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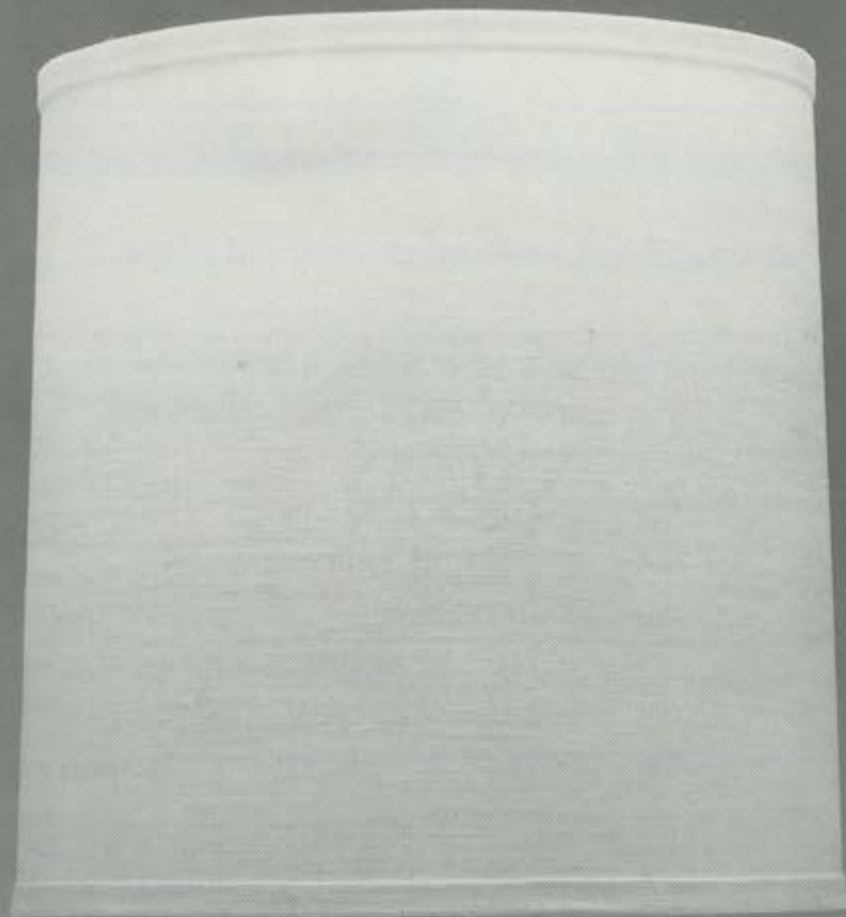


Photo by Vic Pishal, Eastwind Photography

Action at jibe mark in 1989 Milford Fall Regatta and Long Island Sound Championship race.

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Hank Killion, IJCA Chairman and member of Fairhaven Fleet 42.

World Council at Work

by Hank Killion

Through my extensive travels I have had opportunities to meet a great many of our class members. One of the most frequently asked questions is, "What does the IJCA World Council do?"

Once a year the World Council convenes to address many issues. The main topic that most directly affects all of us is the modification of class rules. The IJCA representatives who make up the World Council review the rule change proposals in advance of the meeting. At the meeting, each rule proposal is discussed before a vote is taken to approve it or withdraw it from the submission to the IYRU. With IYRU approval, the rule becomes effective the following March 1.

Secondly, the World Council sets the terms and conditions for the location of World and Continental Championships. Recently, a system for site selection was devised, to rotate future events. This forward planning has allowed us to select sites into 1993.

The budget proposed by the chairman is also reviewed and approved for the upcoming fiscal year. Additionally, the Council, by vote, fills any vacancies that exist on either the Executive or Technical Committees. At the 1990 meeting, two agenda items that will be addressed by the Council are the adoption of Standard Sailing Instructions, and approval of a revised set of Regatta Guidelines.

One of the primary functions of the World Council is the election of an Executive Committee, which has extensive monitoring duties during the year. With the introduction of new championship guidelines into the class rules, the committee now has the responsibility to oversee the selection of juries and

measurement personnel at World and Continental Championships. Basic as these duties may seem, they are quite time consuming, but necessary for the high standards and consistency required at our major regattas.

The success of these efforts has been borne out by USYRU's presentation of the St. Petersburg Trophy to Rochester Yacht Club for excellence in race management of the 1989 North American Championship, chaired by Larry Gaenzle. The high standards of regattas in the past year have set some major goals for 1990 events. Michael Boyd has undertaken the chairmanship for the 1990 Worlds in Ireland, and is hard at work. Preliminary contacts with members of his committee have shown they have already put in many hours of preparation to make this year's championship an outstanding event.

At the 1989 World Championship in Kingston, four new trophies were created, similar to the World Championship trophy, to be presented to the crew of the winning skipper. These awards were made possible by a donation from Kevin Mahaney. Crew awards are often neglected. Kevin is to be commended for this fine gesture, for in many ways, actions of this nature are very important to the overall well-being of the class.

As we begin the 1990's, the J/24 Class remains strong, from small fleets like my old hometown of Scituate, Massachusetts, to the world's largest fleet and site of the 1992 World Championship in Annapolis, Maryland. As class rules have begun to stabilize, we can now concentrate our efforts on ways to improve the quality of all of our regattas, and, hopefully, welcome new members to the class.

Good sailing,

Hank Killion
IJCA Chairman

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Photo by Lee Corbin

USJCA President Glenn Gustafson sailing Gopher Baroque at the 1990 Midwinters.

1990: A New Decade of J/24 Excitement

In 1989, both *Sail* and *Yachting* magazines named the J/24 the 'Boat of the Decade'. With 1990 now upon us, we enter a new decade of J/24 sailing with many opportunities and challenges before us. We have the opportunity to build upon our strength as the biggest one-design keelboat class with the largest schedule of events and also to build upon our strength as the most popular club racer day-sailor/family cruiser, enjoyed by over 20,000 people worldwide. We must also meet the challenges of those few class members who desire to steer the class away from these strengths, toward changing the J/24 to strictly a stripped out racer, and meet the challenge of attracting new members to the class.

Your U.S. Executive Committee is committed to maintaining the integrity of the J/24 design, and we will continue to employ, as our guiding principle, the philosophy that "if it's not broken, let's not fix it." For this reason I have proposed a change in both the U.S. and International Constitutions and in the class rules which would require, if adopted, that any change in basic boat design would require the two-thirds vote of all NJCA's and the copyright holder before it could be implemented. Examples of changes in basic design include changes in basic measurements, required equipment, or interior or exterior layout. I believe this proposal will go a long way towards preserving the almost universal appeal the J/24 currently affords to all of us, help preserve resale value, and help us avoid the fate of those one-design classes which have started to strip out their boats, only to find they had lost their appeal to all but the Olympic racer.

At this writing, all of you should have received your 1990 rule book. We hope the new smaller format will be more convenient for you. Although most of the rule changes this year were minor, a lot of clean up work was done on the rules. Thanks to all who helped in the proofing and review process. As always, you should thoroughly review the entire book to reacquire yourself with all the rules.

An official Measurement Certificate has been developed. Certificates are now being produced and mailed to boat owners

who have completed the measurement process. Certificates should be in the mail by May 15th, 1990. If you have not received your certificate by this date, contact the class office. If you want to get your boat measured, contact your fleet captain, one of the national measurers listed on page 98, or the class office.

The biggest issue facing the J/24 Class this year will be crew weight. One of the biggest gripes I hear from everyday sailors and fleet captains is how hard it is to arrange a crew to always sail with five people (or six, if an all female crew) on a continuous basis. Many sailors want the crew weight lowered to provide for a 4 or 5 person boat versus the 5 or 6 person boat we now have. They believe that a lower crew weight would improve participation and also serve to spread available crew over a larger group of boats.

A questionnaire has been circulated among fleets and fleet captains. It resulted in a general consensus that a crew weight of 320 to 350 kilograms (707 to 770 pounds) would be a workable number for a crew of 4 to 5. A proposal to reduce the crew weight to this approximate range is being circulated for comment to all NJCA's and, after the final maximum number is fine tuned, will be voted upon at the U.S. Annual Governors Meeting in Annapolis in October, and again at the International meeting in London in November. Please let your fleet captains, district governors, and executive committee members know your feelings on this important issue.

I am very excited about the potential for growth in the J/24 Class in the coming decade. Much of the measurement controversy is now behind us. Implementation of the new measurement rules has shown that old boats can be just as fast as new ones, once they are equalized as to weight. I came out of last fall's U.S. Annual Governors Meeting with very positive feelings about the direction we're going. We had the best attendance ever by district governors, and stretched out the meeting over two days so we could devote more time to open discussion on class direction. We were successful in developing an action plan with several new projects planned to improve communication at all levels of the class.

One area in which we all can help is making sure every J/24 sailor knows about the Class Association, and the benefits of membership. With fewer new boats being built, most sailors new to the J/24 are used boat purchasers. If you sell your boat, please send the new owner's name and address to us so we can communicate with them. When you see or meet other J/24 sailors new to the class, take the time to say hello, invite them to participate in your local fleet, and tell them about the Class Association. They may not know about the useful tuning tips and go-fast ideas in the class magazine, or they may want information about regattas or boat preparation.

With your assistance, we can grow and prosper as a class and continue to build on our success throughout the 90's.

Good sailing,

Glenn D. Gustafson
USJCA President



Photo by Sharon Fox

The office staff, from left, Agnes Wichmann, Linda Tillman and Dick Tillman.

New U.S. Fleets and District Governors

One new U.S. fleet has been chartered since the Fall '89 magazine was published. Welcome and good sailing to Wrightsville Beach Fleet 144 (Peter Davis, fleet captain) in District 8. Also, one fleet has been reactivated; Cape May Fleet 69 in District 6, under the leadership of Fleet Captain John VanDalen. Keep up the good work!

We also have three new district governors. Michael Harding takes over from Parker Hadlock, who has been District 1 Governor for the past two years; Hugh Balloch assumes leadership from Lee Corbin, also a governor since 1988, in District 3; and in District 8, where Newton Howard has been governor since 1985, the new man is Britt Drake. The class appreciates the many hours of volunteer work performed by the fleet captains and governors, as these are the movers of the organization. Strong leadership at the fleet and district level keeps our class going.

Class Honors

We are proud to have had two top J/24 competitors named recently as the recipients of the Rolex Yachtsman and Yachtswoman of the Year for 1989, Larry Klein and Jody Swanson (see page 76). Also, Rochester Yacht Club was awarded the USYRU St. Petersburg Trophy for excellence in race management, a fine compliment to Larry Gaenzle, Frank Shumway, the RYC and all the committees involved, for their work in hosting

the 1989 North Americans (see page 71). The J/24 was also highlighted in Harken's "Class of the Month" ad which appeared in July yachting magazines. And we hope you noticed the class promo in the One-Design Notebook which was an insert in the January 1990 *American Sailor*, Newsmagazine of the USYRU.

IYRU Nations Cup

The IYRU has just announced a specially created new challenge event - the first ever, World Match Race Championship for Nations. It will be staged biannually and all IYRU member nations are being invited to participate. It is planned to have six qualifier championships around the world, with the top two nations from each becoming eligible to compete in the finals in 1991. The J/24 is one of the international classes being considered as the boat to be used. More information can be supplied by individual national governing bodies. We are very pleased that the J/24 is being considered as the boat to sail in these events.

J/24 Magazine

Thank you, one and all, who have sent in the numerous articles, photos, race results, regatta dates, fleet captain updates, etc., that make up the content of this issue. We continually receive compliments on the magazine from members and readers, and we wish to pass those on to all of you who contribute your time and talents to making our class magazine interesting and enjoyable. Your suggestions for future issues are encouraged. The copy deadline for the Fall issue is August 15. Judging from the calendar of events, it will be a busy racing season, and we'll look for lots of regatta reports, as well as accounts of cruising adventures, etc., and photos. Please submit articles typed if possible, and results in the standard format (with one point for first.)

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1990 Magazine Rates

The 1990 J/24 Magazine subscription rate, for crew and/or friends of U.S. class members, remains at \$14. As magazine distribution is by bulk mail, we ask your cooperation in advising of any address change, as the magazines are not forwardable. We can no longer replace magazines when we have not been advised of address changes. Thank you!

Back issues are available at \$8 each, including postage, in the U.S., Canada, and Mexico. (See adjacent offer for quantities of three or more.)

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

1990 USJCA Worlds Qualifiers

The USJCA is allotted nine entries for the J/24 World Championship XII, in Dublin, Ireland, July 23-30, 1990. The USJCA President has passed his allocated slot to the winner of the East Coast Championship, Jim Brady. An updated qualifier list follows:

REGIONAL EVENTS	QUALIFIER	DATE	PLACE
Northeast (1, 2, 3, 6)	Jeff Johnstone	July 14-16, '89	Newport, RI
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)	Paul Foerster	May 25-27, '89	Dallas, TX
Western (19, 20, 21, 22)	TBD	May 26-28, '90	San Francisco

OPEN EVENTS

North Americans	Terry Hutchinson	Aug. 18-25, '89	Rochester
Western Open	Mark Hallman	Sept. 9-10, '89	Corpus Christi
Midwinters	Vincent Brun	Jan. 7-13, '90	New Orleans

1991 USJCA Worlds Qualifying Events

The 1991 World Championship XIII will be held June 13-21, 1991, in Athens, Greece. The USJCA is allotted nine entries, including the USJCA President, with a possible tenth if 1990 membership reaches 2000. The qualifying events for the 1991 Worlds are as follows:

REGIONAL EVENTS	DISTRICTS	DATE	PLACE
Northeast	1, 2, 3, 6	Sept. 7-9, '90	Falmouth, ME
Southeast	8, 10, 11	Nov. 10-11, '90	St. Petersburg, FL
Great Lakes	4, 7, 12, 15	July 13-15, '90	Chicago
Southwest	14, 17, 18	May 26-28, '90	Dallas
Western	19, 20, 21, 22	TBD	

OPEN EVENTS

North Americans	All	Aug. 10-17, '90	Milwaukee
Western Open	All	Sept. 8-9, '90	Corpus Christi
Midwinters	All	Jan. 6-12, '91	Miami

1990 U.S. Class Dues

USJCA membership dues for 1990 are \$30, no inflation in seven years! Sail royalties remain at \$20 per sail, with \$7

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allocated to the International Class. The J/24 Class has the distinction of being one of (if not the) largest one-design class in the world, primarily due to the efforts of fleet captains ensuring that the J/24 owners, co-owners, and helmsmen in their area are current class members, whether they race one-design, PHRF or only daysail and cruise. With continued efforts, we can reach our goal of exceeding a membership of 2000 in 1990.

The 1990 Rules Booklets were distributed bulk rate to all 1990 members as of March 1, and are now being mailed with the membership card as dues are paid.

1990 IJCA Dues

IJCA dues remain at US\$5 per boat, and are due and payable prior to March 1, according to 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. 1990 Rules Booklets, corresponding to the number of 1990 dues paid, have been distributed to the NJCA's.

The 1991 J/24 Sailing Calendar

David Jackson, Governor of District 6, will publish a 1991 J/24 Sailing Calendar, featuring photos of J/24s (submitted by YOU) and including regatta dates (submitted by YOU). These

will sell for \$12 each, or \$10 each for three or more, with the proceeds to benefit the USJCA. There will be an order form in the Fall magazine. So, start clicking those shutters and gathering those 1991 regatta dates now! See David's article in the Readers' Column, page 13, for further details.

Yacht Brokerage Service

Are you or is someone you know looking for a good used J/24? Or do you have one for sale? Many times you can get help by contacting your district governor or local fleet captains. However, at the 1989 U.S. Governors Meeting, it was decided to offer a brokerage service through the Class Office. Details are being worked out now, and there will be a small fee to list a boat. Let us know if you are interested in this service.

1990 USJCA Annual Meeting

The 1990 annual meeting of the USJCA Board of Governors is scheduled October 6-7, coinciding with the Annapolis Boat Show, at Annapolis, Maryland. District 6 Governor David Jackson is coordinating the meeting, which will be held at the Severn Sailing Association and hosted by Fleet 8. Rules proposals and major regatta site selections will be discussed and voted upon. All district governors and interested parties are encouraged to attend.

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I read with great interest the detailed account of the unfortunate accident on I-95 near Rocky Mount, NC, in which a J/24 and trailer flipped over and broke loose from a Bronco II which rolled one and a half times. Of particular interest were the important recommendations made by Rob Overton of Fleet 71. This matter is important not only to our safety but also to the continuing growth of the J/24 Class. All of us want to race one-design and many of us want to travel. Add to the cost of the boat the cost of a new gas-guzzler, and the prospective buyer tends to look elsewhere. I was able to solve this problem in a satisfactory and inexpensive way by buying, on April Fool's Day a few years back, a meticulously maintained 1971 Cadillac limousine from a local funeral home, with 22,000 documented miles (most of them slow). A car like this meets some of the necessary qualifications: heavy (5400 lbs.), long (21 feet, with 151 inch wheelbase), and low (which also means it is easy to see under the boat while towing). The engine, of course, is ample at 472 cu. in. Necessary additions included transmission oil cooler, heavy duty rear air shocks, and, of course, a good stereo. A cellular phone is helpful for the "Chicago look." I also added an engine temperature dial as I did not quite trust the warning light.

Enclosed is a picture traveling from Gull Lake in Michigan to Lake Geneva in Wisconsin, for a wonderful regatta last fall. This car (known locally as "Heavy Metal") tows beautifully, but best of all it is a BLAST. A new item on the list of foredeck duties: drive the last leg and then, at arrival, run to the back to let the skipper and rest of crew out.

There are negatives: terrible gas mileage (7 mpg when towing), and a car this old needs leaded gas, which can be hard to find in unfamiliar territory. The transmission runs hot on hot days. Other than that, this car has been a wonderful "big boy toy" that solves the towing problem with class. Heavy powerful cars from the 70s, with low mileage, are available particularly at

auctions. I would recommend trying to find one that does not need leaded gas as I am not sure that lead substitute offers the same protection. If you look patiently and are willing to put up with an occasional headache, you can solve the towing problem cheaply and have fun too. And once you've got the boat paid off, then you can pop for that Suburban. . . .

Sincerely,

Art Riley, Fleet 123

Milwaukeeian Shares Local Knowledge For 1990 NA's

The following is an excerpt from an article by Charlie Kamps, a Milwaukee one-design sailor who has participated in local, national and international Soling competition.

"The course for the North Americans will be set two to four miles offshore in the northern reaches of Milwaukee Bay. The Bay is only slightly concave and is open to Lake Michigan from about 350 to 160 degrees. Water depth will range from 40 to 70 feet and the water temperature will be in the upper sixties. Some current or "set" may be induced by wind and barometric pressure, although it rarely, if ever, exceeds three-fourths of a knot.

The best and truest winds are found during a classic three day northeaster. Although sailing is likely to be wet and cold, a strong northeaster sweeping down the length of the lake provides large, rolling seas. In a northeaster of any duration, the left side of the beat may be favored early, especially if the wind is more north than northeast, but the end of a northeaster is often marked by clearing skies, lightening winds and a persistent, substantial veer.

True northerly winds in Milwaukee in August are relatively rare and short lived. Club racers, sailing close to shore, have

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found that the beach is greatly favored in a northerly, but the course for the North Americans will probably be set too far offshore for advantage to be gained from the beach effect. Many times going toward the beach is disastrous because the wind is likely to veer quickly to the east or even to the southeast, especially if the northerly is light and the skies are clear or clearing.

Northwest winds are puffy, erratic and full of holes. Gusts are about as likely to be backed as veered. The general rule seems to be to take the tack that leads most directly toward shore. Large gains can be made on the run by finding a shaft of wind and staying in it.

Westerly and southwesterly winds seem to be influenced more by the cold lake than a northwesterly, perhaps because they are warmer. Both are stronger near shore and tend to be veered in the puffs. Offshore, these winds may be substantially weaker or replaced entirely later in the day by a sea breeze.

Stuart Walker's teachings about the sea breeze, generally 135-145 degrees, have been demonstrated to be true in Milwaukee. The sea breeze is likely to develop when there is a strong gradient wind parallel to the shoreline or when there is significant cloud cover. The conditions most conducive to a good sea breeze are a light westerly in early morning (dew on the grass), clear skies and heating of the land as indicated by the formation of cumulus clouds. On such a day, the sea breeze is likely to be extremely steady in direction, once established, and may reach 12 to 14 mph.

A sea breeze reinforcing, and perhaps bending, a weather system wind from the southeast gradient is more variable in velocity and direction. Of course, the gradient wind direction will

prevail when the sea breeze circulation is turned off late in the day or by cloud cover."

In mid August, no one weather condition will dominate for an entire week. Remember, the exception proves the rule. Sail the wind, not the forecast."

Come to Milwaukee!

Doug Kracht, Co-chairman
1990 North American Championship

Camp Letts Adds J/24 to Fleet

Dear Dick:

Thank you for your encouragement and advice. In June of 1989 our Camp (YMCA Camp Letts, located in Edgewater, Maryland) was able to purchase our first J/24. This is an exciting addition to our fleet and allows our campers to progress from Optimist Dinghies to Lasers to centerboard sloops, and now on to a high performance one-design keelboat.

Our J/24 is used for crew training, race training, daysails on the Chesapeake and is regularly raced in a local Wednesday night PHRF fleet by our campers, with excellent results.

I would also like to take this opportunity to thank the many J/24 owners who responded to our advertisements in this magazine by donating countless sails and useful gear. You are to be commended, as you have made a lasting and very useful contribution to grassroots sailing.

Sincerely,

Jeffery R. Butcher
Director, YMCA Camp Letts

Owner Sings "The Blues" After Theft

That was the headline in my newspaper's local section on January 6, 1990. My J/24's name was "... The Blues". I had just received a check from my insurance company in settlement for two break-ins as it sat in the dry sail area over the summer, and now I had to tell them that the whole boat was gone!

After notifying all the fleet captains, district governors, J-Boats, Tillotson Pearson and as many measurers as were listed in the last issue of the magazine, I got a call from Brad Barrett of the Annapolis fleet. Brad offered his sympathies on my loss, and asked what happened so that he might be able to help his fleet tighten up on their security. That's when I thought that perhaps there's something here that should be shared with the entire class.

Stealing a whole J/24 on a trailer took a couple of really brazen yahoos, because as you have probably noticed, people look when a rig like this goes down the road. Fortunately most yahoos are not this brazen, and thefts of whole boats are relatively rare. This particular boat was laid up for the winter and had no mast, rudder, cushions, sails or instruments on board - not a particularly good boat to take. Besides that, it's a tri-color blue hull rather than standard white.

The police said that the main reason that it was stolen was because it was stored along a major highway, where it could be seen by thousands of people daily. The most important criteria for a storage site is that it be relatively out of sight. I thought mine was good because it was on the north side of the building and



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almost completely out of sunlight. I suggested to the police that next time I might take the wheels off and leave it on blocks. They said, if somebody wanted the boat, they would find wheels to fit and it would be gone. If a thief wanted a J/24, why not go to a marina and take your pick. These guys probably would have never thought of taking a boat like this if they hadn't seen it while driving down the highway.

For the summer break-ins, the thief just took a screwdriver behind the hasps on the lazarettes and cabin, and pried until the hasps broke. Locks were intact and locked after he was done. He came and went over a chain link fence topped with barbed wire. After the first round of break-ins, I put on new, stronger hasps. The next time, only the cabin was broken into. The hasp with screws had been pried out of the trim board on the sliding part of the companionway cover. To my knowledge, there were no break-ins on J/24s with the new style of locking device on the companionway where the stainless steel tongue comes through the board that covers the companionway. I have one of those devices now, just no boat to put it on.

By spring, I expect to be back in my boat or another J/24. I hope that my experience will help others in the class prevent losses by theft.

I would suggest:

- Store your boat out of sight.
- Put stronger hasps on the lazarettes.
- If you don't already have the new style locking device for the companionway, order it from Tillotson Pearson.

Good Luck

Tim Winger

Sail Eight Races in Nine Days at Cleveland Race Week

Cleveland Race Week is an event which originally was a combination of several independent events, and has grown to a two weekend event with over 400 boats participating.

This year CRW will consist of five one-design races held over two weekends, and another five race series on various cruising courses. The event is run by a group of local yacht clubs led by Edgewater Yacht Club (home of Fleet 102), with the center of the onshore activities being the newly installed Inner Harbor adjacent to Cleveland Municipal Stadium.

The event has been particularly attractive to the J/24 sailor, as the J/24 is the only boat which has met the eligibility requirements for both the one-design and the cruising course. Therefore the enthusiastic J/24 racer could begin his week on the opening Saturday, (July 7), and compete in races on Sunday, two weekday evening cruising class races, and finish the following Saturday and Sunday mornings to come to his total of eight races in nine days.

If you would be interested in competing in any or all of the events and enjoying a remarkably lively lake and river front, from the welcoming party on July 6 to the awards ceremony on July 19, put Cleveland Race Week on your 1990 Summer Sailing Schedule.

If you have any questions about CRW, contact me at 18605 Kewanee Ave., Cleveland, OH 44119, or phone (216) 486-6339.

Bill Grant, Fleet Captain
Cleveland Fleet 102

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Hank Killion (right) and crew Seth Kerst (13), Mike Roden (15), Lynn Humphrey (22) and, not pictured, Betsy Humphrey (16) raced *Sea Monster* in the 1989 World Championship at Kingston.

Ahead of the Class

This is a tribute to Hank Killion, the guy who some of us know as the IJCA Chairman, or the guy who writes the first article in the International J/24 Magazine. Hank is all of this as well as a friend

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or acquaintance to people throughout the sport of sailing. As many of you know, Hank has done many things for the J/24 Class. However, not many of you realize what he has done for the sailing youth.

Hank has been supporting and encouraging younger people to get involved with J Boats and sailing in general. I am one of the few who has been given the chance to sail with Hank. Hank has a crew made up of two sixteen year olds, a fifteen year old, himself, and an additional crew member when needed for a larger regatta. He has cultured us all in a certain way. In a time of need, he would step in and give many of us emotional support.

In the summer of 1989 we attended the J/24 Worlds in Kingston, Ontario, the North American Championship in Rochester, NY, and the District 7 Championship in Sodus Point, NY. We were honored to make and to be a part of the first time Hank ever made First Fleet at the NA's. In July, we were also part of the winning J/24 division at the Oswego Harborfest Regatta. Hank urged Brandon Flack, Betsy Humphrey, Seth Kerst, Jon Faudree, and myself to participate in the Junior North American Championship in Rochester, using his boat, *Sea Monster*. Now we are looking forward to the 1990 Worlds in Ireland, the North Americans in Milwaukee, WI, the District 7 Championship in Sodus Point, as well as many New York State regional regattas.

Hank supports the youth in sailing. Not many people have had crew sixteen years old and younger sail in the highest J/24 regatta in the world. He has supported me in my Junior Sailing at Fair Haven Yacht Club in my *Thistle*, and my sailing in USYRU Junior Sailing competition. Through Hank's guidance, I have gained a better understanding of the mechanics of sailing. I have learned more "tricks" in two years than most kids my age in the area in which I live. My knowledge gained from these experiences with Hank has been passed on to my peers and other J/24 sailors in District 7.

Hank also supports his crew in their personal education, as well as in extra-curricular activities. He extends himself beyond sailing, as he takes a personal interest in our lives.

The Fair Haven Yacht Club has four sailing series: the Spring, Wednesday Night, Fall and Lake Series. Hank lets the crew run the boat during the Wednesday Night Series. I was honored to drive *Sea Monster* and placed first overall in Fleet 42's Wednesday Night Series.

Hank has had many influences in my life. He has given so much to me and to others through the years that we've known him. This past Christmas, Hank bought jackets for all the crew. These gifts were not for sailing for or with him, but for our "... presence, courteousness, and respect that we showed to each other on *Sea Monster*."

He has brought light into my life. You cannot always say everything in words. Actions can show what words cannot say. There is no way to repay Hank Killion for what he has done for the J/24 Class, youth sailing, and the crew he has had and has. Maybe all we can do is to continue to show and give Hank our respect and encouragement to continue the outstanding work he has done for sailing over the years.

For me, I can only do this and follow in his footsteps and give to other young people as he has given to me. Hank, thanks for the challenges, encouragement, thoughts and emotions you have shared with all of us.

Mike Roden



Solomon's Landing, headquarters for J/24 Audi Yachting Race Week, August 5-10.

Free Facilities at Solomon's

Fleet 143, Solomons, Maryland, wishes to announce that during Audi-Yachting Race Week, August 5-10, 1990, visiting J/24s may use, without any cost whatsoever, the beautiful facilities located on Back Creek Solomons known as Solomon's Landing. Solomon's Landing has first-rate dockage, a pavilion containing pool, lap pool, showers, meeting room and workout rooms. It also has a saltwater pool and additional recreational facilities. Your J/24 trailer can be parked within their secured, protected, private property.

Solomon's Landing is very close to Zahniser's, headquarters of Audi-Yachting. Our fleet is negotiating with one of the nearby marinas concerning a launch service for visiting J/24s. Numerous other off-the-water functions are planned.

For further information, contact: L. G. Raley, Fleet Captain; Raley's Home Furnishings, Great Mills Road, Lexington Park, Maryland 20653; (301) 863-8181.

Sincerely,

C. Clarke Raley

Don't Buy Your 1991 Sailing Calendar Yet!

The U.S. J/24 Class is going to publish its very own 1991 J/24 Calendar. We will use photos of J/24s in action (or at rest) taken by class members. It will be a full color wall calendar with one color photo for each month. Pertinent class dates will be included on the appropriate dates throughout the calendar.

This will be a great crew gift, something for your home and office, or something to pique a friend's interest in J/24 sailing. The intent is also to provide a good class promotional tool as well as a needed fund-raiser for the class.

The calendar will be available December 1, 1990, through the class office; look for order forms in the Fall J/24 Magazine. Each calendar will cost \$12.00, or \$10.00 for three or more.

Contributing photos should be sent to me, David Jackson, 6718 Sherwood Road, Baltimore, MD 21239. All photos must be 35mm color slides framed *horizontally*. Deadline for inclusion in the calendar will be September 1, 1990. If you are going to shoot slides for the calendar, use Kodachrome 64 for bright sunny days and Kodachrome 200 for everything else. We'll give each photographer a written credit for each photo used. Send location and event information with each slide.

District governors and fleet captains should begin working on dates to be included in the body of the calendar for 1991, and submit to me by September 1. Let's make this another J/24 showcase!

David Jackson

Donated Sails Needed

Dear Dick:

As you are aware, the U.S. Naval Academy has a fleet of 12 J/24s. These boats are now being used more than ever before, close to 300 days out of each year. As you can imagine, from that kind of use, the boats go through every kind of expendable equipment at a fast clip.

I am writing to remind you that the Naval Academy still has

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a need for donated practice sails, and that the donations remain tax-deductible. I would appreciate it if you would publish our needs once again in the J/24 Magazine. The procedure is simple:

- 1) Have the sails appraised by a sailmaker.
- 2) Send the sails, along with a letter listing the contents and their appraised value to:

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Any questions may be addressed to George Curran at (301) 268-4894.

Sincerely,

Bary B. Gately
J/24 Coach, USNA



Has anyone seen this J/24?

J/24 G-22 is Stolen

The J/24 which appeared on the cover of the Fall 1988 J/24 Magazine has been stolen. The name of the boat is 12 and the hull number is TPI 4451 A8 88. It is white, with a light grey deck, and had a white Kenyon spar and boom, custom tiller, 1989 UK sails and one set of Diamont sails, and a white and yellow spinnaker.

Anyone knowing the whereabouts of this boat is asked to please contact: J-Boats Germany GmbH, Jungmann Str. 71, 2300 Kiel 1, West Germany; tel: 49-431-568570; Fax: 49-431-569499.

Yours truly,

Stephan Kessenich

USJCA Technical Committee Report

by John Peck, Chairman

Yacht measurement in the U.S. continues at a brisk pace. More than 50% of the boats that attended the Midwinter Championship in New Orleans arrived with full certification, which gave them the luxury of launching from a hoist away from the measurement area.

The biannual measurement seminar (Midwinters and North Americans) conducted at Southern Yacht Club certified eight new National Measurers, three of whom flew in just for the seminar and did not compete in the regatta. It is very encouraging to see that kind of enthusiasm and dedication from volunteers striving to maintain excellence in our class. National Measurers Hank Killion and Glenn Gustafson attended the classroom session to relate their experiences, since certification, to the new group. Tommy Meric conducted the hands-on training and received praise from students and competitors alike for his patience and understanding.

Sail measurement was added to the training seminar for the first time. Six sail measurers have been certified. Special thanks to Hank Killion for the extra hours he held sail measurement open beyond schedule.

The next measurement seminar is scheduled in conjunction with the 1990 North American Championship and will be held August 8th at Milwaukee Yacht Club. You may contact Doug Kracht for registration details at (414) 352-8180 (evenings).

The 1990 Class Rules are presented in a new format that is hoped to prove more convenient. Thanks to Linda Tillman for the extra time she spent coordinating this project. Please note the following **CORRECTION: DELETE RULE 8.1.4** on page 13. The flotation marks are properly defined in Rules 3.2.2, 3.4.4 and 3.7.5.

To clarify Rule 5.1, "street clothes" is interpreted to be "swimwear", and the weigh-in will be conducted prior to the start of a regatta before the close of measurement.

Measurement Certificates are being mailed to owners who have submitted completed measurement forms through a National Measurer. The class is compiling a data base of all J/24s and related measurements. Glenn Gustafson has been developing this program for more than a year and results look great. The certificates are printed on special paper and carry an embossed Class Seal.

Official J/24 Class Sailing Instructions are now available from the class office. The Board of Governors has approved "standard" instructions to be used in District Championships and World Qualifying events which must be conducted as Class IV regattas. Sailing instructions for Continental and National Championships have also been standardized. Contact the class office for a fill-in-the-blank questionnaire, and "camera ready" sailing instructions will be provided.

On the horizon - Read the minutes from the IJCA Technical Committee meeting held March 3-4, 1990. Note that most

of the proposed changes for the next year are intended to clarify existing rules, better define interpretation, and maintain the economy of ownership.

The most significant proposal was submitted by the Italian and German NJCA's, and from Districts 3 and 7 relating to a reduction in total crew weight from 400 kg to 320 kg (from 882 pounds to 705 pounds). Last October, the U.S. Board of Governors directed Peter Young (Governor-at-Large on the Executive Committee) to survey the U.S. Class as to a need to change the existing Rule 5.1. Peter's survey indicated a 50/50 split in opinion; half wanting a reduced weight to sail with four instead of five and the other half asking for a higher limit or removing the weight limit and going back to a maximum of five crewpersons. However, both sides indicated they could continue under the existing rule.

This proposal, if passed, will be the most dramatic change in our class since we began weighing yachts and adding lead. It will not only affect the way we select our crews and delegate crew responsibility, but also the evolution of flatter sails to optimize performance with less ballast. I encourage you to consider this proposal very carefully and voice your opinion to your fleet captain, district governor and/or the executive committee.



USJCA Technical Committee Chairman John Peck with "his other blonde," Lucy.

Photo by Carla Peck

1990 IJCA Technical Committee Annual Meeting Report

The annual meeting of the International J/24 Class Technical Committee was held at the home of its Chairman, Rod Johnstone, in Stonington, Connecticut, on March 3-4, 1990. Present were Committee members Dennis Ellis from England, and John Peck from the U.S. Also participating were IJCA President Hank Killion, J Boats Inc. President Jeff Johnstone, and President of J Boats Australia, Ian Bashford.

Jeff Johnstone reported that J Boats had visited with all of our international builders in the past year, and that the builders are doing a good job of conforming to building specifications, and keeping up with changes in class rules. Ian Bashford emphasized the need to keep the J/24 simple and to adopt changes only if they maintain or reduce the cost of owning and sailing the boat.

Several proposed rule submissions were received and considered by the Technical Committee, but were not endorsed. These include: (1) proposals from Germany to make bunk cushions optional equipment, and to allow stowing the spinnaker pole along the main boom; (2) a proposal from Italy to lower lifeline height from 24 to 20 inches. The proposal to make bunk cushions optional was defeated by the IJCA in 1989. A decision as to whether this proposal will be resubmitted in 1990 will be made by the IJCA Executive Committee.

The issue of reducing maximum crew weight from the present 400 kg drew the most interest, the most proposals, and the most discussion. The IJCA World Council clearly wants the J/24 to be a four or five man boat, rather than a five or six man



IJCA Technical Committee, Dennis Ellis (UK), Rod Johnstone (Chairman) and John Peck (US) visit Mystic Seaport after spring meeting.

boat. We agreed with this concept. After reviewing several proposals on the subject, the Technical Committee endorsed the German proposal for a maximum crew weight of 320 kg.

Specific rule change proposals endorsed by the IJCA Technical Committee for submission to the IYRU pending approval by the National J/24 Class Associations at the World Council meeting in November, 1990, are as follows: (Note that any rule changes will not be effective until March 1, 1991.)

- 2.5 Delete the words "Registration and" from paragraph heading.
Reason: There is no registration certificate required by rules.
- 2.5.4 Change to read as follows: "Change of ownership shall invalidate the Measurement Certificate and shall require a new Measurement Certificate."
Reason: There is no registration certificate.
- 2.5.6 Delete "and the Sailmaker's Certificate is kept aboard the yacht" and substitute "and the Inventory of Required and Optional Equipment (Rule 3.7.3) are kept aboard the yacht."
Reason: To require inventory list to be available for inspection during a regatta.
- 3.2.5 Delete "610mm" in third sentence and substitute "600mm".
Reason: To allow for yachts to conform to rules with existing standard lifelines and stanchions.
- 3.5.3 (d) Delete the words "The forestay and shrouds" and substitute the words "Standing rigging including all turnbuckles."
Reason: To include the backstay turnbuckles in the existing rule.
- 3.6.2 Add new sentence at the end: "No sail shall have elastic (shock) cord in the luff or foot."
Reason: To clarify existing rules which do not permit the use of elastic (shock) cord in the luff or foot of sails.
- 3.6.10 (o) New Rule: "The mainsail shall be attached to the mast and boom with bolt ropes."

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Reason: To clarify existing requirement that the luff and foot of mainsail be attached to the mast and boom respectively.

- 3.8.1 Delete the word "headsheets" and insert the word "headsail".

Reason: To correct typographical error.

- 5.1 Delete the first sentence and substitute: "The crew shall consist of not less than three persons, and total crew weight (in swimwear) shall not exceed 320 kg at weigh-in prior to the start of a regatta."
Reason: To lower the maximum crew weight to encourage four or five total crew instead of five or six total crew; to require only one weigh-in at the beginning of a regatta; and to permit crew members to be clothed in swimwear at weigh-in.

- 6.1.4 (a) Delete the word "or" after "blocks" and substitute the word "and".
Reason: To clarify meaning.

- 6.1.12 Add at the end of the sentence the words "in accordance with Rule 3.2.8 (d)."
Reason: To clarify that such items shall be excluded from counting as required weight for racing under Rule 3.7.1.4 at the discretion of a measurer.

- 6.1.21 Delete present rule and substitute: "Tack horns for headsails and mainsail."
Reason: To make tackhorns for the mainsail optional equipment.

- 7.1.12 Insert the words "mast partners," after the word deck. Add to the end the words "except that the main halyard tail may be led below deck through a hole in the mast partners (mast chocks)."
Reason: To allow stowage of main halyard tail below deck when the main is hoisted.

- 7.1.18 New Rule: "The use of Titanium or other exotic materials."
Reason: To clarify class prohibition on the use of exotic materials and to keep costs to a minimum.

- 7.1.19 New Rule: "The use of elastic (shock) cord in the standing or running rigging".
Reason: To clarify restrictions on the use of elastic (shock) cord.

- 7.2 Insert the words "and jib" after the word "genoa".
Reason: To clarify meaning of existing rule.

- 8.4 Delete the words "Changes during a Regatta as specified in Rule 5.1 -". Add after the words "changed during a regatta" the following words: ", which is defined as a series of races held over consecutive days including any lay day."
Reason: To clarify language and intent of existing rules.

It was agreed that the Technical Committee would meet, if necessary, during the World Championship in Ireland, in July 1990, for final review of 1990 submissions. The meeting was adjourned the morning of March 4, 1990.

Rodney S. Johnstone, Chairman
International Technical Committee



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Weight is Still the Issue!

by Rod Johnstone, Designer

Many issues have challenged the one-design integrity of the J/24 Class over the past thirteen years - but none so much as the issue of weight. Now that the weight of the boat is subject to tight controls under the rules, the focus has shifted to crew weight - especially the current need to have either five or six people aboard to reach the 400 kg (880 lbs) maximum rule weight needed to be competitive in top flight racing.

The IJCA World Council issued a mandate to the IJCA Technical Committee to submit a proposed rule change in 1990 that would reduce maximum crew weight so that four or five people can compete at maximum crew weight instead of five or six people now required. The present maximum weight represents an average of 80 kg (176 lbs) per person for a five person crew. For six persons the average is 66.7 kg (147 lbs).

The maximum crew weight proposed by the Technical Committee is 320 kg (704 lbs). This was arrived at by subtracting one fifth of the maximum weight (80 kg or 176 lbs) from the current rule. This would enable the boat to be sailed by four people at the same average weight as the five person crew at the present maximum limit. The average for five people to reach the proposed maximum weight is 64 kg (141 lbs).

The range of proposals we received suggested maximum crew weights from 320 kg up to 360 kg (798 lbs). The lower end of the weight range was chosen by the Technical Committee to suggest a literal reduction of the maximum weight equivalent to one person, so the J/24 can be sailed with four instead of five crew at the same average weight per person. It also assures most smaller people that they can sail competitively at maximum weight with only five crew on the boat.

Let's face it! You need large crewmembers to get to the maximum weight even with five people. Many small people,

particularly women, are excluded from the competition unless they choose to sail with six or even seven crew. Anyone who has raced a J/24 with six or more people knows it is not fun, and not likely to inspire enthusiasm for racing the boat again. Even with a crew of kids aboard, I remember five (plus myself) as being somewhat unwieldy.

Early in J/24 Class history the advantage of heavy crew was not obvious to many, except in San Francisco and Corpus Christi where the first monster crews appeared in 1979 and 1980. Another development which encouraged heavier crews was the adoption of the Olympic Course for major championships after the class went international in 1981. Trapezoidal courses with long windward legs and few mark roundings had been the previous norm. The Olympic Course now put the premium on good starts and getting to the windward mark in the top five in a large fleet - lots of boathandling, buoy-rounding, short legs and most of the time spent going to windward. This meant "bring on the beef".

Class rules allowed a maximum of five people but no weight limit. Thousand pound crews were not uncommon at heavy air regattas. At the World's in Poole, England, in 1984, we sailed with a 970 lb crew. We were fast and competitive because the conditions were windy. Not many could field a five person crew that large. The J/24 Class sought to solve the excess weight problem by eliminating the maximum crew number and establishing a 400 kg (880 lbs) crew weight limit. This was a positive step, but did not help those who cannot recruit a five man crew averaging 80 kg (176 lbs). The alternative is six crew averaging 67 kg (147 lbs), or seven crew averaging 57 kg (126 lbs). It is fine for us heavyweights to shrug and say "let them sail with seven". But it does not bode well for future participation in the class if this attitude (now reflected in our rules) prevails.

The J/24 was designed for four people for racing. For three it's a handful, for five it's a crowd, and for any more than that it's a joke and, at times, a possible safety hazard. The boat was also designed to be fun. I do not know anyone - in local fleet racing or at major regattas - who wants to race a J/24 with more than five people aboard or thinks that might be fun. If that's what it takes to be competitive, then the choice is to quit racing or change boats. Although the speed advantages of a heavy crew far outweigh any disadvantages around an Olympic course, the added weight makes the boat much less buoyant, less controllable, and more subject to capsize in heavy weather conditions - especially at high speeds with the spinnaker hoisted. Let us discourage repetition of a situation at a premier sailing event such as the 1989 Women's Keelboat Championship, where there were six women on every J/24, and some would have sailed with seven if safety concerns had not taken precedence.

Another concern raised by those who must travel far to regional, national or intercontinental regattas, is that of expense and time. Wouldn't it be nice to find crew who have time and resources to go with you? Less people makes it easier to get crew for these events.

There is no crew weight rule that will please everyone. Unfortunately, our present rule removes from most people the choice of whether they can sail the J/24 with four or five people, and still compete at maximum crew weight. Adoption of the proposal for a 320 kg (704 lb) maximum will give most people that choice, and enable smaller people to sail with five aboard at maximum weight. Please support this important new rule proposal. It is important for the future success of the J/24 Class.



John Custer, of Tillotson Pearson, checks over J/24 brought in to Tillotson-Pearson for major repair.

Minor Gel Coat Repair

by John T. Custer

Gel coat repair is a process that many view either as requiring a vast amount of semi-mystical knowledge and experience, or as one that calls for skills that Rembrandt would have envied. Fortunately, neither is completely true. While a knowledge of polyester resin chemistry and practical experience can make the difference between a patch that is obvious and one that is invisible, the basic skills needed can be picked up by almost anyone.

In brief, the gel coats used in marine applications are classified as thermosetting polymer plastics. Thermosetting plastics require and/or give off heat while forming or reacting, and cannot be reformed; the term polymer indicates the material forms into a chain configuration using many chemically identical units linked together. Polyester resins and gel coats consist of a wide variety of acid and glycol components. The colored surfaces found on J/24 hulls and decks consist primarily of maleic and isophthalic acids combined with neopentyl glycol and the appropriate pigments to form a variety of gel coat referred to as an ISO-NEO, the most weather resistant class of polyesters available.

The hardening, or crosslinking, of a polyester resin or gel coat is a chemical reaction whose speed and completeness can be affected by many factors, the most important of which include temperature, mass, and the type and quantity of catalyst used. As might be expected, reaction time is faster with greater

temperature. Ideally, one should not try working with gel coat below a temperature of 60°F. The larger the quantity of gel being worked with, either in the pot or on the surface being repaired, the greater the amount of heat produced by the reaction, and thus the faster the reaction time. Gel coats require a catalyst to speed the crosslinking process to a usable level. Most commonly, Methyl Ethyl Ketone Peroxide (MEKP, 9% active oxygen) is used as the catalyst when working on a gel coat repair; this catalyst can be mixed with the gel at between a 1.2% and 3% ratio by weight. The amount of catalyst needed is directly related to the ambient temperature, and to the quantity being mixed; at 77°F, the desired ratio is 1.8% by weight (about 4-6 drops of catalyst to one teaspoon of gelcoat, or one half teaspoon of catalyst to one pint of gelcoat). Lower temperatures require more MEKP, higher temperatures less. The 77°, 1.8% mixture will provide a working time of fifteen to twenty minutes for small quantities of gel, less for large batches.

In the event that you are still awake after our wild and wonderful look at polyester chemistry, the basics of gel coat patching follow. Generally there are two types of repairs done to gel coated surfaces: those that require spot patching (primarily

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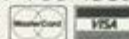


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dings, scratches, and chips) and those that require spraying (usually done on large areas resulting from port/starboard "differences of opinion", etc.). As spraying requires specialized equipment and a more advanced level of expertise, repairs that require hundreds, if not thousands, of dollars of professional attention will not be dealt with here.

In many ways, gel coat patching parallels painting; surface preparation is critical, color match determines the perceived quality of the patch, and the sanding and finishing of the patch can make or break the repair. Regardless of one's level of skill, it is important to approach repairs of this sort carefully and deliberately if a long lasting, unnoticeable patch is desired.

Old, faded or dark colored gel coat surfaces seldom can be matched from gel coat coming directly from the can. Often, the

use of buffing or rubbing compound on areas surrounding the area to be repaired, prior to repair, can bring the existing surface closer to the appearance of the "new" gel. The area being patched need be free of dirt and grease; this may be insured by using a solvent such as acetone or lacquer thinner to wash the area being recoated. As with paint application, the surface being coated should be rough enough to provide something for the gel coat to grip. The edges of the area being patched should be sharp and well defined rather than "feathered in"; this will help insure a long life span for the patch, but does demand a precise color match between new and old gel coat.

Color matching is an area that does require lots of patience and, better yet, some natural talent. The color of an uncured gel can be modified by the addition of chemically similar gel coats of varying colors, or by adding raw pigmenting materials. When dealing in small quantities, it seems most practical to use existing gels rather than pigments. It is important that small quantities of coloring be added at one time, and that the addition be thoroughly mixed into the gel. After each addition, compare the new gel coat to the existing gel, and determine the color that needs to be added to make them similar in appearance. Natural sunlight is, of course, the preferable light to match colors in if facilities and environment allow.

Horizontal surfaces can be patched with a mixture of gel coat and catalyst; angled or vertical surfaces demand a gel coat that is thickened to prevent sags or runs. The typical thickening agent is fumed silica (Cabosil or Aerosil are well known tradenames), a very fine white powder that thickens the gel without appreciably changing the color of the mixture. To account for shrinkage, the gel coat mixture should be applied to the area being repaired such that it slightly overlaps its boundaries, and is slightly above the surrounding surface. To insure proper curing, the gel mixture should be covered with waxed paper, aluminum foil, or plastic wrap; this covering will also create a surface that is relatively smooth and less in need of extensive sanding. After a suitable curing period (at least 2-3 hours), the patch can be sanded out using 220 grit wet/dry paper to start, followed by 400 and then 600 grit paper (all sanding done wet). If the patch surface is below the level of the surrounding gel, repeat the application process. As a final step, polish the repaired area using buffing compound followed by a fiberglass cleaner wax, to bring the repair to a glossy finish.

Deck non-skid patching presents a strong challenge for the most experienced glassman (glasswoman, if you prefer). For small repairs of the type discussed here, it is best to fill the area being repaired as above and follow up by cutting a pattern in while the gel is partially cured. Paper clips, toothpicks or small nails work fine as engraving tools in this case. While the end result may be far from perfect, in practical terms it is a fair trade off on the time/expense/frustration scale.

As always, the Tillotson-Pearson Customer Service Department is available to answer technical questions brought up by this article, or any unrelated questions. Gel coat (but not MEKP or fumed silica) is available in pint, quart or gallon quantities in most, but not all, of the many colors in which J/24s have been manufactured. In order to supply the closest possible color match, we will need the hull I.D. number (frequently the sail number will do if the boat is registered as a one-design J/24) located on the transom of every J/24 manufactured by Tillotson-Pearson. Customer Service may be accessed 8 a.m. to 5 p.m., five days a week at (401) 247-1050, or by mail at P.O. Box 328, Warren, RI 02885.



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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.

European Championship, June 22-29, 1990



The 1990 European Championship, to be held at Kiel immediately following the famous Kieler Woche, will be sponsored by the Carlsberg Brewery, with a lot of social events planned.

Site The 1990 European Championship will be held at Kiel, W. Germany, organized by the Kieler Yacht Club e. V. in cooperation with the German J/24 Class Association, under the authority of the Deutscher Segler Verband. Racing will take place in the Kieler Bucht, on Kieler Woche race course B or D.

Rules The regatta will be governed by the 1989-1992 IYRR, the International J/24 Class Rules, the DSV Prescriptions, and the Sailing Instructions. The regatta is classified as a Category "A" event, per IYRR Appendix 14. Sailing Instructions will be available at the Race Office at the Kiel Strande Harbour Friday, June 22, at 0900.

Eligibility The Championship is open to any member of any J/24 Class Association, categorized in Groups 1-3 of the IYRR Eligibility Code. The helmsman must be a member of the nation the yacht represents.

Schedule	Friday	June 22	1200-2000	Measurement and Registration
	Saturday	June 23	0800-1800	Measurement and Registration
	Sunday	June 24	0800-1200	Measurement and Registration
			1500	Practice Race
			2000	Opening Ceremony
	Monday	June 25	1100	Race 1 and Race 2
	Tuesday	June 26	1100	Race 3
	Wednesday	June 27	1100	Race 4 and Race 5
	Thursday	June 28	1100	Race 6
			2000	Awards Banquet
	Friday	June 29		Reserve

Measurement Measurement and weighing of each yacht shall be carried out before registration. Only one set of sails may be utilized during the series. The class insignia, national letters, and sail numbers as entered shall appear on the sails. In addition to required safety equipment, every yacht shall carry on board a tow rope of sufficient strength to tow several boats, and of at least 15m in length.

Scoring The Low Point Scoring System will be used. Alternative penalties, IYRR Appendix 3, part 1, will apply. All races shall count. Six races are scheduled, with three required to constitute a championship.

Launching & Hauling All boats shall be afloat at 1900 on June 24, 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. Boats shall be moored at the harbour of Kiel-Schilksee.

Entry Entry fee of DM500 per boat must be sent to Kieler Yacht Club, using the official entry form. For form and additional information, contact Kieler Yacht Club, Hindenburgufer 70, D-2300, Kiel 1. Tel: 0431/85023.

J/24 Junior North American Championship, August 17-19, 1990

Invitation

by Jane W. Watkins

The fourth annual J/24 Junior North American Championship will be held August 18-19, 1990, at the Santa Barbara Yacht Club in Santa Barbara, California. Santa Barbara is located 90 minutes from Los Angeles Airport. Normal conditions are light to medium, with air temperatures of 75-80 degrees. This is a great opportunity for young skippers and crew to participate in a major regatta.

Santa Barbara Yacht Club, host of the 1990 Jr. NA's.



Photo by Jane Watkins

Site	The 1990 J/24 Junior North American Championship will be sailed August 18-19, on the Pacific Ocean off the coast of Santa Barbara, California. The Santa Barbara Yacht Club is the host club and organizing authority, assisted by J/24 Fleet 63.		
Rules	The regatta will be governed by the International Yacht Racing Rules and the Class Rules of the International J/24 Class Association, this notice and by the sailing instructions.		
Eligibility	Competitors must not reach the age of 20 before December 31, 1990.		
Schedule	Friday	August 17	Registration & Measurement Practice sail/race
	Saturday	August 18	Skippers' Meeting Races 1, 2 & 3 Bar-B-Que
	Sunday	August 19	Races 4 and 5 Trophy Presentation
Racing	The regatta will consist of as many as 5 races. Jib size will be determined by the Race Committee as conditions dictate.		
Courses	Racing will be on Olympic courses or variations thereof. Course lengths will be determined by the Race Committee based on the sailing conditions.		
Scoring	The low point scoring system will apply.		
Awards	Trophies will be given to the top three finishers. All entries will receive take home awards. The top finisher will have custody of the permanent trophy, a model of a J/24, until the 1991 event.		
General	Some guest housing will be available, but must be requested well in advance. Also charter boats will be available with advance arrangement. Launching, haulout and storage are available, and cost is included in the entry fee. Participants will be allowed to sleep on their boats. All boats are subject to inspection.		
Entries	The J/24 Regatta registration form at the back of this magazine may be used, or contact Jane W. Watkins, Regatta Chairman, P.O. Box 20077, Santa Barbara, CA 93120, (805) 564-4299. Entry fee is \$50.00 and includes five tickets to the Saturday night Bar-B-Que.		



Coral Reef Yacht Club, host of the 1991 Midwinters.

Photo by Frank Zagarino

1991 Midwinter Championship in Miami

The Coral Reef Yacht Club and Fleet 10 cordially invite you to join us for Midwinters XIV, to be held on the beautiful, warm waters of Biscayne Bay from January 6 through 12, 1991.

Coral Reef Yacht Club is proud and happy to once again be hosting this event, and we are looking forward to welcoming all J/24 sailors, old friends and new, who will be coming to participate. We are planning an ambitious week of sailing with an exciting schedule of social activities at days end. Competition will consist of as many as ten races. January weather is generally warm and sunny, winds balmy to brisk.

A complete Notice of Regatta will appear in a future issue of this magazine. If anyone should need further information in the meantime, please contact Coral Reef Yacht Club, 2484 South Bayshore Drive, Miami, Florida 33133. We are anticipating a great regatta and a fun time, and hope to see you in January.

1991 Europeans at Cowes, England

The UK J/24 Class Association and Cowes Corinthian Yacht Club are again delighted to be host for the 1991 European Championship to be contested in the historic waters of The

Solent, England, with racing from July 22-26, 1991. We look forward again to greeting J/24 sailors from the USA and other countries, making this event an even more prestigious European Championship.


Cowes in the Isle of Wight is where much of competitive yacht racing started. The first America's Cup race, in 1851, was sailed from Cowes around the Isle of Wight. The famous J Class yachts raced frequently at Cowes Week in the 1930's and more recently, the Admiral's Cup international team racing series is held every two years from Cowes, the next AC being in 1991. Just as Newport, Rhode Island, is the 'mecca' of North American yachting, so Cowes is for UK and, perhaps, European yachting. This is an opportunity to see where it all started. So plan your pilgrimage now. We'll help you find accommodations on the island and, if necessary, charter a boat. For families this is also an opportunity to combine the racing with a European holiday. Encourage wife and children to tour the UK mainland during the championship, join them later or bring them back to Cowes and join the fun of the other great UK sailing festival, Cowes Week, held August 3-11, 1991. The options are many.

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

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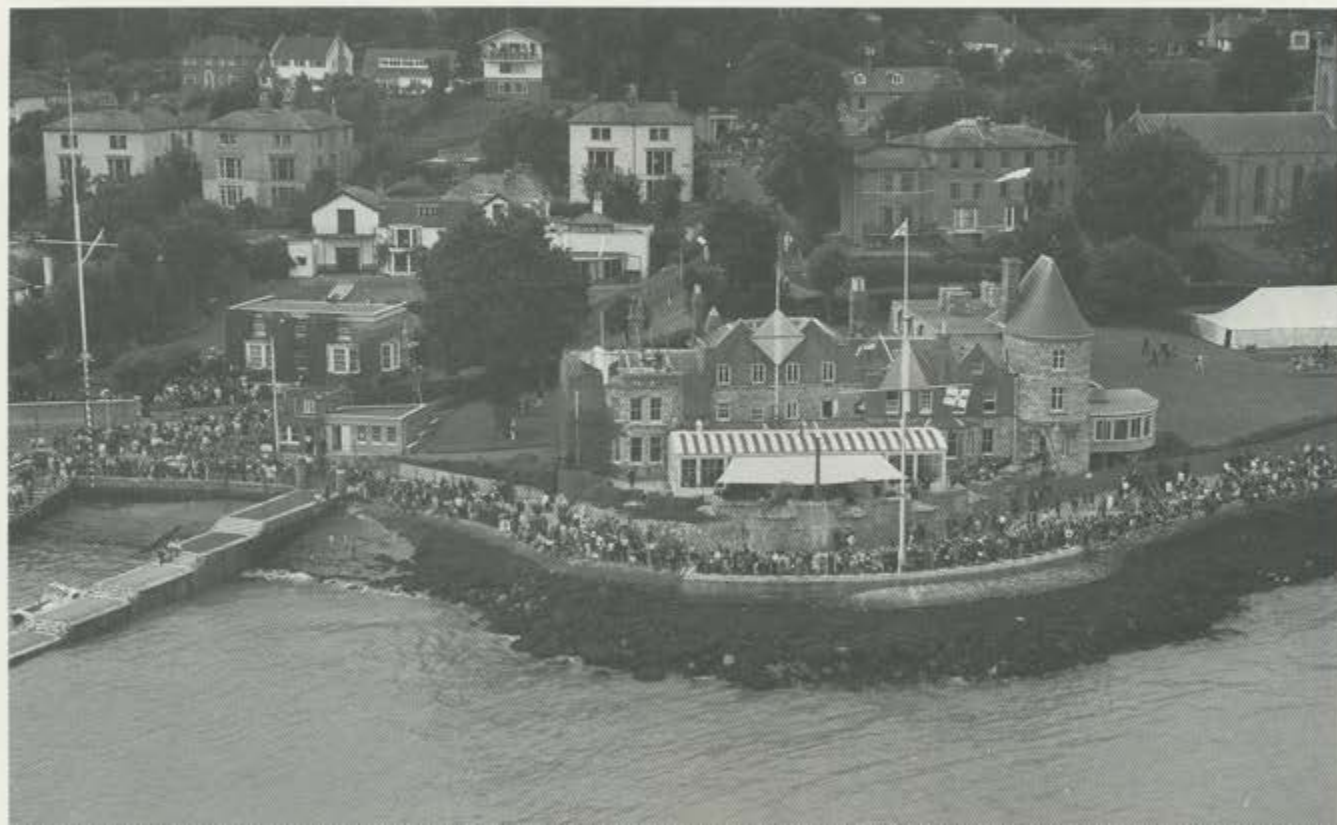
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The Castle at Cowes, birthplace of the America's Cup, and, more recently, the venue for the 1988 and 1991 European Championships.



Staying On the Edge

by Ed Baird



Ed Baird is a former Laser World Champion (1980), J/24 World Champion (1983), and won the J/24 Midwinters in 1983 and 1988.

Upwind, races are won through sound strategy and shrewd tactics. Shifts are the main factor determining the gains and losses. But downwind, priorities change. Separation between the boats is less, so shifts have less effect.

Boatspeed becomes a much higher priority in the equation. The biggest gains are made largely because of spinnaker trim.

For all of its importance, trimming the chute is often one of the least studied tasks on the boat. Off the wind, distractions are many as we dive for a drink and a sandwich, time ourselves against the competition, argue about why we sailed the beat the way we did, and peel off clothing for a better tan now that the cold beat is over.

Often, crews will cleat the guy and the pole controls and fly the sail purely with the sheet. Boatspeed fluctuates dramatically but we attribute that to wind velocity changes, waves—or even worse, we don't notice speed has dropped.

Huge gains can be made by applying a few simple rules to spinnaker trim. Just so we're all talking the same language, let me first cover a few basics.

First, the spinnaker has a hard life and a lot to do. We ask it to point high and not stretch too much on a reach, and yet be huge and round to drag us down the run. It is the sailmaker's job to keep the stretch down, but it's up to us to power up and down in different conditions.

That job is made difficult by the fact that we do not have moving leads as the jib does, and we're not just steering to the telltales as we do upwind. Even so, spinnaker shape can be adjusted.

Second, we all need to agree that windflow across the sail develops more power than wind just filling the sail and dragging it along. Therefore, *trying to keep the airflow attached to both sides of the sail as far aft of the luff as possible should be our main goal* (see diagram).

Now that we're looking at the sail with some goals in mind, let's learn how to trim for conditions.

Room to Breathe: The number one boo-boo, bar none, that I see on offwind legs is oversheeting. It is so easy to do, and we don't get yelled at for doing it as we do when we undersheet and collapse the sail. An oversheeted spinnaker looks good. It is still colorful and certainly has wind in it since it's full. But oh, does boatspeed suffer. Easing the over-trimmed sail, even just a few inches, can make the boat jump. Good helmsmen can feel the boat getting mushy and they'll ask for the sheet because they know it is faster to collapse the sail once in a while compared to sailing with it overtrimmed.

If your trimmer has a hard time keeping the sail on the edge, put some telltales on it, a few inches back from the luff. That will help him see when the sail is stalled, and maybe remind him to keep it eased whenever possible. Remember the old saying: *When in doubt, ease it out.*

Pole Height: Somewhere along the

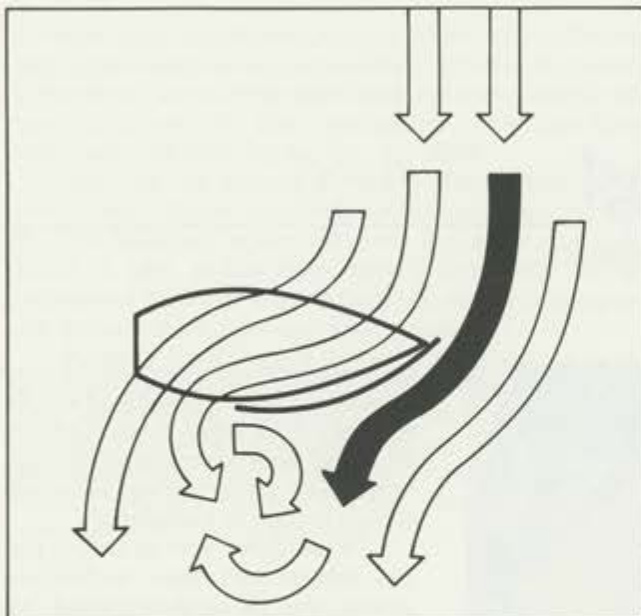
line we all heard that the pole should be used to adjust the sail so both clews are even. While that is a good rule to use when we are first learning, there is much we can do to get better control and gain speed from our chutes by understanding when to violate it.

Think of the pole as a kind of cunningham for the spinnaker. When I pull it down, forcing the sail's tack below its clew, the draft of the sail moves forward and the leech opens up. The rounder luff makes the sail more forgiving for the trimmer and helmsman, making their jobs easier when the boat is rolling around. The open leech keeps the boat from broaching as easily in a breeze, as easing the vang does on the main. For choppy conditions, and especially windy reaches, it's not unusual to carry the pole as much as two feet lower than the clew.

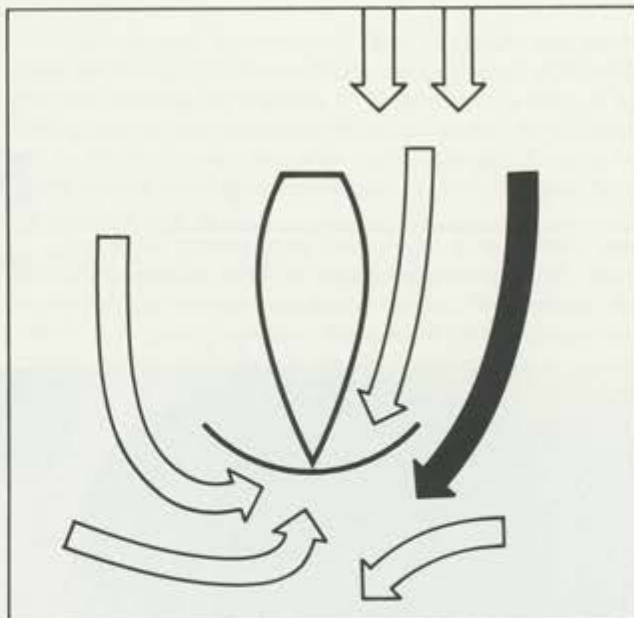
This is much the same shaping you would use upwind in the main and jib. If you're not familiar with these shaping techniques, ask a good sailor in your club to come aboard and show you how. But for our discussion you need to know that, generally, to make the sails easier to steer to in waves and/or to keep the boat on her feet in a breeze, tighten the luff and ease the leech. Alternately, easing off on the luff slides the draft back, allowing the sail to point closer to the wind, but also making it more difficult to steer to.

Back to the pole. When the boat is controllable and the water's smooth, raise the pole so that the clews are even or the tack is slightly higher. This tightens the leech and moves draft back, a good way to help the boat reach higher. Much closer attention must be paid to the trim, however, as the sail becomes flat forward and will quickly collapse or stall if the trimmer naps.

The pole will also need to be adjusted up and down with velocity changes, lower in light air and higher in a blow. We mark the pole for light, medium and heavy settings to help get it right before we hoist the chute.



On close reaches the spinnaker acts as a headsail; trim and shape make use of airfoil effect and prolong attached flow.



On a run, the airfoil effect is minimized, attached flow is quite difficult to maintain and speed comes primarily from sail area.

Pole Position Fore and Aft: Use the fore and aft trim as a kind of outhaul. When you are overpowered, stretch out and flatten the foot of the sail by forcing the pole aft a bit more than would seem normal.

Conversely, and perhaps more important, ease the pole a few inches more than usual in light or choppy conditions to help the boat power up. A good gauge is the distance the foot of the sail is from the headstay. When trying to flatten the sail, bring the sail in to within a foot of the forestay, and when powering up, ease it so the sail is three to four feet away.

Pole height and fore-and-aft position are second only to sheeting the sail in the amount of attention that should be paid. Especially in changing conditions, the pole may need to be adjusted often.

Keep the controls easily accessible and easy to use. When not moving the pole, keep the controls tight so they don't bounce the chute around and disturb the airflow. Make sure the crewmember in charge of the pole understands how sensitive the spinnaker is to proper pole position and that his job has a big effect on boatspeed.

What we've explored here are ways to shape the spinnaker for best speed and power. Once you understand these principles and apply them in different conditions, you will see big gains in your boatspeed downwind. Try them all in practice.

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Fog!

by Justin Topilow



Justin Topilow at ease on Tops' I on a clear day.

Fog! The mere thought of it sends quivers up a mariner's spine and has inspired authors for centuries. Suddenly and unexpectedly, I found myself surrounded by it. I had anticipated a pleasant Sunday afternoon sail for the delivery of my family's J/24 *Tops' I* from Bricktown, New Jersey, to the Keyport Yacht Club on Raritan Bay. Our course would take us through the Point Pleasant Canal, out the Manasquan Inlet into the Atlantic Ocean, north along the coast for about thirty miles, and then west around Sandy Hook into Raritan Bay for ten more miles to the yacht club. It was late June, and the ocean was finally warming up. The temperature at home was in the eighties. The weather prediction was favorable. No rain or weather fronts were in sight for hundreds of miles. The wind forecast called for variable conditions and the development of an afternoon southeast sea breeze. I was not afraid of the ocean, but had a healthy respect for it, since I had grown up on the coast and had seen its many moods.

I was a sixteen-year old student at

Ocean Township High School near Asbury Park. My dad kept *Tops' I* in Bricktown at the Metedeconk River Yacht Club. In the spring the sailing in the Metedeconk was nice because the river was sheltered from the cold wind and waves of more open water. Every year, at the start of the summer, the boat was moved to Keyport. The trip involved going under several drawbridges and through the canal. The currents were always tricky around the bridges, but the canal was particularly nasty. It was known for its reversing currents of up to 10 knots. Previous trips had been made by some older kids whom my father paid. This year I asked my dad if I could go along. He arranged it so I would pretty much be "extra baggage." As it turned out, I had to take charge of the boat since the other two crew members, in spite of their sailing experience, had little knowledge of navigation!

My job started on land with some calculations. Time, speed, and distance were estimated in order to figure out when to leave, so as to get in before dark. The

current strength and direction in the Point Pleasant Canal were determined with the tide and current tables. Since the boat's top speed under power was only 6 knots, I made sure the current was not strong enough to push us backwards!

Those figures were all behind me. The bridges had been successfully passed, and the canal negotiated. We had entered the ocean. A chill went through me, both real and psychological. I felt the hot air from the land spreading out over the cold ocean, which was acting as a fog generator. As I felt the cool, moist ocean fog, I turned up the collar of my shirt, preparing myself for this challenge that I knew I was capable of meeting. I had plenty of prior experience, having sailed as crew and occasional helmsman in years of racing and cruising with my family on Barnegat, Raritan, and Chesapeake Bays. It was now going to be my first turn to take charge completely.

After sailing only about one hundred yards from the inlet, we lost sight of land. We set our course in a northeasterly direction and followed the compass. There was no turning back. We had no logical reason to turn back anyway, only an emotional one. The winds were favorable, both in strength and direction, blowing 15-18 knots from the south. We anticipated no real change in the conditions. The surface of the sea had some white caps and a four foot ground swell, but it did not have a particularly dangerous appearance. I called for our spinnaker to be set to increase our speed. That got us going over 8 knots, a very impressive pace, but typical of the performance I've come to expect from our J/24.

Turning back was definitely out of the question by then. That would have really brought problems. In the first place, we would have had to take down our spinnaker and tack our way back upwind, which would have been like climbing up a steep hill we had just slid down. Each minute going north could have meant four or five minutes going back. Without

being able to see the inlet, it would have been like trying to find the proverbial "needle in a haystack." I did have a Loran, but could not count on it to find the inlet with the accuracy needed. I watched our speed and direction, checked the elapsed time, calculated the distance traveled, and estimated our position, i.e., dead reckoned. I pressed on, concerned, but not really alarmed. In truth, I was enjoying the sensations—the movement of the boat in the ocean swells, the surges as the little sloop slid down the waves, the feeling of power developed by the full spinnaker, and the isolation of being in my own little world in the fog.

The visibility was about fifty yards. As we ran up the coast, we could occasionally see the jetties, but not the shore. At one point a miscalculation put us dangerously close to the Belmar fishing pier, which we spotted only at the last minute. We headed east, away from shore into what we hoped would be more open water. A large fishing boat from the Belmar municipal marina appeared suddenly out of the fog and stopped to let us go by it.

I pondered the situation, should a real danger develop. We had life jackets and flares, but they would have been of

little immediate help. For radio communication, we had a VHF which was to be used to call my dad once we came close to Keyport. I later found out that my dad had regretted not giving me his portable cellular telephone, which would have been the best way to communicate with him or the Coast Guard. Even if we



When the wind turned westerly we took down the spinnaker and motored the rest of the way to Keyport.

could have reached the Coast Guard by radio, however, they would have had some time finding us in that fog.

I took stock of my navigational tools. Both the traditional Ritchie and the more modern electronic fluxgate compasses were working well and could be trusted.

Our hand held compass was not helpful since we had no bearings to sight on in the fog. Despite its accuracy to only within a half mile, I checked our latitude and longitude by Loran regularly, and plotted our position on our charts. Finally, after about three hours and twenty miles of ocean sailing, the fog began to lift. We could see Sandy Hook, eliminating the need to estimate when to make our turn to the west. A final challenge was sailing through steep waves created by the strong currents around the Hook. After making the turn west the visibility increased markedly, and the big waves subsided. The wind at this point, however, turned westerly. We took down the spinnaker, and motored the rest of the way to Keyport.

Remaining calm and paying careful attention to navigational details helped me during that not so ordinary boat trip. One mile out of Keyport I called my dad on the VHF radio. He was waiting at the yacht club for me. From the shore he had seen the fog develop, and knew me well enough to find the hidden meaning when I told him that the trip had been "a piece of cake!"



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A Nautical Vocabulary

by Reid Stava

anchor. 1. A device designed to bring up mud samples from the bottom. **2.** What you display when you find you are surrounded by other boats.

anchor light. A small light used to discharge the battery by morning.

aboard. A piece of wood about yea long and yea wide.

amidships. This condition exists when you are completely surrounded by boats.

berth. A little addition to the crew.

bitter end. The finish of a race when you are last over the line.

boomkin. A small young boom, less than one year old.

bottom paint. What you get when the cockpit seats are freshly painted.

chart. A type of map that shows you exactly where you are aground.

clew. An indication from the skipper as to what he might do.

chock. Full right up to here.

chine. What you do after you rise.

companionway. A double berth.

deadrise. Getting up to check the anchor at 0300.

dead reckoning. A course leading directly to a reef.

deviation. Any departure from the captain's orders.

dinghy. The sound of the ship's bell.



displacement. Accidental loss, i.e., when you dock your boat and later can't find it.

estimated position. A place you have marked on your chart where you're sure you are not.

freeboard. Food and liquor supplied by the owner.

foul wind. Breeze made by a flying turkey.



gunk hole. Patching holes with gunk.

gunwales. The Wales where you keep the guns!

great circle route. The ship's course when the rudder's jammed.



hatch. A container onboard in which you keep eggs.

headway. What you're making if you can get the toilet to work.

heaving line. A rope used to hold onto while being sick.



landlubber. Anyone on board who wishes he were not.



latitude. The number of degrees off course allowed as a guest.

port. A fine wine, always stored on the left side of the boat.

reef point. The part of the rock sticking out of the water.

rhumb line. Two or more crew members waiting for a drink.



sextant. A device for detecting the night-time activities of guests.

shroud. Equipment used in connection with a wake.

spinnaker. A large sail used in dead calms to keep the crew busy.

spring line. A rope purchased at the beginning of the season.

swell. A wave that is just great.



square rigger. A rigger over 30.

Reid Stava lives in Rochester, NY, and sails his J/24 Bateau Blanc (4278) as a member of Fleet 41 in District 7.

Illustrations by J. Harper Graphics



A Successful Regatta Formula

(Case Study: The 1990 Midwinters)

by Guy Brierre

When Southern Yacht Club and Lake Pontchartrain Fleet 94 were awarded the task of hosting the 1990 J/24 Midwinters in July of 1989, we were faced with a monumental task. Within six months we had to organize a world class regatta, almost from scratch. We also set a goal of throwing a regatta that was, if not THE best, one of the best regattas there was to offer. Gauging from the numerous letters and phone calls we have received, we reached our goal.

Fleet 94 immediately held a meeting, along with volunteers from SYC, to begin the enormous organizational challenge that comes with a regatta of this size. As Regatta Chairman, I outlined the ten key tasks and went about selecting a chairperson for each. A chairman doesn't necessarily have to have direct experience in an area; sometimes time, availability and/or willingness are the best traits or characteristics. Following are the key areas and how each was handled.

Race Committee: When asked by then Commodore John Levert to be Regatta Chairman, I answered with a qualified yes. I would accept the responsibility only if Stewart "Tootie" Barnett would be the RC Chairman. Tootie had run



Midwinters guests enjoy "Second Lining" to the Storyville Stompers at the elimination series party at New Orleans Yacht Club.

the past four J/24 Texas Circuit regattas at SYC and was familiar with the J/24's characteristics and the way the class likes to run races. There is no substitute for a great race committee. Not to downplay the thankless job the judges perform, but, the better the race committee, the less you need to rely upon judges for efficiently run fair races. Having utmost faith and confidence in Tootie's abilities, I gave him free reign to select his assistants. All I had to do was help to arrange for appropriate support boats.

Registration: You don't get a second chance to make a first impression. A cheerful, helpful, well organized and efficient registration team goes a long way toward getting the regatta off to a good start – especially to a competitor who has driven cross country and might be tired and even irritable. I've never come home from a regatta remembering how great registration was, but there have been regattas where a bad experience at registration soured my outlook for the rest of the regatta. Mamsie Manard, a strong force in SYC's successful junior pro-

gram, was our registration chairperson. With the help of a personal computer, Mamsie was able to receive, record and acknowledge the applications, produce the necessary forms (crew weight, measurement, food orders, etc.). She also organized sizeable shifts of volunteers for the 2½ day registration period to keep lines to a minimum. We even had "dress rehearsal" registration, so that any problems could either be expected or, even better, eliminated.

Another aspect of the registration process is space. Cramped spaces make for uncomfortable registrars and registrants. As this was a "winter" regatta, we transformed the (closed) summer snack bar into a cozy J/24 Headquarters, complete with decorative signs. Instead of feeling like an outsider, guests had a portion of the club they could call their own.

Measurement: Measurement is about as much fun as a jibe broach. As in registration, measurement will never be a positive but is often a negative. Here again, space constrictions can cause



Guy Brierre (right) presents Layline gift certificate to Jens Hookanson at a nightly give away session.

problems. The dry storage areas of SYC and neighboring New Orleans Y.C. were cleared and/or organized to maximize available space. NOYC was used as the launch site for pre-measured boats (i.e.: boats with measurement certificates), which left even more space at SYC for the boats that needed to be measured. This also "rewarded" boats who had already gone through the measurement hassle with line-free launching.

Local fleet member, Class Certified Measurer and architect Tommy Meric arranged a large volunteer force to help him with measurement. Many of the volunteers arrived a day early to attend a measurement seminar given by Class Technical Guru John Peck which qualified them as additional class measurers. A well organized effort made the process at least bearable.

Sponsorship: To provide the levels of entertainment and support required at a regatta of this level, sponsorship is a necessity (unless you want to charge a registration fee of \$300). Our preliminary budget (before sponsorship) showed a deficit (or sponsorship needed) of \$5,000 to \$7,000. Jerry Coogan, 1989 fleet champion, runs an advertising-related company and, therefore, had contacts with the right people in a number of companies. Jerry did a terrific job of getting the money and/or products needed, as well as helping us to give the sponsors the maximum "bang for the buck". Once committed as a sponsor, Jerry then persuaded the sponsor to donate "freebies" to use as door prizes. This became a hit of the regatta. Every night, next to the spon-

Listening to James Rivers, leader of the James Rivers Movement, play jazz bagpipe was truly a unique experience.



sor's beer truck, bow numbers were drawn to win free prizes ranging from hats and T-shirts to valuable boat equipment and airline tickets. There were 8-10 prizes *per night*, and winners became ineligible for future prizes. Combined with the fact that local boats "refused" to win, I would estimate that 90% of the out-of-town boats went home with a prize (the highlight was a boatload of Shore sailmakers winning a North Sails rudder cover - the most coveted door prize).

What did the sponsors get? Advertisements in the program (see below), banners hung around the dry storage area and on the spectator boat, and name recognition practically every evening during the drawings.

Program: How many times have you gone to a regatta and not known where to go for boat parts, groceries, a good restaurant, etc? Fleet Captain Doug Gordon, with help from local boat dealer and regional magazine publisher Tim Murray, put together a 20 page program to which all future programs should strive to compare. Four color covers, schedules of events, sponsor advertisements (some including discounted or free merchandise/services to participants), local knowledge information (bars, not wind shifts), recommended parts and groceries locations, and maps made the program valuable to every participant. It represented a vast improvement over the standard xerox copied, soluble information sheet at most regattas.

Entertainment: Entertainment Chairperson Barbara Skrmetta had one of the most important jobs of all - entertaining up to 500 sailors for six days (no sexist comments, please). Part of the planning was "given", i.e.: an opening cocktail party and an awards banquet. A liquor sponsor took care of the supplies for the opening party, and we combined it with an inexpensive Cajun band (you can't really tell the difference between \$300 and \$900) to get the ball rolling. A few easy meetings with the SYC manager took care of the awards banquet. Two down, four to go.

I feel it is important to give guests a taste of your city. In a city like New Orleans, that taste can be varied. We decided to add an elimination series party, featuring a Dixieland Jazz Band with free jambalaya and gumbo (that's food, y'all) and a French Quarter Party. Past experience had shown that guests would rather spend their own money in the French Quarter than have free parties



Southern Yacht Club bartenders, George Funti (above) and Tony Latino, proudly wore J/24 ties all week.

at the club. We arranged to have an open bar and modern jazz band at a famous jazz hall. It was timed such that it was late enough for people to eat in the Quarter before the party and then either: a) get to bed to get a decent night's sleep or, preferably, b) get a jump start on a wild night in the Big Easy. We then intentionally left the remaining two nights open for freestyle entertainment. Ask anyone who attended - I think Barbara did a great job.

Trophies: Whitner Church, a loyal crewmember who cringes everytime I volunteer for something, ended up with the "cheese" chairmanship. Whitner's tough job was to have lunch with a beautiful representative from the trophy sponsor to review and approve the trophies she had selected. Whitner has already agreed to be trophy sponsor again as long as we use the same trophy house! Actually, the lesson to be learned is to select a company you can trust, commit sufficient dollars to the trophy budget, and let them tell you what to get - they are the professionals. Also, **don't forget crew trophies.** At the Midwinters we went ten deep in *both* divisions for skipper and crew.

Souvenirs: Carrying on the goal of being one step different and better, we decided on custom embroidered hats as well as the standard regatta T-shirts. They sold like hot cakes. The point is, don't give them what everybody else does, give people what they want!

Launching/Hauling/Docking: The key to launching and hauling is cranes and volunteers. By using two yacht clubs and three cranes, congestion was kept to a minimum. We even had a mobile crane available for haul-out if the turnout warranted it. Two local boats had mast raising jigs, and the club built another specifically for the regatta. These helped speed the

launching and hauling process and avoid congestion at the one, in-water A-frame.

In discussing the alternatives, we decided on assigned docking spaces in the harbor adjacent to the club. Pepper Bosworth, an engineer and loyal crew-member, made a detailed blueprint of the harbor area which allowed each competitor to know exactly where he was to dock for the entire week. Less confusion equals more quality time at the beer truck!

Little Things: If done properly, you will spend 80% of your time on things people will not remember, i.e., they went smoothly. Amazingly, it is the little things that have provided the most compliments:

Hospitality - We have received more compliments on this than any other aspect. I don't know what goes on in the rest of the world, but I just find it natural that you should go out and welcome someone who has taken the time to come to your club. "Hi, I'm Guy. Let me know if there's anything I can do." It's not that difficult, but from what I heard, it's more rare than I thought. Even George and Tony, SYC's exceptional bartenders, wore J/24 ties during the entire week.

Convenience - Box lunches and sail



Red roses on the trophy table added a special touch.

repair pick-up were available at the club every day. Even if you didn't need/want it, it was available.

Commitment from Club and Staff - Besides the loyalty of the bartenders, the club staff was alerted and prepared for the needs of the J sailors. The yacht club opened early and even served breakfast (a first for the club) every day. The new manager, Tim Fitzpatrick, worked 16 hour days to make sure everything went off without a hitch.

Trophy Table - At the advice of the "trophy girl," Whitner arranged the silver and crystal trophies on a dark blue tablecloth with two dozen red roses as a centerpiece to present the trophies in the best manner. Big deal, you say? Why

waste \$75 on flowers? A lot of small things make BIG differences.

Summary: A lot of what I've said seems like common sense. The challenge is to be sure you cover ALL the bases. Spend most of your time on the things that can be negatives. Then, line up good \$pon\$or\$ and put a smile on your face. A smile on your face just might put a smile on the faces of your guests.

Note: My thanks go out to all the volunteers who helped make the 1990 Midwinters the success that it was. There were many more people involved than the Chairpersons named. The success of the 1990 Midwinters is their triumph.



Experience the comfort and high-tech performance of Harken's new all leather **TITANIUM** boat shoe. Made of top grain HYDROPEL American-tanned cattle hide, this luxuriously soft **TITANIUM** shoe is a trendsetter.

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Quick drying suede nylon lining is durable yet soft against the foot.

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The heel counter conforms to the foot to reduce abrasion when shoes are worn without socks.

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The exclusive Waverider™ sole is made of two types of rubber and is filled with EVA foam for flexibility. The dark grey rubber provides support under the arch, heel, and toe. The softer white rubber's razor-cut sipes and channeled sole provides excellent traction on wet decks.

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How To Win In A J/24 – Part I

by Ken Read and Dan Neri



In this article, Part I of a two part J/24 Tuning Guide, Ken Read (right) and Dan Neri (left) take us into the specifics of how to get your boat tuned to go around the course fast. Ken, a two-time J/24 World and North American Champion, recently finished second in the New Orleans Midwinters. Dan, a top three finisher in dozens of Northeast events, was 7th in the 1989 NAs and 5th in the Midwinters. Ken and Dan are co-owners of Shore Sails in Newport, RI, and have written a tuning manual entitled, "How to Win in a J/24."

The measurements and settings included in this article are ones that we have found to be the fastest settings for the J/24. Since crew, wind and sailing conditions vary, you may find slightly different settings are better for you. However, by following these instructions, you can be confident that you are well set up to win at any level.

Preparation

Your preparation goal should be to ensure that your boat and gear:

- Are safe and strong enough not to fail in any conditions.
- Present a clean hydrodynamic profile to wind and water.
- Allow smooth, easy and hazard-free control of all adjustments.

Hull: The gelcoat finish on a new J/24 requires little attention. Wet sanding is not necessary and not recommended, as it will make the finish more porous. In time, this will cause the hull to yellow and absorb water.

The center seam of the hull does require some attention. Hand sand for about six inches on either side of the

center seam in order to smooth out irregularities left from the factory fairing. If you moor your boat, choose a very hard bottom paint and wet sand it to as smooth a finish as possible.

Keel: One of the critical and laborious aspects of preparing the J/24 is keel fairing. Ideally, the keel should match the class templates for minimum thickness (J/24 Class Rules, Plan C). If you sail predominately in very choppy conditions, your keel may be slightly fuller in the forward 30% of each station. An epoxy-faired keel with a gelcoat finish is durable, water tight and simple to repair in the event of a grounding.

A well-faired keel will provide more lift (better pointing ability) upwind and less drag (better speed) off the wind. If you choose to have your keel professionally faired, your local sail loft can direct you to a qualified boat shop in your area.

Rudder: If your J/24 is hull number 4200 or higher, you are likely to have a new style rudder. These rudders are excellent and require little more than run-

ning a sanding block along each side of the trailing edge.

If you have an older rudder, it is quite a bit thicker than the class minimum template (Class Rules Plan D). A thicker rudder will stall sooner. This is a problem on tight reaches in heavy air, where stalling causes the rudder to cavitate and the boat to broach. However, unlike your keel, it is not recommended that you fair an old style rudder. These rudders have a thick balsa core and a relatively thin fiberglass skin. If you grind away any of the glass, the rudder may break. New style replacement rudders can be purchased through Tillotson-Pearson or any J-Boat dealer.

Rig: In a couple of hours you can streamline the rig as follows:

1. Remove the spare genoa halyard, leaving only the centerline halyard.
2. Remove the mast-mounted running light and wiring, and cover the holes with a piece of sail number material.
3. Cut off the mast butt to the class minimum length (see Mast Length in Rig Tuning Section).
4. Install a small size (dinghy model) Windex wind indicator on the back of the masthead crane.
5. Exit the genoa halyard through the lowest slot on the starboard side of the mast. Mount a Harken Camatic cleat on a 3/4" pad just below the cut out. Exit your main halyard through the lowest slot on the port side of the mast and mount a second cleat below this slot.
6. File off the ends of the spreader caps until they are flush with the spreader. This will prevent the spinnaker halyard from catching.
7. Take off both ends of the boom and replace the outhaul system, using a 6:1 Harken microblock system and 3/16" prestretch line (Diagram 1).
8. Remove one reefing line and replace the second with a line of minimum length and diameter. Coil this line tightly and tape it to the boom.
9. Before stepping the mast, give it one

or two coats of a silicone based marine wax.

Weight: The new class rules require "a basic yacht weighed dry" of 1270 kg. This weight includes most fixed optional gear with which you sail. Before having your boat weighed, consult your local measurer regarding approved gear, then secure any approved gear in the center of your boat.

Deck Layout: The J/24 comes equipped with a fair amount of hardware. It is possible to improve the boat by removing much of the gear from the "runway" or top of the cabin. Keeping this area clean will improve crew movement and reduce bruises.

The halyard cleats should be moved to the mast. The genoa halyard tail is led through a small ratchet on the deck, at the mast base (see Diagram 2, no. 1). The main and spinnaker halyards do not require deck mounted fairleads. The main and genoa halyards should exit as low as possible on the mast, while the spinnaker halyard should exit 7 to 8 feet above the deck to allow the crew to jump the halyard.

Most crews can sail the boat without the use of the secondary winches. If you choose to eliminate these winches, consider replacing the aft spinnaker turning blocks with small ratchet blocks. These secondary ratchets should only be turned on during tight reaching in the heaviest air (Diagram 3, no. 12).

Twing lines can be moved forward and outboard in order to minimize the need for a foreguy. An afterguy cleat mounted on a 1.5" teak block just aft of the twing also helps in heavy air tight reaching. By cleating the guy in this forward position, you can minimize pole movement because the amount of line available to stretch has been reduced by 60 percent (Diagram 2, no. 2).

The jib cunningham must have the maximum legal purchase (6:1). The main cunningham needs only a 2:1 purchase (see Diagram 2, no's 3 and 4).

Make a point of simplifying your boat by keeping the size and length of control lines to a minimum. Tie knots in the tails of your halyards and control lines where you think you may be able to cut them off, then go sailing with your crew. If the knots are still in place at the end of the day, cut the line.

There are many ways to lay out the deck on a J/24, and you will ultimately want to tailor your boat to fit the size and strength of your crew.

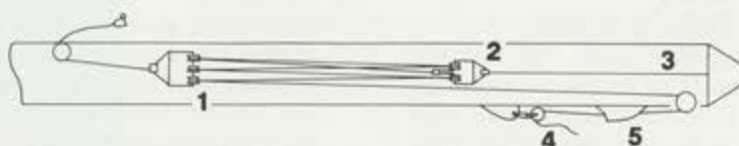


Diagram 1

- | | |
|---------------------------------|------------------------------------|
| 1 Triple microblock | 4 Harken bullet block |
| 2 Double microblock with becket | 5 Aluminum racing junior clamcleat |
| 3 Wire pennant | |

Bow of the J/24 Deck

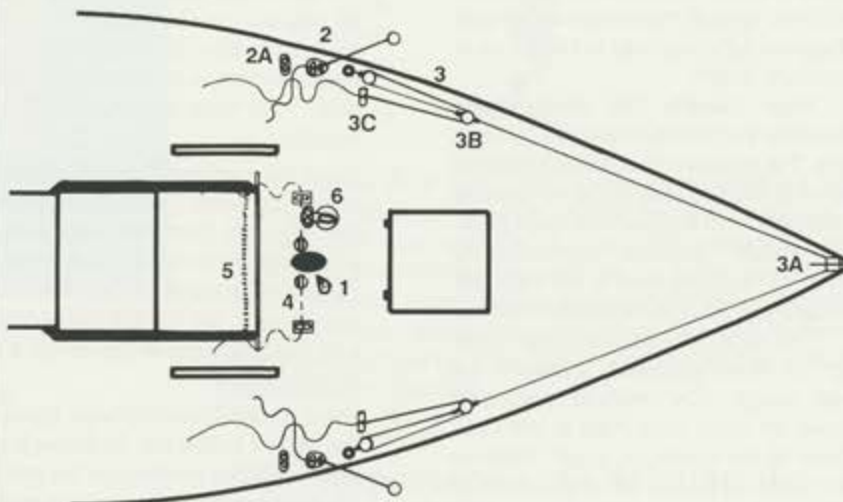


Diagram 2

- 1 Genoa Halyard Fairlead - Small ratchet block
- 2 Twing Lines - Deadeye and Harken cleat on angled pad
- 2A Harken camatic afterguy cleat mounted on a 1.5" teak block in line with twing and aft spinnaker sheet turning block
- 3 6:1 Jib Cunningham
- 3A Check blocks bolted together above stem fitting and through space formed by stem fitting and bow
- 3B Harken bullet with becket
- 3C Harken bullet block shackled to stanchion base. Tail lead to Harken cleat.
- 4 2:1 Main Cunningham: Harken bullet blocks shackled to boom vang bail on mast lead to Harken cleats on angled pads with low profile straps over cleats
- 5 3/8" shock cord across cabin top to hold coiled tails
- 6 5/16" Prestretch line for topping lift lead through a small swivel base and cleat

Stern of the J/24 Deck

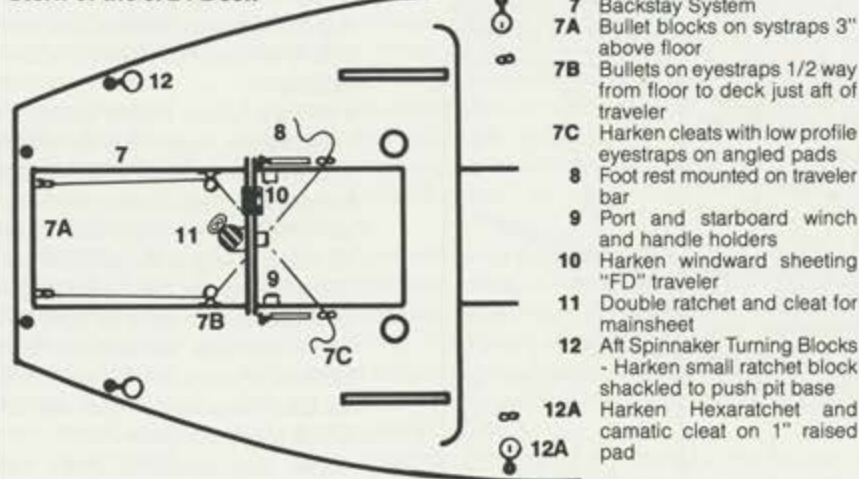


Diagram 3

- 7 Backstay System
- 7A Bullet blocks on systraps 3" above floor
- 7B Bullets on eyestraps 1/2 way from floor to deck just aft of traveler
- 7C Harken cleats with low profile eyestraps on angled pads
- 8 Foot rest mounted on traveler bar
- 9 Port and starboard winch and handle holders
- 10 Harken windward sheeting "FD" traveler
- 11 Double ratchet and cleat for mainsheet
- 12 Aft Spinnaker Turning Blocks - Harken small ratchet block shackled to push pit base
- 12A Harken Hexaratchet and camatic cleat on 1" raised pad

Tuning the Rig

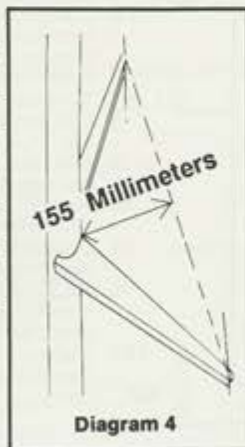
Prior to Stepping the Mast:

Headstay Length: The headstay length should be the maximum allowed by class rules. The measurement is taken from the center of the headstay pin at the hounds to the intersection of the stem/sheer line. The total length should be 8670mm. Because the headstay hole at the bow of your boat is approximately 65mm up from the stem/sheer line intersection, the actual length of the headstay from the center of each hole should be 8605mm. You will most likely need to add a toggle to your headstay to bring it up to maximum length.

Mast Length: The mast length should be the minimum allowed by class rules. The measurement is taken from the center of the headstay pin at the hounds to the bottom of the stainless base plate. This should measure approximately 8973mm. You may need to cut the mast. Consult Rule 3.5.3 (b) before proceeding.

The class rules require using a class "jib" to more accurately measure the mast length. The method described above will bring your mast to within 5-10mm of the minimum length. Keep in mind that if you cut the mast down to minimum, your shrouds may be too long to get adequate rig tension. If this is the case, you may be able to shorten the shrouds by cutting the turnbuckles at the top of the pin holes and drilling new holes. Or, you can bring them to a rigger to be shortened.

Spreader Angle/Deflection: Using a string, tie the shrouds to pull the spreaders back as far as they will go. Then measure from the string to the aft face of the mast. Ideally, this measurement should be between 150mm and 160mm. After several seasons of racing, the aft bearing surface of your spreaders will begin to compress and the spreader bracket will bend, resulting in more and more sweep back. If your spreaders are back beyond 175mm, you should consider replacing the spreaders and/or brackets (see Diagram 4).



After Stepping the Mast

1. Position the aft edge of the mast 151mm from the forward face of the bulkhead and bolt it in place. We assume the bulkhead position is 4122mm measured from the aft edge of the bulkhead to the aft edge of the transom.
2. Center the mast over the boat. To properly center the mast, measure back 10 feet from the genoa tack shackle to each rail and mark the rail on each side. Using the center line jib halyard, measure down to each mark and adjust the uppers until the measurement is the same on each side. Then hand tighten the uppers equally.
3. Block the mast solid so the J dimension is 2910mm. The J dimension is the distance from the stem/sheer line intersection to the forward face of the mast at the deck. You may find you need to cut the aft mast block and glue this piece to the front of the forward block.
4. Using a Loos Tension Gauge, tighten the uppers to 900 lbs. To insure that the mast stays centered in the boat, it is good practice to have one person on each side of the boat tightening the shrouds simultaneously while counting out loud to insure that the mast stays centered in the boat.
5. Hand tighten the lowers and sight up the mast groove, making sure that the mast is straight. Adjust the lowers to move the center of the mast in line with the hounds and mast tip. Now tighten the lowers to 500 lbs. There should now be about 2.5" of fore and aft prebend in the mast with the max bend located roughly at the spreaders. When checking prebend, be sure that the backstay is slack and there is no tension on the halyards or boom topping lift.
If you are having trouble getting the mast straight, there is a good chance your mast is not centered at the deck. Pull out your mast blocks and have a crew member move the mast slowly from side to side of the partners while you sight up the mast groove. This way you will be able to determine where the mast wants to be at the partners. You will now have to wedge the mast with shims until you are able to make custom blocks.
6. Adjust your backstay bridle turnbuckles so that the rollers hang 8"

below the connector plate when the backstay adjuster line is slack.

Fine Tuning The Rig

Understanding Prebend: Your mainsail should be designed to perform in moderate conditions with 2.5" of bend in the mast. In heavy air, bend can be achieved through the backstay tension. However, backstay tension also increases headstay tension, flattening the genoa. Because we do not want to flatten the genoa in light air conditions, the 2.5" of bend must be achieved by "prebending" your rig.

Prebend flattens the lower part of the mainsail (where the genoa overlap is greatest) and increases headstay sag for light air conditions. As the breeze builds and you tighten your shrouds, the lowers become progressively tighter relative to the uppers. Because the lowers are pulling back on the middle of the mast, they remove prebend as you tighten them. In heavy air, your shroud tension setting will straighten your mast, thus eliminating prebend. In order to achieve the desired 2.5" of bend for upwind sailing, you will have to apply backstay tension, flattening the main while automatically tightening the headstay. The tight headstay, in turn, flattens the front of the genoa and creates a higher pointing, heavy air shape.

Shroud Tension: Keeping your mast step and blocks in the same position, your shrouds should be adjusted as follows for maximum performance:

Wind	Uppers	Lowes
0-8 knots true	26	23
8-14 knots true	29	26
14+ knots true	31	33

Remember: J/24 Class Rules forbid adjusting or altering mast blocks during a regatta. However, the step can be moved between races. The above numbers should be read off the scale on a Loos Gauge. Keep in mind that you are not allowed to adjust your shrouds after the five minute warning signal.

Genoa Tracks: To fine tune the genoa, it is important to have more adjustment on the leads. The track holes for the genoa leads are too far apart. Drill two extra holes between each set of factory holes in both the genoa and jib tracks and then mark the deck for your desired settings.

We hope these tips will make your sailing experience simpler, more successful and, most of all, more fun.



A Quick Trip Up The Learning Curve



SAILS AND SMARTS

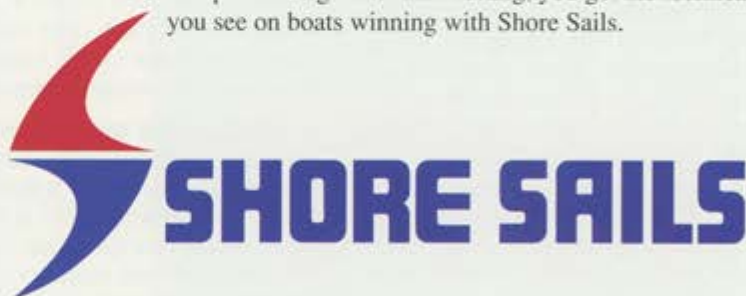
At Shore Sails, we believe that education is as much a part of our job as producing great sails. Our book "How to Win in a J/24" (free) and two videos "Upwind Sailing" and "Downwind Sailing" (produced in association with J World; \$45 each) are packed with knowledge gained from years of exhaustive boat testing, sail testing, and racing experience. Your trip on the learning curve will be a quick one if you arm yourself with these educational tools and discuss your questions with the Shore J/24 Group.

RESULTS TELL THE STORY

At the 1990 J/24 Midwinters, boats with Shore Sails finished 2nd, 4th, 6th, and 9th. Shore had the most finishes in the top ten and won the most races, all with the new 1990 designs.

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Team Racing

by William Cantrell



When not watching transoms at Circuit races, William Cantrell practices medicine in Greenville, Texas. He is a member of Dallas Fleet 29 and Rush Creek Yacht Club, and is part of the team on *Lightnin'* (1975). He is a certified National Measurer, as is his wife Julie, the downwind trimmer on *Lightnin'*.

As J/24 class racing has evolved into the wonderful sport it is today, the five person crew has become the norm. The extra hands, eyes, and brains are always useful. A few complaints are occasionally heard about the difficulty of acquiring the fifth crewperson, and the added expense of travel, lodging, and food at regattas. An alternative to the traditional skipper/crew structure that solves many of these problems is commonly seen in District 14---the team approach.

District 14 covers several thousand square miles. The Texas Circuit consists of eight regattas over ten months, from

Ft. Worth to New Orleans to Corpus Christi, and points in between, attracting up to 60 entrants at each event. There are regular participants from Kansas, Colorado, Arkansas, Mississippi, and Oklahoma, in addition to Texas and Louisiana. Obviously a lot of work and dollars are involved. To spread the expense and effort, joint boat ownership and expense sharing have become common. Arrangements cover the spectrum from group ownership and total expense sharing to simply expecting crew members to pay their own expenses at regattas. All seem to work. Many boats have two owners. One has five. In some partnerships, one person owns the boat, the other the towing vehicle. Expenditures for new equipment and sails can be shared. Crewpersons who are not owners can be expected to pay for their own travel, food, and lodging. When traveling to distant regattas, the logistics of moving the boat can be divided, making the trip easier for everyone. Part of the crew pulls the boat to the regatta and rigs it. The remainder of the crew fly in later. Going home, the roles are reversed. No one loses more than one day from work or school, and the trip is not a "killer" for anyone.

With this more communal approach, there is a definite change in attitude. There is no boss/employee relationship. Each crewperson becomes more involved in the program. Everyone shares the work and expense. Everyone has input in decisions. Everyone shares in the glory of a successful effort. Crew trophies are required at Texas Circuit regattas, and crews go up en masse to accept awards.

Team racing seems to encourage crew loyalty and continuity. Some crews have sailed together for a decade, and five or six years together is common. When career changes have caused individuals to relocate to distant cities, they have often continued to sail the Circuit as part of the same team. The members of some crews live hundreds of miles apart. The regattas are a chance to get together

every five or six weeks, and often resemble family reunions. One sailor comes regularly from Kansas City to race on his Dallas-based boat. One individual actually commuted from California for a year and never missed a race! That's crew loyalty!

Crew organization on these boats follows no set pattern. One owner may helm all of the time. Some owners alternate the helm regatta-to-regatta, race-to-race, or even during a race. Some owners elect never to take the helm, assigning that task to another crewperson. It is unusual for the helmsperson to make tactical decisions---this is usually done by one or two people in the middle of the boat. Some boats have one sail trimmer; some have separate upwind and downwind trimmers. The bowperson (frequently female) manages the customary duties of that position, including keeping spray out of the more civilized parts of the boat. The bottom line is that many different schemes of crew organization seem to work reasonably well.

A bonus from this sort of approach is harmony. Decisions are made almost by committee. When everyone has had a chance for input, there is much less tendency to shouting, sulking, and verbal abuse. Of course, someone must have final authority for decisions in various areas: the tactician makes the final decision to go right or left, the trimmer decides where the pole will be placed, and the helmsperson can choose to tack when about to T-bone a starboard tacker! With no "boss," crew relationships really do seem smoother.

The team concept is becoming more and more prevalent. Perhaps the most positive aspect is that it allows the maximum number of people to participate in the great sport of J/24 class racing. All five people contribute and have input. No one is just "rail meat." The team approach---try it, you'll like it.



Foerster Wins Midwinters XIII

by Matt Ciesicki

New Orleans! Mardi Gras, Super Bowl, and now the piece de resistance - the J/24 Midwinters and first National Championship.

There were a lot of uncertainties about this regatta, the first Midwinters ever to be held outside the confines of southern Florida. Would geographical proximity lead to a huge turnout from the active Texas Circuit racers? Would there be 120 boats, or more? Or would New Orleans' less than tropical location reduce turnout? Concern about the weather was amplified by a deep freeze throughout the Gulf area just three weeks prior to measurement.

Ultimately, 63 J/24s plowed through the snow and cold to make it to the line for Midwinters XIII, held at the sprawling Southern Yacht Club located on Lake Ponchartrain. The club's members epitomized 'southern hospitality' in welcoming the participants. Sailors traveled from Sweden, Germany, Ireland, England, and Canada to race against what is tra-

ditionally the toughest and deepest J/24 competition of the year.

The days before the regatta can really only be described as miserable: heavy fog, mid-forty temperatures, and precipitation from drizzle to downpour. And that's the good part. At one point cabin fever got the better of our senses, and we went out to tune-up. After sailing in the fog for only a few minutes, we realized we were, well . . . lost. It took us over an hour to navigate our way back to the club by listening to squealing brakes and barking dogs. Thankfully we had John "Leatherlungs" Dane on board to ward off the commercial traffic. We spent the next day in the sauna.

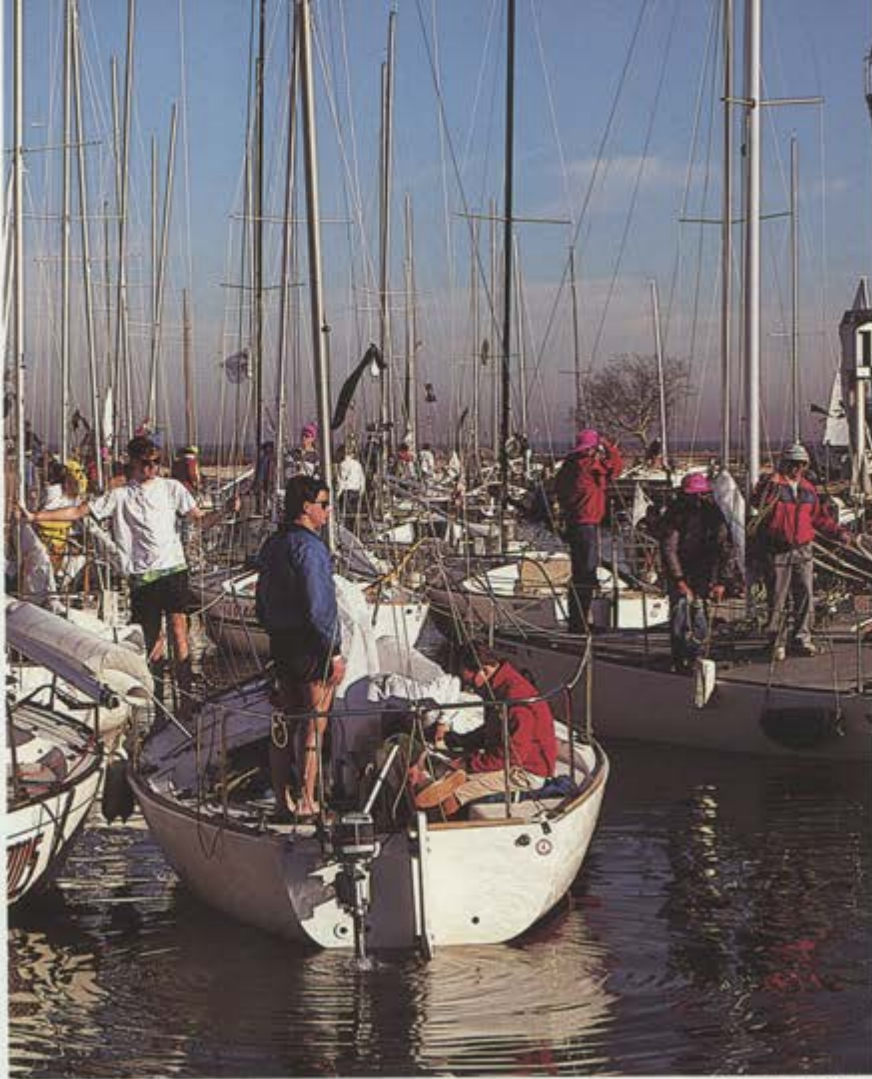
Tommy Meric led a spirited measurement team through their paces, and all should be thanked for their time spent outdoors in pretty lousy conditions. The measurement process went smoothly and quickly, the payoff of all the work leading up to standardized measurement certificates. The social side of the



Right: Curtis (PMS) ducks Moore (456) and Hallman (Monster Fish).
Below: The Championship Division gets away clean at the start.

Photos by Lee Corbin





event got revved up with a raucous party sponsored by Bacardi Rum.

The weather finally broke for the start of the Qualification Series. Light southerlies were forecast. Only two races got off, as dropping breeze and setting sun scrubbed the third match of the round robin. Jim Brady led the way with two firsts, winning one by a mile. Dave Curtis showed why his boat is named *PMS* by getting a little too good of a start. Curtis and crew were reinstated to second, after the judges reviewed a very late hoist of the 'X' flag. Rolex Yachtswoman of the Year Jody Swanson didn't fare as well when her first place finish was scored *PMS*. Collegiate Sailor of the Year Terry Hutchinson qualified third overall. The fleet retired to the harbor, where neighboring New Orleans Yacht Club sponsored a great Jambalaya and Gumbo dinner.

Wednesday was the start of the Championship Series. The forecast was for breeze from the southwest at 10-15

Left: The fleet gets ready for the day's racing. Below: Tommy Sandberg of Sweden maneuvers Dane-gerous (24) into position for Designer Fleet start with Manner/Harrison (68), Broome (2933) and Stelzer/Bates (Respite).

Photos by Jeff Debevec





Photo by Jeff Debevec

Terry Hutchinson (14) swings wide to round the jibe mark ahead of Benz Faget (2537), Loomis and Gluek (74), Skip Shumway (25) and Dave Curtis (47).

knots, but it looked like it would stay light. It did, and hometown heroes Benz Faget (Fah-jay) and Jerry Coogan (Koo-gun) showed awesome speed to win the first race. Curtis and Brady continued their 'top 3 program', finishing second and third, respectively. The committee tried to get off the second race as scheduled, but after several attempts the breeze died altogether, and they sent the fleet home.

Thursday was a three-race day in shifty westerlies. The opener was won by Mike Haggerty and the *Thunderstar* gang, who staged a great comeback on the final beat. Ken Read rode *Mustang Sally* to second; Scott MacLeod rolled to a third on *Loose Cannon*.

The breeze started to build for the second race of the day. After so much light air, 12 knots seemed like a hurricane. MacLeod played the right to left shift perfectly to take the gun. Curtis was second, Paul Foerster on *Grand Slam*, third.

The third race of the day saw the breeze dropping. Foerster took the lead on a big right hand shift during the second beat, and held on to cross in first; Curtis finished second, flying an I flag. England's Glyn Charles finally cracked the top three; it was his third top ten finish of the regatta.

After a long day of racing, Foerster and Faget/Coogan were tied for first with 25 points; Glyn Charles was in third with

29 points, and Curtis, fourth with 30. Tired racers caught a second wind to party down at the famous Storyville Jazz Hall.

Friday dawned with a bang. A blustery northwesterly greeted the fleet, which sailed out under main and jib. Since the lake is only about 15 feet deep, a huge chop had built up over the 30 mile fetch of open water. The breeze soon died and almost everyone started with 150% genoas to overpower the still - breaking combers.

Friday was to be Ken Read's day, as he won both races. Read led from start to finish to win Race 5 by a huge margin. Foerster kept pace with a second. Vince

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Brun on *Po Boy* nailed about ten boats on the last beat to take a third. Curtis was fourth, Faget/Coogan, fifth. The leaders were starting to open the gap over the rest of the fleet as a PMS took Brady out of contention. The breeze continued to drop and go right for Race 6. Read, MacLeod, and Skip Shumway, on *Quack*, came from the right side to finish 1-2-3.

A hard northeasterly was frothing up the lake for the seventh and final race. With only three points separating Foerster, Read and Curtis, it was still anyone's series. A big 12 point cushion over the fourth place boat meant these three could really duke it out.

The breeze once again started to drop just before the start, and everyone scrambled for genoas. Foerster started near the left end with Jens Hookanson on *Salsa*, and Chris Larson on *Love Shack*. The left started to pay almost immediately as Larson rounded first, followed by Foerster and Hookanson. With Foerster comfortably sitting in the lead pack, and both Curtis and Read mired in the mid-



USJCA President Glenn Gustafson, assisted by Denise Dupont of Adler's Jewelers (trophy sponsor), presents 1990 National Championship trophy to 1990 Midwinter Champion Paul Foerster and crew of *Grand Slam*.

teens, it became apparent the real race was now for second place. A great match race ensued with lots of position changes before Read held off Curtis to take second overall. Hookanson ended up winning the race to take fourth. Brun edged MacLeod for a series fifth.

The awards banquet was held Saturday night at Southern Yacht Club. Regatta chairman (and potential Letterman guest host) Guy Brierre emceed, as he

had at the daily postrace "debriefings" sponsored by Michelob.

The Designer Division was won by Jody Swanson, who never finished lower than seventh. Sweden's Tommy Sandberg sailed *Dane-gerous* to second place in only his second-ever J/24 regatta. Boston and Pierce were third aboard *Tickled Pink*. The Designer Series was shortened to six races due to a dragged mark.

In accepting his Midwinter and Na-

1990 Midwinter Championship XIII Championship Fleet

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT
1	1553	66	<i>Grand Slam</i>	Paul Foerster	9	12	3	1	2	10	3	40
2	4351	23	<i>Mustang Sally</i>	Ken Read	14	2	15	5	1	1	11	49
3	3	47	<i>PMS</i>	Dave Curtis	2	18	2	2	4	6	12	52
4	1964	49	<i>Salsa</i>	Jens Hookanson	8	8	8	11	12	5	1	53
5	4553	53	<i>Po-Boy</i>	Vincent Brun	11	15	4	18	3	13	4	68
6	4193	64	<i>Loose Cannon</i>	Scott MacLeod	21	3	1	12	27	2	5	71
7	2537	7	<i>Bad Boys</i>	Benz Faget	1	7	9	8	5	26	15	71
8	4216	3	<i>Easy Come</i>	Glyn Charles (UK)	15	6	5	3	13	18	22	82
9	3958	14	<i>Oombriago</i>	Terry Hutchinson	4	17	24	14	9	8	7	83
10	3276	74	<i>Lead Sled</i>	J. Loomis/J. Gluek	5	14	6	33	7	12	8	85
11	3379	79	<i>American Garage</i>	Jim Brady	3	20	7	7	33	7	9	86
12	1450	35	<i>Sleeper</i>	Ed Adams	13	11	13	6	10	17	10	86
13	3481	6	<i>Thunderstar</i>	Mike Haggerty	24	1	20	9	16	11	6	87
14	4294	25	<i>Quack</i>	Skip Shumway	6	4	25	4	19	3	27	88
15	456	78	<i>Aja Minor</i>	L. Langston/G. Moore	12	5	14	22	18	4	21	96
16	4181	33	<i>Wired</i>	M. Eagan/J. Richards	10	21	18	20	6	19	14	114
17	4333	43	<i>Seacup</i>	Charles Corbishley	7	25	17	16	21	10	18	124
18	4467	12	<i>Love Shack</i>	H. Lengnick/C. Larson	29	28	11	33	11	15	2	129
19	3466	38	<i>Whiteout</i>	Christof Becker (Germany)	16	9	27	10	25	33	16	136
20	129	54	<i>Thriller</i>	S. Treat/G. Desrosiers	31	29	19	21	8	9	23	140
21	4029	2	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	33	33	10	13	23	14	17	143
22	2117	13	<i>Cheap Thrills</i>	Ward Pitard	27	13	23	23	17	29	20	152
23	3694	22	<i>Surfer Girl</i>	Tom Hill, Jr.	17	24	16	24	22	24	25	152
24	4436	67	<i>Piedmont Ltd.</i>	J. Young/T. Rey	25	10	28	27	33	23	13	159
25	1586	67	<i>Hot Blooded</i>	Jay Lutz	22	23	21	15	15	28	33	157
26	450	87	<i>Dubious Decision</i>	Luther Carpenter	30	22	22	19	14	30	29	166
27	3969	34	<i>Tasmanian Devil</i>	S. Wood/D. Phillips	20	27	12	17	20	27	24	169
28	1997	8	<i>Mr. Happy</i>	E. Nelson/J. Bartlett	23	16	31	28	24	16	26	180
29	3754	16	<i>Plum Crazy</i>	Ned Plumer	28	26	26	33	26	22	19	180
30	4444	65	<i>Hunn Baby</i>	Rich O'Donnell	19	19	32	33	28	21	33	185
31	1548	77	<i>Rum-n-Reggae</i>	Guy Brierre	18	30	29	25	29	25	33	189
32	4542	45	<i>Untouchable</i>	Britt Drake	26	31	30	26	33	33	28	207

tional Championship trophies, Paul Foerster graciously praised his crew: Rob Johnston, Steve Andre, Doug Snyder, and Steve Craig. An impromptu fireworks display capped the evening's entertainment, and there is no truth to the rumor that the Coast Guard ordered a retaliatory air strike on the Yacht Club's position.

Major sponsors of the 1990 Midwinters were: Hiberia Bank, American Airlines, Bacardi Rum, Sintes Marine and

Sea Chest, Schubert's Marine, Deanie's Seafood Restaurant, and Trinity Marine Group. Also helping with sponsorship were North Sails, Michelob, Foot Locker Shoes, Richard's Clearview Shopping Center, Rail Riders, Layline, Bell South Mobility, Mid Gulf Sailing, and Kentwood Water. We thank them for their support.

Many, many thanks to the superb race committee, knowledgeable judges, and countless enthusiastic volunteers

involved in making this regatta a great success. I've been to a lot of these regattas, and it makes for a very special occasion when a club supports an event as fully as did the Southern Y.C. Let's go back to New Orleans soon!

Matt Ciesicki is North Sails One-Design's marketing manager. In this Midwinters, he sailed Po Boy with Vince Brun.



1990 Midwinter Championship XIII Designer Fleet

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	4396	56	Swan Dive	Jody Swanson	7	5	1	2	2	3	20
2	1	24	Dane-gerous	Tommy Sandberg (Sweden)	2	2	9	5	1	1	26
3	4046	9	Tickled Pink	M. Boston/ D.Pierce	3	1	7	15	4	4	34
4	634	85	Carnival Time	Tommy Meric	4	12	14	4	8	7	49
5	3287	75	Preparation J	Rick Tears	16	9	6	7	3	9	50
6	4269	55	Speed Limit	Rob Overton	13	13	2	1	9	13	51
7	4569	44	Ice Breaker	Bob Richards	1	18	5	13	15	2	54
8	2578	69	Silly Goose	R. J. Strid	5	32	4	14	6	12	73
9	2216	76	Arrakis	D. Loeb/D. Lyttle (Ireland)	12	14	18	3	7	20	74
10	3283	86	Uptown Girl	Evert Broersma	15	8	3	11	16	24	77
11	2572	48	Amanda	Mark Lawless	10	19	20	8	11	10	78
12	4157	83	Ragtime	Zachary VanVoast	9	4	15	19	13	19	79
13	2573	15	More Grief	Lewis Conger	19	21	12	25	5	6	88
14	4063	59	Jelly Roll	Joey Kelly	22	20	8	6	20	14	90
15	187	88	Psycho	Fred Schroth	11	32	26	10	10	5	94
16	2854	5	Freight Train	Denise Mitrano	8	24	22	12	17	11	94
17	90	90	Sea Horse	Doug Gordon	25	10	11	17	18	21	102
18	4279	73	Impulse	Harvey Davis	18	16	17	32	12	17	112
19	2404	71	Intuit	Scott Lammers	24	11	13	26	21	18	113
20	3456	63	Novacaine	Brad Durham	14	3	32	18	14	33	114
21	4297	17	Gopher Baroque	Glenn Gustafson	21	7	32	20	23	16	119
22	2933	46	Pressure Drop	James Broome	17	17	16	9	22	33	120
23	4200	1	Zero Gravity	Bill Iler	30	26	19	21	19	8	123
24	4009	81	Hacque	Leonard Nicholson	26	6	24	28	25	25	134
25	1257	57	Obsequious	Tim Rathbun	23	32	10	22	32	15	134
26	4463	58	Valhalla	Carl Hellerqvist	6	32	32	27	24	22	143
27	4272	68	Jammin	K. Manner/J. Harrison	20	23	21	23	32	33	152
28	2019	19	Blue	Greg Henderson (Canada)	27	25	25	24	26	26	153
29	11	37	Respite	L. Stelzer/B. Bates	29	26	32	16	32	23	164
30	4598	4	Thelma	William Sill	28	22	23	32	32	33	170
31	4540	39	Junk Yard Dog	Max Skelley	31	32	32	32	32	33	192

Bob Richards and crew on Ice Breaker relax between races.

Photo by Jeff Debevec

R. J. Strid's Silly Goose crew exercise mascot.

Photo by Lee Corbin



Starting Defense

by Jim Brady



Photo by Lee Corbin

There are several techniques for defending yourself against attacking boats once you have positioned yourself on the line.

How many times have you worked or tacked into a great open space on a crowded start line, only to see another boat sweep in at the last moment to take it for himself? I'm sure it has happened to us all more than we care to remember! Once you have positioned yourself with a nice boat-free zone (hole) to leeward, there are several techniques that can be used to defend against attacking boats. You, of course, are saving this hole to accelerate for maximum speed just prior to the start and to keep clear of bad air from boats on your leeward bow.

The two common threats against your hole come from either a late port tack approach or from a yacht on starboard reaching down the line from your windward side. Let's first address the port tacker. When an approaching yacht is seen coming on port tack from the leeward portside, your best defense is to bear away quickly, aiming just above the other boat. This must be done far enough in advance so as not to foul the attacking boat by altering course, preventing the port tacker from staying clear. When

bearing off, try to keep your boat slow by overtrimming the mainsail; this way, you will not use up the hole, or your windward position, in your defense. The bear-away is meant to encourage the attacker to continue on past you or force him to tack much sooner than planned. Now, if the attacker does duck you and continues on, use the speed you have generated from your short bear-away to gain valuable weather distance and back up under any boats on your starboard side; this enlarges your hole again to leeward. If you did not effectively discourage your attacker from your hole and he decides to tack to leeward of you, keep your bow down until they tack beyond "head to wind"; then head up sharply, trimming in your main, and again try to widen the gap between the two boats.

To best defend yourself against boats from your weather (right hand) side who may try to duck into your hole, again bearing off is the best maneuver. This time, however, you may need to gain speed sooner to prevent the attacker from gaining an overlap to leeward of you, thus winning the battle for the hole.

Oftentimes, an extreme bearing off to open a small hole to windward of you will be enough to discourage any further attack. (This scenario can be very dangerous if you are sailing in boats which are not very responsive as far as turning and accelerating.) If you are successful in defending your hole, make sure you do not slide too far forward, giving the windward boat another chance at ducking your stern. It is imperative to keep up close and overlapped with the pack of boats on your windward side.

Having a hole to leeward will help assure a good start by having room to accelerate and keeping your air clear to leeward. If you have done an effective job of staying up close and tight with the boats on your weather side, the chances are slim that a fast competitor will be able to foot over you, and the odds are that you will be slowing down the pack to weather, enabling you to tack and cross the pack on the next shift.

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Photo by Sheila Hill

Jim Brady, of North Sails, works in Annapolis, MD. He has been active in the J/24 Class since 1979, and has won two Midwinter Championships ('79 and '89). He is a past J World instructor and USYRU clinic director, and a member of the U.S. Sailing Team. He has won the past two J/22 North Americans and is teaming up with Kevin Mahaney to campaign a Soling for the 1992 Olympics.



Hit the Road, Jack!

by Jim Keesling and Eric Stelter

Why travel? If you need a rational reason, here it is: no matter your sailing ability, racing in new areas will expand your experience base, making you a better sailor. But the fun things in life are usually emotionally based, with rational reasoning applied later to justify what we really want to do. And there is a whole Suburban-load of good but emotional reasons to hitch up your J/24 to a land yacht and *Hit the Road, Jack!* Some that we have used are meeting other sailors, seeing the world, preparing for major regattas, bonding experience for the crew, avoidance of mundane and repetitive living experiences, kicking butt on the fleet in the next state, and testing the strength of romantic relationship(s).

The outcome of travel is rarely what we expect, and of course, that is the best reason of all to do it. It all adds up to a great and unpredictable adventure, which, in the larger scheme of things, is what sailboat racing, as applied to life, is all about.

Eric Stelter, ready to hit the road.



To travel, you need a few essentials: a destination, a crew, a logistics plan, and a way to get the boat and your support gear to the regatta in one piece. To keep your crew creatively involved, agree on a philosophy for the trip and let the logistics reflect it. Some people, their caffeine starved eyes ringed in red, drive twelve hours nonstop to a regatta, while others take three days for the same trip, and catch the daily limit of trout in the bargain. It's all in the philosophy of what the trip is about. Stay true to your big picture for the trip, and the details will fall into place.

Since some people seem to be having a problem with transportation, we want to focus on the technicalities of trailering. You must view trailering your J/24 as an equation. There are a number of variables in the towing vehicle and the trailer to consider, and once you understand the makeup of the equation, you are ready to look at the rest of your trip. Let's start with the vehicle.

Many people let the rice-burner in the driveway keep them from traveling with their J. The truth is that there is a large variety of vehicles that will tow a J/24, and you can borrow, rent or buy one. You do not have to spend a bunch of money, but to be safe, you must be smart. From a trailering perspective, the vehicle comes down to a few essentials: brakes, transmission, engine, weight and wheelbase, hitch, spring rates, and for the sake of this article, style. We are not going to insult you and tell you to be sure it is going to run or have the major areas checked.

Of all these variables, brakes are the one nonnegotiable. They have to be good. Since larger brakes have more surface area and better heat dissipation, they are preferred. Heavier cars have bigger brakes, and the higher the axle-rating on trucks and vans, the bigger the brakes. Disc brakes sure help because they are mechanically superior and are less likely to fade with heat. However, drums will stop if you give them some room and keep them cool.

To get going, an automatic transmission is the best to tow with, and if you like things to be right, you can add a transmission cooler. Typically, manual transmission equipped automobiles and light-duty vehicles are generally not recommended because they tend to have small clutches and lighter springs on the pressure plates, which means that they have insufficient friction (area and pressure) to get the car and trailer going without cooking the works after a few miles. With a big clutch, like in a full-size truck, and an experienced driver, a manual transmission is acceptable.

We are going to assume that the engine is in good tune and otherwise runs well. Believe it, when you are towing a J you have triple the incentive to make sure your engine is going to run. A minor problem can stop you or become serious real quickly because of the added strain when you are towing. A way that you can help to protect your engine is to install an oil cooler, since motor oil breaks down with heat. And, since you are more likely to travel during the summer months, pay attention to the temperature of the engine coolant, and, if it is hot, run the heater full blast when climbing hills. For hills it is a simple trade-off: cubic inches vs weight. A good-running V-8, 350 or larger, will keep you near the speed limit even over mountain passes. Of course, a smaller engine will work, but it will be running at much nearer its maximum capacity -- not a good thing over long periods of time.

It is important to recognize the design stability of your vehicle. Long, low and wide is stable; short, narrow and high is unstable. Since width is not a tremendous variable, and most of us won't be towing with our low-riders, the biggest variable is length, or wheelbase. A long wheelbase gives the vehicle more leverage in keeping the trailer in line, and so it is preferable. For reference, a relatively long wheelbase is over 120 inches; a short wheelbase is under 100 inches.

Since a heavier vehicle will generally

have bigger everything (brakes, transmission, engine, wheelbase, gas tank and back seat), it is naturally to be desired. An added benefit is that it will also serve to put more of the hurling mass in front of the trailer hitch, which is good, since the heavy end likes to lead. Weight also generally means size, and it doesn't matter how big your rig is, as your home for a few days, it will probably get filled up.

You should use a hitch that is able to handle loads of 4,000 pounds gross trailer weight (GTW) and up to 400 pounds tongue weight. The most common hitch in this capacity range is a frame-mounted receiver hitch. This type of hitch is great because when you are not trailering, you can easily remove the ball mount so you won't bash your shins every time you unload the back of the car. In any event, your hitch will probably be frame-mounted, but some trucks and large cars have hitches that are mounted to or on the bumper. If this is the case with your rig, be sure to inspect the nuts and bolts that attach the bumper to the frame. Bumpers do come off, and for some reason usually while you are traveling at high speed and singing along with Willie Nelson.

As for spring rates, again, the heavier the better, but you can get by if you know what to look for, and how to compensate. Check the sag on the rear end by having three full-size people (400-500 pounds total weight) stand on the hitch. Measure the sag at the rear axle as the load is applied. As a general rule, if the rear end drops by more than 3 inches, you should boost the suspension. You can do that by using airlifts (air-filled cylinders that fit between the axle and frame), air shocks or bolt-on helper springs. You should plan for around 400 pounds (10% of the load) of tongue weight if you are getting your set up checked or are beefing it up with air shocks or helper springs. Another check for the rear suspension is to stand on the hitch, and watch it as you jump off: if the vehicle bounces, the shocks are dead; if it just sags excessively, it's the springs. Do not let this sag issue scare you off. For the North Americans in San Francisco, three days before the regatta, a few of us bought a '67 Catalina convertible to tow the J/24 from Seattle. Of course, when the boat was hooked up, the rear end was maxed-out and depending on the topography, various parts of car and trailer were dragged on the test drive around the parking lot. However,



"Don't let the jaws of the trailering dragon keep you from an outrageous experience; preparation is the key to a safe journey."

Jim Keesling

within twenty minutes we were under way, thanks to the local auto supply and a \$20.00 pair of bolt-on helper springs.

Any vehicle you own, buy or rent will have strengths and weaknesses when it comes to trailering. If your rig is deficient in one area, give the other areas close scrutiny -- like most things in life, knowing what you have to work with is more than half the battle. But this is America, home of the autopersona, and in our equation, the vehicle is the only real opportunity for expression. Be creative. A retired Cadillac ambulance will work (heavy, long wheelbase, huge engine, lots of storage, cheap) and people will get out of your way when the red spinners are fired up. A Jeep CJ-5 will work, too (we know -- Keesling drove over 1,100 miles towing a J from Seattle to Denver in the dead of winter). A U-Haul AirRide will do wonders. Or, rent a motor-home and stop to catch some fish along the way. Borrow your neighbor's van and install a transmission cooler as rent. Use your mother-in-law's '69 VistaCruiser and wear sunglasses the whole way, day and night. The point is to stay flexible and understand that even if you do not have a 100% vehicle, a good trailer and good technique (that is, the rest of the equation addressed properly) will serve to get you there.

When it comes to the trailer, the biggest variable is the number of axles, and it is not true that only double-axle trailers should be used. In many ways, a single-

axle trailer is much more sensible for a J/24. It is easier to move about the boat yard, and that is where most J trailers spend the majority of their lives. Single-axle trailers are also less expensive and more common, and therefore more readily available to most of us. The shortcomings of single-axle set ups are that they are much more sensitive to weight placement and they are less secure in marginal or dangerous conditions (like panic stops and blow outs). The security makes double-axle trailers more desirable if you plan on a heap of traveling. It is also true that double-axle trailers just do not move around as much on the road. Hence they require less driver attention and are more relaxing to live with on very long drives. For these reasons, people say that double-axle trailers are superior for J/24s. We say that is only so if one or more of the following is true: you plan to travel excessively; you have a marginal towing vehicle, and/or; you have a so-so driver towing the boat.

A trailer that has improper weight displacement will wander back and forth, pulling the vehicle -- which is no big deal until you either hit the brakes and go sideways, or you try to counteract it with the steering wheel, accentuating the sway and ending up in the median. Wandering or swaying is dangerous, so do not wait until you are under time pressure to get to the regatta to find out if you have loaded properly. Go for a test drive, and mark your trailer when you get it right.

If you have a single-axle trailer, the first thing to understand is the geometry of the trailer. Like automobiles, trailers have an effective "wheelbase" -- the distance from the coupler to the axle centerline. For reference, a short wheelbase for a single-axle J/24 trailer is about 15 feet; a more comfortable distance is near 16½ feet. If your trailer has a short wheelbase, it will be less stable, and weight placement and tire quality will be more critical. In terms of weight placement, you should be shooting for about 10% of the GTW on the tongue (around 350 pounds). When you are loading a short wheel-based single-axle trailer, to yield the proper tongue weight, the trailing edge of the keel will end up about 2 inches aft of the axle centerline. On a long wheelbased, single-axle trailer, the trailing edge of the keel will be about 0-1 inch behind the axle centerline. Sailing as a game of inches has a whole new meaning. If you want to upgrade your single-axle trailer, change up to special trailer tires, which have

reinforced sidewalls and help to resist swaying.

With a double-axle trailer, the wheelbase (measured to the midpoint between the two axles' centerlines) will probably be close to 17 feet. Since double-axle trailers are less sensitive to weight placement, this is not as critical, but when loading, the trailing edge of the keel should be placed about 3-4 inches aft of the midpoint between the axles.

Another variable is the braking system on the trailer itself. Trailer brakes are important because they serve to keep the trailer in line under moderate braking, and they both share the stopping power and prevent jackknives under heavy braking. Almost all J/24 trailers have surge brakes. Surge brakes work from a hydraulic cylinder that is between the coupler and the tongue itself. When the vehicle slows down, the pressure of the trailer on the cylinder sends fluid to the brakes and they engage to slow the trailer -- the harder the vehicle stops, the harder the trailer brakes are applied. It is a good system that can keep you out of trouble. You can check the brakes by making test stops with your boat on the trailer in an unpopulated area. You should be able to feel the brakes engage and slow the trailer, especially when you brake hard. Properly adjusted brakes will also allow you to reverse slowly without engaging. Infrequently, trailers will come with either no brakes at all or with electric brakes. Trailers without brakes are to be avoided, because the threat of jackknife is real -- in a panic stop the last thing you want is to be passed by your trailer. Electric brakes are neat since they work automatically and manually, allowing you to apply the brakes to the trailer only in order to straighten it out if it is wandering, and in addition working like surge brakes to stop the trailer as you stop the vehicle. Be sure that your trailer has emergency brakes -- a small lever emerging from the surge coupler with a thin cable that hooks to your car. These are designed to stop your trailer in the event that it should come unhitched.

With these variables in mind, you can easily assess your travel plans and available equipment. If you want to go across the country four or five times, you obviously don't want to compromise, but if you are just heading three hours up the interstate, you can afford to. A no-compromise solution (read overkill) would be a 3/4 ton van or Suburban, with towing package, and a double-axle trailer.

For those of us who just want to travel to a regatta or two a year and/or have limited resources at our disposal, compromise can take many forms. The key is to have some strength in the equation. Strength could mean a good driver, a short drive on great, unpopulated roads, an optimal vehicle, or a double-axle trailer. For example, suppose your vehicle is a bit deficient, say short wheelbase with a somewhat squishy suspension, and you have a single axle trailer. If it's a short, easy drive, and you are an alert and experienced driver, you could easily take

a properly loaded trailer (you checked in advance, right?) and make the drive. If you are inexperienced and/or the drive is long or on rutted roads, you will want to beef up one part of your equation, either the vehicle or the trailer. An example would be Keesling's solo half-continent trip in the CJ-5 -- he drove on lousy roads in crosswinds and ice, but he was experienced and he had a good double-axle trailer.

With a little planning, some objective assessment, and a splash of creativity, you can have a great time traveling with

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your J/24. To help you get away cleanly and quickly, we have worked up a checklist, with the help of Matt Ciesicki and Jim Brady of North Sails One-Design. Between the four of us, we have some 40,000 miles of combined trailering experience over these past few years, and some of our lessons did not come easily or inexpensively. Use what we have learned to have a safe and fun trip. So find an excuse, fire up the crew, hitch up your rigs, and Hit the Road, Jack!

For reference, we consulted with U-

Haul's Hitch World (1,100 outlets nationwide) where you can get answers and good service. We also talked to Jack Christiansen, of Shore Sails Puget Sound.

Jim Keesling is the current District 18 Governor, and sails his J/24 Catch-24 on Lake Dillon, Colorado, and wherever he decides to tow it to. He has sailed in local, regional and international J/24 events, and works for Travel Associates, Inc., in Denver.

Eric Stelter lives in Seattle, and has trailered J/24s to all corners of the continent. He sails his J/24 Mama Julia in Lake Washington and Puget Sound, and spent the last year crewing (and trailering) for Mark Laura. He has skippered and crewed in several regional and international J/24 events, and is a principal in Stelter, Walker & Company, a real estate development and consulting firm.



The Hit the Road, Jack, Trailering Checklist

Boat:

1. Remove mast by hand (5 people) or with hoist. Don't pull from spreaders -- situate lifting loop 1 foot below spreaders and tie off tail to spinnaker pole ring. Clean and lube mast step.
2. Take *all* stays, shrouds and spreaders off mast. Coil and store in boat.
3. Pull all halyards to top, coil tails at mast base. This will prevent chafing of mast paint.
4. Soap or wax mast, leaving residue on to protect it. Cover butt end with tube sail bag.
5. To prevent twisting or denting mast, sling it, main slot up, *under* pulpits, and support middle with large fenders or a brace at the mast step. Tie mast down as well as up.
6. Tape all moving parts and blocks. Tape front of hatches closed to prevent air explosion and water injection. On long drives, remove lifelines and all deck-mounted blocks.
7. Soap entire boat, including fittings, with industrial soap and leave residue on. A quick rinse at a do-it-yourself carwash will remove road grime and bugs.
8. Cover keel to prevent rock dings (your sailmaker will sell you a cover), or use plywood or a tarp to cover area on trailer between coupler and keel.
9. Wrap rudder in 'bubblewrap' and secure inside boat.
10. Load boat. Center weight on cabin sole, keeping heavy items low and in center.
 - Pad area around engine and secure it.
 - Bubblewrap ends of pole and boom, secure both.
 - Secure battery and fuel tank.
 - Pack all tools and hardware in carryall bags or cartons -- don't leave in sink, lockers or on shelves.
 - Don't put anything on top of sails. Pack them last or put them alone forward.

Trailer:

1. Cover pads with cloth over carpet or a dense foam.
2. Adjust pads so that weight distribution is equal and approximately 50% of weight rests on keel.
3. Double check that tongue weight is proper.
4. Tie boat down tight, using purchase or two lines twisted with wood or metal lever. Secure against fore and aft movement.
5. Cross safety chains and hook from underneath so hooks

can't bounce out. Connect emergency brake cable to bumper or frame (not to hitch).

6. Check lights.

While driving:

1. Check trailer, load and tie-downs after first ten miles and at every stop thereafter.
2. Take frequent stops and/or swap drivers often (every two hours, max).
3. Eat good food; especially limit sugar intake.
4. Stay awake, but moderate caffeine intake. To stay fresh, crank the tunes, get out and throw the football or frisbee for a few minutes, go for a walk or run halfway through the drive. Use liquid tears when eyes get tired. Stay cool and hydrated.
5. While driving, concentrate on anticipating traffic and road conditions. Other drivers will cut you off like you can stop normally. Realize it is a reality on the road and react accordingly.
6. Recognize the extra time it will take you to accelerate, pass, change lanes, and stop.
7. It is very important to develop a steady, firm hand on the wheel. One of the biggest problems that beginning drivers have is the urge to counteract trailer sway by turning the wheel. Turning the wheel almost always will accentuate the trailer sway.
8. The volume and velocity of the air that a semi pushes to the side at highway speed is enough to really push your vehicle/trailer combo. Anticipate this as you pass or are passed.
9. Your trailer will have an excessive reaction to ridges in the road that are parallel to your line of travel. Most highways that have been resurfaced will have such a ridge just outside the white lines. When your trailer tire drops over the ridge, your first reaction will be to jerk the wheel in response to the sideways pull. Don't. Instead, use a steady hand to gradually pull the tire over the ridge.
10. Many highways will have ruts from intense truck travel. If traffic is light, stay out of the rutted lane. If you have to drive in the rutted lane, don't drive right down the ruts. Place yourself in the lane so your tires travel on the smooth pavement as much as possible. If your trailer starts to sway because of the ruts, keep a firm hand and change lanes smoothly if you can.



Photo by Vic Pishai

Jordan (4014) takes the high road on the first reach, over Wall (1234) and on the heels of Costikyan (2812) in 33 boat fleet of 1989 Milford Fall Regatta and Long Island Sound Championship.

Geoff Moore Wins Milford Fall Regatta; Lee Morrison is Long Island Sound Champion

by George Wall

J/24 Fleet 4 and Milford Yacht Club were the hosts for the Fall Regatta and the 1989 Long Island Sound Championship held September 30 and October 1, and sailed off of Milford, CT. Thirty-three boats were entered, with most of the top helmsmen and crews in the Northeast competing. Imagine having guys like Ken Read or Hale Walcott as part of your crew riding the rails!

The two day series got off to a slow start on Saturday when it was apparent that the weather system that had provided excellent breezes all week long had moved on and taken all the wind with it. The fleet anchored for over two hours before (barely) enough breeze filled in to start a race. Despite the light air, the fleet got off to a clean start and Dan Neri was around the weather mark first after playing what turned out to be the favored right side, followed by the Constants and Phil Garland. The right side had really paid off for these boats as they had a big lead over the next group. What little breeze there was started to get even lighter on the reaches. By the leeward mark Scott Ferguson and Geoff Moore had closed the gap and there was now a five boat race to the finish of what would turn out to be a shortened course. The wind had dropped to barely a zephyr

and there was a very real possibility developing that no one would finish within the three hour time limit for once around! A combination of excellent use of shifts and the right side moved Moore into first place and a finish within seconds of the time limit - saving the day's racing for the rest of the fleet. Finishing in quick succession were Garland, Ferguson, Neri and Karl Anderson to round out the top five on Saturday. Over one third of the fleet was scored DNF when they couldn't finish within 30 minutes of the winner. That was it (thank goodness) for Saturday!

Sunday turned out to be an excellent day, reviving everyone's enthusiasm! The fleet wasted no time getting on the water as the breeze developed out of the southeast and filled in at 10-15. The first race got off on time, with no one over early. Neri won the start and worked his way up the right side of the course and rounded first, followed closely by Constants and Garland. This group of three extended their lead over the fleet and rounded the leeward mark in the same order. On the next windward leg, it turned out that the left side of the course was definitely favored. There was no further change in position until the last beat. Neri covered the competition and finished first but this time, Garland played the right side and managed to edge out Constants at the finish. After two races Neri was in first, with Moore and Garland tied for second, two points behind.

With the weather continuing to cooperate, the second Sunday race was started in 8-10 knots, still from the southeast. Only two boats were over early, but one of these was Neri, who was leading the regatta to this point. First around the windward

mark was Garland, followed by Lee Morrison and Constants. At the leeward mark a pack of six boats got there simultaneously, right on the heels of the leaders. Gunwale to gunwale, they rounded the mark six abreast with a lot of "conversation" between boats, but miraculously, no contact or protests. Little change occurred among the leaders until the second windward leg when Moore and Ferguson came in from the left side in the freshening breeze to round ahead of Garland and Morrison. Moore led the fleet to the leeward mark and again lengthened his lead to the finish. Garland and Morrison duelled it out, with Morrison passing Garland and catching Ferguson at the line to finish second and clinch the L.I. Sound Championship Trophy. Neri never fully recovered from returning to restart after being over early and the tenth place finish moved him back to fourth place. Moore's two bullets combined with a fifth place were enough to win the three race series by three points over Garland, with Ferguson finishing third.

The racing was intense, but the absence of any general recalls and no protest hearings made it an enjoyable regatta for everyone - even the Race Committee. Milford Yacht Club and Fleet 4 will be hosting the 1990 Fall Regatta, September 29-30; mark your calendar and enjoy some of the best fall competition!



Geoff Moore (456), Scott Ferguson (3466) and Lee Morrison (2810) complete jibe in a fresh breeze behind Hovey (2808) and the Constants.

Milford Fall Regatta and Long Island Sound Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	456	<i>Not To Worry</i>	Moore	1	5	1	7
2	1964	<i>Salsa</i>	Garland	4	2	4	10
3	3466	<i>American Garage</i>	Ferguson	5	4	3	12
4	4351	<i>Mustang Sally</i>	Neri	3	1	10	14
5	3887	<i>Squarehead</i>	Anderson	2	11	7	20
6	2810	<i>U2</i>	L. Morrison**	15	7	2	24
7	3775	<i>Blitz</i>	Constants	16	3	6	25
8	4540	<i>Junkyard Dog</i>	Skelly	11	6	8	25
9	4191	<i>Andiamo</i>	Lacarelli	7	8	16	31
10	2808	<i>Breakaway</i>	Hovey	10	10	11	31
11	129	<i>Thriller</i>	Treat/Desrosiers	18	9	5	32
12	4207	<i>Local Talent</i>	Brown	8	12	13	33
13	3137	<i>Stinger</i>	Selldorff	6	*22	12	40
14	4193	<i>Loose Cannon</i>	Gielow	14	17	9	40
15	1366	<i>Impasse</i>	Houlihan	12	16	15	43
16	1041	<i>Private Idaho</i>	Schmidt	17	13	14	44
17	21802	<i>Fastbreak</i>	Birge	19	18	27	64
18	366	<i>Syntax</i>	Voorhees	DNF	14	19	67
19	1234	<i>Ukiyo</i>	Wall	DNF	22	17	73
20	556	<i>Shogun</i>	Hughes	9	DNF	DNS	77
21	3474	<i>Hilaria</i>	Morgan	DNF	23	20	77
22	2803	<i>Civil War</i>	Iacono	DNF	19	25	78
23	4014	<i>Snafu</i>	Jordan	DNF	20	24	78
24	3269	<i>Cajun Cookin'</i>	Micskey	13	DNS	DNS	81
25	290	<i>Outrageous</i>	Phillips	DNF	21	26	81
26	71	<i>Outer Limits</i>	Valentino	DNF	25	22	81
27	1211	<i>Windsprint</i>	Rubino	DNF	24	23	81
28	2812	<i>Amulet</i>	Costikyan	DNF	DNS	18	86
29	14732	<i>Intense</i>	Seniff	DNF	27	29	90
30	2567	<i>Whirlaway</i>	Strang	DNF	28	28	90
31	3636	<i>Gotta Go</i>	Benzlger	DNF	26	DSQ	94
32	3252	<i>Sunday Mornings</i>	W. Morrison	DNF	DNF	DNF	102
33	1927	<i>Charisma</i>	Greifzu	DNS	DNS	DNS	102

*=Percentage Penalty

**Long Island Sound Champion



Fuzz Foster in (Cash Flow) crosses the lead pack on a port tack lift in Fleet 73's Midwinter Championship.

Hawaii's J/24 Midwinter Regatta Results in First Place Tie

by Pamela Martin

Saturday, January 20, 1990, was truly the middle of winter. The skies had been grey for a week. The rain wouldn't quit. In the wee hours of the morning the temperature had dropped close to a record cold of 62 degrees. This was the Aloha Chapter's J/24 Midwinter Regatta. Despite the weather, 12 boats braved the stormy skies and variable winds to chase each other around an Olympic cup course for the six race series sailed off Magic Island, Waikiki Beach.

The wind was hard to find the first day, sometimes blowing 5-8 knots. The first start was postponed for an hour, and after a long day of racing two boats had emerged ahead of the pack. (Cash Flow) was in the lead with two firsts. One first and one second place put Wiz just in their wake. Footloose was in third, but Toy Boat, Actuation, Menage A Trois, and This-L-Star, were all close in points. Green Flash, Wild Thing, Magic Twanger, and Frenzy, the only entry with a female skipper, Rhonda Perry, completed the fleet.

The second day the wind picked up from the south in gusts up to 30 knots. Wiz and (Cash Flow) finished with three bullets each, tying for first place. Actuation won the battle for third. Menage A Trois skippered by Clint Underwood came from out

of the pack to edge out Toy Boat by one point for fourth.

The race committee was unable to break the tie for first under the USYRU racing rules. With one throwout race, both Wiz and (Cash Flow) had the same amount of firsts and seconds with neither boat having more wins against the other. Local officials have put this issue on the agenda of the next J/24 Association meeting to consider a new local rule that would look to the throwout race to break a tie.

Skipper Fuzz Foster on (Cash Flow) attributed his success to his four person crew, Chuck Totto, tactician, Bob Ale and Pat "Moose" Kudlich, plus the fact that they've been sailing together for four years. Take note that although (Cash Flow) had a four person crew, they still weighed in close to the 880 weight limit. Larry Stenek, crewing on Wiz, remarked on the win, "It was boat speed, isn't it always boat speed?" Wiz was skippered by Mike Apodaco. Everyone agreed that the race committee put together a great series and deserve a special "mahalo" for their efforts.

This was the third J/24 Midwinter Regatta that has been held in Hawaii. Former winners include Sam Kerner in J-Bird (1989), and Charlie Dole in This-L-Star (1987-88). The race is informally referred to as the Fuzz Cup even though the trophy is a beautiful half hull of a J/24, because UK/Fuzz Sails of Honolulu donated the perpetual trophy and sponsors the race every year by supplying unique take-home awards made of exotic sail materials.

Hawaii's 1990 Midwinter Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	1865	(Cash Flow)	Fuzz Foster	1	5	1	2	1	2	7
2	1873	Wiz	Mike Apodaco	3	1	2	1	2	1	7
3	1970	Actuation	Dan Doyle/Rick Mogle	5	3	8	3	3	3	17
4	1851	Menage A Trois	Clint Underwood	8	2	7	4	4	5	23
5	1864	Toy Boat	Mike Rothwell	4	4	5	7	5	6	24
6	1973	Footloose	Steven Eder	2	6	4	10	6	7	25
7	1760	Arashi	Alan Nakanishi	9	8	3	5	9	4	29
8	1861	This-L-Star	Charlie Dole	6	7	6	6	7	DNS	32
9	1827	Green Flash	Thomas Andrews	7	9	9	9	8	9	42
10	1799	Wild Thing	Perry Confalone	10	10	11	8	11	8	47
11	2974	Magic Twanger	Wes Shera	12	DNS	10	11	10	DNS	56
12	4041	Frenzy	Rhonda Perry	11	DNS	DNS	DNS	DNS	DNS	63

*One throwout



This photo collage put together by Jane Watson depicts the casual atmosphere of the First Annual Midwinter Tune Up Regatta organized by Matt Ciesicki, San Diego Fleet Captain.

Anatomy of a West Coast "Practice Regatta" (A Parody of An Actual Event)

by Jane W. Watkins

I have many times heard the hue and cry for an informal regatta where skippers and crew can practice, tune their rigs, switch positions or just sail without the pressure of taking home the silver or being super aggressive on the race course. Even though I have attempted to put on such an event, the word "race" usually awakened the raging hormones of the sailors into a frenzy of wanting to win at all costs. This was not to be the case in the "First Annual Midwinter Tune Up Regatta" organized by Matt Ciesicki, San Diego J/24 Fleet Captain.

I received a race notice in the mail which immediately gave me the feeling that this really was going to be an unpretentious deal. I had never seen a "scratch & sniff" entry form before. (As it turned out, it had the aroma of an oil spill). The schedule called for short races and practice starts on Saturday, and two or three longer races on Sunday. Race instructions included: Helmsman must be a J/24 Class member. Windward/leeward courses would be used to maximize crew practice. No collisions allowed (hit someone-go home). No protests (settle them in the parking lot). Five dollar entry. Not exactly your USYRU/USJCA sanctioned event, but it certainly aroused my curiosity.

It was no surprise to me, but Matt pulled it off. It was about a four hour drive for me and I arrived without my boat, which I had decided was about as informal as I could get. Two of my regular crew, Victoria Hamilton and Lori Kari, accompanied

me, and we thought we would just look for a crew position. However, Larry Klein, who was ultra mellow after finishing his wheat grass breakfast flip, offered me one of the J World boats, which I gratefully accepted. There was no registration and no forms to fill out. The "Skipper's Meeting" was so casual that most of us missed it while having a leisurely yuppie breakfast at the San Diego Yacht Club.

A diverse group of J sailors were on hand: Bob Richards and his brand new boat *Ice Breaker* from Lake Tahoe, who would be traveling on to Midwinters in New Orleans; Mike Cheda and Mark Levy of Long Beach, with their new J, *Pinball* (they gave it this name after bouncing around a bridge with a flat tire on the way down); Wayne Clough and Carl Forsander of Marina del Rey, with *Downtown Uproar*; Vince Brun and Matt on *Bueno*; Larry Klein on *Fly Mo J*; myself with *Love Shack*; and two other J's from San Diego, *Shillelaugh* and *Big Pumpkin*.

It was a very friendly group. There were no pre-race jitters. Everyone sat around the dock shooting the breeze and waiting for it to come up. The *Pinball* crew was making some trendy looking avocado and linguini sandwiches in the cockpit and acting at ease, even though it was their first race ever on the boat and they were racing against two world champions. Their skipper was still back at the hotel watching reruns of "Thirty Something". Vince was doing some male bonding with his crew, while other participants busied themselves applying suntan oil. Finally, armed with six packs of Perrier, we left the docks.

Half of the competitors very politely towed the other half about two miles out to the starting area. It was obvious that their EST training was paying off. Larry Klein's father, Charlie, was our very wonderful race committee in an inflatable boat armed with bells, whistles and a megaphone. He was anxious to get the

show on the road so he wouldn't miss the Lakers game. We began with a couple of practice starts. The starting sequence was followed by about five minutes of tacks, then Charlie would yell, "That's it, come on back." The wind was light and very shifty.

In the first race, with the help of a lucky shift, I ended up about a foot behind Larry and ahead of Vince at the weather mark. Getting that close to the top guns can be very exciting, even in a "practice regatta". I popped a Valium and assumed the lotus position to calm my nerves. Despite being short-handed, my crew stealthfully threw up the chute. We had not even had time to check the sail inventory, and were surprised to see that the spinnaker was one of Larry's new experimental reverse radial, titanium tape drive chutes done in a very trendy teal color. *Love Shack* stopped like a pit bull on the end of a leash. Vince and the rest of the fleet passed us like a dead skunk on the San Diego freeway. The rest of the race was history for me as I followed the trails of Coppertone on the water.

At the second start, I was at the committee boat end of the line. I had almost regained my composure after the startling loss in the first race. I was secretly meditating so my crew would not realize that my mind had turned into the Venturi vacuum and I had lost my grip completely. I was awakened by the megaphone in my ear and the voice of Charlie Klein yelling, "You only have 10 seconds, GO FOR IT!" I had never gotten this sort of input from the race committee before and it put me over the edge. I started laughing hysterically and spilled my Perrier all over a granola bar that I was saving for later. By the time I finished the race, Charlie wasn't even there to give me a horn. He was off resetting marks for the shifty conditions and thinking about the Lakers. It didn't matter, we could tell who beat who, and it reminded us that this really was the ultimate of informal regattas.

The diverse group met later in the bar to share their experiences of the day and power down some gold Margaritas. There was no worry about getting enough sleep to handle the conclusion of this major J/24 event. I managed to find Vince in the darkened bar by following the glow off his teeth. If you've ever seen Vince Brun's smile you would know why Crest has been wanting to sponsor him for years. He enticingly asked me if I planned on sitting on him for the remainder of the regatta. "Every chance I get," I said with tequila confidence.

The next day was more of the same. The conditions were better, with a nice westerly breeze. As promised, the regatta ended early in the afternoon so all of the travelers could get on the road. Larry Klein was announced as the winner with Vince second, but of course the race committee was biased. Matt, who really is a sensitive New Age kind of guy, had gotten some fake car phones for trophies (they're very in now in California). Unfortunately his dog had chewed them up; so, feeling guilty, he plopped our \$5.00 entry fees on the SDYC bar and told the bartender to line up the Coronas till it was gone. A very proper ending to the ultimate of informal regattas. I hope it happens again next year.

1989 J-Boat Regatta at Lake Norman

by Joe Spencer

The long tradition of the North Carolina J-Boat Regatta was continued this year in spite of Hurricane Hugo. Sailors from North and South Carolina, Atlanta and Virginia, have grown to enjoy

some of the best racing to be found in the Southeast during November on Lake Norman, 20 miles north of Charlotte. The regatta is open to J/22s, 24s, 27s, 29s and 30s, and was scheduled for November 18-19, 1989.

This year, however, September 22 on Lake Norman was "a day that will live in infamy," as over 200 boats were sunk or wrecked by Hurricane Hugo. Lake Norman Yacht Club (LNYC) was scheduled to host this year's regatta, but was one of the hardest hit areas on the lake with over 60 boats sunk and all the docks swept ashore. On the other hand, Outrigger Harbor Sailing Association (OHSA) was at the protected end of the lake and suffered little damage. At the last minute it was decided to hold the regatta anyway, but with OHSA being the host club and LNYC furnishing the RC.

The local turnout of J's was light due to an unknown number of them on the bottom or severely damaged. However, seven J/22s and three J/24s traveled from South Carolina and Atlanta to compete with the North Carolina sailors. The circuit crowd once again proved the value of practice in one-design racing (as opposed to the mostly PHRF racing that the local fleet participates in) as good upwind tactics and crew work outshined any "local knowledge" that might have been present on the course.

Winds were great for both days of the regatta—gusty and blowing out of the south and southwest at 10-15, over Cowans Ford Dam (which forms Lake Norman). Shifts of 10-20 degrees were frequent and placed a premium on upwind tactics. It was not unusual to tack 15-20 times on the first upwind leg. "Local knowledge" had little effect under these very level conditions as the out-of-towners, known to some as "Waters and Company," Joe and Tom Waters from Columbia, again took the top two honors in the J/24 division.

Everyone enjoyed the racing, camaraderie and good race management of this year's J-Boat Regatta. All J-boat sailors are invited to next year's regatta, which will be held in November.

1989 J-Boat Regatta

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	2719	Joe Waters	1	1	2	1	1	6
2	1729	Tom Waters	2	2	1	1	3	9
3	2437	George Barth	4	3	3	6	2	18
4	3785	Fred Sampson	3	5	4	7	4	23
5	1464	Joe Spencer	5	4	8	3	5	25
6	828	Cornell Zimmer	6	6	5	4	6	27
7	392	Mike Hession	7	7	6	5	7	32

Damage by Hurricane Hugo at Lake Norman Yacht Club.

Photo Courtesy of Lake Norman Magazine





Photo by David Jackson

Pea soup fog on Sunday resulted in abandonment at mid-morning.

1989 East Coast Championship

by Nancy Noyes

The 1989 East Coast Championship held October 27-29, and cohosted by J/24 Fleet 8 and the Severn Sailing Association in Annapolis, didn't exactly make racing history when the wind forgot to show up that weekend.

In extremely light air out of the northeast and an adverse tidal ebb current so strong that crab pots were throwing rooster tails on Friday, the first race was mercifully abandoned before any of the 84 boats on the course had reached the first mark. As the dying wind and wicked current increasingly confounded the frustrated sailors, their hopes were raised that their misery was ending as "BOOM . . . BOOM . . . BOOM," rang out over the water. But the firing continued for several more volleys, shooting down the sailors' hopes when they looked back toward the committee boat to find that what they were hearing was actually a 13-gun salute from a Navy frigate anchored near the course. When the committee decided to answer the frigate with three guns of its own, the sailors' cheers of relief could be heard for a mile.

After bobbing around for a couple of hours waiting fruitlessly for the wind to fill enough to restart that afternoon, the race committee called it quits for the day.

Saturday's conditions were a little better, and two races, the first a windward/leeward and the second an Olympic triangle, were completed, but the light, shifty northerlies and another strong protracted ebb made them difficult and frustrating despite the shortened courses.

The final blow came on Sunday, when the morning dawned to no wind and pea soup fog that refused to clear until after noon. In zero visibility, no one was able to leave the dock and the regatta was abandoned at mid-morning.

"The probability of having a high pressure system like that camp here for this long is pretty slim," said Race Committee Chairman Steve Podlich. "But I'm glad we were able to get two races finished, anyway."

If Sunday's socked-in conditions left many of the racers disappointed at losing their final chances to improve their

standings in the series, overall winner Jim Brady of Annapolis, on *Splash Dancin'*, had good reason to be pleased, when his 7-1 finishes in the two race series boosted him to the top over the 1988 winner, Geoff Moore of Newport, by a six point margin. Brady and Moore were the only two sailors to win an individual race in the short series.

"The regatta was a bit of a crapshoot," Brady said, "but we'll take it any way you dish it out."

An automatic 20% penalty was in effect for being over early, and would carry over to the next start if the race were abandoned or recalled. Brady had bad starts in both races as he held back to avoid PMS-ing in fear of the penalty, and had to work his way up through the fleet in each race. In the second race, however, he had fallen even farther back, and was well below 20th place at the wing mark. Solid tactics on the second and final windward leg gave him the win in the race and the series.

With most of the fleet apparently in the habit of going far to the left to look for shelter from the current, which had plagued them on all of the other windward legs in the series, the majority still chose courses on the left side as the tide began to slack off going into the final leg. Brady headed out on a hard right flyer instead, and neatly pulled in front of the competition to get the gun.

"We knew the tide was changing when we came around the bottom mark," Brady said, "so we knew we wanted to go right. We went all the way out to the layline, Cornersville USA, population one. We weren't the only boat out there, but we were the farthest out. We got a little more tide, and that made velocity for us."

Brady gave "tons of credit" to his crew, including tactician Mark Foster from Tulsa, OK.; boat owner Anne Eager of Galesville, MD, and Terry Flynn and Steve Inman from Houston, TX. As foredeck man on the top Fleet 8 boat, Inman received a special award, a suit of Patagonia foul weather gear donated by Fawcett Boat Supplies in Annapolis.

The slow, difficult, and generally frustrating sailing caused a lot of mixed-up performance and widely inconsistent results, with top-tens in the individual races as deep in the overall standings as 26th placer Corey Fischer Serli's 6-52 finishes.

And among those who showed mastery of the tricky conditions by finishing in the top of the pack in one or both of the races were also several sailors who fell deep in the overall standings when their potentially good finishes were cancelled by a PMS or a DSQ, or were damaged by the addition of a 17 point, 20% penalty.

Of the eight performance trophies awarded to the top ten percent of the fleet, four went home to Newport to Moore and his *Not to Worry* team for their second place score; Bill Shore on *Aja Minor*, in fourth; Ed Adams on *Sleeper*, in fifth; and John Alofsin on *American Garage*, in sixth. Kirk Reynolds, of Skaneateles, NY sailed *Peggy* to third, and Robert Weir, of New York City, earned seventh with *Gang of Four*. The eighth place trophy stayed in Annapolis with Paul Borssuck, sailing *Twisted Sisters*, borrowed for the event after his new boat had to be recalled by Tillotson-Pearson.

The Shore Sails Sportsmanship Trophy went to Fleet 8 District Governor David Jackson of Baltimore, sailing *Wound Up*, for his continuing efforts toward organizing the East Coast's for several years running, and in recognition of his recent efforts to have Annapolis selected as the site of the 1992 J/24 Worlds.

The Sobstad Sailmakers Trophy for most improved per-

formance in the event was awarded to Britt Drake of Virginia Beach, VA, on *Untouchable*, up from his 1988 74th to 37th in 1989.

Midshipman 2/C Peter Young received the Russ Gittings Trophy for top Naval Academy skipper in 47th place, and Tim Rathbun of Joliet, IL, earned a new main halyard, donated by Hall Rigging in Newport, for having traveled farthest for two years running. He finished 66th.

Most improved Fleet 8 sailors were Jackson in 30th, up from 64th, and Bo McBee, of Lancaster, PA, on *Rainbo*, up to a relatively lofty 15th from his previous 49th, who received new spinnaker sheets donated by Chesapeake Rigging of Annapolis, and a new jib halyard from Hall, respectively.

Other sponsoring and contributing organizations which took part in supporting the event were Labatt's Beer/Metropolitan Distributors, Marmaduke's Pub, and Bayside Bull in Annapolis.

Even if the sailing was less than wonderful, the shoreside fun, including the Saturday night barbeque, helped make the 1989 East Coast's a memorable weekend. For that especially, and for all of their other efforts to make things run smoothly, Regatta Chairmen Keith and Tricia Yeoman of Annapolis deserved the thanks they received.

1989 East Coast Championship (Top 40 of 85)

POS	SAIL	BOW	HELMSMAN	1	2	TOT
1	US4555	22	Jim Brady	7	1	8
2	US456	63	Geoff Moore	1	13	14
3	US4154	65	Kirk Reynolds	8	6	14
4	US4357	77	Bill Shore	11	9	20
5	US1450	13	Ed Adams	17	4	21
6	US3466	95	John Alofsin	16	7	23
7	US1269	70	Robert Weir	2	22	24
8	US4589	02	Paul Borssuck	4	21	25
9	US4351	73	Dan Neri	3	25	28
10	US1964	49	Phil Garland	24	5	29
11	US1983	52	Kevin Doyle	10	19	29
12	US1131	25	Brad Read	13	18	31
13	US1506	27	Scott Leonard	20	15	35
14	US129	57	Tom Treat	27	10	37
15	US1946	66	Bo McBee	36	2	38
16	US4046	81	Pearson/Boston	5	33	38
17	US3775	19	Al Constants	9	29	38
18	US4205	62	Ned Semonite	19	23	42
19	US4467	23	Chris Larson	46	3	49
20	US3739	46	Edward Williams	33	17	50
21	US459	54	Brian Bennett	23	28	51
22	US4045	44	John VanDalen	50	8	58
23	US3944	71	Howard Baetjer	21	38	59
24	US3887	59	Karl Anderson	18	42	60
25	US4396	79	Jody Swanson	14*	30	61
26	US3894	48	Cory Serfl	6	56	62
27	US73005	50	Mark Donovan	51	11	62
28	US684	26	Paul Hull	12	52	64
29	US815	28	Tim Mowry	25*	24	66
30	US4339	11	David Jackson	40	26	66
31	US4540	78	Max Skelley	30	36	66
32	US4544	93	John Koten	32	35	67
33	US53088	12	Pat Fitzgerald	56	16	72
34	K196	08	Michael Hobson	41	32	73
35	US1211	16	Chris Snow	58	20	78
36	US1141	76	Todd Cowen	28	51	79
37	US4542	45	Britt Drake	39	41	80
38	US3636	92	Peter Benziger	26	55	81
39	US4269	91	Rob Overton	38	44	82
40	US33082	75	Todd Olds	52	31	83

Interest is High at Marina Del Rey Fleet 49

by George Marcus Antarr, III

Our goal last year in Marina Del Rey was to build a consistent fleet. We had not had a large J/24 fleet since the early 1980's. I am glad to announce that we are well on our way to accomplishing that goal. The fleet participated in a total of 47 races last year: 25 weekend races and 22 Wednesday night Sunset Series races. We had a great season of one-design racing. This year we will be focusing on growth in the fleet. After last season, the J/24 fleet sparked a lot of interest from local sailors; there were four new purchases, and several more are in the works right now. We'd like to get the fleet to 20 boats this year.

We had a lot of interest in traveling to away regattas. Where it used to be that Marina Del Rey was lucky to get one boat to travel, we now have on an average of four to five boats traveling regularly. At November's Turkey Day Regatta in Alamitos Bay, the Marina Del Rey fleet had the best showing, with seven boats traveling to Long Beach. Now that the interest is there, we're going to try and raise the competitiveness of the fleet. For this purpose we have once again enlisted the services of J-World San Diego to furnish a race clinic on April 28th and 29th. Last fall's clinic was an overwhelming success, and the fleet is willing to do whatever it takes to ensure their success in the waters outside of Marina Del Rey.

I believe racing every weekend and traveling to the various California Circuit Regattas has boosted our competitiveness. "If you want to beat the best, you have to sail with the best." I have encouraged the fleet to watch and learn from the top boats racing the California Circuit. Although we've only had one boat finish first in a Circuit Regatta, we do have several boats finishing in the top half of the fleet consistently. Marina Del Rey is the site for the second Circuit Regatta this year, hosted by California Yacht Club and we're expecting about 25 boats.

We've tried to enhance unity and morale this year, first by petitioning for our own starts, then by providing clinics so that everyone could learn from the best how to sail their boats faster and more efficiently, and we even tried a little match racing. We'd never really had a match racing competition before, so it

Jan Sullivan on Golden Earring (33051) engages in a tacking duel with George Antarr's Trunks (77860) in Fleet 49's first match racing regatta.



proved to be a great learning experience for everyone concerned. It was definitely a great way to improve one-on-one tactics!

All in all we had a great year of sailing and are looking forward to this coming season.

Top 8 of 1989

POS	YACHT	HELMSMAN
1	<i>Trunks</i>	George M. Antarr, III
2	<i>Vanessa</i>	Robinson/Anderson
3	<i>Flying Squirrel</i>	Carl Forsander
4	<i>Duct Tape</i>	Steele/Grollman
5	<i>Downtown Uproar</i>	Wayne Clough
6	<i>Golden Earing</i>	John Sullivan
7	<i>Auld Lang Syne</i>	Wally Hollyday
8	<i>Footloose</i>	Peterson/Kinney



Crew of Ice 9 with District 21 Championship trophy.

District 21 News

by Jane W. Watkins

Ice 9 Wins 1989 District 21 Championship

Jeff Berkus and Jeff Wilkes, owners of J/24 *Ice 9*, were the overall winners of the 1989 California Circuit. Owners and crew, Jeanene Lucas, John Kosich, and Eric Boldt are all from Santa Barbara Fleet 63. In 1988, they were voted "Most Improved" by the local fleet and, with a lot of diligence, became the top district racers in 1989.

Five regattas were held during the year, rotating between Santa Barbara, Marina del Rey and Alamitos Bay, with parties and trophies following each regatta. Fleet Captains Leslie Deardorff, George Antarr and Chris Reno did a great job of organizing these events.

Fleet 63's *Ice 9*, sailing on San Francisco Bay.



Photo by Dick Foot

Busy Year For Santa Barbara Fleet 63

The Santa Barbara Fleet had a busy year, with several new J's entering the fleet and good participation in a lot of different regattas. The annual formal trophy party was held at the home of Robert Miller, owner of *Firedrill*. Jeanene Lucas was installed as the new fleet captain. The following perpetual trophies were presented.

1st Overall in Fleet	<i>Ice 9</i>	Jeff Berkus/Jeff Wilkes
2nd Overall in Fleet	<i>No Quarter</i>	Scott & Leslie Deardorff
3rd Overall in Fleet	<i>3 Big Dogs</i>	Pat Toole
1st "A" Wet Weds. Series	<i>Ice 9</i>	Jeff Berkus/Jeff Wilkes
2nd "A" Wet Weds. Series	<i>Mixed Nuts</i>	Sam & Jim Pattillo
1st "B" Wet Weds. Series	<i>Rebel</i>	Tom Goodson
2nd "B" Wet Weds. Series	<i>Watermelon</i>	Steve Berkus/Robert Coles
1st S.B. Districts "A"	<i>Ice 9</i>	Jeff Berkus/Jeff Wilkes
1st S.B. Districts "B"	<i>Rebel</i>	Tom Goodson
1st Semana Nautica	<i>Vanessa</i>	Carol Robinson
1st Double-Handed Race	<i>Jump Start</i>	Ken Kieding/Eric Boldt
Most Improved 1989	<i>3 Big Dogs</i>	Pat Toole

Santa Barbara also had a very good showing at the annual Masters Invitational Regatta held in J/24s at the St. Francis Yacht Club, October 13-15. Seventeen international entries vied for top honors which were taken by Don Trask, a St. Francis entry. SBYC took 2nd with skipper Bob Grant and crew Bill Deardorff (Commodore of SBYC), Gene O'Hagan (owner of the infamous *Houdini*), Dexter Goodell (1989 Commodore), and Eric Arndt. Another Santa Barbara team took 7th with helmsman Dick Riechel and crew Clark Smith, Bill Lenvik, Dave Wyman and Scott Deardorff.

Santa Barbara is gearing up for another big J/24 year and working on hosting the J/24 Junior North Americans in August.

District 21 California Circuit 1989 (Top 10 of 38 boats, one throwout)

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	<i>Ice 9</i>	Berkus/Wilkes	6	4	4	2	4	14
2	<i>No Quarter</i>	S. & L. Deardorff	2	3	11	8	2	15
3	<i>Jump Start</i>	Ken Kieding	13	2	11	15	3	29
4	<i>Vanessa</i>	Carol Robinson	17	9	1	3	19	30
5	<i>Grey Fox</i>	Robert Coles	24	16	3	4	8	31
6	<i>Trunks</i>	George Antarr	18	10	5	5	13	33
7	<i>Lil Driller</i>	Dean Shipman	4	13	11	15	5	33
8	<i>Flying Colors</i>	Robert Kunicki	19	7	11	9	10	37
9	<i>Tigger</i>	Brian Zimmerman	24	6	11	15	6	38
10	<i>Jubilation</i>	Alan Smith	11	16	11	1	19	39



Bjorn Johnson (right) implemented use of the Olympic circle to accommodate both PHRF and one-design racing on Sandy Hook Bay.

Fleet 128's Olympic Circle Key To Success

by Sylvia McGriff

Fleet 128, out of Atlantic Highlands Yacht Club on Sandy Hook Bay in New Jersey, is holding steady at 20 yachts as it enters its fifth racing season. A few vessels and some key members have been lost each year to corporate transfers, new babies, and the demands of business success. Nevertheless, membership has remained stable and the competitive spirit high. The fleet's permanent Olympic circle is a major factor.

The Olympic circle's conception and implementation is Bjorn Johnson's solution to a perennial problem faced by yacht clubs with both one-design and PHRF competitions. One-design fleets often must race the course set for the PHRF vessels, often a 'round the buoys' race because there is not a second committee boat to set a second course or the weather mark.

Johnson, a former J/24 competitor who won AHYC's High Point Trophy in the J/24 Fleet's founding year, later raced big boats. When he became race committee chairman he saw a solution in locating a permanent Olympic circle around the start area. This made it possible to start the PHRF yachts and then send the J/24s off on a course set in the Olympic circle and appropriate for the prevailing winds.

The solution was perfect, but complicated to implement. Johnson had to obtain Coast Guard approval for the site of the circle, but even before that, he had to get approval from the State of New Jersey based on consideration of the Environmental Protection Agency. Nevertheless he persevered, and today the J/24 racing area at Atlantic Highlands consists of a permanent Olympic circle. At its center is the start/finish buoy (SF). The circle's radius is .5 nautical miles. Eight buoys are spaced at 45 degree intervals around the circle, enabling the race committee to designate several different courses of varying length, consisting

of modified Olympic triangles and windward/leeward. For any given race day, the circle makes possible up to three races of approximately one hour in length. The course is selected according to wind conditions.



Both the J/24 and PHRF Fleets have benefitted from Johnson's innovative solution. PHRF racers do not have to contend with the presence of one-design vessels on their course and the J/24 Fleet has enhanced the quality of its racing at least to the tenth power. The excellent competition engendered by the Olympic circle continued to draw new fleet members, making it possible for Fleet 128 to maintain its status as the largest fleet in District 3.

The Importance of Catching the Lift First in District 18

by Jim Keesling

The main racing season was over for most of us. Labor Day marked the end of the regular sailing season for everyone here in District 18. Now was the time to catch up on our reading and racing skills, and look back at why the winners won. In addition, time to gather the crew together for a few more competitive days before next year's regular season.

One important question we kept asking ourselves: why were the winners always in front? It felt like the eternal chase. Just when they slowed down and we had our chance to catch up and, heaven forbid, pass them, they caught the lift first and we didn't stand a chance until the downhill leg. We were always staring at their backs!! By the time we rounded, they had a substantial lead. When we arrived back at the starting line for the next chance, I thought we had them. I took an alternative tack to the right as I saw them stuck in traffic on the left. The question still remained: who would get the first lift?

I remember once when we caught the lift first. It was the best feeling - almost euphoric; no one in front of us. We were untouchable.

We all have read a lot concerning tactics and positioning, but my experience growing up was not position, nor aggressive starting techniques, but being in the proper trim, prepared to catch the lift first: sunglasses on and not hanging around your neck, gloves on, looking around and paying attention. Constantly looking over your shoulder, watching and waiting for just the right time to make our move.

The competition didn't stand a chance. I loved the look on their faces when we were fortunate to catch the lift one length



No ramp? No dock? No problem!! Farm tractors launched and hauled the ten J/24s that turned out for the Annual Governor's Cup Regatta at Lake McConaughy, in Nebraska.

ahead of them. They were vocal about it, because they had been there before. First . . . number one . . . they knew what was waiting ahead for us. They tried to distract us, but we knew it was physically impossible for them to pass us now. For you see, there is no greater feeling than being at the top of the bowls in Vail after two feet of powder fell the night before, and catching the lift first . . .

Other than great skiing and iceboating, not much more to report on in the area. The fleet down in New Mexico showed great growth this year and is having a good time, with ten-plus boats. We hope to see them up at Dillon for the Districts, August 18-19, 1990.

Thriller Dominates 1989 Fleet 4 Racing

by George Wall

Fleet 4 enjoyed another successful season with active participation in the fleet's three racing series. Skipper George Desrosiers and helmsman Tommy Treat, Jr., sailing *Thriller*, put together a combination of excellent boat preparation, outstanding crew work, and consistent tactics in a manner that dominated local racing results for the season. Winning the Fleet 4 Championship Series that included 20 races, the Sunday Series with 13 races, and the Offshore Series with nine races, is an unprecedented feat. Also, they were PHRF Mid-Sound Ocean Racing Champions, breaking an eight year domination of two other well sailed PHRF boats! Excellent exposure for the J/24s!

Championship Series (Top 10)

POS	YACHT	OWNER/HELMSMAN
1	<i>Thriller</i>	Desrosiers/Treat
2	<i>Shogun</i>	Hughes
3	<i>Ukiyo</i>	Wall
4	<i>Cajun Cookin'</i>	Micskey
5	<i>Fastbreak</i>	Birge
6	<i>Hilaria</i>	Morgan
7	<i>Outrageous</i>	Phillips
8	<i>Emerald Express</i>	Noak
9	<i>Volcano</i>	Elia
10	<i>Painkiller</i>	Kleffmann

Sunday Series (Top 10)

POS	YACHT	OWNER/HELMSMAN
1	<i>Thriller</i>	Desrosiers/Treat
2	<i>Shogun</i>	Hughes
3	<i>Cajun Cookin'</i>	Micskey
4	<i>Equity</i>	Brennan
5	<i>Ukiyo</i>	Wall
6	<i>Hilaria</i>	Morgan
7	<i>Volcano</i>	Elia
8	<i>Outrageous</i>	Phillips
9	<i>Fastbreak</i>	Birge
10	<i>Painkiller</i>	Kleffmann

Offshore Series (Top 3)

POS	YACHT	OWNER/HELMSMAN
1	<i>Thriller</i>	Desrosiers/Treat
2	<i>Ukiyo</i>	Wall
3	<i>Shogun</i>	Hughes

New for this season was the addition of a Performance Factor scoring system calculation in the Sunday Series (inspired by Fleet 99's success). Emerging from this was Craig Morgan, *Hilaria*, as the "Most Improved Skipper" for the 1989 season.

Sunday Series Performance Factor (Top 3)

POS	YACHT	OWNER/HELMSMAN
1	<i>Hilaria</i>	Morgan
2	<i>Ukiyo</i>	Wall
3	<i>Cajun Cookin'</i>	Micskey

Racing was also held on the three day holiday weekends of Memorial Day, July 4th, and Labor Day. These did not count toward any season scoring, to both encourage more participation, and not penalize those whose family commitments keep them off the water on long weekends. Turnout was excellent and the racing, though close, was definitely more relaxed.

New additions to the Fleet in 1989 were Al Brazdzionis (*Alchemist*), and Bear Hovey (*Yomon*). Although Bear Hovey didn't qualify for the season standings, he has definitely brought an increased level of competition to the fleet as evidenced by a 12th place finish in the NA's!

Off the water activities are an important aspect of the fleet's business and included monthly socials involving families and crews. These started with Ted Walen's "Annual Boat Uncovering Party" in March and ended with the Fleet Awards Party at George Desrosiers in November. A well attended annual event is the Thimble Island Cruise, which is a July evening cocktail party on a local charter boat. This is a real change of pace for J/24 sailors and provides a welcome respite from the summer heat. The Fleet membership now represents a cross section of experience, from day sailor and novice racer to accomplished competitor, with activities designed to appeal to all. Fleet Officers for the 1989 season were Jim Birge, Fleet Captain; Glen Elia, Treasurer; and George Wall, Scorer. Newly elected to two year terms were George Wall, Fleet Captain; Mike Ciardi, Treasurer; and Craig Morgan, Scorer.



Sebold Korn is at the helm, Kirk Reynolds is cockpit in this race of Fleet 108's Fall Series in which 16 crewmembers alternated positions in four boats, for 50 races over five weekends.

Fleet 108 Fall Series

by Jeffrey King

Hank cut the frozen mooring lines, the wind caught the main sail and the eastern shore of Skaneateles Lake disappeared into the snow storm. "This is the worst weather that I've ever been out in," said Hank with his back to the 12 degree, 18 knot wind. I agree, and squint to keep wind-driven snowflakes from my eyes. Should have brought ski goggles. Pete Ryan's *Hot Seat* appeared for an instant, crossed our bow and disappeared.

We ended our "Fall Series" in early December, having canceled the day's races because of a blizzard. The only race was to the hoist.

Four boats gathered this year for these relaxed and informal races. Simple windward/leeward courses were set from the boats and three minute starts were used to keep things moving. No committee boat. The helm for each race is passed from crew member to crew member. With the simple rules and short courses, we average ten races in an afternoon. This gives everyone on a boat who wishes, at least two turns as skipper.

Among the first time racing skippers were Peter Fleckenstein and Dan Killian, who found the jump from Lasers to 24s to be "awesome". Also, Peggy, in whose honor our boat is named, liked the view from the helm. Everyone benefited from working a variety of positions, and there were noticeable improvements in communication and teamwork as the season progressed.

Strong November winds were a challenge after an unusually calm summer. Some early races were a little out of control, and we saw a lot of bottom paint before we found our sea legs. Brendon Benson actually put a spreader tip into the water, an event that his crew didn't find funny. Lessons that were learned or relearned this fall include: good sail control in a heavy air tack means good helm control afterward; a planing J must be kept under her spinnaker; old spinnakers can loose their heads.

Amazingly, finding crew was not a problem, not even when the days grew colder. Good foul weather gear and ski clothing helped. Also, boots became popular. Enthusiasm was high.

Kirk Reynolds was instrumental in organizing the series and suggested a scoring method borrowed from frostbiting. It reflects an accumulated percent which keeps track of several

skippers who sail a mixed number of races. First out of four is 100%, fourth out of four is 25%, then average the percentages for that skipper's races. With about 50 races in five weekends of racing, there was enough helm time for everyone.

The after race meetings at a village pub were well attended. Spoons and salt shakers recreated race situations, protests were resolved, and tactical scenarios were explored.

Our antics on the lake did not go unnoticed. I have heard that there will be one and perhaps two boats joining our fleet in 1990 as a result of watching our fun. Also, at a filling station on the way home, the attendant, making conversation about the weather, said, "... and would you believe that there were a bunch of crazies out in sailboats today?" "Imagine that," I said.

1989 Skaneateles Fall Series

POS	HELMSMAN	AVG.
1	Kirk Reynolds	97%
2	Aden King	80%
3	Brendon Benson	78%
4	John Reynolds	76%
5	Jeff King	68%
6	Norman Washburn*	67%
7	Cliff Clark*	67%
8	Hank Killian	65%
9	David Raham	62%
10	Pete Ryan	55%
11	Pete Fleckenstein	53%
12	Mark Fleckenstein	53%
13	Caleb King	44%
14	Peggy King	33%
15	S. Korn*	33%
16	Dan Killian	33%

*Only one race.

Fleet 59 News

by Christopher Reno

The 1990 Southern California Yachting Association Midwinter Regatta for the J/24 Class was held at Cabrillo Beach YC this year for the first time, February 10-11. It had been held at

Ken Kieding of Fleet 63 watches while Fleet 59 Captain Chris Reno holds the tape and Fleet 57 Captain/District 21 Measurer Bill Worsham checks rudder flotation marks on Ken's J/24 at Fleet 59 Measurement Party.

Photo by Jane Watkins



**Southern California Yachting Association
Midwinter Regatta
Results
February 10-11, 1990**

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	2997	<i>Jump Start</i>	Ken Kieding	2	2	8	2	14
2	4552	<i>Channel Z</i>	Moeller/Young	4	5	5	5	19
3	4041	<i>Dead Beat</i>	Berkus/Wilkes	1	11	7	1	20
4	3840	<i>Color Blind</i>	Jeff & Ernie Thorpe	3	9	4	4	20
5	2160	<i>No Quarter</i>	Scott Deardorff	6	7	2	10	25
6	67203	<i>Grinch</i>	Chris Reno	7	1	12	12	32
7	67743	<i>Grey Fox</i>	Robert Coles	9	4	11	8	32
8	8316	<i>Sweeney Todd</i>	David Menis	11	6	3	15	35
9	2937	<i>Jubilation</i>	Alan Smith	5	18	9	6	38
10	4596	<i>Ice Breaker</i>	Bob Richards	DNS	3	1	DNF	43
11	2842	<i>Flying Colors</i>	Robert Kunicki	10	19	6	11	46
12	21754	<i>Flying Squirrel</i>	Carl Forsander	8	17	19	3	47
13	583	<i>Invisible</i>	Bill Worsham	DNF	12	10	9	49
14	77067	<i>Pinball</i>	Mark Levy	13	10	13	14	50
15	2166	<i>J Hosen Neig</i>	Jim Chapman	12	16	16	7	51
16	2946	<i>Lil Driller</i>	Dean Shipman	17	8	14	16	55
17	77477	<i>Jazzy</i>	Ken Hey	16	13	18	17	64
18	67183	<i>Voodoo Chile</i>	Newlin Warden	15	15	17	18	65
19	77356	<i>J.B. Wainwright</i>	Sheppard/Potter	DNS	DNF	15	13	67
20	2356	<i>Upstart</i>	Tim Kearns	14	14	20	19	67

Alamitos Bay YC for the past several years. With the hard work of the local Fleet Captains and District Governors, it has grown so that SCYA decided to put the J/24 Class on an alternating rotation program with the Cal 20 Class. Next year the J/24s will be back at ABYC.

It was lucky for the J/24 Class, as racing was curtailed or cancelled for many yacht clubs further south due to the oil spill off of Huntington Beach. As it was, the J/24s that had decided to sail the nine miles from Alamitos Bay to Cabrillo Beach had to pull out and trailer back, due to containment booms across Alamitos Bay. This made for some shuffling of tow vehicles and trailers to accommodate everyone, but the fleet pulled together and got everyone home.

The first race on Saturday was postponed for about a half hour while the race committee waited for the wind to fill in. The wind finally came in about 12:30 and the J/24s sailed a triangle around inflatables. The racing was close for the entire fleet. The team of Berkus/Wilkes (1989 District 21 Champions) edged out Ken Kieding for first place.

The second race on Saturday started out as a long triangle (6.9 miles) around fixed buoys in moderate to heavy air. The weather mark was rounded by the team of Shepard/Potter in first, followed closely by the author. Halfway to the reacher, the lead boat jibed, thinking the mark was lower. The author, being local, knew better and sailed for the mark and rounded first. About three quarters of the way to the leeward mark, the wind shut off. The entire fleet was left drifting in the main entrance channel to Long Beach harbor. After that, the wind reached the lead boats first. Ken Kieding held on for another second place, to leave him in first overall for the day.

The third race on Sunday morning was a windward/leeward around the inflatables in moderate air. Bob Richards finished first, followed by Scott Deardorff. Ken Kieding finished eighth to hang on to his overall lead. The last race on Sunday was a long

weather leg outside the breakwater wall to the Point Fermin buoy. Anyone who has ever been around that particular mark will have an appreciation for the kelp beds and currents that make it a particularly difficult weather leg. Several boats found the kelp beds unexpectedly and/or underestimated the strength of the current at the mark. The team of Berkus/Wilkes finished first, but Ken Kieding held on for second to keep his overall lead and the first place finish for the event.

Fleet 59, with the sanction of District 21, held two measuring parties recently. The first was held prior to the Turkey Day Regatta at ABYC in November, 1989, and the second was held prior to the SCYA Midwinter Regatta at CBYC in February, 1990. Neither of these measuring parties was a requirement for participation in the regattas, but were held to help the local boats who could not attend a National or International event to see where their boats did or did not measure. These were the first measurement parties ever held in the district, to anyone's knowledge.

The measurement parties were well attended, and as a result, the competition in District 21 is getting tougher. Fleet 59 would like to extend special thanks to Stu Eddings, who came down from San Francisco (District 20) to help us with our first party and to all the district and fleet members who participated and/or helped in both parties.

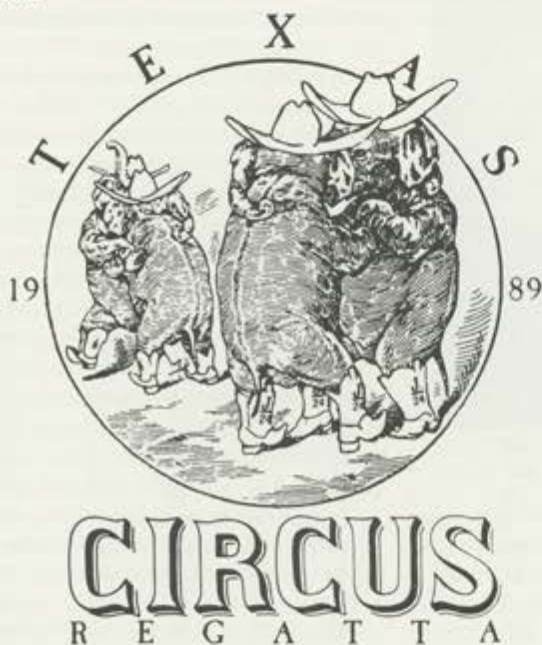
The Ninth Annual J/24 Texas Circus, 1989

by R. Greg Buxbaum

The South Texas air was starting to get cool and crisp, the days were growing shorter and the leaves were starting to fall . . . all the signs that the J/24 Circus was around the corner. Being the newly elected Fleet Captain (Fleet 9), I was in the thick of all the

Circus preparations. I knew that the Circus was on all J/24 sailors' minds, at least for all of those in the central part of the United States.

After endless hours of scurrying about by fleet members and myself, the day the Circus was to begin, November 17, finally arrived. All the details were completed except for the Circus Big Top. This was a tent made from 16 old 150% J/24 genoas. Two hours before registration was to begin, the Big Top was not up, nor was it even in town. Out of nowhere, our tent arrived via special delivery through the generosity of Laura Stumpff from Corpus Christi. The Big Top was hastily erected, and the grounds of Lake Canyon Yacht Club instantly became the setting for the Circus. All the participants expressed enthusiasm and excitement over the Big Top, and it proved to be one of the highlights of the Circus. Well, on second thought, I did hear one J sailor complain that all of the sails used to construct the tent were better than the ones he was sailing with at this regatta.



It seemed that the pre-regatta atmosphere was a little more serious than last year. The memory of last year's Circus, with wind gusts up to 50 mph, was on everyone's mind. They seemed content to concentrate on the subject of sailing just in case we had the winds out of the north like last year. The one person that seemed to be most concerned about the conditions was the race committee member who went for a swim during last year's starting line mishap. But I assured her there wouldn't be a similar problem this year. Knowing that I would not be able to personally control 40 boats on the starting line, I made sure that the committee boat was adequate and appropriate. It was a 43 foot Blue Water with a flying bridge equipped with central heat and air, and two ice makers.

On Saturday morning, everyone awoke to an overcast sky with slight drizzle and fog and the wind out of the north at 10 to 15 mph. The breakfast tacos, coffee and orange juice provided by Taco Cabana and served under the Big Top soon made everyone forget or not mind the cold, damp weather.

As everyone was filling their stomachs with tacos, the sound of the crane could be heard in the near distance (we hired a crane to launch and haul out the boats due to the low level of

Canyon Lake). As the skippers' meeting was ending, the last boat was put in the water and all the boats filed out of the Yacht Club harbor and followed the committee boat out to the race course. As the race committee boat passed the island where one of the boats had a little trouble last year (actually ran aground), it seemed to slow down and pay homage to the island. We all wondered whether they were going to include the island in the race course. As the committee boat sped up and moved on, we all gave a sigh of relief. I guess the lake god was not looking for a sacrifice this year.

With the help of the chase (mark) boats, the race committee, led by the Principle Race Officer, Jim Baker, a veteran race officer from Austin and under the guidance of the jury, USYRU judges Hank Arnold and Bob Gough and LCYC's Commodore-elect Henry McGill, decided on a perfect spot for the race course. The courses for this Regatta were an Olympic triangle with an offset mark at the weather end. At 10:30 a.m. sharp, the warning signal for Race 1 went up.

Race 1 went off well after a congested start. Since the winds were out of the north at about 10 to 15 mph, the fleet all got to the line a few seconds early and sat on the line. The top finishers for Race 1 were *Thunderstar*, *Monster Fish* and *Mr. Happy*.

After lunch was delivered to the fleet on the race course, in line with the Circus tradition, Race 2 was started in conditions similar to the morning, with two boats from New Orleans, *Bad Boys* and *Carnival Time* finishing first and second. From the back of the fleet in a surprise finish of third was *Snake Oil*. The boat I was sailing on, *Repo Man*, had its best finish of the regatta, sixth.

Late in the afternoon, Race 3 was started in similar conditions, with the exception of a little more drizzle. *Thunderstar* finished first as the sun was setting. (Well, we could not actually see it setting due to the clouds and slight fog.) *Monster Fish* finished second and *Instant Karma* was not much further behind in third. The rest of the fleet finished in the dark. This brings up the subject that J/24 sailors should remember that their navigation lights must be in working order.

Once across the finish line, everyone made a bee line to the LCYC to the Fajita Feast and the world famous Margarita Fountain flowing with an endless supply of Margaritas. Everyone tied up their boats as quickly as they could and rushed up the hill to the Big Top to find a magnificent spread of Mexican food. But as they filled their plates and grabbed a glass, they found the world famous fountain not pouring. It was amusing to see how quickly J/24 sailors could turn into a riotous mob. "Hey, you the Ring Master, why is the fountain not pouring?" I replied, "Our Master

Jim Anderson (1040) rounds mark inside of Evert Broersma (3283) as Chris Cobb (2023) tacks on layline.



Margarita Mixer was on the last boat to cross the finish line and is on his way." And suddenly, I was mercifully saved from the thirsty mob as the Master Mixer arrived with the golden mixture of margaritas for the infamous fountain.

Following this hearty meal, some wandered off to the Gruene Hall to carry on another Circus tradition of dancing all night in the middle of the Texas Hill Country. Others, like myself, called it an early night and turned in.

Sunday morning came early with everyone dragging themselves to the Big Top for more breakfast tacos, coffee and orange juice. Another Circus regular, Larry Davis, was mixing home brewed Bloody Mary's for anyone who wanted or needed the miracle juice.

The signal for Race 4 went off on time at 9:30 a.m. The conditions had not changed much from the day before. The only difference was that the mark roundings all seemed to be more crowded. The top three boats were *Thunderstar*, *Grand Slam* sailed by Paul Foerster (1990 National Class Champion) and *Hurry Now*, from Oklahoma.

Race 5 started very soon after the last boat finished the

fourth race. The conditions had not changed and the top three boats were *Monster Fish*, *Grand Slam* and *Thunderstar*.

Once the protests were over, it was my turn at being the Ring Master. Everyone gathered for the awards ceremony and the door prize giveaway. As the crowd grew silent and the drum roll sounded, the jury handed me the final results. Scott Young and Mike Haggarty on *Thunderstar*, from Austin, were the winners of the 1989 J/24 Texas Circus. Mark Hallman, John Peck and Rick Pitcairn on *Monster Fish*, a Fleet 9 boat, were second and John Bartlett and Eric Nelson on *Mr. Happy*, also from Austin, were third. The Circus tradition was carried on as five equal trophies for the top ten boats were handed out. There were trophies for each member of the race committee and the jury. There was even a Chief Roustabout Trophy, which went to the Master Margarita Mixer, John Sullivan.

After the trophies and door prizes were handed out and I watched everyone leaving, I knew that, like myself, they would all be back next year for the Tenth Annual J/24 Texas Circus. "See you all at next year's Circus!" I shouted, as the last boat left the club.

Ninth Annual J/24 Texas Circus November 18-19, 1989

POS	BOW	YACHT	HELMSMAN	FLEET	1	2	3	4	5	TOT
1	01	<i>Thunderstar</i>	Young/Haggerty	21	1	8	1	1	3	14
2	02	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	9	2	11	2	5	1	21
3	08	<i>Mr. Happy</i>	J. Bartlett	21	3	5	13	4	4	29
4	16	<i>Plum Crazy</i>	Plumer/Gayle	92	8	1	9	6	17	41
5	07	<i>Bad Boys</i>	B. Faget	94	6	16	14	7	5	48
6	75	<i>Preparation J</i>	R. Tears	29	19	7	5	13	11	55
7	66	<i>Grand Slam</i>	P. Foerster	29	17	28	10	2	2	59
8	97	<i>Hurry Now</i>	M. Foster	29	16	23	7	11	6	63
9	11	<i>Slick</i>	Andre/White	29	7	30	4	16	8	65
10	20	<i>Ajax</i>	Hubbard/Berg	OK	4	12	18	22	14	70
11	04	<i>Graybeard</i>	J. Anderson	29	15	25	8	19	10	77
12	44	<i>Instant Karma</i>	F. AmRhein	9	41	9	3	17	9	79
13	13	<i>Cheap Thrills</i>	Bultman/Pitard	94	10	17	14	20	22	83
14	39	<i>Bon Temps</i>	D. DeCluitt	21	5	19	11	10	41	86
15	33	<i>Wild Kingdom</i>	T. Jacobs	5	24	10	27	14	21	96
16	15	<i>Lightnin'</i>	Daws/Cantrell	105	11	28	17	28	12	96
17	NA	<i>Uptown Girl</i>	E. Broersma	9	20	27	20	18	16	101
18	41	<i>Repo Man</i>	B. Byington	9	17	6	29	9	41	102
19	37	<i>Respite</i>	B. Bates	CO	25	21	15	24	20	105
20	24	<i>Windshift</i>	R. Smith	29	29	4	23	23	28	107
21	55	<i>Son of Bullwinkle</i>	R. Milford	KS	26	36	25	12	13	112
22	12	<i>Psycho</i>	F. Schroth	21	21	15	35	26	19	116
23	68	<i>Superman</i>	D. Broadway	21	30	14	16	33	25	118
24	90	<i>No Name</i>	G. Garrett	NA	13	29	31	8	41	122
25	32	<i>Sly</i>	Z. Troxel	29	27	31	21	34	23	136
26	34	<i>Speedster</i>	J. Danon	29	14	37	30	41	15	137
27	86	<i>Tallawah</i>	K. Livingston	5	28	26	12	32	41	139
28	AA	<i>Carnival Time</i>	T. Meric	94	18	2	41	41	41	143
29	40	<i>Snake Oil</i>	C. Cobb	29	36	3	37	27	41	144
30	30	<i>Black Majic</i>	G. Groover	3	22	34	28	21	41	146
31	31	<i>Jasmine</i>	R. Schaffer	29	33	13	36	35	30	147
32	17	<i>Webe...</i>	J. Clark	29	23	33	26	25	41	148
33	25	<i>Sheep Can't Cook</i>	M. Hardick	29	31	35	22	37	27	152
34	50	<i>Topgun</i>	K. Mullins	5	34	39	38	15	29	155
35	35	<i>Deguello</i>	J. Watson	5	32	38	32	31	24	157
36	06	<i>IBA J</i>	Irwin/Brandon/Adamson	29	12	24	41	41	41	159
37	48	<i>Movin' On</i>	G. Davis	9	37	30	33	30	31	161
38	54	<i>Apocalypse II</i>	Poelma/Lankford	3	41	18	24	41	41	165
39	61	<i>Bandana Dog</i>	B. Snyder	5	41	32	41	36	26	176
40	47	<i>Hasta La Vista</i>	J. Sullivan	9	38	40	39	38	32	187



Dick Tillman congratulates Bill Wailes on his 1989 Summer Series win.

Indian River Fleet 87 Races On

Indian River Fleet 87 continues to race four series throughout the year, in conjunction with the East Coast Cruising Association in the Melbourne, Florida area, on the Indian River (Intracoastal Waterway). The J/24 fleet starts first and sails two short courses while the larger PHRF fleet sails on a longer course, and everyone finishes at nearly the same time at a common finish line.

Fleet Captain Bill Wailes was presented the perpetual fleet award for the summer series, during a Fleet 87 cruise to a waterfront restaurant on September 30. Boat owners, crews and guests enjoyed a sunset happy hour, dinner, and an evening return sail under spinnaker.

The winter series, characterized by strong winds, draws to a close in early April, and will be followed by the summer series sailed on Friday evenings beginning at 7 p.m. Anyone in the area for business or pleasure is invited to contact the fleet captain and join in the racing. Among guest crew have been J/24 notables IJCA Chairman Hank Killion, District 18 Governor Jim Keesling, and District 19 Governor Harry Dursch.

1989 Changing of the Colors Regatta

by Rodger Voss

The 1989 Changing of the Colors Regatta started on Friday, September 29, with the Lake George Club's new J/24 getting a real workout by weighing all the non-certified boats during launching. For the visiting J/24s it was a chore, as we all have or soon will learn, to empty the boat and prepare it for weigh-in. The plus side was that they were able to unload unneeded gear that had accumulated over the season. The negative side was when each one found out how much lead was needed to bring their boat up to 1270 kg.

After launching 32 boats, adding 705 lbs. of lead to 11 boats, enjoying the camaraderie of fellow J/24 sailors, not to mention the complimentary beer (four kegs) and food, everyone was finished for the night and ready for the races to begin the next morning.

Following a brief skippers' meeting, the race committee got things underway. There was a three hour time limit imposed in the racing instructions, in order to try and get three races in on Saturday. Winds were very light for the first race and by the last downwind leg, the fleet was dramatically split in two. Twenty-

three boats finished in a cluster, with the 21 other boats still grouped at the leeward mark and not able to make it to the finish in time. These were all scored DNF.

At this point there was much talk and disappointment among the racers at basically having two divisions, with the DNF boats not having a shot at the top. The second race started, again in light winds, and even with the race committee's decision to shorten the course to save the race, only seven boats were able to finish in time. *Sea Cup* crossed the finish line just five minutes before the "first-boat-over" limit of two and a half hours. A few were within a minute or two of the line at the three hour limit, while the rest of the fleet still struggled to get around the last mark. For a lot of the competitors and, for that matter, a lot of recognized top sailors, the regatta trophies and awards seemed out of reach.

Saturday night's famous Lake George Club banquet, hospitality, and party was enjoyed by a record crowd of 220 sailors and friends. Fun in the bar was kicked off by host Fleet 24 members drinking upsidedown Margaritas. On the dance floor, the ladies were recruited as judges and selected a group of "Macho Men" in a very revealing contest between participants. It was a wild and crazy night like the club has never seen before, with a few bumps and bruises to prove it.

There was a much needed skippers' meeting on Sunday to boost the spirits of the DNF-ers, but the sight of no wind at 8:30 didn't help. In addition to the regatta trophies, Fleet 24 decided to offer special awards for the best Sunday race results among the DNF-ers. This put the gleam back in most of the competitors' eyes.

After a short postponement and a slow start in light winds, the wind kicked in at the windward mark at 10-15 knots, and held strong and steady for the rest of the day. Tremendous tactics and aggressive mark roundings by the top sailors brought the best of the DNF group to the top of the list, and the race between the top six became a true challenge with everyone now sailing in consistent wind conditions.

Paul Cannon, in *Cannonade*, had a fantastic Sunday and was aptly recognized as a top competitor at the awards ceremony with a \$50 entry fee certificate for next year's COC Regatta (not a bad way to get people to come back!). Corbo posted two bullets, and Fastiggi was tied for first with Reynolds after Saturday's races, but consistency paid off for John Reynolds as he took top honors overall. The COC and Lake George have always been good to *Downtown* and it was great having them back again this year.

After Rodger Voss awarded himself Fleet 24's 1989 Season Championship Trophy, the special awards of the Changing of the Colors Regatta were presented. Martin Koch received a 5 lb. lead weight for having to add the most lead, 140 lbs. Alfie Merchant, in *Stinger*, was presented the best local boat trophy, and again this year, the perpetual fleet trophy was awarded to Fleet 23 for the best three finishers from a visiting fleet. Al Russell, from *Slippery*, accepted the award as fleet captain and presented it to Bill Fastiggi.

Eleven years running, having been the Great Lakes Championship in 1987, and now one of District 7's Championship regattas, the Changing of the Colors Regatta has become a very popular end-of-the-season event for the northeast region. Fleet 24, of the Lake George Club, is pleased that everyone enjoys our lake and hopes that more boats from our district will return next year. It is always the fourth weekend after Labor Day. Mark it on your calendar.

1989 Changing of the Colors Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	4154	<i>Downtown</i>	Reynolds	1	3	4	4	12
2	4333	<i>Sea Cup</i>	Corbishly	13	1	1	7	22
3	3299	<i>Majic</i>	Kruger	6	7	3	11	27
4	4191	<i>Grey Grub</i>	Fastiggi	2	2	19	6	29
5	592	<i>Snow Bird</i>	Brush	11	5	5	15	36
6	4008	<i>Slippery</i>	Russell	4	4	22	10	40
7	2705	<i>Cannonade</i>	Cannon	15	DNF	2	1	63
8	2598	<i>Crackerjack</i>	Cioffi	5	DNF	13	3	66
9	3330	<i>Remark</i>	Kraemer	9	DNF	11	5	70
10	1983	<i>Chinchilla Buck</i>	Doyle	14	DNF	15	2	76
11	2761	<i>Invicta</i>	Grenauer	8	DNF	21	8	82
12	541	<i>Stinger</i>	Merchant	22	DNF	12	9	88
13	3140	<i>Snake Pit</i>	Benson	20	DNF	9	14	88
14	KC4553	<i>Jackrabbit</i>	Staniforth	3	DNF	33	12	93
15	4259	<i>Kantagree</i>	Flannery	7	DNF	24	17	93
16	KC3366	<i>Premature Grey</i>	Covo	19	DNF	8	25	97
17	1916	<i>Spirit</i>	Voss	10	DNF	16	26	97
18	4507	<i>Fly Boy</i>	Marshall	23	DNF	6	24	98
19	KC3288	<i>Wild Card</i>	Koch	17	DNF	26	13	101
20	2331	<i>Sea Monster</i>	Killion	18	DNF	18	23	104
21	2325	<i>Blue Chip</i>	Zautner	12	DNF	14	34	105
22	1586	<i>Tenspeed</i>	Koncikowski	DNF	6	37	22	110
23	4279	<i>Impulse</i>	Davis	16	DNF	31	19	111
24	3893	<i>Avalanche</i>	Jacobsen	DNF	DNF	7	18	115
25	4173	<i>Pegasus</i>	King	DNF	DNF	10	20	120
26	2305	<i>Secum dum Artem</i>	Wiesburg	DNF	DNF	32	16	138
27	2571	<i>Feather</i>	Cohen	DNF	DNF	27	21	138
28	4145	<i>Cheers</i>	Desantis	DNF	DNF	17	33	140
29	4177	<i>Signif. Other</i>	Cook	DNF	DNF	20	31	141
30	367	<i>Easy Street</i>	Urich	DNF	DNF	28	27	145
31	3782	<i>Varmint</i>	Gjertsen	DNF	DNF	29	30	149
32	469	<i>Pyrotechnic</i>	Meehan/Nix	DNF	DNF	25	35	150
33	4126	<i>Knight Errant</i>	Nolan	DNF	DNF	30	32	152
34	4121	<i>Bouncing Betty</i>	Kuhn	21	DNF	DNF	DNS	153
35	4241	<i>Joint Enterpr.</i>	Cox	DNF	DNF	35	28	153
36	1433	<i>Banshee</i>	Drake	DNF	DNF	23	42	155
37	2921	<i>Cat's Paw</i>	Gagliardi	DNF	DNF	38	29	157
38	651	<i>Flutterbye</i>	Bardwell	DNF	DNF	36	37	163
39	3412	<i>Yeti</i>	Turpen	DNF	DNF	34	41	165
40	KC1210	<i>Fatal Dstrctn.</i>	Edge	DNF	DNF	39	39	168
41	1396	<i>Jolly</i>	Selfridge	DNF	DNF	42	36	168
42	3413	<i>Intuition</i>	Glazebrook	DNF	DNF	41	38	169
43	202	<i>J-Whizz</i>	Kunz	DNF	DNF	40	40	170
44	1021	<i>Blue Fox</i>	Caldwell	DNF	DNF	DNS	DNS	177

Ocean City/South Jersey Fleet 135 Continues to Grow

by Jack Detweiler

Fleet 135, started less than two years ago with a minimum three boats, has grown to nine boats. Bob and Terry Wilkins may have started a trend for our fleet. After winning their class at Key West Race Week in '88 in their J/33, *Hoodlum*; they sold the boat and bought a brand new, all white J/24, *Ghost*. Other larger boat owners who participate in the Ocean City Yacht Club Off-Shore Racing are thinking of following suit. The J/24 Class is where the action is.

Summer '89, for the first time, saw a separate J/24 Class start in the Saturday Off-Shore Races and the Friday Night Bay Races, with an average of six boats on the starting line. Harry and Peter Bellwoar's *H.P.I.*, with crew Brown Baer, Rick Stone and Colette Feeney, won the Ocean City Yacht Club Series. First year J/24 racers Pete and Chris Dawson, on *Zia* with crew Tim Silvio, Linda Silvio and Randy Schenauer, won the Friday Night Bay Series and the J/24 Class for the South Jersey Ocean Racing Circuit (Ocean City Series plus the Mid-Atlantic Yacht Racing Association Championship).

Events held in August, the three race Mid-Atlantic Yacht Racing Association Championship and the J/24 Middle Atlantic Championship of Atlantic City Race Week, are highlights of our

summer season. Additionally, this year, it looks as though some joint regattas with the newly rejuvenated Cape May, NJ fleet are in the offing. The last three years have also seen several boats from the Ocean City Fleet participating in the East Coast Championships in Annapolis, MD, in October.

Harry and Joan Bellwoar and Bob and Terry Wilkins opened their homes in Ocean City for fleet parties during the summer of '89. The Bellwoar's again hosted the late winter party held March, 4, 1990, at their winter home in Drexel Hill, PA, with members of the Ocean City and Cape May fleets in attendance. Jim Brady of North Sails was guest speaker.

A special thanks to Lee Corbin, official class measurer, who spent Saturday prior to Race Week at the Ocean City Yacht Club, weighing and measuring in the pouring rain, Sunday crewing for this writer in the Avalon Cup, and Monday weighing and measuring at Trump's Castle in Atlantic City. She may have found a neophyte measurer in Leigh Detweiler who helped measure the keels and rudders and climbed the masts with tape in hand.

Fleet 144 News

by Peter Davis

The new Wrightsville Beach, North Carolina, Fleet 144 is off and running, with nine J/24s. This is up from three last year. Rumors are that three or four more buyers are looking for a deal. Most of the new purchasers are moving down from PHRF boats for the thrill and competition of one-design racing.

Two regattas are planned for the summer, and every class member is welcome and encouraged to attend. Our Fleet Championship will be held during J-Fest, hosted by the Carolina Yacht Club and Wrightsville Beach Ocean Racing Association, July 14-15. Excellent facilities are available for launching, family entertainment, and a fun vacation in addition to unbeatable ocean racing with plenty of wind.

The second regatta will be our Fall Championship, September 15-16, at Bald Head Island, across the Cape Fear River from Southport, NC. This island is pristine, luxurious, and offers golf, tennis, croquet, and miles and miles of unspoiled beach to jog, walk, or sunbathe. You may stay on your boat in the marina or rent a condo, villa, or private home. The race course will be in the ocean just outside the marina. This event will be sponsored by Bald Head Management, Inc. and a local beer distributor. Special rental rates were given last year, and the parties were free. Needless to say, it was well attended.

For information please contact: Peter R. Davis, Fleet 144, 2551 South 17th St., Wilmington, NC 28401; Office (800) 672-8706 or (919) 395-5131; Home (919) 395-5512.

Monster Fish Captures Gulf Coast Championship

by Doug Gordon

New Orleans, Louisiana, was the third stop for the 1989-90 J/24 Texas Circuit. Southern Yacht Club and Fleet 94 hosted this regatta February 3-4. Approximately one month after hosting the Midwinter Championship, Southern Yacht Club was once again prepared to host a fleet of 29 J/24s vying for the coveted Texas Circuit Championship.

The five race, no-throw-out Class IV regatta was sailed under extremely difficult conditions. By Saturday's 1000 start, southerly breezes were steady at 18 knots and gusting to 22. During the first race most competitors carried the 150% Genoa, but by the third beat those who hadn't changed down to the 100% jib were working extremely hard to keep their boats flat in the building breeze.

Bad Boys, skippered by Benz Faget, took an early lead during the first beat. After the regatta Faget commented, "Early during the first beat we were sailing close to Paul Foerster, the 1990 U.S. National Champion. We seemed to have comparable speed, but I thought we worked the boat a little harder and eventually pulled away from him. In the third beat we had a substantial lead for the finish except we saw Mark Hallman on *Monster Fish* coming on with impressive speed. From that point on, we knew Hallman was going to be our competition. Faget finished first in the race and Hallman second.

The building 22 knot southerly breeze with gusts of 30 knots made the second and third races even more difficult. The second race was all Mike Haggerty's, sailing *Thunderstar*, the Texas favorite. However, the third race proved disastrous for *Thunderstar* when their main halyard broke, causing them to withdraw from the race and giving *Monster Fish* an opportunity for first and a chance to extend its lead.

At the end of the day Hallman was first and Faget second. Although Hallman was first, he was well aware that it was any-



Keith Soya, on bow of 2XS, captures fish eye view of helmsman David DeSanto and crew (coming forward) Bernard Soya, Dave Soya and Mark Soya, at Gulf Coast Championship.

John Peck and Tommy Meric enjoy camaraderie at Mollie's French Quarter Pub with other regatta participants.

Photo by Keith Soys



body's regatta. After the race was over, Hallman said "I was concerned about Faget because we had just sailed with him in the Midwinters and he was exceptionally fast. He had just made one mistake during the Midwinters and I was afraid he had learned his lesson."

Sunday's two races in a northwesterly breeze of 20 knots and three to five foot seas provided difficult conditions but allowed Hallman and the crew of *Monster Fish*, John Peck, Carla Peck, Rick Pitcairn and Charlie Mitchell, the opportunity for a second and a first, locking up the regatta. Hallman said "We are accustomed to sailing in conditions like this because of

all of the sailing we've done in Corpus Christi. We thought we had an advantage in these conditions. We have been sailing together as a team for the last three years. Rick Pitcairn is an excellent tactician. With Rick on the boat I can concentrate on steering."

Off the water, the regatta was quite a success, as most of the participants attended an open bar party at Mollie's French Quarter Pub. Mollie's allowed everyone to enjoy the historical French Quarter and gave the participants an opportunity to exchange their many racing stories. Everyone agreed the regatta was a huge success.

1990 Gulf Coast Championship

POS	BOW	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	02	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	2	2	1	2	1	8
2	07	<i>Bad Boys</i>	Faget/Coogan	1	4	3	3	4	15
3	78	<i>F-Troop</i>	Foster/Flynn	11	3	2	5	5	26
4	28	<i>Jasmine</i>	Elam/Schaeffer	4	8	6	7	2	27
5	85	<i>Carnival Time</i>	Tommy Meric	7	5	7	8	7	34
6	01	<i>Thunderstar</i>	Haggerty/Young	3	1	30	1	3	38
7	66	<i>Grand Slam</i>	Paul Foerster	30	6	4	4	8	52
8	13	<i>Cheap Thrills</i>	Pitard/Bultman	8	13	9	13	15	58
9	08	<i>Mr. Happy</i>	Bartlett/Nelson	30	12	5	6	6	59
10	16	<i>Plum Crazy</i>	Ned Plumer	9	14	12	11	14	60
11	88	<i>Psycho</i>	Fred Schroth	10	19	16	10	11	66
12	18	<i>More Grief</i>	Lewis Conger	12	18	11	15	16	72
13	83	<i>Ragtime</i>	Zack VanVoast	30	16	14	9	12	81
14	77	<i>Rum-n-Reggae</i>	Guy Brierre	30	15	13	14	10	82
15	39	<i>Wired</i>	Eagan/Richards	6	11	8	30	30	85
16	15	<i>Lightnin'</i>	Cantrell/Davis	30	10	17	18	13	88
17	68	<i>Superman</i>	David Broadway	14	22	20	21	15	92
18	75	<i>Preparation J</i>	Rick Tears	11	9	15	30	30	95
19	90	<i>Sea Horse</i>	Doug Gordon	21	19	18	20	18	96
20	50	<i>Top Gun</i>	Kyle Mullins	18	25	19	16	19	97
21	87	<i>Old Gray Mare</i>	Tom Baker	30	21	10	12	30	103
22	26	<i>Shanghai Split</i>	Steve Priestler	17	23	21	19	30	110
23	37	<i>2XS</i>	David DeSanto	13	30	30	17	30	120
24	57	<i>Zero Tolerance</i>	Tim Rathbun	16	24	22	30	30	122
25	53	<i>Carolina Jazz</i>	Jeff Descher	30	17	30	30	17	124
26	06	<i>Arrakis</i>	David Loeb	30	20	30	30	30	140
27	81	<i>Hacque</i>	Leonard Nicholson	30	30	30	22	30	147
28	76	<i>Snake Wake</i>	Denise Mitrano	30	30	30	30	30	150
29	38	<i>Blue Nose</i>	Jacques Roy	30	30	30	30	30	150

1989 Beaver Moon Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	4540	Junk Yard Dog	Max Skelley	1	1	1	1	1	5
2	196		Mike Hobson	5	6	5	2	2	20
3	53088	<i>Rush Hour</i>	P. Fitzgerald	2	3	4	4	9	22
4	3023	<i>Grim Reaper</i>	Reynolds/Ferguson	6	5	6	6	3	26
5	1394	<i>Minimum Wage</i>	Gately/Mahoney	4	2	7	3	11	27
6	2143	<i>Uncle Wigley's</i>	Woody Brumfield	3	7	9	5	5	29
7	815	<i>Latent Defect</i>	Spettel/Mowry	7	4	2	10	12	35
8	2803	<i>Civil War</i>	Tony Iacona	12	8	3	7	8	38
9	3147	<i>Candy</i>	Fred Wiedeke, Jr.	8	12	8	11	4	43
10	4161	<i>Hotspur</i>	Scott Kulp	11	9	10	9	15	54
11	1017	<i>Outrageous</i>	Scott Norris	DSQ	10	13	8	7	56
12	2435	<i>Whistler</i>	Kevin Henry	10	13	14	12	10	59
13	2322	<i>Dauntless</i>	Scott Dunn	13	15	12	14	6	60
14	2531	<i>The Blues</i>	Tim Winger	14	11	11	13	14	63
15	3511	<i>Rascal</i>	Pete Phillip	15	14	16	16	13	74
16	1922		John Snyder	16	16	15	17	16	80
17	4415	<i>Speedster</i>	Ron Mihills	17	17	17	15	17	83

1989 Beaver Moon Regatta

by Tim Winger

Two weeks after the East Coast Championship in Annapolis, Fleet 15 and the Havre de Grace Yacht Club hosted the 1989 Beaver Moon Regatta on the smooth waters of the Northern Chesapeake at Havre de Grace, MD.

The weather was crisp, but sunny and pleasant, as the fleet headed out in a light southwesterly morning breeze. It built quickly to the extent that the bulk of the competitors were flying blades by the start. Most of the aggressive fleet was over early, prompting a general recall of the first start. The second attempt was more successful and local sailor, Max Skelley, started his winning habit. There was no stopping Skelley and crew as they took straight bullets for the balance of the regatta. The wind eased a bit for the last two races of the day for which most crews switched back to genoas. At the end of the first day of racing, Skelley was first, followed by Baltimore sailor Pat Fitzgerald and a tie for third between Gately/Mahoney of Cherry Hill, NJ, and Spettel/Mowry of Alexandria, VA. Following Saturday's racing,

Max Skelley and crew haul off in Junk Yard Dog after rounding weather mark first in 1989 Beaver Moon race.

there was a bash under the Beaver moon at the Skelley Sails loft.

Sunday morning brought northerly winds around 12 knots. Unfortunately, this petered out to light and shifty at the end of the second race. Annapolis sailor, Mike Hobson, took two seconds to Max Skelley to move up to second overall for the regatta. Pat Fitzgerald finished third overall.

Fleet 15 hosts an annual Pink Moon Regatta in mid April along with the Beaver Moon Regatta two weeks after the East Coast Championship in November. The regattas are named for the farmers almanac names for the full moons of the month in which they fall. In between, we race the Chesapeake Bay Yacht Racing Association events and our Thursday evening beer keg series.

The mouth of the Susquehanna River at Havre de Grace is well protected from all but uncharacteristic southeasterly winds. We have the choice to use this protected, flat water area served by four marinas in the immediate area or to travel five miles out into the bay for wide open, unrestricted courses and bigger water conditions. The Pink and Beaver Moon Regattas are open to all J/24 sailors, so come join us for great sailing and racing on the Northern Chesapeake Bay.

Rochester YC Wins St. Pete Trophy

Rochester Yacht Club received the USYRU St. Petersburg Yacht Club Trophy, emblematic of excellence in race management. Presentation of the trophy took place October 22, 1989.

The upstate New York club was honored for its superb organization of the 1989 J/24 North American Championship, held August 20-25. The award was presented by USYRU Vice-President Barbara Farquhar of Marion, MA, who chaired the jury, and USYRU Race Management Committee Chairman Larry White of Niantic, CT. "We had quite a few excellent choices which we narrowed down to seven exceptionally well-qualified clubs who ran a wide diversity of events," said White.

Selection, based on questionnaire responses by participating skippers, depends solely on race management aspects of the regatta, including sailing instructions, signal visibility and





USYRU Judges Larry White (far left) and Barbara Farquhar present the St. Petersburg Yacht Club Trophy to Rochester Yacht Club's Frank Shumway, principal race officer for the 1989 J/24 North American Championship, and regatta chairman Larry Gaenzle.

Photo by Galen Freeman

procedures, mark-setting accuracy, reaction to wind shifts and safety considerations. Regatta complexity and jury comments became important factors.

Ballots are scored mathematically on a percentage basis. In addition, the sailing instructions and notice of race are reviewed for compliance with the racing rules. Based on all these calculations, the entry with the highest mathematically calculated overall, and item-by-item, rating wins the trophy.

Competing in the J/24 North Americans were a total of 77 boats. In order for the event organizer to qualify for the award, a minimum of 60% of the skippers must vote--61% of the skippers in the J/24 NAs responded.

Rochester Yacht Club received particularly high marks for starting lines, mark accuracy and response to changing conditions. Skippers' comments included, "Everyone at the yacht club put forth a great effort to run a top-notch event," and "In every respect, this regatta was as good or better than any regatta we have ever participated in."

Although not included in the scoring tabulations, such comments as "The on-shore procedures, care of competitors and registration procedures were impressive," and "The regatta staff were friendly and professional," were expressed by many skippers.

Frank Shumway of Rochester, NY, who was principal race officer for the J/24 North Americans, and regatta chairman Lawrence Gaenzle of Rochester, NY, accepted the St. Petersburg Yacht Club Trophy on behalf of Rochester Yacht Club.

According to Shumway, "We are very honored to win this award. We would like to particularly thank the jury, which was instrumental in helping us to run a successful regatta."

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Fleet 41, Rochester Yacht Club

by Pam Nahmias

A total of 28 yachts competed in seven series, comprised of 44 races, with 534 starts in 1989 J/24 competition at Rochester Yacht Club. Racing throughout the season was competitive and scores were tight as the Fall Series commenced, and the "race" was on for the overall winner. The results were:

Scratch Scoring:

- | | |
|----------------|-------------------|
| 1 Lucy | Corey Serl |
| 2 Yellow Snow | Ben Taves |
| 3 Leading Edge | Larry Gaenzle |
| 4 Javelin | Houghty Wetherald |
| 5 Bateau Blanc | Reid Stava |

MVP Scoring:

- | | |
|-------------|--------------|
| 1 Quack | Skip Shumway |
| 2 Sting | Gene Faust |
| 3 Aragorn | John Texter |
| 4 Fast Lane | Mike Nahmias |
| 5 Slapshot | Jay Tovey |

With our fleet increasing to 31 boats over the winter season, and increased District 7 growth, our sailing program for 1990 will again test the most skilled skippers and crew of the Rochester Yacht Club, not to mention the numerous social events, which have helped keep our fleet active and growing.

Special thanks to our officers, John Texter, scoring; Ann Faust, treasurer; and all the J/24 owners who have worked so diligently to ensure the success of their own fleet. Also, on behalf of the Rochester Yacht Club, Commodore Stan Wright, and J/24 Fleet 41, we again offer our sincere gratitude and appreciation to Larry Gaenzle and Frank Shumway and the multitude of volunteers who helped to make the 1989 North Americans a success and the recipient of the 1989 USYRU St. Petersburg Award for excellence in race management.

Win Fowler (4413) and Houghty Wetherald (2422) set chutes at the 1989 North Americans hosted by Rochester Yacht Club and Fleet 41.

Photo by Fran Cruikshank



J/24 Middle Atlantic Championship at Atlantic City Race Week

by Jack Detweiler

The second annual J/24 Middle Atlantic Championship was sailed in the ocean waters off Atlantic City, New Jersey, August 15-18, 1989. Jack Van Dalen and his crew of John Wilsey, Chris McShane, Debbie Yeager, Steve Ward and Lou Joyce, aboard *Arnold Goes to Hollywood*, took two firsts and two seconds to win the event.

The fourteen boat J/24 fleet was one of four Race Week classes. The regatta is headquartered and sailed out of the beautifully renovated Frank S. Farley Marina, leased by Trump's Castle Casino. The overall regatta winner, Sag Sagerholm's J/35 *Aunt Jean*, won the Heart Cup. The Cup is a charity event for the benefit of the American Heart Association and netted \$65,000 from sponsor contributions.

J/24s were weighed on Monday, although an approved weight certificate was waived for the regatta. A special thanks goes to official measurer Lee Corbin who drove down from Connecticut to supervise the weighing.

Race Week started off on Tuesday, August 15, with an uncharacteristic cancellation due to fog and lack of wind. The only action of the day was precipitated by Harry and Peter Bellwoar's J/24, *H.P.I.*, which bore down under outboard power with buckets full of sea water that were unleashed on other unsuspecting members of the class. In short order, practically the entire J/24 fleet joined in the combat, which ended with no decided victor.

Two races were sailed on Wednesday in 12 knot winds on windward/leeward courses. Race 1 saw a 20 degree shift to the left at the start and those boats did well that were able to clear the pin end and stayed left. Jack Van Dalen, in *Arnold Goes to Hollywood*, set the pace for the regatta by going out in front early and never relinquishing the lead, although the Bellwoar's *H.P.I.* was close behind. The left side of the course continued to be favored in Race 2, won by Rick Applin in *Hot Ticket*, with *Arnold* second.

One race was sailed on Thursday in 15 knot winds on an Olympic course. *Hot Ticket* won again, with *Arnold* second and the Gatley/Mahoney Syndicate's *Minimum Wage* taking third in as many races.



Jack Detweiler's *Shearwater* makes time off the wind in Race 2 of Atlantic City Race Week.

Friday dawned with gray skies and rain and 18-20 knot winds out of the northeast. A race committee inspection for necessary equipment under class rules found the entire class to be in good order. On the race course, Jack Van Dalen did a great job sailing the big waves on the windward/leeward course and finished the regatta the way he started, with a first place. 1988's Champion, Rick Applin, finished second for the day and for the regatta.

Awards were given daily for the top five finishers in each class at the after race parties at Trump's Castle Casino. A highlight of the week was an appearance by Gary Jobson at Thursday's party, who spoke and showed a film of the Whitbread Around the World Race. Pete and Chris Dawson, members of Ocean City/South Jersey Fleet 135, won a drawing for a trip to England to view the finish of the Whitbread Race.

The Third Annual Middle Atlantic Championship will be a five race event held Thursday, Friday and Saturday, August 23-25, 1990, in conjunction with Atlantic City Race Week. We anticipate a minimum of 25-30 J/24s this year, since the regatta will not be in competition with other events as in '89. Contact this author (Fleet 135 Captain) for details.

J/24 Middle Atlantic Championship

POS	YACHT	HELMSMAN	1	2	3	4	TOT
1	<i>Arnold... Hollywood</i>	Jack Van Dalen	1	2	2	1	6
2	<i>Hot Ticket</i>	Rick Applin	5	1	1	2	9
3	<i>Minimum Wage</i>	Gatley/Mahoney	3	3	3	7	16
4	<i>Blue Jay</i>	Jim Greenfield	7	6	4	4	21
5	<i>Elvis</i>	Lopez/Gold	9	7	6	3	25
6	<i>H.P.I.</i>	Bellwoar/Bellwoar	2	4	DSQ	10	29
7	<i>Good Deal</i>	Dick O'Keefe	4	11	10	6	31
8	<i>Cahoots</i>	Carroll/Leute	11	5	5	13	34
9	<i>Zia</i>	Pete Dawson	13	8	9	5	35
10	<i>Ghost</i>	Bob Wilkins	6	12	7	11	36
11	<i>Elusive</i>	Ron Byer	8	10	11	8	37
12	<i>Gizmo</i>	Russ Hanscom	12	9	8	9	38
13	<i>Candide</i>	Jon Oleskey	10	14	12	DNF	52
14	<i>Shearwater</i>	Jack Detweiler	DSQ	13	DNS	12	54

Fleet 12 News

by Mark Gannon

1989 was a very good year for Rick Kaiser and his crew on *Maui Wau*. Rick had one first place finish and five second place finishes to win the Fleet 12 Championship. *Maui Wau* also had seven firsts and four seconds, winning the Chicago Yacht Club Season Championship. 1989 Fleet Captain Mike McKearnan, sailing *Slave to Fashion*, was second in both series, beating out Mark Gannon's *Gangbusters* in the last race of the Fleet 12 Championship. Class President Glenn Gustafson took third place honors in the Chicago Yacht Club series, in *Gopher Baroque*.

Fleet 12 with Tom Kane as the new fleet captain, looks forward to many events in 1990. Our members will again be participating in the NOOD Regatta, hosted by Chicago Yacht Club, June 14-16. Fleet 12 and Chicago Yacht Club will also be hosting the J/24 Great Lakes Championship at Belmont Harbor, July 13-15. This event will be a great tune-up for the North Americans to be held in Milwaukee in August.

Fleet 12 Championship

POS	SAIL	YACHT	HELMSMAN
1	4466	<i>Maui Wau</i>	Rick Kaiser
2	4040	<i>Slave to Fashion</i>	Mike & Susan McKearnan
3	4146	<i>Gangbusters</i>	Mark Gannon
4	2404	<i>Intuit</i>	Scott Lammers
5	5222	<i>2XS</i>	Desanto/Soya

Chicago Yacht Club Championship

POS	SAIL	YACHT	HELMSMAN
1	4466	<i>Maui Wau</i>	Rick Kaiser
2	4040	<i>Slave to Fashion</i>	Mike & Susan McKearnan
3	4297	<i>Gopher Baroque</i>	Glenn Gustafson
4	4146	<i>Gangbusters</i>	Mark Gannon
5	2236	<i>Offcourse</i>	Jon Strokirk

J/24 Texas Circuit-Austin Yacht Club Stop

by Phil Spletter

The inaugural event of the 1989-1990 J/24 Texas Circuit was held on October 21-22, hosted by Fleet 21 at the Austin Yacht Club on Lake Travis. The five race series was sailed in moderate conditions on windward/leeward courses. Scott Young and Mike Haggerty, the defending Circuit champions, won the regatta sailing *Thunderstar* with consistent first and second place finishes. Also, a golf tournament was held on Friday before the regatta and when the golf results were combined with the sailing results, the crew of *Webe* took the honors.

The J/24 Texas Circuit is a series of eight weekend-long events held in different venues around Texas and in New Orleans. The Circuit attracts top talent from around the U.S. and foreign countries because of the strong competition. The Austin stop included entries from Kansas, Oklahoma and New Mexico, as well as Texas and Louisiana. The format for the Circuit, where



Paul Foerster (1891) digs left while Bartlett/Nelson (1997) and Young/Haggerty (3481) stay right after a leeward mark rounding in the Texas Circuit Regatta at Austin Yacht Club.

Photo by Ty Johnson

the scores from the best five stops are used, with no throwouts during an individual stop, requires aggressive yet intelligent sailing.

After breakfast and the skipper's meeting on Saturday, the 37 boat fleet was ready to go racing. Unusual for these highly competitive events, there was only one general recall, that being the first start on Saturday. After that, the teams settled down and concentrated on the tight sailing that was made even tighter by the windward/leeward courses. With those courses that include three upwind and two downwind legs, deciding between playing the shifts and/or covering on all legs was paramount. The course also included an offset mark at the upwind end that added another dimension to the strategies of approaching and rounding the windward mark.

Saturday evening there was a traditional Texas BBQ, after which many of the crews and support crews took advantage of

Young/Haggerty (01) and Hallman/Peck/Pitcairn (02) approach the leeward mark.



Texas Circuit Regatta at Austin October 21-22, 1989

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3481	Thunderstar	Young/Haggerty	1	2	2	1	2	8
2	4029	Monster Fish	Hallman/Peck/Pitcairn	4	5	4	6	1	20
3	2537	Bad Boys	Coogan/Faget	7	7	9	5	7	35
4	2117	Cheap Thrills	Pitard/Bultman	8	6	10	7	8	39
5	2564	Son of Bullwinkle	Millford	3	4	19	13	9	48
6	1997	Mr. Happy	Bartlett/Nelson	2	3	5	2	DNS	50
7	634	Carnival Time	Meric/Barrett	9	13	18	9	5	54
8	4559	Grand Slam	Foerster	5	1	11	3	DNS	58
9	3355	Bon Temps	DeCluitt	15	10	14	17	13	69
10	2107	IBAJ	Brandon/Irwin	10	25	12	19	6	79
11	1040	Graybeard	Anderson	21	18	1	12	23	82
12	3263	Wild Kingdom	Jacobs	25	20	3	23	11	82
13	1975	Lightnin'	Cantrell/Davis	6	28	6	4	DNS	82
14	2380	Superman	Broadway	18	8	26	15	16	83
15	3496	Snake Eyes	Price	23	16	17	8	19	83
16	1449	Whatboat	Hirschberg	20	21	7	28	12	88
17	3287	Preparation J	Tears	19	27	20	21	3	90
18	2118	Sly	Troxel	24	30	8	11	22	95
19	101		Garrett	26	22	16	18	14	96
20	1385	Sheep Can't Cook	Hardick	29	15	13	31	10	98
21	2618	WeBe...	Clark/Gowan	12	11	23	14	DSQ	98
22	187	Psycho	Schroth	11	29	22	25	18	105
23	4168	Deguello	Watson/Thompson	17	9	DNC	20	25	109
24	501	Windshift	Smith/Mandell	16	23	27	10	26	109
25	3764	Plum Crazy	Piumer	22	12	15	26	DNS	113
26	272	Instant Karma	AmRhein	DSQ	14	25	DNC	4	119
27	923	Run A Muck	Minth	13	DSQ	31	16	24	122
28	4189	Speedster	Damon	DSQ	17	30	29	15	129
29	2611	AJAX	Hubbard	DSQ	26	21	27	21	133
30	4243	Slick	Andre	14	19	DNS	22	DNS	138
31	1565	Tallawah	Livingston	28	24	24	24	DNC	138
32	2285	Audacity	Garrison	31	31	29	DNS	17	146
33	788	3/4 Time	Beecroft	27	DSQ	32	30	27	154
34	2774	Movin' On	Davis	30	32	DNC	32	28	160
35	2105	Chapter XI	Byus	32	33	33	33	29	160
36	3283	Uptown Girl	Broersma	DNC	DNC	28	DNC	20	162
37	2376	Jack Pot	Eitelman	33	34	34	34	30	165

the outstanding entertainment that Austin and its music industry provide - especially on Sixth Street.

The nightlife combined with the early start on Sunday caused a few of the participants to move a little slowly, but there were no major problems. The wind built and became more shifty as the day progressed. With the shifty winds and the tight course, the race committee had to hustle in the second race to keep the windward and the offset marks upwind.

At the conclusion of the second race on Sunday, the "trailer race" was on to get the boats out of the water and put away for the ride home, although several opted to keep their boats at AYC because of the close proximity to the next stop on the Circuit at Canyon Lake a month later. The weekend concluded with the awards presentation that included trophies for the skippers and crews of the top ten boats. In addition, trophies for the '88-'89 Circuit were presented.

In all, it was a great weekend that combined strong competition with good fun, flavored with a golf tournament, and topped with all the nightlife that anyone could want. If that sounds good to you, please accept our invitation to participate in the first stop of the '90-'91 J/24 Texas Circuit to be held at AYC on October 20-21, 1990. Hope to see you there!

Suncoast Fleet 86 Revived

by Gail Rosenke

The Florida Suncoast Fleet 86, which encompasses Pinellas, Hillsborough and Manatee counties on the west coast of Florida, is back in action after a few lean years in the mid 80's. The fleet has gained recognition by inspiring the St. Petersburg Y.C. to take over the Stonecrab Regatta.

At one time, the Stonecrab was a J/24 world qualifier. The old host facility did not work out very well; however, the new site at St. Petersburg Sailing Center is perfectly geared for J competition. The center is only minutes from beautiful Tampa Bay, which is known for good breezes in the fall and winter months. A brand new hoist and room for out-of-town boats in the fenced lot, plus car parking across the street, all within walking distance from the St. Petersburg Y.C. and downtown restaurants and hotels, add up to an ideal site for a world competition.

The November 8-9, 1989, Stonecrab included J/27s, J/24s and J/22s. The tail end of a cool front left clear skies and winds of 15-18 knots for the first two races, dying off to 12-15 for the last race on Saturday. Sunday morning started off crisp and cool with 10-12 dying to 8-10, and warming significantly. Trophies were presented to the top three finishers in the J/22 and J/27 classes and the top five in J/24. The skippers and crews of the 18 competing boats agreed that the new Stonecrab was definitely a winner!

The St. Petersburg Y.C. hosted the 9th Annual Fleet 86 Championship on January 27, 1990. Twelve boats raced in a shifty 12 knot breeze that kept skippers on their toes for the modified Olympic triangle courses.

The fleet captains have scheduled a regatta each month throughout the spring - not an easy task in the busy Bay Area, where you can race every weekend year-round except Christmas!



Susan Pheffer, Janet Serio and Mark Rosenke on Energizer gain overlap on Black Star in Fleet 86 race.

1989 Stonecrab J/24 Results

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	Black Star	John Jennings	1	2	1	1	2	7
2	Liz	Jim Taylor	2	1	1	2	1	7
3	Sunshadow	Garreth Eich	5	5	4	6	3	23
4	50/50	S. Boe/S. Page	3	3	7	4	8	25
5	Energizer	Gail Rosenke	4	7	DSQ	3	4	28
6	Firecracker	Harvey Partridge	8	8	3	7	6	32
7	Blue J	Lew McMasters	6	9	6	5	7	33
8	Fat Lady	Frank Mendelblatt	7	4	5	8	9	33
9	Grayling	Rich Gahn	9	6	8	9	5	37

Suncoast Fleet 86 Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	2436	Liz	Jim Taylor	1	1	1	3
2	571	Black Star	Fred Bickley	4	3	2	9
3	2343	Firecracker	Harvey Partridge	2	4	3	9
4	2905	Spectrum	Chuck Hall	3	7	4	14
5	4159	Fat Lady	Mark Mendelblatt	7	2	7	16
6	1761	Energizer	Gail Rosenke	5	6	6	17
7	2202	Grayling	Rich Gahn	9	5	5	19
8	1133	Sunshadow	Garreth Eich	8	8	8	24
9	222	Blue J	Lew McMasters	6	9	10	25
10	2909	Son Of A Gun	Bill Classen	11	10	9	30
11	3203	Loophole	Ralph Stoddard	12	11	11	34
12	2919	Limelight	Rich Doyle	10	13	13	36

Larry Klein and Jody Swanson Win 1989 Rolex Awards

J/24 sailors Larry Klein, of San Diego, and Jody Swanson, of Buffalo, were named recipients of the prestigious Rolex Yachtsman and Yachtswoman of the Year Awards for 1989. They were presented at a luncheon at the New York Yacht Club on February 14, 1990, by Mr. Roland Puton, President and CEO of Rolex Watch USA.

The annual awards, which recognize outstanding on-the-



Photo by Dan Nemey

Roland Puton, president and CEO of Rolex Watch U.S.A., center, presents Larry Klein and Jody Swanson with the Rolex Yachtsman and Yachtswoman of the Year awards, for outstanding on-the-water sailing accomplishments in 1989.

water achievement in the calendar year just concluded, are sponsored by Rolex Watch USA and administered by the United States Yacht Racing Union. A list of candidates, based on a popular vote by ballot from the membership of USYRU, is submitted annually to a panel of noted sailing journalists, who make the final selection.

Larry Klein, 37, was noted particularly for his first place finishes in two major one-design world championships in 1989. Larry won both the J/24 Worlds and Etchells-22 Worlds. There were 59 boats in the J/24 Worlds and 56 boats in the Etchells Worlds. Larry was a sailmaker for 11 years, based in Detroit. For the past four years, he has lived in San Diego where he heads the J-World Sailing School. Said Larry, "Winning the Rolex Yachtsman of the Year Award is a tremendous honor. The string of wins that has earned the sport's most desired annual recognition could not have been done without the help of a great crew."

Jody Swanson, 24, gained recognition for two major victories, in J/24s and Lightnings. Jody won the Rolex International Women's Keelboat Championship and the USYRU U.S. Women's Championship for the Adams Cup. Her designation of this year's Yachtswoman of the Year Award caps a lifetime of sailing achievements. In 1984, she won the Lightning Youth Worlds. In 1987, she was named Collegiate All-American Crew from the University of Michigan. "Being named Rolex Yachtswoman of the Year is the culmination of a great collective effort," said Jody. "I appreciate this wonderful recognition and really thank all the people who have contributed to my success --my crew, my family, fellow competitors, and all the caring and diligent administrators of the 1989 events."

The J/24 Class is proud of Larry and Jody for winning these prestigious awards. Other J/24 sailors who have won the Yachtsman and Yachtswoman Awards include Dick Tillman, Dave Curtis, Ken Read, Ed Adams, John Kostecki; and Lynne Jewell Shore, Betsy Gelenitis Alison, Heidi Backus and J.J. Isler. The trophy is the Steuben crystal *Atlantic*, on permanent display at the New York Yacht Club.

1989 Great Racing Regatta

by John Mick

The 1989 J/24 Great Racing Regatta was hosted by the Lake Geneva Yacht Club in Fontana, Wisconsin, on October 14 and 15. Lake Geneva provided perfect fall sailing conditions for the 27 boats, with temperatures in the 70's and 15 to 20 knot breezes. The race committee, headed up by principal race officer, Gloria Melges, ran three excellent races on Saturday, followed by two more on Sunday. Jim Gluek and his crew, sailing *Lead Sled* from Lake Minnetonka in Minnesota, sailed a virtually error free regatta, winning four out of five races.

Racing ended on Saturday with *Lead Sled* winning the first two races, and Finley Bishop, sailing *Bates Motel*, winning Race 3. Ed Leslie and crew, sailing *Flexible Flyer*, also had an excellent first day, finishing with two seconds and a fourth to end up in second place and in solid contention.

Sunday's racing saw *Lead Sled* continue in her winning ways, gathering two more firsts. Ken Himmelright and the *Red Eye Express*, also sailing an excellent regatta, pressured *Lead Sled* but could not get by her and ended up second in the final standings. Following the racing on Sunday, trophies were presented to the skippers of the top ten boats and also to the crews of the top five finishers.

1989 J/24 Great Racing Regatta (Top 10 of 27)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5
1	3276	<i>Lead Sled</i>	Jim Gluek	1	1	3	1	1
2	3836	<i>Red Eye Express</i>	Ken Himmelright	4	11	2	2*	3
3	4437	<i>Thunder Road</i>	Don Cameron	11	3	6	4	4
4	600	<i>Flexible Flyer</i>	Ed Leslie	2	2	4	15	13
5	4444	<i>Hunn Baby</i>	Rich O'Donnell	3	5	9	6	7
6	3965	<i>Spot</i>	John Mick	8	4*	10	3	5
7	3928	<i>Fear & Loathing</i>	Doug Kracht	14	7	13	5	2
8	3144	<i>Bates Motel</i>	Finley Bishop	12	21	1	7	8
9	2404	<i>Intuit</i>	Scott Lammers	9	6	8	16	22
10	26086	<i>Out w/The Buys</i>	Peter Welty	23	15	7	8	11

*Plus penalty points



Michael Huffman (4040) jockeys before the start of a Great Racing Regatta race at Lake Geneva in October.



U.S. Ambassador William Brown (foreground) and Israel's President Chaim Herzog sail upwind in the closely contested, best of three races competition for the newly initiated Friendship Cup.

Israel's Friendship Cup

by Roger Tjordan

The match race we held in Israel in October was very successful, in great atmosphere and weather conditions, with winds 15-20 knots under blue sky. As you can see in the photo, we adapted the sails to the experience of the skippers. President Herzog is over 70 but behaved like a great sportsman, for his first time at the helm of a J/24. The Ambassador, William Brown, had sailed only a few times with me before the match. He is very enthusiastic and is thinking of getting more serious in the J/24.

The racing was very close. The lead changed a few times, and you could hear both crew shouting for their rights, forgetting who was on board. But this is the great thing of Israel, that the protocol is very casual.

A jury on the water followed the match, and a good crowd on the shore could follow the racing through a loud speaker connected to the jury boat. Mr. Brown won the Friendship Cup, and the President received, as consolation prize, the '86 J/24 Worlds videotape, to help him win the next match. Both skippers were enthusiastic and ready to do it again. Aired four times on TV, at the best hours, on news and sports programs, the J/24 is now famous as the "boat of the President."

We are now preparing the "Spring Campaign." The J/24 has been selected for the Israel Match Racing Cup in March, and we are starting a match racing course to train the participating crews. There could be around 15 teams. In the next two months, around 60 new sailors will have an opportunity to race on the boat. We hope this action will lead to new acquisitions. In May we are planning an International event, and would like to invite American champions here for one week.

News from Japan

by Tomohiko Sekiguchi

The Japan NJCA Executive meeting was held on November 24, 1989, and some of the topics discussed were: For the 1990 Toshiba International Yacht Match Race, one of the sponsors, Nikon offered 1,200,000 yen to the six J/24 teams that will be selected to participate in the regatta. The 10th J/24 All Japan Championship will be hosted by the Kanto Fleet in November, 1990. One J/24 sank near Sajima Island in 1989, so safety measures in handling J/24s were discussed. The site of the 1990 and 1991 J/24 All Japan Ladies Championship is the Sajima Marina. Two new measurers, Takeshi Yutani and Akio Ochi, were added to the list, making a total of 15. Hiroyuki

Takahashi was elected representative of the measurers, and Mikiko Tsuchiya will represent female J/24 sailors. Shuji Watanabe was appointed advisor.

Measurement form sheets are to be kept by the boat owners. Participants need to be notified of measurement procedures. The clothes worn by the measurers need to be standardized and different from those worn by other officials, so that the participating sailors can find them easily. Regatta measurers should be selected from people who live near the regatta site, and should meet together about one month prior to the regatta. Imported goods such as neckties will be prepared for sale at future regattas. It was decided that someone needs to be sent to the 1990 IJCA Meeting, for the discussion of the site of the 1994 World Championship.

The Kansai Fleet planned a J/24 Sailing Clinic at Suma Yacht Harbor, March 9-11, 1990, with Mark Laura, Jim Brady and Ed Baird as instructors. The 1990 All Japan Ladies Championship will be held under the sponsorship of Tobijima Construction Co., at Sajima Marina, May 3-6, 1990. Nancy Haberland and her team, from the U.S., have been invited to participate.

The 1990 International Yacht Match Race was held at Sajima Marina, January 13-17, 1990, with 12 teams participating (six J/24s, six 470s). In the 470 class, one team was from the Soviet Union, another from Italy. All other teams were Japanese. The results of the J/24 match race follow.

J/24 Match Race

POS	YACHT	HELMSMAN
1	<i>Super Kids</i>	Sumio Shimoyama
2	<i>Claris</i>	Makoto Nakano
3	<i>Puff</i>	Jun Hasegawa
4	<i>Viva</i>	Takuya Goto
5	<i>Lettisia</i>	Takashi Shimaoka
6	<i>Blan Bec</i>	Takashi Okamoto

The 9th All Japan Championship - A Fair Regatta

by Toshitsugu Mori, translated by Tomohiko Sekiguchi

The J/24 All Japan Championship consists of scratch races for a one-design keelboat, so it is obviously important to race with boats of the same weight. Until the 1989 event, there were boat racing that were 10, 20, even 70 kg lighter than the minimum weight. This really bothered me, as fairness could not be assured. Fortunately, the weight minimum has been enforced since March 1, 1989. Thus, the random inspections of the top three finishers were carried out at the 9th All Japan Championship. It was hard work for the measurers, but well worth the effort.

The regatta itself was interesting, with 42 beautiful boats participating. Our team members had been racing IOR in a 38 footer, *Hatsu*, in the waters off the Inland Sea. However, last year we sold that boat and bought a high quality J/24 racing boat, christened her *Little Hatsu*, and honed our skills for the 1989 J/24 All Japan Championship.

During the first half of the races in 1988, we experienced spinnaker trouble, and didn't fare much better in the second half, never able to finish in the top ten. With determination, we actively practiced in *Little Hatsu*, and decided to sail with only

five members to give us a better chance in the normally light winds of Osaka Bay, site of the All Japan Championship.

Races 1, 2, and 3 did not go off, due to lack of wind. But in the afternoon of the second day, Race 4 started in winds of 2-3m/s. *Little Hatsu* started at the first windward position and tacked early to starboard, rounding the weather mark in first and maintaining the lead throughout the race, followed by *Super Kids*, *Siesta J*, and *Wonder Woman*.

On the third day, a nice northern wind was blowing when we sailed from the marina, but it went down to 2-3m/s before the start of Race 5. Halfway up the weather leg we were in about 20th place, but we sailed to the right because the boats on the left seemed to have no wind, and rounded the upwind mark in eighth place. Though *Claris* was leading, she had fallen back to fourth by the downwind mark. We finished fifth after a shortened second upwind leg, and only 16 boats had crossed the finish line when the time expired and the race ended.

Race 6 began in a steady west wind. *Little Hatsu* started on the leeward end of the line, and soon tacked to the right. We had earlier decided to loosen the stay tension because we thought the wind would die down, but it didn't, so the speed of our boat was not as good as we would have liked. We eventually moved up and finished eighth. After three races, *Little Hatsu*, *Super Kids*, and *Siesta J* were 1, 2, and 3.

Since the races ended earlier than scheduled, the post-



Photo by Tomohiko Sekiguchi

Above: Boomerang crosses Blan Bec in close racing upwind.

Below: Forty-two boats participated in the 9th All Japan Championship.



Photo by Yoshiki Morishita



Nobuaki Tani (4584) reaches high in attempt to overtake Shige-kazu Hagiwara (4063) and Shuji Eishin (4459).

Photo by Tomohiko Sekiguchi

poned Race 1 was held, in a slightly lighter wind. This time we tightened the stay tension a little and started at the upwind end of the line. Later the left side was better and *Little Hatsu*, who had gone too far to the right, rounded the first mark in tenth place. At the final downwind mark, we were in eighth, with *Siesta J* and *Super Kids* following us. When the three boats in fifth to seventh place went too far to the left, we were able to pass them and finish fourth, making us the overall leader going into the final race.

The fourth and final day for racing began with waiting for

some wind. In the morning we were raring to go, determined to hold on to the lead, but gradually it became clear that there would be no race due to the lack of wind. Our feelings were mixed. We were naturally thrilled about having won, but we were disappointed that we didn't get a chance to defend our lead. We also felt sorry for the teams who lost the chance to have a throwout race to use to take the lead, or at least to move up in the standings.

Still, I must admit that the taste of victory is indeed sweet. I and my crew want to savor that taste again real soon.

**9th J/24 All Japan Championship
November 21-26, 1989
(Races 2, 3, and 7 were cancelled due to the lack of wind.)**

POS	SAIL	YACHT	HELMSPERSON	1	4	5	6	TOT
1	3583	<i>Little Hatsu</i>	Toshitsugu Mori	4	1	5	8	18
2	4186	<i>Super Kids</i>	Sumio Shimoyama	8	2	8	2	20
3	3575	<i>Siesta J</i>	Masatoshi Kawaguchi	11	3	2	7	23
4	3826	<i>Claris</i>	Makoto Nakano	6	8	6	4	24
5	3565	<i>Blan Bec</i>	Takashi Okamoto	3	15	12	6	36
6	2681	<i>Clara</i>	Hiromitsu Yamauchi	16	13	1	19	49
7	4057	<i>Puff</i>	Yuji Narumi	14	20	4	12	50
8	4459	<i>Hangover</i>	Shuji Eishin	7	26	3	15	51
9	4070	<i>Lettisia</i>	Takashi Shimaoka	1	17	15	21	54
10	4063	<i>Olive 3</i>	Shige-kazu Hagiwara	17	9	10	20	56
11	2473	<i>Lady First</i>	Tomoko Sakai	22	21	9	13	65
12	3814	<i>Boomerang</i>	Tsuyoshi Kato	12	12	43	1	68
13	3829	<i>Viva</i>	Takahisa Yamada	13	11	43	3	70
14	4584	<i>Manta</i>	Nobuaki Tani	20	5	43	9	77
15	3573	<i>Wonder Woman</i>	Sadao Suwa	5	4	43	27	79
16	3569	<i>Arrow Express</i>	Yoshiharu Otaki	18	14	43	10	85
17	2689	<i>Cow Bell</i>	Katsuhiko Miura	29	10	43	5	87
18	4072	<i>Mirage Jr</i>	Takehiko Yanase	37	22	11	17	87
19	2878	<i>Sun Luck</i>	Hiroshi Sugiyama	15	19	43	11	88
20	2864	<i>Wind Sailor</i>	Ken-ichi Koi	9	33	7	43	92

Bermuda's Fleet 34 Rides Swell

by Ian Gordon

The members of Fleet 34 hanked on the 'blade' with considerable regularity during 1989, as unseasonably strong winds blessed the waters of the Great Sound throughout the normally calm summer months.

Cheeks were firmly on the teak as a very competitive fleet battled it out for line honours. A nail biting finish to the season saw Teresa Chatfield, in *Anarchy*, beat out Mike Butler, in *Petit Papillon*, and Michael Emery, in *Thunda*, for the overall season's trophy. No fewer than seven different boats out of a registered racing fleet of 12 took the gun on more than one occasion! Bermuda National Champion for 1989 was Trevor Boyce.

The Bermuda fleet enjoyed a little growth in the past year, with new fleet members in the form of Chuck and Pam Millican - no strangers to the waters of the Great Sound as a result of several very successful International Race Week appearances. Fleet 34 members took full advantage of Chuck's wealth of experience in J/24s in their attempts to find that extra half knot of boat speed.

During the last week of April, 1989, Fleet 34 hosted a very successful International Race Week which was blessed with the most consistent breeze and weather in the history of the event. Foul weather gear and rubber pants were seldom required.

The regatta was convincingly won by Tony Parker, from Annapolis, with resident Trevor Boyce placing second with a tremendously competitive performance. The competition throughout the week was fierce, both on the water and off. Two well-known visitors showed one or two new faces that "Bombay Duck" and "Slippery Nipples" may find their place in the next edition of Dr. Stuart Walker's Tactical Analysis, "Downwind Strategy with Condition IV Hangover (roughly translated: never launch the spinnaker under the keel!). International Race Week 1990 holds great promise with the renewal of some old rivalries and the expectation of a few new ones.

Columbus Day Weekend saw the vanguard of the Manhattan Yacht Club swap their designer suits, bowler hats and umbrellas for docksiders and shorts in a fun-filled team racing event which saw the Bermuda fleet triumph on the water. However, the contest proved to be a victory for all concerned as new friendships were forged, more "Bombay Duck" and "Slippery Nipples" consumed, and a good time was had by all!

The season was not over yet!

The King Edward VIII Match racing event in Hamilton Harbour took a bold turn in 1989. Professional sailors battled it

J/24 sailors return to the Royal Hamilton Amateur Dinghy Club after each day's competition during International Race Week.



out with gifted amateurs in International One-Designs in a made for (ESPN) TV short course match racing format. Fleet 34 members participated at a variety of different levels, and a J/24 caused the dismasting and downfall of Eddie Warden-Owen in the semi-final!

Chris Dickson eventually beat Russell Coutts in the final to claim \$20,000.00. This event has captured the imagination of participants, spectators, sponsors and television alike. The 1990 event will undoubtedly be bigger and better with a larger purse. A match racing regatta is planned to establish a Bermuda National Champion for this up and coming form of racing.

The season ended with a keenly contested team race between arch rivals, the Royal Hamilton Amateur Dinghy Club and the Royal Bermuda Yacht Club. The J/24 sailors of the RHADC won the day with a spine tingling victory in the final race which saw seven of the eight competing boats finish within a boat length of one another.

Finally, Fleet 34 looks set for expansion in 1990 with a bumper crop of crew "expected" in the coming months.



Marstrand, the yachting capital of Sweden, and site of the 1992 European Championship.

Marstrand, Site of 1992 Europeans

by Lars Winroth

For yachtsmen, Marstrand is the capital of Sweden, for here is where they meet for the large championships. This is where they sail because here is where it all happens. The marina is no more than a tack away from waters made for sailing. Here, racing yachtsmen are given all the service they need to do their very best. Here, everything is provided to make the yachtsman feel at home.

When Marstrand's yacht club (MSS) sends out invitations, its guests know they will be coming to well arranged races and a clubhouse that was once built to defend the town. Here the arrangements in the fjord are the best, just as the atmosphere around the races is an experience in itself, for competitors and visitors alike.

The 1992 European Championship will be hosted by the Marstrands Segelsällskap and the Swedish J/24 Class Association, August 8-15, 1992. Sooner than that, they will host the 1990 Swedish Open J/24 Championship, scheduled May 23-27, 1990, with races held on the Marstrand Fjord, about 50 km north of Gothenburg.

Irish Northern J/24 Championship

by Michael Clarke

102 years ago a boat called *Mischief* from Lough Erne Yacht Club went down to Dublin Bay and beat all comers to make history as the world's first successful fin-keel racing yacht. On the weekend 7-8 October 1989, came revenge, when a Dublin boat, *White Mischief*, came up to Lough Erne, a large lake in County Fermanagh, Northern Ireland. With Tim Goodbody at the helm, she won all three races held, of five planned, at the 1989 Irish J/24 Northern Championship. Appropriately, the International J/24 today is the world's largest fin-keel class.

Saturday's first race at 9:00 a.m. was postponed to 11:00 a.m. as a strong northwesterly wind and grey driving rain raised a short heavy sea on the Broad Lough. The race, from shortly after the start, was held in a moderate gale, over 30 knots. Race Officer Martin Daly, Commodore of Dundalk Yacht Club, shortened course, omitting the final beat as squalls reached 40 knots. But Lough Erne's steep short waves still did mischief to the Dublin victor by breaking off her rudder just after the finish. Overnight repairs were helped by local sailor Alan Cecil, who by coincidence also gave Tim Goodbody a spare rudder when he last lost one at the stormy 1983 Kinsale Championship.

Saturday's other two races were abandoned and Sunday's two races were held in brisk sunshine, around 20 knots, still northwesterly. Tim Goodbody won both, with local sailors Michael McCaldin, in *Jet*, and Fred Ternan, in *Jealousy*, in the second places. Overall in the nine boat fleet, Tim Goodbody, Royal Alfred YC, took the Northern Trophy, with finishes 1-1-1. Michael McCaldin, LEYC, got the Squire's Cup for best Lough Erne boat, and was second overall, with 3-3-2. This cup was originally presented in 1890 by Jack Tipping, designer of that first ever fin-keel, *Mischief*, in memory of his father, nicknamed Squire.

Third overall, and winning the Fermanagh Lakeland J/24 Trophy, was a Dublin Bay boat, *Janus*, whose two owners are Dave Coote and Dave Constant, Royal St. George YC, with 2-4-3. The second local boat, and fourth overall was Michael Clarke's *Jeritrix*, 4-7-6. She had won both practice races the previous weekend in lighter winds. Third local was *Jealousy*, 0-4-2, helmed by Fred Ternan, who did well on Sunday but, without a jib, missed Saturday's strenuous contest.

More history, with hopefully not too much mischief, will be made in July 1990, and again on Dublin Bay - the J/24 World Championship.

Notes from Northern Ireland

by Michael Clarke

Lough Erne Yacht Club's J/24 fleet, sailing on a large lake in Fermanagh, Northern Ireland, had a busy season in 1989, with a total of 41 club races sailed, compared to 38 in 1988. We also hosted Ireland's first ever Women's Championship and the Irish Northern Championship, in October.

Our fleet begins the 1990 season with eight boats. Mickey McCaldin, who did well throughout the 1989 season at the helm of other people's boats, bought himself a Rogers-built J/24 from England. *Jasper*, for sale for several months, was bought by Robin and Sue Hogg, and Trudy Mannion, with son Michael, had a good season in *Jamais*, a boat they bought from Mickey McCaldin at the end of 1988.

Being so far north, we have good evening light from mid-April to early September, and so 20 of those 41 races were held on Tuesday evenings, each lasting about two hours, and arranged in four series of five races, without discards to encourage participation. Wilf Greene, at the helm of Michael McDavitt's *Sheer Jenius*, won the Tuesday spring series and collected the Switzer Decanter at the prizegiving in December. Raymond Morrison, helming for Trudy Mannion in *Jamais*, got the Holland Cup for the early summer series, and Joey Kelly's *Jealousy*, often with Mickey McCaldin at the helm, took both the LEYC Decanter for the midsummer series and the Omaglass Cup for the late summer series.

On spring and autumn Sundays we race as a class, and in the summer months with the other cruisers. Wilf Greene got the Ely Cup in *Sheer Jenius* for the Spring Sunday Series, and Michael Clarke won the Autumn Sunday Series in *Jeritrix*, receiving the Gretton Cup, an Edwardian silver trophy presented at the turn of the century by then Olympic yachtsman, John Gretton.

Ireland's oldest yacht racing event is the Lough Erne Summer Regatta, sailed each year, with a few breaks, since 1818. In the 1989 event, it was Alan Cecil's *Jet* which did well and took the Pat Kirk Cup.

After the Irish Women's J/24 Championship, Elaine Firth of Afloat Magazine, wrote:

"Lough Erne Yacht Club decided on a new style of regatta this year and hosted a women's event in their local fleet of J/24s. Each crew had a "minder" on board (be it male or female), and the event was held on Saturday, 1 October. There were five entries, coming from Lough Erne, Dublin and Strangford; there may have been more if it hadn't been held so close to the Women's Keelboat Regatta in Newport, but plenty of notice for next year should ensure a larger turnout.

I think most women who sail appreciate clubs taking an interest in their participation of the sport, and it is encouraging for us women to feel that we are just as valuable an asset to sailing as our male counterparts. Many thanks to Lough Erne Yacht Club for hopefully beginning a new trend in Irish sailing."

Tied for first were Jill Sommerville, Denise Lyttle, Elaine Malcolm, and Aisling Murphy in *Sheer Jenius* with Michael Whaley (National Yacht Club); and Fiona and Ann Hicks, Brigid Kennedy and Fiona Allen in *Bandit* with Hugh McMahon (Strangford Lough); third was Nancy Elliot, Judy Anderson, Nuala Greene and Patricia McLoughlin in *Jeritrix* with Michael Clarke (Lough Erne).

Later, in January 1990, Jill Sommerville, with Denise Lyttle at the helm, and adding Jackie Patton of Lough Erne, went over to the USA for the J/24 Midwinters in New Orleans and finished a respectable ninth in the Designer Fleet. The provisional date for the second Lough Erne Women's event has been set for the weekend of 14-15 September, 1990.

News from Peru

by Guido Carabelli

Roberto Authier, of Argentina, has told me that they plan to host the 1990 South American Open Championship and will firm up the site at a March meeting. It will either be in October 1990, in Mar del Plata, or in November, in Buenos Aires. Roberto is also the Argentine licensed J/24 builder. He has built three already, and is working on a fourth and fifth.

The Peru J/24 Class Association has elected a new president last December: Kurt Arens Seminario. Our new secretary is Juan Carlos Maury, and the treasurer is Jaime Loret de Mola. We will organize the 1991 South American Open Championship, in either Ancon or Callao. We will know the final arrangements, for publication in the Fall J/24 Magazine. It will definitely be an open championship. The 1988 South American Championship held in Ancon was attended by nine foreign crews, five from the U.S., one from France, one from Brazil and two from Argentina, out of a total of twenty-one entries.

German Fuchs, a past Peru NJCA President, has taken his J/24 *Atoc* to Chile, to the Port of Valparaiso, and attended the First Off-Valparaiso Regatta. He placed second out of four, in IMS. I am sure he will develop the J/24 Class in Chile, as he did here in Peru.

J/24s Race IMS Event in Peru

by Jorge Sarmiento

Last October, Peru held its first international ocean race for IOR and IMS boats. It was named Copa Almirante Miguel Grau – 1989 (in English: Admiral Miguel Grau Cup – 1989).

The regatta included three 21.6 mile Olympic triangles, one 75 mile short distance race, and one 187 mile long distance race. Two Peruvian Class J/24s entered, one with an Italian crew and the other manned by Peruvians, both meeting the Formula IMS measurement and passing inspection as per ORC rules – causing J/24 displacement to be slightly heavier than usual.

The championship was very well organized and entries included boats from Chile, Ecuador, Peru and Italy, this latter being *Vanessa*, the Peruvian J/24 with the Italian crew. The weather was favourable, with the temperature fluctuating around 68° F, and the atmospheric conditions prevailing really impressed the guest participants, who sailed on constantly stormless, unruffled seas, with no rain and with winds never exceeding 22 knots.

The Olympic triangles took place ten miles from Lima, close to the Port of Callao, which is the main port of Peru, and the two distance races were around the nearby islands. A special nautical chart was printed for this event. The two J/24s, *Abracadabra* and *Vanessa*, were the smallest boats in the championship and presented a real challenge to the larger boats.

We did have some minor problems on account of the ORC rules, which require additional equipment for long and short distance races, felt to be unnecessary for Olympic triangles. I was particularly worried about that extra weight. For example, the estimate of food necessary for the long distance race totalled around 22 kg. On *Abracadabra* we reduced it to 18 kg., notwithstanding a few growls from the crew, which was to our advantage after all because I had no doubt that, with a little shrinkage, those 18 kg. would finally end up in our stomachs. We also installed a small sat-nav and a 0.6 amp. solar panel which worked wonderfully, greatly facilitating navigation, because for those races we had to bear in mind that, especially at nighttime, for points of reference we would only be able to rely on the help of lights along the coast and the islands.

In the long distance race, the first leg was a 33 mile beat that we covered along the sunny coast up to Pucusana, a small fisherman's port south of Lima. We then headed NNW on to the



Jorge Sarmiento, one of two J/24 competitors in the 1989 Admiral Miguel Grau Cup Regatta, and crew bring *Abracadabra* into the dock.

Hormigas Island, 72 miles away. From here on navigation was exhilarating. Land was no longer visible and there we were, hot and bothered in the middle of the ocean because our "best measuring device," the *Vanessa*, had already passed us and was no longer in sight!

The next leg was downwind 28 miles heading North, up to Islote Pelado, which is an island of 300 meters in height and 200 meters in length, with no shallow waters. It was nighttime, we had an excellent wind and we were doing 6 to 7 knots, so this leg became quite short for us. We then headed for Callao, after the final 54 mile beat.

On arriving at Callao in the very early morning hours, to our great surprise we learned that *Vanessa* had been rated as the winner of this race, overcoming us by two hours and thus leaving us in the fourth place and the larger boats asking themselves, "How come that such a small boat was able to win such a long and exhausting race?" . . .

After a well-earned day's rest, we resumed sailing to cover the second Olympic triangle, which - versus those of our class - was twice the distance and, at certain times, overwhelmingly exhausting. This was followed by the short distance race, which was amazingly beyond any predictable expectation. We left at 2:00 p.m. under a brilliant sun and sailed into a splendorous moonlit night around some small islands, arriving at Callao by 7:00 a.m. We then finally reached the last Olympic triangle that brought the championship to its end.

Final IMS results of the entire event: out of 22 boats, *Vanessa* finished twelfth and *Abracadabra* tenth, which once again goes to show the great capacity and excellent qualities of our small J/24 "giant."

We have decided to run the Miguel Grau Regatta Cup every three years in Peru and hope to have more IOR and IMS boats at the starting line — especially ours. We also hope to have more J/24s next time and look forward to having you along with us, so keep alert for our 1992 Notice of Race.

News from Australia

by Susie Wright

The New South Wales State Titles were held on Sydney Harbour, December 14-16, 1989. A good fleet contested the series, and we were joined by Jeff Johnstone and crew, on *Nose To The Wind*, for a bit of international flavour. The regatta was held over a long weekend and consisted of five races. It was memorable for the number of obstructions that seemed to be on the course throughout the series. First a tug with a few hundred metres of cable towing a tanker went between the fleet and the top mark, and then other tankers seemed to delight in splitting the fleet in half. Nevertheless, our intrepid sailors coped, and the eventual winner was Ian Bashford and a change of crew on *Hunting Runaway Fruitcakes*. Rob Brewer in *Stockcar* was second, Bob Hagan in *Haywire* was third, and Joe Blaney brought *Rattle and Hum* in fourth. Jeff Johnstone and his brand new, very unfamiliar crew sailed their way into a very credible 5th place, showing us all how it is meant to be done.

The Lake Macquarie Yacht Club hosted the 1989-90 Australian Championship in January this year. The club has its own fleet of some 15 J/24s, and they managed to put on a well-run, fun regatta for the competitors. The regatta was sailed in a variance of breezes, mainly moderate with the big Nor'easter arriving on the last day. Lake Macquarie has great sailing conditions with no tides, tankers, ferries, or reefs to interrupt a sailor's concentration.

The regatta was convincingly won by Rob Brewer and crew Adam Coughlan, John Coughlan, Ray Pearson, and Mark Hurley with their boat *Stockcar*. Unlike its namesake, the boat stayed out of all trouble and sailed a squeaky clean regatta, probably helped by the fact that they were a long way in front most of the time. Rob Brewer is a sailmaker from Sydney, and he must have been pleased with his sails which gave him speed and height that nobody else could match. He sailed beautifully, winning the first three races and following this with two thirds and a second.

North American Champion Ian Bashford, after being blackflagged in the second race, showed a talent for digging himself out of some horror spots, and sailed consistently well enough to take second place. Third place went to a relative newcomer in the fleet, *Two Dogs* (have you heard the joke?), steered by Rob Weiss. Bob Hagan and his crew, who all seem to be contenders for Mr. Universe, on *Haywire* gained a credible



Takanori Ishikawa (back row, left) and crew of *Big Shot* enjoy rumcokes with Dale Sharp (seated, left), NSW Measurer, and Mark Long (seated, right) after racing in the 1989-90 Australian Championship.

fourth place. Last, but not least, was the Victorian boat with the long name *WattawoppawoomerA* and who, after International competition, give the fleet something to think about. These five boats are our representatives for the 1990 Worlds in Ireland, and we wish them all the best for that Championship.

We were joined by a Japanese team for this regatta, and I think they learned a lot about J/24s and Australians from their experience. Their boat *Big Shot* steered by Takatori Ishikawa, might not have been the fastest in the fleet, but it was definitely the most popular. Our visitors were quickly given name tags and beers, and they soon settled into Australian regatta life. They ran amok on prizegiving night, and every blonde was in danger of being danced to death and the bar of running out of rumcokes.

Those with older boats can take consolation from the fact that KA70, the third oldest boat in the fleet, with Dacron genoa and chunky antifouling, showed that hardstand boats with Mylar cannot have it all their way as the intrepid crew came in 7th in the regatta. They put down their success to not having as many beers as usual on board.

Presentation night the crew of *WattawopperwoomerA* and *Hunting Runaway Fruitcakes* showed us all the bad habits they learned in America, which I shall not go into. One of the highlights of the night was when Hoey, the regatta course setter, rode his bike around several laps of the dance floor while the Commodore of the club was making his speech.

1990 Australian Championship (Top 10 of 30)

POS	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	<i>Stockcar</i>	R. Brewer	1	1	1	4	4	2	9
2	<i>Hunting Runaway Fruitcakes</i>	I. Bashford	2	40	4	2	3	1	12
3	<i>Two Dogs</i>	R. Weiss	8	7	5	1	2	3	18
4	<i>Haywire</i>	R. Hagan	4	3	3	5	6	6	21
5	<i>WattawoppawoomerA</i>	P. Thompson	3	5	12	8	1	5	22
6	<i>Waterworks</i>	J. McPhail	5	40	2	3	7	9	26
7	<i>Ruff Company</i>	R. Parker	9	2	13	16	15	4	43
8	<i>Rattle and Hum</i>	J. Blaney	7	40	8	11	9	8	43
9	<i>Bottom of the Harbour</i>	A. Nemeth	15	16	7	9	8	14	53
10	<i>Cappucino Club</i>	R. LaFontaine	11	15	14	7	17	7	54

*One Throwout

1990

APRIL

- 21-22 District 11 Championship**
Privateer Yacht Club
Chattanooga, TN
Monty Humphreys
H: (615) 886-6575
B: (615) 629-7337

MAY

- 5-6 J-Daze Regatta**
Canandaigua, NY
Peter Giles
(716) 223-4360
- 12-13 Gull Lake Spring Regatta**
Gull Lake, MI
Arthur Riley
H: (616) 345-1781
- 23-27 Swedish Open Championship**
Marstrand, Sweden
Lars Winroth
Tel: 31-141680
- 26-28 Southwest Championship**
1991 Worlds Qualifier
Rush Creek Yacht Club
Dallas, TX
Jack Skelton
H: (214) 231-7934
- 26-28 Western Regional**
1990 Worlds Qualifier
St. Francis Yacht Club
San Francisco, CA
Peter Young
(415) 236-5559

JUNE

- 2-3 Jersey Coast Spring Regatta**
Corinthian Yacht Club
Cape May, NJ
John VanDalen
B: (609) 292-1559
- 14-16 N.O.O.D. Regatta**
Chicago Yacht Club
Monroe Harbor
Tim Rathbun
H: (815) 723-2640

- 16-17 MacNamara's Bowl**
Royal Lymington Y.C.
West Solent
David Colman
Isle of Wight (0983) 291572

- 16-17 Niagara Frontier Int'l Regatta**
Buffalo Canoe Club
Tom Chapman
(716) 425-4046

- 16-23 Kieler Woche**
Kieler Yacht Club
Hindenburgufer 70
D-2300 Kiel, W. Germany

- 17-22 Audi Yachting Race Week**
Block Island, RI
(15 minimum for separate class)
International Yachting Events
(203) 661-6945

- 20-24 Canadian Championship**
Beaconsfield Yacht Club
Lac St. Louis
Montreal, Canada
Brian Petrie
H: (514) 932-2647

- 22-30 J/24 European Championship IX**
Kieler Yacht Club
Hindenburgufer 70
D-2300 Kiel, W. Germany

- 30- July 1 U.K. J/24 Northern Area Championship**
Cardigan Bay, Abersoch
Caernarvonshire Yacht Club
Dr. C. B. Probert
Braeton, 12, West Park Rd.
Blackburn, Lancashire
0254 51687 Mon-Thurs eve. or
S.C.Y.C. 075 881 2338 weekdays

- 30- July 1 Firecracker Regatta**
Rochester Yacht Club
Pam Nahmias
(716) 425-4046

- 30- July 1 Radisson Cup and District 8 Championship**
Hampton, VA
Bert Johnson
H: (804) 464-8193

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

- 8-13 Audi Yachting Race Week**
Whidbey Island, WA
(15 minimum for class start)
International Yachting Events
(203) 661-6945

- 13-15 Great Lakes Championship**
Chicago Yacht Club
Belmont Harbor
Mark Gannon
H: (312) 549-0045

- 14-15 Buffalo Harbor Sailing Club Regatta**
Buffalo Harbor, NY
Art Carey
(716) 837-0488

- 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

- 28-29 Oswego Apple Regatta**
Oswego Harbor, NY
Dann Mather
(315) 343-7172

AUGUST

- 3-5 Buzzards Bay Regatta**
Beverly Yacht Club
Marion, MA
Ted Babbitt
(508) 995-9533

- 3-5 Wilmette Race Weekend**
Sheridan Shores Y.C.
Wilmette, IL
Doug Felton
H: (312) 675-3232

- 5-10 Audi Yachting Race Week**
Solomons Island, MD
International Yachting Events
(203) 661-6945

10-17 J/24 North American Championship
Milwaukee Yacht Club
Milwaukee, WI
Doug Kracht
H: (414) 352-8180

11-12 Dillon Open
Lake Dillon, CO
Jim Keesling
B: (303) 321-2400

11-12 Selection Trials, Int'l Y.C. Challenge
Manhattan Yacht Club
Mike Fortenbaugh
(212) 619-3656

18-19 Jr. North American Championship
Santa Barbara Yacht Club
Santa Barbara, CA
Jane W. Watkins
H: (805) 564-4299

18-19 District 18 Championship
Lake Dillon, CO
Jim Keesling
B: (303) 321-2400

23-25 3rd Annual Middle Atlantic Championship
Atlantic City, NJ
Jack Detweiler
(717) 761-1910

25-26 District 7 Championship
Buffalo Canoe Club
Tom Chapman
(716) 879-7124

SEPTEMBER

7-9 Northeast Regional 1991 Worlds Qualifier
Portland Yacht Club
Falmouth, ME
Steve Helms
(207) 846-6400

28-30 Audi/Sailing World National Offshore One-Design Regatta (N.O.O.D.)
Lakewood Yacht Club
Houston, TX
Stuart Lindow
H: (713) 332-3603

29-30 Changing of the Colors
Lake George, NY
Rodger Voss
(518) 869-9411

29-30 1990 Milford Fall Regatta
Milford, CT
George Wall
H: (203) 453-1001

OCTOBER

13-14 District 15 Championship
Lake Geneva Yacht Club
Lake Geneva, WI
John Mick
H: (414) 275-5815

26-28 East Coast Championship
Severn Sailing Association
Annapolis, MD
(Limited to 90 boats)
JoAnne Schram
B: (301) 853-3720

NOVEMBER

3-4 Miss Piggy Regatta
Lake Lanier Sailing Club
Atlanta, GA
David Jackson
H: (404) 998-6656

10-11 Stonecrab Regatta
St. Petersburg Yacht Club
St. Petersburg, FL
Mark Rosenke
(813) 895-7771

1991

APRIL

13-14 1991 Atlanta Cup
Lake Lanier Sailing Club
David Jackson
H: (404) 998-6656

JUNE

13-21 1991 World Championship XIII
Athens, Greece
J/24 Class Assoc. in Greece
9, Afrodites str.
Paleo Faliro 175 61, Greece
Tel: 01-48 14 716

JULY

19-26 European Championship
Cowes Corinthian Yacht Club
Cowes, Isle of Wight, England
David Colman
Tel: UK (44) 983-291 572

1989-90 Texas Circuit (Remaining 3 of 8 events)

May 25-27, 1990
Southwest Championship
Lake Ray Hubbard
Rush Creek Yacht Club
Marty Minot
H: (214) 475-8309

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

1990 Lake Michigan Championship

July 13-15, 1990
Great Lakes Regional
Chicago-Belmont Harbor
Thomas Kane
H: (708) 657-9498

August 3-5, 1990
Wilmette Race Weekend
Sheridan Shores Yacht Club
Doug Felton
H: (312) 675-3232

October 13-14, 1990
District 15 Championship
Lake Geneva Yacht Club
John Mick
H: (414) 275-5815

Send entry fee of \$20, payable to J/24
Fleet 37, Doug Kracht, D-15 Governor.

California Circuit

April 7-8, 1990
Balboa Yacht Club
Newport Beach

June 2-3, 1990
California Yacht Club
Marina Del Rey

June 30-July 1
Santa Barbara Yacht Club
Santa Barbara

October 13-14, 1990
San Diego Yacht Club
San Diego

November 17-18, 1990
Alamitos Bay Yacht Club
Long Beach

Jane Watkins
(805) 564-4299

1989 USJCA Annual Meeting Fort Worth Boat Club Fort Worth, Texas October 7-8, 1989

1. The 1989 Annual Meeting of the Board of Governors of the U.S. J/24 Class Association was called to order by USJCA President, Glenn Gustafson, at 9:00 a.m. on Saturday, October 7, at the Fort Worth Boat Club, Fort Worth, Texas. District Governors present were: Vin Bitel, District 2; Lee Corbin, 3; David Jackson, 6; Mike and Pam Nahmias, 7; Newton Howard, 8; Nancy Cabassa, 10; Bill Denes for Kevin Manner, 11; Greg Swetka, 12; Ned Plumer, 14; Doug Kracht, 15; Andy Hubbard, 17; Jim Keesling, 18; Harry Dursch, 19; Peter Young, 20; Jane Watkins, 21. Also present were: Gil Samuelson, Finance Committee Chairman; John Peck, Technical Committee Chairman; Carla Peck, Technical Assistant; Rick Peper, Past President; Jeff Johnstone, Copyright Holder; Dick Tillman, Executive Director; Linda Tillman, Executive Assistant and Magazine Editor; Hank Killion, IJCA Chairman; and Geoff Evelyn, Canadian J/24 Class Association President.
2. The minutes of the 1988 USJCA Annual Meeting were approved as published.
3. Reports were presented:
 - 3.1 The president welcomed all in attendance and remarked that 1989 had been an active and interesting year for the class, with the primary focus being the implementation of the new measurement rules. Glenn reported that in the approximately seven months since the rules took effect, over 30 percent of the yachts that are current class members were measured, indicating that the new measurement rules have been generally well accepted by the membership. He also reported that the 1991 Midwinter Championship will be held at Southern Yacht Club in New Orleans, Louisiana.
 - 3.2 IJCA Chairman Hank Killion reported class growth worldwide, especially in the UK, Germany and Italy, possibly as a result of the Worlds being held in Europe in 1990 and 1991. Associations are forming in Israel and Spain, and we're seeing foreign participation in major events in the U.S. and Europe.
 - 3.3 Executive Director Dick Tillman welcomed everyone, and especially four district governors attending their first annual meeting (David Jackson, Doug Kracht, Andy Hubbard and Jim Keesling.) Membership lists by district were distributed to each governor. USJCA membership is approximately at the same level as FY 1988.
- A. Regatta reports were given on the following events:
 1. East Coast Championship by Dave Jackson: 88 entries, 39 out of town boats, 13 boats from the Naval Academy.
 2. 1989 Midwinters by Nancy Cabassa: 88 competed, Class IV event, with measurement seminar held prior.
 3. 1989 Worlds by Geoff Evelyn: 59 entries from 10 countries; complete measurement, good racing in spite of lighter than usual wind conditions, and many social activities.
 4. 1989 North Americans by Mike and Pam Nahmias: 77 entries, complete measurement carried out with no problems, good winds and good sportsmanship on the race course, and lots of social activity on shore.
 5. Jeff Johnstone reported on two major events held in the Northeast, the International Women's Keelboat Championship which drew 46 entries from 12 countries including Russia, and the Manhattan Yacht Club's International Yacht Club Challenge, which will be held next year in Monaco.

- B. J/24 Magazine: Linda Tillman reported that Volume 23 is completed, the largest fall issue to date, with 92 pages including 20 pages of USJCA fleet news. Input was again excellent.
- 3.4 Copyright Holder Jeff Johnstone reported approximately 150 J/24s were built during the year, 90 of these in the U.S. J-Boats visited the builders in Brazil and Italy and will visit England and Australia by year's end. European production is up this year, down in U.S. Realize need to reduce the building cost to lower the purchase price. J-Boats plans to upgrade the keel to a more ready to race out of the factory condition; the rudder is already better. Because labor rate is high in Rhode Island and there is a lot of hand finishing on the hull and interior, the factory plans to use more molded pieces. He asked that the class continue to keep ownership costs down. Glenn Gustafson requested that builder measurement forms for each boat be supplied the class on a timely basis and suggested that J-Boats assist the class by continuing to market the J/24 vigorously.
- 3.5 District Governors reported on activity in each of their districts, with most experiencing status quo membership except for growth in areas in close proximity to major regattas, i.e., District 7 with North Americans in Rochester. Social activities were found to be as important to promoting class growth at fleet level as was the racing.
- 3.6 Technical Committee Chairman John Peck reported the certification of over 30 National Measurers, following seminars at the 1989 Midwinters and North Americans. The use of official ID tags to identify measurers at regattas was approved and will be implemented by John.
 - A. 1990 Rule Change Proposals have been submitted to the IYRU. Pending approval at the IJCA Annual Meeting on October 29 and acceptance by the IYRU Keelboat Committee, these will be effective March 1, 1990. Only minor changes or deletions are allowed. Any new rule proposals should be submitted to the Class Office by February 1, 1990, to be considered for the 1991 Rules Submission. The USJCA voted on the 1990 Rules Proposals as follows:
 1. Rule 3.1.2 - Renumber present rule to 3.1.3 and replace with new rule, "Repairs requiring major rebuilding or replacement of a gelcoat surface must have written approval of a J/24 Class Measurer and a recognized G. R. P. specialist. Documentation of the work involved must be submitted when the yacht is presented for remeasurement, Rule 2.5.5." USJCA voted FOR, with suggestion that "major" be inserted before "replacement" and "prior" be inserted before "written approval." Regardless, the USJCA voted FOR.
 2. Rule 3.2.1 - Add two sentences allowing hollows and indentations on the hull exterior to be filled in order to

From right, Jim Keesling, Vin Bitel, Jeff Johnstone, Gil Samuelson, Ned Plumer and Nancy Cabassa hear Worlds proposals at 1989 meeting at Fort Worth Boat Club.



- achieve a fair surface, and prohibiting removal of gelcoat except for light hand sanding in preparation for application of an overcoat material. The USJCA voted FOR.
3. Rule 3.2.2 – delete bold heading, Stem Flotation Marks, to tidy up the format. The USJCA voted FOR but suggests that the words "stem flotation marks" be typeset in bold within the existing sentence, for clarity and ease in reading.
 4. Rule 3.2.4 – In the second sentence, insert "plastic" before "container" to eliminate use of heavy materials for the container the sink drains into. USJCA voted FOR, with the change of "may drain" to "shall drain", for clarity and to indicate mandatory compliance.
 5. Rule 3.2.5 – Deleting second to last sentence, to eliminate deflection measurement on lifelines. USJCA voted FOR, with proviso that there is no change in the 610mm measurement of minimum height of the lifeline, or if changed, to not less than 600mm minimum height.
 6. Rule 3.2.8 (d) – New rule added under Rule 3.2.8. Prohibitions, prohibiting anything considered to unnecessarily increase the 'Basic Yacht Weighed Dry'. USJCA voted FOR.
 7. Rule 3.4.3 – Deleted and substituted so as to allow weighing of rudder with tiller attached, with minimum weight to be specified. USJCA voted FOR.
 8. Rule 3.4.4 – delete bold heading, Rudder Flotation Marks, for better format, and delete last sentence (move to new Rule 3.4.7. USJCA voted FOR but with words, "rudder flotation marks" to be typeset in bold within existing sentence, for clarity.
 9. Rule 3.4.7 – Delete existing rule and substitute last sentence of Rule 3.4.4. USJCA voted FOR.
 10. Rule 3.5.2 (f) – Delete second sentence and substitute with wording to measure maximum height of spinnaker boom attachment fittings above lower edge of the measurement band on the mast. USJCA voted FOR.
 11. Rule 3.6.5 – Deletes and substitutes wording to tidy and clarify rule on sail reinforcement patches. USJCA voted FOR.
 12. Rule 3.6.10 (g) – Delete existing rule on batten length and replace with new maximum lengths which comply with ORC regulations. USJCA voted AGAINST.
 13. Rule 3.6.15 – Deletes existing rule on the IYRU sail stamp and substitute: "Measured sails shall be initialed and dated by the measurer near the tack." USJCA voted FOR.
 14. Rule 3.7.1 (3) – Changes rule number reference. USJCA voted FOR.
 15. Rule 3.7.3 – Changes rule number references. USJCA voted FOR, but this will be unnecessary if Rule 3.8.4 regarding berth cushions is left unchanged.
 16. Rule 3.8.4 – Under Fixed Fittings and Equipment To Be Carried When Racing, delete and move to 6.1.6 under Optional Equipment, to make berth cushions optional. USJCA voted AGAINST.
 17. Rule 3.8.5 through 3.8.10 – Renumbering, if Rule 3.8.4 is accepted at IJCA Meeting. USJCA voted FOR.
 18. Rule 4.1.1 – Changes specifications of the 12 volt battery. USJCA voted FOR.
 19. Rule 4.1.3 – Adds words "At least" at beginning of rule to allow for more than one compass to be fixed, as Rule 3.7.1 (3) implies. USJCA voted FOR.
 20. Rule 6.1.6 – Delete existing rule under Optional Equipment providing for headsail hanks and replace with "berths equipped with cushions as supplied by the manufacturer." USJCA voted to delete the existing rule, but NOT replace with berth cushions.
 21. Rule 6.1.14 – Adds "or block" after "fairlead". USJCA voted FOR.
 22. Rule 6.1.24 – New rule to allow strengthening of old spreader brackets. USJCA voted FOR.
 23. Rule 7.1.16 – Delete, as this rule now included in Rule 4.1.1. USJCA voted FOR.
 24. Rule 7.1.17 and 7.1.18 – Renumber after deletion above. FOR.
 25. Rules 9 to 9.1.1 – New rules to govern Continental and World Championships. USJCA voted FOR.
 26. Rule 9.2 – New rule to govern appointment of measurers for Continental and World Championships. USJCA voted FOR with insertions to read: "The measurers shall be appointed by the host NJCA, approved by the IJCA Executive Committee and IJCA Technical Committee and shall have authority for the disposition of Class Rule protests relating to measurement."
 27. Rule 9.3 – New rule to establish number of prizes to be awarded to skippers and crews at 15% of yachts entered. USJCA voted AGAINST, feeling this belongs in regatta guidelines.
 28. Keel Plan C amendment to change maximum keel depth from 972mm to 965mm, to conform to keel specifications. USJCA voted FOR.
 29. Keel Plan C amendment to add a 'Section A' at bottom of keel, to provide guidelines for repair of the tip of the keel. USJCA voted FOR.
 30. Refinements to Yacht Measurement forms. USJCA voted OK.
- B. Further rule issues addressed:
1. The issue of crew below decks while racing was discussed. Harry Dursch will submit a proposal by Feb. 1, 1990.
 2. The use of shock cord as a back stay line retractor was discussed in view of the new IYRU Rule 57 prohibiting use of "stored energy". Lee Corbin will submit a class rule proposal to allow it.
 3. Hiking outside the upper lifelines was discussed. A straw vote was taken and the vote was NO.
 4. Mike Nahmias suggested that maximum crew weight be reduced from 882 lbs. to 770 or 780 lbs. He will submit a proposal.
 5. Mike Nahmias suggested there be a mandatory hearing on serious collisions; he will submit a proposal.
 6. Regarding pumping of mainsheet, Lee Corbin will write a proposal to allow pumping only the sheet between the helmsman and the first block.
 7. The new Measurement Certificate as designed by John Peck and Glenn Gustafson was circulated and explained.
- 3.7 Finance Committee Report
- A. Committee Chairman Gil Samuelson explained the financial report for the 11 month period ending Aug. 30, 1989.
 - B. Two budgets for 1990 were presented, one showing a proposed \$5 dues increase and one with no dues increase; neither reflected an increase in staff compensation. A discussion was held on alternate ways to increase revenue without raising dues. John Peck suggested a strong effort be made to sell back issues of the magazine, and also to provide a used J/24 brokerage service for a small fee. The feeling of the governors was to keep the dues at \$30 for 1990. The Executive Committee will determine a high yield investment for surplus funds.
-
- (The meeting adjourned for a District Governor's Regatta which consisted of four races sailed in five J/24s provided by Fleet 54 members, with the owner and 4-5 meeting attendees aboard and rotating positions. The overall winning boat was sailed by Rick Peper, Dick Tillman, Greg Swetka, Nancy Cabassa and the owner, the Commodore of the Ft. Worth Boat Club. Following the races, the group dined at Joe T. Garcia's Mexican Restaurant and danced at the Golden Nuggett in downtown Ft. Worth. The meeting reconvened at 8:00 a.m., Sunday, October 8, at the Ft. Worth Boat Club.)
-
- 4.0 Old Business
- 4.1 John Peck presented official Standard Sailing Instructions for U.S. 1) Continental and National Championships and 2) District and World Championship Qualification Regattas. It was agreed that the bow numbers shall be placed 4" below the rail, to allow for state registration numbers, and 12" back from the stem. By a show of hands, the board voted in favor of requiring berth cushions at District and World Qualifying events. The board also voted in favor of shortening a course with warning one leg in advance. The consensus was that there be no throwout race except in a qualification series to divide large fleets.
 - 4.2 A new format of the Regatta Guidelines was presented by Glenn Gustafson. After discussion it was agreed that the U.S. support all past World Champions being invited to compete in the World

USJCA meeting attendees break for District Governor's Regatta at close of Saturday session.



Championship, as suggested by Hank Killion. Also, add that 15% of the number of entries receive trophies (skipper and crew). No one was opposed to the executive director receiving a slot at the Worlds and it was accepted that the USJCA president's slot comes from the U.S. allocations. The new guidelines specify how to schedule an event and entry fee maximums, etc., and were unanimously accepted with the above input. The need for a U.S. National Championship was discussed; it was the consensus that an additional event could dilute attendance at the North Americans.

5. Constitution Review

- 5.1 After discussion, Hank Killion moved to delete the second sentence in Paragraph 9.6.1, so as not to limit the term of office an individual may serve. The motion was seconded and passed.
- 5.2 Jim Keesling moved to amend Paragraph 10.1 to add a "Governor Representative" as a voting member on the Executive Committee, to be elected from the Board of Governors and represent the District Governors. The motion was seconded and passed.
- 5.3 Glenn Gustafson moved that Paragraph 10.7.4, requiring co-signatures for expenditures exceeding \$500, be deleted as it is not necessary and is impractical. The motion was seconded and passed.
- 5.4 Glenn Gustafson moved to enlarge upon Paragraph 10.7.2 defining budget procedure; the motion was seconded and passed, and Glenn will supply the wording.
- 5.5 Jim Keesling moved that the quorum of the Executive Committee be increased from four to five. The motion died for lack of a second.
- 5.6 John Peck moved that Paragraph 11.4 be added to increase the Technical Committee's responsibility to include updating the standard sailing instructions. The motion was seconded and passed.
- 5.7 Regarding District qualification guidelines, Lee Corbin moved that a person must be registered in a district prior to the event in order to qualify in that district for a Worlds slot, and cannot have competed in another district qualifying event. The motion was seconded and passed.

6. Election of Officers

- 6.1 The following officers were elected for FY 1990:
President - Glenn Gustafson
Vice President - Lee Corbin
Finance Committee Chairman - Gil Samuelson
Technical Committee Chairman - John Peck
Governor-Representative on Exec. Comm. - Peter Young, D-20
- 6.2 Jim Keesling moved that John Peck take Glenn Gustafson's proxy to the IJCA Annual Meeting in London, October 29, 1989. The motion was seconded and passed.

7.0 New Business

- 7.1 Harry Dursch posed the question if full fare reimbursement to the annual meeting was necessary for optimum attendance. It was agreed it was a good idea.
- 7.2 It was agreed not to hold a separate worlds qualifying event for Hawaii.
- 7.3 John Peck moved that complimentary J/24 Magazine subscriptions be given to USYRU judges who serve the class at major events. It was seconded and passed. Regatta organizers should supply the class office with names and addresses.

7.4 1992 Worlds Venue

Nine excellent bids to host the 1992 Worlds in the U.S. were received, from Corpus Christi Yacht Club, Texas; St. Francis Yacht Club, San Francisco; Long Beach Yacht Club, California; Eastern Yacht Club, Marblehead, Mass.; Noroton and Stamford Yacht Clubs, Connecticut; Severn Sailing Association and Eastport Yacht Club, Annapolis, Maryland; Chicago Yacht Club; Duluth, Minnesota; and Rochester, NY. Vice president Nancy Cabassa summarized the information presented, and each proposer was given presentation time. A vote by paper ballot narrowed the field to five, then two and then one, and the site selected was Annapolis, MD.

7.5 1992 North Americans Venue

Geoff Evelyn, President of the Canadian J/24 Class Association, presented a bid to host the 1991 North Americans at Toronto. Jane Watkins, District 21 Governor, spoke of Long Beach's desire to host the event. By vote, Toronto was selected as the 1991 North Americans site. David Jackson moved that the 1992 North Americans be held on the Pacific Coast. The motion was seconded and passed. The Executive Committee will propose a rotation system for North American Championship venues.

- 7.6 Jr. North Americans - Pam Nahmias reported on the 1989 event held at Rochester following the North Americans, in August. Jane Watkins reported the progress on plans for the 1990 Jr. N.A.'s. Geoff Evelyn expressed willingness to host the 1991 event if other bids not received.

- 7.7 Midwinters Venue - Proposals are forthcoming from St. Petersburg Yacht Club and Southern Yacht Club, New Orleans, for the 1991 Midwinters. The venue for 1991 remains uncommitted at this point. A Measurement Seminar will be hosted by Tommy Meric at the 1990 Midwinters at Southern Yacht Club, in New Orleans.

- 8.0 Open Discussion - Glenn Gustafson asked District Governors to assist in locating boats not currently on the membership roll. If boat is sold, get new owner to join. Lowering crew to 4-5 instead of 5-6 may be a boost to class. Glenn appointed Peter Young to draft a tri-fold brochure to promote the class. Lee Corbin volunteered to work on production of a J/24 "Owner's Manual." A "calling card" for District Governors and Fleet Captains was suggested, to help promote local fleet growth. Jeff Johnstone offered assistance in producing class promotional posters. John Peck will write an article on measurement successes, showing the positive side of the minimum hull weight rule implementation, for the Spring '90 J/24 Magazine. John Peck suggested that the measurement video project be abandoned in favor of a 15 minute class promotional video, aimed at promoting new class membership, helping to obtain regatta sponsorship, etc. Work will continue on a measurement manual for National Measurers. Rick Peper led a discussion on the future of the class, which seems to be headed in a positive direction.

- 9.0 1990 Annual Meeting - David Jackson's offer to host the 1990 USJCA Annual Meeting in Annapolis on the weekend of October 6-7, coinciding with the Annapolis Boat Show (one admit per governor), was accepted.

10. The meeting adjourned at 1:25 p.m.

Respectfully submitted,
Linda Tillman
Secretary to the Meeting

1989 IJCA Annual Meeting Royal Thames Yacht Club London, England October 29, 1989

1. The 1989 Annual Meeting of the IJCA World Council was called to order by the Chairman, Hank Killion, at 9:30 a.m. on Sunday, October 29, 1989, at the Royal Thames Yacht Club, London, England. National Associations and their number of votes were represented by the following: Canada, Geoff Evelyn (1); Germany, Christoff Becker (1); Greece, Apostolos Georgopoulos (1); Holland, Donald Schotel (1); Ireland, Denis Woods (1); Italy, Pinetti Masini (1); Monaco, Jean Francois Bourelly (1); Sweden, Erich Hagen (1); U.K., Chris Torrens (1); U.S., John Peck (4); Copyright Holder, Jeff Johnstone (1); Designer, Rodney Johnstone (1); a total of 15 votes. Also present were: Dick Tillman, Executive Director; Linda Tillman, Executive Assistant; John Adams, Councilor of Honor; Bengt Julin, Councilor of Honor; Dennis Ellis, IJCA Technical Committee; Michael Boyd, 1990 World Championship Chairman, Ireland; Paolo Boido, Francesco Coppola and Pario Greco, J-Boats Italy; Carla Peck, U.S.; Jeremy Rodgers, U.K. builder; Ward Wood, Spain.
2. The minutes of the 1988 IJCA Annual Meeting were approved.
3. Reports

A. NJCA's

UK - With 250-300 active boats, the UK Association looks for another successful season in 1990.

Ireland - There are 28 boats sailing in two main fleets (Dublin Bay and Lough Erne), with four additional boats in scattered locations. With 1990 Worlds scheduled in Ireland, standards of boats and racing have improved. Annual Match Racing Championship was won by Eric Arndt; Nicholas Whipp won National Championship; Marshal King is Irish Worlds qualifier.

U.S. - 1900 plus members. Miami Midwinters have been moved to New Orleans for 1990. 1990 North Americans will be held in Milwaukee. Due to weight rule implementation, value of used boats has increased; 90 new boats sold in U.S. in 1989. Have standardized the Standard Sailing Instructions and Regatta Guidelines. Emphasis this year has been on measurement, with seminars held at the 1989 Midwinters and North Americans.

Germany - Interest is up, with 33 boats active. Kiel Week '89

drew 35 J/24s; the 1990 European Championship will be in Kiel following 1990 Kiel Week. Racing activities are planned with Netherlands.

Holland - Expect 5-6 new boats this year, and many events. Had a Class Sponsor last year and invited many foreigners. Also hosted match racing event.

Canada - 1989 Worlds held in Kingston in July; 1991 North Americans will be held in Toronto. J/24 is expensive in Canada. Used boat market is good. Membership is at 168.

Italy - 1989 European Championship was held in Sardinia, with 57 boats participating. 1990 Italian Championship will be a closed event to qualify a Worlds entry. Currently 262 members, with 44 new boats in 1989. All boats are measured to new weight. Yacht Club Italiano plans to hold, with IYRU, a Women's World Match Racing Championship in J/24s, in Portofino.

Sweden - 35 active members, 70 boats in country. Activities on the increase; hope to host '92 Europeans, and a future Worlds.

Greece - J-World school provides three practice boats. Association is working on 1991 Worlds. Boats are changing hands and growth is expected.

Monaco - 10 boats; Golf Yachting Event is big. Sailing a selection process to send boat to Europeans in Kiel.

Grand Canary & Majorca - Hoping to build a fleet.

- B. Executive Director Dick Tillman reiterated report found in Fall '89 magazine. The new red 1990 stickers are available. IJCA dues should be paid by March 1. Attendees were reminded to order Fall 89 magazines at this meeting.
- C. Copyright Holder Jeff Johnstone reported that J-Boats produced a worldwide total of 150 boats this year, with most in the U.S. and Italy. He visited builders in Italy, U.K., Brazil and Australia this year. The Argentine builder is connected with the Class Association, and growth is anticipated there. The main concern of the builder is price. J-Boats is in support of class rules that protect overall cost to owner.
- D. Technical Committee Chairman Rod Johnstone reported on winter meeting held in Connecticut. The committee began two years ago to plug loopholes, continued last year and all of last year's rules submissions were approved. This year's rules submissions were sent to the IYRU on schedule. Rod thanked Technical Committee members John Peck and Dennis Ellis for their assistance in measuring at the '89 World Championship in Kingston. Rod asked for NJCA input on rules proposals prior to the Technical Committee's February 1990 meeting. Bengt Julin thanked the committee for their on-time rules submission



From left, Carla Peck, John Peck, Rod Johnstone, Michael Boyd and Denis Woods at 1989 World Council meeting in London.

to the IYRU. The following rules proposals were discussed and voted upon, subsequent to final presentation for approval at the IYRU Keelboat Committee.

1. Rule 3.1.2 – Renumber and replace with new rule requiring prior written approval of a J/24 measurer and G.R.P. specialist for major repairs of gelcoat surfaces. Passed.
 2. Rule 3.2.1 – Add two sentences allowing filling of hollows and indentations on the hull exterior in order to achieve a fair surface, and prohibiting removal of gelcoat except for light hand sanding in preparation for application of overcoat material. Passed.
 3. Rule 3.2.2 – Delete bold heading, Stem Flotation Marks, and typeset "stem flotation mark" in bold within the sentence. Passed.
 4. Rule 3.2.4 – Add "plastic" before container and change "may" to "shall" in second sentence. Passed.
 5. Rule 3.2.5 – Delete penultimate sentence. Passed.
 6. Rule 3.2.8 (d) – Under Prohibitions, add new rule: "Anything that is considered to unnecessarily increase the "Basic Yacht Weighed Dry," Rule 3.7.1 (4)." Passed.
 7. Rule 3.4.3 – Allows weighing of rudder with tiller attached, and stipulates it shall not be less than 14.5 kg. Passed.
 8. Rule 3.4.4 – Delete bold heading, Rudder Flotation Marks, and typeset "rudder flotation mark" in bold within the sentence; delete the last sentence (to become new Rule 3.4.7). Passed.
 9. Rule 3.4.7 – Delete existing rule and substitute last sentence of old Rule 3.4.4. Passed.
 10. Rule 3.5.2 (f) – Delete second sentence and substitute wording to use new measurement band to measure maximum height of spinnaker boom attachment fittings. Passed.
 11. Rule 3.6.5 – Changes wording to tidy and clarify rule on sail reinforcement patches. Passed.
 12. Rule 3.6.10 (g) – Delete present rule on batten length and replace with new maximum lengths to comply with ORC regulations. Passed.
 13. Rule 3.6.15 – Delete existing rule and substitute, "Measured sails shall be initialed and dated by the measurer near the tack." Passed. Discussion brought out the need for a class stamp. The Technical Committee will develop procedure at their February 1990 meeting.
 14. Rule 3.7.1 (3) – Change rule number reference and insert "installed" before "outboard motor bracket". Passed.
 15. Rule 3.7.3 – Withdrawn.
 16. Rule 3.8.4 – Delete and move to Rule 6.1.6, to make berth cushions optional equipment. Not passed; rule proposal withdrawn.
 17. Rule 3.8.5 through 3.8.10 – Renumbering; withdrawn since Rule 3.8.4 modification was not passed.
 18. Rule 4.1.1 – Changes specifications of 12 volt battery. Passed.
 19. Rule 4.1.3 – Add words "At least" at beginning of rule, to allow for more than one compass to be fixed. Passed.
 20. Rule 6.1.6 – Delete and replace with new spreader bracket rule, to permit additional strengthening material or devices on spreaders and/or spreader brackets to prevent movement while racing. Passed.
 21. Rule 6.1.14 – Add "or block" after "fairlead". Passed.
 22. Rule 6.1.24 – Do not add new rule here; move to Rule 6.1.6. Passed.
 23. Rule 7.1.16 – Delete, as it is embodied in Rule 4.1.1. Passed.
 24. Rule 7.1.17 and 7.1.18 – Renumber after above deletion. Passed.
 25. Rule 9 – New heading – Rules Governing Continental and World Championships. Passed.
 26. Rule 9.1 – Defines makeup of International Jury. Passed.
 27. Rule 9.1.1 – Stipulates that the chairman and two of the jurors shall be approved by the IJCA Executive Committee. After discussion, the wording was changed to say that "Three of the jurors shall be approved by the IJCA Executive Committee." Passed.
 28. Rule 9.2 – Gives measurers authority for disposition of Class Rule protests relating to measurement. Passed.
 29. Rule 9.3 – Prizes will be awarded to the skippers and crews of the top 15% of yachts entered. Withdrawn and moved to Regatta Guidelines.
 30. Keel Plan C – Amendment to change maximum keel depth from 972mm to 965mm, to conform to keel specifications. Passed.
 31. Keel Plan C – Add a Section A drawing to provide a guideline for repair of the tip of the keel. Passed.
 32. Refinements to yacht measurement form. Passed.
 33. Rule 2.6.1 – All racing shall be Category A at World and Continental Championships per IYRR Appendix 14. Passed.
4. World Championship Venues
 - A. 1989 – Kingston – Geoff Evelyn gave a brief report on the 1989 Worlds held in Kingston, Ontario. Boats were measured and weighed indoors, and were equal off the line. Competition was close and social events were excellent.
 - B. 1990 – Dublin, Ireland – Michael Boyd asked that qualifiers' names with accommodation and charter requirements be supplied as soon as possible. UKJCA will help meet charter boat requirements, and for every three boats provided, the UK will receive an extra entry. European countries will get double the allotted number of entries, but must provide own boats. Dennis Ellis will be the measurer. Organization of the event is well underway. Transportation arrangements are being made to make it easy for boats to arrive by ferry or by sea.
 - C. 1991 – Greece – Apostolo Georgopoulos thanked the council for accepting the Greek bid last year. The dates are established for June 13-21. Free mooring will be available at all Greek sailing clubs and sponsorship will help lower accommodation rates. Weather should be excellent, with 15 knots of sailing breeze, and conditions uncrowded. He proposed that Turkey, Cypress and Israel have the opportunity to participate in the 1991 Worlds with one boat, to help develop the class in Greece. Hank Killion reiterated the IJCA policy that an owner residing in a country without an NJCA has typically been allowed to race in a Worlds; he will consider the request. John Adams suggested they be invited to sail in a Greek Championship. Jeff Johnstone supported non-NJCA countries sending participants to regional and local J/24 events, for class promotion. The consensus was that a Worlds participant should be a boat owner, and a resident of the country they represent. Donald Schotel suggested that the June 13-21 date may conflict with Kiel Week, but it was decided that Kiel may draw more competitors following the Worlds. The distance race is no longer included in the Worlds racing format.
 - D. 1992 – U.S. – Hank Killion announced the selection of Annapolis, Maryland as the site of the 1992 Worlds. Dick Tillman described the area as having good weather in the Fall, with racing to be on an enclosed and protected area with little current and the course close to the launch area. Washington D.C. and other historic sites nearby will be an added attraction. The council accepted the site by unanimous consent. Ron Ward, USYRU Judge's Chairman, will be a judge at the Greek Worlds and will serve as chief judge at the 1992 Worlds.
 - E. 1993 – Europe – Chris Torrens presented the UK bid to host the 1993 Worlds at Abersoch, North Wales, in mid July of 1993. The host club will be S. Caernarvonshire Yacht Club, who also will host the 1990 UK Championship. Conditions are moderate at 12-15 knots, and accommodations plentiful and reasonable. The UK bid was accepted unanimously by vote.
 - F. 1994 – Other – This venue will be selected at the 1990 World Council meeting. For the record, brief submissions have been received by Australia and Japan. More complete bids are requested for consideration at the 1990 meeting.
 - G. 1995 – North America
 - H. 1996 – Europe
 5. European Championship Venues
 - A. 1990 – Kiel, Germany – Christoff Becker reported plans on the event to be held June 22-30, 1990, following Kiel Week. The date may be adjusted to end one day earlier to accommodate the beginning date of the UK Championship. Information will be sent out as soon as possible.
 - B. 1991 – Cowes, Isle of Wight – The Advance Notice will be in the Fall 1990 J/24 Magazine.

- C. 1992 - Erich Hagen of Sweden presented a bid to host the 1992 European Championship in Marstrand. He felt a large event in Sweden would help activate sailors into the J/24 in Sweden; the last big event was the Worlds in 1983. Though the Olympics will be in Spain in 1992, it is not possible to host the 1992 Europeans in Spain. The representatives of the European countries present voted to accept the bid by Sweden to host the 1992 European Championship. Erich will work closely with Chris Torrens on the 1991 event, to become familiar with the event and provide continuity.
- D. 1993 - Jean Francois Bourelly of Monaco made an informal bid to host the 1993 Europeans in Monaco, at the end of September, 1993. Monaco is easily accessible and promises good weather. Mr. Masini endorsed the bid. Chris Torrens asked that the decision be deferred to the 1990 IJCA meeting, tentatively accepting the bid from Monaco pending acceptance of a more complete proposal to be presented at the 1990 meeting.
6. Financial Report - Hank Killion pronounced the IJCA to be in "sound financial condition," and commended the NJCA's for keeping their accounts paid up and dues paid. He asked for ideas to better the Class. Bengt Julin congratulated Hank on keeping costs below budget in 1989; Hank passed the compliment to Dick Tillman. John Peck has been hired as the Class Accountant.
7. Old Business
 - A. Kinetics and crew below deck - Dick Tillman explained comments received at the class office in favor of not allowing crew below deck while racing. Discussion included remarks that under certain conditions the crew might be more comfortable below deck; kinetics can be observed even if done below deck; not necessary to restrict; sending crew below is not in the spirit of participation; with 400kg max. crew weight, it is often necessary to send one or two below to have room for crew work. It was determined that a rule governing crew below deck is not necessary.
 - B. Since the 1990 Worlds will be held under the authority of the Irish Yachting Association, Hank Killion requested that the Irish NJCA send a set of the Irish Yachting Association prescriptions to all NJCA's.
 - C. Hank announced Bengt Julin's retirement as an IYRU Judge, and thanked him for his contributions to yachting and the J/24 Class through the years.
8. New Business
 - A. A discussion on possible new rules proposals was held to provide a forum for ideas so that NJCA's could get input from their associations and submit rule change proposals for 1991 to the class office by Feb. 1, 1990, for consideration by the Technical Committee according to the schedule established at the 1988 IJCA Meeting.
 1. Lifeline Height - It was suggested that the height of the upper lifeline be lowered from 24 inches to 20 inches (500mm) to conform to ORC guidelines for a single lifeline, for comfort since hiking outside the upper lifelines is not allowed, and to make it easier to tack the genoa. The importance of maintaining a one-design boat was pointed out, as well as that the 24 inch height is safer for the foredeck crew; also it would be a cost to the owner to change it, and the design and proportions are pleasing now. The sentiment by straw vote was 50-50, and NJCA delegates were asked to take the idea back to their fleets for input.
 2. Crew Weight - Possible changes to maximum crew weight were discussed. At 400 kg, many went to six and seven member crews. Several expressed agreement that four member crew is best, less expensive for regattas, difficult to get fifth crew. Others felt five crew is preferred—five people having fun, more input, more hands. Also, not advisable to keep changing the rules. Rod Johnstone allowed that 750-800 lbs. is ideal, with crew of 4-5 people. The Technical Committee asked for feedback and recommendations.
 - B. IYRU International Match Race Series - The IYRU is looking for an international class boat to be used in an IYRU Match Race Series to be held over a two year period, with continental eliminations in six areas in one year, and the finals in the next year. J-Boats is willing to provide 12 boats for the finals and will assist in locating 12 alike J/24s for the qualifying events. Those present were in support of the use of the J/24 for such an event.



From left, Christoff Becker, John Adams and Dennis Ellis.

- C. Chris Torrens commented that the top end of the J/24 Class is charging on, while at the fleet and club level the class is not doing well. We attract the top sailors but not everyone has the time and money to compete with top sailors, cope with rule changes, crew weight limits, etc. Rod Johnstone added that 95% of our class members sail at local level only; rules should be for them, not for the vocal minority.
- D. John Adams announced that the IYRU Classes Committee would be determining eligibility codes by the end of the week, i.e., non-professionals, professionals and others.
- E. It has been proposed that each J/24 be required to have an IYRU plaque or sticker, and the IYRU would receive 1/2% of the cost of the boat in lieu of the royalty now paid by the copyright holder. Since the class does not now receive any benefit from the IYRU for the royalties paid, it was felt that there would be some advantages under the new plan, including inspection of builders. The idea is still under discussion and final agreement will be studied by the IJCA Executive Committee before acceptance.
- F. Revised Regatta Guidelines and Standard Sailing Instructions have been drawn up to lend continuity and assist regatta organizers. Copies will be sent to NJCA's and will be discussed at the 1990 meeting.
- G. Pinetti Masini explained the proposed IYRU Women's Championship to be sailed in J/24s in Portofino, Italy, in alternate years to the present International Women's Keelboat Championship sailed in J/24s in Newport, RI. Hank Killion reported that the USYRU Women's Committee is in favor of the new event. Details will follow when available.
9. Elections - The following were elected:
 - A. Chairman - Hank Killion, for 1990 and 1991.
 - B. Technical Committee - Rod Johnstone, John Peck and Dennis Ellis for 1990.
 - C. Three Council Members for 1990:
 - Geoff Evelyn - Canada
 - Denis Woods - Ireland
 - Glenn Gustafson - U.S.
 - D. Executive Director - Dick Tillman (appointed) for 1990.
10. Scheduling of 1990 IJCA World Council Meeting - Sunday prior to the 1990 IYRU Meetings in London.
11. Adjournment at 4:40 p.m.

Respectfully submitted,
Linda Tillman
Secretary to the Meeting

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U.S. FLEET CHARTER APPLICATION FORM*(Minimum of 3 boats with current membership required)*

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

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

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

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

FLEET CAPTAIN SIGNATURE _____ PRINTED NAME _____ DATE _____

DISTRICT GOVERNOR SIGNATURE _____ PRINTED NAME _____ DATE _____

J/24 REGATTA REGISTRATION FORM*(This form is provided for your convenience to enter any J/24 Regatta.)*I wish to enter the event named below. I agree to follow all J/24 Class Rules, and understand that I must register upon arrival for a confirmed entry in said regatta.
(Type or print:)

Regatta _____ Date of event _____

Boat Owner _____ Co-owner _____

Helmsman _____

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

Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

☐ I am a current J/24 Class Association member.☐ I am not now a Class member but will join at time of registration.

Enclosed is my regatta entry fee of \$ _____.

Helmsman's Signature _____ Date _____



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.

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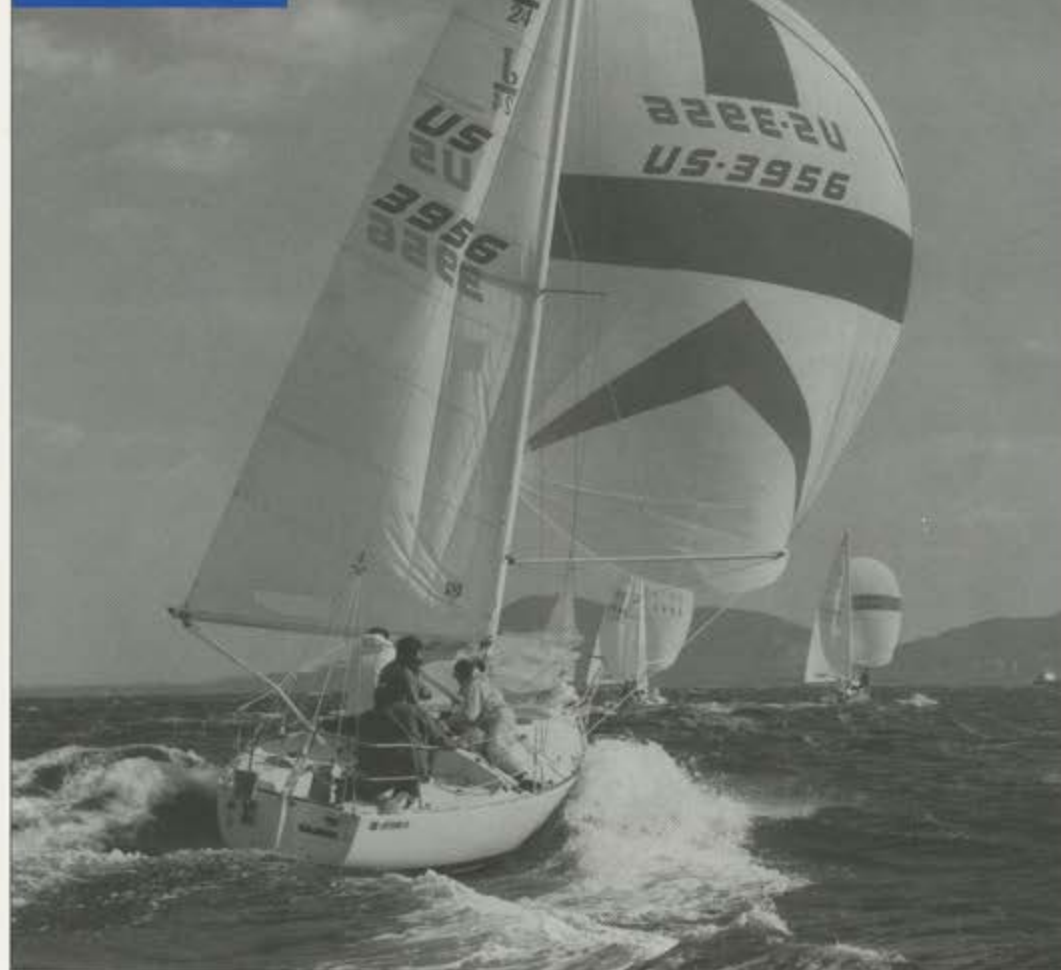
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PRINTED NAME OF CLASS MEMBER _____

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



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UK Sailmakers is continuing to advance our highly successful J/24 program. During the cold Northern Hemisphere winter, Ian Bashford and Bruce Anson who teamed up to win the 1989 North Americans have been developing faster sails yet in Australia (where it's summer). Down under UK sails have dominated all others by winning the top five places

at most regattas.

In the U.S., UK gets input from some of the top sailors in the J/24 class to continually improve and update our sails. We know that the improvement process never stops. If your sailmaker was snowbound, call UK to find out what we learned during the summer down under.

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Rolex Watch USA is proud to be associated with the achievement and good will shown by all the sailors participating in the 1989 Rolex International Women's Keelboat Championship.



DANIEL FORSTER PHOTO



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Top: The crew of *Sugar Plum* (22) set up for the weather mark. Lower right: Jody Swanson and her winning crew. Lower Left: Rolex Yachtswomen of the Year with Roland Puton, President and CEO of Rolex Watch USA. Left to right: Betsy Alison, Lynne Jewell Shore, Allison Jolly, Roland Puton, Bonnie Shore, Heidi Backus, J.J. Isler.

Forty-six teams of 263 sailors traveled from 12 countries and from all over the U.S. to race in the third biennial running of this prestigious event, hosted by the Ida Lewis Yacht Club in Newport, R.I. Competing against a top-notch field of international champions, including six former Rolex Yachtswomen of the Year, Buffalo, N.Y., sailor Jody Swanson sailed an excellent series to take first.

Carla Bennett • Annie Taylor • Adele Jardine • Catherine McDonald • Roslyn Clark • Elaine Lester • Cressida Robson • Clare Foley • Felicity Hogan • Aisling Byrne • Pauline McKelnie • Judy Peace • Elma Carey • Martha Altreuter • Nancy Hood • Molly Starkweather • Nancy Johnson • Kathy Brinsfield • Mary Siravo • Kim Ferguson • Karen Fletcher • Cecilia Cooper • Suzanne Aubois • Eileen McFadden • Mary Clare Cooper • Susan Tuff • Francine Alheid • Wendy Davis • Jane Daniels • Cyndi Steiner • Linda Dezan • Nancy Phillips • Denise Green • Lois Dioro • Marilyn Mather • Linda Morgan • Allison Coleman • Barbara Beigel-Vosbury • Sandy Grosvenor • Joanne Schram • Rene Valliant • Debbie Holt • Eva Lomax • Tricia Yeoman • Margaret Bonds Podlich • Anne Baetjer • Rachel Moore • Jill Sander • Diane Burton • Nancy Haberland • Debbie French • Meredith Adams • Ellie Field • Pat Raymond • Lee Parks • Denise Robinson • Alyce Robinson • Eva Egnell Whitmore • Anne S. Klingspor • Heather Miles • Jessica Johnstone • Anne Eager • Yvonne Shannon • Donna Schlegel • Anne Kenworthy • Sandra Kerr • Kelly Mooney • Stephanie Schmidt • Elizabeth E. Shumway • Christine Evans • Meg Lucas • Dodi Lucarelli • Disa Nourjian • Heather M. Gregg • Liz Morrow • Jennifer Adams • Andrea Kostenecki • Ronnie Seebok • Jane Kirk • April Richards • Lisa Hicks • Sandy Parks • Maryanne Osborn • Yumiko Takano • Noriko Sanui • Kaoru Tomiya • Ako Shiraogawa • Hiroko Imoto • Chinatsu Tokumaru • Allison Jolly • Lynne Jewell Shore • Susan Reichman • Lydia Langston • Pat Clark • Pam Kelley • Becky Wilson • Lise J. Miner • Betsy McClintock • Lynn Spangler • Pam Kirk • Heidi Backus • Amy Backus • Gretchen B. Loper • Susan Backus • Kim Diabrow • Lee Corbin • Mary Ann Crandall • Susie Evans • Noreen Clarke • Mary Ann Glynn • Justine Tomcheck • Lee Lee Lloyd • Betsy Alison • Bonnie Shore • Trish Walcott • Karen Neri • Wendy Lotz • Ann Brush • Heidi Ziegler • Courtenay Becker • Sue Bowly • Heather Gillmartin • Betsy Madden • Kitty Wilkinson • Nan Hall • Carol Vernon • Ellie Wicks • Betsy Tiemann • Terry Mason • Juliet Gauntlett • Titch Blachford • Ros Bond • Sara Baerselman • Gill Ellis • Sara Jane Bartlett • Caroline Aisher •