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FALL 1989

VOLUME 23

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Photo by Jeff Debevec

Moments before start of World Championship race in Kingston, Jim Kinsey (13) gets in gear for start to leeward of Larry Klein (21) and Greg Tawaststjerna (KC4416).

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Hank Killion, IJCA Chairman.

J/24 Class, Second to None

It has been a busy six months. As I write this article I'm hoping the phone won't ring... because it will be Linda calling to remind me again that I'm late and the magazine is ready for publication.

With the institution of the new hull weight and bearing beam height rules, many of us have spent countless hours measuring boats, as well as instructing and certifying class measurers. Beginning with a measurement seminar at Miami in January, to having recently returned from a wet three days of measuring at the Women's Keelboat Championship in Newport, it has been a very time-consuming process. On the plus side, it has given me the opportunity to meet and work with many of our class members whom I might have not otherwise met.

The positive feedback regarding the new rules has been gratifying. The decision to institute a hull weight rule, knowing that over 60% of our existing boat owners would be required to add corrector weight, was not an easy one, but it was a decision that was necessary for our continued long-term growth as a one-design class.

Our growth as a class continues, with the largest increase in membership coming from several of the European nations. Some of this growth is a direct result of site selection for upcoming major events. An example of this is the scheduling of the World Championship in Greece in 1991, and the prospect of the 1992 Europeans in Spain. In addition, we have started the groundwork for formation of class associations in Israel and Spain.

The J/24 Class continues to be in the forefront of all international classes. At last year's IYRU Keelboat Committee meeting

in London, we were complimented for the progress that we had made in the previous year.

Financially, the class is on solid ground, which has allowed us to fund a technical committee representative at the World Championship and to establish consistency in judging by funding the travel of a judge from the next host country, to the current championship.

With the class well into its second decade, I am proud to say the respect afforded the J/24 Class is second to none. This has been made possible by the work of many at the club and fleet level, which for the most part goes unnoticed. It is these individuals to whom all of us who serve the class are indebted.

Good sailing,

Hank Killion
IJCA Chairman

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Glenn Gustafson, USJCA President.

1989, An Active and Productive Year

by Glenn Gustafson

I am pleased to be able to report that this past year has been an active and productive one for the U.S. J/24 Class. With the help of the official U.S. Class measurers and numerous fleet volunteers, we have been able to measure more than 400 boats so far this year. This represents 31 percent of the approximate 1300 U.S. boats which are 1989 Class members. As those of you who have gone through the measurement process know, this is a tremendous response to the major rule changes which went into effect just nine months ago.

Let me take this opportunity to thank all of the many volunteers who have assisted in the measurement process. We are a better class because of your tireless efforts. We are well on our way to achieving a uniform basic boat and reducing measurement hassles at major events to a minimum.

If you have not as yet completed measurement for your boat, the fall and winter provide an excellent opportunity to come into compliance with the rules. Contact your fleet captain, district governor, or the class office to find out when a National Measurer will be in your area with the class scales and measurement equipment.

Although many class activities have been directed toward measurement this past year, your Executive Committee has been active in other areas as well. We have retained a new accounting firm that has converted the class from a cash

method to an accrual method of accounting. We are now receiving accurate quarterly financial statements on a timely basis, with no additional cost over previous years.

With the help of Gil Samuelson, chairman of the Finance Committee, we revised our class office staff compensation program to bring it in line with compensation schedules of similar positions. The program now in place is one we can afford, yet it allows our Executive Director and Assistant opportunities to be rewarded for bringing additional income to the class in the form of membership, advertising and sponsorship revenue, and for efficient and economical production of the International J/24 Magazine. We believe this action, which reduced our total staff compensation, was essential to allow us to hold the line on annual dues and keep the class on a sound financial footing.

We also saw increased attendance at the North Americans in Rochester, New York, with 77 boats competing. Many fleets around the country report increased participation in local racing. Three new fleets were formed in Districts 3, 6, and 18.

The Midwinter Championship has been moved to Southern Yacht Club, in New Orleans, Louisiana. We are excited about this event, which could be the largest J/24 regatta ever because of its central location. Refer to the notice of regatta in this issue for details on the event.

We are actively involved in selecting a site for the 1992 Worlds to be held in the United States. Proposals to host the event have been received from no less than ten yacht clubs. A final decision on location will be made at the International Class meeting in London, in late October. It is very refreshing to see the strong level of interest in hosting major championships exhibited over the past year.

The U.S. Class has developed a standard set of sailing instructions and a standard form of notice of regatta, for use in Worlds qualifying events. These will be proposed for adoption by the International Class at the 1989 annual meeting in London in October.

With most of the big rule and measurement changes now behind us, the key issue we need to focus on is maintaining and strengthening our class membership. Overall membership continues to grow moderately. Many fleets are seeing membership changes, as seasoned members start to have greater family commitments, and used boats change hands. One of the biggest challenges facing us is to continue to respond to the needs and desires of our members as our class matures and, at the same time, retain the high quality of competition that has attracted so many of us to the class.

I encourage all of you to make your feelings known to your fleet captains, district governors, executive committee or the class office.

Glenn Gustafson
USJCA President



Dick Tillman, Executive Director.

Class Growth

In 1989, the International J/24 Class achieved its greatest growth rate ever. Total membership is 3118, up 15% from last year. The majority of new members came from the United Kingdom, with significant increases also in Japan, Canada, Holland, Sweden, Peru, Germany, Argentina, and Mexico. Congratulations and good work to those national association presidents and others responsible for bringing in these new members! The USJCA continued its overall strength of approximately 1900 members. For the record, NJCA membership figures are shown below. Not shown is the potential for forming new national associations in Israel and Spain, with each country having 2-3 boats and hoping to attract additional J/24 sailors.

United States	1900	France	30
United Kingdom	252	Switzerland	30
Italy	181	Ireland	28
Australia	151	Argentina	26
Japan	150	Mexico	23
Canada	135	Brazil	20
Holland	46	Greece	12
Sweden	42	Bermuda	12
Peru	41	Monaco	8
Germany	31		

Class Activity

1989 was noteworthy for such international regattas as the World Championship in Kingston, with 59 entries from 9 countries, and the Rolex International Women's Keelboat Championship in Newport, with 46 teams participating from 12 countries. Major continental events also had significant international competition. An American crew led by John Kostecki and Vince Brun won the Europeans, while Ian Bashford's Australian team won the North Americans. Two of the largest events in terms of numbers were the annual Midwinter Championship in Miami (90 entries), won by veteran helmsman Jim Brady, and the Volvo Regatta in Newport (82 J/24s on one starting line!), won by veteran crewman Jens Hookanson, steering in only his second J/24 regatta. Special events included the J/24 Masters Regatta at the St. Francis Yacht Club in San Francisco; the Betsy Ross Bowl, an invitational women's event hosted by Manhattan Y.C. in New York, and the Rothmans International Match Racing Championship in Ireland. Add to these the hundreds of local, district and regional events that went on throughout the year, and you begin to appreciate the scope of activity available to J/24 Class members.

The J/24 Class this year has demonstrated strength at the local, fleet level, as reported in the many pages (20, the most ever) of fleet news in this issue. This is a good omen for the future expansion of the class, demonstrating that the J/24 is not just for the elite sailor. While this has been a year of adaption to some major rule changes, we see that the class rules are continually evolving in order to maintain a high quality of one-design sailing, not just at the championship level but also at fleet level, where the majority of class members enjoy the racing and social aspects of the J/24, and possibly never travel to an away regatta. While adapting to the needs of the top level racer, we must also do our best to maintain the J/24 as the popular "family, weekend racing/cruising boat" designed by Rodney Johnstone in 1977.

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New U.S. Fleets and District Governors

Three new U.S. fleets have been chartered in the past 12 months and one since the Spring magazine. Welcome and good sailing to Solomons Island Fleet 143 (L.G. Raley, fleet captain) in District 6. It is to these "unsung heroes," the 100-plus fleet captains, that the class is deeply indebted. It is their enthusiasm, organizational efforts, membership promotion, and innovative ideas that help to keep the class flourishing at the fleet level. Keep up the good work!

We also have two new district governors to welcome aboard. Kevin Manner of Nashville, TN, takes over District 11 from Bill Denes who is moving to Atlanta to continue his sailing, and Jim Keesling now leads District 18. Jim belongs to Lake Dillon Y.C., the highest in the country at 9,000 feet elevation. See Jim's article in this issue on "tuning" a J/24, and his account of racing in District 18.

1990 Magazine Rates

Magazine rates for crew/friend subscriptions for U.S. residents are the same as last year, \$14. Back issues remain available for \$8 each, including postage. For overseas delivery of quantity mailings to one address, as for an NJCA, the cost is U.S. \$9

each (Air Mail), and U.S. \$8 each (Surface). Individual magazines sent overseas by Air Mail are U.S. \$12 each.

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

Championship Sailing Video



Championship Sailing is a 55 minute video produced by J World and sponsored by the U.S. J/24 Class. It uses actual regatta footage to show you how the champions trim their sails, organize the crew and win races. Filmed at the 1986 J/24 World Championship using offboard and onboard cameras, this video is both educational and fun to watch. *Championship Sailing* is a must for your video library. The cost of \$48 includes shipping. Proceeds from the sale of this video benefit the USJCA. Augment your own tape library or buy it as a gift!

A special discount price of three for \$120 is offered if *Championship Sailing* is purchased along with two other J World instructional videotapes. Contact J World at 1-800-343-2255 for selections available. Send your order with check in the appropriate amount, payable to J World, to: J World, P.O. Box 1500, Newport, RI 02840.

J/24 Magazine

We were pleased with the special mention given the J/24 Magazine in the July Issue of *Sailing World*. You all have come through again with wonderful articles, regatta reports and results, news of fleet activities, photos, letters, and calendar dates for this issue. If you, the reader, have suggestions, please send in your ideas. (Or better yet, write an article for the next issue!) The copy deadline for the Spring 1990 issue is February 15, with articles in typed form, preferably. Remember, we want to see what's happenin' as well as read about it, so keep your cameras handy when you sail and/or get together over the winter months. Photos may be black and white (best), color prints



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or 35mm slides; they will be returned upon request. May we remind you that labeling photos with felt tip pens is hazardous; please use non-smearing ball point or write on a separate piece of paper. Race results should be submitted in the standard format used herein, with one point for first, etc. Thanks!



Photo by Franco Rodino

Linda Tillman, J/24 Magazine Editor.

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 to be selected in three open and five regional qualifying events.

OPEN EVENTS	QUALIFIER	DATE	PLACE
North Americans	Dave Curtis	Aug. 18-25, '89	Rochester
Western Open	Mark Hallman	Sept. 9-10, '89	Corpus Christi
Midwinters	TBD	Jan. 7-13, '90	New Orleans
REGIONAL EVENTS			
Northeast (1, 2, 3, 6)	Jens Hookanson	July 14-16, '89	Newport
Southeast (8, 10, 11)	TBD	Apr. 13-15, '90	Columbia, SC
Great Lakes (7, 12, 15)	Kevin Doyle	Sept. 2-3, '89	Mt. Clemens, MI
Southwest (14, 17, 18)	TBD	May 25-27, '90	Dallas
Western (19, 20, 21, 22)	TBD	May 26-28, '90	San Francisco, CA

1990 U.S. Class Dues

USJCA membership dues have not changed since 1982. For 1990, they remain at \$30. 1990 dues are valid for the calendar year and are payable at the beginning of our fiscal year, October 1, 1989. Please take time now to renew your membership, using the renewal form on the reverse of the mailing card and the self addressed envelope that came with this magazine. (Saves the expense of us having to send dues reminders!) Note that boat owners, co-owners, and helmsmen must be class members to race in one-design, PHRF, or fleet races.

Please return the mailing card, with your check made payable to J//24 Class Association, to P.O. Box 372578, Satellite Beach, FL 32937-0578, noting any change in name, address or fleet data. Each member will receive a 1990 membership card (valid through December 31), transom sticker (if a boat owner), window decal and the 1990 Spring and Fall issues of J/24 Magazine. Note that the membership fee of \$30 includes a subscription to the magazine. Please carry your

THE MAGIC TOUCH!

The top 3 boats in the largest J-24 fleet ever assembled had the "magic touch" this past fall at the East Coast Championships. Our tillers, keel and rudder jobs and overall boat preparation packages consistently outperformed the competition. Whether your boat is "right-out-of-the-box" or well used — we can help you sail faster and easier. So, call us today to find out about some "magic" for your J-24. We're open daily from 8:30 - 5 Eastern Time.

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membership card with you when travelling to regattas to facilitate regatta registration. The 1990 transom sticker is red and white with a red J/24 logo, and may be placed alongside or under the 1989 blue and white sticker. Welcome to another year of J/24 sailing enjoyment.

1989 IJCA Annual Meeting

The Annual IJCA World Council Meeting is scheduled at 0930 hours on October 29, 1989, at the Royal Thames Yacht Club in London, preceding the IYRU Annual General Meeting. All National Associations have been encouraged to send representatives. World and Continental Championship venues will be determined and rules proposals finalized for presentation to the International Yacht Racing Union for approval. Minutes of the meeting will appear in the Spring magazine.

1990 IJCA Dues

1990 IJCA dues remain at US\$5 per boat, and are due and payable to the IJCA Office prior to March 1, per the IJCA Constitution, paragraph 6.2. IJCA dues must be paid in order for an NJCA to enter a competitor(s) in the 1990 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 19 active J/24 Class Associations throughout the world.

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John Peck, USJCA Technical Committee Chairman and IJCA Technical Committee member.

USJCA Technical Committee Report

by John Peck, Chairman

Have you noticed that mark roundings seem more crowded than a year ago, even though the entry list is the same? Implementation of the 1989 Rules package is working!

National Measurers now number more than 30. This elite group of volunteers deserves special recognition for the many hours spent to bring yachts into compliance for certification, and for helping class members better understand what the rules really mean. About one-third of the USJCA registered yachts have been certified to date.

Special thanks to Lee Corbin and Ben Taves for conducting the classroom seminar and coordinating the hands-on training at the North American Championship in Rochester, where 13 additional Measurers were certified. The next measurement seminar is scheduled in conjunction with the 1990 Midwinter Championship, and will be held January 6th at Southern Yacht Club, New Orleans, Louisiana. Contact Thomas S. Meric, Jr., for registration details, (Tommy's address appears on page 90 on the current list of USJCA Measurers.)

Rule 1.2 will be strictly enforced. "Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, and **weight distribution**, sail plan and equipment." A great deal of time was spent to determine the proper placement of corrector weights to maintain equal weight distribution on all J/24s (Rule 3.7.2). In a

few, isolated cases, we have observed heavy "fixed optional equipment" bolted in the center of a yacht, to reduce the amount of corrector weight required to meet Rule 3.7.1. **Anything that alters the weight distribution will not be allowed to meet the "Basic Yacht Weighed Dry" requirement.** Cruising amenities allowed under Rule 3.6.12 will be listed on the "Inventory of Required and Optional Equipment" (Rule 3.7.3), and may only count toward achieving the "all-up weight for racing" (Rule 3.7.3).

Metric Equivalent. The J/24 was designed within the U.S. measurement system (feet, inches, pounds, etc.). When the Class gained international status, all dimensions and measurements were converted to the nearest metric equivalent. The reverse holds true when using the Class Rules to determine what size replacement lines to purchase. Acceptable line diameters are determined by the nearest commercially available U.S. equivalent, and are as follows:

- 6mm line = 1/4 inch line
- 8mm line = 5/16 inch line
- 9mm line = 3/8 inch line
- 10mm line = 3/8 inch line

Spreader Bracket retrofit kits are now available to fit all masts for about \$90.00. The "thru-bar" bracket does not increase weight or windage, uses the original spreader, and installs in less than two hours with hand tools. This will be standard equipment on new spars and is the recommended upgrade for loose spreaders or cracked brackets.

Carrying one-design a step further, the class is working to "standardize" our championship regattas. For the past two years the North American Championship has been conducted as a Class IV Regatta, which gives the Jury final authority on all matters. This allows the class to establish unique guidelines that will remain consistent from year to year and from event to event. The concept has been tested and proved by District 14 (Texas and Louisiana) in its very successful Texas Circuit.

In 1986, District 14 required yacht clubs and fleets wishing to host Circuit Regattas to conduct the event as Class IV, and use a "standard" set of sailing instructions. This is not to say that the sailing instructions never changed. On the contrary, because they were subject to such a high degree of scrutiny, minor refinements were constantly made to the master set of instructions. Over the years, feedback from judges, jury members and race officers has helped develop the regatta standards that are enjoyed today. This same concept is now being implemented on a national and international level.

None of this would have been possible without the help of many Senior USYRU Judges (most of whom are not J/24 owners or class members) who have worked with us at these regattas, and have donated hours of consultation. We are very grateful for their help.

Please direct your comments and/or suggestions to the USJCA Technical Committee at P.O. Box 12652, San Antonio, TX 78212-0652; FAX: (512) 828-7858.



Aron Botzer, of the Israel Sailing Association, discusses plans for the American's Cup Regatta with U.S. Ambassador William Brown and Roger Tordjman.

J/24s Get Started in Israel

Thank you for your nice and encouraging letter. We have just come back from Sardinia. We were a bit disappointed by the results, with a 35th place, but we are just starting and at least we learned a lot. The last event we organized in Israel (a match race between two J/24s in June) was a great success with a lot of press and TV coverage; all Israel has now seen the J/24 . . .

We are preparing the next event for the middle of October under the patronage of the U.S. Ambassador, Mr. William Brown. It will be called the American's Cup. We sent an invitation to Jim Brady and John Kostecki, whom we met in Sardinia. We will be glad to have them here for a week, as I believe they can contribute to the development of the class in Israel. All your suggestions will be welcomed.

Best Regards,
Roger Tordjman

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Four Big Races in the Big Easy

New Orleans, Louisiana, is where the best winter racing of 1990 will be found. Within sixty days beginning New Year's Eve, New Orleans will host four major sailboat regattas.

The Sugar Bowl Regatta, sponsored by U.S.F. & G., will be held December 30-31, 1989, in a three race format which historically has offered some of the finest one-design racing in the South. Contact Ken Kercham for details at (504) 283-2581. This event hosted by the New Orleans Yacht Club should provide excellent tune up for the J/24 Midwinter Championship which begins the following week (see complete Notice of Regatta in this issue).

Two other outstanding races offered in February are the Mardi Gras Regatta, a three race weekend series, and the Gulf Coast Championship, a five race weekend series which is one of the eight Texas Circuit events.

Besides providing challenging racing and a good competitive atmosphere, New Orleans is a city rich in history, culture and culinary uniqueness. New Orleans is a fantastic place to visit and a wonderful city to see with your family. If you haven't yet made plans to attend the Midwinter Championship, now is an excellent time to make arrangements not only to participate in the Midwinters, but to come to New Orleans to race in all of the winter events. If you've ever contemplated taking your boat on the road and sailing out of town, this is one time you should do it.

If you have any questions regarding these regattas, please call or write to me, at 2 Canal St., Suite 1111, New Orleans, LA; (504) 581-1331.

Doug Gordon, Fleet Captain
Lake Pontchartrain Fleet 94

Guy Brierre toasts the new year at '89 Sugar Bowl Regatta.



Photo by Merrill Kelmar

You can never start them too young!



".... then he tacked, so I tacked to cover him".

Letter From Australia

Enclosed is a copy of our Victorian Association's current newsletter. Please feel free to use any of its contents in your excellent magazine.

I am a newcomer to J's. Having lusted after one for a number of years, I started crewing on one in November, bought one in January, and somehow managed to wind up with the jobs of Newsletter Editor and Secretary of the State Association. The boat's name is *Divine Madness* (KA105); my wife Jackie thinks it most appropriate.

Enclosed are a couple of photos taken at the 1989 Victorian State Championship. The event was won by Ian Bashford, who was so far in front that he doesn't appear in any of the pictures!

Yours sincerely,

John Toner, Secretary/Editor
J/24 Class Association of Victoria

Leeward mark rounding at '89 Victorian State Championship.



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Murphy's Law is For Real

On July 7, as we were hauling out after competing in the '89 J/24 Worlds held at Kingston, Ontario, my worst fear was realized when the good ship *Flour Power* fell from the crane. She was accompanied by yours truly perched in the entryway to the V-berth, obviously suffering from temporary brain death. Damage to *Flour Power* consisted of a walk-through size hole in the starboard bow section, all of the interior bulkheads shattered and an athwartships crack behind the keel the width of the floor. I was rewarded with a fractured port hip.

I had tied a chain to the pick-up point with a double knot and passed a 3/8 bolt through the last link and standing part of

Photo by Laura Stumpff



Flour Power seconds after falling from hoist at '89 Worlds.

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the chain. The bolt sheared, the chain slipped loose and the rest is history.

It is an industrial safety fact that the most severe accidents involve people who are extremely familiar with what they're doing and thereby take for granted the hazards of their tasks. This message is clear:

- 1) When lifting, use SHACKLES of proper size.
- 2) DON'T ride the boat.
- 3) DON'T take anything for granted.
- 4) Murphy's Law is for real.

Fred AmRhein

On Cruising

Jean and I just returned last evening from a wonderfully quiet, reflective week of J/24 cruising. It turned out to be a well needed vacation sailing amidst the islands of Door County, Wisconsin. Like most J/24 owners, we purchased #1745 because we crave one-design racing and simply refuse to accept anything less than a responsive, exciting sail. However, we have found the J/24 to be an excellent dual-purpose boat for us; our ability to enjoy it as a spartan responsive cruiser has further cemented our bond with it. Both Jean and I enjoy camping of a primitive style, a type of mind-cleansing retreat experience which the J/24 accommodates quite well. If you have the desire for a simple vacation, don't discount taking your J/24 instead of chartering. Would you really be satisfied helming a barge when you're used to a J/24?

Mark & Jean Gehlhausen
Fleet 131 Captains

Rocky Mount Incident

On the way to an out-of-town regatta, the crew of *Speed Limit*, J/24 4269, had a catastrophic accident on I-95 near Rocky Mount, NC. From that experience, and from conversations with other J/24 sailors since then, we have learned a number of things that we wish we had known beforehand.

When we bought *Speed Limit* three years ago, we obtained

a Hoco single-axle trailer. We kept the boat on this trailer in the local yard and, having no tow vehicle of our own, relied on borrowing other people's trucks or having friends tow the boat to the occasional out-of-town regattas we attended. Other than a blowout, we never experienced any difficulty on those trips. This spring, however, we decided to become more active in bigger events, and made plans to do the Southeastern circuit, which featured events at Columbia and Charleston in South Carolina, Atlanta and Savannah in Georgia, as well as our own regatta in Hampton, Virginia. To do this efficiently, we felt we should own our own tow vehicle.

After shopping around in the unfamiliar market of Broncos, Rangers, and the like, we finally found an almost-new Bronco II, with specified towing capability of approximately 4,000 pounds. This was considerably more than the weight of the boat and trailer, and the deal was very good, so we bought it and immediately had it fitted with a towing package.

Our first away regatta was at Columbia, about 200 miles from our base in Hampton. We discovered that the Bronco II was a little underpowered, but could tow the boat at the 65 mile per hour speed limit, at least on a flat surface, with the pedal down. We also discovered that the boat and trailer would occasionally begin to swing back and forth behind the car, in a mildly frightening sort of way. This most often happened immediately after we changed drivers, and these swings never continued or developed into any real problem. We experienced a variety of other problems, including a lost wheel on the way down and no wind at the actual regatta, but overall our experience served to strengthen our resolve to attend the Circuit events.

The next regatta on the circuit was at Charleston, SC, approximately the same distance from Hampton as Columbia. When we left Hampton, we immediately noticed a far more pronounced tendency on the part of the boat and trailer to swing back and forth behind the car. We knew the boat was farther back on the trailer than usual, so we quickly pulled off the interstate and into the parking lot of a company we were familiar with, where we found several strong-bodied employees to help us. A group of about eight people put their backs underneath the boat and scooted it forward on the trailer to increase the tongue weight. This seemed to solve the problem, and we proceeded on without incident into North Carolina. Just north of Rocky Mount, we took advantage of a rest stop to change drivers. The new driver had not driven this combination of Bronco II and J/24 before.

As we accelerated to the legal speed, the trailer once again began swaying back and forth. However, unlike our previous experiences, this time each swing was bigger than the last. The driver tried to accelerate out of the problem, but to no avail. Finally the whole rig did a 180° spin while still going about 45 mph down the road. At this point the boat, trailer, and car all swung off into the median strip, tipping the trailer over and dumping "Speed Limit" out onto the grass. The Bronco II broke free of the trailer hitch, rolled over one and a half times, and came to rest on its roof.

The damage to the occupants of the Bronco II was, mercifully, very minor. One crew member required nine stitches in her elbow; other than that, only minor bruises were sustained. As one crew member commented, "Nothing much worse than we would expect from a weekend of J/24 sailing." The whole accident was clearly a major event in Rocky Mount, attracting at least ten emergency vehicles with lights flashing, and perhaps

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50 spectators at any given time. Our injured crew member was taken away by ambulance, and a large wrecker was used to lift the boat back onto the trailer and take it to the wrecking yard.

The Bronco II was a total wreck. By contrast, damage to the J/24 and its trailer was surprisingly small. There was a four foot break in the fiberglass inside the starboard lazette where the boat first hit the ground, a large number of minor lacerations to the gelcoat where the boat scraped across gravel, numerous dings in the keel, and one impact break forward near the stern. All of these were repaired in a straightforward way. In addition, there were two areas of hull damage that caused us more concern: what appeared to be a compression break just behind the keel in the outside skin of the hull, and some motion at the hull-deck joint on the starboard side, which became evident when one stood on the cabin top. In order to determine whether the compression break indicated serious damage, it was necessary to dig out all the material in the aft part of the keel well, and examine the gelcoat and fiberglass of the back end of the keel. Close inspection showed no damage inside the keel well, and the material under the lifting strap was replaced. The hull-deck joint was repaired by removing the toe rail and fasteners, opening up the joint, and resealing everything with 3M 5200. Total repairs cost about \$2,000. We feel that their limited extent served as a very good testimonial to the strength of construction of these boats.

The trailer fared even better; the frame was bent less than 1/2" out of line, and all the welds held perfectly. The tires, wheels, and fenders were pretty much demolished, and about half the hitch and surge-break assembly had to be replaced.

A week or so later, we attended a rather large party at the

local yacht club, and, naturally, related our adventure. To our amazement, five or six people at the club had had similar (but less catastrophic) experiences in towing J/24s and similar boats to regattas. Since then, we have heard numerous other horror stories, including one from this year's NA Championship. From these conversations we have come up with the following principles:

1. Don't ever use a single-axle trailer to tow a J/24 long distances. If you now have a single-axle trailer and want to tow your boat any distance whatsoever, you should get a second axle put on the trailer. This is expensive (as much as \$800.00), but worth it.

2. None of the smaller light-weight "sport vehicles" such as the Subaru Samari, the Bronco II, Jeep Cherokee, or any mini-van, should be used as a J/24 tow vehicle. First, they are too high and light to adequately control the trailer; second, they have softer "more comfortable" suspensions which allow more sway of the vehicle; and third, their wheel bases are not nearly long enough to control or prevent the kind of swing that we experienced. A full-size Bronco or Ranger is the bare minimum for towing these boats. Better alternatives are GMC Suburbans or full length (3/4 or 1 ton) vans or pickup trucks. Another reasonable alternative is a large, low vehicle such as an old-model Cadillac Eldorado.

3. If, after leaving for a regatta, you experience any difficulties with towing the trailer, abandon the project of going to that regatta, find out what's wrong and fix it before you hurt somebody badly or cause severe damage to your boat.

Sincerely,

Rob Overton, Fleet 71

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J/24 in final stage before leaving Tillotson-Pearson.

The Mushy Vermiculite Problem

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

With recent changes in weight requirements for the J/24 Class, there has been renewed interest in the process of replacing the vermiculite material in the sumps of early boats. The focus of this attention has been not on the possibility of strengthening the keel joint of the boat or on improving the hull's stiffness and longevity, but rather upon the effect this operation can have in relation to the boat's total weight.

The purpose of the vermiculite mixture found in the keel sump was to support the keel bolts both vertically and laterally. In some boats (hull numbers undocumented) this same material was spread throughout the area under the main cabin sole and aft. As this was done in a relatively small number of boats, I think we can assume that the hull stiffening properties of a resin/vermiculite goo were found to be less than ideal. Given the level of technology available at the time (1978-81), and the still experimental nature of fiberglass boatbuilding, the use of this material was seen as a lightweight, simple way of providing a platform for the bedding of five keel nuts. Some, not all, of these early hulls have, over the course of time (let us not discount the effects of hard sailing, groundings, poor maintenance, etc., etc.), developed the annoying tendency to retain water within the vermiculite mixture, and to ultimately become "mushy". The keel flex this condition can allow is, needless to say, slow and hard on both the boat and the owner's nerves.

There are many steps one can take to assess the existence or extent of a vermiculite problem; all will provide good clues, but short of removing the original material there is little that can be done to prove the lack of a problem or to locate the beginnings of such a problem. With the boat in the water it is possible to check the integrity of the sump material by trying to drive a screwdriver or similar object into the surface of the vermiculite; if it is easily possible to penetrate the outer layer, obviously there is a problem in the **upper** parts of the sump – it may extend throughout the sump or be just a problem at the surface. Further investigation can be completed by drilling small (1/8"-3/16") pilot holes into the vermiculite; if wet, mushy material is removed it is probably past time to consider a complete removal and replacement of the existing vermiculite mixture – otherwise known as doing a "verm job". Again, remember that by drilling into the sump one only determines the condition of the vermiculite in **that particular area**. Regardless of the result of the above tests, any opening through the gelcoat coating of the vermiculite should be resealed with gelcoat or an epoxy based resin or paint; cracks in the existing gelcoat should always be treated in the same manner. With the boat out of the water, check the lead/keel-sump joint (about 9" below the hull itself) for signs of hairline cracking – this **may** be an indication that the keel is not adequately supported. It may also be simple stress fractures, or a result of past impacts. If the boat is suspended with the base of the keel free, assess the integrity of the keel joint by "shaking" the keel – is it firmly attached to the boat, or is there some play? Mushy vermiculite is only one possible explanation for such play; a loose keel may be just that – a result of loose keel nuts, a broken seal between lead and fiberglass, or a break in the band of glass around the keel joint.

While not too technically demanding, a verm job is rather labor intensive – when done by Tillotson-Pearson it takes 17-20 hours; someone without the experience or facilities found at the factory can expect to spend much longer on the effort. Below is the set of instructions regularly mailed out to owners interested in completing the project. Keep in mind that experience in working with fiberglass and resin is critical to doing a proper job.

The effect a verm job may have upon boat weight is difficult to predict except on a case by case basis. By doing a verm job as suggested, one will add some weight as compared to the **original** weight of the vermiculite installation. If a boat is carrying considerable water weight within its sump material, one can then reasonably expect the job to reduce total weight. Also, removal of the vermiculite spread throughout surrounding areas on some boats will reduce weight significantly.

Vermiculite Replacement

1. Cut out cabin sole leaving 1" to 1-1/2" flange for the mounting of the new cabin sole.
2. Remove vermiculite from the sump area – use of an air chisel is recommended for the removal of the majority of the vermiculite. Use extreme care to avoid damaging keel bolts and the hull lay-up.

3. Locate the floor supports (3) provided by Tillotson-Pearson the following distances aft of the main bulkhead: 12 1/2", 25", 40".
4. Glass floor supports in place in the manner shown on the enclosed diagram. Floors should be tabbed on both sides.
5. As a replacement for the vermiculite use a mixture of 70% - 80% resin, 10% - 15% chopped fiber, and 10% - 15% cabosil or aerosil. This mixture should be thick, yet pourable.
6. Depending on the vintage of the keel, and hence the length of the individual keel bolts, one may need to pour the filler material in several separate batches. Divide up the sump into discreet areas, using barriers of polyethelene plastic to facilitate the barrier's removal. If possible, leave a sump area to collect any water that enters the boat.
7. Prior to pouring the filler, coat the keel bolts (including threads) with a thick layer of release wax. Fill the individual sump areas to the point at which the threaded portion of the keel bolts begins.
8. ****CAUTION:** Curing resin can produce extreme heat - care must be taken regarding the volume of catalyst used, and the volume of resin mixed at any one time.
9. Upon curing of the filler, seal the new fiberglass with air dry gelcoat or epoxy paint.
10. Install keel nuts with washers and tighten.
11. Shim the tops of the floor supports to provide support for the new cabin sole, if needed. Install the sole with screws, and seal all edges with RTV silicone sealant. Varnish, if desired.



J/24 interior before deck application.

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1990 J/24 Europeans in Kiel, West Germany

by Torsten Satz, German J/24 Class Association President

The German J/24 Class Association and the Kieler Yacht Club extend an invitation to J/24 sailors to join us in Kiel for the J/24 European Championship IX, 22 to 30 June, 1990.

Racing will take place in the famous Kieler Bucht, where the Kieler Woche, the world's largest sailing sport event, takes place each year. In 1936 and 1972 Kiel also hosted the Olympic sailing competitions. The fleet will be berthed in the Olympic center of Kiel-Schilksee, close to the beautiful city of Kiel. The host yacht club will be the Kieler Yacht Club which has been in existence for more than 100 years and whose first Commodore was Kaiser Wilhelm II from Germany. In the fine tradition of sailing, the Kieler Yacht Club has been the organizer of two Olympic Games (1936 and 1972) and of the Kieler Woche.

We look forward to welcoming all J/24 sailors to Kiel for the Europeans, as well as to Kieler Woche, which will be held the week prior, 16-23 June, 1990. A complete European Championship Notice of Regatta, the major event for all European J/24 sailors in 1990, will appear in the next issue. If you would like further information in the meantime, please contact either the German J/24 Class Association or the Kieler Yacht Club, Hindenburgufer 70, D-2300 Kiel, West Germany.



The harbor at Kiel, site of the 1990 J/24 European Championship following Kieler Woche.

1990 J/24 Junior North American Championship Santa Barbara, California

The Santa Barbara Yacht Club and J/24 Fleet 63 are pleased to extend an invitation to junior sailors to participate in the Junior North American Championship to be held August 18-19, 1990.

Santa Barbara is a one and a half hour drive from the Los Angeles Airport. Known as the Riviera of the Pacific, Santa Barbara is one of the most beautiful racing areas of the West Coast. All efforts will be made to help with housing. Competitors must not exceed the age of 20 before December 31, 1990. Charter boats will be available.

A complete notice of regatta will appear in the Spring issue of the J/24 Magazine. Anyone needing further information should contact Jane W. Watkins, District 21 Governor, P.O. Box 20077, Santa Barbara, CA 93120; home phone (805) 564-4299, FAX (805) 564-1440.

Close reaching on the beautiful sailing area off Santa Barbara, site of the 1990 Jr. North American Championship.



J/24 Midwinter Championship XIII, January 7-13, 1990



Photo by Frank Gordon

The recently renovated Southern Yacht Club, host of 1990 Midwinter Championship.

Invitation

by Guy Brierre

Come help sail the class into the next decade at the 1990 Midwinters hosted by Southern Yacht Club in New Orleans, Louisiana. The recently renovated and expanded Southern Yacht Club has been featured in *Sailing World* magazine as one of the finest in the country. Site of the annual Texas Circuit Gulf Coast Championship, the 24-mile diameter Lake Pontchartrain provides a perfect setting for a challenging and enjoyable regatta.

As a host city, New Orleans offers just as much to do off the water, whether it be eating in world famous restaurants, touring nearby plantations or partying in the French Quarter where the doors never close. Centrally located, New Orleans offers January daytime temperatures averaging in the low to mid sixties.

So, y'all come way down yonder to the Big Easy for the 1990 Midwinters. It promises to be much more than just a great regatta.

Site

The 1990 J/24 Midwinter Championship will be held January 7 through 13, on the waters of Lake Pontchartrain, New Orleans, Louisiana. The Southern Yacht Club and USJCA Fleet 94 are the host club and organizing authority, respectively.

Rules

This Class IV regatta will be governed by the 1989-1992 International Yacht Racing Rules (IYRR), the prescriptions of the United States Yacht Racing Union, the Rules of the International J/24 Class Association, this notice, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. The Jury will have final authority on all matters. If there are to be co-skippers, one of them must be designated as primary skipper for World Championship Qualification purposes. The regatta is classified as a Category "A" Event as per Appendix 14 of the IYRR.

Eligibility

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

Schedule	Sunday	January 7	0800-1800	Registration, Measurement & Launching
	Monday	January 8	0800-1800 1830	Registration, Measurement & Launching Skippers' Meeting followed by Opening Festivities
	Tuesday	January 9	0950	Warning Signal, Qualifying Series
	Wednesday	January 10	1020	Warning Signal, Race 1 followed by Race 2
	Thursday	January 11	1020	Warning Signal, Race 3 followed by Race 4
	Friday	January 12	1020	Warning Signal, Race 5 followed by Race 6
	Saturday	January 13	1020	Warning Signal, Race 7
			1800	NO RACE WILL START AFTER 1300. Awards Banquet

Inspection & Measurement

Inspection and measurement will be carried out on each yacht before its registration is complete. Specific requirements will be provided with the registration information. Yachts will be subject to random inspection at any time during the regatta.

Racing

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

Course

Racing will be on Olympic Courses or variations thereof. Course length will be determined based on sailing conditions.

Scoring

The low point scoring system, Appendix 5.2 of the IYRR with 1 point for first place, will be used. The Percentage Penalties, Appendix 3.2 of the IYRR will apply.

Prizes

Prizes will be awarded to the top ten finishers in both the Championship and Designer Divisions.

General

This regatta will qualify the winner for the 1990 World Championship. Decisions of the Jury that affect World Championship Qualification will be final in accordance with IYRR 1.5(b) (i). The official J/24 Class Sailing Instructions for Continental and National Championships will be used and will be available at registration. Support boats and/or outside assistance will not be allowed. All yachts shall be afloat by 1800 hours on January 8, 1990, and shall remain in the water until the end of the series, unless specific permission has been granted by the Jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. Yachts shall neither make radio transmissions while racing nor receive a special radio communication not available to all yachts. Yachts shall refrain from listening to Race Committee communication. Docking, rafting, and/or mooring facilities will be available at Southern Yacht Club beginning Sunday, January 7, 1990. All yachts must be removed by 1700 hours, Sunday, January 14, 1990.

Housing

Participants are welcome to sleep aboard their yachts. A list of local accommodations, with special rates for the Midwinter Championship, will be provided with the registration information.

Entries

Each entry must be submitted on an entry form such as included herein on page 91. Fully paid entries postmarked before December 1, 1989, will be accepted in the order that they are received. Southern Yacht Club will attempt to honor special requests for two digit bow numbers, provided the entry form is received prior to December 1, 1989. All other entries will be assigned numbers in the order they are received. The organizing authority intends to limit entries to 125. Entries must be accompanied by a check for \$150.00 made payable to Southern Yacht Club. Entries postmarked after December 1, 1989, must include a \$50.00 late fee, and such entries will be accepted until 1800 hours on January 7, 1990. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, bow numbers, launching, hauling, mooring, and five wrist tickets to all regatta social events. Mail entries to: J/24 Midwinter Championship, Southern Yacht Club, 105 N. Roadway Dr., New Orleans, LA 70124.

Contacts

Doug Gordon, Fleet 94 Captain: (504) 581-1331 ofc; (504) 866-0409 res.
Guy Brierre, Regatta Chairman: (504) 866-3874 res.
Southern Yacht Club: (504) 288-4221.

J/24 World Championship XII, July 18-28, 1990



The Royal Irish Yacht Club, overlooking Dun Laoghaire Harbour, is the host club for the 1990 World Championship.

Invitation

The Irish J/24 Class Association and the Royal Irish Yacht Club extend an invitation to join us in Dublin Bay, Ireland, for the twelfth J/24 World Championship, 18-28 July, 1990.

Racing will take place in Dublin Bay, with the backdrop of Howth Peninsula to the north and the Dublin and Wicklow Mountains to the south. The fleet shall be moored in Dun Laoghaire Harbour, a fine man-made harbour on the east coast, and the major sailing center 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 rich tradition of one-design fleet sailing. Indeed, Dublin Bay is the home of the world's oldest one-design class. The 1990 Championship will be sponsored by Rothmans of Pall Mall (Ireland) Ltd.

A wide range of accommodations at prices to suit all

budgets is available in the Dun Laoghaire area in hotels and guest houses. Full information is available from the Regatta Chairman. Apart from the facilities of the Royal Irish Yacht Club and three other neighbouring clubs, there is a comprehensive choice of restaurants in the vicinity of the harbour. Banking and telecommunications facilities are also available.

Dublin Airport is the nearest international airport, approximately twelve miles from Dun Laoghaire. There is frequent service from Canada, U.S.A., U.K. and Continental Europe. The most convenient seaports are Dublin City and Dun Laoghaire, to both of which there are regular car ferry services from Liverpool and Holyhead in the U.K. It is also possible to travel by car ferry from Brittany, France, to Rosslare, Co. Wexford, some 80 miles south of Dun Laoghaire.

The 1990 U.K. National Championship will be held in Abersoch, North Wales, some 90 miles across the Irish Sea, 7-13 July. Crews intending to take part in the World Championship will be welcome at the U.K. event and should contact the U.K. J/24 Class Association to obtain further details.

Site

The 1990 J/24 World Championship will be held 23-28 July, 1990, in Dublin Bay, Ireland. The regatta will be hosted by the Royal Irish Yacht Club in cooperation with the Irish J/24 Class Association under the authority of the Irish Yachting Association. Dublin Bay is situated on the east coast of Ireland, longitude 6 degrees, 6 minutes west and latitude 53 degrees, 17 minutes north.

Rules

The regatta will be governed by the 1989-1992 International Yacht Racing Rules (IYRR), the prescriptions of the Irish Yachting Association, the Class Rules of the International J/24 Class Association, this Notice of Regatta, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. Protests and requests for redress will be heard by an International Jury appointed by the organizing authority, constituted in accordance with IYRR Appendix 8. This regatta shall be Category A in accordance with IYRR Appendix 14.

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 and of their National Authority. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations.

Schedule

Wednesday	18 July	Measurement (Irish Boats)
Thursday	19 July	Measurement & Registration
Friday	20 July	Measurement & Registration
Saturday	21 July	Measurement
Sunday	22 July	Practice Race
Monday	23 July	Race 1
Tuesday	24 July	Race 2
Wednesday	25 July	Race 3
Thursday	26 July	Race 4
Friday	27 July	Race 5
Saturday	28 July	Race 6 and Prizegiving

A variety of social activities will take place during the regatta.

Racing

Racing will take place in Dublin Bay, north of Dun Laoghaire Harbour, on Olympic courses. The race area is normally within an hour and a half of the moorings. The regatta will consist of as many as six races, with three races required to constitute a championship.

Scoring

A low point scoring system (IYRR, Appendix 5.2) with one point for first, two for second, etc. will be used. A version of the "percentage alternative penalties" IYRR Appendix 3.2 shall apply.

Prizes

In addition to the perpetual Worlds trophies, prizes will be given to the top ten boats.

Inspection & Measurement

A valid measurement certificate shall be supplied for boats and sails. Inspection and measurement and checks on weight of boats, crew and safety equipment shall be carried out on each yacht before its registration is complete. Only one set of sails may be utilized during the series. The jury may authorize the replacement of a sail which is no longer usable.

Launching, Hauling & Mooring

All boats must be afloat by midnight, 22 July, and shall not be hauled out before the end of the series without the prior written permission of the Jury. Careening and dive-cleaning shall not be permitted during the regatta. Yachts will have free swinging moorings in Dun Laoghaire Harbour. The services of sailmakers, chandlers and riggers shall be available for the duration of the championship.

Charter

A limited number of boats will be available for charter, at a fee of IR 650. Priority will be given to participants from outside Europe. A refundable damage deposit of IR 1,000 will also be required. Application for charter must be made before 1 May, 1990.

Entry

The completed entry form and fee of IR 250 per boat must be received by the Regatta Committee by 15 June, 1990. Late entries at double the fee may be accepted at the discretion of the Regatta Committee. The entry fee covers launching, mooring, welcome reception and awards party. A full set of sailing instructions, meteorological information and disclaimer statement shall be given to each boat on receipt of application and entry fee.

Contact

Requests for entry, charter application forms and further information may be made to: Regatta Chairman, J/24 Worlds 1990; Royal Irish Yacht Club; Dun Laoghaire, Co. Dublin; Ireland. Telephone Michael Boyd: (Business) 353 1 611903; (Home) 353 1 851680. Telex: 91550 TDI E1. Fax: 353 1 614991.

J/24 North American Championship, August 10-17, 1990

Invitation

The Milwaukee Yacht Club and USJCA Fleet 37 cordially invite you to attend the 1990 J/24 North American Championship, to be held on Lake Michigan, August 10-17, 1990. The Milwaukee Yacht Club is the oldest boating club on the Great Lakes. MYC has hosted numerous National and International regattas

including the MORC Internationals, Soling North Americans, Lightning North Americans, USYRU Youth Championships, the Adams Cup Finals and the Sears, Bemis, Smythe Finals. The club offers two hoists, excellent race committee boats, dockage, ample parking, a beautiful lawn, showers, dining and bar facilities. Come join us for a great regatta, including many post-racing parties.



Oldest boating club on the Great Lakes, the Milwaukee Yacht Club, will host the 1990 North American Championship.

Site

The 1990 J/24 North American Championship will be held from August 10 through August 17, on the waters of Lake Michigan. The Milwaukee Yacht Club and USJCA Fleet 37 are the host club and organizing authority, respectively. Mr. Robert Mahnke is Regatta General Chairman.

Rules

This Class IV 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, this Notice, (except as any of these are altered by the Sailing Instructions), and the Sailing Instructions. The Jury will have final authority on all matters. If there are to be co-skippers, one must be designated as primary skipper for World Championship Qualification purposes. This regatta is classified as a Category "A" event as per Appendix 14 of the IYRR.

Eligibility

The regatta is open to all J/24 Yachts as defined by the International J/24 Class Rules. Competitors must meet all ownership, Class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.

Schedule	Thursday	August 9	1700-2030	Early Bird Registration, Measurement & Launching
	Friday	August 10	0900-1700	Registration
			0900-1930	Measurement & Launching
	Saturday	August 11	0800-1700	Registration, Measurement & Launching
			1830	Skippers' Meeting, Reception & Cookout
	Sunday	August 12	1030	Warning Signal, Practice Race followed by Qualification Series Race 1
	Monday	August 13	1030	Warning Signal, Qualifying Series Race 2 followed by Race 3
	Tuesday	August 14	1030	Warning Signal Final Series Race 1 followed by Race 2
	Wednesday	August 15	1030	Warning Signal Final Series Race 3 followed by Race 4
	Thursday	August 16	1030	Warning Signal Final Series Race 5 followed by Race 6
	Friday	August 17	1030	Warning Signal Final Series Race 7 followed by Make-Up Race (if required)
			1600	Awards Party

Inspection & Measurement

A current Measurement Certificate must be presented at registration. Inspection and measurement will be carried out on each yacht before its registration is complete. Specific requirements will be provided with the registration information. Yachts will be subject to random inspection at any time during the regatta.

Racing

The 1990 North American Championship will consist of as many as ten races including a qualification series. Entrants will be divided into groups to sail up to three qualifying races. The fleet will then be divided into divisions based upon the results of the qualification series. The first division will constitute the Championship Fleet and the other division, the Designer Fleet. Up to seven races will be run in the final series.

Course

Racing will be on Olympic courses or variations thereof. Course length will be determined based on sailing conditions.

Scoring

The Low Point Scoring System, Appendix 5.2 of the IYRR, with one point for first, will be used. The Percentage Penalties, Appendix 3.2 of the IYRR will apply.

Prizes

Prizes will be awarded to the top ten finishers in both the Championship and Designer Fleets. Prizes will also be awarded to the top finisher of each race in the final series.

General

This regatta will qualify the winner and one entrant for the 1991 World Championship. Decisions of the Jury that affect World Championship Qualification will be final in accordance with IYRR 1.5(b)(i). The Official J/24 Class Sailing Instructions will be used and available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1700 hours on August 11, 1990, and shall remain in the water until the end of the series, unless specific permission has been granted by the Jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. Yachts shall neither make radio transmissions while racing nor receive a special radio communication not available to all yachts. Yachts shall refrain from listening to Race Committee communications. Launching, hauling and mooring information will be available at Milwaukee Yacht Club.

Housing

Participants will be allowed to sleep aboard their yachts. A list of local accommodations will be sent with the registration package.

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 MYC facilities.

Entries

Entries must be submitted on an entry form such as found in the back of any International J/24 Magazine and must be accompanied by a check for \$250.00 made payable to Milwaukee Yacht Club. Entries postmarked after July 15, 1990, must include a \$50 late fee. Entries will be acknowledged by mail with a registration package. Entries will be accepted until August 11, 1990, at 1700 hours. The entry fee includes participation in the regatta, bow numbers, launching, haulout, mooring, the reception, cookout and awards party for the skipper and crew (total of five).

Contact

Mail entries to: Milwaukee Yacht Club, 1700 N. Lincoln Memorial Drive, Milwaukee, WI 53202. Telephone inquiries may be made to Douglas Kracht at: H (414) 352-8180 or the Milwaukee Yacht Club (414) 271-4455.

North American Champions

YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
1978	Newport	Charlie Scott	<i>Smiles</i>	Annapolis, MD
1979	Corpus Christi	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1980	San Francisco	Ed Adams	<i>Shazamm</i>	Providence, RI
1981	Rochester, NY	Buddy Duncan	<i>HJ</i>	Marblehead, MA
1982	Corpus Christi	David Curtis	<i>HJ</i>	Marblehead, MA
1983	San Diego	David Curtis	<i>HJ</i>	Marblehead, MA
1984	Kingston, Ontario	Ken Read	<i>Maggie</i>	Newport, RI
1985	Marion, MA	Ken Read	<i>Maggie</i>	Newport, RI
1986	Chicago	David Curtis	<i>HJ</i>	Marblehead, MA
1987	San Francisco	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988	Corpus Christi	Scott Young	<i>Thunderstar</i>	Austin, TX
1989	Rochester, NY	Ian Bashford	<i>Fruitcake</i>	Sydney, Australia



1989 NA Champion Ian Bashford (second from right) and his crew Andrew Brown, Bruce Anson, Jeanine Thompson and Chris Links aboard Fruitcake.

North American Designer Fleet Winners

YEAR*	HELMSMAN	YACHT	HOMEPORT
1981	Moose McClintock	<i>Obstreperous</i>	Newport, RI
1982	Bob Johnson	<i>Rowdy</i>	Corpus Christi, TX
1984	Glenn Darden	<i>Thunderstar</i>	Fort Worth, TX
1985	Chris Field	<i>Brain Damage</i>	Groton Long Point, CT
1986	Bennett C. Taves	<i>Yellow Snow</i>	Rochester, NY
1989	Al Russell	<i>Slippery</i>	Waitsfield, VT

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



1989 World Champion Larry Klein accepts Worlds perpetual trophy and lauds crew (from left) Bill Fortenberry, Leslie Deardorff, Brad Dellenbaugh and Ron Rosenberg.

World Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1979	Newport, RI	Charlie Scott	<i>Smiles</i>	U.S.A.
II	1980	San Remo, Italy	John Koliou	<i>San Brandano</i>	U.S.A.
III	1981	Sydney, Australia	Mark Bethwaite	<i>Bandit</i>	Australia
IV	1982	San Francisco, CA	John Koliou	<i>Cheap Sunglasses</i>	U.S.A.
V	1983	Maalmo, Sweden	Ed Baird	<i>Laissez Faire</i>	U.S.A.
VI	1984	Poole, England	David Curtis	<i>HJ</i>	U.S.A.
VII	1985	Atsumi Bay, Japan	Ken Read	<i>Maggie-San</i>	U.S.A.
VIII	1986	Newport, RI	Ken Read	<i>96 Degrees</i>	U.S.A.
IX	1987	Capri, Italy	Francesco de Angelis	<i>Le Coq Hardy</i>	Italy
X	1988	Sydney, Australia	John Kostecki	<i>Pee Wee</i>	U.S.A.
XI	1989	Kingston, Ontario	Larry Klein	<i>Fly Mo J</i>	U.S.A.

U. S. Midwinter Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1978	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
II	1979	Key West	Mark Ploch/Jim Brady	<i>Tchau</i>	Clearwater, FL
III	1980	Key West	John Jennings	<i>Black Star</i>	St. Petersburg, FL
IV	1981	Key West	Augie Diaz	<i>I'll Go</i>	Miami, FL
V	1982	Miami, FL	Charlie Scott	<i>Viva 40</i>	Annapolis, MD
VI	1983	Miami	Ed Baird	<i>Impulse</i>	St. Petersburg, FL
VII	1984	Miami	David Curtis	<i>HJ</i>	Marblehead, MA
VIII	1985	Miami	Morgan Reeser	<i>Sea Sharp</i>	Miami, FL
IX	1986	Miami	John Kostecki	<i>Terminator</i>	Pt. Richmond, CA
X	1987	Miami	John Kostecki	<i>Pee Wee</i>	Alameda, CA
XI	1988	Miami	Ed Baird	<i>Monster Fish</i>	St. Petersburg, FL
XII	1989	Miami	Jim Brady	<i>Slap and Tickle</i>	Annapolis, MD



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

European Champions

YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
1982	La Trinite, France	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva
1983	Neuchatel, Switz.	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva
1984	Naples, Italy	F. DeAngelis	<i>Le Coq Hardi</i>	Naples, Italy
1985	Cork, Ireland	Laurie Smith	<i>Ghost</i>	England
1986	Scheveningen, Netherlands	Ed Warwick	<i>Sanjola IV</i>	London, Eng.
1987	Athens, Greece	Ed Warwick	<i>Sanjola IV</i>	England
1988	Cowes, England	David Bedford	<i>Take Them to the Cleaners</i>	England
1989	Sardinia	John Kostecki	<i>Rabbit</i>	U.S.A.

South American Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1982	Buenos Aires, Arg.	Alejandro Irigoyen	<i>Shadow</i>	Argentina
II	1984	Ancon, Peru	Alberto D'Angelo	<i>Black & White</i>	Peru
III	1986	Rio de Janeiro, Brazil	Marco Suarez	<i>Linha D'Agua</i>	Brazil
IV	1987	Ancon, Peru	Luis Lebreiro	<i>Alcaravan</i>	Brazil
V	1988	Ancon, Peru	Ricardo Capparelli	<i>Rocoto</i>	Argentina
VI	1989	Buzios, Brazil	Luis Lebreiro		Brazil

J/24 Jr. North American Champions

NO.	YEAR	LOCATION	HELMSMAN	HOMEPORT
I	1987	Abino Bay, Ontario	John Swanson	Eggertsville, NY
II	1988	Oakville, Ontario	Andrew Smith	Oakville, Ont.
III	1989	Rochester, NY	Sean Staniforth	Montreal, Quebec

1989 J/24 Jr. North American Champion Sean Staniforth (second from left) and crew Anthony Staples, Scott Collins and Neal Burnham.



Photo by Bob Dunlop

Regatta Time in Abaco

by Bob Greer



Above: Tethys' mast was stepped off the bow of the freighter.
Below: George Lawry and Bob Greer set off on the return trip of 200 nautical miles.



I have wanted to race Regatta Time in Abaco (formerly Abaco Race Week and Green Turtle Race Week) for many years. This year, my second of owning J/24 3336, I finally put it together.

The Abacos are a large group of islands and cays approximately 150 miles east of Palm Beach, Florida. They lie at the northeastern edge of the Little Bahama Bank, oriented in a north-south direction, with a prominent bulge to the east in the middle. Four to six miles offshore Great Abaco are many cays and islands providing a barrier to the seas that fetch from Africa. The Abacos are steeped in history and a two week vacation exploring the islands would not be adequate. But we came to race!!

Palm Beach to Middle of the World Rock (the northern approach to the sea of Abaco) is exactly into our prevailing wind. When one factors the strong northerly set of the gulfstream current, one is confronted with a Herculean task in both time and effort to sail there. We overcame this obstacle by loading *Tethys* on a trailer and driving down to the Port of Palm Beach and discussing transport to Marsh Harbour, Great Abaco with Mr. John Gilson of the Palm Beach Steamship Company. He arranged to ship us aboard the *Biak*, a 185 foot "break bulk," German-built steamship freighter, transiting to Abaco, Nassau, weekly.

After a minimum of customs, bonds, bills of lading and other assorted international negotiation, we were slung aboard the *Biak*. Our little J seemed very incongruous strapped between the ISO containers and other deck cargo, but the crossing was uneventful.

We cleared customs and immigration with no difficulty (thanks to Sidney, our agent) and proceeded to use the deck crane to launch *Tethys*. While the crew of the ship unloaded cargo from the holds, we utilized the high bow to step the mast.



Tethys rests easy in the crowded Hopetown Harbour.

While my wife rented a 19 foot Boston Whaler (much more efficient transport than a car in the Abacos) we rigged for racing. Within an hour we were rigged and set off for Hopetown, a town on Elbow Cay, the eastern most point (and the most photographed) lighthouse and harbour of Abaco.

As I had brought my two sons, Robert and Christian, six and five, my wife Kelli and our AuPair, hotel rooms were required. We established our base at the Hopetown Harbour Lodge, a beautiful setting with views of both ocean (for Kelli and the boys) and harbour (how's the boat?)

Anchoring in the Bahamas is an acquired skill, and Hopetown Harbour is very crowded, mostly with knowledgeable yachtsmen. We were pleased to learn there would be another J/24 in our class, PHRF-B. We were chagrined to learn it was sailed by a young local crew culled from the very best sailors in the Abacos. At home we sail in a strong fleet (No. 14) and felt up to the competition. Anyway, they were distressed at having to race with our 165 PHRF rating vs their 175.

Regatta Time in Abaco is a very well organized event. Under the guidance of Commodore Bill Johnson and Program Director David Ralph, the whole event was nothing less than spectacular. Having experienced many SORC's, Key West's, and Bermuda Races, I give R.T.I.A. top score.

The program began with a "Welcome to Abaco" party hosted by the Marsh Harbour Marina and The Bilge on Friday, 23

June. Next day was Pete's Pub Wild Pig Roast and an opportunity to meet Pete Johnson, an exceptional sculptor who fashions brass nautical and marine articles. He made the trophies for R.T.I.A. Sunday provided an opportunity to tour Hopetown and Elbow Cay and featured a lecture by Abaco historian and author Steve Dodge. Professor Dodge successfully campaigned his Morgan 28 in the series.

Monday, the actual Regatta started with the Hopetown Trophy Race. Conditions were less than ideal for the J/24: 0-5 knots of wind, glassy slick water, and hot! Racing was divided into three classes, R.T.I.A., (a generated handicap for anybody who knew their measurements, but didn't have a PHRF rating), PHRF, and Mother Tub (draw your own conclusions about this class). The course was a tour of the Bight of Abaco in drifting conditions, but we did manage a third. The local J/24 *Blind Pig*, adeptly sailed by Walter Malone and the locals, pulled a second.

Tuesday, 27 June, found us trying for the Marsh Harbour Cup, sailed on a course set between Sugarloaf Cay and the Parrot Cays. Again very light conditions prevailed and we managed to grab a third, with *Blind Pig* getting second.

The Lay Day, Wednesday, was climaxed by the Awards Beach Party at Crossing Beach. They really stirred the punch with a broken oar, but I am sure adequate high proof disinfectant had been added, and it made the "slight" downpour (a daily 3 p.m. event in Abaco) seem less torrential.

Thursday, 29 June, found us at the start begging for more breeze. Although it is pleasing to be in front of fifty or so boats at the weather mark, it would be nice to let the J show its stuff in some moderate breeze with smooth water! But be careful what you wish for, because as we approached the weather mark in front of the locals, "it" came, a solid 40-45 knots with tons of rain. We had no time to gather ourselves (our crew numbered three), so we flogged our way the last ten boat lengths with the 150% and flattener. On rounding, we found our spinnaker leads fouled and in survival conditions so we decided to ride out the blow with our headsail. We were making 9-10 knots and feeling fairly proud until the other J/24 came out of the squall and flew by us with his kite, doing 14-15 knots in the gusts. His mark rounding was less than optimal and we managed a second for the Man-O-War Cup, thankful we hadn't dropped the rig.

The Great Guana Cay Race on Saturday, 1 July, was sponsored by Premier Cruise Lines, who offer an "Abracadabra" cruise from Miami to the north end of Great Guana Cay. They have built an enticing spot with facilities to play all day and night. After a very long race we pulled a third again, following the local J/24 *Blind Pig*.

This was the end of the series for us. I am a U.S. Naval reservist and had to leave for active duty for two weeks starting 6 July. Next morning, with much regret, we returned to Marsh Harbour (15 miles south) to load our boat on the freighter for our trip home. Imagine our distress upon finding we could not load the boat for return (a small problem with manifests) on Sunday and the ship was to sail that night. Not to worry; J's are great passage makers if not too many people are aboard. So, leaving my wife and children and Margot, our Australian AuPair, and Jim Keely, our foredeck, to fly home, George Lowry and I set off for home, two hundred nautical miles away.

We had come to race by Bahama rules, very light; and it being Sunday, all of Abaco was closed. I have sailed the gulfstream between the Bahamas and Florida for greater than twenty years and have been caught many times with no wind. So to have at least enough fuel, water, and food for a prudent crossing, we planned to sail to Green Turtle Cay (30 miles) for provisions. The trip north was almost uneventful (beware of Don't Rock Rock and Passage). We ate dinner with the previously mentioned Steve Dodge

(whose book, 'Small Boat Sailor's Guide to Abaco,' is invaluable as well as very entertaining) and anchored in Black Sound with more than seventy other sailboats.

Monday, 3 July, dawned red (red sky in the morning, sailor take warning) with a fresh breeze from the south. The fuel barge was not due till noon and the stores wouldn't be open till 10. We had 170 miles to go and I didn't like waiting. We sailed off the anchor, bound for Cooperstown, the last settlement on Abaco, forty miles north, and arrived near noon. Mr. Edgecomb (Effie) had seen me as a patient and was kind enough to sell us five gallons of gasoline, a case of Beck's Beer and some canned goods. Our stop took less than an hour. At the north end of the Great Abaco lies a rock, Center of the World Rock, and here the weather caught us. This time, however, we were ready with double reefed main and jib. Fortunately the wind was abeam and we made excellent boat speed, 5.5-6 knots for the next forty miles in heavy rain squalls. We approached Great Sail Cay's south end at dusk and barely were able to pass to the south of the many uncharted sandbars.

As darkness fell upon us, the sky lit up with lightning. Few things are as humbling as blasting over the Bahama Bank (average depth, 6-8 feet) in heavy rain squalls, relying solely upon dead reckoning for navigation. We fetched Mangrove Cay, visible in the lightning flashes, at approximately 2200 and set course for Memory Rock, the western edge of the Bahama Bank, forty miles distant. I have seen St. Elmo's fire in the rigging before, but I had never seen it actually fall away from the masthead in globs. Awesome!

We fetched a light over the bow at 0200 on the 4th of July, but it was blinking every seven seconds, not **three** as the Bahama's Guide listed for Memory! We closed for two hours, constantly watching the depth with a flashlight over the side and sweating blood in the windblown rain. By 0400 we were exhausted and worried and dropped sail to await daylight. I have anchored in rough water but that was the worst.

Dawn broke grey and overcast, and one half mile ahead was Memory Rock, blinking every seven seconds. Bahamian navigational aids are an occasional affair, at best. We left the bank on a 260 degree heading, allowing for three knots of northerly drift for a ten hour, 56 mile crossing (direct course being 280 de-

grees) to Palm Beach. The wind went light by noon and we had a less than perfect crossing (at least the beer was cold).

By dusk we could see a landmark near Palm Beach Inlet (a forty story apartment complex visible for greater than twenty miles) and we were almost home. The 4th of July fireworks were spectacular from five miles offshore, with each of six town's displays better than the next. Customs were thankfully efficient, and we concluded our trip by midnight.

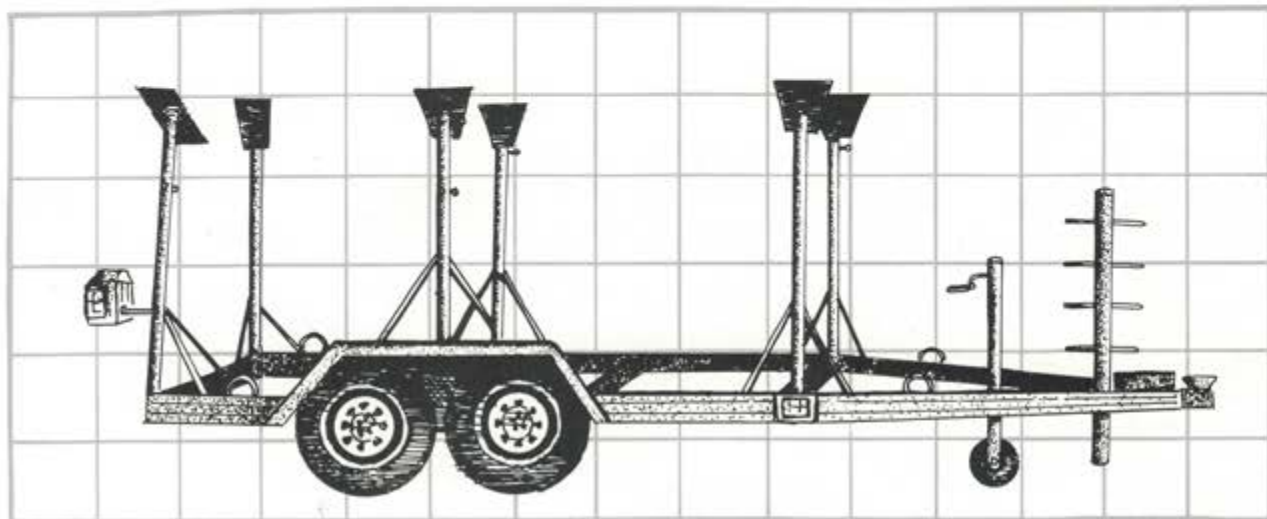
Next year we will do the Regatta again. I have put a new bottom on the boat, faired the keel, renamed the boat *Fatal Attraction*, and have a full crew lined up. I would encourage all to come down and race the Regatta Time in Abaco. It is sailed in some of the most beautiful waters in the world, and the locals need the competition. For more information contact, Lawrence Engineering Company, Ltd., P.O. Box 428, Marsh Harbour, Abaco, Bahamas; (809) 367-2663.

Bob Greer has lived and sailed in South Florida for almost 30 years and sails his J/24 *Fatal Attraction* (3336) with *Fleet 14* and the *Palm Beach Sailing Club*. He has sailed throughout the Caribbean and raced *Antigua Race Weeks*, *Key West to Cuba*, *SORC's*, *Key West Race Weeks*, *Miami to Montego Bay Jamaica Race*, as well as an ill fated attempt at the *Transatlantic sail record* aboard a custom 56 footer that sank, in the winter of 1979. He is married to Kelli Jo, from Maine, and they have two sons, J. Christian and Robert V., ages six and seven. He is an *Osteopathic family physician*, and a *lieutenant commander* in the *U.S. Naval Reserve*. "Though new to J/24 racing," he says, "I am a firm convert and expect a quantum leap in my skills, racing on such a responsive platform."



From left, George Lowry, Jim Keeley and Bob Greer gather at the Conch Out Bar for awards.

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Americans Win Europeans

by Franco Rodino



Photo by Franco Rodino

The 1989 European Championship, sailed in lighter winds than usual for Sardinia in June, was won by a U.S. team led by John Kostecki and Vincent Brun.

We called it the European Championship, but it was won by two Americans. However, this doesn't matter; once again we have been given the opportunity of seeing two great athletes in action, John Kostecki and Vincent Brun, now as much at home in Europe as in America.

In the wonderful setting of Porto Rotondo on the Italian island of Sardinia, the European Championship took place June 18-25. Fifty-seven participants represented, apart from the Italian team, a great number of English who always honor the Italian regattas with their pres-

ence, the Dutch, the French, the Swedish, the Israelis and of course, the Americans. The latter, as we said before, dominated this competition, followed by the Englishman, Ian Southworth, and the new Italian champion, Robert Martinez. In fourth place was another Englishman, Olive Barrington, then the Italian, Spata, followed by two Englishmen and here we see again the ex-European champion, Eddie Warwick.

Contrary to the windy conditions traditionally found during Italian regattas, this year there was little wind, which made

tacking very difficult and naturally favoured the more skilled.

To cite once again the good and not the bad, we want to mention Commodore Alberini of the Yacht Club Costa Smeralda and Massimo Mariotti of Fideuram, who made this stupendous edition of the European Championship possible. For the next European 'rendezvous,' one hopes that many Americans will participate and without doubt, the European teams will be better prepared to neutralize their great moment of victory.



1989 European Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT
1	US4553	<i>Rabbit</i>	John Kostecki	5	2	9	1	4	4	1	26
2	K4218Y	<i>Plastic Bag</i>	Ian Southworth	16	6	6	2	1	10	6	47
3	I-186	<i>Baraldi J</i>	Roberto Martinez	1	9	4	8	21	3	16	62
4	K4157Y	<i>Saro Caino</i>	Clive Barrington Probert	6	5	8	15	14	15	3	66
5	I-238	<i>Grifo</i>	Roberto Spata	13	12	5	19	6	7	7	69
6	K4215Y	<i>Stouche</i>	Stuart Jardine	15	3	2	14	27	23	5	89
7	K4000Y	<i>Not Just Now</i>	Edward Warwick	34	16	3	3	34	1	8	99
8	I-189	<i>Jet</i>	Paolo Cian	8	15	28	4	46	2	2	105
9	I-282	<i>Jab</i>	Fabio Albarelli	35	7	7	10	24	16	11	108
10	K4167Y	<i>Distraction</i>	Richard Estaugh	9	13	22	25	10	17	18	114
11	I-224	<i>Avoltore</i>	Francesco Cruciani	20	22	14	17	25	13	13	124
12	I-24	<i>Hemingway</i>	Ernesto Treves	4	4	PMS	5	30	11	15	126
13	K4194Y	<i>Smokey Joe</i>	Jonathan Clark	19	17	20	16	11	27	YMP	128
14	H24	<i>Balletent</i>	Larry Maronier	14	39	1	33	16	5	22	130
15	K4177Y	<i>Jeriatric</i>	Paddy Atkinson	3	36	16	29	22	20	12	138
16	I-181	<i>Cartoncino</i>	Fabrizio Eusebio	26	10	11	24	41	6	20	138
17	I-177	<i>Video Explorer</i>	Niccolo Belloni Dinelli	18	23	12	9	38	18	23	141
18	I-288	<i>Marina</i>	Pietro D'Ali	2	1	PMS	DSQ	2	19	9	147
19	I-230	<i>Guizzetto</i>	Gianni Lo Bue	12	38	39	7	12	30	25	163
20	I-276	<i>Giuditta</i>	Salvatore Eulisse	23	34	23	22	13	8	44	167
21	I-11	<i>Canarino Feroce</i>	Aldo Samele	21	18	17	31	26	25	35	173
22	I-212	<i>Pacolosa</i>	Alessandro Zampori	7	35	10	12	DSQ	DSQ	10	188
23	K4203Y	<i>Mr. Beau-Jangles</i>	Ian Pinnell	22	11	24	41	5	34	DNF	194
24	I-241	<i>Nautical Quarter</i>	Pietro Nicolini	28	20	13	DSQ	36	14	26	194
25	I-269	<i>Goldfinger</i>	Antonio Sodo Migliori	32	28	21	36	9	PMS	14	197
26	I-213	<i>Paco</i>	Roberto Pardini	17	8	DSQ	DSQ	15	26	21	201
27	K4199Y	<i>Comedy</i>	Raymond Mitchell	44	25	30	21	28	33	28	209
28	I-203	<i>L'Allegro Bevitore</i>	Guido Santoro	11	47	DSQ	6	3	32	DNF	213
29	I-245	<i>Doctor J</i>	Andrea Castrucci	29	50	19	50	20	12	33	213
30	I-271	<i>Puzzola</i>	Beppe Zaoli	41	26	37	27	39	24	19	213
31	S4064	<i>Marta</i>	Magnus Broth	25	19	35	37	8	37	DSQ	218
32	I-265	<i>Fonte Gaia</i>	Tullio Zanchi	45	29	33	32	23	22	41	225
33	H16	<i>Juffrouw Jaknie</i>	Maarten Kimman	30	27	PMS	DSQ	32	9	17	229
34	K4188Y	<i>Majic</i>	Chris Torrens	31	45	15	35	DNF	45	4	232
35	IS2	<i>Ahab</i>	Joel Sela	37	37	36	26	45	29	29	239
36	I-117	<i>Vai Gio</i>	Nicolo Dona Dalle Rose	PMS	42	26	28	29	36	24	242
37	I-300	<i>Corsara</i>	Giuseppe Murgia	38	24	DSQ	13	37	31	45	245
38	G60	<i>Killer Bee</i>	Uda Pluckelmann	42	46	PMS	11	7	PMS	27	247
39	MO-1	<i>Audren</i>	Claude Rodelato	39	40	27	46	17	39	40	248
40	I-253	<i>Tersicore</i>	Mario Lazzeri	10	14	31	44	DSQ	DND	36	249
41	I-158	<i>Buccia Di Banana</i>	Carlo Baroni	27	DNF	42	20	19	PMS	30	252
42	F3234	<i>Samsoud</i>	Luc Videau	40	41	29	34	DSQ	21	31	253
43	H18	<i>Redneck</i>	Eric Hamer	46	21	38	38	40	38	32	253
44	I-205	<i>Nebookanezzzer</i>	Giovanni Ladio	24	44	43	18	35	PMS	34	255
45	I-168	<i>Nice Shot</i>	Giorgio Maggioni	DNF	30	34	23	33	41	37	255
46	K4206Y	<i>The Kanembe Connection</i>	Christopher Kearns	43	43	18	30	DNF	44	DSQ	292
47	I-126	<i>Yenky Express</i>	Alessandro Labras	47	48	44	42	43	28	42	294
48	I-286	<i>Wile E. Coyote</i>	Gianbattista Giagheddu	36	33	45	43	DNF	47	38	299
49	K4195Y	<i>Team Shivering</i>	Paul A. Wooshan	49	32	32	39	DNF	PMS	39	305
50	K4202Y	<i>Gossip</i>	Edward W. McLean	35	31	DNF	DNC	18	PMS	DNC	312
51	I-244	<i>Gramigna</i>	Gianfranco Lessa	52	54	46	47	44	35	43	321
52	H1	<i>Emperor of the Swamp</i>	Chris Jongerius	48	52	25	45	DNF	40	DNF	324
53	I-35	<i>Blue</i>	Salvatore Eretta	54	53	49	51	42	42	47	338
54	I-221	<i>Capriccio</i>	Aldo Guadarella	PMS	55	47	48	31	PMS	46	341
55	I-89	<i>Windstar</i>	Alessandro Kamusa	50	49	41	DSQ	DNF	46	DND	357
56	K4056Y	<i>Jibberish</i>	J. Atkinson	53	51	48	49	DNF	43	DNC	358
57	K4193Y	<i>Pink Panther</i>	Geoffrey M. Harris	51	DSQ	40	40	DNF	DSQ	DNC	359

Aussie Tops NA Field of 77

Seventy-seven J/24s converged on Rochester Yacht Club to compete in the 1989 North American Championship held August 20 through 25, on Lake Ontario. Per Regatta Chairman Larry Gaenzle, "We were able to complete nine of the ten races scheduled, with good winds and varying conditions to make for a great regatta." And it was.

When the final tally was in, Ian Bashford, of Sydney, Australia, had sailed his Australian-built J/24 *Fruitcake* to take the top spot with a total of 23 points over David Curtis, of Marblehead, Mass., sailing *American Garage*, with 25. It was touch and go to the end for these two, as they went into the sixth and final race with 19 points apiece.

The regatta opened with two days of measurement followed by a three race qualifying series held Sunday and Monday. 1989 Midwinter Champion Jim Brady, from Annapolis, was top qualifier, with three firsts. With the total entries split

into 41 boats in the Championship Fleet and 36 in the Designer Fleet, the championship began on Tuesday.

Though nonexistent in the morning, the wind that filled in by 1:30 p.m. was worth waiting for, fairly steady at 6-8 knots and building to 10-12 in the first race. Bashford was followed across the finish line by Stephanie Schmidt, of Greenwich, Conn., in *Private Idaho*. By the start of Race 2 at around 4:00 p.m., the wind had built to 12-15 knots, with Ed Adams' *Sleeper* leading the way and Dave Curtis bringing *American Garage* across the finish line in second. In the Designer Fleet, Art Carey had established a nice overall lead with a 1-2 for the day.

By the time the sailors returned to shore at dusk that evening, they were more than ready for the entertainment planned for them nightly by Skip Shumway. Monday evening's fare featured "Trinidad and Tobago," a steel band having a hard act to follow after the

live entertainment of "The Convertibles" on Saturday evening and "Kier" on Sunday. Believing the sailors came to enjoy themselves on shore as well as on the water, Skip rounded out the week's entertainment with musical offerings by the "Bagpipers," the "Kicks" and "The Dady Brothers". Also each evening, dinner was available under the regatta tent.

Wednesday was a sailors' delight, with an 18 knot northeasterly on the course set well out on the lake for Race 3. Jim Brady did a horizon job on the fleet in *Maiden Hong Kong*, while Collegiate Sailor of the Year Terry Hutchinson, of Harwood, MD, slid in second, in *Mudslide*. In the Designer Fleet, Al Russell got *Slippery* in gear to win, followed by Barbara Beigel, of Crownsville, MD, and her all-female crew in *Twisted Sisters*.

For Race 4 on Wednesday afternoon the wind dropped off to 15 knots steady which Bashford found to his liking, finishing first, followed by Brady. The Aus-

Neri (60) squeaks around weather mark ahead of Kern (77), Johnstone (56) and Sertl (52), just missing a major traffic jam.

Photo by Fran Cruikshank



tralian, the series leader after four races, was now ahead of his closest competitor, Curtis, by seven points, with Ed Adams two points back of Curtis. But it was to get closer before it was over. Meanwhile, in the Designer Fleet, Al Russell's *Slippery* enhanced his overall lead with his second win, in Race 4.

Thursday, the lake developed sloppy seas with shifty winds of 15 to 18 knots for the first race of the day. Many boats started out with jibs but changed to genoas to better drive through the heavy chop. One sailor compared the conditions to Buzzards Bay - "predictably unpredictable with the same short, steep chop." The finish order saw a few new faces at the top, with Clearwater's Chris Larson in *Fun and Games* heading the list for Race 5, Curtis in second, Kevin Doyle in *Chinchilla Buck*, third, and Bashford back in ninth place. The Designer Fleet's Russell strengthened his series lead with yet another first place, and Tim Mowry brought *Latent Defect* in for his second second place (that's consistency!). The afternoon race was cancelled when the breeze died to nothing.

As the boats were bedded down for the night, the Championship series leaders were tied, with 19 points apiece for Bashford and Curtis, and Ed Adams trailing by only five.

Friday, the final day of racing, began quietly except for the usual frisbee tossing, water fights, and other antics of the fleet while the committee waited for the wind to settle in. By 11:00 a.m. conditions were acceptable, and the race began. A major shift to the left on the second weather leg did a number on the fleet leaders who had stayed right. However, Bashford's fourth place over Curtis' sixth sealed the Australian's bid for the North American Championship title, making it the first time a non-U.S. sailor has ever won it. Sixth race honors went to Clark Thompson, in *Monster Fish*. Rochester's Amy Moran took first in the Designer Fleet, in *Kingfisher*.

Congratulations to Ian Bashford and crew members Bruce Anson, Andrew Brown, Chris Links and Jeanine Thompson on their well deserved win. (They will have to return next year to bring back the perpetual trophy!) The Designer Division Trophy went to Al Russell, and Skip Shumway was runner-up (showing that you can be on the regatta committee and still do well.) Awards were presented to the top ten in both the Championship and Designer Fleets. The Masters Award



Photo by Lee Corbin

Above: Schmidt squeezes Johnstone with seconds to go in starting sequence.
Middle: Symmetry on the first reach.
Bottom: WattawoppawoomerA (bloody fast boat, eh!?) heads out for the races.

Photos by Fran Cruikshank



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And so until the next 'challenge' in Milwaukee, in August of 1990, the North Americans Perpetual "Cup" resides in Australia . . .!

This article was compiled from information provided by Fran Cruikshank, freelance newspaper writer in Rochester.



Photo by Fran Cruikshank

Ian Bashford and winning crew on Fruitcake.

An Interview With Ian Bashford

by Patrick Pender

Patrick Pender has crewed in three J/24 World Championships, and is currently general manager of UK Sailmakers, Hong Kong. He recently interviewed Ian Bashford, 1989 North American Champion, in Hong Kong.

Pender: Firstly, congratulations on winning the J/24 North Americans. It must have been quite a coup for you and the crew to achieve that. I believe it is the first time an Australian boat competed in the NA's, and having won it on your first attempt is a tremendous achievement.

My first question is, how does the Australian attitude toward an event such as the NA's differ from that of the Americans?

Bashford: I think generally our team is a more cohesive sort of team. We tend to stick together, we do things together. We enjoy preparing the boat as a team, whether that be setting the rig, wet sanding the hull, filling out the forms, or doing sail development together. It is a team effort and less individual effort. Also, when you go away, I think that you find yourselves "in the same boat"; there are a lot of people that you don't know and you tend to group up a little bit more.

In the U.S. there are so many different levels of J/24 racing. At the higher levels, I think there are a lot of guys who come in semi-sponsored, and that is not entirely a bad thing – the rest of the fleet derives a lot of benefit from that. You get a

chance to race against people who virtually sail professionally and strive for the Olympics and that sort of thing, and that's where the level of competition in this class generally is at an event such as the North Americans. How close the boats finished in this event is truly amazing, especially for the guy that perhaps makes their regatta program more of a life-style than just a racing thing. We all get there, we all have a good time, and a lot of the Americans seem to do that. I guess that's why we are all pretty close. It gets pretty dangerous when the Australians and Americans get together!

Pender: You have come a long way. What have you done, what have you developed to get that edge in boat speed?

Bashford: Let me see, where do we start? Hours of practice, a very active J Fleet, which all of you have . . . but generally, I think the biggest development has been in sails. We have tested many different sails since the '88 Worlds. We have gone to both ends of the spectrum, and something I did not think was working in '88, certainly is working now. We had a major difference in our rig and sail concept compared to the Americans. I do believe we have a height advantage at the moment. Certainly our rig has taught me more about sailing, about how to get height, how not to get height, how to get boat speed.

Pender: Where do you think the direction of sail development is heading in the J fleet?

Bashford: A lot of the sail development changes have been in the engineering of the sail: making lighter cloth weights,

more durable and variable sails. Bruce (Anson), our crew and the key man in our sail development program in Australia, has generally gone flatter with our gear so we can change our draft around. We can put the sails into different modes, we can make them go different paces, different heights.

Pender: Where do you think one-design sailing is heading; do you see growth there? Do you see the J class getting too competitive for the average guy?

Bashford: One-design sailing is no more expensive than any other sport, and I think it's a purer form of sailing. It brings people together and you learn more and generally have more fun right through the scope in one-design sailing. You see a lot of people learning how to sail J/24s as a first boat. It's good at all levels and you can sail at any level. And the standard of organization is very high. One-design, as far as I'm concerned, is definitely the way to go.

Pender: What are your personal goals now? What are you interested in sailing?

Bashford: I'm certainly looking forward to the '90 J/24 Worlds in Ireland. It's going to be a great place to go and we are all going to have a lot of fun, as we always aim to. For the Olympics, I've talked about a Soling or Tornado, I'm not sure yet. I'd like to get into some racing where I can help the guys who don't quite make the cut. I'm very excited about getting involved in the one-design sailing program; I see one-design racing getting bigger. I believe in it and it would be great just to see that grow.



1989 North American Championship Championship Fleet

POS	BOW	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	69	KA133	<i>Fruitcake</i>	Ian Bashford	1	5	3	1	9	4	23
2	74	US2579	<i>American Garage</i>	Dave Curtis	4	2	7	4	2	6	25
3	27	US1450	<i>Sleeper</i>	Edward Adams	9	1	4	5	5	7	31
4	63	US2610	<i>Mudslide</i>	Terry Hutchinson	18	4	2	8	8	2	42
5	20	US4459	<i>Maiden Hong Kong</i>	Jim Brady	13	15	1	2	4	17	52
6	57	US456	<i>Not To Worry</i>	Geoff Moore	7	3	5	6	10	21	52
7	60	US4351	<i>Mustang Sally</i>	Dan Neri	8	16	8	7	6	15	60
8	45	US4467	<i>Fun and Games</i>	Chris Larson	24	8	6	10	1	25	74
9	36	US4191	<i>Wired</i>	Marc Eagan	28	9	11	11	13	13	85
10	04	US4029	<i>Monster Fish</i>	Clark Thompson	12	27	19	12	15	1	86
11	75	US4540	<i>Junk Yard Dog</i>	Max Skelley	15	10	25	15	20	3	88
12	13	US2808	-	Bear Hovey	3	14	14	17	12	30	90
13	61	US1983	<i>Chinchilla Buck</i>	Kevin Doyle	16	12	42	13	3	5	91
14	56	US4358	<i>Talking Heads</i>	Jeff Johnstone	10	7	21	32	15	8	93
15	40	US1041	<i>Private Idaho</i>	Stephanie Schmidt	2	19	24	23	11	18	97
16	49	US4109	<i>Blank Expression</i>	Dave Stark	6	6	16	16	42	14	100
17	17	US21889	<i>Juice</i>	Tom Wolgemuth	29	18	13	3	17	23	103
18	06	US2705	<i>Cannonade</i>	Paul Cannon	17	26	20	27	23	10	123
19	77	US3444	<i>White Trash</i>	Andrew Kern	14	11	27	37	18	26	133
20	23	US4413	<i>Reprise</i>	Win Fowler	29	24	22	14	31	16	136
21	34	US657	<i>Yellow Snow</i>	Ben Taves	19	34	17	39	19	12	140
22	07	US3942	<i>Bangor Packet</i>	Tony Parker	22	36	10	9	24	41	142
23	52	US3894	<i>Nothing for Money</i>	Cory Fischer Sertl	42	13	18	18	25	29	145
24	72	KA145	<i>WattawoppawoomerA</i>	Peter Thompson	26	20	12	25	42	27	152
25	67	US4550	<i>Partial Eclipse</i>	Gunther Buerman	11	30	32	28	14	38	153
26	66	US3712	<i>Cheap Floozie</i>	John Adair	35	29	9	31	26	24	154
27	38	US4396	<i>Swan Dive</i>	Jody Swanson	27	25	15	22	42	28	159
28	33	US4123	<i>Flamingo</i>	Heidi Backus-Riddle	28	23	29	26	21	36	163
29	05	US4595	<i>Bacchanal Lady</i>	Josh Kerst	25	22	26	33	22	39	167
30	47	US790	<i>YaYa</i>	William Rohrer	42	21	38	20	27	20	168
31	15	US2422	<i>Javelin</i>	Houghty Wetherald	23	37	30	42	29	9	170
32	35	US4015	<i>ZapSail</i>	Frank Lloyd	30	31	23	24	28	34	170
33	78	US4014	<i>Snafu</i>	Jerome Jordan	42	42	28	21	32	11	176
34	51	US2617	<i>Coal Pile Express</i>	Ned Lockwood	5	42	31	42	35	27	182
35	53	KC2561	<i>Showdown</i>	Ken Houldsworth	39	41	35	29	16	22	182
36	31	US829	<i>Synergy</i>	Jeff Dinse	34	17	34	35	34	33	187
37	19	US3355	<i>Bon Temps</i>	Doug DeCluitt	36	35	36	30	30	31	198
38	76	KC3544	<i>Toxic Avenger</i>	K. C. Armstrong	33	39	37	34	38	32	213
39	54	KC2623	<i>Mischief</i>	Robert Hall	40	42	33	27	37	37	216
40	62	US1591	<i>Super Collider</i>	Eugene van Voorhis	37	40	40	38	33	35	223
41	24	US2331	<i>Sea Monster</i>	Hank Killion	38	42	39	36	36	40	231





1989 North American Championship Designer Fleet

POS	BOW	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	28	US4008	Slippery	Al Russell	4	14	1	1	1	8	29
2	22	US4294	Quack	Skip Shumway	12	3	4	5	6	3	33
3	41	US815	Latent Defect	Tim Mowry	2	6	14	10	2	5	39
4	37	US1697	Tern III	Art Carey	1	2	5	18	29	2	57
5	25	US1202	Slapshot	Jay Tovey	9	10	9	6	17	6	57
6	09	KC2248	Blade Runner	Frank Stewart	14	1	22	13	4	11	65
7	42	US4259	Kantagree	Frank Flannery	6	5	8	15	19	12	65
8	26	US1975	Jehoshaphat	William Cantrell	5	16	11	8	16	10	66
9	32	US134	Twisted Sisters	Barbara Beigel	24	7	2	4	7	24	68
10	64	US1947	Kingfisher	Amy Moran	22	20	12	16	3	1	74
11	10	US4040	Boondoggle	Mike McKearnan	19	8	25	7	5	11	75
12	59	US4586	Jeremiah	Jonah Pruitt	25	13	3	21	18	9	89
13	08	US4278	Bateau Blanc	Reid Stava	10	4	7	19	24	26	90
14	70	US624	Grand Illusion	Lee Corbin	18	11	26	20	8	13	96
15	65	US1029	Surprise	Ed Gardner	8	9	13	17	20	30	97
16	50	KC4416	Rasputin	Ted Reilly	37	12	19	3	12	18	101
17	39	US2305	Secundem Artem	Charlie Murphy	15	15	10	11	22	29	102
18	12	US4587	Cosmic Connection	David Tierson	26	37	20	9	13	7	112
19	29	US3140	Snake Pit	Brendan Benson	31	30	28	2	10	16	117
20	03	US2250	Aragorn	John Texter	32	26	17	22	9	20	126
21	46	US4145	Cheers	Jonathan DeSantis	30	25	15	26	15	17	128
22	48	US2572	Amanda	Mark Lawless	23	19	37	23	11	25	138
23	30	US1916	Spirit	Roger Voss	24	18	6	30	33	33	144
24	21	US2277	Moonshadow	Richard Baker	11	21	37	24	25	28	146
25	55	KC2218	Plus Ten	Lorne Chapman	13	22	29	34	28	22	148
26	58	KC2130	Idunno	Graham Moss	28	37	24	19	21	19	148
27	71	US2326	-	John Fields	14	27	37	28	14	31	151
28	18	US4453	Life in the Fast Lane	Mike Nahmias	27	23	16	25	37	23	151
29	14	KC4270	Flying Circus	John Rizopolous	16	28	31	33	31	15	154
30	44	KC2767	High Strung	David Cobbett	29	17	30	31	34	14	155
31	02	US2222	American Express	Robert Bayley	20	37	27	29	23	21	157
32	68	KC2231	B/blue	Albert Fribon	21	29	23	27	34	27	161
33	73	US300	White Out	Frank McGarry	3	37	37	14	37	37	165
34	43	US4279	Impulse	Harvey Davis	34	31	21	32	26	37	181
35	11	US1558	Comic Relief	Earl Chapman	33	32	18	35	35	34	187
36	16	US1206	J Hawk	Jeff McDonough	35	24	37	37	30	32	195

Staniforth Takes Junior's

by Pamela Nahmias



From left, Jerry Castle of the Rochester Yacht Club following presentation of the Jr. North American Championship trophy to the winning team of Sean Staniforth (helmsman), Anthony Staples (tactician), Scott Collins (foredeck) and Neal Burnham (cockpit).

The third annual J/24 Junior North American Championship was held August 26-27, 1989, following the North American Championship, at the Rochester Yacht Club, on the waters of Lake Ontario. The event drew nine competitors under 21 years of age, from Canada and upstate New York.

On Saturday the first start was postponed until 1:00 p.m., when the winds kicked in from the north, resulting in a course change from 025 to 045 and a shortened course. Chris McChesrey (4259, *Kantagree*), Sean Staniforth (4553, *Jack Rabbit*) and Brandon Flack (2331, *Sea Monster*) rounded out the top

three positions. Race 2 again saw the Race Committee keeping on top of things with a course change from 030 to 050 and a course shortened by one leg. Positions were maintained with Chris McChesrey again getting the gun, Sean Staniforth following and Tim Dysart (3925, *Red Neck*) in third.

With five races scheduled, the Race Committee elected to start the third race at 4:15 p.m., in 5-7 knots out of the northeast. Competition was tight around the course, and this time the positions flopped, with Sean Staniforth edging out Chris McChesrey for first and Brandon Flack hanging tough in third. This left the

door open for the top three finishers when competition began the next day.

Sunday again tested the prowess of the Race Committee when the southerly shifted to the east for another course change. The three competitors on top of it all were Sean Staniforth, Chris McChesrey and Brandon Flack, respectively. Going into Race 5, Staniforth and McChesrey were tied for first, with two firsts and two seconds apiece. Sean Staniforth, from Montreal, and his crew of Anthony Staples, Neil Burnham and Scott Collins, once again proved that consistency wins regattas, as he sailed away to another first, with Chris McChesrey and Steve

Paiement (2422, *Javelin*) rounding out the top three in the final race. Sean sailed a fine regatta and well earned the honor of having his name on the permanent trophy for this event, which I hope will continue to draw top junior competitors in the future.

The sailing was complemented with refreshments after the races and a spaghetti dinner. Regatta Chairman John Shimshack presented the awards to the competitors. In recognition of their exceptional sportsmanship on the race course (not one protest or I flag was flown), each competitor was given a participation flag, along with serious crystal for the top five competitors.

I sincerely thank the Rochester Yacht Club for their donation of the Club Race Committee, Terry Ingerson and Staff, along with Houghty Wetherald, Reid Stava, Hank Killion, and John Shimshack for their time and patience, especially after having just completed the North Americans themselves. Also, thank you to the J/24 boat owners who loaned their J's for this event.



Chris McChesrey (4259) leads the fleet across the starting line.

1989 J/24 Junior North American Championship

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	4553	Sean Staniforth	2	2	1	1	1	7
2	4259	Chris McChesrey	1	1	2	2	2	8
3	2331	Brandon Flack	3	6	3	3	6	21
4	2422	Steve Paiement	6	4	4	7	3	24
5	3925	Tim Dysart	8	3	6	4	4	25
6	4046	Brad Boston	5	5	7	5	9	31
7	2572	Ryan Walsh	4	7	8	6	8	33
8	4173	Jeff King	9	8	5	8	5	35
9	1766	Hobie Chritendon	7	9	9	9	7	41



Ryan Walsh and crew sail Amanda fast upwind.

Bad Start!

by John Alofsin



Photo by Lee Corbin

What separates top sailors from others is their ability to get back into the race after a bad start.

I recently competed with Kevin Mahaney in the J/24 World Championships in Kingston, Ontario. At the start of the third race we found ourselves badly buried. Coming off the line we were very headed on starboard. Expecting the wind to go back right, we decided to tack to clear our air. We found a good lane and tacked. Shortly afterward one of the Japanese boats tacked directly in front of us. Because we were still lifted on port, we wanted to continue on this tack. There was clear air below the Japanese and we footed off to get to it. The clear air we found allowed us to continue to the right

until we saw the wind shift back that way.

When our course dropped below our median heading, we tacked back to starboard safely to windward of Ian Bashford from Australia. Ian now served as a great blocker. As we hoped, the wind continued to the right and after 5 minutes we found ourselves on top of most of the fleet. Those people who had continued on starboard at the start got caught on the outside of a big lift and never made it back. We rounded the weather mark in fourth place having salvaged the leg.

At times everyone has bad starts, but what separates top sailors from

others is their ability to make the most out of a failed attempt and get back into the race.

Recently I have been editing J World's latest video, *Starting Tactics*. After spending many hours devising ways to teach people the essentials and inside "tricks" needed to get that perfect start, we realized that we had omitted one very important element of starting: how to recover if unsuccessful.

If your wind is affected by another boat you must get clear air and then get back on track with your pre-start game-plan. Before taking any action make sure



Fig. 1

you actually are in bad air. Remember that a boat's windshadow extends mostly aft. A windward boat can be as much as one boatlength ahead of you without being on your wind (figure 1).

If you are getting bad air you have two options: You can either drive off past the other boat's shadow, or tack away. Your choice should be based on your pre-start plan. If you want to go left, then consider driving off and continuing in that direction. If you planned to go to the right side of the course, then tack.

If you choose to drive off, ease your genoa and main, and foot for speed. In disturbed wind ease your backstay and outhaul for extra power. Head only low enough to sail out of the windshadow. Be careful not to bear off too far and sail extra distance. Once in good air, trim in, adjust your sail controls and get back into your normal upwind mode.

If there are too many boats ahead and to leeward and no clear air to sail into, or if your gameplan was to go right, then tack. Before tacking, look to windward for a gap between the starboard tack boats. Your goal is to find a lane on port so that you are in clear air and will only have to make small dips around approaching starboard tackers (figure 2). Once you find a good hole, tack. Start your ducks early so your course alterations are gradual and you maintain maximum speed. Be sure to ease your sails as you bear off and trim them as you head back up. Even while bailing out you should keep the boat going as fast as possible.

If you're in clear air and going the way you want, continue on port. If you don't have clear air and can't drive off to get it, or if you want to get to the left, then tack back to starboard.

Again you should first look for a good lane. If possible tack into a safe windward position behind another starboard tacker. Now approaching port tack boats will confront this "blocker" before they come to you. If they lee bow someone it will be him and not you. If they duck

your blocker they will also have to duck you (figure 3). Having a blocker allows you to remain in a clear lane longer and get back into the race.

When you find yourself in a crossing situation, stick to your gameplan and don't get tunnel vision. Just because you have the right of way doesn't mean you have to utilize it. If you want to continue on starboard tack, clearly tell port tackers to cross so they don't lee bow you. You may even have to bear off a little to allow this. When you let them cross they will be happy because you have done them a "favor" and you will be happy because you're going to the proper side of the course in clear air. If you want to go right, let him lee bow you so he is sailing to the wrong side of the course. Then tack.

When you have a bad start, don't panic! Keep your gameplan in mind and work hard to get back on track. Remember, everyone makes mistakes. It's the team that minimizes the effects of these mistakes that will consistently come out in front!

John Alofsin is the President of J World, Inc. For more information on J World's instructional videos or performance schools please call 401-849-5492 or write to P.O. Box 1500, Newport, RI 02840.

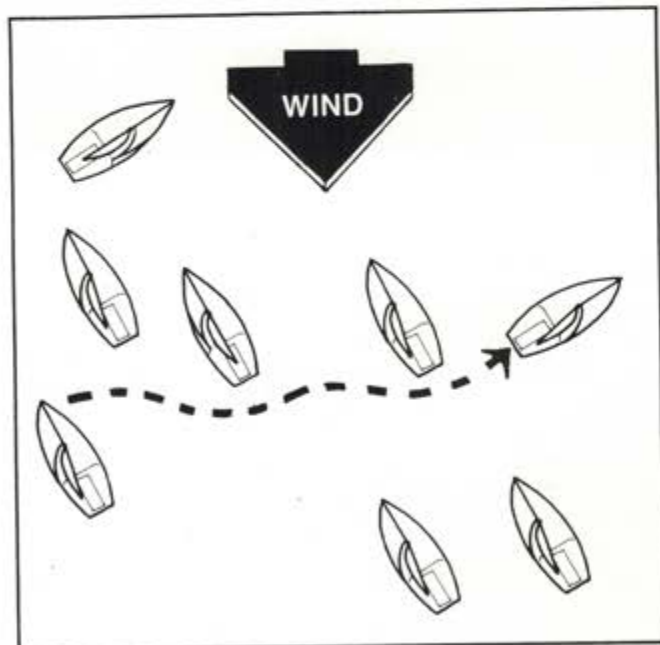


Fig. 2

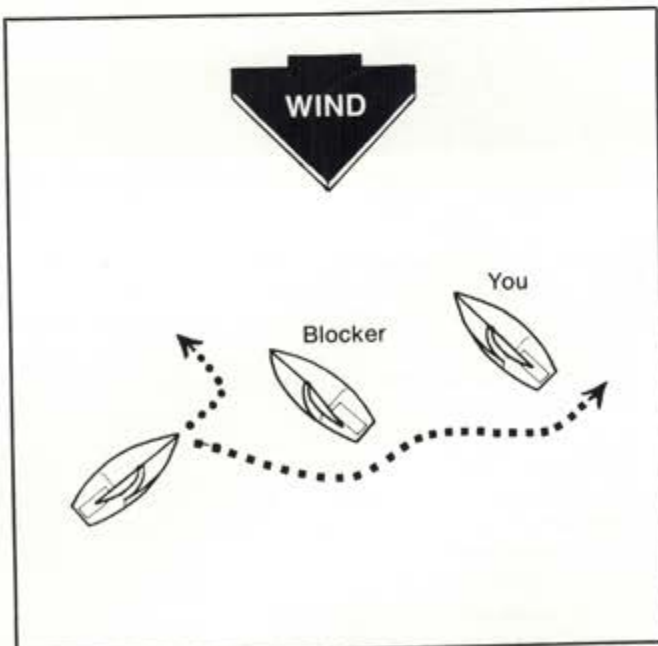


Fig. 3

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Klein Wins Worlds by Tiebreaker

by Geoff Evelyn

Consistency actually goes by the name of Larry Klein and his crew. But for a tiebreaking situation, the same can be said for Kevin Mahaney and his crew.

After a difficult week of racing and some socializing, both skippers ended up tied after a shortened race week. Both Klein and Mahaney had identical scores of 10 after five races, with Larry Klein winning the series with a first place finish in the last race held on Thursday.

The above is the short story of the 1989 Worlds and the rest of this article will be the rest of the story.

The Worlds came to Kingston as a result of a proposal made by Jim Murray, the past Canadian J/24 Class President, to the executive of the International J/24 Class at its 1985 annual meeting in Bermuda. The obvious place to hold an event such as the Worlds was Kingston, because of its excellent shoreside facilities, the expertise of the people in the

area and, most important of all, the sailing conditions in the Kingston area. Kingston has hosted the 1976 Olympic sailing events and, for the past 20 years, CORK, which is one of the world's largest sailing regattas with over 600 boats competing every year.

As can be expected, meetings were held, and all was in readiness when competitors from around the world started to check in for the 1989 World Championship held June 29-July 7. Two Australian teams arrived (with their boats) two weeks in advance of the start and impressed the locals with their speed, no doubt as a result of those sagging forestays. People were muttering that you could tie figure eights in the forestay and still have enough left over to sail with power. The third Aussie team (Murray Walters and crew) arrived later in their specially prepared limo and hopped aboard their chartered boat. Talk about really wanting to sail, Murray sold his boat

in Australia so he could come to the Worlds.

The remainder of the competitors from a total of nine countries (Canada, United States, Japan, United Kingdom, Ireland, France, Holland, Switzerland and Italy) arrived in the ensuing days to be measured, weighed and generally prepare themselves for racing. Some of the preparation included sampling the sights, sounds etc. of Kingston.

The 1989 Worlds was the first major regatta to be run under the new class weight rules, which came into effect in March of this year, and the committee was prepared to measure and weigh all boats and competitors. Additionally, the International Class arranged to have Dennis Ellis, of the IJCA Technical Committee, on hand to assist in the interpretation and application of the class rules. To ensure that all boats were constructed properly, Jeff Johnstone (the copyright holder) was on hand to inspect all the

Hallman (38) gets off the starting line in good weather position, with Klein (21) at mid line and Christianson (26) and Tawaststjerna (39) at the leeward end, in race sailed in the harbour.

Photo by Jeff Debevec





regatta committee, the International Class President, Hank Killian; the Executive Director of the Class, Dick Tillman; and the Mayor of Kingston. July 1st being a national holiday, a cruise in Kingston Harbour was arranged following the ceremonies. Many were able to attend and watch the fireworks. Fireworks of a different sort continued in the following days on the race course.

Race 1, held on Sunday out on Lake Ontario, in winds ranging from 10 to 15 knots, which were the best of the week, was won by Jim Brady. Al Constants and his crew on *Blitz* went right after the start and led for the first two legs, only to be passed by Mahaney on the third leg. Behind these two were Klein, Moore and Brady. Positions two through six changed a lot on the second windward leg, with Mahaney able to hold the lead. However, Jim Brady made a big move on the run and was able to pass four boats and hold the lead for the rest of the race. Mark Hallman and Morgan Reeser both suffered the embarrassment of being called over early by the race committee and were disqualified. Larry Klein was able to hang on for a very solid third place finish, followed by Ed Baird on *Monster Fish* and the early race leader, Al Constants, in fifth. John Kostecki, the winner of last years Worlds, ended up in seventh and Greg Tawaststjerna, the only Canadian to break into the top ten, finished eighth.

Race 2 was again held out in Lake Ontario; however, the wind had dropped considerably from the previous day. Al Constants again found himself leading the pack around the gybe mark. Larry Klein, who had gone right at the start and then came back to the left, was in 18th place at the weather mark, but was able to catch up as the fleet collapsed towards the leaders by the second windward leg. Most of the leaders stayed on port after the second windward rounding, though a few boats ran left, found some very good air and ended up ahead of the early leaders. Those few boats included, of course, Mahaney, Klein and the eventual

boats. To the credit of all the competitors, there were no major problems in the weighing and measuring of the boats, crew and sails. Kingston and the facilities at Portsmouth Harbour are ideally set up for the weighing and measuring of boats.

All boats were weighed indoors using two class scales brought in for the event, and in addition, most of the boat measuring was done indoors, the exception being those measurements that are done with the mast and boom rigged. Sam Lazier, the chief measurer for the regatta, and his volunteers were able to get all the hulls, sails and their crews completely weighed and measured well before the first practice race. Their job was made easier by some of the boats arriving with completed measurement certificates, and the assistance provided by the crew of each boat.

The opening ceremonies were held after the practice race on Saturday, July 1, and were attended by many of the competitors and volunteers. Welcoming remarks were made by members of the



Photo by Jeff Debevec

Above left: If it didn't fit, it didn't measure in!
Above right: Sea Monster chases Mustang Sally to weather.

Below left: The Kingston Town Crier began the opening ceremonies.

Below right: The USJCA sponsored a 4th of July Barbecue at Kingston Yacht Club.





Photo by Tim Peters

first place winner, Greg Tawaststjerna, and second place finisher, Morgan Reeser. This writer was one of the many very proud but nervous Canadians aboard the committee/mark boats as we watched Greg T. charge towards a first place finish. Fortunately we Canadians are a quiet reserved lot, and the urge to jump up and down passed quickly.

Monday's social activities included the first of many sailing debriefings to be

held at Portsmouth Harbour, followed by a tour of four of Kingston's finest brewing establishments. Strictly educational, of course.

Day 3 of sailing found the fleet again out in Lake Ontario, with the winds light to moderate on an overcast day (definitely out of character for the Kingston area). After the start, early race leaders Klein and Mahaney, who had a poor start (read buried in the second row at the committee

boat), tacked their way clear to the right, picked up a shift and found themselves up with the leaders. Klein and Mahaney crossed each other a couple of times and rounded the mark 2-3 boats behind Ian Bashford, who had a good lead. There were no changes on the reaches and on the second beat "Basho" continued with his lead. Klein ended up going right and was passed by Mahaney but was able to get him back near the windward mark and at that point the Australian had such a good lead, Larry concentrated on covering Mahaney and the rest of the fleet, finishing second behind Bashford. Mahaney held onto third, with Mark Hallman fourth and Al Constants getting another fifth. John Kostecki ended up eighteenth and first-race-winner Jim Brady had a disastrous forty-five. Racing was followed by a barbecue sponsored by the United States Class, so we all could celebrate July 4th in proper style.

Above: Kostecki (23) rounds ahead of Klein (21) and Wiggins (KC1943).

Below: Sailing Lucy (a.k.a. Casual Six), Isler leads a pack to the reach mark.



Photo by Jeff Dubovick

Wednesday found the fleet motoring out to the lake. However we soon found ourselves motoring back into the harbour, looking for wind. Any wind. The high point of the day on the lake was watching the Aussie teams climbing up on each other's shoulders looking for wind. The current record for this activity is four people. The day's fruitless search for wind was followed by a visit to historic Old Fort Henry. The fort was built to protect Canada from the invading hordes from the south. After looking at the final results of the regatta, even the guns of the fort didn't help.

On Thursday the Race Committee, after having spent the previous day looking for wind out on the lake, decided that the best place to take advantage of the famous Kingston thermal was inside the harbour. Race 4 was held in light winds again. There is a local condition inside Kingston Harbour that makes the left side of the course favoured when the wind is from the southwest. Race 4 was no exception to the rule. The series leaders, along with Geoff Moore, Ed Baird and John Kostecky, were able to get left and everybody played follow-the-leader until just before the finish line, when Geoff Moore was able to pip Kevin Mahaney.

The Race Committee, in an effort to get in a full series, set up late in the afternoon for Race 5, again in the harbour. The conditions had not changed from the earlier race. Larry Klein was able to get his best start of the regatta and went to the favoured left side along with Mark Hallman and the current Women's World Champion, J.J. Isler. Klein and Mahaney crossed each other, with Larry letting Kevin go by at one stage. Mark Hallman led at the windward, gybe and leeward marks. However, a wind shift at the leeward mark gave Klein an opportunity to get by and that, combined with a bad tack by Kevin, allowed Larry to sail a cover race from that point onward. The pleasant surprise of the day was Roger Yeoman taking third place, followed by Kevin Mahaney in fourth. Mark Hallman had been able to hold his second place. Thursday's racing was followed by a banquet for all competitors. Keeper mementos were given, along with awards to the daily winners to date.

The last day of the regatta found the fleet again motoring out to Lake Ontario looking for wind. Unfortunately the wind that was out in the lake would not settle down enough to lay a proper course. To make matters worse, a front moved



Photo by Jeff Debevec

Boats moored at Portsmouth Olympic Harbour.

Mark Laura (27) rounds leeward mark just ahead of Tillman (Catch-24) and Read (34).



Photo by Brian Nisbett



through, accompanied by thunder, lightning, and huge hail stones. Most of the boats lost their masthead flies. By the time the front moved through, the wind had dropped to nothing and the Race Committee, faced with the fact that they could not find wind inside the harbour, decided to cancel the last race. This writer, having spent the day in one of the committee boats and aware of the decision of the Race Committee Chairman, was able to witness the great disappointment of the crew on Kevin Mahaney's boat. They obviously wanted the chance to get that last race in and have the opportunity to battle it out with Larry Klein. It was not to be, and Larry Klein won the 1989 J/24 Worlds by virtue of his first place finish in Race 5, on Thursday.

Ok, we now know that Larry is the World Champion, but how did he do it? I had the opportunity of reliving the regatta with Larry, and the thing that struck me the most was his continuing comment that yes, he had good speed, but it was his belief that low was the fastest way around the course and he did not concentrate on pointing. After winning the J/24 Worlds, he did the same at the Etchell-22 Worlds; not bad for a former sailmaker who now runs the J-World sailing school in the San Diego area.

I'm sure that all "J" sailors throughout the world will join me in congratulating Larry and his crew of Ron Rosenberg, Leslie Deardorff, Bill Fortenberry and Brad Dellenbaugh, in their success at the Kingston J/24 Worlds.

Geoff Evelyn is the president of the Canadian J/24 Class Association and served as the Regatta Chairman for the 1989 World Championship. He and his wife (and foredeck) Wendy live in Oshawa, Ontario.



J/24 World Championship XI Kingston, Ontario

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	US4171	21	<i>Fly Mo J</i>	Lawrence Klein	3	4	2	6	1	10
2	US3379	44	<i>American Garage</i>	Kevin Mahaney	2	3	3	2	4	10
3	US3694	38	<i>Surfer Girl</i>	Mark R. Hallman	60	5	4	11	2	22
4	US456	10	<i>Not to Worry</i>	Geoffrey Moore	6	12	60	1	7	26
5	US4029	04	<i>Monster Fish</i>	Ed Baird	4	19	10	3	12	29
6	US3775	07	<i>Blitz</i>	Al Constants	5	6	5	13	36	29
7	KC4416	39	<i>Twister</i>	Greg Tawaststjerna	8	1	13	9	39	31
8	US1211	47	<i>Maiden Hong Kong</i>	Jim Brady	1	10	45	19	6	36
9	KA142	29	<i>Fruitcake</i>	Ian Bashford	14	9	1	12	19	36
10	US3466	48	<i>White Out</i>	Morgan Reeser	60	2	6	8	23	39
11	US4553	23	<i>Pee Wee</i>	John Kostecki	7	60	18	4	11	40
12	US4448	26	<i>Magic Bullet</i>	Jack Christiansen	9	17	15	5	13	42
13	I-189	24	<i>Jet C</i>	Alberto Signorini	13	18	17	7	9	46
14	US4351	34	<i>Mustang Sally</i>	Ken Read	11	8	19	34	10	48
15	US4186	40	<i>Houdini</i>	Eric Arndt	10	11	24	44	5	50
16	US4459	27	<i>Eskimo Pie</i>	Mark Laura	12	14	7	21	43	54
17	US3481	32	<i>Thunderstar</i>	Scott Young	15	15	9	41	16	55
18	US4270	13	<i>Little Dangerous</i>	Jim Kinsey, Jr.	60	7	36	16	24	83
19	KC4558	11	<i>Dry Ice</i>	John Roy	23	38	8	15	52	83
20	US3894	46	<i>Lucy</i>	J.J. Isler	60	16	25	37	8	86
21	US3701	06	<i>PMS</i>	Scott Ferguson	16	13	32	38	25	86
22	K2907	01	<i>Ol' Baldy</i>	Roger Yeoman	24	27	33	36	3	87
23	KA145	35	<i>WattawoppawoomerA</i>	Peter Thomson	29	26	23	25	14	88
24	US1983	33	<i>Chinchilla Buck</i>	Kevin Doyle	21	25	26	26	17	89
25	KA129	41	<i>Chardonnay</i>	Murray Walters	34	60	20	14	29	97
26	KC3913	12	<i>Three Speed</i>	David Tawaststjerna	20	33	28	27	22	97
27	IR1183	09	<i>Jaws</i>	John Ross-Murphy	17	46	21	20	42	100
28	KC2345	53	<i>Shane</i>	Jeffrey Long	26	20	53	10	46	102
29	US657	16	<i>Bateau Blanc</i>	Bennett Taves	31	41	11	58	20	102
30	K196	08	<i>Ryfle</i>	Michael Hobson	18	22	16	48	58	103
31	KC1943	43	<i>Party Shoes</i>	Andrew Wiggins	30	34	30	17	26	103
32	KC2583	19	<i>Heroes and Villains</i>	Greg Bowser	28	24	38	30	21	103
33	K4175	18	<i>Never Let a Dago By</i>	Nicholas Whipp	60	44	27	24	18	113
34	US1010	42	<i>Catch-24</i>	Dick Tillman	42	45	14	45	15	116
35	KC3424	56	<i>J-Walker</i>	Sean McDermott	43	21	29	35	31	116
36	F2171	55	<i>Jail Bait</i>	Frederic Laffitte	19	43	60	18	37	117
37	KC3849	30	<i>Blue Train</i>	Don Williams	60	28	22	23	44	117
38	H1	54	<i>Emperor of the Swamp</i>	Chris Jongerius	22	31	39	42	28	120
39	US272	02	<i>Flour Power</i>	Fred AmRhein	33	32	31	55	27	122
40	K4204	36	<i>Parkview</i>	Stuart Mount	25	37	40	31	32	125
41	US3883	22	<i>Perdido</i>	Elliot Rossen	32	36	49	29	34	131
42	KC2241	17	<i>Hot Ticket</i>	Russ Severnuk	27	30	46	53	30	133
43	US4435	49	<i>Team Tonka</i>	Steve Bowers	60	29	12	49	47	137
44	KC3782	59	<i>Varmint</i>	Don Osborne	45	23	49	33	49	149
45	KC2594	05	<i>Chain Smoker</i>	Peter Van Rossem	60	39	60	22	35	156
46	KC1169	37	<i>Rumpus</i>	Chris Koper	35	51	50	32	48	165
47	J4063	31	<i>Olive 3</i>	Shigekazu Hagiwara	37	49	42	52	38	166
48	I-22	15	<i>Bunky's Boat</i>	Enrico Masini	60	53	35	46	33	167
49	KC1934	52	<i>Dark Star</i>	Tom Taylor	60	40	43	47	41	171
50	KC3307	58	<i>Quick Nick</i>	Katie Nicoll	40	35	48	51	56	173
51	KC3366	57	<i>Premature Grey</i>	David Covo	38	47	47	43	45	173
52	KC4107	50	<i>Awesome</i>	Michael Kennedy, II	36	48	54	40	53	177
53	US2331	25	<i>Sea Monster</i>	Hank Killion	46	55	52	28	55	180
54	US4297	51	<i>Gopher Baroque</i>	Glenn Gustafson	60	52	41	39	51	183
55	KC2130	20	<i>Free Agent</i>	Graham Moss	44	56	37	50	54	185
56	J3826	03	<i>Claris</i>	Hirofumi Yasuda	60	50	44	60	40	194
57	J3799	14	<i>Honky-Tonk</i>	Moto Hayashi	41	60	55	56	50	202
58	Z3860	28	<i>Skeleton Crew</i>	Heini Rusterholz	47	54	51	54	60	211
59	J4584	45	<i>Manta</i>	Nobuaki Tani	60	42	60	57	57	216

How to "Tune" Your J/24

by Jim Keesling

Before I get into the finer points of "tuning" the J/24, we need to define Pb.

Pb: a definition.

1) Symbol for the element, Lead:

A soft, heavy, dull-gray metallic substance bolted into the forward and rear bulkheads, used to bring a twenty-four foot, racing sailboat up to minimum dry weight.

2) A substance you can't dance to.

Throughout any sailor's career, we all can remember the tactical decisions that lost the regatta or series, and still wonder why the unfavored side didn't pay (no one is there – clear air – more breeze – should'a worked). Well, the

decision to leave that heavy stereo and speakers on board *Catch 24*, an "older, heavy" boat, was definitely a winner. I will never forget weighing in at the Worlds and seeing 1272 flash upon that digital scale as the dry weight (1270 being the minimum).

The following is a description of the "tunes" on board. Since the system is considered fixed equipment and part of the "basic yacht" weighed dry, the advantages over lead are obvious.

I remember reading a list of replacement parts for the J/24. One was the step box in front of the cooler. What a concept! Since my cooler is stock '78, is used to hold several varieties of beer and consists of mainly styrofoam and duct-tape, using it as a step is out of the question.

With some 1/8" teak plywood, 4 polycone 6-inch woofers and lots of varnish, I now have a nice looking, functional, sub-woofer step box right in front of the cooler. The four speakers are separated into two channels, left and right (port and starboard). The left channel is the left half of the step box with one speaker facing forward and one facing aft. The right channel has the other speakers facing forward and aft. Since bass is non-directional, the speaker doesn't have to be pointed in a certain direction for the sound to be heard. Position the box where it works best as a step, right in front of the cooler. The entire box is hollow and sealed air tight, allowing the speakers to perform their best.

Second, I use two satellite speakers bolted to the top of the interior bulkhead facing aft. They are polycone two-way speakers enclosed in a small box. These two speakers are acting as the mid range and tweeters for the system. The sub-woofer step box, believe me, is plenty of bass. You can feel it anywhere on the boat. With the hatch open, the mid-range and highs from the top bulkhead speakers can easily be heard by anyone sitting in the cockpit.

Last are the rear satellites. I use two, three-way 6x9 inch speakers mounted in a wooden box. They are part of the stereo, but since they are not bolted to the yacht, they must be weighed in as part of the all up sailing weight, and not dry weight. They are optional, but any fore-deck in their right mind wouldn't let you leave the dock without them (the interior speakers can't be heard way up there). When we are racing, they store nicely under the chart table. If you are not too worried about the weight, then just store them in the rear lazarettes and slide them forward to the rear bulkhead. Now they are in easy reach for those times when you round the weather mark DFL and

Catch-24 crew dances to tunes, not lead.

Photo by Kerri Cunningham



need a release of tension. *Jimmy Buffett* works the best, or the tape, *Music To Wear Sunglasses By*.

When choosing any speakers for your boat, the most important feature is the polycone. It keeps the speaker moisture proof, and won't deteriorate the way a paper cone does. Who knows how many times my rear speakers have been drenched in water fights, dragged around a leeward mark after a crash jibe, and extensively rained on for hours (Opening Day-Seattle, 1988)!

The whole system is powered by one amp. It is an Audio Mobile SA1600. It has the crossover built in for the sub-woofer, and two channels for the satellite speakers. Just plug it in and it works. If you want to use ordinary amps to power the system, make sure they are crossed over so you don't blow your satellite speakers. Remember, they do not need the low frequencies for bass. Use a crossover that eliminates all high-end for the sub-woofer box. Any good car stereo installer or salesman will understand all of this and be of great help.

Any car tape player works well, since the amp is the power to the system. It will make any tape deck sound great! I recommend a tape player with auto reverse. It is always frustrating having to turn or rewind the tape. Bolt the tape player and amp in the cabinet near the fuse panel. I run all of the power through the "instrument" fuse, and ground the system to the chain plate near the fuse panel. When the fuse is turned off, all the power to the amp and stereo is off and you don't drain the battery too quickly.



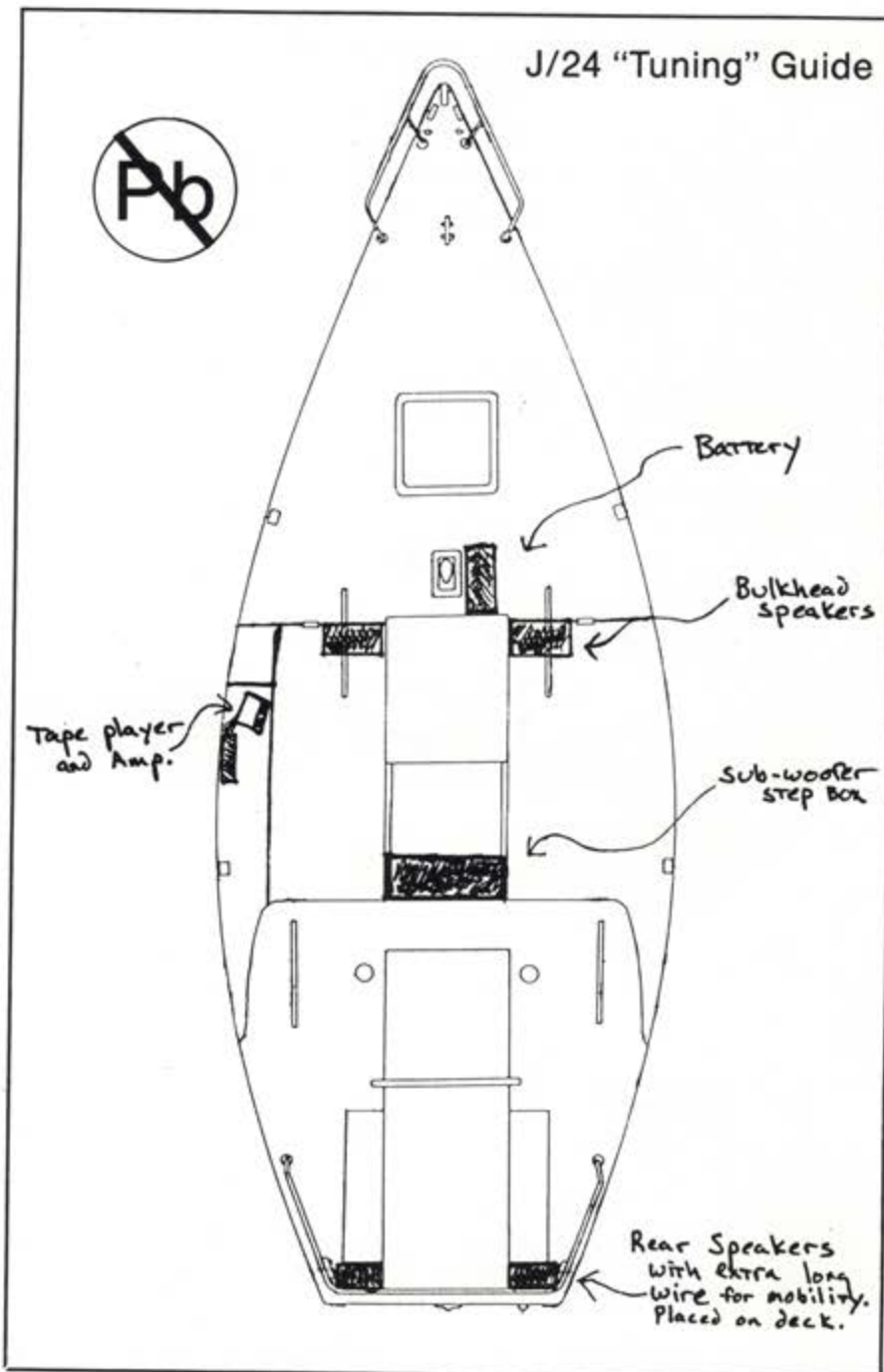
"Tuning" expert Jim Keesling.

To keep the system sounding great, I would use one of the new gell-cell batteries available. The Prevailer 40 is one of the best; it is waterproof, temperature proof, and recharges well. My boat was stored up in the mountains of Colorado all winter and six months later, after minus-30 degree weather, the stereo still worked great. I have recharged the battery once this summer.

Don't think of the work it takes to install a complete stereo system. Think of how much more fun you and your crew are going to have out sailing. And con-

sider where the weight is (over the cabin and not in the ends of the boat). It makes a lot more sense than adding lead to bring your yacht up to minimum weight. 'Cause we all know, "You can't dance to lead!"

Jim Keesling is District 18 Governor and sails Catch-24 (1010) as a member of Lake Dillon Fleet 46 in Colorado. He works for Travel Associates, Inc. in Denver (800-548-5488).



Major Regatta Preparation

by Larry Klein



Photo by Tim Peters

Larry Klein and crew on Fly Mo J round weather mark first in 1989 World Championship race.

Almost every winner of a major regatta has one thing in common – preparation. I think that good preparation is the most important ingredient affecting finishing position. This includes preparing the boat bottom, deck layout and rig; the crew (including skipper), and sails.

To illustrate my point, I would like to describe how I got ready for the 1989 J/24 Worlds. First, I set the goal of winning the Worlds last fall after we qualified in Seattle. Then we mapped out the regattas we wanted to sail prior to the Worlds, and made a logistics plan. We took 4171 to the Midwinters in Miami, and afterward dropped it off in New Orleans so we could return in February to sail the Gulf Coast

Championship. After this regatta we brought 4171 to California and sailed in the Worlds qualifier in Long Beach. This regatta had very good competition and allowed us to test our speed in lots of different conditions. In doing so, we really learned what rig tune worked best with our sails. We zeroed in on mast butt position, shroud tension and angle, and kept records of what was fast. When we went to Kingston we didn't have to worry about learning these things there.

From here I'll break down the other aspects of preparation.

Bottom: Before the '89 Midwinters, 4171 visited Brian Hutchinson's shop to have the keel faired. This work had been

done by the previous owner, but we wanted to change it. We felt that the rudder was okay so we left that alone. Our speed in Miami convinced us that our bottom was good.

Just before the boat went to Kingston it visited Brian's shop one more time for minor cleanup – patching small scratches and chips and double checking that everything was legal. Nothing is worse than having to change your keel at the regatta site. When we arrived in Kingston, the whole crew attacked the bottom one last time with sanding blocks and 600 paper, which we had brought along so we wouldn't have to search for it. At this point we were confident that our bottom was as

good as any boat there. During the regatta, Ron Rosenberg, our trimmer, dove down to check the bottom every morning to make sure it was totally clean.

Boat Weight: Prior to going to Kingston we weighed the boat to find out how much lead and fiberglass to take with us to get up to minimum bare hull weight. We decided not to add any optional equipment nearer the center of the boat, but rather to put in whatever lead was needed. It turned out that we had to add 126 lbs., but we were ready with all the materials at hand.

Deck Layout: 4171's deck layout is pretty normal - no halyard winches, jib halyard forward on starboard side, main halyard forward on port side. In Kingston, trimmer Ron added cleats on the rails so he could cleat the jib sheet next to him. We added a shock cord retractor on the backstay adjuster.

Rig Tune: We already have our numbers down. But we tried something new to tune the mast from side to side. Rather than measure to the rails with a halyard, we lined up the mast with the keel, using a string held vertically as a simple transit to help us eye the two. We felt that having the mast parallel to the keel was more important than relative to the sheer-line.

Then our tactician, Brad Dellenbaugh, carefully charted how many turns

to put on the shrouds to reach the different poundages we had determined were fast as the conditions changed. This way we didn't have to keep checking them on the water with a tension gauge.

Crew: This was the biggest question mark in our preparation. Brad Dellenbaugh was the only one of our crew with whom I had sailed in the J. And, in fact, our foredeck, "Wild" Bill Fortenberry, was a late addition when another fellow got a job two weeks before the regatta. So I would have to say that we were not well prepared here. Because of this, we arrived in Kingston ready to sail on the Tuesday before the regatta started, so we could practice. Luckily, everybody on the crew were outstanding sailors and had lots of J/24 experience. Because everything else was ready, we were able to spend every day sailing (save one day for measurement) and had complete trust in our ability to out-boathandle any of the competition after five days of practice.

Psychological: As a helmsman, it is very important to me to have the crew take responsibility for a lot of the details so I don't have to worry about them. There are enough things to worry about! Ron handled keeping the bottom clean. Brad handled the lead and shroud tension adjustments. Bill was responsible for making sure we had adequate gasoline for the engine. And Leslie Deardorff, our

halyard person, made sure that the extra gear needed to bring the boat to sailing weight was collected and weighed during measuring and was on the boat in its proper location. All I had to do was worry about getting a good start and steering the boat fast.

Sails: We used the same design sails all year and got very comfortable with them and our rig adjustments. I think it is very important to not make any big changes in sails before a major regatta and to go ready for any condition. I've been surprised to see some very successful sailors change what they've been doing just before a big regatta, only to go slow.

I think that attention to all the details is important, both for your actual speed and confidence that your gear and crew are as good as anybody else's. In our case, we felt that.

Larry Klein is the current 1989 J/24 World Champion and 1989 Etchells 22 World Champion. He was the overall winner of the 1987 SORC and has won major championships in seven classes. He is the director of J World San Diego (1-800-666-1050).



Photo by Franco Rodino

World Champion team Bill Fortenberry, Leslie Deardorff, Brad Dellenbaugh, Ron Rosenberg and Larry Klein accept perpetual trophy.

Swanson Team Victorious at '89 Rolex IWKC

Even before the first competitor hit the water it was obvious that the third biennial Rolex International Women's Keelboat Championship was going to set new standards. The Russians were coming, with two teams! New Zealand and Australia would each have representation. Entries were in from Canada, Japan, England, Ireland, Sweden, West Germany, South Africa and the Netherlands. And the roster of U.S. teams confirmed that all the top American women sailors were going to be on the starting line.

1989 marked the third time the world's best women sailors gathered in Newport for the Rolex championship, an event open to all female skippers and crews, each of whom is a member of a yacht club, a class association or a national federation. Since its inauguration in 1985, the USYRU event has been hosted by Ida Lewis Yacht Club and sponsored by Rolex Watch, U.S.A. Happily both Ida Lewis and Rolex will continue in these roles through at least 1991, while the USYRU Women's Coordinating Committee and its International Women's

Keelboat Championship Organizing Committee continue to finely tune and nurture the event.

Two days were set aside for registration and measurement, beginning Friday, September 15. The long process proved to be easier for some than others. The Soviet competitors struggled along with very limited English and an even more limited knowledge of their J/24s. In fact, neither team had ever seen one until they boarded their chartered boats!

Fort Adams State Park, a huge harborside sailing facility, was the setting for the busy measurement scene. Sailors headed to the "mule barn", official regatta headquarters, for registration and sail measurement. Then it was back to the hoists at the Admiral's Dock to check hulls, masts and keels. By Saturday evening, all the boats were nestled at the docks at Fort Adams, rigged and race-ready.

The opening ceremony Saturday night was held at Ida Lewis Yacht Club in a torrential rain storm. Undaunted by the elements, the Mayor of Newport, Robert

McKenna, proudly presented each competitor with a commemorative medallion struck by the city of Newport to celebrate its founding 350 years ago.

The skies improved for Sunday's scheduled practice race, but the wind machine was kaput. The race started in light fluky air and was abandoned when nary a racer reached the windward mark within the first hour. Talk that evening at the J Boats-hosted reception for all competitors focused on the coming week. The general consensus was that competition was going to be TOUGH and that a measure of luck and a minimum of errors were going to be required to take home the silver.

The Rolex championship, a best-six-of-seven race series, tested team skill in a variety of sea and wind conditions. Two races were sailed Monday, September 18, inside Narragansett Bay in 12-16 knot breezes and sloppy seas. Tuesday, the fleet was sent "outside" for two races on Rhode Island Sound, where 6-12 knot winds prevailed with intermittent heavy rain and high swells. Winds blew in the 6-12 knot range for the remainder of the series. One race was sailed Wednesday and the series concluded on Thursday—a day early—with the final two races. The Race Committee watched Hurricane Hugo's progress as it headed for the Carolina shore, and decided to go for two races on Thursday instead of the traditional "around Conanicut Island" race that was scheduled. Racing was cancelled on Friday when early-morning fog failed to lift. With Hugo's wake in the offing, competitors were anxious to haul boats and get them safely tied down to weather the storm.

Jody Swanson of Buffalo, NY and her six-woman crew of Jill Swanson (Amherst, NY), Debby Hopkins (Centerville, OH), Brenda Crane (Norwalk, CT), Kim Cannon (Kenmore, NY), and Kiki

Martha Altreuter (Bow 26) and Nancy Haberland (Bow 32) sail upwind in 46 boat fleet shortly after start of first race.



Photo by Onne Van der Wal

Couch (Noroton, CT) were the ultimate victors, scoring an impressive win over the 46 competing teams. Swanson, a 1987 Collegiate All-American from the University of Michigan, was just off her win of the USYRU Women's Championship for the Adams Cup, held in Milwaukee, August 26-31. She finished 12th in the 1987 Rolex International Women's Keelboat Championship.

Swanson sailed a flawless series and had the option of not sailing the final race without affecting her first-place position. A bullet in the sixth race on Thursday clinched her victory. However, Swanson and crew did sail the seventh race Thursday afternoon and again scored line honors, her third of the series.

Swanson maintained her lead throughout the series with consistent finishes of 2-2-3-4-1-1-1. With one throwout, her cumulative score totaled ten and distanced her from runner-up Betsy Alison of Newport, RI, by eight points. Karen Neri, Bonnie Shore, Trish Walcott (all of Newport, RI), Wendy Lotz (New Canaan, CT), and Ann Brush (Burlington, VT) crewed for Alison, winner of the inaugural Rolex keelboat event in 1985 and three-time Rolex Yachtswoman of the Year.

Defending champion J.J. Isler (San Diego, CA), '87 Rolex Yachtswoman of the Year, and her crew Pam Healy, Jennifer Dunbar, Louisa Sims Heer (all of San Francisco, CA), Margi Fetter (San Diego), and Nina Nielsen (Newport Harbor, CA), finished third overall with 38 points.

Trophies were awarded for first place finishes in each of the day races and for first through tenth place winners overall. The Swanson team received engraved silver goblets and Patagonia jackets for winning the Rolex championship. They also won a special trophy for being the number one team overall at the midweek point. The Rolex Oyster Perpetual Trophy was awarded to J.J. Isler and crew, winners of the fourth race. The Rolex perpetual trophy for the championship will be inscribed with the names of the Swanson team. Their victory qualifies them for the 1990 J/24 World Championship slated for June in Dublin, Ireland.

"We can't believe the series we sailed," said Swanson. "Everything fell into place for us. The level of skill among the competitors was really terrific. A combination of good boat speed - acquired during a summer-long tune-up against



Crew on Insured Success (Bow 22) helmed by Susan Milnes Wallace, prepare for spinnaker set.

tough competition - and playing some important shifts just right allowed us to come out on top of a very competitive fleet."

The regatta's high level of quality competition was evidenced by the participation of several national and international singlehanded and doublehanded sailing champions, Adams Cup winners, one-design champions, multiple Olympic hopefuls, two Olympic gold medalists - Allison Jolly and Lynne Jewell Shore, and a full roster of Rolex Yachtswomen of the Year from the last two decades.

The week's social schedule was packed with an official "party" each evening. The J Boats reception was held at Ft. Adams State Park at the Eisenhower House, a victorian treasure which once served as the summer White House. Monday, Tuesday and Wednesday, hearty fare and spirits were served under a huge tent erected next to the Mule Barn. Sailing World magazine hosted a cook-out one evening, and Ida Lewis Yacht Club served up some three-alarm chili one night and barbecue chicken another.

"Singing Sam, the Banjo Man" stopped by during one of the parties. His banjo turned out to be the most popular item as it was commandeered by a competitor from Ireland for a short "ditty," and then by one of the Russian teams for a folk medley.

Friday, Rolex sponsored a gala reception and awards presentation at Marble House in Newport. Everyone looked and felt glamorous as they entered the sumptuous mansion that was once yachtsman Harold S. Vanderbilt's summer "cottage." With no shortage of men, who were teasingly addressed as "racer chasers", a great band kept everyone on the dance floor for hours!

Toasting the competitors and their achievements at the awards ceremony, Roland Puton, President and CEO of Rolex, commented with great pride about the corporation's continued affiliation with the event. "Since 1985, its stature as an international competition has grown tremendously," said Puton. "We look forward to the fourth Rolex championship in 1991 with great pleasure."

1989 Rolex International Women's Keelboat Championship
Newport, Rhode Island
September 15-22

*One throwout

POS	BOW	YACHT	SKIPPER	HOMEPORT	1	2	3	4	5	6	7	TOT*
1	6	Swan Dive	Jody Swanson	USA	2	2	3	4	1	1	1	10
2	43	Soft Sail	Betsy Alison	USA	4	3	5	2	4	2	2	17
3	11	White Out	J.J. Isler	USA	11	1	2	8	47	20	3	38
4	41	Flamingo	Heidi Backus	USA	8	23	6	5	18	4	4	45
5	39	Aja Minor	Allison Jolly	USA	12	4	12	10	7	8	18	53
6	44	Gruppo Sportivo	Heidi Ziegler	USA	6	12	4	47	3	23	6	54
7	12	Lucy	Cory Fischer Sertl	USA	7	10	9	13	9	7	22	55
8	22	Insured Success	Susan Milnes Wallace	USA	5	9	20	6	47	9	9	58
9	7	No Quarter	Leslie Deardorff	USA	9	7	28	3	11	25	8	63
10	32	Not To Worry	Nancy Haberland	USA	3	11	10	7	21	12	47	64
11	14	Moon Fish	Leslie Egnot	New Zealand	20	8	8	11	19	6	47	65
12	46	Great Balls of Fire	Titch Blachford	England	1	5	17	14	12	29	33	78
13	33	No Bananas	Denise Robinson	USA	16	19	15	8	17	24	13	88
14	23	Willie Nelson	Sheryl Graves	New Zealand	14	21	30	12	14	11	19	91
15	36	Lounge Lizard	Heather Gregg	USA	13	18	23	27	26	13	5	98
16	30	Twisted Sisters	Barbara Beigel-Vosbury	USA	17	14	27	16	10	14	27	98
17	31	Six-cess	Tricia Yeoman	USA	23	22	19	24	6	21	16	107
18	17	Miss America	Karin Olsen	USA	20	28	29	20	8	5	29	110
19	26	Opus	Martha Altreuter	USA	18	17	16	43	2	33	25	111
20	40	Light Spirit	Becky Wilson	USA	34	6	18	32	16	16	26	114
21	8	Sleeper	Carol Robinson	USA	47	20	26	23	13	18	14	114
22	3	Hagstromer	Margareta Nylen	Sweden	15	47	11	9	47	22	11	115
23	2	Touch of Grey	Mia Thompson	USA	29	16	25	21	22	31	7	120
24	35	Private Idaho	Stephanie Schmidt	USA	47	47	7	17	25	3	24	123
25	45	Fin	Nan Hall	USA	28	24	8	18	39	28	20	126
26	27	PMS	Kim Ferguson	USA	32	47	43	15	5	10	30	135
27	25	Blitz	Clare Foley	Ireland	25	41	38	22	27	27	10	149
28	20	American Garage	Marcia Peck-Mahoney	USA	21	25	43	38	24	19	23	150
29	42	Grand Illusion	Lee Corbin	USA	33	36	24	25	23	35	17	157
30	4	Estrogen	Jackie Kessler	USA	35	47	23	31	20	42	15	166
31	21	Quick Nick	Katie Coleman Nicoll	Canada	32	25	14	29	39	41	28	167
32	19	Lady J	Kirsten Tamm	W. Germany	19	47	32	19	35	15	47	167
33	1	Joop	Helen Wolters	Netherlands	27	26	22	30	28	36	47	169
34	37	Hooligan	Jane Kirk	USA	39	30	21	26	47	17	41	174
35	10	Pink Kiss	Mikiko Tsuchiya	Japan	38	27	31	39	30	47	12	177
36	13	One Way Out	Susan Thompson	USA	40	37	36	36	15	32	21	177
37	29	Outrageous	Nancy Phillips	USA	26	29	34	28	33	30	34	180
38	9	Grafix	Cathleen Graf	USA	24	33	35	34	36	43	36	198
39	16	Salsa	Judy Provoyeur	S. Africa	41	38	41	35	32	26	32	204
40	18	Flying Circus	Mary Fraser	Canada	31	23	40	43	34	47	35	206
41	34	Splash Dancin'	Anne Eager	USA	30	35	39	40	47	37	37	218
42	38	Little Marma	Yumiko Takano	Japan	36	32	37	42	31	47	47	225
43	28	Gang of Four	Susan Tuff	USA	42	40	42	44	38	34	38	234
44	24	Sneakers	Adele Jardine	Canada	37	39	45	41	41	38	39	235
45	5	Glasnost	Elena Morozova	USSR	47	34	44	37	37	40	47	239
46	15	Ellada	Tamara Povetkina	USSR	47	41	46	45	40	44	40	256



The Rolex IWKC perpetual trophy, an Orrefors crystal bowl donated in 1985 by Sweden's J/24 Class Association, is presented to the crew of Swan Dive; from left are Kim Cannon, Jill Swanson, Kiki Couch, Roland Puton of Rolex Watch USA, IYRU Judge Bengt Julin of Sweden, Jody Swanson, Brenda Crane, and Debbie Hopkin.

Information and Communication is the Key

by Steve Ulian



Kevin Mahaney, with trophy, and his Worlds team, from left, Owen Cole (bowman), John Alofsin (cockpit), Dave Curtis (middleman) and Steve Ulian (railrider).

How often have you wondered what tricks sailors like Dave Curtis, John Kostecki or Kevin Mahaney use to always finish at the top of the fleet.

I always told myself that if I knew all their tricks I could be just as good. It wasn't until I had the opportunity to sail with Dave Curtis that I learned, in fact, there are no tricks. These "rock stars" do the same things as you or I do on the race course, and they look for the same things as well. The real difference is in the concentration of the crews on these winning boats and the ability of each person on the crew to communicate the pertinent information they see to help win a race or a regatta. There is no price on the information you can get on the race course, and there is no reason any crew member should be excluded from helping to garner that information.

Each person on board a J/24 has a specific mechanical duty to perform, but

in addition, each crew member should have an information gathering job as well. The success our J/24 team has had is directly attributed to having everyone on board tuned into the race all the time, looking for specific clues as to where to go and how to go fast. At the Worlds in Kingston, we were very fortunate to have a fantastic team consisting of Kevin Mahaney driving, John Alofsin in the cockpit, Dave Curtis in the middle, Owen Cole on the bow and myself on the rail. I would like to share some of our methods and give you some examples of how to keep everyone on the boat involved in the race and at the same time improve your performance out on the water.

Typically, a J/24 crew consists of five people, but the following methods can be utilized on any boat with any size crew. The "trick" is to always be looking for information and then communicating

as quickly and concisely as possible the pertinent stuff to the rest of the crew.

On our J/24 each person has a specific area to cover on the race course. This does not mean there is no overlap, but rather each crew member has an area of concentration, but is also expected to help in all phases of information gathering.

The breakdown on our crew is as follows, beginning with the bowman. Remember, this information gathering process is in addition to all other crew responsibilities. It takes time and practice to put it all together as well as the confidence and patience of the helmsman or boat leader. Just because the crew is looking, doesn't mean they will pick out every shift and call every puff correctly right away. It will take awhile to get your system down and to help everyone on the boat learn what to look for. But in the end your boat will be much better off and everyone will have more fun.

The bowman on our team is Owen Cole. He is responsible for giving information about immediate puffs and waves. He is the first one on the rail and thus can see the puffs and waves on the water. The bowman should be calling out "puff in five seconds and even more velocity behind it" or "lull coming with bad series of waves." This information lets the helmsman anticipate when to ease or trim the backstay and traveller as well as when to be ready to drive the boat through the waves or pinch for height in a flat spot. It is not easy to call every puff correctly, but if you are concentrating on it you will get better. When I started with Dave Curtis and Kevin Mahaney, it was as bowman, and I was happy to make 50% of the puff calls correctly, but with practice, I have improved my average. The important thing is to keep your bowman involved and concentrating on giving you good information about the wind and water ahead.

The "railrider" or second person back on our boat, namely myself, is responsible for the big picture. This person should be your best eyes and a trusted adviser. The railrider should be in tune with the compass and all windshifts. This person should have mean compass headings on both tacks and should reference all his compass readings from these means. Your railrider should be looking up the breeze to report information on the overall tactical situation. A call from your railrider should be something like this - "We're up 10 degrees from mean and Kosteki's wound up inside, but it looks like Brady's down on our tack below, so the header's coming, let's hold on."

This person must constantly impart what is happening on the course, reporting overall trends in the compass headings and what other boats around are doing. The railrider has the fewest responsibilities in terms of crew work, but the most in terms of tactics, so it is important to find someone you trust for this position. The railrider, in turn, must learn not to inundate the helmsman with useless information. Our team has found that short succinct phrases work best and fastest. Rather than saying "Well, we are down about 10 degrees from our last time upwind and it looks like the left will pay off if it keeps going that way, so maybe we should get over there," instead you should say "Down 10 degrees from mean, left is paying, I say go left." Keep it short and simple and say what you think. The ten seconds you save in communicating could mean five or ten boat lengths at the next mark. You will not be correct all the time, but with practice concentrating on looking around and talking about it, you'll make a lot of progress.

The middleman on our team is responsible for helping the railrider with the overall picture, especially looking underneath the main where the railrider has a hard time seeing. More importantly, the middleman is in tune with boatspeed. Dave Curtis handled these responsibilities on our J/24. The middleman is constantly gauging boatspeed with everyone who is around you. In addition, he can help to suggest ways to improve boatspeed. A typical call from the middleman could be - "We're higher and faster than the boat on our hip, keep it going," or "We're fast forward, but he's outpointing us. Try backstay on and sheet the main harder." The most important thing is for this person to be honest. No one is always

higher and faster; the quicker you realize you are slow the quicker you can make some adjustments. It is also critical for the helmsman not to jump all over this person when bad news comes. Be calm and try to figure out how to go faster.

The middleman also helps with boat to boat tactics. He helps make the calls in terms of crossing or ducking in conjunction with the railrider's tactical calls. These two middle people have to really be in tune with each other.

"The helmsman must first and foremost drive the boat . . ."

The cockpit man is Mr. or Ms. Boatspeed! John Alofsin was in the pit on our team. This person, along with the middleman and helmsman, keeps the boat going fast with constant sail trim adjustments. The cockpit person helps position jib leads and constantly plays the genoa according to conditions. This per-

son must always be in touch with how the boat feels to the helmsman so he/she can provide more power to the headsail or more pointing ability. In addition, the cockpit person is always looking at the main to help with the trim of that sail. The cockpit person may also find himself in the position of "relayer." It is not always possible for the helmsman to hear the middleman or railrider, so the cockpit person must help communicate the information from the front of the boat without commentary.

The helmsman's job is just that, to helm the boat. Kevin Mahaney swears all he does is drive the boat on our team. In fact, he does much more. The helmsman must tell the crew if the boat feels good or bad. He or she must help position crew weight according to how the helm feels and in the end must have the final word on tacks and gybes. The helmsman must first and foremost drive the boat, especially in a J/24. These boats are so hard to steer; it requires almost full time concentration. This refers also to making the



A world-class set by Mahaney's team on American Garage.

Photo by Tim Peters

proper mainsheet, backstay and traveller adjustments. And, in the end, the helmsman must decide to tack or duck, to go right or to go left, to pinch or to foot. But the helmsman will find himself much better off if he bases these decisions on the information, input and advice he gets from his crew.

It is important for everyone to have input. It can only be detrimental to the team for someone to be cut out of the process. I think our World Championship team did so well because we all respected each other's opinion. We did not argue, but rather, took all the information from everyone on the boat as useful and worthwhile.

The important thing I am trying to get across is the team concept of racing. Everyone on your boat will have much more fun being an important part of a team rather than a side of beef on the rail. Your performance will improve much more quickly if you encourage everyone on the boat to relay important information. The information you get at first may not be super, but it will get better as the crew practices and learns. Not everyone can have Dave Curtis in the middle or Kevin Mahaney on the helm, but you can help teach new teammates or even the regular crew how to look for clues on the water and how to relay appropriate information to the entire boat. Soon your boat could sound like our team.

Bow: (Owen) "Puff five seconds with two big waves, more breeze coming on behind it."

Railrider: (Steve) "Puff's a header, we want to tack to stay in phase underneath Kostecki."

Middleman: (Dave) "Good speed on the boat to weather, keep it driving through this lumpy stuff. Maybe ease the backstay a touch."

Cockpit: (John) "I'll ease for you a little in this slop; Steve and Dave say to tack underneath in the header."

Helmsman: (Kevin) "All right, let's go, ready about. Tack."

If you sail a whole race trying hard to gather this kind of information and trying to use this concentration level, you will step up an entire level in your sailing. It takes practice, commitment and patience on the part of everyone. But in the long run you will hear a lot more guns at the finish line and a lot more "yes" when asking your crew to sail again. Good luck, and sail fast and smart!

Steve Ulian is a sail consultant at North Sails Marblehead. He crewed on the second place boat in both the 1988 and 1989 J/24 Worlds, sailing with Kevin Mahaney, and was second in the 1989 North Americans, sailing with Dave Curtis. As helmsman, he took second place in the 1989 J/22 North Americans, and as crew for Hale Walcott, placed second in the 1989 J/22 Midwinters.



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Eighty-two J/24s shared the starting line on one of five courses used at the 1989 Volvo Newport Regatta which drew over 300 entries.

Volvo Newport Regatta Draws 82 J/24s

by Jens Hookanson

The City by the Sea - Newport, Rhode Island - provided the setting for the annual Volvo Newport Regatta held July 14-16, 1989. Other than the annual medal events such as the North Americans and Midwinter Championship, this year's Volvo proved to be the region's - and perhaps the nation's - premier regatta. Eighty-two J/24s shared the starting line which included such luminaries as Ed Adams, Geoff Moore, Dan Neri, Jim Brady and Morgan Reeser. It was the best-run event in recent memory, thanks to Nancy Gieske and her Sail Newport team which organized a first-class racing and social schedule. Pete Lawson chaired the J/24 circle, one of five race committees required to get all 300 boats in the regatta off and sailing.

After three days of racing in primarily light southerly breezes, an upset was engineered by helmsman Jens Hookanson and crew members Brian Guck, Skip Helme, Ralph Kinder and

Doug Lyman. Hookanson, a veteran crewman, was steering in only his second J/24 regatta. They capped their victory in a surprise finish which saw the easy winner, John Alofsin, cross the line first, only to be met with deafening silence. Alofsin's PMS gave Hookanson a bullet for the day and sweet victory for the series.

The unexpectedness of Hookanson's victory was compounded by the tremendous showing in the first two races by the boat skippered by John Alofsin, with Morgan Reeser as tactician. Showing the most consistent speed throughout the series in their "Curtisized" boat, Alofsin and crew led from start to finish in Race 1. Jeff Johnstone and Dan Neri followed with second and third places respectively. Jim Brady was immediately saddled with a PMS, which devastated his chances for a regatta victory. Line squalls hugged the mainland all afternoon on the first day. The J/24 racers - sailing on Rhode Island Sound - were fortunate to complete the nearly ten-mile Olympic course without major wind shifts. Other classes sailing in Narragansett Bay were pummeled with severe rain and lightning.

Race 2 was again captured by Alofsin, nipping second placer Ed Adams on the last leg. Hookanson finished third. The third race of the series, also sailed on Saturday, was dominated by Jeff Johnstone, the second-place finisher overall. Alofsin posted a DSQ as a result of a port/starboard infraction. Johnstone now had a 4 1/4 point lead over the ever consistent Adams and Hookanson, who rebounded from a bad start to finish second.

Sunday morning, the race committee raised the expected code flag signaling a race around Jamestown, an island adjacent to Newport, inside Narragansett Bay. The first upwind leg to Beavertail Point at the south end of the island proved to be a hectic one, with primary tactical importance placed on keeping one's air free from the fleet of antique 12 meters and several handicapped classes racing the same course. Tacking away a bit too late, Adams found the left layline equally bereft of unfettered breeze and his early lead over Johnstone and Hookanson dissipated. Hookanson, Adams and Johnstone all rounded the mark at Beavertail within five boats of one another and dug in to do battle on the long downwind leg to the mark at the northwest corner of the island.

Adams closed the gap on Hookanson during this leg, thanks to a nice ride in the wake of a larger handicapped-class boat, but could not gain inside position on Hookanson at the mark. This eventually proved fatal to his chances for the championship. Johnstone had fallen back into a large pack of boats



Jeff Johnstone helmed Talking Heads to second overall.

on the downwind leg and had to move up several places in order to stay on top of Hookanson in the overall standings.

Benefitting from a declining breeze near the Newport Bridge, Hookanson considerably narrowed the large gap between himself and the three race leaders - Alofsin, Brady and Max Skelley - by neatly skirting the tide along the shore of Rose Island. Only 50 yards from the finish line, Hookanson nipped Brady and Skelley. Alofsin's PMS secured the series for Hookanson along with a qualifying position at next summer's World Championship in Ireland.

1989 Volvo Regatta (Top 20 of 82)

POS	SAIL	HELMSMAN	1	2	3	4	TOT
1	1964	Jens Hookanson	8	3	2	1	14
2	1	Jeff Johnstone	2	6	1	11	20
3	1450	Ed Adams	5	2	6	9	22
4	4351	Dan Neri	3	5	13	10	31
5	456	Geoffrey Moore	6	29	10	5	50
6	4413	Win Fowler/Helms	9	9	24	18	60
7	1618	Mark Hillman	7	8	21	26	62
8	355	Holt/Boatwright	4	42	20	2	68
9	4540	Maxwell Skelley	13	32	22	4	71
10	556	Britt Hughes	22	7	40	6	75
11	1146	Ted Hood	21	13	14	28	76
12	3139	Michael Harding	12	46	7	12	77
13	3894	Cory Fischer Sertl	14	38	5	29	86
14	1131	Betsy Allison	20	22	32	16	90
15	3368	Parker Hadlock	18	33	17	25	93
16	11557	Pete Milnes	19	49	8	19	95
17	4467	Chris Larson	30	40	18	8	96
18	4255	Hill/Miles	34	15	26	22	97
19	2555	Ed Rowe	23	10	16	51	100
20	3137	John Seldorf	16	25	49	14	104

Long Beach Fleet 59 News

by Christopher Reno

The recruitment effort for new J/24 sailors continues. Fleet 59 put two boats in the water for a morning of sailing with the beginners in the Junior Program at Alamitos Bay Yacht Club in Long Beach, California. Everyone was given a chance at the helm for tacking and jibing and they all had a great time, as evidenced by the difficulty in the "crew" hearing the commands to tack and jibe. Our motto is "Get them while they are young".

Keep your eye out for a television advertisement for the *Queen Mary/Spruce Goose* in Long Beach, California. The producers recruited approximately fifty local boats to sail around in front of the local tourist attraction to add a festive atmosphere to the filming. They enticed us with free tickets for Sunday Brunch and Disneyland.

The local fleet was represented by four boats. They wanted as much color as possible and at the prefilming skipper's meeting, announced that they were going to break us up into groups so that there was a mix of boat sizes and sail colors. Everyone got a kick out of that, as sails are usually white.

In any case, the wind conditions were such that it was a tight reach in the channel in front of the *Queen Mary*, so the J/24s were the only ones able (or brave or crazy enough) to carry spinnakers. The cameramen loved it when we flew our chutes, and the camera helicopter would always zoom in for close ups. We should end up as the stars of this commercial.

We tried to get up a fleet for the local summer evening Pop Tops series, but unfortunately were not able to establish a fleet for the first race. All in all, seven boats participated in PHRF-B at one time or another and we did well with the waterlines, bloopers and light-weights. We took home two third places, two second places, one first place, numerous daily firsts, and the overall championship for the twelve race, three series event. Everyone had a great time and we all feel that we are more competitive due to the extra practice. Look out, Santa Barbara! Next year we will try to establish a fleet for more summer evening racing.

District 19 Championship

by Janet Lafitte

The 1989 District 19 Championship was held August 5-6 on beautiful Flathead Lake in Montana, hosted by the North Flathead Yacht Club. After five races *Self Abuse*, skippered by Harry Dursch, took first place over Phil Lyle's *Mistral* by winning the tie breaker.

Racing began on Saturday at 8 a.m. For those of us who travelled from Seattle and Portland, it meant a few late boats since we had already lost one hour due to the time change. *Mistral* took first place, decisively. The second race consisted of an upwind leg in a dying northerly and an upwind (again) in a building southerly (with no wind in between). Jeff Fisher on *Maniac* (also the local fleet captain) made the best out of the 180 degree wind change and won that race, with the rest of the fleet spread out all over the lake. The third race of the day went to *Mistral* (again).

With only half a day gone and racing over for the day, the crews took to the volleyball net for some vigorous plays. A great roast beef dinner and a large beach fire rounded out the day's events.

Sunday morning came all too early for some, as the first start was scheduled for 7:30 a.m., and *Self Abuse* was still at the dock waiting for part of her crew. Fortunately for her the race committee had anchoring problems in the brisk morning breeze and the start was delayed. *Self Abuse* won both races that day, with *Mistral* in third behind Frederic Laffitte's *Jail Bait*. *Self Abuse* and *Mistral* ended up with the same number of points, same number of firsts, but *Self Abuse* prevailed on the second tie breaker.

Flathead Lake is a beautiful place to sail, and the Montana hospitality is hard to beat. Our District Governor, Harry Dursch, prefers to schedule the Districts in areas where the crews and boats are together for the whole weekend. We usually camp, eat, and play football, softball or volleyball together, and it does

make the districts more of a fun, social event than just racing.

For all of his love of racing in remote areas, Harry always seems to have a problem launching or pulling his boat from a ramp, which I can't let go unsaid. In 1986, while launching in Lake Pend Oreille, Idaho, Harry forgot to snub one end of the launching line around his hitch, instead he held the line by hand. The boat and trailer rolled down the ramp with Harry trying to slow it down until the boat decided to float and Harry was in the water up to his neck. In 1988, after successfully launching and retrieving his boat in Lake Coeur d'Alene, he repeated his performance while launching in Seattle's Lake Washington. Now in Flathead this year, he did everything right except that the line broke while pulling the boat and trailer out when half way up the ramp, leaving the boat floating with the trailer attached to it. Do you suppose this is why he named his boat *Self Abuse*?

1989 District 19 Championship August 5-6

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	2845	Harry Dursch	2	4	3	1	1	11
2	4186	Phil Lyle	1	3	1	3	3	11
3	2171	Frederic Laffitte	4	9	2	2	2	19
4	2950	Willie Stigglebout	6	2	4	4	4	20
5	4524	Jeff Fisher	3	1	8	7	6	25
6	65	Dennis Gregory	5	8	11	6	11	41
7	1659	John Knudsen	10	7	5	12	8	42
8	3952	Joe Williams	8	13	7	5	10	43
9	2959	Cliff Kunnary	11	5	10	8	13	47
10	3910	Gerry Knudsen	9	16	9	9	5	48
11	2954	Mike Brockman	7	12	6	13	12	50
12	370	Jim Thompson	12	6	12	14	9	53
13	3705	Dick McIntyre	13	17	15	10	7	62
14	1660	Ken Yachechak	15	10	14	11	16	66
15	4102	Dave Thomas	17	11	17	15	14	74
16	1911	Aleks Owczarz	14	14	13	18	15	74
17	305	Jack Truzzolino	16	15	16	16	17	80
18	2844	Pete Putzie	18	18	18	17	18	89



Photo by Cathy Sullivan

Harry Dursch leads the fleet as they jibe downwind at the District 19 Championship on Flathead Lake, Montana.

Taves Takes District 7 Championship

by Tom Knapp

The Sodus Bay Yacht Club and Fleet 110 hosted the 1989 District 7 Championship Regatta July 21-23, on Lake Ontario off Sodus Point, New York. The Race Committee, headed by Ed St. George, did a commendable job starting five races in spite of light and shifting winds. Participants included boats from the south shore of Lake Ontario, as well as Canadian racers from Toronto and Kingston. Also racing were J/24 sailors from the Finger Lakes and Lake Erie, encompassing the whole District 7 area. *Yellow Snow*, skippered by Ben Taves from Rochester, battled head to head for the whole series, with *Yellow Snow* winning the Districts for the second year in a row, by one point. J/24 sailors who had just completed the 1989 World Championship in Kingston, Ontario, Canada complimented the Sodus Bay Yacht Club Race Committee on their efficient and expeditious management. Sodus Point and its varied night spots provided shoreside enjoyment for those who cared to leave the safety of Sodus Bay Yacht Club. Sodus Bay Yacht Club and Fleet 110 are looking forward to continued involvement in District 7 activities.

1989 J/24 District 7 Championship

POS	YACHT	1	2	3	4	5	TOT
1	<i>Yellow Snow</i>	1	2	8	4	1	16
2	<i>Lucy</i>	3	4	1	1	8	17
3	<i>Slapshot</i>	10	3	3	2	4	22
4	<i>Amanda</i>	9	5	5	5	2	26
5	<i>Bat Boat</i>	4	1	9	6	14	34
6	<i>Quick Nick</i>	5	6	2	15	7	35
7	<i>Bateau Blanc</i>	6	17	11	3	9	46
8	<i>Leading Edge</i>	7	7	12	17	3	46
9	<i>Quack</i>	2	29	4	9	5	49
10	<i>Kantagree</i>	8	19	7	12	6	52
11	<i>Snake Pit</i>	16	11	15	8	13	63
12	<i>Idunno</i>	14	15	16	10	10	65
13	<i>Cosmic Connec</i>	15	8	17	7	20	67
14	<i>Her Nibs</i>	21	13	6	13	15	68
15	<i>Fast Lane</i>	11	22	10	11	22	76
16	<i>Secund Artem</i>	12	9	13	27	24	85
17	<i>Sea Monster</i>	17	14	14	27	18	90
18	<i>Flying Circus</i>	13	12	20	27	19	91
19	<i>Buttercup</i>	24	23	24	16	11	98
20	<i>Sure Burt</i>	18	25	19	14	27	103
21	<i>Shillelagh</i>	26	18	26	18	16	104
22	<i>Sea Weed</i>	19	16	21	27	23	106
23	<i>Easy Street</i>	20	10	22	27	27	106
24	<i>Cats Paw</i>	22	20	23	27	17	109
25	<i>Hardrock II</i>	28	28	18	27	12	113
26	<i>First Light</i>	23	21	27	27	21	119
27	<i>Pyrotechnics</i>	25	24	25	27	25	126

Cofer Wins '89 Radisson Cup Regatta

by Ann Kirk

J/24 Fleet 71 hosted its second annual Radisson Cup Regatta, July 1, 1989, in Hampton, Virginia. Though participation was

minimal, with only 13 boats, the winds were excellent for sailing and a good time was had by all.

The highlight of the weekend was a riverboat ride down the Elizabeth River, which included dinner for all participants in the race. The Radisson also hosted a wine and cheese party Friday night for the participants. Entries came from Hampton, Greenville, South Carolina, and Richmond, Virginia.

We had a number of minor regattas during our season and have had some good participation in those. The winds here are exceptional and I would encourage anyone who can make the trip to come to our third annual Radisson Cup Regatta in 1990.

1989 Radisson Cup (Top 5 of 13)

POS	YACHT	HELMSMAN
1	<i>Saddle in the Rain</i>	Bill Cofer
2	<i>Splashdance</i>	John Kennerson
3	<i>Fast Forward</i>	John Wake/Henry Amthor
4	<i>Shoestring</i>	Jim Shoemaker
5	<i>Untouchable</i>	Britt Drake



Winds were exceptional for the second annual Radisson Cup Regatta held in Hampton, Virginia in July.

Kerst Wins Gull Lake Spring Invitational

by Eric R. Lind

The Gull Lake J/24 Fleet 123 and Gull Lake Yacht Club hosted the 3rd Annual J/24 Spring Invitational May 13-14, 1989, on beautiful Gull Lake near Kalamazoo, Michigan. Twenty-five J/24s from Wisconsin, Illinois, and Michigan competed in three

races on Saturday and two Sunday morning. Once again the Gull Lake winds were light and shifty, but the big lake sailors were not fooled. Josh Kerst, from Ann Arbor, MI, took the winner's trophy back to Lake Erie and the next four trophies went back to the Chicago area. Josh sailed consistently except for the Sunday morning race, which he started LeMans style from the dock. Josh managed to finish ninth in that one and followed it up with a second to edge out Ralph Fischer, from Hickory Hills, IL, by two points for the victory. Third place went to John Koten, of Evanston, IL, who was the co-leader after Saturday's races. Seems the light stuff on Sunday was not kind to John . . . and a few others. Defending last year's trophy, Tom Babel, of Traverse City, MI, was poised in sixth place Saturday night, ready to pounce on the leaders with two bullets on Sunday, a la last year.

Not to be this year though; Tom led the morning race until the swirling winds on the final beat left him fourth. The left side of the course in the finale was definitely not the short way home.

This regatta has grown to be a very popular event on the J/24 District 15 calendar as evidenced by the number of boats traveling to Gull Lake for the second and third year. The competition was typical J/24 and one-design, with no one dominating and lots of lead changes. What was surprising to everyone was that there were no protests. The regatta was sailed using the alternative percentage penalty, and this proved to be a very effective on-course mediator. The tremendous job done by the GLYC race committee and the great food and service from John Foster and staff at the Gull Lake Country Club made this a great regatta.

Gull Lake J/24 Fleet 123 3rd Annual Spring Invitational

POS	YACHT	HELMSMAN	HOMEPORT	1	2	3	4	5	TOT
1	<i>Free James Brown</i>	Josh Kerst	Ann Arbor, MI	3	4	2	9	2	20
2	<i>Nighthawk</i>	Ralph Fischer	Hickory Hills, IL	4	2	6	1	9	22
3	<i>Planet Claire</i>	John Koten	Evanston, IL	1	5	3	5*	10	29
4	<i>Wild Oats</i>	Kevin Ward	Chicago, IL	5	9	10	3	5	32
5		Rich O'Donnell	Northbrook, IL	6	3	11	6	8	34
6	<i>Red Eye Express</i>	Ken Himelright	Wilmotte, IL	11	7	9	11	1	39
7	<i>Airstart</i>	Michael Mulunix	Palatine, IL	9	13	4	2	14	42
8	<i>Oombriago</i>	Tom Babel	Traverse City, MI	7	8	7	4	16	42
9	<i>Thunder Road</i>	Don Cameron	Chicago, IL	2	1	8	14	18	43
10	<i>Shooter</i>	Woody Boudeman	Gull Lake, MI	10	18	14	8	4	54
11	<i>Il Marvelous</i>	Mike Dow	Traverse City, MI	13	6	1*	12	17	54

*Plus percentage penalty

John Koten (4544) ahead of overall winner Josh Kerst (4595) on the first reach in the five race Spring Invitational Regatta.

Photo courtesy of Kalamazoo Gazette





From left, Columbia Sailing Club Commodore John Young presents perpetual and keeper trophies to Easter Regatta winner Joe Waters, as Easter Bunnies, Craig Miller (cockpit) and Regatta Chairman Robert Key look on.

Waters Dances to First in 22nd Easter Regatta

by Robert Key

Overcoming light air which left many contestants clutching at straws after enjoying leads, Joe Waters, sailing *Fast Lane*, combined first and fourth place finishes to take top honors in the Twenty-second Annual Easter Regatta, in Columbia, South Carolina. David Jackson skippered *Lucifer's Hammer* to a couple of fifth place finishes for second overall while Tom Mayberry, aboard *Treats*, took third.

A slow moving front rolled through South Carolina for three days prior to the start of the regatta, bringing cold temperatures along with lots of rain and wind. Fortunately, the front also ushered in a large high pressure system which covered the Southeast with plenty of sunshine, unseasonably warm weather for late March, but, unfortunately, precious little wind. Only through judicious selection of starting times and courses was race committee chairman John Dotterer able to get two out of the scheduled five races off.

The first race was started in about 5 to 7 knots which died to zephyrs as the 38 boat fleet rounded the weather mark. Most boats headed far right, hoping for a shore breeze. The fleet turned inside out, however, as the breeze filled in from the left, leaving some of the early front runners stranded. The race committee shortened the scheduled five leg windward-leeward course to three legs and reset the finish line to accommodate the wind shift. Waters picked his way home to victory, closely followed by George Barth on *Coffee Royale* and Skip Shumway on *Quack*. No further races were begun as the breeze again died, this time permanently.

Undeterred by the lack of wind, the fleet retired to shore and enjoyed the beautiful weather along with mass quantities of beer. Volleyball and frisbee substituted for sailing. As one participant put it, "It's a good thing the breeze didn't come back

later; no one was sufficiently sober to make their way safely around the course".

Conditions the second day were similar. Steve Wood picked the right side on the start and led the entire way during the second race. Mayberry took a second while James Howard piloted *Classic* to a third. Waters came in fourth to, unbeknownst to him at the time, clinch top honors for the regatta. The breeze died, killing racing for the rest of the day and the next as well. The participants didn't skip a beat, however, picking up where they left off the day before at the party scene. The Columbia Sailing Club's traditional Bar-B-Q topped off the day in fine fashion.

Once again, the Columbia Sailing Club proved to be a superb host, going overboard to make out-of-town sailors feel at home. Thirty-eight boats from seven states competed, including boats from as far away as New York and Rhode Island. Several skippers found it convenient to drop their boats off on the way home from the Midwinters and CSC was glad to accommodate them. All participants agreed that fun makes a regatta, and the Easter Regatta certainly had plenty of that to go around.

22nd Annual Easter Regatta Columbia Sailing Club, Columbia, SC March 24-26, 1989 (Top 10 of 38)

POS	SAIL	YACHT	HELMSMAN	1	2	TOT
1	2719	<i>Fast Lane</i>	Waters	1	4	5
2	3214	<i>Lucifer's Hammer</i>	Jackson	5	5	10
3	3698	<i>Treats</i>	Mayberry	10	2	12
4	3739	<i>Eddi</i>	Williams	4	8	12
5	4294	<i>Quack</i>	Shumway	3	10	13
6	5	<i>Slipslide</i>	Larson	12	6	18
7	2000	<i>Zuma</i>	Griffith	11	9	20
8	2437	<i>Coffee Royale</i>	Barth	2	19	21
9	3309	<i>Gotcha Covered</i>	Oetgen	6	15	21
10	555	<i>Oyster Pie</i>	Cockroft	16	7	23



The boats are off for the clue hunt in a semi-LeMans start.

Fleet 61 Clue Hunt

by Tina Califano

What do you get when you combine a "CLUE HUNT" with a bunch of fun-loving J/24 sailors? You get an afternoon of sailing lunacy. Sunday, August 20, found nine J/24s rafted up at the Stuyvesant Yacht Club, City Island, New York, awaiting the instructions created by Peter "Crafty" Haberland.

A "Semi-Le Mans" start scattered skippers in all directions while frantic crew members donned thinking caps and binoculars to search the shoreline for responses to questions such as, "What is the name on the ship docked at Fort Schuyler?" (The EMPIRE STATE, of course,) and "What makes are the mainsails of the other J/24s?"

A particularly outrageous query sent us to a floating pier at Udalls Mill Pond and required a crew member to climb a long ramp and read a sign at the top. Naturally, it was a "NO TRESPASSING" sign. The more dedicated followed instructions to the letter. Others, sensing the deviousness of the question, guessed correctly.

Sailing conditions were superb. Winds were out of the South at 15, affording many reaches across the bay. Temperatures were in the low 80's and for once, the humidity was reasonable.

The answers needed to be returned no earlier than "7 bells" and no later than "2 bells". The Coast Guard will probably claim radio harassment by Fleet 61 for the numerous requests for translation of "bells" to "hours". After the first few radio contacts from the valiant "clue hunters," the ever clever guardians of our shores gave incorrect answers to all subsequent callers.

The race to beat the clock and unravel the riddles found most crews back at the dock by 3:30 where they returned

answers with the temerity of college seniors handing in final exams. *Trouble*, aptly named, had a crew so anxious to finish within the allotted time that they made a flying pass at the dock, launching crewmember Liz Judge off the foredeck. After a graceful tuck and roll on the dock, she leaped triumphantly to her feet, answers in hand, well ahead of the deadline.

All boats and clues arrived within the allotted time, and garrulous crews began attacking the abundant good food and drink (provided by Peter Haberland and Francine Alheid) while verbally attacking each other, comparing answers and arguing the fine points of the more ambiguous questions. There was a 45 minute harangue over the total angle covered by all the guns at Fort Totten, "assuming there were guns in all the gun ports in the wall, and assuming they could only be aimed straight out." (Now really, Peter). The official answer of 80° was disputed with the vigor of a port/starboard protest. There never will be agreement!

Clue sheets were handed back and, reminiscent of elementary school spelling tests, sailors corrected each other's papers. The hilarious exchange of questions and answers which followed, including extra credit for being close, added greatly to the fun of the whole event.

Those participating in this mind-boggling adventure were, *Defiant*, *Dirty Dancer*, *Force G4*, *Jeepers*, *Party Girl*, *Rabbit*, *SKA*, *Trouble* and *Watercolour*. The winner was *SKA*, followed closely by *Force G4* and *Trouble*. This excellent fleet-building event was a great success. We all extend thanks to Peter and Francine and hope they will repeat the fun and games next year.



Peter Haberland, left center, judges "correct" answers.

The winning team on Ska celebrates victory.





Right: Dazed competitors awakened Sunday morning to six inches of snow atop their boats moored at the Canandaigua Yacht Club dock.

Below: Cory and Mark Sertl consider the options, a race or a snowball fight?

1989 J-Daze Regatta

by Pete Giles

The Third Annual J-Daze Regatta Snowball Regatta was hosted by the Canandaigua Yacht Club in Canandaigua, New York, on May 6th and 7th. The early spring weekend provided extremes in conditions. Saturday dawned with clear skies and moderate breezes for a beautiful spring race day. In the first of Saturday's five races, Cory Sertl set the pace, indicating hers was the boat to beat in the regatta. Kirk Reynolds won the second race, with Sertl in second place. The third race went to Ben Taves with Reynolds second and Sertl third, tightening the fight for the lead.

Sertl put the regatta in her pocket in the fourth race, however, with another bullet while Reynolds slipped to an eighth place finish for second place overall. Corbo, flying the most noteworthy spinnaker in the fleet, won the final race for third place overall.

Sunday morning dawned to a beautiful Christmas card snowfall of six inches and counting (ultimately ten inches). Sunday races were cancelled and the fleet repaired to the beer tent for warmth, commiseration and trophies. Trophies were awarded to the top three finishers, with the trophy for the "most improved" being awarded to Harold Weisberg.

J-Daze Regatta

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	Lucy	Sertl	1	2	3	1	9	16
2	Naval Academy	Reynolds	7	1	2	8	8	26
3	Sea Cup	Corbo	4	6	14	3	1	28
4	bateau blanc	Stava	2	5	5	13	5	30
5	Quack	Shumway	12	9	11	5	2	39
6	Kantagree	Flannery	6	14	6	18	3	47
7	Yellow Snow	Taves	8	3	1	DSQ	10	49
8	Sea Monster	Killion	11	10	16	16	4	57
9	Secundum Artum	Weisberg	5	13	13	20	6	57
10	Her Nibbs	Knapp	18	17	7	2	14	58
11	Tacking Stoned	Marticelli	9	7	21	4	19	60
12	Sure Burt	King	3	6	17	22	18	66
13	Amanda	Lawless	22	15	9	14	7	67
14	Slapshot	Tovey	20	9	23	6	10	68
15	Snafu	Jordon	17	10	20	11	12	70
16		Rathbun	13	24	8	10	16	71
17	Tsunami	Giles	15	21	10	9	23	78
18	Snake Pit	Bensen	23	25	4	13	13	78
19	Fast Lane	Nahmias	14	19	19	16	11	79
20	Flutterbye	Bardwell	10	22	12	18	21	83
21	Easy Street	Urich	19	18	24	7	22	90
22	Kingfisher	Moran	16	20	18	21	15	90
23	First Light	Gietzen	21	11	15	23	23	93
24	Schizzo	Nix-Meehan	25	23	22	19	16	105
25	Wild Wish	Howard	24	16	DNF	24	20	110





Photo by Cissy Hull-Allen

Ready to sail with three hands on the tiller are Stev (almost 3), Greg, and Margot (14 days) Hull-Allen.

Fleet 14 Grows

by Cissy Hull-Allen

Probably the biggest news as far as this fleet captain is concerned is the newest member of our fleet; Margot Elizabeth Hull-Allen was born on May 2, 1989! She didn't get to go sailing quite as soon as her brother Stev did—he was ten days old, and Margot had her first sail on Mother's Day at the age of 14 days. Pretty soon we won't have to be searching for crew; it will be all in the family!

Fleet 14 is planning a "Check your J Day" with the help of the class office and a local marina. Most of us don't travel to regattas, but if the opportunity ever arose, we don't know who is legal and who isn't. Of course, it may make things a little different in our local races, too!

The new Stuart (Florida) Sailing Club recently held their mid-summer regatta, and *Sufferin' Succotash* from Fleet 14 won their class! Skippered by Phillippe Schubert and crewed by Lou Tomasovik, Greg Hull-Allen, Carl Schellbach, and Dave Lemoine, *Succotash* battled a storm that disrupted the last race with sustained winds of 45-50. A terrific party followed, with rib eye steaks for everyone.

Fleet 14 has had some summer races; one was cancelled

due to bad weather for the race committee boat! Florida Diesel Truck and Industrial provided one of the committee boats, with Rob Freidrich of Florida Rigging as committee. *Inspector Gadget*, skippered by Chuck Ehinger, took the kudos, followed by Chuck Cairnes' *Blueberry Jam*, Bob Peckham and *Wild Injun*, George Moore at the helm of *Mal de Mer*, and *Sufferin' Succotash*.

Members of Fleet 14 also race with the Palm Beach Sailing Club. Race Chair Greg Hull-Allen has let the J/24s have their own start (not that he's biased or anything!). Chuck Cairnes and *Blueberry Jam* won the Winter Lake Series, with *Twisted*, skippered by Greg Hull-Allen, in second. Debbie Cairnes won the Ladies' Day with *Blueberry Jam*. The Walt Baur Race, a 62 mile race from the Palm Beach Inlet to the Hillsboro Sea Buoy and back, sailed on a Florida spring night under a full moon, was won by Greg Hull-Allen and his *Twisted* crew.

We have some new members in Fleet 14: Phillippe Schubert and *Sufferin' Succotash*, Chuck Ehinger and *Inspector Gadget*, and Dave Gilman has bought a brand new J! Congratulations and welcome!

District 18

by Jim Keesling

The season never seems long enough . . . No matter where you live or race your J/24, it's all over before you know it. Just last weekend, or so it seemed, everyone at Lake Dillon was launching their boat, telling stories of last year, listening to the excitement of big fleet racing in Texas, and saying how tough the competition is this year on the Lake.

Being the new kid in town was tough enough, not to mention also being the new District Governor. With 20+ boats, 180 degree shifts, calm winds one minute and 40 knot micro bursts the next, how was I supposed to find any sense of order in all of this?! The only thing you could count on at Lake Dillon was *Smokin'*. I had heard of Steve Law and the gang even before I moved back to Colorado from Seattle. Not bad for 1988:

- 1st - Dillon Open
- 1st - Overall J/24 fleet
- 1st - Lake Championship

Just like any rational J/24 owner with a competitive nature, I made up reasons why they were not "that" good. Shifty breeze, luck, middle of the mountains, not enough experience. Well, so much for rational thinking . . . *Smokin'* 1989 results:

- 1st - Overall
- 1st - Districts
- 1st - 4th of July
- 1st - Dillon Open

Their crew work was flawless on board, and gave them the advantage to work their way through whatever Mother Nature could dish out. In ten years of sailing, I never had to jibe, douse, tack, set and then jibe two more times, all within ten lengths of a mark!!! For years in Seattle, I learned over and over again the importance and the relationship of rig tension to wind velocity and how to make the boat really go fast. Well - any ideas how to tune the rig for 0-5, 25-40, 0-5 and a steady 8-10, from all directions, during one race?

The last regatta weekend of the summer season started in 3-4 knots, built to 8 and shifted 100 degrees, next dropped to dead calm, then filled in 180 degrees from behind. The final

southeasterlies. The conventional wisdom did not pay off this time though, as the breeze went left 15 degrees and stayed there, putting *Thunderstar* well back in the pack at the first weather mark.

Try as they might to get back in the hunt with *Fish*, the best that Young and Haggerty could muster was a twelfth place finish. Combined with Hallman's second place finish, this converted their four point lead into a six point deficit. Even a "bullet" in the final race was not enough to erase this ten point turnaround as *Fish* stayed right with *Thunderstar* during Race 5 to take a third place finish and the regatta.

The winner of Sunday morning's fateful fourth race was Dallas sailmaker Kelson Elam, who successfully negotiated the shifting wind conditions to take the gun on *Surfer Girl*. Elam would have been in contention for the top spot in the regatta at that time had it not been for a starting line incident which occurred during the first race on Saturday. Contact had been made during pre-start maneuvering between Elam and Texas Circuit veteran Fred Amrhein on *Instant Karma*, and the issue



The fleet is off to a clean start in the first race of the Western Open.

had ended up in the jury room. After long and late deliberation, the jury finally decided in favor of Amrhein and threw Elam out of the race, eliminating his chances of winning the regatta. Despite the DSQ, Elam still ended the weekend in fourth place, with finishes of 36-4-3-1-2.

Third place in the regatta was taken by former Mallory Cup winner Marvin Beckman, who sailed a very consistent regatta with his crew on *Hot Blooded*. Never finishing below fifth, Beckman ended the weekend with 20 points, only three points behind the second place finish of *Thunderstar*.

Thirty-five boats competed in the 1989 Western Open, which was the concluding event for the 1988-89 J/24 Texas Circuit. Regardless of where they were from, the competitors found that the outstanding sailing conditions on Corpus Christi Bay gave them at least a little bit of the conditions they were accustomed to back home. The days were warm and the wind conditions ranged from 5-6 knots on Sunday morning to a sustained 18 knots, gusting over 20, late Saturday afternoon.

Those of us who are fortunate enough to live in Corpus Christi are reminded by the J/24 Texas Circuit sailors, who come here every year to compete in the Western Open, just how lucky we are to have such consistently good sailing conditions.

It is indeed our pleasure to host a major J/24 event every year, and all of us in Fleet 3 and the Corpus Christi Yacht Club look forward to more major events in the future.

To the *Monster Fish* team of Mark, John, Carla, Ricky, and Charlie, and to Texas Circuit Champions Scott, Mike, and the rest of the *Thunderstar* crew, go our best wishes for successful campaigns in the 1990 J/24 World Championship.

1989 J/24 Western Open (Top 15 of 35)

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	<i>Monster Fish</i>	Mark Hallman	1	5	2	2	3	13
2	<i>Thunderstar</i>	Scott Young	2	1	1	12	1	17
3	<i>Hot Blooded</i>	Marvin Beckman	4	3	4	4	5	20
4	<i>Surfer Girl</i>	Kelson Elam	36	4	3	1	2	46
5	<i>Carnival Time</i>	Tommy Meric	14	6	10	8	14	52
6	<i>Bushwhacker</i>	Jim Dinn	7	10	13	14	13	57
7	<i>Psycho</i>	Fred Schroth	5	12	16	22	6	61
8	<i>IBA J</i>	Chris Brandon	12	8	11	13	17	61
9	<i>Cheap Thrills</i>	Ward Pitard	11	11	8	16	16	62
10	<i>Grand Slam</i>	Paul Foerster	9	36	6	3	9	63
11	<i>Mr. Happy</i>	John Bartlett	10	7	36	6	4	63
12	<i>Bad Boys</i>	Benz Faget	36	2	5	7	17	67
13	<i>Graybeard</i>	Jim Anderson	3	36	9	17	8	73
14	<i>We Be.</i>	John Clark	19	14	12	10	18	73
15	<i>Instant Karma</i>	Fred Amrhein	8	36	25	5	11	85

Leitner Wins '89 Mount Gay Manhattan Regatta

by Whitney Dow

The northeast coast has been unbelievably wet this year and the Mount Gay Manhattan Regatta was no different. That the majority of the racing took place in a downpour, didn't seem to dampen the spirits of the 150-plus J/24 sailors who descended on Manhattan Yacht Club in the pouring rain for a weekend of rum and racing, August 12-13. The outside participation in the regatta more than doubled from last year, when ten boats joined MYC's fleet of 12 Js, with 24 outside boats registered before the first gun. One thing that hadn't changed from last year: no one could beat Eric Leitner and *Apple Pie*.

The weekend got off on the right foot with a party hosted by Mount Gay Rum on the *Peking*, a Clipper ship docked at South Street Seaport. With more than 30 cases of rum ready at the bars and a calypso band pumping out island rhythms, the party was going to be a hit regardless of the weather. As it turned out, over 500 people stood in the pouring rain sipping Mount Gay and discussing the way to beat the legendary currents of New York Harbor.

On Saturday the fleet left the docks planning to complete three of the five windward leeward races scheduled for the regatta. When the boats gathered around the committee boat with their motors running to stay ahead of a current which built to almost 2 knots, which was 2 knots faster than the wind, they saw the AP flag go up. This flag was to go down and come back up three times in the next four hours before the first race was started, as rain squalls and 180 degree wind shifts roared down the harbor. The committee struggled valiantly to get a race off, sending the mark boat racing back and forth across the harbor as it searched for a position that would be to windward of the starting



Twenty-four outside boats joined MYC's fleet of 12 J/24s to race in the '89 Mount Gay Manhattan Regatta in New York Harbor.

Photo by E. Berry

line for more than two minutes. Finally the air cleared and a light southeasterly blew into the harbor.

The first race was started in less than 5 knots of wind, with teams hiking hard to leeward as they ghosted across the line. A big shift just after the start changed the favored side from right to left, and those who had made perfect boat-end starts were left to grope. Because the wind was so light and patchy, boats that could keep up a head of steam and punch through the holes ended up on top. Leitner managed to use his light air skills to work through the fleet and cross the line in first. He almost lost it when a big swing back to the right, which was radical enough that a large group of boats a few lengths back and inside broke out their spinnakers, almost lifted the boats outside of him across the line first. Right behind him were Bernard Klinger in *Diamonds are Forever*, and Chris Decker in *Star*.

With a dying breeze, the boats headed back to the dock to dry their hides and pray for wind. The evening was spent at the Club drinking more Mount Gay and discussing Jay Tovy's *Slapshot* which, at the height of the storm, was seen motoring at 4 knots back and forth through the fleet with no one on deck.

The schedule was amended to include another race for Sunday and as the fleet headed out into the sunshine on the second day, there was an air of expectation. The dying breeze quickly extinguished all hopes of a good day on the water, as two guns were fired and the familiar red and white striped flag was hoisted again. It only stayed up for a brief 30 minutes as the wind filled in from the south and a second race was begun. Again Leitner showed the fleet the way to the finish. Decker in *Star* was right on his heels followed closely by Mark May in *The Tramp*.

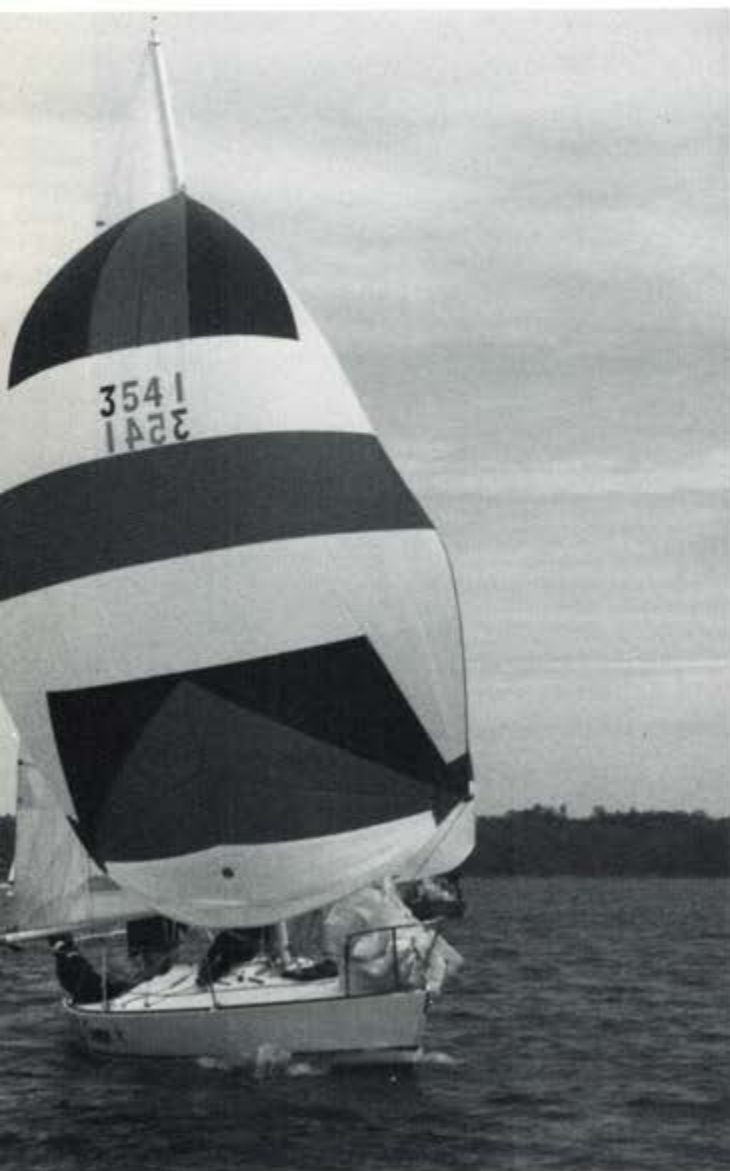
As the last boat crossed the finish line, the threatening sky suddenly opened up, and it looked as if Sunday was going to be a repeat of Saturday. The difficult task of setting a square line while the leeward line boat was hidden by rain was repeated. The race went off, with the fleet splitting between the large tankers and barges which are anchored in Manhattan's Upper

Bay. A container ship which cut through the fleet just after the start changed the meaning of "favored side" to mean the side of the course where your boat was clear of the ship.

Leitner, who T-boned the leeward committee boat and had to do a 720 immediately after the start, managed to work his way back into third at the windward mark. He then ground down Decker, who was his only competition for first place. Rob Weir's *Gang of Four* put pressure on Leitner throughout the last three races but was out of the running for not clearing himself after a premature start. Leitner was again in first at the last leeward mark and was followed across the finish by Weir and Decker.

As the last windward leg was being sailed, a big change was taking place in the weather. As if in payment for sitting through some of the worst weather this summer, the front blew through and the wind filled in hard from the southeast at 15-18 knots. With perfect J/24 conditions, the committee set a long eight mile course for the last race and let the boats run. It soon became an exciting three-way race for first, with Leitner, Decker and Weir swapping the lead, as Leitner applied a tight cover on Decker, his closest rival for top honors. This helped out Weir, who was free to sail his own race. He shot left a quarter mile from the finish and, while Leitner stayed right to cover Decker, came back on a lift which put him an insurmountable four boat lengths ahead of Leitner and handed him his only defeat of the regatta, a lowly second place.

In addition to a bottle of Mount Gay Rum, a crystal bowl, and his name on the regatta perpetual, Leitner won the right to represent America in the upcoming International Yacht Club Challenge, September 29-October 1, in Manhattan. Twenty teams from 17 different countries will race in front of New York's skyline. Also representing America is the highest finishing Manhattan Yacht Club boat, MYC12, which was steered to a ninth place by skipper Steve Sprague. The regatta, which is co-hosted by the Manhattan Yacht Club and the Yacht Club de Monaco, will pit amateur sailors from around the world in three days of racing and five nights of parties.



Doug Rogers' Coca Cola Cowboy moves along in a good breeze on Lake Lanier, near Atlanta.

Photo by Linda Merkle

Duvoisin, James Howard, Tom Waters, David Jackson, Joe Waters and many others will test your skills in each and every race. And with the anticipated growth of our local fleet, we'll be able to throw a few more local teams at you.

So if you don't like drifting and hoping you're in the right place when the breeze does arrive, come on down to Lake Lanier and join us. We can promise you plenty of wind and excitement. The 1990 Atlanta Cup is scheduled March 31 to April 1 at Lake Lanier Sailing Club, Atlanta, GA. For more information call Doug Rogers at (404) 476-8580 res; (404) 242-7910 ofc.

Remember, we don't drift at the Atlanta Cup.

1988 Atlanta Cup (Top 8)

POS	YACHT	HELMSMAN
1	<i>Bruiser</i>	Pete Duvoisin
2	<i>Classic</i>	James Howard
3	<i>Pluto</i>	Tom Waters
4	<i>Alien Baby</i>	Rob Fowler
5	<i>Lucifer's Hammer</i>	David Jackson
6	<i>Liquid Asset</i>	Tom Turner
7	<i>More Grief</i>	Lewis Conger
8	<i>Coca Cola Cowboy</i>	Doug Rogers

Fleet 130 Reports In

by Tim Rathbun

J/24 Fleet 130, sailing out of Chicago's Monroe Harbor, completed its First Half Series on July 16, 1989, with Elise Duffy-Teske sailing *Rudolph* to a first place series finish, with Tim Rathbun in *Finesse* finishing second and Dave DeSanto and Bernie Soya in 2XS, third. Duffy-Teske, expecting to deliver a new sailor in September, finished first in each race she sailed. Her husband, Alan, took over the helm for second and fifth place finishes, which secured an overall title for *Rudolph*. As of mid-season, Mark Andrew's *New Wave* and George Hinds' *Kitty Hawk* were leading the Wednesday Night "Beer Can" series sponsored by the host club, Columbia Yacht Club. Fleet 130 has scheduled a second series continuing through early October with highlights including the annual Richard J. Daley

Fleet 130 sailors prepare intensely for a big regatta out of Monroe Harbor, Chicago.



We Don't Drift at the Atlanta Cup

by Doug Rogers

There is one thing you can count on when you attend the Atlanta Cup, hosted by Fleet 115: WIND.

I have been fortunate enough to compete in the past two regattas and can safely say you had better bring your 100% jib and foul weather gear. When you hit the starting line you will be sailing in a 12-18 knot breeze in every race. There are some other things you can look forward to: 1) Good food and great music, with plenty of room for dancing or just lounging with friends. 2) Terrific competition, as sailmakers and local and out of town hotshots show up for this one.

I sailed the Texas Circuit for a couple of years and everyone knows the caliber of competition you face in the Lone Star State. But I can assure you that with the current growth of the Southeast Circuit, we have our share of quality sailors. Pete

Memorial Regatta and annual Octoberfest Regatta for all area J/24 sailors.

With nine regular boats, Fleet 130's small but growing fleet has not confined itself to the shores of Lake Michigan off Chicago. Fleet 130 sailors have participated in J/24 regattas in Annapolis, Miami, New Orleans, Nashville, Milwaukee, Canandaigua, New York and Gull Lake, Michigan. 2XS finished fourteenth in this year's Mid-Winter Championship and *Rudolph* and *Finesse*, seventh and eighth in the National Off Shore One-Design Regatta held in Chicago in June, 1989.

1989 Great Lakes Championship

by Patti Swetka

Twenty-six J/24s attended this year's Great Lakes Championship held on Lake St. Clair, Michigan, over the Labor Day Weekend. Boats arrived from New York, Chicago, Minnesota, Ohio, and Canadian fleets to race with local Detroit area boats from J/24 Fleet 6.

This year's regatta was organized and run by Fleet 6 members, with help from members of North Star Sail Club. Regatta facilities were provided at North Star Sail Club, and races were on Anchor Bay at the north end of Lake St. Clair.

Five Olympic courses were scheduled for the three day event. With unpredictable weather forecasts in mind, the Race Committee managed to start and finish three races on Saturday. Winds were light to moderate and shifty, with the most consistent air in Race 3. Although there were some PMS's, the general recall shape was used only once.

Arriving back at North Star Sail Club at 7:00 p.m., the sailors enjoyed a chicken and rib barbeque and dancing to

tunes played by "Sound Wave Productions." Free beer, general J/24 camaraderie and wind shift stories added to an enjoyable postrace evening.

Sunday brought an abundance of holiday power boaters, along with their less-than-desirable chop. Coupled with extreme wind shifts and light air, Sunday's conditions made for some challenging, if not trying, racing. Some interesting and crowded mark roundings resulted, as evidenced on videotapes played later at North Star. Luckily, the winds cooperated enough to finish Races 4 and 5, completing the racing one day early.

Awards were given out Sunday evening, with the silver going to all out-of-town boats. Kevin Doyle helmed *Chinchilla Buck* through an impressive series to win the regatta with finishes of 1-3-8-1-3. He was presented with a half model of a J/24 and impressed the crowd with his gracious acceptance comments. Obviously Kevin and the crew of *Chinchilla Buck* have been No. 1 before. We hope they do the same, as our Great Lakes representatives at the J/24 Worlds in Ireland!

With the racing completed early, skippers and crew either packed up boats early or partied at the yacht club with fellow J/24 sailors until all hours of the night. Many of the J's left Monday morning and were surprised to find that the air had unpredictably freshened to 20-22 knots. Though too late for the regatta, it was not totally wasted. Regatta Chairman Greg Swetka and Fleet 6 Commodore Paul Eseman hosted an impromptu Marguerita Cruise with five crew, flat water and 100 jib weather, to celebrate a successful Great Lakes Championship.

We sincerely hope that all who attended enjoyed the regatta and also hope that the J/24 Great Lakes Championship banner, which mysteriously vanished, somehow finds its way to Chicago-Belmont Harbor for next year's Great Lakes Championship!

1989 Great Lakes Championship

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	<i>Chinchilla Buck</i>	Kevin Doyle	1	3	8	1	3	8
2	<i>Lucy</i>	Cory Sertl	10	1	2	3	4	10
3	<i>Bacchanal Lady</i>	Josh Kerst	2	7	6	5	1	14
4	<i>Cannonade</i>	Paul Cannon	4	2	1	11	20	18
5	<i>J Hawk</i>	Steve Callison	13	10	5	2	10	27
6	<i>Swan Dive</i>	Jody Swanson	5	9	3	20	12	29
7	<i>No Svet!</i>	Greg Swetka	3	8	7	14	13	31
8	<i>White Trash</i>	Andy Kern	12	5	9	15	7	32
9	<i>Tickled Pink</i>	Jim Pearson	9	11	11	4	11	34
10	<i>Lead Sled</i>	John Loomis	6	14	13	10	8	37
11	<i>Nighthawk</i>	Ralph Fisher	11	12	10	7	18	39
12	<i>Flamingo</i>	Heidi Backus-Riddle	PMS	PMS	4	8	2	40
13	<i>Planet Claire</i>	John Koten	21	4	17	13	6	40
14	<i>Magic Twanger</i>	Dennis Rose	16	15	14	6	9	44
15	<i>Tonic II</i>	Bob Landgraf	15	6	16	16	15	52
16	<i>Ice</i>	Mark Miller	17	19	19	12	5	53
17	<i>War Eagle</i>	Marv Ihnen	14	16	12	18	19	60
18	<i>Mind Games</i>	Jim Van De Velde	23	13	18	9	22	62
19	<i>Blue</i>	Greg Henderson	PMS	18	15	17	14	64
20	<i>Sizzle</i>	Jim Schudel	13	17	23	23	16	69
21	<i>Finesse</i>	Tim Rathbun	7	21	20	22	23	70
22	<i>2XS</i>	David DeSanto	19	22	21	19	17	76
23	<i>Sea Cow</i>	John Teodecki	18	20	24	24	21	83
24	<i>Blackjack</i>	Brad Rohloff	24	PMS	22	21	DNS	93
25	<i>No Name</i>	Rob Baidas	20	24	DNF	DNS	DNS	96
26	<i>American Express</i>	Sugars/Nabozny	22	23	25	DNS	DNS	96



Photo by Bill Peck

Boysville teens tried out different crew positions as the fleet sailed upwind and back before lunch.

Fleet 9 Shares Sailing Experience with Boysville Teens

by Cynthia Pyron

On May 6th, Fleet 9 hosted a sailing outing for eighteen underprivileged teenagers from Boysville, on Canyon Lake in the Texas hill country. Boysville is a home for children who needed to be removed from their homes and placed in a better environment. They are not delinquents or orphans. At Boysville, they live twelve to a cottage with a married couple and simulate a family. They share the household chores of cooking and laundry and attend public schools. These children represent a

Bow pulpits made great diving platforms for the kids.



Photo by Bill Peck

variety of ethnic groups and range in age from toddlers to young adults.

The outing was arranged through the home's activity coordinator. Two chaperons drove the teenagers in the Boysville vans to Lake Canyon Yacht Club. Upon arriving, the teens were quickly put to work assisting with the launching of several of the J/24s. The ramp at LCYC is quite steep and just watching this process can be awesome for even the experienced sailor. The teens assisted in rigging the boats and loading the soft drinks and picnic lunches. John Sullivan arranged to have Taco Cabana, a local restaurant chain, provide beef and chicken tacos for the lunches and the drinks were provided by the Fleet.

At first the teens were very reserved but once underway, smiles popped out and humor took over. Teaching the kids to take charge of each position, the Fleet sailed upwind toward the Canyon Lake Dam. Setting spinnakers, they sailed back toward the center of the lake and rafted up for the picnic lunch.

Once the boats were secured, the teens clambered from one boat to another like jumping beans. The bow pulpits became diving platforms for a fantastic display of back flips, jack knives and belly flops. Floating around and between the boats, they thrilled us with their water squirting ability.

The lunch was consumed so fast that we all knew exactly what was meant by the old sayings, "boarding house reach and bottomless pit teenagers."

It is hard to describe in words the joy that was felt by each of the fleet members participating in this event. I cherish the memory and two special comments made by the teens on our boat: "Do we have to sail together? Can't we get ahead of them?" The other was seeing Greg, a 6'1" senior high basketball player with the poise of a professional at the helm, hail his cottage buddy on another boat, "Hey Johnny! Look at me!!" To say the least, it made us want to do it again.

Participating in this special event were: John and Carol Sullivan on *Red Boat*; John Peck on *Lorelei*; Jim Swartz on *Packman*; Tom Davis on *Movin' On*; Buddy Byington on *J-Dream*; and John Tynan on *Rainbow*. Fleet members crewing were Greg Buxbaum, Bill Peck, Tiffan Goodrich, Cynthia Pyron, John Chase and Hal Leffingwell.

A small miracle happened a few weeks later. Carla Peck's Junior Sailing Class had six vacancies left, only two days before the classes began. That evening it was decided to try to find tuition sponsors for some of the children at Boysville. By nine o'clock the next morning, Carla had obtained the necessary funds and the six teenagers from Boysville were enrolled in the Beginners Class at "Lake Canyon Yacht Club."

Fleet members Bill and John Peck and Greg Buxbaum enjoy watching the fun at the lunch raft up.

Photo by Cynthia Pyron



1988-89 Texas Circuit and District 14 Championship

The 12th Annual District 14 Championship (seventh year as a Circuit) concluded at the 1989 Western Open held on Corpus Christi Bay, September 9-10. The defending champion, *Thunderstar*, skippered by Scott Young and Mike Haggerty, was able to retain her title after 33 races by beating *Monster Fish* by one point. Assisting Young and Haggerty for most of the year were Doug Kern, Mark Fewker and John Moran. The District 14 perpetual Trophy was awarded poolside, at CCYC. In addition, each of the 5 *Thunderstar* crew members received a gift certificate from Harken, redeemable for a pair of shoes.

Monster Fish, helmed by Mark Hallman and crewed by Rick Pitcairn, Charlie Mitchell, Carla and John Peck, sailed the most consistent series, never finishing out of the top five. Close behind in third was *Surfer Girl*, skippered by Kelson Elam.

Total attendance for this eight-regatta, three throw-out series was only 116 yachts (down eleven from last year). However, the average 44-boat starting line is up two from the previous series. More teams are attending more regattas.

The increase in attendance is attributed to consistency in regatta and race management resulting from standardized sailing instructions and Class IV requirements for the third year. USYRU Senior Judge Randolph W. "Randy" Robinson coordinated the selection of the Chief Judge for each event. Thanks



Thunderstar crew, led by Young and Haggerty, retains title.

to USYRU Judges Henry K. "Hank" Arnold, Henry G. "Harry" Chapman and Richard E. "Matt" Matthews, as well as to the many others who served on their juries, for making the Texas Circuit a continued success.

The 1989-90 Circuit year promises to be even better, with minor changes in the schedule to logistically align regatta sites. The new "mini-series" within the Circuit will consist of three regattas, back-to-back (over 3 months), in the Dallas/Fort Worth area. Dubbed the Metroplex Series, there will be a separate set of trophies for this no-throw-out event.

The Texas Circuit is still the largest and longest J/24 event in the world. Yacht storage before and after each event can be arranged. Limited charters are available. Check the Calendar of Events in the back of this issue for the regatta nearest you.

1989 Texas Circuit and District 14 Championship (Top 30 of 116)

(8-Regattas w/three throw-outs)

*Less than 3-races = Non Regatta

1 - Fort Worth (10/88) 3 - New Orleans, LA (02/89) 5 - Dallas, CLYC (04/89) 7 - Galveston Bay (07/88)
2 - Canyon Lake (11/88) 4 - Austin (03/89) 6 - Dallas, RYC (05/89) 8 - Corpus Christi Bay (09/89)

POS	SAIL	YACHT ('88 Rank)	OWNER	FLEET	1	2	3	*4	5	6	7	8	TOT
1	3418	<i>Thunderstar</i> (01)	Young/Haggerty	21	1	(26)	1	(1)	3	(9)	2	2	9
2	4029	<i>Monster Fish</i> (04)	Hallman/Peck/Pitcairn	9	4	1	(4)	(4)	(5)	3	1	1	10
3	3694	<i>Surfer Girl</i> (07)	K. Elam	29	3	2	2	(12)	2	(7)	(25)	4	13
4	1040	<i>Graybeard</i> (16)	J. Anderson	29	2	6	DNC	(11)	10	4	3	(13)	25
5	968	<i>Grand Slam</i>	P. Foerster	3	DNC	3	DNC	(10)	4	2	14	10	33
6	2106	<i>IBA J</i> (11)	Irwin/Brandon	29	7	7	DNC	DNC	9	6	(23)	8	37
7	2537	<i>Bad Boys</i> (10)	Faget/Coogan	94	8	9	5	(19)	7	(22)	9	(12)	38
8	1997	<i>Mr. Happy</i> (21)	Nelson/Bartlet	29	10	5	8	(2)	8	(23)	(15)	11	42
9	272	<i>Flour Power</i> (02)	F. AmRhein	9	6	4	DNC	(25)	15	11	DNC	15	51
10	1586	<i>Hot Blooded</i> (12)	Stupp/Beckman	5	14	DNC	DNC	(21)	14	21	5	3	57
11	4243	<i>Slick</i> (13)	Andre/White	29	5	12	DNC	(3)	17	18	11	DNC	63
12	187	<i>Psycho</i> (05)	F. Schroth	21	(21)	(33)	13	(6)	12	13	18	7	63
13	2117	<i>Cheap Thrills</i>	W. Pitard	94	DNC	DNC	19	(28)	11	24	8	9	71
14	1499	<i>Whatboat</i> (22)	H. Hirschberg	29	12	17	DNC	(15)	23	(41)	10	16	78
15	1975	<i>Jehosaphat!</i> (26)	Daws/Cantrell	105	(32)	(27)	11	(8)	19	10	21	19	80
16	3764	<i>Plum Crazy</i> (18)	Plumer/Gayle	92	18	13	18	(26)	18	(32)	19	(32)	86
17	2618	<i>We Be</i>	Clark/Gowen/Peado	29	19	14	21	(26)	(31)	(28)	24	14	92
18	2573	<i>More Grief</i> (15)	L. Conger	92	20	DNC	14	DNC	27	15	22	DNC	98
19	2611	<i>Ajax</i>	A. Hubbard	OK	24	16	DNC	DNC	20	45	DNC	18	123
20	3715	<i>Cajun Babe</i> (23)	Sharp/White	29	22	15	15	(35)	39	(50)	33	DNC	124
21	4459	<i>Maiden Hong Kong</i>	Brady/Inman	FL	9	100	10	DNC	1	8	DNC	DNC	128
22	3496	<i>Snake Eyes</i>	C. Price	29	DNC	29	DNC	(13)	28	25	27	22	131
23	3771	<i>Marisol</i>	M. Minot	29	DNC	18	DNC	(30)	22	51	29	27	147
24	3912	<i>Wicked Wahine</i> (09)	M. Kegler	29	11	100	DNC	DNC	13	12	12	DNC	148
25	501	<i>Windshift</i>	Mandell/Smith	21	DNC	25	DNC	(38)	35	33	34	23	150
26	1385	<i>Sheep Can't Cook</i>	M. Hardick	29	DNC	38	DNC	(18)	33	38	20	29	158
27	4418	<i>Shanghai Split</i> (31)	S. Priester	WF	29	30	31	(33)	DNC	(47)	42	31	163
28	1863	<i>Fast Company</i>	H. Stanley	29	36	21	DNC	(29)	30	56	DNC	28	171
29	1216	<i>Ante Up</i>	R. Berg	OK	13	8	100	DNC	25	31	DNC	DNC	177
30	3485	<i>Jasmine</i> (32)	R. Schaffer	54	34	23	29	(31)	37	55	DNC	DNC	178



Dennis Conner takes in the skippers' meeting at Chandler's Landing.

Dennis Conner Races J/24 on Lake Ray Hubbard

by Bob Williams

A large crowd of America's Cup fans were on hand Saturday morning, July 29, at Captain's Cove Marina on Lake Ray Hubbard near Dallas to greet Dennis Conner, undoubtedly the most famous yachtsman of all time, and to race him and his borrowed J/24, *Hubba*, across the lake to Chandlers Landing.

After a time of posing for photographs and autographing shirts and books, Conner took time out to meet the media and consume a huge bowl of fruit, while the great unwashed were outside having their breakfast of doughnuts, orange juice and coffee.

The Sea Explorers branch of the Boy Scouts of America, recipients of the proceeds from the Charity Regatta hosted by Westrec Marinas, dressed the flag pole with all manner of flags,

Dennis Conner sailed Hubba with crew of Deloris Petty, Ron Richardson, Scott Self and Larry Pike, to a third place finish in the Westrec Charity Regatta.



with Old Glory in the place of honor on the gaff. Then a bit later the Explorers officially piped Conner aboard to be introduced by Bob Chapman, regional manager of Westrec which owns Captain's Cove and Chandlers. At the end of his remarks, Conner asked for questions and got a pointed one: "Do you ever lose regattas like this one?" Dennis replied, "I've lost about every kind of race you can imagine, including the America's Cup," a remark that was to set the tone of the sailboat race.

Precisely on schedule, Boyce Petty called the skippers meeting to order and announced, among other things, that in the event of a protest the protest meeting would be held in New York City.

Forty-five boats graced the starting line. Conner and crew, Scott Self, Deloris Petty, Larry Parks and Ron Richards, got a beautiful start on the pin end of the line, partly to get clear air, partly to accommodate the spectator boats and media photographers, and partly because tactician Self advised him to.

The wind was from the southeast about 8 mph, and Dave Irwin set the weather mark just off the point of land halfway down the lake toward Rush Creek Yacht Club. Self's tactic was obvious. Hang a starboard tack down to the lee shore where they would be lifted right into the mark in front of the fleet. Works every time when you head southeast from Chandlers Landing. But this time the race started from a different point - in front of Captain's Cove about four miles to the west.

As a result Conner and crew were in a disappointing sixth place rounding the weather mark, with the wind starting to die. When the whole fleet jibed to the north, Conner and crew started to pick up some places. They finally had to settle for third behind Mike Kegler and local hotshot teenagers Scott Sharples, 14, and Ryan Glaze, 13, both crews sailing J/24s. Ryan's Mom was very proud of her little boy beating Dennis Conner.

Tongue in cheek, Conner took his defeat like a typical skipper - blaming his tactician and stating that it really was team racing - Lake Ray Hubbard sailors against the world. "We knew if we didn't win the race, we'd have a lot of happy campers," he said. And he was right.

At Chandlers a large crowd filled the dining room, after consuming a buffet fit for royalty, to hear Conner talk about the future of the America's Cup. Bottom line - the next Cup will be in 1992 either in Auckland, New Zealand, or San Diego depending upon the decision of the New York Appeals Court. If it is Auckland, Dennis will go as one of 25 challengers to get the Cup back. If in San Diego, Dennis will defend the Cup.

The challengers and defenders have agreed upon a larger and lighter boat than the 12-meter, carrying a crew of 16. Conner's syndicate is in place with a 30 million dollar budget. His boat is being designed but the boat will not be built until he knows where the event will be held. The size and weight of the boat depends upon the wind and water it will sail in, don't you see.

Commodore Phil Bishop presented Conner a Chandlers Landing Yacht Club burgee and honorary membership, which prompted Dennis to remark about the second-to-none facility, hoping that the dues were not too high. Artist Deloris Petty presented Conner with a watercolor showing him at the helm of *Hubba*. Petty was astonished to note that the crew sailed dressed in the same colors she had painted. Everyone swore it was accidental.

(Bob Williams covers Yachting for the Dallas Morning News and the Rockwall Journal-Success.)

Happy Birth-J to Fleet 141

by Monica Elsbrock and Roger Webb

New Mexico has long been a melting pot of some of the most popular monohulls cruised and raced anywhere - Catalinas, Santanas, Hunters, and Merits, to name a few. In the past several years, however, there has been an increasing interest in one-design racing. The newest burgee flying atop mastheads is a distinctive navy blue flag with stars depicting the north star and the big dipper. This distinguished burgee belongs to the newest fleet of one-design racing sailboats in the southwest, the Paseo del Norte J/24 Fleet 141.

Fleet 141 has seen meaningful growth due largely to the efforts of Rich and Sue Strasia, who became the J-Boat dealers two years ago. The Strasia's helped launch the fleet, borrowing the name given to the Rio Grande by the explorer Coronado as he gazed up the river on his trek that followed the north star. Fleet 141 is enjoying a great deal of acceptance and interest in the local sailing community. The monthly meetings have been netting a good turnout and they recently elected their first commodore, Dan Holden. Rich Strasia is delighted with the success of the new J fleet, as well as the great feeling of camaraderie that is shared by J fleets nationwide.

The Strasia's have been actively involved in racing in New Mexico, as well as in neighboring states. Aboard their J/24, *Kachina*, they have become the New Mexico team to beat. Sue Strasia, on the helm of *Kachina*, has been a familiar sight with her broad grin. She is serious about her racing though, as any seasoned skipper that has raced will attest; when she yells "Bring it up," she means business. Rich Strasia, a mid-person/foredeck machine, has infectious enthusiasm when it comes to racing within a J/24 fleet. He wholeheartedly believes that New Mexico is the perfect place to locate a J/24 base for the southwest, due to the central location of New Mexico and the great sailing opportunities of Elephant Butte, the state's largest lake. This man-made reservoir in the southern part of the state houses three marinas and roughly 350 sailboats. Another advantage of this lake becoming dominated by J/24s is the close proximity of it to other sailing meccas, such as Corpus Christi and Dallas, Texas, San Diego, and Dillon Lake in nearby Colorado.

Fleet 141 is launched. All the components for success are in place: a large lake, great breezes, inviting facilities, and Rich and Sue's zealous involvement in nurturing the newborn fleet and class competition to enhance the continued growth of the fleet. The spirit of the moment is best summed up by Rich and Sue's slogan, "Get the hots for knots - sail a J/24."

Four of the seven boat Paseo Del Norte Fleet 141 sailing on Elephant Butte Lake, New Mexico.



Photo by Carl Yuana

Crew on Bess sport Statue of Liberty crowns in Betsy Ross race.

Brigden Best at Betsy Ross Bowl

Ten of the top women sailing teams in the U.S. were invited to New York City to race J/24s in the first Betsy Ross Bowl organized by Manhattan Yacht Club, May 1-3, as part of the Second Annual Fleet Week. The purpose of the event was to foster and promote friendly competition between women sailors and to provide a racing series which combined unsurpassed scenery, challenging currents, steady winds and unrivaled parties. In honor of the Bicentennial Celebration of George Washington's Inauguration, each boat was named after one of the previous ten First Ladies of the United States, beginning with "Barbara" and going back to "Eleanor."

The entry list read like a "Who's Who" of women sailing. Among the participants were six of the top eight finishers in last year's Olympic trials, and included Betsy Alison, three time winner of the Rolex Yachswoman of the Year, and Cory Fischer Sertl, second place finisher in the 1987 Rolex International Women's Keelboat Championship. The 93 foot yacht *Southern Trail*, the restored sistership to the presidential yacht *Sequoia*, served as flagship for the event.

Mary Allen Brigden, of the U.S. Naval Academy, sailed *Betty (Ford)* to win three of the six races, finishing well ahead of second place finisher, Heather Gregg. Brigden and her crew of Jean Rademacher, Julie Anyan, Tricia Yeoman and Joan Watts were awarded an antique silver bowl, a perpetual trophy to be on display at the Intrepid Museum in New York.

1989 Betsy Ross Bowl

POS	HELMSMAN	TOT
1	Mary Allen Brigden	9
2	Heather Gregg	15
3	Heidi Ziegler	18
4	Betsy Alison	22
5	Nancy Haberland	23
6	Cory Fischer Sertl	24
7	Jody Swanson	26
8	Susan Milnes-Wallace	30
9	Julia Trotman	35
10	Deborah Fraser	51



New Fleet Formed on Chesapeake Bay

by Cathie Cunison

For a number of years there have been J/24s racing PHRF C with the Southern Maryland Racing Association (SMSA). The SMSA is based around Solomons Island and the Patuxent River at the center of the Chesapeake Bay and has a busy racing and cruising schedule.

During the Spring of 1989, the number of J/24s out on the water increased and the one-design racing within the class became very intense. In response to this increased J/24 activity, the class decided to form a fleet to encourage J/24s and one-design racing within the SMSA.

The first Solomons Island J/24 Fleet 143 event was held on July 23, with five short windward-leeward races held in the mouth of the Patuxent. We even had a go at match racing! The crews then adjourned to Fleet Captain 'L G' Raley's house for a post-race party. All agreed that it was so much fun that a similar event is planned later on in the year.

Plans for 1990 include separate starts and courses within SMSA races and more J/24 events and parties. Some of the boats intend to continue to combine racing and taking part in the SMSA organized cruises. At Solomons you can win prizes for both racing and cruising! At present all the boats are wet sailed but discussions with local marinas are progressing on installing a hoist.

The Solomons Island fleet may not be the fastest on the Chesapeake Bay but it intends to have the best parties! If anyone would like to join us, for a race or a season, please contact Class Captain, 'L G' Raley.



Fleet Captain 'L G' Raley keeps the Solomons Fleet under control.



Solomons Fleet members party after a Wednesday evening race.

Marina Del Rey Fleet 49

by George Antarr III

The 1989 sailing season has been one of rejuvenation for the Marina Del Rey fleet. There have always been J/24s in the area; however, there have only been a couple who raced on a regular basis. We set out in the spring to rebuild the local fleet and restore enthusiasm as well.

A major complaint we had from fleet members was that the J/24s were not competitive racing PHRF in the Marina. We petitioned for our own start on Wednesday nights, and were granted a separate start contingent upon a minimum of five starters every week. We started out slow with only five boats racing regularly. However, the enthusiasm of having our own starts grew and we now have 8 to 10 boats racing on a regular basis. Due to our consistent turnout, we have been awarded our own starts in several weekend series regattas.

We are currently in the process of organizing a race clinic weekend in conjunction with J World and North Sails. The dates have been set for October 28-29. Anyone wishing to participate is certainly welcome and should contact me for details.

We initiated a change of venue to Marina Del Rey for the August 19th and 20th California Circuit Regatta. Hosting a major regatta was a little nerve-racking at times, but certainly worth it. We expected about twenty boats and had fourteen show up for the two day event. Competition in all races was tight and no one boat was ever separated by more than a couple of boat lengths from the rest of the fleet. Racers looking on from around the bay commented on what a sight the J/24 fleet was to see, something people had not seen for a while in Marina Del Rey. On Saturday following the first day of racing, an informal barbecue was held at my home in Marina Del Rey; we thought something different would be nice - people exchanged strategies

and stories while relaxing with tons of food. All in all we think the weekend was a big success.

We have scheduled two major events for next year. We hope that this is the start of a long history of J/24 racing in Marina Del Rey.



Fleet 49 members gear up for a Wednesday night Sunset Series race.

District 10 Championship

by Doug Wilson, Fleet 10 Captain

The 1989 District 10 Championship was held on Biscayne Bay, June 3-4. The regatta was hosted by Key Biscayne Fleet 10, with 21 boats in attendance. Two days of fun and high quality

racing were made possible through the efforts of Race Chairman Howard Sutter, along with Ken and Marsha Batzer, Sid Doren, Bill Smoak, and Rob and Debbie Rosatta; the U.S. Sailing Center, Key Biscayne Yacht Club, and Coral Reef Yacht Club; Sun Bank of Miami, for sponsorship through the Miami Sports Festival and the Florida Sunshine State Games; and the numerous volunteers from Fleet 10.

It was clear who the top two contenders were after the first race; Chris Larson, from Clearwater, and Morgan Reeser with John and Mary Southam, on *Dr. J.*, finished one-two. These guys finished 19th and 9th, respectively, in the 1989 Midwinters. Joe Blubaugh, on Ken Batzer's *Man O'War*, looked good on Day 1 as well. Those three boats filled out the top three spots in the first three races. The weather was perfect with winds southeast at 12 to 18, enough to make the lighter crews "think heavy" at times. A cookout at Key Biscayne Yacht Club finished the day's racing.

Sunday was a little lighter and shifter, with the fourth race shortened to a downwind finish to guarantee a full-course fifth race. *Man O'War* finished tenth, leaving Larson and Reeser to battle for first overall, and David Rucker's *Geronimo's Cadillac*, with Henry Amthor of Hampton, Virginia, on the helm, finished third to move into contention for third overall. In the last race, C.O. Jones and *Pilar* rounded the weather mark one-two and stayed that way the rest of the race. Larson finished third, and pulled a nice slow-down move on Reeser on the final beat to put 50/50 (Steve Page and Steve Boe, from Naples) into fourth and *Dr. J* in fifth. But it wasn't enough, as Reeser won by the tie-breaker. *Geronimo's Cadillac* finished seventh, for third overall, with *Man O'War* slipping to fourth. Gary Sprague on *Twilight Zone* finished fifth overall, and took the award for top owner/helmsman. Some recognition for the winning crew: sailing with Morgan Reeser along with John and Mary Southam were Charlie Lewis, Rand McClain, Kim Logan, and Mandy Bremen.

Fleet 10 would like to make this two-day regatta an annual event, and make it the District 10 Championship whenever possible.

District 10 Championship

POS	SAIL	YACHT	HELMSMAN/OWNER	1	2	3	4	5	TOT
1	91	<i>Dr. J</i>	Reeser/Southam	2	1	1	2	5	11
2	4467	<i>Slip Slide</i>	Larson/Legnack	1	3	3	1	3	11
3	4102	<i>Geronimo's Cadillac</i>	Amthor/Rucker	4	4	6	3	7	24
4	2296	<i>Man O'War</i>	Blubaugh/Batzer	3	2	2	10	9	26
5	3464	<i>Twilight Zone</i>	Sprague	5	5	7	5	6	28
6	623	<i>C. O. Jones</i>	Svendsen/Wilson	8	7	8	6	1	30
7	3205	<i>50/50</i>	Page & Boe	7	9	22	4	4	46
8	3346	<i>Pilar</i>	Wood/Rich	17	14	9	8	2	50
9	151	<i>Papa Jack</i>	Valdes/Ochoa	9	12	4	15	14	54
10	2245	<i>Arion</i>	Lohmeyer/Sousa	11	10	5	17	11	54
11	3227	<i>Hot Tamale</i>	Ahrens	10	15	11	9	10	55
12	3946	<i>Rhett Butler</i>	Smoak	13	11	10	7	15	56
13	4192	<i>Hot Lips</i>	Dahl	14	6	15	12	13	60
14	3542	<i>Blue Streak</i>	Pincus/Klosowski	12	8	16	14	12	62
15	667	<i>Spinoza</i>	Seifrick	15	17	14	16	8	70
16	5	<i>Chameleon</i>	Bigham	6	13	22	13	18	72
17	2900	<i>Night Owl</i>	Platt	16	18	18	11	16	79
18	2923	<i>Menage</i>	Pincus/Kenney/Babcock	18	19	12	19	19	87
19	1194	<i>Audacity</i>	Calvert	19	16	17	18	22	92
20	4185	<i>Rabbit</i>	Downs	20	20	19	20	17	96
21	640	<i>Fantasia</i>	Wood	21	21	13	22	22	99



Mikiko Tsuchiya and crew sailed *Pink Kiss* to victory at the 1989 All Japan Ladies Championship.

News from Japan

by Tomohiko Sekiguchi

1989 All Japan J/24 Ladies Championship

Pink Kiss, helmed by Ms. Mikiko Tsuchiya of the Kanto fleet, won the 1989 All Japan J/24 Ladies Championship held May 3-6, 1989, at the Sajima Marina, about 40 miles south of Tokyo. Ten teams, about twice as many as usual, participated from the Kanto, Chubu and Kansai fleets.

Pink Kiss, after three races having the same number of points as *L'Etissia*, helmed by Ms. Hikari Sano, put up a hard fight with *L'Etissia* and won the first position overall again in the J/24 All Japan Ladies Championship. Ms. Tsuchiya is qualified to participate in the Rolex International Women's Keelboat Championship from September 15-22, 1989. Ms. Tsuchiya smiled and said, "The 'Pink' wind blew, that's why."

On the first day, the mild wind did not allow the experienced skipper to advance beyond third place. On the second day, 14 to 16 knot winds bothered all the boats except *Pink Kiss*, which progressed to first place.

The 16 knot wind prevailed on the final day's competition. "To tell you the truth, early in the morning I was concerned about the race and woke up at 4:30. Then, I saw there was no wind blowing outside at all. 'It's no use sailing today,' I thought for a moment, but the weather prediction said there would be wind." The race started at 9:30. It was a pretty good start. Sailing with a favorable strong wind, *Pink* arrived at the first buoy in first place. The previous All Japan Ladies Champion, Ms. Hikari Sano's *L'Etissia*, was just behind, looking for a chance to counterattack. However, *Pink Kiss*' sailing was so perfect that *L'Etissia* could not find a space to get into.

"I'm so happy to be a winner, especially this time," Ms. Tsuchiya said. Younger sailors are enjoying themselves so much sailing. Ms. Tsuchiya's goal at the Women's Keelboat Championship is to place above the middle of the whole fleet. Japan is a new yachting country; therefore Japanese women sailors are still competing very hard.

The winning team crew members passed around the winner's cup full of beer. Ms. Tsuchiya was born in Tokyo and graduated from the Aoyama-Gakuin University. When she was a senior high school student, she was a tennis player. She

joined the university yacht club and participated in Snipe class yachting. Now, she is the No. 1 J/24 woman sailor in Japan.

1989 All Japan Ladies Championship

POS	YACHT	HELMSPERSON	1	2	3	4	TOT
1	<i>Pink Kiss</i>	Mikiko Tsuchiya	3	1	1	1	6
2	<i>L'Etissia</i>	Hikari Suzuki	1	2	2	2	7
3	<i>Kamikaze</i>	Ritsuko Hidaka	2	3	3	4	12
4	<i>Lull</i>	Sumiyo Kaneko	9	4	6	3	22
5	<i>No-Problem</i>	Makiko Nikaidoh	5	5	5	8	23
6	<i>Atena</i>	Masako Fukushima	4	11	8	5	28
7	<i>MS</i>	Hiroko Inaoka	7	11	4	6	28
8	<i>Lady First</i>	Tomoko Sakai	6	7	10	7	30
9	<i>My Fair Lady</i>	Chieko Dohtsu	8	6	7	9	30
10	<i>Yakushimaru Ladies</i>	Kumiko Jyo	10	8	9	11	38



Kiss excelled in the stronger winds on the second day.



Pink Kiss crew members show their pleasure at receiving gold medals.

The Japan J/24 Measurers Meeting was held on July 16, 1989, in Tokyo. The participants were: Nobuaki Tani (President of the Japan J/24 Class), Makoto Nakano (Kansai District Governor), Hiroyuki Takahashi, Mikiko Tsuchiya, Takashi Shimaoka, Ken-ichi Shirakawa, Tetsuro Toyota, Haruhisa Furunaga, Hiroko Imoto, Yumiko Takano, Noboru Arase (All are measurers) and Tomohiko Sekiguchi (Secretary). The following matters were discussed:

1. 1989 J/24 class rules.
2. The measurements at the 1989 World Championship and the 10th J/24 All Japan Championship.
3. The problem with past measurements and how we should conduct our future measurements.
4. Rule change proposals for 1990 and measurement guidelines.

This was the first meeting of this type and was very beneficial.

ABYC One-Design Regatta

by Katie Nicoll

It was a dark and stormy night . . . or so the story went, and there was a promise of it blowing stink out of the southwest with clear skies, for the Ashbridge's Bay Yacht Club One-Design Regatta held September 3-4, 1989. In reality, like the rest of the Lake Ontario winds that left us this summer, there wasn't any! At least the sky was clear for great viewing of the annual Canadian National Exhibition Air Show.

Race 1 started with over half the fleet nowhere near the starting line, and then a 50 degree shift to the left put David Tawaststjerna in the lead and kept him there, followed by Gord Burt (*Hot Ticket*) and Katie Nicoll (*Quick Nick*). For Race 2 the wind filled in to a steady 10 knots, with more consistent shifts. Bill McKenzie, a newcomer to the fleet, was able to get *Rumpus* away to a nice lead with her legendary speed.

With the time limit running out and four classes to start, the race committee sent the lot of us into the club to enjoy Caribbean music with a steel band. Not to be outdone, the boys on *Hot Ticket* had organized a fabulous, dry sail area party, with a keg,

munchies and a cheap floozie who couldn't handle Rob Cochrane's advances!

Sunday morning was pretty bright for those guys on *Hot Ticket* who all arrived at breakfast sporting dark glasses and were relieved to hear a two-gun postponement to wait for wind. Race 3 saw more 10 knot breezes and, after three general recalls, the fleet was finally on its ways. Katie Nicoll took an early lead away from Ted Reilly (*Rasputin*) and increased it to win easily after six legs, and was now leading the series by seven points.

Time and wind permitted only one more race. *Quick Nick* was over early and had to round the end, rounding the first weather mark well behind the fleet. David Tawaststjerna rounded fifth and was able to work himself to the lead, but Katie, though making an incredible comeback, could not recover enough to keep the series lead. David Tawaststjerna was the overall winner by 1 point.

This event qualified the top two boats, David Tawaststjerna (*Three Speed*) and Katie Nicoll (*Quick Nick*), with her all women crew, to enter the 1990 worlds in Ireland.

1989 ABYC One-Design Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3913	<i>Three Speed</i>	David Tawaststjerna	1	6	8	1	16
2	3307	<i>Quick Nick</i>	Katie Nicoll	3	4	1	9	17
3	1169	<i>Rumpus</i>	Bill McKenzie	13	1	3	2	19
4	2241	<i>Hot Ticket</i>	Gord Burt	2	8	7	4	21
5	4416	<i>Rasputin</i>	Ted Reilly	11	5	2	6	24
6	4585	<i>Veritas</i>	John Murphy	6	2	12	5	25
7	3524	<i>Toxic Avenger</i>	Kevin Armstrong	7	12	5	8	32
8	4270	<i>I Dunno</i>	John Rosopolus	5	3	13	12	33
9	2604	<i>No Frills</i>	Johnson/Callum	4	11	4	14	33
10	2718	<i>Primitive People</i>	Chris Setchell	10	10	6	11	37
11	2623	<i>Mischief</i>	Dave Butt	9	DSQ	11	3	42
12	2218	<i>Plus Ten</i>	Lorne Chapman	8	7	14	13	42
13	2976	<i>I</i>	Peter Powles	14	13	9	7	43
14	2345	<i>Shane</i>	Michael Long	15	9	10	10	44
15	2728	<i>Bat Boat</i>	Rob Charuk	12	14	17	15	58
16	2219	<i>Sneakers</i>	Adele Jardine	17	15	15	16	63
17	2280	<i>J String</i>	Marc Letellier	16	16	16	17	65

Brockman Sinks Sela in Israel's First J/24 Match Race

condensed from a Jerusalem Post article by D. Ben-tal

Israel's first ever match race between J/24s was convincingly won by Shimshon Brockman, who defeated Yoel Sela, 3-0 in a best-of-five competition sailed on May 13, 1989, off the Bat Yam coast. With relatively light winds of about seven knots and only a gentle swell to contend with, conditions were perfect for tactical sailing. Brockman, who together with his partner Eitan Friedlander was world champion in the 420 Class and European Champion in the 470 Class, proved his adaptability.

The opening race produced a rare collision between the two yachts at the first mark, when Sela cut inside of Brockman whose yacht failed to give room in time. In spite of the penalty of a mark re-rounding, Brockman managed to build up a sufficient lead under spinnaker, to win the first race. In the second race, Sela, whose aggressive sailing almost assured him of Israel's first Olympic yachting medal when he came fourth in last September's Flying Dutchman competition in South Korea, arrived at the first mark ahead. However, Brockman overtook Sela on the return leg, under spinnaker. The third race proved to be a neck-and-neck affair throughout, but Brockman's yacht just edged ahead as they approached the finish line to assure him of a 3-0 victory.

The man behind this new sport in Israel is French immigrant Roger Tordjman, a 48-year-old former Parisian with a lifelong passion for the sea. Tordjman has personally footed the bill to import two spanking-new white J/24s. He explained why the J/24 is viewed by many as the ultimate sailing craft.

"At 1200kg, the J/24 is a relatively lightweight yacht and therefore behaves with the sensitivity of a dinghy. In order to race the J/24 successfully, one needs to combine the specific sailing skills of heavy yachts with those of one or two man dinghies."

Israel's team of J/24 sailors (IS-1) includes (from left) Joel Sela, 4th in FD in Seoul Olympics; Ran Shental, 420 Youth World Champion; Nicolo Belloni, 2nd in Italian J/24 Championship; Roger Tordjman, team leader; Eytan Friedlander, 420 World and European Champion; Ofer Botzer; and Nir Shental, 2nd in 470 Youth European Championship.





J/24s sail out from the harbour in Marstrand during the Gothenburg Royal Yacht Club's Marstrand Regatta on the west coast of Sweden.

Report From Sweden

by Lars Winroth, Swedish J/24 Association Chairman

There were about eighty J/24s sailing on the Swedish waters between 1978 and 1980. From 1981 to 1986, interest went down as people bought similar Swedish boats, the Maxi 80 and Albin Express. These two boats are not being built any longer, so we are convinced that the elite crews in the two above mentioned classes will go over to a more international class like the J/24. There are about 60 ten year old Westerley-built J/24s in this country and new boats will be bought. Sweden is sure to be strong in this class again!

There are several crews that are very competent and this year 15 boats participated in races (Rutgersen Cup and G.K.S.S. Regatta) held in Marstrand on the Swedish west coast. Active J/24 sailors are mainly to be found around Gothenburg, around Stockholm and in the south of Sweden. We expect at least 25 J/24s will compete at the Rutgersen Cup in June, 1990, (four Olympic races) and at the GKSS Marstrand Regatta, 1-5 July 1990 (five races on the Marstrand fjord.)

In 1988 and 1989, two Swedish crews took part in the Mid-winter Championship in Florida. One of them (Haeger/Possette in S 46) won this year's Marstrand Regatta. The winner of the Rutgersen Cup 1989 was Lars Winroth in S 18. Gothenburg Royal Yacht Club (GKSS) and Marstrand Yacht Club (MSS) are quite capable of arranging a championship here in Marstrand. This year, for instance, GKSS arranged the Six Meter World Cup in Marstrand and about 40 sailors from ten different countries participated.

How about all active J/24s coming to Marstrand in 1992 or 1993? That would be great fun!

Ontario J/24 Championship

by Terry Still

The 1989 Ontario J/24 Championship, held off Oakville, Ontario, by the Oakville Yacht Squadron, attracted a record twenty-eight boats on a perfect sailing weekend. Three races were held on Saturday, June 3rd and two the following day, with winds between 10 and 20 knots.

Greg Tawaststjerna won the first two races from Jeffrey Long, but in the third race a poor start left him in the pack and he ended up in eleventh place. Jeffrey Long won the third race but finished fifth in the first race on Sunday, which Greg won again. This set the stage for an exciting final race.

Tawaststjerna had to finish five places ahead of Long to win the regatta. Match racing with Long in a lessening breeze on a shortened course, Tawaststjerna showed why he is probably Canada's foremost J/24 sailor. The increasingly fluky winds helped him drive Long into the pack from which he escaped to finish fourth, but left Long struggling home in 11th place.

It was a fine championship for Greg Tawaststjerna but a disappointing one for Jeffrey Long, who finished in third place. Peter Van Rossem of Napanee, Ontario, sailed consistently with 3-4-6-4-3 finishes to take second place.

A most grateful thanks goes to Ontario Sailing Association for their race management assistance at this regatta.

Ontario J/24 Championship June 3-4, 1989

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	4416	<i>Twister</i>	Greg Tawaststjerna	1	1	11	1	4	18
2	2594	<i>Chainsmoker</i>	Peter Van Rossem	3	4	6	4	3	20
3	2345	<i>Shane</i>	Jeffrey Long	2	2	1	5	11	21
4	3913	<i>Three Speed</i>	David Tawaststjerna	4	3	2	2	16	27
5	1934	<i>Dark Star</i>	Tom Taylor	10	5	13	3	7	38
6	4046		Jim Pearson	5	8	10	14	12	49
7	1169	<i>Rumpus</i>	Chris Koper	8	6	17	7	13	51
8	2218	<i>Plus Ten</i>	Lorne Chapman	17	10	12	9	8	56
9	3524	<i>Toxic Avenger</i>	Kevin Armstrong	12	16	14	16	2	60
10	2561	<i>Showdown</i>	Ken Houldsworth	16	14	20	11	17	68
11	4457	<i>Hardtack</i>	Peter Allen	15	15	4	21	15	70
12	1152	<i>Rasputin</i>	Ted Reilly	9	18	18	8	19	72
13	341	<i>Blue J</i>	Dave Moores	11	17	7	20	18	73
14	2241	<i>Hot Ticket</i>	Russell Severnuk	DNF	DNS	5	6	6	75
15	2768	<i>Entre Nous</i>	Jim Blasko	7	13	9	26	20	75
16	2623	<i>Mischief</i>	Robert Hall	25	20	22	10	1	78
17	2248	<i>Blade Runner</i>	Frank Stewart	6	9	21	13	PMS	79
18	2728	<i>Exxon Valdez</i>	Rob Charuk	14	12	27	17	10	80
19	4468	<i>Pyschopath</i>	Mike Cornelissen	18	22	DSQ	12	5	87
20	4106	<i>Full Tilt</i>	Kathy Pask	DNF	DNS	3	15	14	90
21	2477	<i>Hang Forty</i>	Chris Scott	20	21	15	18	23	97
22	2718	<i>Primi People</i>	Chris Setchell	DNF	11	8	22	DNF	101
23	2591	<i>Indulgence</i>	Robert Duggan	22	7	19	25	DNF	103
24	2976	<i>I</i>	Peter Powles	23	24	24	24	9	104
25	4218	<i>Nelson's Blood</i>	Colin Boag	13	19	25	28	21	106
26	2659	<i>Old Superb</i>	Terry Still	24	26	23	19	22	114
27	3325	<i>Majic</i>	Cam McTavish	19	25	28	23	DNF	124
28	2604	<i>No Frills</i>	Johnston/Callum	21	23	26	27	DNF	127

1989 J/24 Cowes Week Report

by Chris Torrens

A record fleet of 47 boats entered Cowes Week this year, with two teams from Singapore, two from Ireland, and one from Holland. The brilliant weather provided excellent racing and the general lighter airs of the last few days tested the skills of all the crews and made it essential to get the tides right. The Pussars Rum Trophy, raced over the first Saturday, Sunday and Monday, was won by Simon Rogers in *The Jumbies*, with Marta, Mark Groth and partners, second and *Smokey Joe*, Eddie Warwick third. The bonus of the J/24 Cowes Week programme is that it enables owners to do only part of the Week if they have a restriction on time, and so this year we had several boats that were able to concentrate on specific days.

The Jean Machine Trophy on Tuesday was won by Chris Torrens in *Majic*, and the Creighton Trophy on Wednesday was won by Ted McLean in *Gossip*. The treks up to Mother Bank and Browndown made for a different sort of racing from Olympic courses and tested all the crews in their Solent knowledge. This year will go down as a vintage Cowes Week with the weather providing a great week's racing and adding to the fun of an excellent social programme.

It was a pleasure to welcome the foreign competitors, in particular Alan Barnes from Singapore, and Michael Boyd from Dublin, where the J/24 World Championship will be held next year.

The Cowes Week series run Saturday to Friday was won by Simon Rogers, with a consistent performance that placed him two points ahead of his nearest rival, Ted McLean of *Gossip*.

Cowes Week Overall

POS	YACHT	HELMSMAN
1	<i>The Jumbies</i>	Simon Rogers
2	<i>Gossip</i>	Ted McLean
3	<i>Kanembe Connection</i>	Chris Kearns
4	<i>Hullabaloo</i>	David Evans
5	<i>Majic</i>	Chris Torrens
6	<i>Jiffy</i>	Richard Power

Canadians Lost in Fog

by Ted Reilly

Thirty-two boats from Canada, the U.S. and Australia sat out the 1989 Canadian Championship hosted by National Yacht Club in Toronto. Despite valiant efforts by the race committee, only two races were possible during the three day event as light winds and fog persisted. Being one race short of the required three race minimum, the 1989 Championship had to be abandoned.

However, there were a number of highlights. In the first race Greg Tawaststjerna aboard *Three Speed* showed great concentration in light airs to lead the fleet to the finish. This was particularly noteworthy because his crew were reportedly down

below watching a ballgame. Greg remarked that the major problem was that he could tack only between innings. However, in the second race, a combination of atmospheric interference and failing batteries upset the normally slick crew work and *Three Speed* finished in the middle of the pack.

Second race honors went to the *WattawoppawoomerA* crew, who displayed typical Australian reserve throughout the regatta festivities. The Aussies got away to a fast start and managed to navigate to the finish line as dense fog closed in. Reading from a prepared statement, the skipper, Peter Thomson, said that he did not realize it was foggy out there - he thought his head hadn't cleared yet. In the final leg he homed-in on the bouquet from an open can of Fosters on the race committee boat.

After two races, the top five of thirty-two boats were:

POS	SAIL	YACHT	HELMSMAN	1	2	TOT
1	KC2345	<i>Shane</i>	Jeff Long	4	6	10
2	KA145	<i>WattawoppawoomerA</i>	Peter Thomson	11	1	12
3	KC4046	<i>Kicks</i>	Spike Boston	2	10	12
4	KC4416	<i>Rasputin</i>	Ted Reilly	10	5	15
5	US4437	<i>Thunder Road</i>	Don Cameron	13	7	20

Rothmans 1989 J/24 International Match Racing Championship

by Vivion P. Kennedy, Class Captain, Dublin

The 1989 Rothmans J/24 International Match Racing Championship took place at the site of the 1990 J/24 Worlds, Dublin Bay, Ireland, July 20-23, 1989. This competition now enjoys a very high reputation with J/24 sailors worldwide, which can be seen from the competitors: Jim Brady and Eric Arndt from the U.S., Greg Tawaststjerna from Canada, David Bedford from England and Tim Goodbody, John Ross-Murphy, Martin Byrne, Mark Little, Clarc Foley, Brian O'Hare, and Ronan Kenny, all from Ireland. The holder, Marshal King, pulled out at the last moment and was replaced by Gerry Dunleavy from the homeport.

In sharp contrast to last year, the event was held in glorious sunny, warm weather with sea breezes during the afternoons ensuring plenty of wind for racing. After the preliminary flights were completed, surprisingly resulting in the elimination of Bedford and Tawaststjerna, the semifinalists were Arndt vs. Byrne and Brady vs. Ross-Murphy. Arndt was the clear winner of the first semi. Brady won three of three races in the second, but after protests two races were ordered to be resailed. Brady won the first of these and the finalists were he and Arndt. Arndt won the first two (of three) races in the final, convincingly beat-

Jim Brady (1211) and John Ross-Murphy (1183) duke it out in the Semifinal.



Photos by Rock Tomlinson

Arndt (right) covers Brady in the final round.

ing Brady at the starts and holding the lead for all of the race. Brady protested that the flagship had flown a wrong flag in Race 1 and a resail was ordered, after the third race in the final. Arndt, who was clearly master of the day, forced Brady into errors and a collision at the start of Race 3. Brady retired and the championship went to Arndt.

A delighted Arndt, who won the hearts of the Irish with an exhibition of superb sailing and his friendly disposition, was a very popular winner and in accepting the trophy, paid tribute to his crew, Kirt Arndy, Matt Wilson and local J/24 sailors, Johnathon Dillon and Jimmy Dowling. Brady, in a good humoured speech congratulating Arndt, admitted he was outsailed on the day, but would return to win the event next time.

The series was run without much of the wrangles associated with match racing, a tribute to the competitors and race committee. The event is planned again for 1991, as next year the Worlds will be sailed in Ireland during July.

Rothmans Match Racing Champion Eric Arndt, with crew Kirt Arndy, Matt Wilson, Johnathon Dillon and Jimmy Dowling.



1989

NOVEMBER

17-19 NC J-Boat State Championship

Lake Norman Yacht Club
Gary Fox
P.O. Box 1146
Cornelius, NC 28031

25-26 Thanksgiving Regatta

Augusta Sailing Club
Augusta, GA
Jim Farmer
H: (404) 438-1509
B: (803) 279-7620

DECEMBER

30-31 Sugar Bowl Regatta

New Orleans Yacht Club
Ken Kercham
(504) 283-2581

1990

JANUARY

7-13 J/24 Midwinter Championship XIII

Southern Yacht Club
New Orleans, LA
Guy Brierre
H: (504) 866-3874

MARCH

31- 1990 Atlanta Cup

April 1 Lake Lanier Sailing Club
Atlanta, GA
Doug Rogers
H: (404) 476-8580
B: (404) 242-7910

APRIL

13-15 Southeast Regional

Lake Murray
Columbia, SC
Tom Waters
H: (803) 534-6420

MAY

25-27 Southwest Championship

Rush Creek Yacht Club
Dallas, TX
Jack Skelton
H: (214) 231-7934

26-28 Western Regional

St. Francis Yacht Club
San Francisco, CA
Peter Young
(415) 236-5559

JUNE

16-17 MacNamara's Bowl

Royal Lymington Y.C.
West Solent
David Colman
Isle of Wight (0983) 291572

16-23 Kieler Woche

Kieler Yacht Club
Hindenburgufer 70
D-2300 Kiel, W. Germany

22-30 J/24 European Championship IX

Kieler Yacht Club
Hindenburgufer 70
D-2300 Kiel, W. Germany

JULY

7-13 U.K. Open & Nat'l J/24 Championship

Cardigan Bay, Abersoch
South Carnarvonshire Yacht Club
Dr. C. B. Probert
0254 51687 Mon-Thurs eve. or
S.C.Y.C. 075 881 2338 weekdays

18-28 J/24 World Championship XII

Royal Irish Yacht Club
Dun Laoghaire
Co. Dublin, Ireland
Michael Boyd
H: 353 1 851680
B: 353 1 611903

AUGUST

10-17 J/24 North American Championship

Milwaukee Yacht Club
Milwaukee, WI
Doug Kracht
H: (414) 352-8180

18-19 Jr. North American Championship

Santa Barbara Yacht Club
Santa Barbara, CA
Jane W. Watkins
H: (805) 564-4299

1989-90 Texas Circuit (8 regattas, 3 throwouts)

October 21-22, 1989

Lake Travis
Austin Yacht Club
Eric Nelson
H: (512) 331-7983
B: (512) 823-9383

November 18-19, 1989

Texas Circus
Canyon Lake Yacht Club
San Antonio
Greg Buxbaum
H: (512) 699-6281

February 17-18, 1990

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

March 17-18, 1990**

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

April 21-22, 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 21-22, 1990

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

September 8-9, 1990

Western Open
Corpus Christi Yacht Club
Randy Poelma
H: (512) 993-2999

**Metroplex Championship Series
(3 regattas, no throwout)

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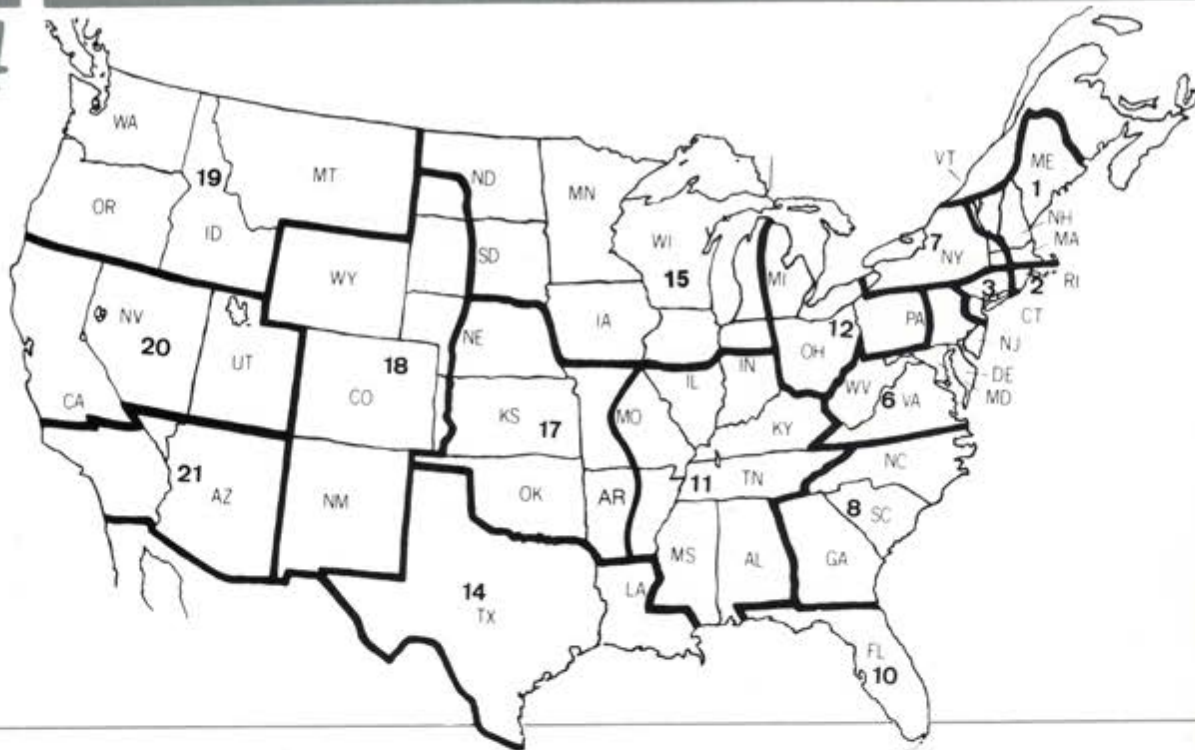
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A measurement seminar was conducted by (front row) Carla Peck, Ben Taves, Lee Corbin and John Peck at the Rochester Yacht Club prior to the 1989 North Americans.



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 _____

1990 USJCA MEMBERSHIP APPLICATION FORM*

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, 1990 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, 1990, and agree to abide by all Class Rules. I am a (check one) _____ J/24 owner or co-owner; _____ helmsman only; _____ other.

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, 1990). 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.

1990 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 1990 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.

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

UK SAILS TO J-24 UNDISPUTED DOMINANCE

**Race Champion
IAN BASHFORD
1989
NORTH AMERICAN
CHAMPION**



Ian Bashford is the registered builder of J/24s in Australia and recently became associated with UK Sailmakers. In addition to winning this year's North Americans, he will be attending many future J/24 events on our shores.

Sail Trimming Tip: We play the jib luff tension aggressively for changes in the wind in order to get maximum speed or height. When trying to point, the luff should have scallops between the luff fasteners but should be smooth when sacrificing pointing for maximum speed.

**Race Champion
JIM BRADY
1989
MID-WINTER
CHAMPION**



Brady began working with UK Sailmakers in 1985 and this year moved to Annapolis, Maryland to become General Manager of UK One Design. Jim strives to provide the fastest sails to his customers through extensive sail testing and design innovation.

Sail Trimming Tip: "To help get the most from your rig tuning before the start, in conditions where no backstay is required, the leeward upper and lower shrouds should be one turn tighter than loose, meaning no flapping in the wind when you're in the maximum velocity. Coupled with the proper mast butt position, this will give you the required forestay sag for the given wind."

THE FORCE THAT DRIVES WINNERS.



Call Jim Brady at UK One Design
UK One Design, 7310 Edgewood Road, Annapolis, Maryland 21403 (301)263-1891

UK One Design (301)263-1891
UK Southern California (213)603-0663
UK Chicago (312)326-1053
UK New York (212)885-1700

UK San Francisco (415)331-1028
UK Rhode Island (401)683-2110
UK Chesapeake (301)263-1331
UK Detroit (313)468-4110

UK Florida (813)461-0022
UK Honolulu (808)523-1092
UK St. Thomas (809)775-6060
UK Texas (713)474-4168

Rising To The Head Of The Class

"The Shore J/24 Group was really helpful, not only in making a good set of sails, but in helping us understand when they looked right, and in the tuning and handling of the boat."

JENS HOOKANSON,
SKIPPER OF SALSA,
WINNER OF THE
1989 VOLVO AND
BUZZARD BAY
REGATTAS.

Jens Hookanson started crewing on J/24s a couple of years ago. This year he took the helm and, in his first season, won both the Volvo (82 boats) and the Buzzards Bay Regattas (40 boats). Beginner's luck? Not really, Jens had a couple of very good teachers, the Shore Sails J/24 Tuning Guide and Ken Read and Dan Neri of the Shore Sails J/24 Group.

MORE THAN SAILS

At Shore, we believe that education is as much a part of our job as sail production. Winning in the J/24 takes more than using the highest performance, highest quality sails around. It takes knowing how to lay out the deck hardware, organize your crew, trim your sails and tune your boat. Through our exhaustive testing of boats, sails, rig, trim, tactics and crew work, we've learned a lot. We believe that this information is so critical to making your boat go fast that we wrote a book about it. It's called "How to Win in a J/24."

SECRETS TO SUCCESS

According to Jens, there are many reasons for success - "a very good relationship with Shore Sails, their ability to help us not only with excellent sails, but also with tuning, trimming and tactics has been invaluable. The Shore J/24 Group helped us with rigging, tuning and sailing the boat." A good dedicated crew who work well together is another key ingredient.

LONG-TERM PERFORMANCE

Jens started driving in a borrowed boat this year. Even after a previous year of heavy use, Salsa's Shore mainsail and Mylar genoa still provided excellent performance.

JENS RECOMMENDS

Make sure your boat is rigged well, has a fair keel and bottom and has an efficient deck layout. Establish a strong team who is serious about the program, work well together and like each other. Also, "finding a sailmaker who, like Shore, is willing to help your program and offer input in all areas, not just the sails, is crucial." Finally, have a good attitude and have fun.

SHORE SAILS TUNING GUIDE

"For anyone getting into the class, it is a very valuable tool. It's a great reference guide for everything from shroud tension to appropriate jib lead positions for various conditions." If you would like Shore's thinking on how to tune your rig or fine-tune your crew, call or write your local Shore loft. You'll find this required reading for speed.

**HowTo
Win In A
J/24**

The J/24 Tuning Guide

SHORE SAILS

Because knowledge is speed.

SHORE SAILS

J/24 GROUP

Rhode Island: 7 Merton Rd., Newport, RI 02840 401-849-7997

Houston: 602 W. Dr., Kemah, TX 77565 713-334-7559

Puget Sound: 1607 Dexter Ave. N., Seattle, WA 98109 206-284-3730

Chesapeake: 919 Bay Ridge Rd., Annapolis, MD 21403 301-268-6501

Great Lakes: 10285 Cherry Bend Rd., Traverse City, MI 49684 616-941-1222

Other Shore Sails Production Lofts:

Burlington, VT; Cleveland, OH; Norwalk, CT; Huntington, NY; Yarmouth, ME; Miami, FL; Pt. Pleasant Beach, NJ; San Francisco, CA; Finland; Japan; Italy; Shore International

