews got boats ready to travel, LCYC handed out a large number of great door prizes to a suspiciously small number of recipients (However, we were assured the rumors and payola and kickbacks are unfounded). After the door prizes there was a gala awards ceremony. As usual, Lake Canyon Yacht Club outdid itself, giving crew awards down to tenth place which, this year, consisted of very nice goblets.

As I drove my Chrysler off the yacht club grounds on Sunday night past the sculpted hedges and carefully kept lawns, I realized that I had had another unique experience, the likes of which one can only find at Lake Canyon. Like lemmings running to the sea, I know I'll be back next year. Great sailing, great food, great people, and on top of that, I met a great girl. What more could you want.

*Paul Foerster sailed Grand Slam to third place with crew of six from left: Chris Foerster, Kirk Tierce, Brian Calk, Paul, Holli Foerster, and Cheryl Foerster.*



Photo by Ann Chapman



**8th Annual J/24 Texas Circus  
November 19-20, 1988**

POS	BOW	YACHT	OWNER/HELMSMAN	FLEET	1	2	3	TOT
1	04	Monster Fish	Hallman/Peck/Pitcairn	9	3	1	3	7
2	07	Surfer Girl	K. Elam	29	2	2	6	10
3	66	Grand Slam	P. Foerster	3	6	3	2	11
4	02	Flour Power	F. AmRhein	9	4	6	4	14
5	21	Mr. Happy	Bartlett/Nelson	21	8	8	1	17
6	16	Graybeard	J. Anderson	29	5	7	7	19
7	11	IBA J	Irwin/Brandon	29	7	5	9	21
8	45	Ante Up	R. Berg	39	13	*10	8	31
9	10	Betsy's Boys	T. Meric	94	11	10	11	32
10	06	Tallawah	T. Nunes	5	15	9	12	36
11	40	Dodill's Playpen	T. Ricks	9	9	14	15	38
12	13	Slick	Andre/White	29	20	19	5	44
13	18	Plum Crazy	Plumer/Gayle	92	16	17	14	47
14	62	We Be	Clark/Gowen/Peadon	29	21	12	17	50
15	23	Cajun Babe	Sharp/White	29	12	26	13	51
16	69	Ajax	A. Hubbard	39	22	11	19	52
17	22	Whatboat	H. Hirschberg	29	DNF	4	10	56
18	17	Marisol	M. Minot	29	23	24	18	65
19	44	Instant Karma	C. Elliott	9	26	20	23	69
20	65	Lorelei	R. Specia	9	14	15	DNF	71
21	41	Fast Company	H. Stanley	29	28	25	20	73
22	72	Windfall Profit	G. Zars	9	DNF	16	16	74
23	32	Jasmine	R. Schaffer	54	+38	13	24	75
24	75	Orange Boat	T. Garrison	21	25	28	28	81
25	91	Windshift	J. Mandell	21	PMS	18	22	82
26	01	Thunderstar	Young/Haggerty	21	1	DNF	DNS	85
27	26	Jehosaphat	W. Cantrell	105	DNF	21	25	88
28	39	Black Magic	G. Goover	5	%40	30	21	91
29	37	Snake Eyes	C. Price	29	27	22	DNF	91
30	31	Shanghai Split	S. Priestler	WF	34	27	30	91
31	64	Highway Cafe	D. Zedler	29	33	31	27	91
32	50	Top Gun	K. Mullins	5	31	32	29	92
33	05	Psycho	F. Schroth	21	10	DNF	DNS	94
34	77	Kelgalen	R. Galloway	9	30	23	DNF	95
35	47	Rainbow	J. Pfister	9	PMS	29	26	98
36	25	Wild Kingdom	T. Jacobs	5	18	DNF	DNF	102
37	61	Hairy J	L. Zars	9	29	DNF	31	102
38	96	Sheep Can't Cook	M. Hardick	29	19	DNF	DNS	103
39	54	Apocalypse II	Poelma/Lankford	3	24	DNF	DNS	108
40	58	Luder	H. Albrecht	9	DNF	DNF	DNF	126
41	08	Superman	D. Broadway	21	DNF	DNF	DNF	126

% = 20% Penalty

+ = 50% Penalty

\*Awarded average finish.

## District 15

by Douglas J. Kracht

I'm very excited about my first year at the helm of J/24 District 15. Our district has the largest number of fleets in the U.S., with eleven. There has been a lot of communication between the various fleets and this resulted in quite a regatta schedule for 1989.

May 13-14 is the Spring Invitational at Gull Lake, Michigan. June 15-17 is the National Offshore One-Design Regatta (NOOD) at Chicago Yacht Club, and is also the first regatta of the Lake Michigan Championship. June 23-25 is Milwaukee Race Weekend (Lienenkugel Cup), which will also serve as the District 15 Championship and the second regatta of the Lake Michigan Championship. July 28-30 is Wilmette Race Weekend at

Sheridan Shore Yacht Club, and the final event of the Lake Michigan Championship. Labor Day Weekend, September 1-3, is the Great Lakes Regional Championship at Detroit. October 14-15 is the Lake Geneva (Wisconsin) Fall Regatta.

Last year's inaugural, three regatta series, Lake Michigan Championship was quite a success. This year we hope to improve the event with the help of the Lake Michigan Sail Racing Federation. As mentioned above, the first leg will be the NOOD Regatta in Chicago. This regatta, sponsored by Sailing World magazine and Audi, will feature several offshore one-designs, as the name implies. Classes scheduled to participate include the J/24, J/27, J/35, Soveral 27, and the S27.9, to mention a few.

The second leg of the Lake Michigan Championship is the Lienenkugel Cup at Milwaukee Race Weekend, which is also designated the District 15 Championship for J/24s. Milwaukee



Race Weekend has turned into quite an event and includes the prestigious McNulty Cup for Solings, the Dixon Memorial for MORC, a Lightning regatta, and the IMS/IOR/PHRF feeder races for the Queen's Cup.

The third and final leg of the Lake Michigan Championship is the traditional Wilmette Race Weekend at Sheridan Shore Yacht Club. This quaint little club, tucked into a packed harbor, has hosted this regatta for years and the one-design fleets include Stars, Solings, J/24s, Rainbows, Arrows, Dolphins and Flying Scotts.

These regattas attract 25 to 55 J/24s per event and provide more than enough competition. However, they do not detract from the strong, local fleet competition. Each of our eleven fleets has shown growth this year and we are looking forward to a great year in District 15.

## Brady Wins '88 J/24 Ultimate in New London

Jim Brady skippered *Team Danka* to win the final J/24 event of the 1988 Ultimate Yacht Race Series held in New London, Connecticut, October 10-16. The regatta was covered by NBC in an hour long television special aired on October 22. Thirteen teams competed in four divisions: four Ultimate 30s, four J/24s and five Hobie 21s.

The New London regatta began with a three-race leadup series sailed in frigid, heavy air. Winds for Sunday's final Ultimate race dropped to 12 knots. With only four original entries, the J/24s sailed two match races on Sunday. Both Gold Division winner, Jim Brady, of Clearwater, Florida, and Silver Division's Tim McKegney, of Colchester, Vermont, won every race of the event. Gold Fleet purse was \$7,315; Silver Fleet was \$790.

For the 1989 Ziploc Ultimate Yacht Race, which travels to San Francisco, Corpus Christi, Milwaukee, and New London, Brady will sail a Johnstone One-Design 14, which has replaced the J/24 on the circuit. Will Baylis, of San Francisco, will crew for him. The ten-boat, invitation-only fleet will sail for \$10,000 at each site.



David DeSanto (5222) foots off below the fleet in the 1988 Great Racing Regatta.

## 1988 Great Racing Regatta

by John Mick

The first ever J/24 Great Racing Regatta was hosted by the Lake Geneva Yacht Club in Fontana, Wisconsin, on October 22 and 23. The late fall weekend provided two extremes in conditions, with the first day of the regatta being a beautiful sunny day with light wind, followed by the second day's cold, rain and 20-30 knot breezes. Only one of three scheduled races could be run on Saturday. Ken Himelright, sailing *Red Eye Express*, however, managed to find a magic streak and passed the leaders to end up in first place after Day 1. Day 2 saw a battle open up between the home team of Porter/Melges, the Bowers' boat from Minnesota, and Chuck Lamphere's crew from Chicago. Coming from a third place finish in Saturday's drifter, the Porter/Melges boat prevailed to win the regatta, with Bowers second and Lamphere third. Trophies were awarded to the top ten boats and crew trophies were presented to the crews of the top five boats.

### J/24 Great Racing Regatta Lake Geneva Yacht Club, Fontana, WI October 22-23, 1988 (Top 10 of 16)

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	4177	<i>Space Ranger</i>	Porter/Melges	3	3	1	7
2	4435	<i>Mac The Knife</i>	Bowers	6	1	2	9
3	4280	<i>Banana Republic</i>	Chuck Lamphere	5	2	3	10
4	3928	<i>Fear and Loathing</i>	Kracht	2	6	5	13
5	2655	<i>Night Hawk</i>	Fischer	4	5	4	13
6	3965	<i>Spot</i>	Mick	7	4	6	17
7	3836	<i>Red Eye Express</i>	Himelright	1	8	DNF	24
8	2770	<i>Easy Goin</i>	Schalk	11	9	7	27
9	5222	<i>2XS</i>	DeSanto	10	10	9	29
10	3931	<i>Epinephrine</i>	King	9	13	8	30

Left: Jim Brady sailed *Team Danka* to win the J/24 Gold Division of the 1988 Ultimate Yacht Race Series in New London, CT.





Ian Bashford (KA-139) gains on the fleet in '89 Australian Championship sailed on Port Phillip Bay, Victoria.

Photo by Boatgraphs

## 1989 Australian Championship

by Hugo N. Ottaway

Held in the magnificent sailing waters of Port Phillip Bay, Victoria, the Australian Championship was conducted by Royal Brighton Yacht Club who, true to form, held a faultless regatta. Although numbers were down by comparison with last year, a World Championship year, we still had a strong representation from interstate with several notable competitors from last year's Worlds.

The first heat was won by a newcomer to the class, Murray Walters who, with his young crew from New South Wales, fought his way up through the fleet to steal a win on the last work. Ray LaFontaine, sailing *French Connection*, led in the early stages but was passed by Nick Chapman, in *Cookie Monster*, and class builder Ian Bashford, in *CabSav*. A front that had been building all day hit the fleet as they sailed home; in 60+ knots, two competitors rolled their boats under bare poles, one under the protection of the breakwater. Quick action by other competitors who threw lines to the J's saved them from being swept onto a lee shore.

Heat 2 was won by *Cookie Monster*, from Victoria and sailing from the home club, who led all race and had a strong win. Second was Murray Walters, of New South Wales, in *Chardonnay*, and third was another Victorian, Robbie Hartness, sailing *Random Access Memory*.

The afternoon race (Heat 3) saw unstable conditions, with another building front. The wind swung the full compass, and every position in the race changed significantly. The winner was another new J owner, Victorian Peter Thompson, sailing *Mad If You Don't*. Following his was a four girl and one male combination skippered by Sue Thompson, in *Double Exposure*, and *Random Access Memory* in third. Although *Cookie Monster* and *Chardonnay* placed ninth and tenth, they were still vying for the lead with only one point between them.

Race 4 was sailed in the only strong breeze of the regatta, 20 knots plus. Hot favorite for the title, *CabSav*, won. In second place up to the finish line was *Cookie Monster* but, held out to the one side of the finish line by *Chardonnay*, misjudged a tack and took a penalty, to be placed officially in sixth, and *Chardonnay* in third. This was the breakthrough the New South Wales boat needed.



Race 5 was won by *Another Sailpac* who, although having an ordinary regatta, pulled out a good win for the New South Wales boat. The race was won on the first beat with a shift on the right side. *Chardonnay* moved through the fleet all day, forcing out *French Connection* to third. A consistent Ian Bashford was fourth and luckless Nick Chapman, who went left all day, was tenth.

The last heat saw another first beat decider. *Sailing Mad If*

*You Don't* with plenty of pace, Peter Thompson won well, making him the only two race winner. Second, and sealing the title, was Murray Walters, in *Chardonnay*, who, dropping his worst race, was never out of the top three! Robbie Hartnett was third; although he had three third places, a PMS and a 12th held him out of the major places overall. *CabSav* and *Cookie Monster* were sixth and seventh, letting *CabSav* into second and *Cookie Monster* into third, overall.

### 1989 Australian Championship Port Phillip Bay, Victoria

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	KA-129	<i>Chardonnay</i>	Murray Walters	1	2	10	3	2	2	10
2	KA-139	<i>CabSav</i>	Ian Bashford	3	5	5	1	4	6	18
3	KA-132	<i>Cookie Monster</i>	I. Torode/N. Chapman	2	1	9	6	10	7	25
4	KA-113	<i>Another Sailpac</i>	Dayne Sharp	5	9	PMS	5	1	5	25
5	KA-126	<i>Random Access Memory</i>	Rob Hartnett	6	3	3	PMS	12	3	27
6	KA-117	<i>Mad If You Don't</i>	Peter Thomson	7	14	1	12	9	1	30
7	KA-106	<i>Wizard of Aus</i>	Campbell Rose	4	10	7	4	5	10	30
8	KA-96	<i>French Connection</i>	Ray LaFontaine	DSQ	4	10	7	3	8	32
9	KA-105	<i>Divine Madness</i>	Peter McAuley	DSQ	12	11	8	7	9	47
10	KA-135	<i>Haywire</i>	Robert Hagan	DSQ	6	12	10	6	15	49
11	KA-130	<i>Waterworks</i>	Chris Farrell	10	PMS	4	13	8	17	52
12	KA-48	<i>Double Exposure</i>	Sue Thompson	11	7	6	17	PMS	14	55
13	KA-20	<i>The Phantom</i>	Jeff Rose	12	11	PMS	9	RET	4	57
14	KA-44	<i>Lorrelli</i>	Geoff Snell	9	16	PMS	6	16	11	58
15	KA-87	<i>Rawhiti</i>	Warren Parker	13	8	13	11	13	19	58
16	KA-74	<i>Paddy Wagon</i>	Stephen Hunter	8	13	16	15	11	13	60
17	KA-27	<i>Vegemite Rules</i>	Hank Morgan	16	19	15	19	14	12	76
18	KA-67	<i>Sea Streaker</i>	Peter Banfield	DNF	17	8	18	15	18	76
19	KA-46	<i>Little Town Blues</i>	Philip Cormie	14	15	PMS	14	17	16	76
20	KA-35	<i>Mana</i>	Brian Cosgriff	15	18	14	16	18	20	81

\*Best 5 scores

Ian Torode (KA-132) heads downwind in a good position just behind Ray LaFontaine (KA-96) and Robert Hagan (KA-135).



Photo by Boatgraphs



## Notes from Northern Ireland

by Michael Clarke

Lough Erne's J/24 fleet, on the Fermanagh Lakelands in Northern Ireland, had an interesting and varied season in 1988 with a total Club programme of 38 races between April and October. At latitude 54 28N, which is about level with Grand Rapids, Canada, we must be one of the most northerly J/24 fleets in the world. Lough Erne Yacht Club has been organizing sailboat racing since 1818, just after the Napoleonic wars, and is the oldest yacht racing club in Ireland. In fact our first 24 foot class began in 1822, so the J/24s ideal length is not as new as some might think. A silver cup dated 1833 survives, which was raced for by those original 24 footers. Today, our main J/24 trophy is the Squires Cup, dated 1891 and commemorating Jack Tipping, who invented the first fin keel racing yacht in 1887.

We are near the Irish west coast, so our weather is Atlantic, Gulf Stream, often wet, sometimes windy, but mild and occasionally even warm and sunny. We have evening daylight from late April to early September, so 20 of those races were on Tuesday evenings, arranged in four series. The remainder were in a Summer Regatta and a September Sunday series leading up to last year's big event, the Irish National Championship, which was hosted by the Club in early October.

We also had Friday evening sessions for new sailors, which were much enjoyed and brought keen new crew, men and women, into the fleet. Hugh and Mary Mahon, a young couple who had joined us through try-sailing events three years ago, became the new owners of *Bandit* and had an active season, rarely in the top places but always in there and getting better. They missed only four of the 38 races, and well merited the Omaglass Cup at prizegiving in December. In January 1989, another former try-sailor, Trudy Mannion and her son Michael bought *Jamais* from our top sailor, Michael McCaldin. His new boat will bring the fleet up to nine boats.

Wilf Green, helmsman of Michael McDevitt's *Sheer Jenius*, took over as LEYC J/24 Fleet Captain from Alan Cecil, skipper of *Jet*. Wilf did a great job, organized us all, and kept good records of the results. His statistics showed that Michael Clarke's *Jeritrix* had sailed in every race, accumulating top total points of 156 to win a Tyrone Crystal decanter trophy. With Mark Valentine at the helm, *Jeritrix* won three other trophies, and with lady helm, Grainne Daly, steering, she took the Summer Regatta Trophy. Second total points and another trophy went to Michael McCaldin, in *Jamais*, for 115 points in 24 races, and he had 18 firsts in those 24 races. The *Sheer Jenius* crew were third, with 35 races and 105 points, and a trophy also went to Michael Whaley in *Jealousy*, for best points in the late summer series. For Club racing in 1988, we used a simple system. One point was given for each boat beaten, plus two for starting, and one for a retirement. Courses were usually triangular with a gate start, and races typically lasted about an hour and a half.

Joey Kelly skippered an LEYC crew on *Jealousy* over in the USA for the Midwinters in January and, back home, our new club season starts with an Easter regatta. For all Irish J/24 sailors, North and South, the 1989 season is a lead up to the World Championship on Dublin Bay in July, 1990. Surely, this is the great thing about J/24 sailing. We can have both the very best of club one-design racing, and the very best of international competition. No other boat comes near!



Twelve teams took part in the second Lady J Trophy Regatta, organized by the Royal Netherlands Yacht Club and sailed on the IJsselake, near Amsterdam.

## Team Betist Tops Lady J Trophy

by Marina Betist

One of the top sailing events for women in 1988 was the International J/24 regatta for the Lady J Trophy, held August 26-28 in Muiden, The Netherlands. This regatta, organized by the Koninklijke Nederlandse Zeil en Roeivereniging (Royal Netherlands Yacht Club), can be compared with the MacNamara Bowl held in England. Twelve teams, of which one was German and two English, took part in the second edition of the Lady J Trophy. Enthusiasm for the J/24 competition is increasing, and J/24 owners willingly placed their boats at the disposal of the foreign participants.

When the event took off on Friday afternoon in a slight drizzle on the waters of the IJsselake, northeast of Amsterdam, the wind was blowing an average 4 Bft. The team Betist had reached the upwind mark but failed to maintain the lead. Struggling with the spinnaker, they were rapidly overtaken by the German team Tamm, who kept the first position up to the finish. This experienced German team is part of the all women crew of *Rodeo*, one of the Admiral's Cup boats, and quite prepared to put up a heavy competition.

In Race 2 on Saturday morning, team Betist had a premature start, which they only became aware of after several minutes because the signalling flag was still hoisted while some boats had already restarted. Returning, they were the last to start, with little time left to do so. That was an error of judgment that probably was only one second, but cost them quite a few places. Despite the setback, they sailed like hell. Helped by a moderate wind and hardly any waves, they had the clouds dictate their course. Skillfully using the windshifts to their advantage, they managed to finish in fourth position. The race was superbly won by Marloes Daarhouwer, while the Tamm team came in eighth.

But Kirsten Tamm recovered in the third race that Saturday afternoon. Again the Betist team had taken the lead right after



the start, but was overtaken by Tamm at the upwind mark. These first and second positions weren't challenged by the other teams, so after three races, the standings had small margins. With Olympic scoring, Marloes Daarhouwer had 13.7 points, followed by Tamm and Betist, both with 14 points, and Debby Gorrod with 18.7 points.

As Marina Betist explained, "We didn't go to bed light hearted that Saturday night. We were frustrated by the situation that we had an excellent start but couldn't keep the lead. So when we prepared ourselves for the final two races on Sunday, the team was tense and loaded with energy. We had only one goal: win, which we did," as Marina recalls happily.

And the team displayed excellent form in the fourth race. They took the lead again and sailed a defensive tactic, using the genoa and seizing the opportunity of gusts and not in the least disturbed by the course changes. So finally they had their first win, followed by Gorrod and Tamm.

A thunderstorm whopped the area and winds increased to 5 Bft. The Betist team took the lunch break in silence, their nerves on edge. Life vests were girded on and discussions started as to what sail to use.

Entering the final and decisive race, Marloes Daarhouwer decided to use a foresail, while the Betist team chose the genoa. It was a race to remember. They sailed on wings way ahead of the fleet, who seemed to sail a different course. "We had the shivers" recalled Heleen Wolters, helmswoman of the winning team. "We knew we were sailing an excellent race but we didn't want to try our fortune until we had crossed the finish line. We only accepted our victory the moment we heard the horn."

Reflecting on the race, one might say the regatta was decided by the competition between the four teams who took the four top honors.

### Lady J Regatta

POS	YACHT	TEAM	HOMEPORT
1	<i>Wu Bianfu</i>	Marina Betist	Holland
2	<i>Just for Fun</i>	Kirsten Tamm	Germany
3	<i>Emperor of the Swamp</i>	Debby Gorrod	England
4	(No name)	Marloes Daarhouwer	Holland

### The Winning Team

Marina Betist is the energetic captain of the *Wu Bianfu*. The ship's name is Mandarin Chinese, symbolizing five bats in a circle and meaning happiness and prosperity. The whole team represents 39 years of international racing experience. For 1989, they have set their goals to take part in the Dutch Nationals, the Lady J Trophy, the MacNamara Bowl in June and, last but certainly not least, the Rolex International Women's Keelboat Championship in Newport (USA).

Asked what is so special about this boat, responds Kim Amonda immediately, "The instability of the craft." Heleen Wolters adds, "The boat acts as a nervous thoroughbred, a horse who wants to jump and has to be kept on a tight rein. Furthermore, the boat sails like a dinghy, but needs a team. Teamwork is essential and fun." Marina Betist tells that Holland has 20 registered J/24s and, compared to the two boats in 1984, it is really a big step forward.



Photo by Peter Bentley

*The calibre of this year's Championship of Champions fleet was probably higher than ever.*

## Championship of Champions

by Andrew Preece

The Stones Ginger Wine-sponsored Championship of Champions becomes more popular with each successive year. Sailed as ever in J/24s, this year's event was run jointly by the Royal Corinthian YC and Graham Walker's Crusade YC over the weekend of October 15th and 16th. The promise of some excellent sailing as well as a fearsome social programme and the opportunity to watch certain celebrities making fools of themselves attracted 24 starters who, in the main, were national or international champions of their classes this year. One has to say 'in the main', for there were certain names present who had not achieved such status, but who can overlook Eddie Warden Owen after all he has achieved in the J/24 Class. Similarly, there were others who were there for public relations reasons and who competed with varying degrees of success.

The calibre of this year's fleet was probably higher than ever, and the J/24 being the type of One-Design that it is, together with the fact that in each of the five races except the last, the mid-Solent excelled itself in providing the fairest possible sailing conditions, results could probably be said to be proportional to skills. There are those who would argue that the final race, where the leaders ended up near the back and the tail enders at the front, slightly altered the results, but there is no arguing that David Bedford is a worthy champion in a year in which nothing has gone wrong for him. The Championship of Champions is the cherry on a multi-layered cake that includes the Crebbin Cup, the Viyella Cup, the J/24 national and Euro-





The 1988 Stones Ginger Wine-sponsored Championship of Champions drew 24 starters who were current national or international champions of their classes.

Photo by Peter Bentley

pean championships, and a more than creditable showing in the Royal Lyminster Cup. Sailing with his regular crew that includes Simon Fry, Barney Sandeman and Andy Howard, Bedford notched up three firsts and a fourth, with a 12th in the final fluky race where he was covering Eddie Owen, the only other sailor with a chance of taking the overall title.

For Owen, it was a return to the J/24 after a year or more elsewhere. Having concentrated on his match racing as well as international IOR sailing and 12-Metre racing, Owen was back with his old team that included Brian Hodge and Adrian Friend, as well as Jim Saltonstall and Guy Barron. Owen finished second to each of Bedford's three firsts, winning the third race in which Bedford was fourth, and retiring from the final race.

Simon Collyer, Contessa 32 National Champion, got himself a brand-new boat and, sailing with his regular Lyminster crew, counted a first, two fifths and a tenth. Collyer has been sailing a Contessa at the top of the fleet for a number of years now, and has a regular team to sail with him. His crew work was good and he managed to get good pace.

Other top names included Stuart Childerley, Britain's 1988 Olympic Finn representative. Relatively new to keelboats, Childerley had spent the previous week, along with his bowman Andy Hemmings, getting to know the class in a sail testing session for North Sails. Childerley ended up fifth and is one of the competitors who could rightly feel hard done by the events in the final race. Ahead of him was Pete Newlands, Nigel Buckley's 470 World Championship-winning dinghy crew and a Contender champion in his own right.

Giovanni Belgrano, Etchells 22 Champion, finished sixth, one place ahead of Ian Southworth who, like Bedford, has had a successful year and came to the event fresh from a win at the

Endeavour Trophy, the dinghy equivalent of the Championship of Champions.

Macnamara Bowl winner, and therefore women's national keelboat champion designate, Cordelia Eglin, managed 10th just one place ahead of her Macnamara rival Titch Blachford, while Tim Law, 'representing' the Sigma 33 class, came in behind the girls at 12th, sailing 'The Kanembe Connection', a boat with a name that is better not explained.

But with the serious business put aside for a moment, the celebrities took to the water to race in an event that was as unfair, as biased, and generally as cheat-riddled as the true championship was fair. Twelve 'celebrities' that included Harold Cudmore, Malcolm McKeag, Annabel Croft, and Sue Saville from BBC TV South, bribed, pumped, oached, rocked, motored and generally cheated their way around a course set for maximum spectator attention that began from the shoreside. Though Sue Saville was not, in fact, first to cross the finishing line, she managed to bribe enough people into believing that she had won and took with her the coveted celebrity prize. Cudmore and McKeag could not match the pace — or perhaps the price — though McKeag's boat was actually first to cross the finishing line, and had to be content with also ran placings. More than 250 pounds was raised for charity, the recipient, The Solent Safety Organisation, being the only true winner of the entirely corrupt celebrity event.

And the bash on the Saturday night: well, J/24 sailors are renowned for living it up in style and for the Stones-supported Saturday night bash at the Corinthian, all competitors were honorary members of the J/24 fleet in more ways than one. In the words of one sailor, 'You almost didn't need to bring your boat to this regatta!'



## Irish J/24 National Championship

by Michael Clarke

In a busy year for Ireland's J/24s, the 1988 National Championship was tucked into one Autumn weekend, 7-9 October, at the very end of the season, and hosted by Lough Erne Yacht Club, up North in the scenic Fermanagh Lakelands. Registration, briefing, and all the other formalities were completed on Friday evening, so that boats could sail at dawn on the following morning, in good time for the start, at 9:00 a.m., of the first of the five races planned for the regatta. The race area was the Broad Lough, an area of open water about 5 miles by 12, with no tides or currents and clear wind, excellent for championship sailing, and less than an hour's sail from the Clubhouse and sheltered moorings among the islands.

During the week before, the weather was very bad. Three Atlantic gales followed one another from the west, the third over 50 knots on Friday. Boats due from Dublin Bay by road trailer called off, fearing dangerous sidewinds, and a crew from England arrived only at midnight as ferry ships stayed in harbour. However, ten boats already there had a great regatta. On Saturday morning, a gap between gales gave a Southwesterly Force 3 to start the first race. By noon, as the second race started, it was Force 6 and rising, with driving rain and an angry short sea out on the Broad Lough, where Race Officer Martin Daly and his team had set Olympic triangle courses. Three boats blew out spinnakers, another broke a gooseneck, and a mark boat snapped her anchor chain. This second race was shortened and the third, planned for 3:00 p.m., was wisely abandoned.

By nightfall, it was blowing a full gale again from the west, but in the warm clubhouse 120 J/24 sailors and friends gathered for a magnificent meal, prepared and served by a team of club ladies led by Trudy Mannion, Anne Clarke and stalwarts Ann and Pat Kennedy. The companionship was great, and frankly nobody cared a bit about the weather. At dawn it was flat calm. By the start of the third race, it was Force 3, and then a brisk Force 4 northerly with fine Autumn sunshine for the fourth and final race at 12:00 noon – splendid sailing weather and Lough Erne at its best.

*Beau Jangles*, owned by Phil Smithies of Bolton Sailing Club, in Lancashire, had been brought across from England two weeks before. Helmed by Ian Pinnel, she won the first race, with Mickey McCaldin of the host club second in *Jamais*. Another LEYC boat, *Jeriatix*, helmed by Mark Valentine was third. However, the other three races were all won by *Jacquerie*, owned by Michael Boyd, from the Royal Irish Yacht Club on Dublin Bay, and helmed by Mark Lyttle, who is also a champion Lasers sailor. At prizegiving on Sunday afternoon, the Club Commodore's wife, June Graham, presented the Dunhill J/24 Irish National Championship perpetual trophy to Michael Boyd for 1988. *Beau Jangles* was second overall with a first, two seconds, and discarding a third. Phil Smithies collected a fine Tyrone Crystal cut glass decanter, neatly engraved with the J/24 logo and the burgee of Ireland's oldest yacht racing club, Lough Erne Yacht Club. Michael McCaldin with two seconds, a third and discarding a fourth, was third overall. His reward was the Irish J/24 Northern Championship perpetual trophy.

The world's first successful fin-keel racing yacht was *Mischief* in 1887. Her owner and designer was Jack Tipping, at that time LEYC Honorary Secretary. (Nat Herreschoff tried the fin-keel idea in America some five years later.) In 1891, Jack

Tipping presented a cup for racing on the Erne, in memory of his father, whose nickname was The Squire. Today, nearly a century later, it is the oldest LEYC trophy still in regular use. *Jeriatix* came fourth overall. Her crew were best LEYC crew after the main championship trophy winners, so they were awarded The Squires Cup – an appropriate trophy for J/24 racing because J/24s are now the world's biggest fin-keel one-design class, and this cup commemorates the fin-keel's inventor.

This championship was something of an experiment. Unless the weather is very bad, it did show that with tight organization, five full races, even six, could be fitted into an Irish autumn weekend. However, trailing boats to the event and launching is best done on a weekend before, for the practice races, and then away at leisure on a weekend afterwards, and, for sure, there will be a similar enjoyable event again next autumn on Lough Erne.

### 1988 Irish National Championship

POS	YACHT	HELMSMAN	CLUB
1	<i>Jacquerie</i>	M. Lyttle	RIYC
2	<i>Beau Jangles</i>	I. Pinnel	Bolton S.C.
3	<i>Jamais</i>	M. McCaldin	LEYC
4	<i>Jeriatix</i>	M. Valentine	LEYC
5	<i>Janus</i>	D. Constant/D. Coote	Royal St. George Y.C.
6	<i>Pathfinder</i>	J. Simms	Ballyholme Y.C.

## News from Japan

by Tomohiko Sekiguchi

The 1988 Japan NJCA meeting was held on November 3. Membership fees were raised for 1989 to cover purchase of J/24 Magazine for all regular members and for other promotional purposes. The JJCA Constitution was reviewed and will be partly revised as of April 1, 1989. A measurer's school was held Oct. 30 to Nov. 2, with Shuji Watanabe and Taro Takahashi as instructors. Twelve class members became official measurers: Hiroyuki Takahashi, Shigeki Tanaka, Mikiko Tsuchiya, Takashi Shimaoka, Ken-ichi Shirakawa, Tetsuro Toyota, Jyun-ichi Yokota, Hiroko Imoto, Haruhisa Fukunaga, Michiteru Nakayama, Noboru Arase, and Yumiko Takano. Regatta dates and sites were determined, and new officers were elected. They are: President,



Nobuaki Tani, new president of Japan NJCA.

Nobuaki Tani; Vice President, Tsuyoshi Kato. The JJCA will make a proposal to host another J/24 World Championship in the near future. The Secretary encouraged Japanese sailors to





Photos by Tomohiko Sekiguchi

#### 1988 Toshiba International Match Race

Top: Pietro D'Ali and his crew, Federico Valentí, receive winner's presents.

Middle: Pietro D'Ali (right) sailed with one Italian and three Japanese crew.

Bottom: From left, Simon Fry, David Bedford, Andrew Howard and Barney Sandeman of the U.K. enjoy their first visit to Japan, as well as the sailing.

participate in open foreign regattas to gain experience, for the cultural exchange and to develop friendships.

#### 1989 Toshiba International Yacht Match Race

This regatta, sponsored by the Japan Yacht Association in cooperation with Nissan, its Sajima Marina and two other companies, was held December 30, 1988 to January 4, 1989, at Sajima, about 70 miles southwest of Tokyo.

For the past four years the event has been held for the 470 Class during New Years' vacation. This year the J/24 Class joined this regatta. The Japan Yachting Association and J/24 Class Association hosted one team from Italy and two teams from the U.K., and they competed against three Japanese teams. The JYA and the 470 Class invited one team each from the Soviet Union and Spain. A total of eight teams, including six Japanese teams, competed.

The team race results for the J/24 showed the foreign teams scoring 28 points vs the Japanese team's total of 55 points.

The match race results follow:

POS	SAIL	HELMSMAN
1	I-239	Pietro D'Ali
2	K-4220Y	David Bedford
3	J-4063	Shigekazu Hagiwara
4	K-4000	Eddie Warwick
5	J-3592	Shin-ichi Menjo
6	J-3814	Kenji Yamauchi

## The 8th All Japan Championship

by Kazuma Mifune, translated by Tomohiko Sekiguchi

Prior to the opening of the 8th All Japan Championship, held November 1-6, 1988, at Nissan Marina Tokai, rumors were heard as to the selection of Mylar or Dacron genoas, since the use of a Mylar genoa was permitted by the rules since May, 1988. Once the regatta began, most sails were Mylar. As a result of our previous tests and trials, we also decided to use Mylar for our boat, *Manta*.

Our conclusion as to how to select sail material is that when the wind speed is under three meters per second, Dacron should be used, and above four meters, Mylar should be used. There is no apparent difference when the wind is from three to four meters and we expected to have windy conditions at Atsumi Bay this time.

On November 3, the starting signal was at 0900. Seven to ten meters per second wind speed made no doubt which one to choose, jib or genoa. Low waves and better maneuverability caused me to select jib. Our starting position was  $\frac{1}{4}$  windward, with pretty good speed. Around the first mark, as expected we saw *Manta*, *Fireball*, *Chinatown* and *Olive*. *Manta's* upwind sailing was excellent, but our downwind sailing often suffered from mishandling which may be due to crew rotations since the last All Japan Championship. Just in front of mark number 5, we used our spinnaker as a fishing net and fell to fifth place. The leading boats at the goal were *Fireball*, *Olive*, *Manta*, *Chinatown* and *Honky Tonk*.

My heart beat with anticipation and after a general recall, the second race began at 1300. Wind speed was ten meters per second; the wind direction and speed here reminded me of the 1985 World Championship. The God of Tokai wind presented us with a marvelous gift. At the first mark, *Fireball*, *Super Kids* and



*Manta* were in keen competition. The wind was tricky. Without good command of the delicate, shifting wind, you could not achieve victory here. Among the big wind shifts, we found a short cycle developing. However, in the J/24 too much tacking results in a large time loss. In such competitive conditions, *Manta's* speed prevailed and *Manta*, *Fireball* and *Olive* finished top three.

The course for the third race was a "super triangle," a double Olympic course, and we were finally able to use a Mylar genoa. The wind was 7 m/s, but we thought it would abate. At the first mark, *Manta*, *Honky Tonk* and *Hangover* were in close competition. This race marked the beginning of the improvement in *Hangover's* tactics. It was a long race. The wind was diminishing and, after rounding the final mark, there was no wind at all as feared. *Hangover* and *Honky Tonk* came in first and second positions, exhibiting their beautiful sailing and sure tactics. Among the other approaching boats, those that caught the lucky wind finished in quick succession. *Manta* seemed like a Sumo wrestler, in a match with himself, sailing a separate course, and finished ninth.

The fourth race began at 0900 on November 4, in good winds, 5-8 m/s, suitable for the genoa. *Manta*, *Honky Tonk* and *Hangover* sailed one after the other around the first mark. It was like seeing two match races: one between *Hangover* and *Manta*, and the other between *Honky Tonk* and *Little Hatsu*. *Manta*, *Hangover* and *Little Hatsu* finished in that order, but *Manta* was PMS'd as feared.

The fifth race started at 1300, in winds rising little by little. I hesitated a moment to decide whether to use the genoa or jib. Wind speed was 8-10.5 m/s, and it confirmed our decision to use the jib. *Hangover*, putting up a genoa, appeared somewhat puzzled. After the start the wind increased slowly. *Wind Sailor's* start was beautiful; she sailed on port from downwind toward the head of the fleet, but her timing for the next tacking might have been bad. At the start it was *Manta*, *Hangover* and *Wind Sailor*. After passing the fourth mark, the anxiety over the close competition between *Manta* and *Hangover* began. *Manta* often had spinnaker problems and did not want to jibe. As feared, *Manta* developed spinnaker trouble. Meanwhile, *Hangover* jibed from port to starboard and immediately broached in front of our boat. Looking aft of our boat we saw a very interesting sight, and I asked my crew members if there were any of our people left in the water, but we counted six persons on board. After a moment, the boats behind us started to take down their spinnakers. It reminded me of the 1988 Worlds in Sydney.

By the last mark, the leading boat was *Wind Sailor*, with *Manta* following. From this point onward, wind speed was over 20 m/s, and so terribly strong that we feared whether we could tack our boat or not. We were almost unable to move forward against the waves and wind. We finally finished; the order of the boats was *Manta*, *Olive*, *Viva*, *Wind Sailor* and *Honky Tonk*. This race turned into a race for survival and surpassed all imagination, with dropping spinnakers, broaching boats, losing crew members and even skippers in the water.

I should like to thank the committee for running such a race as this, which had not been done previously. This may serve as proof that Japan's J/24 racing level has been growing.

The competition for first place continued, with *Honky Tonk*, *Olive* and *Manta* tied going into the sixth race, which began at 0900 the next morning after a general recall. At the first mark the order of boats was *Claris*, *Hangover*, *Honky Tonk*, *Viva*, *Little Hatsu* and *Manta*. *Olive* was slightly delayed. The situation was

#### 8th All Japan Championship

Top: Nobuaki Tani (center) thanks the committee as Kazuma Mifune, skipper of *Manta*, looks on (left). Photo by Yukihiro Watanabe

Middle: From left, Tomohiko Sekiguchi, Mark Lawless and Shuji Bishin enjoy an evening meal together. Photo by JJCA

Bottom: "The conditions reminded me of the 1988 Worlds in Sydney," said Kazuma Mifune. Photo by Tomohiko Sekiguchi





changing to a match race between *Honky Tonk* and *Manta*. The wind was 5-7 m/s and *Honky Tonk's* speed was good.

We on *Manta* were unable to lead *Honky Tonk* in these circumstances. We wished either the wind would blow stronger, or decrease. After the fourth mark, the wind force was decreasing. *Hangover* was in the lead, followed by *Claris*, *Honky Tonk*, *Viva* and *Manta*. At the fifth mark, the leading boat's order changed to *Hangover*, *Viva*, *Honky Tonk*, *Manta* and *Claris*, and *Manta* again had the opportunity to take the lead.

*Honky Tonk's* speed was insufficient, and after *Manta* sailed three boat lengths ahead of the mark, she tacked onto starboard. A little later, *Honky Tonk* tacked about three boat lengths to windward. The wheel of fortune was slowly turning in *Manta's* favor. We tacked, crossing in front of *Honky Tonk*, where she was able to tack. We sailed 20 inches in front of *Honky Tonk* and secured the victory that moment, finishing first.

It was the only time since the first All Japan Championship was held that we were able to have such races with the wind, variable conditions, and without shortening course length, with strain on every nerve. We wish to thank both the committee for running a wonderful regatta, and the God of Wind. I was most impressed by Mark Lawless' skilled sailing of *Hangover*, and *Honky Tonk's* splendid sailing under genoa.

Since 1988, the maximum crew member weight was set at 400kg, and we Japanese were given a chance to come closer to the International races. I look forward to sailing in Kingston, Canada.

## Bermuda Saga

by Teresa Chatfield

The ongoing saga of the Bermuda J/24 Fleet becomes ever harder for the investigative reporter to track, as members go off to race against other fleets and in regattas in the U.S. Team racing has been an increasing feature in our calendar over the last few years, and the second half of 1988 saw us race in Connecticut against Norwalk, whilst Hyannis, captained by Ken Olsen, came to race against us in Bermuda. Hyannis arrived to high winds and had to settle for other team sports: team Eggs Benedict followed by team Water Polo, played with gusto, 20 on each side and little water left in the pool three hours later.

We had teams in several regattas on the East Coast: the NOOD Regatta and Manhasset Bay Challenge saw Simon Templeman and Teresa Chatfield take part, at least in the latter regatta until fog (luckily a relatively unknown commodity here) caused a hasty retreat to the dock and the black rum, leaving the remainder of the fleet to ruminate over who had really gone around the marks. Later in the year, Bill Pollock and Trevor Boyce tried their hands in the large fleet taking part in the East Coast Championship and, from what we can gather, tried their crew in the even larger number of bars to be found in Annapolis.

Our National Championship saw a strong fleet, with some yachts "borrowed" for the occasion: the Horsfield brothers and Kempe family making an appearance, and *White Rabbit's* debut after losing a mast in '88 Race Week, Andy Herkes having suffered from the depredations of the International Disappearing Mast In Transit in the intervening period. Despite close racing and anything else any of us could try, Trevor triumphed to take the Cup.

Wednesday evening racing continued, with four or five

short races the norm, the Boyce Brood (up to 6 small boys inclusive, perhaps one should say, of cousins) raising and lowering flags with more enthusiasm than accuracy.

The end of the season saw prize-giving at the Yacht Club as usual, followed by a J/24 dinner at which presentations and insults are freely traded over each teams' foibles during the past year. 1989 now beckons, with our races beginning on Easter Saturday; we are all feverishly preparing for winning (we hope) or losing (at times, but gracefully)!

## Canarino Feroce Wins '89 Genoa International Race Week

by Jim Brady

This year's race week, co-sponsored by San Paolo Bank and Yacht Club Italiano, attracted 42 J/24s. Such names as David Bedford of England ('88 European Champion), Jim Brady of the U.S. ('89 Midwinter Champion), and Heinz Caprell of West Germany, travelled to participate in the four day event sailed in the Gulf of Genoa. A wide range of wind and sea conditions were brought on by a severe storm which passed through 3-4 days prior to the racing, but left huge swells which made for good surfing in Race 1. The first race, being the windiest at 15-18 knots, had half the fleet using the little jibs. *Canarino Feroce*, with skipper Aldo Samele and crew Jim Brady, Paolo Boido, Franco Rodino and Maurizio Conti got off to a good start and stretched their lead to the finish. Belloni, on *Video Explorer*, moved up to third from the teens, taking advantage of a large windshift on the final leg.



Winds were ideal for the first day's racing at the 1989 Genoa Race Week.

Day 2 saw light winds, with the race being abandoned on the first reach as hopes of finishing in the time limit seemed slim. A wonderful cocktail party was hosted by Yacht Club Italiano that evening, with plenty of pasta and wine.

The excited J/24 sailors pushed the starting line hard each race, often seeing the black flag flown. In Race 3, with winds light from the mountains, the race committee let a start go in which approximately fifty per cent of the fleet were over, under a black flag. While some boats were covered, the committee was able to catch eight PMS boats. The course was made shorter in hopes of making up the lost race from the day before. However,





Photo by Franco Rodino

Winning Crew of Canarino Feroce, from left, Aldo Samele, Maurizio Conti, Franco Rodino, Jim Brady and Paolo Boido, with first place award and perpetual J-Boats Italy Trophy.

with light winds it still made for a very long day of sailing. Winning his first major race in the J/24 was Lasio, in *Neobodkaneezzer*, in the morning race, while *Marina* and *Canarino Feroce* battled to the finish, only to be passed by a group on the shore side, fifty yards from the finish, with *Tally Ho* getting the gun.

The racing schedule called for four races with one throw-out, and also used Olympic rather than Low Point scoring. This format rewards the risky sailor who is willing to take chances. That is just what *Feroce* did in the last race, when the cards were down, and they went to one side in the light winds and moved into a position which they held to win the championship. *Marina* led this race and was hardly visible at the finish!

Several awards were given by J-Boats Italy and presented to the Yacht Club Italiano, the top foreign yacht (Heinz Laprell), and a perpetual trophy to the winner. The Yacht Club Italiano

supplied silver trophies to each race winner and the top five finishers overall.

A one day clinic was hosted prior to the event by J-Boats Italy and UK Sails, with Jim Brady instructing J/24 sailors from many parts of Italy. If you are looking for a nice European regatta to attend, in a wonderful area, with good competition, I suggest you go to Genoa, Italy, next spring for the 1990 Genoa Race Week!

### 1989 Genoa Race Week (Top 20 of 42)

POS	YACHT	HELMSMAN	1	2	3	4	TOT*
1	<i>Canarino Feroce</i>	Samele	1	10	4	4	16
2	<i>Marina</i>	D'Ali	4	PMS	6	1	19.7
3	<i>Video Explorer</i>	Belloni	3	5	3	8	21.4
4	<i>Tally Ho!</i>	Risso	5	16	1	22	32
5	<i>Junior</i>	Corradi	PMS	14	5	3	35.7
6	<i>Don Giovanni</i>	Sommariva	2	DSQ	9	12	36
7	<i>Grijo</i>	Spata	14	9	2	14	38
8	<i>12er</i>	Laprell	10	4	13	11	41
9	<i>Jet</i>	Signorini	7	PMS	7	10	42
10	<i>Valentina</i>	Masini	9	3	16	31	42.7
11	<i>Gold-finger</i>	Migliori	8	11	8	DNC	45
12	<i>Puzzola</i>	Montefusco	11	12	10	18	51
13	<i>Saro Caino</i>	Golens	6	PMS	12	16	51.7
14	<i>Dumbo</i>	Franchetti	20	24	19	2	54
15	<i>Tela</i>	Nicolini	12	PMS	21	7	58
16	<i>Nautical Quarterly</i>	Nava	PMS	7	11	23	59
17	<i>Just For Fun</i>	Becker	16	8	20	29	62
18	<i>Il Flauto Magico</i>	Treves	21	2	27	32	63
19	<i>Jan Himp GTI</i>	Kahler	25	23	15	9	65
20	<i>Kumatos Anzos</i>	Penasini	18	6	24	28	65.7

\*Olympic scoring, one throwout

Canarino Feroce takes the inside at the jibe mark.

Photo by Franco Rodino





### 1989

#### APRIL

- 29-30 Spring Championship**  
Charleston, SC  
Dan Shaw  
(803) 571-3806

#### MAY

- 1-3 Betsy Ross Bowl Women's Invitational**  
Manhattan Yacht Club  
New York, NY  
Mike Fortenbaugh  
B: (212) 619-3656

- 13-14 Gull Lake Spring Regatta**  
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- Jun 4 1989 Italian Championship**  
Yacht Club Smeralda  
Porto Rotondo, Sardinia  
Tony Bassani  
(02) 5790404

#### JUNE

- 2-4 District 10 Championship**  
Coral Reef Yacht Club  
Miami, FL  
Doug Wilson  
H: (305) 361-6565

- 14-17 Chicago NOOD Regatta**  
Chicago Yacht Club  
Amy Gordon  
B: (617) 631-9113

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

- 23-25 Milwaukee Race Weekend and District 15 Championship**  
Milwaukee Bay Fleet 37  
Douglas Kracht  
B: (800) 558-9157

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

#### JULY

- 1-2 Radisson Cup**  
Hampton, VA  
Britt Drake  
(804) 426-2429

- 8-9 District 18 Championship**  
Dillon Yacht Club  
Lake Dillon, CO  
Jim Smith  
(303) 494-4942



Porto Rotondo, site of '89 European Championship.

- 14-16 Volvo Newport Regatta and J/24 Northeast Regional**  
Fort Adams State Park  
Newport, RI  
Sail Newport, Inc.  
(401) 846-1983  
Ken Read  
(401) 849-7997

- 20-23 Rothman's International Match Race Challenge**  
Dun Laoghaire, Ireland  
Vivion Kennedy  
H: 353 1 682094  
B: 353 1 772161

- 21-23 District 7 Championship**  
Sodus Point, NY  
Dave Tierson  
H: (716) 872-1192

- 26-30 Marblehead Race Week**  
Joan Thayer  
Race Week Centennial Committee  
P.O. Box 382  
Marblehead, MA 01945

- 28-30 Wilmette Race Weekend**  
Sheridan Shore Yacht Club  
Wilmette, IL  
Douglas Kracht  
B: (800) 558-9157

#### AUGUST

- 4-6 District 2 Championship**  
Buzzards Bay Regatta  
New Bedford, MA  
Robert Bell  
(508) 748-2659

- 5-6 J/24 South Bay Championship**  
Hampton, VA  
Britt Drake  
(804) 426-2429

- 9-13 Canadian Championship**  
Toronto, Ontario  
National Yacht Club  
Kate Nicoll  
(416) 466-6998



**15-18 Atlantic City Raceweek**  
Atlantic City, NJ  
Jack LeFort  
(215) 557-6814

**16-20 Newport NOOD Regatta**  
Newport Yachting Center  
Amy Gordon  
B: (617) 631-9113

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

**25-27 Jr. North American Championship**  
Rochester Yacht Club  
Rochester, NY  
Mike or Pam Nahmias  
(716) 425-4046

## SEPTEMBER

**2-3 Great Lakes Championship**  
North Star Sail Club  
Mt. Clemens, MI  
Greg Swetka  
H: (313) 754-9757

**9-10 Downeast Invitational State of Maine Championship**  
Portland, ME  
Geoff MacLean  
H: (207) 839-4032

**9-15 UK National Championship**  
Brighton Marina Yacht Club  
David Colman  
(0983) 291572

**9-10 Western Open**  
Corpus Christi, TX  
Randy Poelma  
H: (512) 993-2999

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

**16-17 District 1 Championship**  
Lake Winnepesaukee, NH  
Bob Torr  
H: (603) 332-0382

**30- Oct. 1 Long Island Sound Championship & Milford Fall Regatta**  
Milford, CT  
Jim Birge  
(203) 877-3155

**30- Oct. 8 World Corporate Games**  
Concord/San Francisco, CA  
Jennifer Ponza  
(415) 781-1988

## OCTOBER

**7-8 Masters Int'l Keelboat Regatta in J/24s**  
St. Francis Yacht Club  
San Francisco  
Don Trask  
B: (415) 522-0545

**7-8 Noroton Invitational**  
Noroton, CT  
Al Ferlazzo  
B: (203) 968-3577

**14-15 Lake Geneva Fall Regatta**  
Lake Geneva, WI  
Douglas Kracht  
B: (800) 558-9157

### 1988-89 Texas Circuit Remaining 3 of 8 events:

**May 27-29, 1989**  
Southwest Championship  
Lake Ray Hubbard  
Rush Creek Yacht Club  
Jack Skelton  
H: (214) 231-7934

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

**September 9-10, 1989**  
Western Open  
Corpus Christi  
Randy Poelma  
H: (512) 993-2999

### 1989-90 Texas Circuit

**October 21-22, 1989**  
Lake Travis  
Austin  
Eric Nelson  
H: (512) 331-7983

**November 18-19, 1989**  
Texas Circus  
Canyon Lake  
San Antonio  
Richard Specia  
H: (512) 828-0376

**February, 1990**  
Gulf Coast Championship  
Southern Yacht Club  
New Orleans, LA  
Guy Brierre  
H: (504) 866-3874

**March, 1990**  
Eagle Mountain Lake  
Ft. Worth Boat Club  
Mark Witte  
H: (817) 294-5942

**April, 1990**  
Texas Chute Out  
Lake Ray Hubbard  
Chandlers Landing Y.C.  
Tim White  
H: (214) 771-1909

**May 25-27, 1990**  
Southwest Championship  
Lake Ray Hubbard  
Rush Creek Yacht Club  
Jack Skelton  
H: (214) 231-7934

**July, 1990**  
Beasley Cup  
Houston Yacht Club  
Galveston Bay  
David Hampp  
H: (713) 486-0218

**August, 1990**  
Western Open  
Corpus Christi  
Randy Poelma  
H: (512) 993-2999



## Annual Meeting U.S. J/24 Class Association September 17, 1988

1. The 1988 Annual Meeting of the Board of Governors of the U.S. J/24 Class Association was called to order by the President, Rick Peper, at 9:30 a.m. on Saturday, September 17, 1988, at the Southern Yacht Club, New Orleans, LA. District Governors, or their representatives, present were: Vin Bitel, District 2; Lee Corbin, 3; Gil Samuelson, 8; Glenn Gustafson, 15; Chris Towles, 17; Harry Dursch, 19; Peter Young, 20; Jane Watkins, 21; and Jeff Johnstone, J-Boats; John Peck, Vice President/Technical Committee Chairman; Dick Tillman, Executive Director; Linda Tillman, Magazine Editor; and visitors, Guy Brierre, host; Carla Peck and Cathy Peper.
2. The 1987 Annual meeting minutes were approved as published in the J/24 Magazine, Volume 20. Jeff Johnstone noted the USJCA Constitution did not reflect an approved change to paragraph 10.2, stating, "At meetings of the Executive Committee, four shall form a quorum."
3. Reports
  - 3.1 District Governors reported on activity and growth in their districts.
  - 3.2 Jeff Johnstone, copyright holder, reported on J/24 sales worldwide (approximately 150 per year) and addressed the builder specifications, which were updated and submitted to IYRU on April 15. The mold is supplied by J-Boats. Most variances are in deck hardware. Tillotson Pearson now offers a 10 year warranty against gel coat blistering; they are computerizing the spare parts department. Jeff explained the inspection made of the Italian built boat, *Vanna*, following the 1988 Worlds. The boat was found to be legal. There is a new builder in Italy.
  - 3.3 Dick Tillman, Executive Director, reported U.S. class membership is up again this year, at around 1900. District governors were asked to supply dates for district circuits, for listing in the J/24 Magazine.
  - 3.4 Technical Committee - Chairman, John Peck, explained that preliminary submissions have been made to the IYRU, and only minor changes or deletions may be made in order to be passed and effective March 1, 1989. Any new rules submissions will be addressed in 1989. Biggest concerns have been:
    - a) builder specs, especially pertaining to hull weight without corrector weights, and variances in fixed fittings
    - b) spreader brackets
    - c) hull fairing
  - 3.5 IJCA Rules Submissions were voted upon by the USJCA as follows:
    1. Proposed changes to Plan A (amends and/or expands the present deck and interior layouts to include all interior and exterior fixed fittings and hardware as well as bunkboards and other "standard" fixed items installed by licensed builders. USJCA voted FOR.
    2. Proposed Changes to Plan C: Add the wording, "Between Sections I and VI, the surface of the keel shall be fair in every plane." USJCA voted FOR, but suggests a clear definition for "fair."
    3. Proposed Change to Plan D: The leading edge of the rudder is parallel to the transom within a tolerance of  $\pm 5$  degrees. USJCA voted FOR.
    4. Rule 2.7.4 - Builder's Weight: "Minimum builder's weight shall be not less than 1190 kg or more than 1250 kg . . . etc." After considerable discussion the USJCA voted FOR the proposal with amended builder's weight of not less than 1190 kg or more than 1220 kg, and allowing builder to add up to 30 kg of correctors if necessary to come up to 1190 kg.

5. Rule 3.2.5 providing that where second lifelines are fitted, they shall be of wire not less than 3mm in diameter attached to the pulpit and pushpit, passing through the stanchions within 50mm of half height of the upper lifelines, lanyards not more than 100mm in length and a maximum deflection of all lifelines not to exceed 125mm, and stanchions not to extend outboard of the sheer in plan. USJCA voted FOR with the proviso that the second lifeline attach to the pulpit and pushpit within 50mm of half height of the upper lifelines. If proviso is not accepted, the USJCA is to vote FOR at the IJCA meeting. (Moved by Rick Peper, seconded and passed.)
6. Rule 2.3.7 - Prohibitions: Renumber 3.2.9.
7. Rule 2.3.7 - New rule, "Minimum Radius at Corner of Transom" allowing fairing material to be added to this corner to 2mm, but not extending aft of nor more than 10mm forward of the vertical plane of the moulded transom. USJCA voted FOR.
8. Rule 3.2.8 - New rule to permit fairing of hull no further than 100mm from hull centerline. USJCA voted AGAINST.
9. Rule 3.3.2 - Amendment allowing the keel to be overcoated with any protective material provided it complies with dimensions in Official Plan C. USJCA voted FOR with addition of "and faired" after words "protective material."
10. Rule 3.3.4 - Keel - Substitutes for present rule: The leading and trailing edges between the hull and Section VI shall be straight within a tolerance of  $\pm 5$ mm. USJCA voted FOR.
11. Rule 3.4.6 - New rule allowing rudder pintles to be replaced with larger pintles of the same material weighing not less than the original pintles. USJCA voted FOR.



The 1988 USJCA Annual Meeting, held at the Southern Yacht Club in New Orleans on the tail of Hurricane Gilbert, was well attended by District Governors and Executive Committee members.

12. Rule 3.4.7 - New rule allowing tiller straps to be reinforced or replaced with stronger straps of same material weighing not less than the original straps. USJCA voted FOR.
13. Rule 3.5.2 - delete this spare number and renumber existing 3.5.2(c), (d), and (e) as 3.5.2(b), (c), and (D). USJCA voted FOR.
14. Rule 3.5.2(e) - New rule requiring a colored band permanently marked on the forward surface of the mast with the lower edge 7725mm below the forestay fixing point, providing a measurement point at sheerline. USJCA voted FOR.
15. Rule 3.5.2(f) For second sentence, substitute a maximum height not more than 1955mm above the sheerline abreast the forward side of the mast. USJCA voted FOR.
16. Rule 3.5.3(b) Standing Rigging - Delete (1) and substitute "(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





Photo by Linda Tillman

Meeting host, Guy Brierre (center), congratulates John Peck on his performance in the Annual District Governors Race, sailed the next morning on Lake Pontchartrain.

- and not more than 8155mm or less than 8125mm above the sheerline abreast the forward side of the mast. USJCA voted FOR.
17. Rule 3.5.3(c) Delete and substitute, "With the forestay in place, the distance measured in a straight line from the fixing point on the mast bracket to the intersection of the stemline and the sheerline shall not be more than 8670mm or less than 8595mm." USJCA voted FOR. (allows measurement without tension on forestay.)
  18. Rules 3.5.3(f), (g) and (i) - delete and renumber 3.5.3(h) as 3.5.3(f), as references to standard specifications regarding mast hardware are inappropriate. USJCA voted FOR.
  19. Rule 3.5.4(a) - amendment to comply with measurement datum in revised Rule 3.5.3(b). USJCA voted FOR.
  20. Rule 3.5.5(b) Boom - remove word, "fiddle," to allow any type of mainsheet block. USJCA voted FOR.
  21. Rule 3.6.5 Sails - amendment allows reinforcement of jib bat tens, and deletes word, "flat" in requirement that reinforcement shall be capable of being folded "flat" in any direction w/o damaging fibers. USJCA voted FOR.
  22. Rule 3.6.6 - Substitute "in accordance with IYRR." USJCA voted FOR.
  23. Rule 3.6.9 Sails - change spinnaker minimum cloth weight from 33 grams per square meter to 40 grams per square meter. USJCA voted FOR.
  24. Rule 3.6.10(o) - delete; wording has been transferred to Rule 3.5.5. USJCA voted FOR.
  25. Rule 3.7 Weight - delete and substitute "Weight for Racing." USJCA voted FOR.
  26. Rule 3.7.1 Weight - designates a dry weight of 1270 kg and specifies what is included. USJCA voted FOR items 26 and 27, with weight placement determined by UK study to be confirmed by Tillotson-Pearson.
  27. Rule 3.7.2 - New rule defining corrector weight and location to comply with requirements of Rule 3.7.1. USJCA voted FOR with proviso that weight placement be as confirmed by Tillotson-Pearson.
  28. Rule 3.7.3 - New rule establishing parameters for "all up" weight that can easily be verified. USJCA voted FOR with proviso to eliminate first sentence stating that the weight, excluding the crew, shall be not less than 1375 kg.
  29. Rule 3.8.2 Fixed Fittings (mainsheet traveller track) - allows the traveller track support to be of any material weighing not less than 1 kg. USJCA voted FOR.
  30. Rule 5.1 Crew - clarifies that a crew once nominated and weighed cannot be changed during a regatta unless the race committee authorizes substitution. USJCA voted FOR with proviso that the words "nominated or listed" be deleted.
  31. Rule 6.1.15 Optional Equipment - Amendment gives more freedom of choice in type of mainsheet block allowed. USJCA voted FOR.

32. Rule 6.1.18 Optional Equipment - Amendment allows foot blocks on the foredeck. USJCA voted FOR.
  33. Rule 6.1.22 New rule to allow a watertight inspection port on the cabin top and liner directly above the lifting beam. USJCA voted FOR, with proviso that inspection ports be closed while racing.
  34. Rule 6.1.23 New rule to allow foam cushions on upper and/or lower lifelines. USJCA voted FOR.
  35. Rule 7.1.16 Restate present rule to allow a 12 volt battery weighing not more than 25 kg or less than 8 kg. USJCA voted FOR.
  36. Rule 7.1.18 New rule to prohibit any equipment or device to adjust the position of the mast at either the deck or the heel. USJCA voted FOR, with words "when racing" deleted.
  37. Rule 8.1.4 Delete, with wording to be incorporated in new Rule 8.2.2 (see below). USJCA voted FOR.
  38. Rule 8.2. Restrictions When Racing - delete and substitute, "Notwithstanding the provisions of IYRR 54, 54.3 or 62, the following actions are prohibited at all times." USJCA voted FOR.
  39. Rule 8.2.1 New rule under above: "Sudden movement of the body forward or aft (ooching)." USJCA voted FOR.
  40. Rule 8.2.2 Slightly revised wording of former Rule 8.2, regarding pumping. USJCA voted FOR.
  41. Rule 8.2.3 Renumbering of former Rule 8.4, restricting hanging on the mast or shrouds to promote roll tacking or gybing. USJCA voted FOR.
  42. Rule 8.3 Delete and substitute new rule that no member of the crew shall station any part of his torso outside the upper lifeline other than temporarily. USJCA voted FOR. (8-7)
  43. Rule 8.4 Delete and substitute a rule to prohibit yacht adjustments to items for which specific measurements are listed in Part D of the Measurement Form, during a regatta. USJCA voted FOR.
- 3.6 Finance Chairman Chris Towles presented a proposed budget for 1989. Rick Peper suggested waiting for end of FY 1988 financial reports before drawing up a final budget. Glenn Gustafson moved that the Executive Committee be empowered to formulate the 1989 budget, and if necessary, increase the cost of sail royalties. The motion was seconded and passed. Chris Towles moved that once the budget is approved, it be adhered to and not exceeded without Executive Committee approval. After discussion, Peter Young amended the motion to direct the Executive Committee to develop wording to provide that control, with reference to paragraph 10.7.4 of the USJCA Constitution. The motion as amended was seconded and passed.
  - 3.7 Promotion - Lee Corbin suggested the need for more J/24 Class promotion. J-Boats will cooperate with the Class Association to advertise in Sailing World, American Sailor, etc. Students at sailing schools are good market for J/24. Suggestion was made to provide J/24 Magazines to sailing students; list of sailing schools available at J-Boats. Dealer network list also available, for fleet information. District newsletters can be funded by soliciting advertisements in newsletters. Governors should put each other on newsletter distribution list.
  - 4.0 Old Business -
  - 4.1 John Adams Decanter - Executive Director was asked to write Ken Read a letter to establish whereabouts of this award presented to his crew at the 1985 Worlds, or reimburse IJCA for \$200.
  - 4.2 Measurement Certificates - Per Jeff Johnstone, these are now being issued with new boats. Per USJCA Constitution Paragraph 3.7, the factory is required to send a copy of the measurement certificate to the Class Office as well. Procedures for compliance to new weight rules will be available when appropriate. John Peck plans to offer a seminar at the Midwinters, for weight compliance.
  - 4.3 Championship Sailing Video - Not all of the costs underwritten by the USJCA have been recovered. Promotion by J World continues, per report by John Alofsin, Pres. May consider discounting the sale of it, with proceeds to go to Class. Ad will appear in Fall '88 issue of J/24 Magazine.
  - 5.0 New Business
  - 5.1 North American Championship Venues
    - 1989 - Rochester, NY
    - 1990 - Canada (Halifax, NS)
    - 1991 - Milwaukee or New Orleans
    - 1992 - (west coast)



- 5.2 Jr. North American Championship Venues  
1989 - Rochester, NY  
1990 - TBD  
It was agreed that hosting the Jr. NA's not be a requirement of the North American Championship host.
- 5.3 U.S. Qualifying Events for World Championships
  - A. Nearly all qualifiers have been determined for the 1989 Worlds in Kingston.
  - B. Qualifying events for the 1990 Worlds in Ireland will be the standard five regional events and three open events, for eight slots.
- 5.4 USJCA Constitution
  - A. John Peck moved that paragraph 9.2 of the USJCA Constitution be amended to include the Copyright Holder and the Designer with the Executive Director as non voting members of the Board of Governors. The motion was seconded. After discussion, the motion was defeated.
  - B. Rick Peper moved that paragraph 10.7.5 be amended to read, "The fiscal year of the USJCA shall be October 1 through September 30," to comply with the change made several years ago. The motion was seconded and passed.
- 5.5 Class Direction - Discussion regarding choices in direction of class: proceed as loosely run racer-cruiser-family class, or tighten rules and continue as strongest viable one-design class in world, or try to please everyone. Suggestions were 1) recognize good sportsmanship and improvement with special awards; 2) gentle rules enforcement with class being self-policing; 3) aim for pre-measurement at Worlds Qualifiers, 3) trade use of District Measurers and 4) seek USYRU support. Lee Corbin suggested the class produce a video on measurement techniques. John Peck agreed to work with Jeff Johnstone to develop a video on measurement of boats and sails, at the '89 Midwinters. District Governors and Technical Committee members are urged to attend or send a representative (measurement party on New Year's Eve Day.)
- 5.6 Sail Purchase limitation - Would keep competition more equal but it was agreed it would be difficult to enforce.
- 5.7 IYRU Governed vs IYRU Self Administered - Class is IYRU Governed, which has a tempering effect and gives us the benefit of their experience with other classes.
- 5.8 Jr. Membership - John Peck moved that a new level of membership for juniors be established at \$20.00. The motion was seconded and passed.
- 5.9 Class IV Sailing Instructions - John Peck gave each District Governor a copy to look over. These are for use at Midwinters, North Americans, Worlds Qualifiers.
- 6.0 Other
  - A. The annual meeting format was discussed. All were in favor of holding the USJCA annual meeting separate from the USYRU Meetings, and making it a two day meeting.
  - B. Reimbursement of travel to IJCA Meeting was discussed and referred to the Executive Committee for budgetary consideration.
  - C. Input was requested regarding subjects of hull fairing and spreader brackets; send comments to John Peck.
- 7.0 Election of officers  
The following officers were elected for FY 1989:
  - A. Finance Committee Chairman - Gil Samuelson
  - B. Technical Committee Chairman - John Peck
  - C. Vice President - Nancy Canard
  - D. President - Glenn Gustafson
- 8.0 Adjournment: The meeting adjourned at 7:00 p.m.  
Respectfully submitted,  
Linda Tillman,  
Secretary to the Meeting

## 1988 IJCA Annual Meeting Royal Thames Yacht Club London, England November 6, 1988

1. The 1988 Annual Meeting of the IJCA World Council was called to order by the Chairman, Hank Killion, at 9:45 a.m., November 6, at the Royal Thames Yacht Club, London, England. Introductions

were made and all were welcomed by the chairman. National associations and proxies represented were as follows: Brazil - Phil Jenkins (1); Canada - Jim Murray (1); Germany - Stefan Kessenich (1); Greece - Pantelis Dalabiras (1); Holland - Donald Schotel (1); Ireland - Denis Woods (1); Italy - Tony Bassani (1); Sweden - Bengt Julin (1); Switzerland - Michel Glaus (1); United Kingdom - Chris Torrens (1); United States - Glenn Gustafson (4); Designer, Rod Johnstone (1); Copyright Holder, Jeff Johnstone (1); a total of 15 votes. Also present were Dick Tillman, IJCA Executive Director; Linda Tillman, Executive Assistant; John Adams, Councilor of Honor; Paolo Boido, J-Boats Italy; Michael Boyd, Ireland; David Colman, UK Secretary; Dennis Ellis, IJCA Technical Committee; Graham Hughes, UKNJA Vice Chairman; John Peck, IJCA Technical Committee; Jeremy Rodgers, UK builder; Carla Peck and Art Dufresne, observers.

2. The Minutes of the 1987 IJCA Annual Meeting were approved.



Photo by Dick Tillman

Technical Committee member, Dennis Ellis, and Greek NJCA representative, Pantelis Dalabiras, look over a European Championship proposal at 1988 IJCA World Council Meeting.

3. Reports
  - A. NJCA's
    - Sweden** - status of class is unchanged, with 8 boats active.
    - Ireland** - there is a lot of interest; the Dunhill Match Racing event gives class excellent publicity.
    - Greece** - no appreciable growth since last large event; a new J/24 advanced sailing school, with three J/24s, should give class a boost.
    - United States** - 1917 members in '88, with new fleets forming.
    - Holland** - 28 entered the '88 Lady J regatta; it is an open event and all women are invited.
    - Germany** - currently 28 boats, with hope for 35-40 by next year; there were 8 "just J" regattas this year.
    - Canada** - Canadian Championship was in Nova Scotia this year; there is renewed interest in measurement.
    - Brazil** - 31 boats, with a quiet season in '88 due in part to the emphasis on Olympic classes this year. The '89 South American Championship will be held in Buzios in April.
    - Switzerland** - approximately 50 members, with 10 racing; need some large events nearby to stimulate interest.
    - Italy** - 175 members, 13 fleets; Italian Yachting Federation, IYRU, J-Boats, and IJCA all working together to overcome earlier problems with specifications.
    - UK** - Growth continues; 55 boats at UK Championship; high profile in yachting press, and considerable sponsorship this year.
  - B. Executive Director - Membership numbers continue to grow, with over 900 members outside the U.S. Special events attended this year include the South American Championship and the J/24 Masters Regatta in San Francisco. He emphasized the importance of recognizing special groups at major events (youth, women, seniors.) IJCA dues for 1989 should be paid in January.





Photo by Dick Tillman

*Jim Murray (Canada), Phil Jenkins (Brazil), Michel Glaes (Switzerland) and Tony Bassani (Italy) confer during meeting break.*

C. Copyright Holder - Jeff Johnstone reported J/24 production steady at 150-160 worldwide this year. Boat specifications were submitted to the IYRU for review. Past differences among builders has been mainly in fixed fittings; the lamination of the Italian built boats was proper. Builder input is requested. There are currently five builders.

#### 4. World Championship Venues:

- A. 1989 - Kingston, Canada, June 29-July 7: Jim Murray reported the organization going well; the regatta notice is in the Fall '88 J/24 Magazine. Technical matters are under control and charter boats are available.
- B. 1990 - Dublin, Ireland, July 23-30: Michael Boyd reported the advanced planning is going well, and sponsorship is assured. There is some concern over measurement and jury assistance. Countries in close proximity (Europe) will be allowed double the normal number of entries. The 1990 UK Championship at Abersoch will make possible a sufficient number of charter boats.
- C. 1991 - Pantelis Dalabiras of Greece presented an updated proposal to host the 1991 Worlds in Athens, offering reduced fares for freight and ferries, free launching, best rates for food and lodging, with adequate charters available, and reliable sea breezes on Athens Bay. An additional proposal by Chris Torrens to host the 1991 Worlds in England was heard, offering the enthusiasm of a large fleet, sponsorship, excellent facilities and racing conditions, with the site to be determined. After discussion, a vote was called and Greece was selected as the site of the 1991 Worlds.
- D. 1992 - Informal proposals were made by Italy, Peru, and the U.S. with the UKJCA agreeing that their previous proposal was also valid for 1992. Discussion brought out the need to rotate the site systematically around the world, and that 1992 was the year to hold the Worlds on the North American continent. Glenn Gustafson moved that the host country be selected now, with the specific site to be considered by committee and presented at the 1989 meeting. The motion was seconded and passed with the amendment by Bengt Julin that the North American continent be selected for 1992. After further discussion it was decided by a vote that the USJCA submit a specific site proposal for the 1992 Worlds three months in advance of the 1989 IJCA Meeting, to be voted on at the 1989 IJCA Meeting.

Art Dufresne distributed a list of criteria for hosting a world championship, to further uniformity of Worlds proposals. NJCA's are asked to return these with comments and the Class office will distribute the final draft to NJCA's.

After considering the formation of a Championship Committee, it was decided to set up a schedule with 2 sites in Europe, 2 in North America and 1 Other, over a 5 year period. The Council approved the following general sites, with specific site proposals to be presented 6 months in advance of the annual meeting 3 years prior to the event.

- 1991 - Europe
- 1992 - North America
- 1993 - Europe
- 1994 - Other
- 1995 - North America

5. European Championship Venues:
  - A. 1989 - Sardinia, Italy - June 18-25.
  - B. 1990 - Kiel, Germany, June 24-30.
  - C. 1991 - UK proposal presented and accepted.
  - D. 1992 - Dennis Ellis suggested Spain; he will follow up.
6. Technical Committee Report - Chairman Rod Johnstone commended the Technical Committee, composed of John Peck and Dennis Ellis, for their tireless efforts in formulating the Rules Proposals submitted to the IYRU. The value of input from competitors and NJCA's was also noted.
  - A. The following Rules proposals were discussed and voted upon by the IJCA World Council before final presentation at the IYRU Keelboat Committee Meeting.\*
    1. Plan A - Expands deck and interior layouts to clarify "standard" and "fixed" fittings. Passed.
    2. Plan C - Adds wording to prevent hollows or bumps at and in between Sections I and VI. Passed.
    3. Plan D - Adds: "The leading edge of the rudder is parallel to the transom within a tolerance of +/- 10mm" to prevent angling of the rudder. Passed.
    4. Rule 2.7.4 - Sets minimum builder's weight at not less than 1190 kg or more than 1250 kg, including hull, keel, rudder, tiller with fittings, deck and all specified mouldings and structures and fixed fittings as detailed on Plan A; additionally corrector weights not exceeding 30 kgs in total weight complying with Rule 3.7.2. Passed.
    5. Rule 3.7.1 - Establishes a dry weight not less than 1270 kg, to be recorded on the Measurement Form, Part D as Item 26. Passed.
    6. Rule 3.7.3 - Establishes parameters for an all-up weight for racing of not less than 1375 kg. Passed.
    7. Rule 3.7.2 - New rule detailing weight and placement of corrector weights. Passed.
    8. Rule 3.2.5 - Defines size, placement and deflection of second lifelines. Passed.
    9. Rule 3.2.7 - Renumber to 3.2.8.
    10. Rule 3.2.7 - New rule to allow fairing of minimum radius at the corner of the transom to allow newer yachts to conform to earlier moulds. Passed.
    11. Rule 3.3.2 - Allows keel to be sealed with any material and faired, provided it complies with Plan C dimensions. Passed.
    12. Rule 3.3.4 - Submission withdrawn.
    13. Rule 3.4.6 - New rule to allow replacement of rudder pintles of no less weight than the original pintles. Passed.
    14. Rule 3.4.7 - New rule to allow reinforcement or replacement of tiller straps of no less weight than the original straps. Passed.
    15. Rule 3.5.2(b) - Delete spare number and renumber existing rules.
    16. Rule 3.5.2(e) - New rule to locate a measurement point (a contrasting colored band) on the mast to facilitate the measurement of the minimum height of the forestay fixing point. Passed.
    17. Rule 3.5.2(f) - Establishes the maximum height of the spinnaker attachment fittings on the forward surface of the mast at not more than 1955mm above the sheerline abreast the forward side of the mast. Passed.
    18. Rule 3.5.3(b) - Maintains the same fore-triangle and limitation on mast rake measured from the sheerline instead of mast beam. Passed.
    19. Rule 3.5.3(c) - Facilitates measurement of the forestay. Passed.
    20. Rules 3.5.3(f), (g) and (i) - Delete (not appropriate) and renumber Rule 3.5.3(h) to 3.5.3(f). Passed.
    21. Rule 3.5.4(a) - Reword to comply with the measurement datum in revised Rule 3.5.3(b) (new measurement point on mast). Passed.
    22. Rule 3.5.5 - Remove word "fiddle" to allow any type of main sheet block. Passed.
    23. Rule 3.6.5 - Allows sail reinforcement of 150mm x 150mm of cloth of any weight at the forward end of each batten pocket. Passed.
    24. Rule 3.6.6 - Change "IYRU rules" to "IYRR." Passed.
    25. Rule 3.6.9 - Establishes spinnaker minimum cloth weight at 40 grams per square meter, to eliminate use of extra light weight cloth with heavy finished coating. Passed.



26. Rule 3.6.10(o) - Delete, as it has been transferred to Rule 3.5.5. Passed.
  27. Rule 3.7 - Change heading to "Weight for Racing". Passed.
  28. Rule 3.8.2 - To allow use of metal for a traveller track support, weighing not less than 1 kg., to provide a stronger support and comply with common practice. Passed.
  29. Rule 5.1 - Further defines that a crew once nominated and weighed cannot be changed during a regatta. Passed.
  30. Rule 6.1.15 - Allows a fixed block with integral cleat(s) of any type to be installed fore or aft of the center of the mainsheet traveller. Passed.
  31. Rule 6.1.18 - Allows foot blocks on the foredeck. Passed.
  32. Rule 6.1.22 - Allows a watertight inspection port fitted to the cabin top and cabin liner above the lifting beam to allow balanced, safe lifting by hoist without damaging the cabin hatch teak. (Port must be closed while racing.) Passed.
  33. Rule 6.1.23 - Allows foam cushions on upper and/or lower lifelines. Passed.
  34. Rule 8.2.2 - Clarifies that repeated pumping of the headsail sheets, mainsail, or any trim of the spinnaker halyard or guy to promote surfing or acceleration of the yacht is not permitted when racing. Passed.
  35. Rule 8.2.3 - Renumbering of present Rule 8.4, clarifying that hanging on the mast or shrouds to promote roll tacking or gybing is not permitted. Passed.
  36. Rule 8.3 - Does not allow any member of the crew to station any part of his torso outside the upper life line other than temporarily. Passed.
  37. Rule 8.4 - Present rule is restated as proposed rule 8.2.4. New rule clarifies yacht adjustments (location of items specifically measured and listed under Part D of the Measurement Form shall not be changed during a regatta). Passed.
  38. Rule 7.1.16 - Reduces maximum weight of the 12 volt battery to 25 kg and limits minimum weight to 8 kg. Passed.
  39. Rule 7.1.18 - Does not allow any equipment or device to adjust the position of the mast at either the deck or the heel. Passed.
  40. Rule 8.1.4 - Delete present rule (wording is incorporated in new Rule 8.2.2.) for clarity. Passed.
  41. Rule 8.2 - Delete and substitute: "Notwithstanding the provisions of IYRR 54, 54.3 or 62, the following actions are prohibited at all times." Passed.
  42. Rule 8.2.1 - New rule prohibiting "Sudden movement of the body forward or aft (ooching)". Passed.
- B. Discussion was held regarding further Rule Change Proposals. Dennis Ellis asked that proposals be submitted well in advance. A change in the meeting date was considered, in order to comply with the IYRU schedule for rule change submissions. The consensus was to continue with the present meeting date in conjunction with the IYRU meetings. The following schedule was suggested:
- By Feb. 1 NJCA's submit rules proposals to IJCA Technical Committee through Class Office.
  - By April 1 IJCA Technical Committee reviews and Class Office sends Technical Committee's draft to NJCA's.
  - By June 1 NJCA's return rules proposals to Class Office with comments.
  - By July 1 Rules proposals returned to NJCA's for vote (yes or no).
  - By Aug. 1 Class Office receives NJCA's votes.
  - By Sept. 1 Submit rules proposals to IYRU.
- Glenn Gustafson moved the above schedule be adopted. The motion was seconded and passed. Suggested rules proposals for 1989 include the subject of kinetics and crew below decks.

7. Financial Report - Hank Killion presented the 1989 Budget, noting that the class is in a good financial position, enabling the IJCA to be more responsible for measurement by funding an IJCA Technical Committee representative to World Championships. Dennis Ellis will attend the 1989 Worlds in Canada as a non sailing Technical Committee member. Also in the budget is to fund one Irish jury member to the Worlds in Canada. A measurement video will be produced and will be available to NJCA's soon.
  8. Old Business:
    - A. Jury Selection - Bengt Julin spoke on jury selection, citing IYRU guidelines of 3 foreign members and 2 from the host country, with the majority being International judges. He recommends the IJCA nominate the three foreign jury members for the world championships, and the host country nominate its own, with the chairman not necessarily being from the host country but selected by a meeting of the jury.
  9. New Business:
    - A. Invitations to past world champions - After discussion, Hank Killion moved that all past J/24 World Champions not already qualified be invited to the 1989 Worlds in Canada. The motion was seconded and passed.
    - B. A discussion was held regarding proper sail numbers. It was determined to be a non-problem.
    - C. Jeff Johnstone brought up seeking "self governing" status, i.e., able to amend class rules without IYRU submission as does the Star Class. It was tabled for further discussion.
  10. Election of Officers:
    - A. Vice Chairman, for a two year term (1989-1990) - By acclamation, Chris Torrens will continue as vice chairman.
    - B. Technical Committee - By acclamation, the present committee (Rod Johnstone, Chairman; John Peck, and Dennis Ellis) will continue.
    - C. Council Members -
      - Jim Murray - Canada
      - Denis Woods - Ireland
      - Glenn Gustafson - U.S.
    - D. Executive Director - By acclamation, Dick Tillman.
  11. 1989 IJCA Annual Meeting Schedule - After discussion, it was agreed to continue to hold the annual meeting preceding the IYRU meetings in London.
  12. Adjournment - Bengt Julin congratulated Hank Killion for a well run meeting, and the meeting adjourned at 4:50 p.m.
- Respectfully submitted,  
Linda Tillman  
Secretary to the Meeting

\*Rules proposals as discussed were subsequently approved by the IYRU Keelboat Committee, with only minor changes in wording, and are effective March 1, 1989.



UK Builder, Jeremy Rogers; Councilor of Honor, Bengt Julin; and Irish NJCA representative, Denis Woods, applaud IJCA Chairman Hank Killion for a well run meeting.



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# **INTERNATIONAL CLASS ASSOCIATION**

## 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, 1989). Date of birth: \_\_\_\_\_  
☐ 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 \_\_\_\_\_

Street \_\_\_\_\_

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

Name \_\_\_\_\_

Street \_\_\_\_\_

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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This colorful set of YALE running rigging  
is designed by The Rigging Company  
to the optimum  
material specifications of 1989 Class Rules  
in terms of low stretch, handling, durability and weight.

What better way to make sure 1989 performance is up to par  
and your 'J' is shipshape for the coming season.

Only complete kits are available with these  
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# Re-learning the new ropes or how to stay ahead by not losing knots.

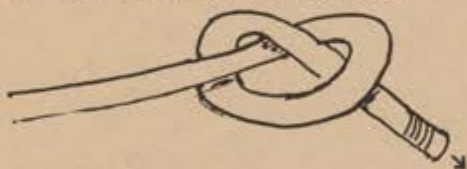
How many World Class J/24 sailors have lost valuable time on the race course because a knot came untied? Probably all of them at one time or another. To underline the frailty of humankind, we've only to look at our own plodding selves with our simple knot tying patterns. It's quite amazing that we survive on earth at all.

## Thank John

First with the Annapolis Book of Seamanship, then with the Safety at Sea tapes and in a recent issue of YACHTING, John Rousmaniere keeps us thinking. He describes various anachronisms in the sport of sailing, one of which is knots. Take the case of the "bowline" and "figure of eight" knots. Think of the countless hours spent learning and teaching those knots. They have become matters of pride, badges of proper seamanship. But, progress in rope technology has really left us sailors and sailing instructors behind.

## Back to Granny

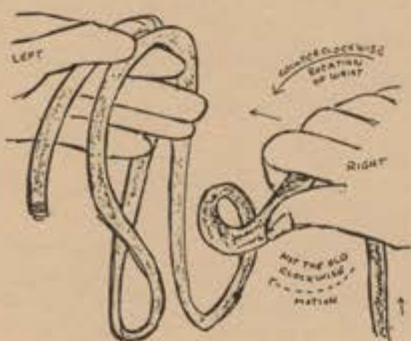
The "figure of eight" knot was devised as a knot which would untie easily and not become impossibly tight under pressure. Thing is, that was when we were dealing with manila rope which, as it became wet, would tighten a "granny" into a hard ball, impossible at times to budge even with a marlin spike. Now, the new synthetics are so slippery that a "figure of eight" will flick out with almost no provocation at all. So, we've come full circle. Yes folks, the simple granny is back in style just like long skirts. Here it is, in case anyone has forgotten:



So, it's back to grandma's house we go if we want a sure way to dead end a halyard or sheet so we don't lose it up the mast or overboard.

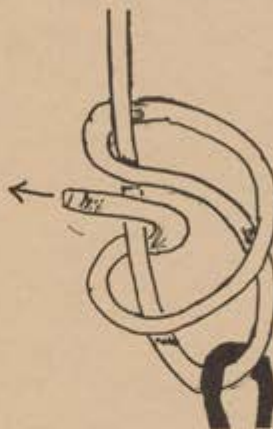
## Figure of Eight Line Coil

Figure of eights are "in" for coiling braided or Kevlar rope to avoid kinks. Retrain your right hand to rotate counter-clockwise instead of clockwise as it lays loops into the left hand. A picture is worth another column of print.



## Dinghy Hitch

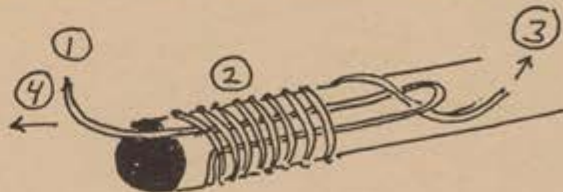
The "bowline" had similar origins to the "figure of eight", a knot that would untie easily when using manila or linen sheets or halyards. So, for the same reason it's necessary to come up with a knot to replace the bowline. Here's one that dinghy sailors are using to tie Kevlar rope halyards to mainsail headboards with. We're not sure what to call it: a "reverse double half hitch", an "abbreviated rolling hitch



or a "one third fish leader tie". Any which way you call it, it works. And, it socks down tight to the shackle or ring that it's tied to, so the sail can be fully hoisted to the bands before the knot jams in a sheave. You might try this knot (with a whipped tail back onto the main strand) in preparing the Kevlar halyards in the SuperLines running rigging kit offered on the reverse side. This hitch is portrayed at left.

## Quick Whip

No, this isn't the latest dessert topping from General Foods. It's the simplest way to whip the end of a line. And, it's the one item we're showing you that hasn't changed in the past 50 years. It works on three strand manila or braided dacron. If there's a Kevlar core and you expect some tension near that end of the rope, then you'd be advised to run some stitches through it with a sailmaker's needle later. The "quick whip" is best accomplished with waxed whipping twine available at chandleries. Be sure to tape or burn the end of the line to keep it from unravelling.



Step 1 is to form a long loop to lay down the rope. Step 2 is to tightly wrap the twine around the rope and loop, keeping the wraps close to one another. Step 3 is to feed the tail through the end of the loop, keeping plenty of pressure on the tail. Then Step 4 is to pull the opposite end (you may need pliers) so that the loop disappears - hauling the first tail with it - under the coils of the whip. Pull it down about half way. You can see the hump travelling along. Then cut off both ends flush. Some people may find it easier to reverse the loop in Step 1, winding toward the end of the rope. Now you're ready to whip all your SuperLines.

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