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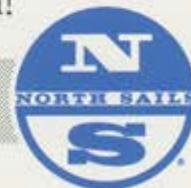


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Top:
1990 World Champion Jim Brady on
Dublin Bay.

Photo by Rick Tomlinson

Bottom:
John Loomis and Jim Gluek's Lead Sled
ahead of a crowded mark rounding at 1990
North American Championship in Milwaukee.

Photo by Kissinger Photography

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Photo by Linda Timman

IJCA Chairman Hank Killion represented Class at 1990 Worlds in Ireland.

Qualifying Guidelines

First, I wish to congratulate the Irish NJCA on their success in hosting an outstanding World Championship at the Royal Irish Yacht Club in Dun Laoghaire this past July, under the leadership of Michael Boyd. The event was top notch in every way; even the weather was great. After returning from Ireland in July, several individuals approached me with, "How can I go about entering the World Championship?" I would like to explain the current procedures, using the IJCA guidelines developed to assist Worlds Organizing Committees.

Inquiries for entry in J/24 World Championships have necessitated forming a set of guidelines or policies to give Worlds Organizing Committees a basis for determining who qualifies as an entrant in the championship.

First, what is the basic philosophy of a world championship? The World Championship is an event sponsored by the International J/24 Class Association by its members, for its members, to:

- a) Promote and develop growth of the J/24 Class
- b) Determine a World Champion

The J/24 Class Regatta Guidelines designate the number of entries allotted each NJCA, based on the number of paid IJCA members in the year prior to the event. Additional entries for countries in close proximity and for the host country are agreed upon yearly at the IJCA World Council meeting, or with majority approval by the IJCA Executive Committee. The country allocations are determined as follows:

No. of IJCA members	No. of entries
1-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
Each add'l 500 members	+1

Other automatic qualifiers include the defending champion, South American Champion, North American Champion, European Champion, three most recent past World Champions, IJCA Chairman, IJCA Executive Director, and Founders.

It is recognized that in order to promote sailing of J/24s in nations that currently do not have a national class association, exceptions may be granted by the IJCA Executive Committee, provided the prospective entrant meets the following qualifications. The entrant shall:

- a) Own a J/24
- b) Actively sail in the country he wishes to represent
- c) Be a citizen of the country he wishes to represent
- d) Be a current member of the International J/24 Class Association
- e) Actively support the formation of a new J/24 Class Association

Additionally, an entrant may be accepted if he:

- a) Owns a J/24
- b) Actively races a J/24 in the country where he resides
- c) Is a citizen of the country he wishes to represent
- d) Pays dues to the NJCA of the country he wishes to represent
- e) Has the permission of the president of the NJCA he wishes to represent

An example of the above is the case where an Australian citizen, living and racing a J/24 in Canada, paid dues to both the Australian and Canadian Class Associations and was given permission by the Australian NJCA to represent Australia in the 1986 World Championship.

Any individual may ask for exceptions to the above policy by sending a request in writing to the IJCA Chairman, who will then consult the IJCA Executive Committee. The decision on a special request will be sent, in writing, to the applicant and the current Worlds Organizing Committee.

Hopefully, this has clarified the current policy for Worlds entry. The J/24 World Championship is historically an outstanding event. I would encourage all of you to follow your NJCA's qualifying procedures to secure an entry in a future Worlds. The World Championship will be in Athens, Greece, in 1991, and in Annapolis, Maryland, in 1992. Go for it!

Good sailing,

Hank Killion
IJCA Chairman



Photo by Dick Tillman

Glenn Gustafson helping out at the 1990 North American Championship in Milwaukee.

Class Healthy and Stable

by Glenn Gustafson, USJCA President

Looking back on our U.S. Class activities for the past year, I am again pleased to report that your Class continues to be healthy and stable, with membership levels slightly above last year at this time. Although we have seen a slight decline in the number of boats attending the major events such as the Midwinters and North Americans over the last few years, this appears to be primarily due to the growth of many regional regattas, such as the East Coast Championship, the Volvo, and the various NOOD regattas which have developed over the last several years.

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Individual fleet memberships have both grown and declined in various areas. This reflects past historical trends, where a fleet will mature as older members move on to other boats, raise families, or just take a year or two off from racing. Shortly after, the fleets resurge in growth as new blood enters and stirs up the interest and competition.

David Jackson, Governor of District 6, has put together an exciting J/24 wall calendar. I hope you will all take advantage of David's excellent work and order several for your crew.

As expected, the Class rule change proposal to lower total crew weight has been very controversial. Responses to the U.S. Class opinion poll seem to indicate that by a margin of 55% to 45%, Class members prefer to leave the weight rule at 400kg. The results of the opinion poll are detailed on page 13 of this magazine.

The IJCA Executive Committee adjusted the proposed lower crew weight in July 1990, from 320 kg to 375kg, based upon your input from the opinion poll and based upon the input of other countries. This would certainly seem to be a more acceptable number than the 320kg number proposed earlier.

The crew weight reduction rule proposal will be voted upon at the U.S. Governors meeting in October, and again at the World Council meeting in London in early November. At this writing in mid-September, it's too early to predict the outcome. Whatever the final decision, I want to thank all Class members for taking the time to respond to the poll and thank all who wrote independently on this subject. Be assured that your input will be thoroughly considered before any decision is reached.

The benefits of having a measured boat were evident at this year's North Americans in Milwaukee. More than 50% of the attending yachts were able to avoid lengthy yacht measurement delays because they had a measurement certificate and were able to just show up and go racing. As of this writing, over 400 certificates have now been issued. If your boat has not yet been measured, encourage your Fleet Captain to set up a measurement party in your area.

Our thanks go out to Milwaukee Yacht Club and Fleet 37 for an excellent job in hosting the 1990 North Americans. The quality of racing and race management was outstanding, not to mention the social events. Where else but in Milwaukee would a competitor find the beer keg turned on at 9 a.m. the first day of measurement and never turned off for the entire regatta!

Looking forward, the Midwinters returns to Coral Reef Yacht Club in Miami, in January 1991. I hope to see many of you at this event.

Good sailing,

Glenn D. Gustafson
USJCA President



J/24 Class Executive Director Dick Tillman prepares for haulout after World Championship.

Class Growth

In 1990, of the 19 National J/24 Class Associations, all but one experienced growth. With the U.S. Class maintaining approximately 1900 members as last year, all other associations grew by 9.3% for a total growth of the International Class of 3.6% over 1989. The big gainers were Sweden (up 67%), Italy (up 24%), Holland and Monaco (up 20%), Germany (up 16%), and Canada (up 13%).

What has caused this growth? More than likely, it is the result of the enthusiasm and hard work of the organizers and fleet members, plus the recognition of the J/24 as the boat that meets the needs of many of the sailors in those countries. For the record, NJCA membership figures for 1990 are shown below:

United States	1900	Peru	30
United Kingdom	251	France	30
Italy	225	Ireland	30
Australia	160	Mexico	27
Japan	155	Argentina	26
Canada	153	Puerto Rico	15
Sweden	70	Bermuda	14
Holland	55	Greece	13
Germany	36	Monaco	10
Switzerland	32		

Class Activity

1990 was characterized by several exceptional events. The Midwinter Championship was held in New Orleans and won by Paul Foerster. Though there was a relatively low turnout of 63 boats, it will long be remembered as one of the most hospitable and fun Midwinters. Guy Brierre and Southern Yacht Club definitely know how to put on a regatta! A regional regatta, the Volvo at Newport, drew the largest number of competitors, 90 on one line! The major overseas events, Kiel Week, the European Championship at Kiel, and the Worlds in Ireland, were all won by American sailor Jim Brady. The North Americans, held in Milwaukee, drew 57 entries who sailed eight races, and was won by Geoff Moore. The J/24 Masters event is scheduled in San Francisco in October. And on the international scene, the J/24 has been selected by most national authorities as the boat to race in the elimination series of the newly created IYRU Nations Cup for match racing.

New U.S. Fleets

Two new U.S. Fleets have been chartered in the past six months. Welcome and good sailing to Ventura County Fleet 145 (Dave Zumbrun, fleet captain) in District 21; and Port of Oswego Fleet 146 (James Holland, fleet captain) in District 7. Our fleet captains are the backbone of the organization and are responsible for the strength and vitality of the 106 active fleets that make up the U.S. Class. They plan social activities, schedule and organize regattas, promote class membership and adherence to class rules, and represent their fleet in matters pertaining to the rules and the direction of the class. Our thanks to the dedicated fleet captains and all those active class members in the fleets who support and help them in carrying out their important duties.

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1991 USJCA Worlds Qualifying Events

The 1991 World Championship XII will be held June 13-21, 1991, in Athens, Greece. The USJCA is allotted nine entries including the USJCA President. 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	Feb. 16-17, '91	Long Beach, CA

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

1991 U.S. Class Dues

The U.S. Class officers are working hard to maintain class dues at \$30 and yet continue to offer the services required to maintain a strong class association. It is up to every one of us to support the class by requiring current membership and rules compliance regarding sail royalties, even at, and especially at, the local fleet level. Occasionally, but not often, race results are sent to the class office that list a competitor who is not a current class member. It is not fair and is contrary to our class rules to allow this to happen. At the same time, many have worked extra hard at collecting dues from all fleet members and regatta entrants, and your conscientious efforts are appreciated!

1991 dues of \$30 are valid for the calendar year and are payable now. **Renew your membership promptly, using the renewal form on the reverse of the mailing card and the pre-addressed envelope provided.** Note that boat owners, co-owners, and helmsmen must be class members to race in one-design, PHRF, and fleet races. **Send your check, payable to the J/24 Class Association, to P.O. Box 372578, Satellite Beach, FL 32937-0578, noting any change in name, address or fleet data.** Each member will receive a 1991 membership card, the new yellow 1991 transom sticker and window decal, the 1991 Rules Booklet (available after March 1) and the 1991 Spring and Fall issues of J/24 Magazine. Note that the membership fee of \$30 includes your subscription to the magazine. If you are ordering back issues, a crew magazine subscription and/or the 1991 J/24 Calendar(s), you may write one check for the combined total. Please carry your membership card with you when travelling to regattas to facilitate registration.

1990 IJCA Annual Meeting

The annual IJCA World Council Meeting is scheduled at 0930 hours on November 3, 1990, at the Royal Thames Yacht Club in London, preceding the IYRU Annual General Meeting. It is hoped that each NJCA will be represented to discuss rules pro-

posals, Continental and World Championship venues, budget considerations, standardized regatta guidelines, constitutional amendments and participate in the election of officers. The minutes of the meeting will be published in the Spring 1991 magazine.

1991 J/24 Sailing Calendar

Many thanks to District 6 Governor David Jackson who has completed his project of compiling a four color, 1991 J/24 Calendar that features carefully selected J/24 photos and relevant J/24 regatta dates for each month of the year. It is available through the J/24 Class Office, and the cost (postage paid to U.S., Canada, and Mexico) is \$12 each, or \$10 each for three or more. For overseas orders, add \$3 for each calendar. These will make perfect Christmas gifts for everyone you know! (Order anytime, but to ensure delivery in time for Christmas, order not later than December 15.) Use the handy order form on your dues renewal form (on back of address card that came with this issue) or the form in the calendar ad, page 14. This promises to be a great fund-raiser for the class, and a valuable promotional vehicle as well. Be sure to get one for your office, kitchen, bathroom, garage. . . it will look terrific anywhere!

1991 IJCA Dues

The IJCA Executive Committee approved an increase in 1991 IJCA dues from \$5 per boat to \$6 per boat registered in a National J/24 Class Association. 1991 Rules Booklets will be distributed according to the number of IJCA dues paid by each NJCA. 1991 IJCA dues are payable beginning January 1, 1991, and should be paid by March 1, 1991, per the IJCA Constitution, paragraph 6.2. IJCA dues must be paid in order for an NJCA to enter a competitor(s) in the 1991 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. There are presently nineteen active NJCA's around the world, with interest in Ecuador, India, Israel, Singapore, South Africa and Spain.

1991 Magazine Rates

The U.S. 1991 J/24 Magazine subscription rate, for crew and/or friends of current U.S. Class members, remains at \$14. Because U.S. magazine distribution is initially by bulk rate, it is imperative that members and subscribers advise the class office of any change in address, as the magazines are not forwardable. It is not economically feasible to replace magazines when we have not been advised of an address change.

Back issues are available at \$8 each, including postage, in the U.S., Canada, and Mexico. See ad on page 16 for special deal for quantities of three or more.

For a quantity shipment of magazines sent to one address overseas, the cost is US\$10 each, sent the fastest way. To expedite the shipment of the magazine to foreign destinations, NJCA's are asked to place their orders for the Spring issue by April 1, and for the Fall issue by October 1.

Individual magazines sent to an overseas address are US\$12 each, including back issues.

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Magazine Editor Linda Tillman on location in Dublin.

J/24 Magazine

This issue contains a wide variety of articles that cover racing techniques, cruising, major championship reports, U.S. and international fleet racing and activities, officer's reports, and readers' comments. The efforts of all who have contributed

articles, photos, and information are very much appreciated. Thanks to all of you!

Rick Tomlinson provided several excellent photos for this issue taken at the 1990 Worlds in Ireland. He noted that he has photos of most of the boats participating, and anyone interested in obtaining any of these may contact him at Radleigh House, Fistard Road, Port St. Mary, Isle of Man, British Isles; Fax 0624 835363.

And to those latent literary would-be's who have not yet been published herein, do give it a shot in the next issue. Please submit articles typed, if possible, with race results in the standard format (one point for first, please). Photos can be black and white or color prints, or color transparencies, and will be returned following publication if requested. In labeling photos, please be sure to use non-smearing ball point pen (never a felt tipped pen!) or write on a separate piece of paper. The deadline for copy for the Spring 1991 issue is February 15 or, with prior notice to the editor, not later than March 1. Suggestions for contents are welcome.

Office Hours

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

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1989 J-24 Long Island Sound Championships

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Ida Lewis Yacht Club in Newport will again host the Rolex International Women's Keelboat Championship in J/24s, in 1991.

Dates Set For 4th Rolex IWKC

The Rolex International Women's Keelboat Championship is scheduled for its fourth biennial running, September 6-13, 1991. The regatta, to be sailed in J/24s on Rhode Island Sound and Narragansett Bay, will be hosted as in previous years by Ida Lewis Yacht Club, Newport, RI. The Women's Organizing Committee of the USYRU coordinates the event. "We are very fortunate to have designed an event that has continued to spark the interest of competitive women sailors since its debut in 1985," stated WOC Chairwoman Ann Connor. "The event's successful formula - an international open championship offering the highest quality racing in keelboats - seems to have fulfilled a worldwide demand."

Said Roland Puton, Rolex President and CEO, "USYRU asked if we could help with the development of a women's keelboat event that went beyond traditional dinghy racing. We are very pleased to have helped initiate what has become one of sailing's finest racing traditions."

Teams from Canada, New Zealand, the Soviet Union, Japan, Holland, Germany, Italy, Sweden, France, England, Bermuda, Virgin Islands, and Australia have traditionally participated and are expected to enter the 1991 event. Anticipated entries from Eastern Europe will swell the ranks of foreign competitors. In 1989, 46 boats competed. Previous winners of this event are Betsy Gelinitis Alison, of Newport, RI (1985), J.J. Isler of San Diego, CA (1987), and Jody Swanson of Buffalo, NY (1989).

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

appear in the Spring 1991 issue of J/24 Magazine. Interested sailors should contact Event Chairman Mary Johnstone, 7 Thurston Ave., Newport, RI 02840; phone (401) 849-6229, fax (401) 846-4723.

Susan Miles

Whoops!

In two separate issues, a local Newport newspaper referred to the 1930's vintage, giant J Class yachts, as "J-24 boats" during an August weekend series in which Gary Jobson raced *Endeavour* against Ted Hood, on *Shamrock*. One headline read, "Endeavor rolls past Shamrock; Avenges two losses to tie J 24 series." A photo caption referring to the 'racing legends' stated, "Endeavor and Shamrock, huge J-24 boats built for America's Cup competition in the 1930s, get in some practice time under the Newport Bridge in preparation for a three race series which begins today and concludes Sunday."

I guess this confirms that the J/24, too, is a racing legend...



J Class yachts Endeavour and Shamrock (in background) grace Newport Harbor.

Photo by Lobbie Tillman

HAGAR



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Gossip Hurts

Gossip ('gās-ep) *n* 1. Trivial talk, often involving sensational rumors.

At a recent regatta, several protests were lodged that drew particular attention from the competitors because those involved were at the top of the leader board. The nature of the protests were of the noncontact variety. They were third party protests, measurement protests, requests for redress, etc. What followed reminded me of the grade B western lynch mob marching to the jail.

Without knowing the evidence presented to the jury, many of the noninvolved competitors made up their minds as to who was right and wrong. Rumors quickly spread describing one competitor as a troublemaker, another as a sea lawyer, and a third as an innocent victim. Crew members on all sides jumped in and gave their opinions as to whether these protests were justified or without merit. The good guys and the bad guys were determined and the mob surged on the jail. When the jury's deliberations were done, their decisions were delivered to watertight minds that had turned their backs on the due process of the racing rules.

Gossiping undermines the unique responsibility we have given our juries: namely to decide who is right, according to the rules, when different opinions are honestly held.

It is every competitor's right to protest. It is not everyone's right to publicly criticize or prejudge someone for exercising his rights when he honestly feels a rule has been infringed. Most people don't make a fuss when tacked on or when stuck behind a slower boat on a reach. They simply do their best to overcome the situation. Protests are as much a part of racing as getting tacked on. If a protest is filed, shouldn't the same unwritten rules of conduct apply?

I'm not suggesting that discussing an incident at the bar is out of order. Far from it. As long as it is a discussion and not a trial, it can be a very healthy thing.

If you have an opinion as to who is guilty, then you must have seen the incident, in which case you should be in the protest room as a witness. If you did not see the incident and are basing your comments only on what you have picked up from others, then you are not in a position to make fair judgments.

Discuss the merits of *both* sides, but don't further the gossip by telling someone that "so and so should be disqualified," or "he shouldn't have filed because it's a cheap protest."

At times in the past I have certainly been guilty of gossiping. After seeing the negative effects it can have on a regatta and a class as a whole, I am certainly going to do my best to avoid it in the future. Gossip destroys friendships, classes, and regattas. Our sport is unique in that we try to be self-policing. We should do our best to see that competitors aren't discouraged from this endeavor in the future.

John Alofsin



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Sweden Prepares For '92 Europeans

The 1992 European Championship will be held at Marstrand, Sweden. In order to prepare for the Europeans, a number of competitions will be held at Marstrand in the spring and summer of 1991.

This will be a good opportunity for all teams around Europe to test the weather and the competition in Sweden. Separate invitations will be sent to your national authority.

Welcome to Marstrand, Sweden.

Peter Eklund
PR, Swedish J/24 Association

Measurer Big Help

On September 15th, Suncoast Fleet 86 had James Klosowski, a class measurer, come over from Coconut Grove, Florida, to pre-measure our fleet for the upcoming Stonecrab Regatta, to be held here in St. Petersburg on November 9-10-11. I want to take this time to let you know what an excellent job Jim did for our fleet.

I have been trying to put the fleet back on its feet for the past two years and I think Jim's attitude, approach and explanations of the measuring rules will be a tremendous help towards our goals to revive the fleet. As you know we have been sending results, photos and articles for the magazine, all of which have brought favorable comments from fleet members. I also would like to thank everyone involved at your end for a job well done in promoting J-Class racing.

Thanks,

Mark Rosenke,
Fleet 86 Captain

The Hot Setup.



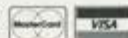
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USJCA Technical Committee Report

by John Peck, Chairman

The Membership Responds

The possible change to Class Rule 5.1 has created emotional debate worldwide. The proposed reduction of maximum crew weight to 320kg drew such immediate criticism that Rod Johnstone, Chairman of the IJCA Technical Committee, asked all NJCA's to poll their memberships to determine what was really wanted. In response, the U.S. Executive and Technical Committees sent out the 'yellow cards' — an opinion poll which has drawn an overwhelming response from 56% of the U.S. Class.

Even though the number of crew is not in debate, it is important to derive a consensus to help determine a maximum weight. A strict analysis of the available choices on the opinion card indicated that the majority (58%) prefer sailing with five instead of four, and overwhelmingly, the highest weight of 370kg was selected (two to one over any other option). This data was passed on to the IJCA Executive Committee, which met at the World Championship in Ireland and decided to change the original proposal from 320kg to 375kg. This is the number that



Photo by Dick Tilman

USJCA Technical Committee Chairman John Peck (standing at right) and Carla Peck (in companionway) leave dock for Race 1 at 1990 North American Championship.

will be voted on by your District Governor at the U.S. annual meeting in October, and by the NJCA's at the IJCA World Council meeting in November, before final rules submission to the IYRU.

Whether or not the IJCA votes to reduce the maximum weight to 375kg, there are two other changes in Rule 5.1 that will be submitted to the IYRU: (1) "street clothes" will be redefined as "swim wear" and (2) crew weight will only be checked "prior to the start of a regatta."

This bare bones analysis only begins to address the issue and is briefly summarized in the "Response by District." Notice the "Write in Comments" in the column at the far right of the chart. This data was taken either from boxes added by the respondents, or written on the comment side of the card. A summary of comments, arranged in order with the most frequent comment listed first, down to the least frequent, concludes the article. The original yellow cards have been returned to your District Governor so that he/she will have the best information available to represent you at the annual meeting.

In addition, we have received many letters which expand on the comments listed. Over 96% of these letters favor no rule change, strongly support the existing rule, and emphasize a need for stability in the rule change process.

If we, the sailors, were as uniform as the boats we sail, crew number and/or size would never be an issue. Since this isn't the case, the rule will never totally satisfy everyone.

As always, please direct your comments and/or suggestions to the USJCA Technical Committee at P.O. Box 12652, San Antonio, TX 78212-0652; Fax (512) 735-9844.

Thank you for your input.

John Peck, Chairman
USJCA Technical Committee

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Weight Issue Response By District

DISTRICT	POPULATION	RESPONDING		FAVOR A RULE CHANGE		(WRITE-IN COMMENTS)	
		NUMBER	%	YES	NO	NO RULE CHANGE	OVER 400kg OR NO RESTRICTION
1	93	47	51%	18	29	11	0
1	153	76	50%	36	40	13	3
3	183	91	50%	43	48	15	1
6	131	81	62%	40	41	9	2
7	136	75	55%	30	45	12	7
8	122	71	58%	32	39	19	3
10	115	64	56%	26	38	16	3
11	31	15	48%	7	8	1	1
12	83	47	57%	16	31	13	0
14	172	109	63%	37	72	38	3
15	150	82	56%	32	50	17	3
17	30	17	57%	10	7	3	0
18	40	19	48%	8	11	7	1
19	88	47	53%	25	22	8	0
20	89	60	67%	22	38	15	1
21	81	54	67%	22	32	14	0
22	14	6	43%	2	4	1	0
Total	1711	961	56%	406	555	212	28
% of respondents				42%	58%	22%	3%
% of paid U.S. members				24%	32%	12%	2%

Comments Received On Opinion Poll

(Ranked with most frequent comments listed first)

"If it isn't broken don't fix it."

"400kg crew with no maximum number gives greater flexibility in crew selection."

"Sailing with 5 allows a beginner or non-sailor as crew."

"Don't rock the boat now, everybody seems to be getting along with the current rule. If we change, we are going to lose quite a few members."

"Lowering the weight limit effectively eliminates women from the crew."

"Do not believe the Class World Council or anyone else should legislate crew weight."

"Don't force us to another class with a weight reduction."

"Let's have a one-design boat, not a one-design crew."

"Reducing crew weight will put additional emphasis on crew work, thus placing less experienced teams at even more of a disadvantage."

"I like to sail with friends and I don't pick my friends with a scale!"

"I'm not about to dump my (present) crew for a smaller one to meet some new rule."

"The fifth crew position is a good way to develop new crew who become potential class members and boat owners."

"Even at 400kg, large helmsmen are at a competitive disadvantage."

"Eliminate the 150% genoa or make 100% jibs mandatory over 14 knots and we won't need a maximum weight or number."

"My boat is optimized for 5 - lowering the crew weight will force me to spend more money."

"Why reduce the number of players in the game and increase the costs by forcing changes in sails and deck layout."

"Lowering below 400kg would eliminate 20% of the versatility in crew selection, making it harder."

"If you make the J/24 a 4-person boat, you are going to kill the class."

"As we one-design sailors grow older (and fatter) the J/24 has become the answer to fulfilling our one-design needs. There are plenty of boats for little people to sail; leave our boat alone!"

"Those who want smaller crews should buy a J/22."

"There should be four year periods between changes to the same rule."

"Lowering the weight will force people out of the class. The first people to go will be the larger crew, who will have a hard time finding a place on another boat."

"Small owners find big crews or big owners find small crews - which is harder?"

Consider changing for women's events only."

"Reduced crew weight will put less stress on equipment, sails, and crews."

"The fifth crew doesn't have enough to do and just gets in the way."

"The 4-person crew would reduce the number of phone calls and sandwiches I have to make each week."

And finally, Leighton J. Wilkie of Honolulu says, "I don't race, so my opinion is not relevant. I usually sail with a total crew of two; more seems crowded and the empties pile up too fast."

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Update on Measurement Certificates

by Glenn D. Gustafson, USJCA President

On March 1, 1989, the IJCA implemented the use of an all-up weight for racing to standardize J/24s to help assure that we were all racing against other J/24s which are as equal as possible. We also developed a yacht measurement process to ensure that older yachts would continue to be as competitive as newer yachts.

To identify those yachts which have completed the measurement process, a Measurement Certificate form was developed. Through use of this certificate, once a yacht is measured, it does not need to be remeasured unless it is altered or changed. You are free to attend a regatta knowing you won't have to go through the measurement hassles of past years.

Through the hard work of the U.S. Technical Committee, over 50 National Measurers have now been certified, and are now available all over the U.S. to measure your yacht. For a complete list of National Measurers, see page 84 of this magazine.

Measurement Certificates are being issued free of charge to all USJCA members. When completing the measurement process, a National Measurer may charge a nominal fee to cover the cost of shipping of scales and measurement tools, and his travel expenses, if required.

A computerized measurement database has been developed to produce Measurement Certificates and track yacht measurements. This database is currently being maintained by Glenn Gustafson, so all measurement data or inquiries should be sent to Glenn directly at 687 Green Bay Rd., Highland Park, IL 60035; H: (708) 432-1062; B: (708) 432-1804; Fax (708) 432-9469.

Although not part of the actual Measurement Certificate, all yacht owners are also required to complete the Inventory of Required & Optional Equipment in accordance with Rule 2.7.6. The Inventory form and the Measurement Certificate shall be carried on board the yacht while racing. It is okay to carry a photocopy of the Inventory and Measurement Certificate on the boat and keep the original in a dry place. Do not file the Inventory with the Class.

To date, over 400 U.S. yachts have been completely measured and their certificates issued, with many more partially completed. If your boat measurement is partially completed, please make sure that the information is sent to us so that we can get it on the computer. All yachts which are partially measured and in the computer will receive correspondence indicating those items necessary to complete the measurement process.

If your boat has not yet been measured, encourage your Fleet Captain to set up a measurement party in your area, or contact the National Measurer nearest you. If your boat has been measured and you have not received your certificate, please contact Glenn Gustafson at the above address.

Listed below are the procedures for obtaining a measurement certificate.

Procedures For Obtaining a Measurement Certificate

BUILDER PROCEDURES:

1. The licensed builder shall obtain a hull number (consecutive worldwide) from the copyright holder, J Boats, Inc.
2. The licensed builder shall complete Part B Builder

Measurements and Part C Builder Declaration of the measurement form and deliver one copy with the yacht and one copy to the International J/24 Class Association (IJCA) at the Class Office.

OWNER PROCEDURES:

1. The owner shall obtain a sail number in accordance with IYRR. The sail number shall be letter(s) showing her nationality plus a sail number allotted to her by her NJCA. Unless otherwise allotted in writing to the yacht owner by her IJCA, the sail number shall be the hull number.
2. The owner shall complete Part A Owner Declaration and deliver one copy to his NJCA along with his current year's NJCA dues (unless already paid) and one copy to the IJCA to register the yacht with his NJCA and the IJCA.
3. The owner shall request that a National Measurer recognized by his NJCA take the measurements and weights required in Part D of the measurement form.
4. The owner shall complete the Inventory of Required & Optional Equipment in accordance with Rule 2.7.6 and carry a copy of this inventory on board his yacht while racing. This Inventory should not be sent to the owner's NJCA or the IJCA, but should be available for inspection when required.

NATIONAL MEASURER PROCEDURES:

1. The National Measurer shall take the weights and measurements required on Part D of the measurement form. The Dry weight of the yacht shall be recorded on a weight

certificate form. The original Weight Certificate and the original Part D of the measurement form should be signed by the National Measurer and delivered to the NJCA, with one copy delivered to the owner, one copy to the IJCA, and one copy retained by the measurer. The measurer shall report on the measurement form and weight certificate anything which is considered to be a departure from the intended nature and design of the yacht in accordance with Rule 2.7.6.

ISSUANCE OF MEASUREMENT CERTIFICATE:

1. Upon receipt of completed Parts A, B, C, and D by the NJCA and upon verification that all current Class membership requirements have been met, a Measurement Certificate may be issued. This may be done by endorsing the measurement form.

CHANGE OF OWNERSHIP:

1. Change of ownership shall invalidate the Measurement Certificate and shall require reregistration with the NJCA and the issuance of a new Measurement Certificate.
2. To obtain a new Measurement Certificate, the new owner shall complete and submit Part A to his NJCA (with a copy to the IJCA), with his current year's dues and a copy of the previous owner's Measurement Certificate, along with a letter from both the old and new owners indicating that no changes have been made to the yacht since it was last measured. If alterations have been made to the yacht, the yacht must be remeasured.

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Wood-Work

by John T. Custer, J Boats Customer Service at TPI

The term "yacht" connotes a large sailing vessel with acres of brightwork both topside and belowdeck. While teak is the wood most often thought of, Philippine mahogany, oak, ash, cherry, or any number of other more exotic woods are commonly employed in the construction of these vessels. Needless to say, a wooden "yacht" or one that is heavily loaded with wood trim requires vigilant, nonstop attention in order to preserve the wood's beauty and strength. The term "boat" may connote anything from a dinghy or work skiff with little or no woodwork up to large craft with as much wood trim as one might expect to find on a fine yacht. The workboat or dinghy may occasionally require the replacement of rubrails or of a splinter-laden pine seat, but aesthetics or structural integrity rarely are at issue. The J/24 handily falls in the middle of this "wood-work required" spectrum. Attention is required to preserve the look and functionality of exterior teak and the strength of interior bulkheads and trim, but one need not spend the entire summer varnishing the brightwork and holystoning the decks to prepare for that one bracing mid-September sail.

Interior Woods

One of the most frequently discussed topics concerning the J/24 is the condition of the main (or structural) bulkhead. In general, this bulkhead is comprised of a fiberglass liner on the aft side, bonded to 1/2" fir plywood forward. The plywood is bonded to the surrounding hull and deck, as is the fiberglass liner assembly. Shroud chainplates are through bolted to this



John Custer operates computer to track J/24 parts inventory at Tillotson-Pearson, Inc.

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bulkhead; on recent hulls the mast support beam is bolted to this bulkhead as well. Water that leaks through the openings made in the deck for the chainplates can seep directly onto or into this plywood, and can cause rot and, ultimately, failure of the chainplate (remember, new masts currently cost \$1890). **CHECK YOUR CHAINPLATES FOR LEAKS!** Water that is allowed to collect in the bilges can have a similar, though somewhat less catastrophic, effect on the plywood in the bilge/mast support beam area. As a preventative measure, any cracks in the gel coat covering the plywood should be sealed with additional gel coat or epoxy paint to prevent future water penetration. Any specific questions concerning the care/repair/replacement of this bulkhead should be directed to Tillotson-Pearson customer service.

Like the material used in the main bulkhead, all remaining bulkheads are constructed with exterior grade fir plywood. Again, the prevention of water penetration is of greatest importance. Wet plywood swells, and can cause the fracture of the gel coat protective layer, the bond to the hull, or the plywood itself. The remaining wood pieces - bunk tops, V berth fillers, and trim pieces - require treatment that is designed to preserve appearance rather than strength or integrity. Bunk tops and fillers are made of lauan mahogany plywood rather than fir; the fine grain and lack of knots in mahogany is better suited for seating and sleeping areas. These surfaces should occasionally be sanded and recoated with varnish or epoxy to prevent discoloration, swelling, and warping. Teak trim pieces should be oiled, sealed, or varnished to prevent the gray, washed out appearance of old, unattended teak.

Exterior Woods

Due to its natural oil content teak is, of course, the wood of choice for exterior use. Little maintenance of the wood is required, but there are a few things one should keep in mind. Toerails are through bolted at the hull/deck joint. Given the high stress nature of this area, the fact that it may often be under water, and that water may tend to collect here with the boat at rest, it is important that leaks be located and stopped early. Typically, leaks at this joint start either with water entering under a teak rail or through a loose bung above one of the rail's mounting bolts rather than at the hull/deck joint itself. In the case of isolated leaks it is possible to plug the leak from the inside, but this will do nothing to prevent water already under the rail from finding alternate routes to the electrical panel, cushions, binoculars, or the top of your head. Eliminating the problem entirely may require removing the complete rail (seldom an easy task) and rebedding it in fresh sealant or replacing loose bungs that allow water to travel down the underlying bolt.

Currently the traveller support bar is fabricated from teak; older boats were supplied with supports made of ash. In addition to requiring more cosmetic upkeep, ash will deteriorate at a faster rate than teak. Check the areas surrounding the four mounting bolts (two per side) holding the support bar to the deck and the bolts holding the traveller to the bar. If any signs of rot are present, replace the support bar promptly. Ash is also used in the tiller; I have yet to hear of rot being a problem with this piece of equipment, but frequent passes with the varnish brush are usually required.

As always, Tillotson-Pearson customer service is available to answer questions prompted by the above observations, or on any other J Boat related topic. Hours are from 8:00 a.m. to 5:00 p.m. Eastern time; our phone number is 401/247-1050, Fax 401/245-3160.

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North American Champions

YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
1978	Newport	Charlie Scott	<i>Smiles</i>	Annapolis, MD
1979	Corpus Christi	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1980	San Francisco	Ed Adams	<i>Shazamm</i>	Providence, RI
1981	Rochester, NY	Buddy Duncan	<i>HJ</i>	Marblehead, MA
1982	Corpus Christi	David Curtis	<i>HJ</i>	Marblehead, MA
1983	San Diego	David Curtis	<i>HJ</i>	Marblehead, MA
1984	Kingston, Ontario	Ken Read	<i>Maggie</i>	Newport, RI
1985	Marion, MA	Ken Read	<i>Maggie</i>	Newport, RI
1986	Chicago	David Curtis	<i>HJ</i>	Marblehead, MA
1987	San Francisco	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988	Corpus Christi	Scott Young	<i>Thunderstar</i>	Austin, TX
1989*	Rochester, NY	David Curtis	<i>American Garage</i>	Marblehead, MA
1990	Milwaukee, WI	Geoff Moore	<i>Not To Worry</i>	Newport, RI

*Won by Ian Bashford, of Australia.



Photo by Doug Kracht

1990 North American Champion Geoff Moore (center) and crew with perpetual trophy.

J/24 Jr. North American Champions

NO.	YEAR	LOCATION	HELMSMAN	HOMEPORT
I	1987	Abino Bay, Ontario	John Swanson	Eggertsville, NY
II	1988	Oakville, Ontario	Andrew Smith	Oakville, Ont.
III	1989	Rochester, NY	Sean Staniforth	Montreal, Quebec
IV	1990	Santa Barbara, CA	Y. Dornberg/S. Kennedy	Santa Monica, CA

North American Designer Fleet Winners

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

*No Designer Fleet in 1978, '79, '80, '83, '87, '88, and '90.



Photo by Jane Watkins

SBYC Commodore Bill Deardorff presents Jr. NA's perpetual trophy to 1990 winners Yumio Dornberg and Sean Kennedy.

South American Champions

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

U. S. Midwinter Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1978	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
II	1979	Key West	Mark Ploch/Jim Brady	<i>Tchau</i>	Clearwater, FL
III	1980	Key West	John Jennings	<i>Black Star</i>	St. Petersburg, FL
IV	1981	Key West	Augie Diaz	<i>I'll Go</i>	Miami, FL
V	1982	Miami, FL	Charlie Scott	<i>Viva 40</i>	Annapolis, MD
VI	1983	Miami	Ed Baird	<i>Impulse</i>	St. Petersburg, FL
VII	1984	Miami	David Curtis	<i>HJ</i>	Marblehead, MA
VIII	1985	Miami	Morgan Reeser	<i>Sea Sharp</i>	Miami, FL
IX	1986	Miami	John Kostecki	<i>Terminator</i>	Pt. Richmond, CA
X	1987	Miami	John Kostecki	<i>Pee Wee</i>	Alameda, CA
XI	1988	Miami	Ed Baird	<i>Monster Fish</i>	St. Petersburg, FL
XII	1989	Miami	Jim Brady	<i>Slap and Tickle</i>	Annapolis, MD
XIII	1990	New Orleans, LA	Paul Foerster	<i>Grand Slam</i>	Dallas, TX



Photo by Dick Tillman

1990 World Champion Jim Brady displays perpetual trophy awarded at Royal Irish Yacht Club, Dun Laoghaire.

European Champions

YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
1982	La Trinite, France	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva
1983	Neuchatel, Switz.	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva
1984	Naples, Italy	F. DeAngelis	<i>Le Coq Hardi</i>	Naples, Italy
1985	Cork, Ireland	Laurie Smith	<i>Ghost</i>	England
1986	Scheveningen, Netherlands	Ed Warwick	<i>Sanjola IV</i>	London, Eng.
1987	Athens, Greece	Ed Warwick	<i>Sanjola IV</i>	England
1988	Cowes, England	David Bedford	<i>Take Them to the Cleaners</i>	England
1989	Sardinia	Ian Southworth	<i>Plastic Bag</i>	England
1990*	Kiel, Germany	Aurelio Dalla Vecchia		Naples, Italy

*Won by Jim Brady, of the U.S.

World Champions

NO.	YEAR	LOCATION	HELMSMAN	YACHT	HOMEPORT
I	1979	Newport, RI	Charlie Scott	<i>Smiles</i>	U.S.A.
II	1980	San Remo, Italy	John Koliis	<i>San Brandano</i>	U.S.A.
III	1981	Sydney, Australia	Mark Bethwaite	<i>Bandit</i>	Australia
IV	1982	San Francisco, CA	John Koliis	<i>Cheap Sunglasses</i>	U.S.A.
V	1983	Maalmo, Sweden	Ed Baird	<i>Laissez Faire</i>	U.S.A.
VI	1984	Poole, England	David Curtis	<i>HJ</i>	U.S.A.
VII	1985	Atsumi Bay, Japan	Ken Read	<i>Maggie-San</i>	U.S.A.
VIII	1986	Newport, RI	Ken Read	<i>96 Degrees</i>	U.S.A.
IX	1987	Capris, Italy	Francesco de Angelis	<i>Le Coq Hardi</i>	Italy
X	1988	Sydney, Australia	John Kostecki	<i>Pee Wee</i>	U.S.A.
XI	1989	Kingston, Ontario	Larry Klein	<i>Fly Mo J</i>	U.S.A.
XII	1990	Dublin, Ireland	Jim Brady	<i>Just More Fun</i>	U.S.A.



NOTICE OF REGATTA

J/24 Midwinter Championship XIV / U.S. National Championship January 6-12, 1991

Invitation

J/24 Fleet 10 and Coral Reef Yacht Club extend an invitation to all J/24 sailors to attend the fourteenth annual J/24 Midwinter Championship and compete for U.S. National Champion honors. Racing will be January 7-12, 1991, on Biscayne Bay, off Miami,

Florida. We are pleased to see the Midwinters returning to Biscayne Bay for the ninth time. As always, come prepared for warm, sunny weather, competitive racing, and a great time. Hope to see you in January.

Site

The 1991 J/24 Midwinter Championship will be held from January 6 through January 12, on the waters of Biscayne Bay. The Coral Reef Yacht Club, Miami, Florida, and USJCA Fleet 10 are the host club and organizing authority, respectively. Mario Bustamante 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 per Appendix 14 of the IYRR.

Eligibility

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

Schedule

Sunday	January 6	0700-1700	Measurement and Launching
Monday	January 7	0700-1700	Measurement and Launching
		1200-1700	Check in, Coral Reef Yacht Club
		1700	Skippers' Meeting at Coral Reef Yacht Club (mandatory)
			Free cookout (chicken & ribs), cash bar.
Tuesday	January 8	0950	Warning Signal, Qualifying Series (up to 3 races)
Wednesday	January 9	1020	Warning Signal, Races 1 & 2
			Free Italian Night - Pasta Bar
Thursday	January 10	1020	Warning Signal, Races 3 & 4
Friday	January 11	1020	Warning Signal, Races 5 & 6
Saturday	January 12	1020	Warning Signal, Race 7
		1730	Awards Party and Roast Beef Buffet

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 1991 Midwinter Championship will consist of as many as ten races if a qualifying series is necessary. The 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 except that in the Championship series, all races will be scored. The Percentage Penalties, Appendix 3.2 of the IYRR, will apply.



Photo by Frank Zagarino

Coral Reef Yacht Club in Miami will host the 1991 J/24 Midwinter Championship.

Prizes

Prizes will be awarded to the top ten finishers in both the Championship and Designer Fleets. The U.S. National Championship perpetual trophy will be awarded to the winner of the Championship Division. Prizes will also be awarded to the top finisher of each race in the final series.

General

This regatta will qualify the winner 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 will be available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1700 hours on January 7, 1991, and shall remain in the water until the end of the series, unless specific permission is granted by the Jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. Yachts shall neither make nor receive radio communications while racing. Launching and hauling will be done at the Crandon Marina, Key Biscayne, Florida. Under no circumstances will anyone launch or haul out at Coral Reef Yacht Club except those participants who are members of CRYC and who have leased a permanent slip. Docking and mooring facilities at CRYC will be available beginning Sunday, January 6, 1991. All yachts must be removed from CRYC no later than 1200 hours, January 12, 1991.

Housing

Participants are allowed to sleep on their boats. A list of local accommodations, will be provided with the registration information.

Entries

Each entry must be submitted on an entry form such as included herein on page 87. Fully paid entries postmarked before December 1, 1990, will be accepted in the order that they are received. Coral Reef Yacht Club will attempt to honor any special requests for two digit hull numbers provided the entry form is received prior to December 1, 1990. Following that date, all entries will be assigned a hull number in the order in which they are received. Entries must be accompanied by a check for \$235.00 made payable to the Coral Reef Yacht Club. Entries postmarked after December 1, must include a \$50.00 late fee. Entries will be accepted until 1200 hours, January 6, 1991. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all regatta social events. Full refunds will be provided prior to December 15, 1990. Refunds will not be provided after that date. All requests for refunds must be made directly to Coral Reef Yacht Club.

Contact

Mail entries (checks payable to Coral Reef Yacht Club) to: Race Committee, Coral Reef Yacht Club, 2484 S. Bayshore Dr., Miami, FL 33133. Telephone inquiries may be made to Doug Wilson, (305) 361-6565 or 361-4352 (please do not call after 2000 hours EST) or Coral Reef Yacht Club, (305) 858-1733 between 0900 and 1700 EST.



The Nautical Club of Paleo Faliron, which hosted the 1990 470 Jr. World Championship, will hold the 1991 J/24 World Championship in Athens in June, following the Hellenic Championship.

Invitation

The Hellenic J/24 Class Association and the Nautical Club of Paleo Falero (NCPF) invite owners and crews to come to the Saronic Gulf, at Athens, for the thirteenth J/24 World Championship, June 13-21, 1991.

Racing will take place in the Saronic Gulf. The prevailing weather conditions of the area are ideal for Olympic course races and guarantee the success of the event. The host yacht club is the Nautical Club of Paleo Falero, which is purely a racing club with a long history of which to be proud. Recently it has refurbished and renovated its headquarters and harbour, so there is plenty of room both ashore, and for boats to moor.

Regatta participants and their companions will be free to use a tennis court, basketball court, volleyball court, and swimming pool located next to the club premises. The NCPF is located near the Athens airport and the Piraeus port. Moreover,

there are many hotels at prices suitable for all budgets in the vicinity of the club.

Greek ship owners will assist our efforts to provide cheap transport freight for sailors coming from Italy, United Kingdom, U.S.A., Japan and Australia. In addition, we will do our best to offer considerable discount for the accommodations.

Boats transported to Greece will be able to moor at NCPF's marina as long as their owners wish, before and after the race. If the participants wish to visit any islands in the vicinity, they will be offered all mooring facilities available.

A comprehensive social events programme will enrich the racing one. Interested parties and national associations will be informed in time, of the details of the amenities provided.

The Hellenic Championship will be held June 1-6, 1991, at the NCPF, organized by the same club and open to all foreign boats.

Site	The 1991 J/24 World Championship will be held June 13-21, 1991, in the Saronic Gulf, Athens. The regatta will be hosted by the Nautical Club of Paleo Falero (NCPF) in cooperation with the Hellenic J/24 Class Association, under the authority of the Greek Yachting Federation.			
Rules	This regatta will be governed by the 1989-1992 International Yacht Racing Rules, the Class Rules of the International J/24 Class Association, this Notice 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 is classified as a Category A event per Appendix 14 of the IYRR.			
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. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations.			
Schedule	Thursday	June 13	0900-2100	Measurement & Registration
	Friday	June 14	0900-2100	Measurement & Registration
	Saturday	June 15	0900-2100	Measurement & Registration
			1200	Opening Ceremonies
			1400	Practice Race
	Sunday	June 16	1100	Race 1
			2100	Welcome Party
	Monday	June 17	1100	Race 2
	Tuesday	June 18	1100	Race 3
	Wednesday	June 19	1100	Race 4
	Thursday	June 20	1100	Race 5
	Friday	June 21	1100	Race 6
			2100	Prizegiving
Racing	Racing will take place in the Saronic Gulf, on Olympic courses.			
Scoring	A low point scoring system (IYRR, Appendix 5.2), with one point for first, will be used. A version of the "percentage alternative penalties" IYRR Appendix 3.2 shall apply.			
Prizes	In addition to the perpetual Worlds Trophies, the Acropole Trophy will be awarded to the second place overall finisher and the Hellenic Sun Trophy will be awarded to the third place overall finisher. Moreover, there will be one prize for the winner of each race.			
Inspection & Measurement	Inspection and measurement will be carried out on each yacht before its registration is complete.			
Launching, Hauling & Mooring	All boats must be afloat by midnight, 15 June, 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 NCPF marina. The services of sailmakers, chandlers and riggers shall be available for the duration of the championship.			
Charter	A limited number of charter boats will be available through the organizing committee to those who enter from overseas countries. In addition to the charter fee, a refundable damage deposit will be required. Application for charter must be made before March 1, 1991.			
Entry	The completed entry form and fee of US\$100 per boat must be received by the organizing committee by March 15, 1991. Late entries at double the fee may be accepted at the discretion of the Regatta Committee. 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 information may be sent to: Nautical Club of Paleo Falero (NCPF), Flisvos Marina, Paleo Falero 175 10, Greece; Tel: 01-98.14.835; Fax: 01-98.25.657; or J/24 Class Association in Greece, 9 Afrodites Street, Paleo Falero 176 61, Greece; Tel. 01-98.34.893; Fax: 01-48.12.166; Tlx: 21.35.24 ZEN GR.			

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 hydrofoil, and less than two hours by train, bus or car from London.

Log your inquiry now by contacting: David Colman, UKJCA, 59 Queens Road, Cowes, Isle of Wight, PO31 8BW, England; Telephone: UK (+44) 983 291 572; Fax: UK (+44) 983 295 329.



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

1991 North American Championship

at Toronto



The Royal Canadian Yacht Club and the Canadian J/24 Class Association are pleased to host the 1991 North American Championship to be sailed on the waters of Lake Ontario, off Toronto, August 16-23, 1991. We welcome J/24 sailors from all over North America and beyond to the fabulous facilities of our club and the competitive sailing on our great lake.



Toronto is a vibrant, exciting city with great facilities to ensure a great experience for all involved. The Royal Canadian Yacht Club, founded in 1852, has a proud history of association with competitive sailing in many classes, having hosted the Canada's Cup and many national and international championship events. Our club's sailing programs have produced many Olympic sailors who have brought medals and honour to Canada.

The North American Championship will be sailed on Lake Ontario, just south of Toronto Island, overlooking the skyline of Toronto. Take advantage of the discounted Canadian dollar and mark your 1991 calendar for August 16-23.

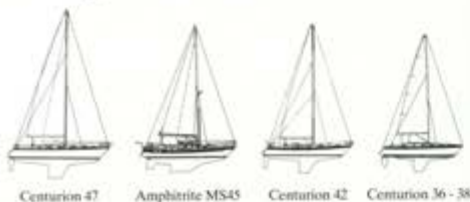
Log your inquiries now by contacting Mr. Paul Robert, Jr., Regatta Chairman, 1991 J/24 North American Championship, 141 St. George Street, Toronto, Ontario M5R 2L8, Telephone (416) 967-7245; FAX (416) 967-5710.

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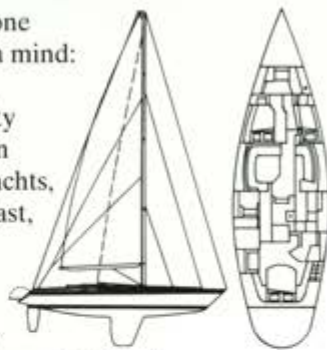
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Moore Is NA Champion

by Douglas J. Kracht



Clark (10), Hallman/Peck (02), Taves (26), Hutchinson (50), Constants (28) and Loomis/Gluck (17) head for the reach mark in a tight pack.

Photo by Kissinger Photography

The Milwaukee Yacht Club hosted the 1990 North American Championship Sunday, August 12 through Friday, August 17. Newport sailmaker Geoffrey Moore showed that consistent, clean sailing with good starts pays off and wins championships.

Fifty-five boats participated in the regatta. Due to the number of registrants, it was decided that there would be only one division with no qualification series. After two practice races on Sunday, the series began on Monday with two races scheduled each day through Thursday and one final race on Friday, for a total of nine scheduled races. No lost races would be made up.

The Milwaukee Yacht Club and Fleet

37 did a great job hosting the event. Bob Mahnke and Doug Kracht were Co-Chairmen. Sail and boat measurement was headed by George Petritz, with help from Hank Killion, Russ Sobotta, Mike Janssen, Mark Ernst, Tom Shropshire, and Mike Kurzawa. Registration was headed by Debbie Petritz, Carol Kracht, and Diane Sobotta. Katie Topp was in charge of trophies. Randy and Kathy Crocker handled finances and entertainment respectively. Bob Bryson did the scoring. Fred Horwitz was Principal Race Officer. The international jury, with jurors from the United States, Canada, and Germany, was led by Chief Judge Bill Parks.

Miller Brewing Company was the

primary sponsor, with additional support coming from many others including Coca-Cola, Harken, Layline, Mount Gay Rum, Patagonia, the Pewaukee North Sails Loft, and West Marine Products.

The opening ceremonies began with a bagpiper and ended with a bang as the MYC cannon was shot with the raising of the colors. Beside the Canadian and German flags, the Polish flag flew in honor of Polish team members who were the first representatives of Poland to sail in a major J/24 event. Miller Beer and Mount Gay Rum flowed that night, as the sailors and camp followers got acquainted with the tunes of the Fabulous Boozie Brothers.

Each evening, daily race winners re-

ceived five pairs of Patagonia Baggies shorts with the handsome Milwaukee North American logo silk-screened on the pocket. The boats that finished in pre-selected spots, for example, 20th place or 48th place, in the first race of each day also received the Patagonia Baggies. Other door prizes for the week included two dry suits also provided by Patagonia.

Sunday was a perfect day to test boat speed and practice mark roundings in a big fleet. The breeze was easterly at 13 to 16 knots and the race committee purposely set the course on the short side in relatively smooth waters. With the practice done, everyone was set for the races to count.

The conditions for the start of the series on Monday were ideal; the wind was stiff from the northeast at 16 to 20 knots and the seas steep with 5 to 8 foot waves. A few boats tried their 100% jibs, but found them to be inadequate to punch through the chop. Jim Brady, just back from winning the Worlds in Ireland, showed his championship speed and handily won the first race. Moore, Chris Larson, the Texan team of Mark Hallman and John Peck, and the Bowers brothers rounded out the top five. Race 2, however, was the most interesting of the day and would set the tone for the rest of the regatta.

The sailing instructions clearly stated that the race committee would make no attempt to hail premature starters and these instructions were followed to the letter at the start of Race 2. The starting signal was promptly followed by the race committee boat's display of Code Flag X accompanied by one sound signal. Interestingly, not one boat returned to properly start the race. Consequently, 17 boats were scored PMS including Brady and former collegiate sailor of the year, Terry Hutchinson. Of course, the usual protests were filed, but after all interested parties were heard, the International Jury disallowed the protests. The Jury concluded that the race committee was able



*Top to Bottom:
Rick Hendee's White Rabbit gets final touches before launch.
International Jury, chaired by Bill Parks (third from left).
Don Polacheck and crew, ready to race.
North Americans regatta officials and committee members.*

Photos by Dick Tillman



Left: Chris Larsen's Love Shack around jibe mark in good shape. Above: Kirk Reynolds (25) approaches mark on the inside of Constants (28) and Hutchinson (4600). Below: In a splash of color Bruce Lockwood (30), Reynolds (25), and David Lee (3712) round ahead of Rick Kaiser (4466).



Photos by Kissinger Photography

to see each PMS boat. The results would stand.

Naval Academy Sailing Coach Doug Clark was the winner of Race 2, followed by Larson, Hallman/Peck, Rick Kaiser, and Moore. With a first and a last place and no throwouts, the World Champion had his work cut out for him.

Tuesday the conditions were again favorable for championship sailing. The wind was still out of the northeast, but with less strength, at 13 to 16 knots. This day the race committee was unable to catch all the PMS boats and was forced to general recall several times, and finally had to fly Code Flag Z. Geoff Moore won the first race of the day with Clark close behind, followed by Hutchinson, Brady, and Max Skelly. The wind remained constant for the second race of the day. After accepting an alternative penalty in the previous race, Al and Dave Constants climbed out ahead and won Race 4. Bowers, Larson, and Hallman/Peck, placed second, third, and fourth, respectively. 1982 J/24 North Americans runner-up Kirk Reynolds crossed the finish line in fifth place, but scored a sixteenth due to an alternative penalty.

After the northeaster of the previous couple of days, the conditions changed for Wednesday's sailing. The wind was light and shifty out of the southwest. As the fleet rounded the weather mark in the first race of the day, the wind died. The fleet was beginning the second reach when the southeasterly filled in. The boats that had held off the jibe and had resisted the temptation to go high were blessed by being carried to the leeward mark first. These same boats went hard left on the next beat and held a comfortable lead into the finish. Geoffrey Moore had won his second race of the series and Brady scored his second PMS. Skelly finished second, Ralph Fisher and the Leslie brothers finished third, followed by Chicago sailors Andy Kern and Rick Kaiser in fourth and fifth place, respectively.

The afternoon race was cancelled after a failed attempt at a start in the dying southeasterly. The fleet hurried in, as the regatta banquet was being held that evening at the Wisconsin Club, a Milwaukee landmark.

The Wisconsin Club is an old Victorian mansion. The garden, complete with gazebo, and the main dining room were a perfect setting for the regatta banquet. The night was sponsored by Harken Yacht Fittings, and Olaf Harken was in



Boats line up, seconds before the start of a race at the '90 NA's.

Resembling a catamaran, two boats round leeward mark together.



Photos by Kissinger Photography

attendance to help with the drawing of names to win Harken Deck Shoes.

Thursday's conditions began where Wednesday's left off. The wind was light and shifty out of the southeast. Two local boats found the conditions to their liking and pulled ahead of the pack in the first race of the day. George Petritz and the father and son team of Charlie and Toby Kamps had quite a tacking duel going into the finish. Kamps crossed the finish line first, overlapped by Petritz. Former Milwaukee sailing instructor Steve Schmidt also found the conditions to his liking and finished third, followed by Brady. Moore finished fifth and held a nice lead in the regatta.

The wind filled in strong for the afternoon race. It was again out of the southeast, but at 16 to 20 knots as a front was approaching. The crews scrambled



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to tighten their rigs before the second race of the day began. Brady showed his world class speed again and led around all the marks to finish first. Moore finished second and continued to look good in the overall standings. Clark finished third followed by Hallman/Peck, with Larson in sixth place. With only one more race to be sailed on Friday, Moore held a thirteen point lead in the overall standings ahead of second place Larson.

The front brought the week's first rain and Friday's race began in a total down-pour. Larson did the best he could do in the last race and finished first. However it wasn't good enough, as Geoffrey Moore was careful and got out to a clean start. Moore sailed conservatively and finished third in the final race. That was more than enough for him to keep his overall lead and win the North American Championship.

After the awards ceremony, at which the champions were awarded their trophies and embroidered Patagonia Force II Jackets, the crew of *Not To Worry* congratulated their skipper with a customary dunk in the waters of Lake Michigan.

Parenthetically, because there was no Designer Fleet, the middle finishing boat, skippered by Canadian Russ Severnuk, was also awarded a set of five



1990 North American Champion Geoff Moore (center) and crew, from left: Will Harris, Paul Grenauer, Andrew Pelfry, and James King.

Patagonia jackets. Upon accepting the jackets, Severnuk invited everyone to participate in the 1991 J/24 North

Americans to be held at the Royal Canadian Yacht Club in his homeport of Toronto.



Scott Lammers and crew on *Intuit* show good speed to weather.

Doug Kracht is District 15 Governor, and was co-chairman of the 1990 North American Championship. He sails his J/24 *Fear and Loathing* with his wife Carol, in Milwaukee Bay Fleet 37.



Photo by Kessinger Photography

Photo by Dick Tirmann

1990 North American Championship
August 10-17

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	6	7	8	TOT
1	456	52	<i>Not To Worry</i>	Geoff Moore	2	5	1	11	1	5	2	3	30
2	4467	09	<i>Love Shack</i>	Chris Larson	3	2	8	3	9	9	6	1	41
3	4029	02	<i>Monster Fish</i>	M. Hallman/J. Peck	4	3	9	4	7	13	4	2	46
4	104	46	<i>Private Idaho</i>	Stephan Schmidt	8	12	25	9	8	3	11**	4	80
5	4435	12	<i>High Heels</i>	Steve Bowers	5	15	6	2	16	24	8	9	85
6	3444	49	<i>Comeme</i>	Andy Kern	12	17	16	17	4	8	9	6	89
7	4540	40	<i>JYD</i>	Max Skelley	13	6	5	20	2	22	12	18	98
8	1580	25	<i>P.T. Blister</i>	Kirk Reynolds	17	8	10	16@	14	35	7	22	129
9	2617	30	<i>Coal Pile Express</i>	Bruce Lockwood	7	11	7	13	25	38	5	25	131
10	3276	17	<i>Lead Sled</i>	Loomis/Gluek	10	14	14	6	56\$	14	11	7	132
11	3136	10	<i>Dusty Work</i>	Doug Clark	9	1	2	8	56#	43	3	11	133
12	3775	28	<i>Blitz</i>	A & D Constants	6	21	22@	1	56#	7	21@	5	139
13	4733	23	<i>Orgasmatron</i>	Ralph Fisher	18	16	17	26@	3	34	17	12	143
14	4466	27	<i>Maui Waui</i>	Rick Kaiser	26	4	13	29	5	21	25	21	144
15	4600	50	<i>BTO</i>	Terry Hutchinson	11	56\$	3	7	56\$	11	14	10	168
16	4046	33	<i>Tickled Pink</i>	Boston/Peltier	35	10	30	34	12	15	16	17	169
17	686	41	<i>Shogun</i>	George Petritz	19	56\$	33@	16	21	2	18	13	180
18	165	45	<i>White Rabbit</i>	Rick Hendee	21	56\$	15	18	10	26	15	24	185
19	815	29	<i>Fine 4WD</i>	Jim Brady	1	56\$	4	10	56\$	4	1	56*	188
20	3773	06	<i>Bart's Deal</i>	Adam Zangerle	20	26	39	21	24	19	32	15	196
21	3355	44	<i>Bon Temps</i>	Doug DeCluitt	25	56\$	21	23	27	6	28	19	205
22	4687	26	<i>"?"</i>	Ben Taves	16	56\$	19	12	13	44	19	35	214
23	4595	24	<i>Bacchanal</i>	Josh Kerst	14	56\$	31	25	19	33	24	16	218
24	4252	47	<i>Taxi</i>	Peter Young	51@	7	56\$	25@	32	28	13	8	220
25	4123	35	<i>Flamingo</i>	Heidi Backus-Riddle	27	56\$	12	33	18	23	22	36	227
26	P21	37	<i>Barb V</i>	Chris Zaleski	15	13	56#	19	33@	40	21	37	234
27	3965	55	<i>Spot</i>	John Mick	33	28	35	22	41	10	37	34	240
28	3928	05	<i>Fear and Loathing</i>	Doug Kracht	38	27	28	28	11	29	42	38	241
29	2241	31	<i>Hot Ticket</i>	Russ Severnuk	56#	23	26	32	34	17	30	23	241
30	1586	39	<i>Hot Blooded</i>	Kent Heitzinger	29	56\$	20	31	6	37	31@	33	243
31	2709	54	<i>Justine</i>	B. Schmidt	36	24	29	36	56\$	18	26	28	253
32	3228	42	<i>Scramble</i>	Toby Kamps	22	56\$	56\$	38@	20	1	33	32	258
33	4269	65	<i>Speed Limit</i>	Rob Overton	41@	56\$	22	30	56\$	12	23	20	260
34	3273	03	<i>Silk</i>	Mike Janssen	23	9	27	44	30	53	29	56#	271
35	4146	01	<i>Gangbusters</i>	Mark Gannon	35!	35!	34	40	56\$	25	27	29	281
36	3962	14	<i>2x5</i>	David DeSanto	37	19	18	45	26	50	46@	43	284
37	1975	15	<i>Lightnin</i>	Bill Cantrell	43	18	44@	37	28	48	43	26	287
38	3958	53	<i>Alpha Wave</i>	Paul Boemer	45	20	46	56#	15	49	40	27	290
39	3144	21	<i>Bates Motel</i>	Finley Bishop	39@	56#	37	47	29	16	39	42	305
40	640	07	<i>Fantasia</i>	Eugene Wood	34	22	51	42	56\$	39	41	31	316
41	3263	32	<i>Wild Kingdom</i>	Tom Jacobs	39	29	43	50	35	45	36	41	318
42	2404	18	<i>Intuit</i>	Scott Lammers	47	56\$	35	24	42@	41	48	30	324
43	4040	20	<i>Boondoggle</i>	Mike McKearnan	32	30	48	55@	23	36	49@	56\$	329
44	2315	40	<i>No Sweat</i>	Tom Kane	24	56\$	49@	39	56\$	20	31	56*	331
45	1257	56	<i>Finesse</i>	Tim Rathbun	44	32	32	51	56#	52	51	14	332
46	3712	19	<i>Cheap Floozie</i>	David Lee	31	56\$	23	26	56#	31	56*	56&	335
47	3687	16	<i>Passion Play</i>	Steve Schalk	49	42@	47	38	33	46	50	39	344
48	4513	04	<i>Carry On</i>	Terry Bowdish	51	34	52	53	37	30	49	44	350
49	3246	13	<i>Newsense</i>	Martin Jensen	56#	56#	44	35	17	47	47	56&	358
50	1963	36	<i>Freedom</i>	Don Polacheck	52	33	50	56#	40	53@	34	45	363
51	4175	62	<i>Jade II</i>	Art Larson	41	56&	42	48	39	27	56#	56*	365
52	2728	11	<i>A.K.A.</i>	R. Charuk	42	56\$	49	43	36	55	46	40	367
53	4437	51	<i>Saddle Tramp</i>	Bob Schultz	50	35	45	49	42	51	44	56*	372
54	4585	08	<i>Veritas</i>	James Murphy	48	56\$	40	41	56*	32	45	56*	374
55	2277	22	<i>Moonshadow</i>	Dick Baker	46	56\$	41	55@	38	54	56*	56*	402
\$ PMS # DSQ & DNF * DNS @ Alternative Penalty ! Average Points ** Average Points, Races 1-6													

How To Win In A J/24 – Part II

by Ken Read and Dan Neri



In this article, the final part of their J/24 Tuning Guide, Ken Read (right) and Dan Neri (left) discuss sail trim, crew organization and on the course procedures for winning races. Ken, a two-time J/24 World and North American Champion, was runner-up in both the 1990 Midwinters and the 1990 World Championship. Dan, a top three finisher in dozens of Northeast events, was 7th in the 1989 NA's and 5th in the 1989 Midwinters. Ken and Dan are co-owners of Shore Sails in Newport.



Once your boat is set up as outlined in Part I (J/24 Magazine, Vol. 24, pp. 38-40), there are three sail adjustments that will affect your boat speed more than any other while sailing to weather. These are jib sheet tension, mainsheet tension, and backstay tension. If you feel that you lack speed, there is a 90% chance that one of these three adjustments is wrong.

The purpose of these instructions is to simplify your sail trimming decisions by outlining the sail combinations and trim positions that we have found to be the fastest through extensive testing and racing experience. By following this guide, you can spend a minimum amount of time assessing your sail trim, allowing you to concentrate more fully on tactics.

Sail Trim

Genoa Trim – In light air, the genoa lead should be set so the foot of the 150% is 4" outboard of the chainplates. The leech should be 4" off the spreader tip with an even break in the luff from top to bottom. As the breeze picks up, the sheet may be progressively tightened until the foot is 1" off the chainplate and the leech is 2" off the spreader tip. As depowering is required (approximately 12 knots apparent), you will need to move the lead back 3/4". With this setting in 14-18 knots of breeze, sheet the genoa so the foot is 2" from the

chainplate and the leech is 6" off the spreader tip.

In light air, the halyard should be tensioned so that a few wrinkles remain in the luff. As the wind increases to a range of 10-14 knots, the tension should be increased so the wrinkles are just eliminated. The halyard should never be tensioned more than this.

The upper wind range for the 150% is between 18-22 knots depending on the crew weight. After this point, the boat becomes overpowered. Move the lead aft another 3/4-inch and then ease the sheet out another inch. Experience has indicated that the J/24 sails best with a full main and the appropriate jib for the wind and sea conditions. For this reason, changing jibs is recommended rather than sailing with a reefed main and the 150%. The exact point at which changing is necessary is difficult to define. The 150% can be carried to higher wind strengths in flat water than in choppy water. The general rule is to change jibs when the boat becomes difficult to control in the puffs.

Jib Trim – The 100% should lead to the small jib track. It should be trimmed so the luff breaks slightly earlier in the upper third of the sail. To achieve this slight amount of twist, position the lead just aft of the shroud base and sheet the sail until a crease from the tack to the clew just

begins to appear. In heavy air, heeling can be reduced by easing the sheet slightly to open the upper leech, or by moving the car aft 3/4 inch.

Main Trim – The main should be trimmed so the top batten is 3-5 degrees in from paralleling the boom. Check this by sighting up the sail from beneath the boom. The exceptions to this rule are in very light air or very heavy air. In both cases, the leech must be more open, in light air to prevent stalling, and in heavy air to reduce weather helm, allowing you to steer the boat through the waves more easily.

With the leech properly set, the traveler should be adjusted for the proper amount of backwind. There will always be approximately one foot of backwind in the main, and up to 2-3 feet in heavier air. In very light air, the traveler should be set so that the boom is on centerline. At no time should the boom be set above the centerline.

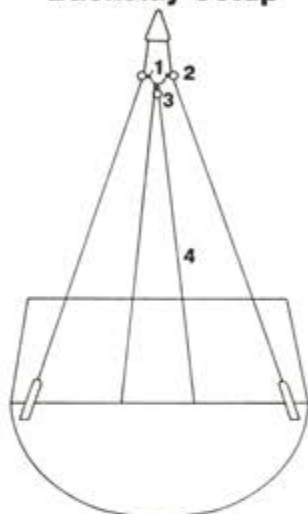
In light to moderate wind, the cunningham should be used sparingly. Use just enough tension to remove 90% of the horizontal wrinkles. This should position the draft about 50% back in the mainsail. As the breeze builds and you need to use more backstay, you will also need to tension the cunningham. As soon as all crew members are hiking, the cunningham should be pulled on enough to remove all the wrinkles.

The outhaul should be set no looser than 1.5" off the band. The general rule of thumb is 1.5" off in light air, 1" off in moderate air and at the band in heavy air.

Downwind Mainsail Trim – Downwind mainsail trim is quite simple. In all conditions (up to when you are on the verge of broaching), the vang should be tensioned just enough to bring the top batten parallel with the boom. The outhaul should be eased until the shelf foot is all the way open and no further. The cunningham and backstay should be slack.

In completely overpowering con-

Backstay Setup



1. Stainless "O" ring
2. Harken wire sheave block
3. Harken bullet
4. 1/4" prestretch

ditions, off the wind, tension the backstay and lower the pole slightly to open the leeches of both sails. From there, use the vang as your throttle to power up and down in puffs.

Vang Adjustment – The vang is set to allow the upper batten to twist off approximately 10 degrees from being parallel with the boom when the sheet is eased on the tacks. This allows the main to remain "powered up", accelerating the boat onto the new tack. In heavy air, the vang should be pulled very hard to allow the sheet to be eased without allowing the leech to spill. This is called vang sheeting.

Vang sheeting should be employed in very heavy air, puffy conditions where spilling power quickly is imperative. When vang sheeting, the traveler should be cleated off in the center. In less gusty conditions the traveler can be played to keep the boat flat. Traveler sheeting results in a tighter headstay than vang sheeting while vang sheeting allows you to make quicker adjustments.

Backstay Adjustment – The backstay is used to control the amount of fullness – and thus the amount of power – in both the main and jib. As the amount of tension on the backstay is increased, two things happen: 1) the mast bends, flattening the main and 2) the amount of tension on the forestay increases, resulting in a tighter forestay and flatter jib. Proper use of this adjustment allows the main and 150% combination to cover a wide range of conditions.

When adjusting the backstay, pay careful attention to both wind strength and sea conditions. On the average, the backstay should not be tensioned until the wind strength reaches approximately 8 knots. Once you begin to tighten the backstay, enough tension should be applied so you feel under control, taking care not to depower so much that the boat stalls when it hits a wave or light spot. In heavy air and flat water, the backstay rollers will be about even with the stern pulpit. This is a maximum setting.

With the 100% up, the backstay should be tensioned at least 50% and adjusted so that the boat remains under control, but with sufficient power to handle the waves. Keep in mind, an adjustment to the backstay affects the leech tension of the main. So, when the backstay is adjusted, the mainsheet and vang tensions should also be adjusted.

Spinnaker Trim – Here are three general suggestions for trimming your spinnaker in light, moderate and heavy air.

Light

1) Ventilate the Chute – In very light air, the extra large area of the cross cut spinnaker needs to be ventilated. Don't go dead downwind until top speed for these conditions has been reached. In light air and chop, you should not attempt to sail lower than 90-degree jibing angles.

Moderate

2) Pole Height – When broad reaching or running in winds below 10 knots apparent, your pole should be on the lower ring and the outboard end positioned so the tack is slightly lower than the clew. This helps to project the maximum area of the spinnaker. When the apparent wind exceeds 10 knots, raise the pole to the upper ring.

Heavy

3) Tack and Clew – When tight reaching, the tack and clew should be even.

Crew Organization

In organizing the crew of your J/24, your goals should be to:

- Involve all crew members in each maneuver.
- Keep maximum weight on the weather rail as long as possible.
- Avoid having crew members cross paths with each other.

Few J/24 crews have the luxury of sailing with the same five crew members in every event. The more common situation is a core group of three or four, with the remaining positions changing regular-

ly. If you organize your crew by assigning a job description to each position along the weather rail, a new crew member can be easily integrated into your boat handling team. Moving from the back of the boat forward we label each position as follows:

- 1) Helmsman
- 2) Cockpit
- 3) Spinnaker trimmer
- 4) Twings
- 5) Bow

Helmsman

Upwind – Mainsheet, traveler, backstay adjustment. Jib sheet winch adjustment (with weather sheeting). Dictate cunningham, jib halyard/cunningham, jib lead and crew weight adjustments.

Tacking – Tack winch handle, tack traveler, crank jib winch.

Weather mark – Call for normal or late hoist, ease mainsheet, release backstay.

Jibe – Steer and throw mainsheet.

Leeward mark – Pre-set traveler and backstay, sheet mainsail.

Cockpit

Upwind – Tail jib sheet (do not cleat it.) Check sail trim and monitor speed and pointing ability compared to other boats.

Tacking – Release old sheet, tack new sheet and tail from the weather rail.

Weather mark – Ease jib to lifelines and cleat it. Pull spinnaker guy around and trim. Hand spinnaker sheet tail to Spinnaker Trimmer.

Jibe – Trim new guy.

Leeward mark – Pre-set backstay. Clear spinnaker sheet tails. Trim genoa in and tail from rail.

Spinnaker Trimmer

Upwind – Tactics, run tapes on spinnaker if necessary.

Weather mark – Pay out spinnaker from hole. Trim sheet after the halyard and guy are fully hoisted.

Jibe – Trim both spinnaker sheets. Hand the new spinnaker guy to crewman #2 if necessary.

Leeward mark – Pull slack into leeward sheet on take-down. Stuff spinnaker into hole after crewman #4 pulls it around the rig.

Twing Man

Upwind – Tactics, outhaul, pre-set twings.

Weather mark – Pull guy back from just behind weather twing. Release jib halyard.

Jibe – Twing lines, throw boom across from boom vang.

Leeward mark – Pre-set outhaul, hold the guy while pole is being removed and stowed ("human pole"), pull the spinnaker around the rig and pass it to #3 crewman.

Bowman

Upwind – Sort halyard tails, pre-set pole controls. Jib halyard/jib cunningham, main cunningham adjustment, boom vang adjustment.

Weather mark – Pole on, spinnaker halyard up, jib down.

Jibe mark – Jibe pole.

Leeward mark – Jib up, pole off and stowed, release spin halyard.

Procedures and Priorities

The Start – The key to starting in a J/24 is to get off the line with a good space to leeward. Once you have opened up a one or two-boat-length space to leeward, you will be free to point or drive as you choose.

In typical starting scenario you will likely be lined up and luffing on the starting line with 30-45 seconds remaining. When accelerating out of this position it is important to sheet in first with the mainsail and then with the genoa. If you trim the genoa in before the boat is moving forward, it will drag the boat into the space to leeward.

Prior to the start, sail upwind and establish the correct settings for your traveler, backstay and jib leads. At the start, be sure that the traveler is set for starboard tack and that you get the main and jib sheets on hard for pointing as soon as the boat is up to speed. If you weather sheet, it is helpful for the #3 crew member to hold the winch handle and then to crank the winch on the final approach to the mark. This frees up the helmsman to trim the mainsail.

Tacking – Most poor tacks are the result of poor steering. The J/24 should be turned quickly at first and then slowed down as it passes head-to-wind. At the point where the boat is about 20 degrees off the wind on the new tack, the helmsman should allow it to glide forward momentarily to allow the cockpit crew time to tail the jib sheet before the jib is loaded up.

The bowman typically walks around the mast when tacking, while the #3 and #4 crewmen go under the boom. These two middle crew should aggressively

overhaul the genoa sheet on each tack. If the sheet fouls on the old genoa car the #3 crewman must immediately blow the car off the track. There will be plenty of time on the next tack to sort out the problem and reload the car.

The helmsman's jobs are to tack the winch handle and the traveler. Except in very light air or very choppy conditions, it is not necessary to adjust the mainsheet during tacks.

The genoa trimmer should remain in the cockpit only until he can no longer trim the genoa without the use of the winch handle. Then he should go directly onto the rail, always facing outboard and wrapping the winch on his way by. The helmsman then inserts the handle and does the final trimming of the genoa with all crewmen sitting out to weather.

Upwind – Keep the crew weight bunched as closely together as possible. Attempt to never allow more than one person off the rail at a time. There are very few reasons to get off the rail of the J/24 when sailing to weather. Load the guy into the pole end by passing the pole back along the weather rail, loading it and then pushing it back forward. Run the spinnaker tapes by leaning into the boat from the rail. If spinnaker gear is fouled to leeward get it on the next tack. Pick your lightest crewman to clear the rudder and adjust the genoa leech line.

Weather mark – Set the pole as early as possible and then have the bowman crouch on the rail in his normal position. Next, the #3 man leans back and slides the hatch open. Then he pulls the spinnaker tack out of the boat while the #4 man pulls the guy back. Take care that the spinnaker does not foul on the forward, leeward corner of the main hatch. This is the cause of most rips.

As your boat overlaps the weather mark, the guy should be half way to the pole end. As the boat rounds the mark, the guy should be aggressively pulled out to the pole end while the bowman pulls the halyard to the top. The genoa should only be eased until it rests against the lifelines. If the foot of the genoa is allowed outside the lifelines the spinnaker will go under the genoa instead of around the leech.

Keep in mind that the J/24 is a small boat. If you get a wrap in the spinnaker, it is usually fastest to grab it at the wrap and sort it out directly.

Jibe mark – If you are rounding the jibe mark with a group of boats, your priorities

are to put the boat in the right place tactically and worry about getting the pole on later. Once on the new jibe you can sail the boat high into a passing lane with the spinnaker clew hooked on the headstay and four crewmen on the rail. Once you are clear of the other boats, bear away slightly and ease the sheet while two crewmen push the pole out.

Leeward mark – A good leeward mark rounding is one where you come out of the mark with speed and pointing ability. To prepare for the rounding, pre-set all the mainsail controls and position the traveler for port tack. The genoa can go up early as long as it is not trimmed in. You should have a mark on your halyard and a scale on the mast so that you can set the halyard exactly where you had it on the previous beat. A halyard that is too tight will result in poor pointing ability immediately after the rounding, and one that is too loose will hamper straight line speed.

Take the pole off while the #4 crew flies the spinnaker guy by hand, acting as a "human pole". After the pole is stowed, the #3 crew releases the sheet and pulls it through the blocks. The #4 crew then pulls the spinnaker around the headstay. The halyard should be released as soon as the sail starts to be pulled around the rig. The #4 and #5 crew do the work of pulling the sail around the rig while the #3 crew takes it from them and stuffs it into the hole.

The main and genoa should be trimmed in together as the boat rounds the mark. As at the start, if the genoa is trimmed too quickly it will tend to drag the bow down into the boat rounding ahead of you.

Practice Having Fun – Sit down with your group and go through each maneuver verbally. Then put up some old sails and go out and thrash around some mooring buoys, lobster pots or whatever is available. Concentrate on doing your own job well and not on instructing each other. After a disastrous rounding, stop and take a break before you start yelling at each other.

Remember, this is supposed to be fun. If you finish the day laughing and you haven't destroyed your equipment, you've had a good day. And if your whole team has fun, there's a good chance they will come back for the next race and do even better.



Getting Hadley to Hadley Harbor

by Peter L. Johnstone



Hadley Johnstone on black cats, just before setting out from Newport on cruise with Peter.

My last submission to this magazine, nearly ten years ago, was a form of gray-mail/charter fee for my father, who let me and three other young teenagers take his J/24 to the Buzzards Bay Regatta on the condition that I write an article for the J/24 Magazine. Amazingly, we survived a strict diet of frozen jelly filled donuts, Doritos, and Coke, and made it back to Newport in the fog. None of us became diabetic, and Dad got his boat back less one stanchion and with a hole in the side.

For the past three years I have been sailing One Design 14's. Blasting around on the double trapezes is a tremendous time, and I will continue to sail these exciting boats. Hadley, my wife of almost two years, did not sail before we met. Our first sail together (the big test to see if this was wife material) was on a One Design 14 in 30 knots of wind. It was a hell of a ride. I knew she had a healthy attitude when she had a great time. Our sailing together for two years consisted of taking out our hot

rod dinghy for a blast around the bay. We were perfectly content, although deep inside, I knew she would enjoy a more relaxed pace on a keelboat. After all, it is rather hard to eat a sunset picnic with a firehose held to your face. The salesman in me was beginning to face reality. Might there be life beyond 14 sailing?

My Mom unwittingly opened the can of worms by giving us a cruising guide to Rhode Island and Massachusetts for Christmas. Hadley noticed the rave reviews of her namesake, Hadley Harbor near Woods Hole, MA, and thought it would be fun to cruise there, but on what? The J/24 seemed like an ideal choice. We could cruise it, and race Thursday nights in Newport. A quick call to my brothers revealed that a new boat was limited to those in newlywed financial fantasyland. A nice J/24 looked out of the question.

A few days later Karl Anderson, from Karl's Boat Shop, called me at work looking for a One Design 14 charter boat for the Ultimate Yacht Race in Hawaii. While

on the phone, the subject turned to his business of giving new life to old J/24s. A deal was struck for a 14 in paradise in return for some work on an old J/24.

We spent several evenings looking at brokerage and classified listings. In February, we came across two promising used boats with bottom level asking prices. It was time to hit the road. The first boat sounded great, but was in worse condition than its trailer, which wouldn't budge. The second boat was at RCR in Youngstown, NY. Mark Kirby described a boat in decent condition with no equipment, and a workable trailer. During my eight hour drive, my mind went through all the nightmare possibilities. The boat was a 1978. Apparently, the original owner used the boat for two seasons and disappeared on a trip to Europe. After ten years, the storage yard assumed ownership for the unpaid storage bills, and RCR bought the boat at an auction. It sat at RCR for several months. The yellow topsides, black bottom and black spars probably scared most interest away. My first car was a '76 hand-me-down yellow Rabbit with a black vinyl interior. Was this just coincidence?

Upon arrival at RCR I found the yellow boat sitting on a nice Triad. Climbing on board was like a time warp. The deck was unaltered '78 factory stock, and the interior looked like it had never been entered. Yellow must be my lucky color. Hadley and I decided to get the boat. The trailer was hooked up, and I drove off with the warning that the trailer tires were twelve years old, but would probably make it.

Karl picked up the boat for its cosmetic and structural overhaul after a Tuesday night hockey game in Newport. Karl's Boat Shop did great work on those jobs that are best left to the pros. The verm was taken out, the keel was faired, new hatches were installed and the boat received solid black awigrip topsides and a black VC17 bottom. Finally, one of Karl's jazzy tillers completed the hull's

new look to free itself from its '70's fashion bondage.

Jens Hookanson at Hall Rigging re-rigged the spar to his current preferences, the Rigging Company outfitted new lines, and the deck was layed out with new Lewmar winches and Harken gear by Hadley and me according to our Shore sailmaker, Dan Neri's suggestions. The finished boat is a race ready J/24 that would leave us no excuses for Thursday night racing, and is an ideal overnight cruiser.

Our boat was christened 'black cats' after our two permanent house guests and blessed by our favorite local ordained priest, my mom, the same one who unwittingly sent us down the path to boat ownership. The first sail in April consisted of huddling in the cockpit or companionway with the mainsail only. It was a sunny yet brisk 45 degrees. After a month of daysailing, we were eager to stretch our horizons and try cruising overnight.

Late spring can be a wonderful time to cruise in the Northeast. Harbors are empty, peaceful, and quiet. The only concern is weather. Naturally, our excitement to go on our first overnight cruise clouded all better judgment in relation to the forecast. We decided to leave Newport on a Saturday afternoon for Hadley Harbor. The seabreeze built all day behind us as we surfed down the ocean swells with the spinnaker up and clear wake behind. Hadley, by this point, had read in several books and magazines that cruising is meant to be done on flat water with calm breezes, with activity restricted to minimal exertion and maximum relaxation (reading and suntanning). It was actually a glorious sail until the tide turned at the mouth of Buzzards Bay. The foul current kicked up a nasty chop against the 20-25 knot southwesterly. This was enough to convince my wife that her ideas of cruising were right. We dropped the spinnaker and continued with main only. The rough conditions forced us to head for the nearest harbor, which was Cuttyhunk, the closest of the Elizabeth Islands which string from Woods Hole, MA, towards Rhode Island.

Upon arrival, we tacked up Cuttyhunk Harbor's narrow dredged channel. Only two other boats were in the harbor. Having tied up to a big rusty ball in the anchorage, we inflated our borrowed Avon dinghy and rowed to shore to stretch our legs. The island was our own. Coldness kept the few year-round islanders inside. The general store on the island was

closed, with a note on the door listing its off-season hours as 'open whenever we feel like it'. We continued our walk up to the old WWII gun mounts and an enormous abandoned windmill at the highest point of the island. The 360 degree view of Buzzards Bay, Rhode Island Sound, and Vineyard Sound from this vantage point is spectacular. We could see from the entrance of the Cape Cod Canal to Block Island. Down the paths to the west we saw numerous deer.

Rowing back to the boat was considerably easier with the wind behind us. Sunset was rapidly approaching, and we cooked a hot curry chicken supper, which the cold air made taste far better than if eaten at home. Darkness fell, and so did the temperature. Hadley read her book, and I plotted our course home for the next day and learned how to use our handheld Loran. The weather report for Sunday was not of the kind that would convince Hadley to become a lifelong cruiser.

The rig whistling in the wind woke us up around sunrise at 5:30 a.m. A cold gray spring New England southeaster was blowing 25-35 knots. After a quick breakfast, we put up the main with one reef and set off with the handheld Loran taped to the stern pulpit, so that I could navigate without leaving the helm. The winds seemed tame enough until we got out from the lee of the islands. By the time we were to leeward off Buzzard's Tower, the winds were a steady 30 knots with very steep swells up to the spreaders, which would occasionally break into a wall of foam. Our course home was a beam reach, and after a few near knock-downs, I learned to stick the nose of the

boat into the wind whenever a set of coamers came along. If it weren't for a constricted schedule and lack of supplies for another night, we wouldn't have left the harbor. However, there was no turning back now. Hadley looked a few shades whiter than I had ever seen her, and was mumbling something about kissing the ground when we finally returned.

Once we got used to the conditions, it wasn't too bad. A sense of relief came over me as we approached Aquidneck Island, where Newport is situated. The feeling was short-lived upon the realization that we had sailed into a gigantic fish trap made up of steel barrels and cable supported nets. We continued for a half mile, looking for an opening to escape. The cables have been known to saw through rudders in short time, especially in these conditions. The trap appeared to go all the way to shallow water, so we had to back track a mile to find an opening. As we passed through an apparent opening, my heart pounded expecting to feel the boat lurch to a halt as it hit a submerged cable. Luckily we escaped without harm, and sailed downwind into Narragansett Bay, where the waters were considerably calmer, and arrived in Newport by noon.

Our next cruise wasn't for another two months. Travelling and sailing 14's in the Ultimate Yacht Races curtailed most use of the J/24. By the end of July we were ready to set off on our second attempt to get to Hadley Harbor. This time, we planned to go for three nights, and sail only when the conditions were right. This cruise would be done in Hadley's style. On the Monday of our departure, a nice light sunny easterly was

Hadley in cruising mode: suntanning and reading.



perfect for a leisurely reach out to Block Island. We anchored at the northwest corner of the Great Salt Pond, and enjoyed doing nothing except swimming, reading, and eating. Our first true cruising crisis occurred that night when we discovered that we had forgotten a pot to cook our dinner in. Cooking Mexican refried beans in a can was interesting.

We hoped to sail to Cuttyhunk on the second day and then on to Hadley Harbor, but the wind stayed out of the east, dead upwind. After slogging upwind for 40 minutes, we decided to head back to Block Island and spend the day bike riding and swimming. We cut our second cruise short on the following day when we awoke to an opportune westerly breeze to reach home in.

With the summer almost over, we set off on one more cruise. This time we were *determined* to see Hadley Harbor. We left Newport late on a Sunday morning and put up the chute in the light southwesterly breeze. It was a perfect summer day of sailing. We were not particularly sure where we would spend the first night. We sailed a close reach over to Gay Head at the western tip of Martha's Vineyard. While reading the cruising guide under sail, we decided that Menemsha Pond just beyond Gay Head was not to our liking, so we jibed across Vineyard Sound towards Cuttyhunk. From four miles away, we could tell that the harbor was too crowded, by the amount of masts we could see. So we dipped through Quick's Hole, a passage between two of the

Elizabeth Islands, and then jibed over towards Wood's Hole. We arrived at Hadley Harbor at sunset, having covered over 45 miles.

Hadley Harbor is one of those special places that people refer to as 'God's country'. The harbor is tucked between several islands owned by the Forbes family just west of Wood's Hole. There are multiple coves to anchor in. Each seems like its own private little harbor. The coves are surrounded by trees and lush growth, and the water is clean and filled with fish.

We spent the next morning rowing in and out of the different coves. By noon, the seabreeze hadn't filled in and it was getting hot, so we set off motorsailing to Cuttyhunk as a stopover on our way home to Newport. This two night cruise was perfect. Sunrises, gentle breezes, flat water, minimal work, and beautiful sunsets. After a summer of fun cruises, Hadley finally got to see Hadley Harbor.



Shifts Happen.



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Peter Johnstone is a former U.S. Youth Champion, Collegiate All-American, and is the current One Design 14 North American Champion. He markets the One Design 14's from his Newport, RI, home and actively races 'black cats' with his wife Hadley on Thursday nights, in J/24 Fleet 50.

In the Beginning There Was Darkness

Teaching Your Crew Starting Tactics

by Geoffrey N. Clifford



J World staff writer's STATS is designed to train crew to communicate useful information to the helmsman on the starting line.

Learning leads to loyalty, and teaching your crew is one of the best policies to assure yourself of a devoted and winning team. J World has developed several simple, systematic approaches to teaching tactics awareness which enables students to recognize the "battlefield" conditions surrounding them and to communicate useful information to their helmsman.

Now, we know that you know the secret arts of starting, those martial moves that lead on to victory, but for many the starting line is the most bizarre boundary in modern sports. It's a starting point no one can see except the officials; it is surrounded by darkness, confusion and a howling horde of carnival cars daring you

to bump them. Cross it too late or too soon and watch winning slip away. No wonder there is panic. Keep that in mind as you teach.

The following teaching sequence, referred to as STATS (Starting Tactics Awareness Teaching Sequence) is a cycle to be repeated several times during a ten minute, mock starting sequence, using questions asked by you. With practice the process becomes ingrained, natural, and orderly, requiring less prompting or fewer requests for information from you.

STATS is for practice sessions only and therefore many of the observations asked for, such as what the leeward boat

may be doing, are obviously impossible. Ask the questions anyway, to establish the thought process.

The order of information to be requested by you from your crew of "trainees" is as follows:

Time

The clock places limits on the duration and number of tasks a crew can perform. Often beginners tunnel into tasks, losing sight of where they are in the starting sequence. Developing their awareness of time by imposing on them the framework of a ten minute starting sequence will aid in promoting a feel for how much can be done in a given period. This, in

turn, will relax the crew and stimulate thinking.

The more pressure (but not yelling) in practice, the better. It will never equal that of combat.

Location

Consider the starting area to be in three sectors (Fig. 1). At any time during STATS your crew should be able to tell you the following:

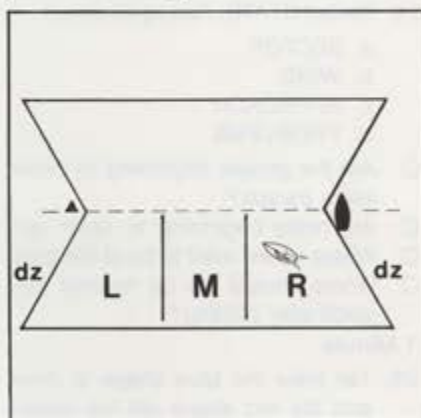


Fig. 1

1. Which sector: right, middle, left you are in.
2. Which sector you are heading for.
3. How close you are to any layline.
4. If you are in a "Death Zone" above the laylines.
5. How many boatlengths you are from the starting line.

Wind and Water

Clearly, nothing is more critical than

developing your crew's capability to detect and evaluate wind and water conditions. (Fig. 2) As you sail from sector to sector, STATS repeatedly demands that your crew report to you the starting line and course conditions.

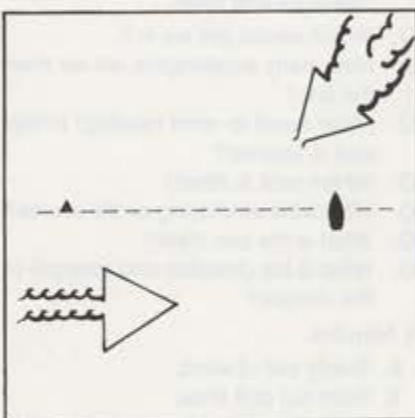


Fig. 2

STATS requests information about current and waves only once, but this should not be taken to mean that information about both is not essential at all times.

Approaches

A distinction must be made here between the final approach to the line and the starting tack, i.e., the tack you are to be on when you actually cross the line. Following each head-to-wind reading, ask your crew their thoughts about the approach and starting tack, and which end of the line is now favored. (Fig. 3)

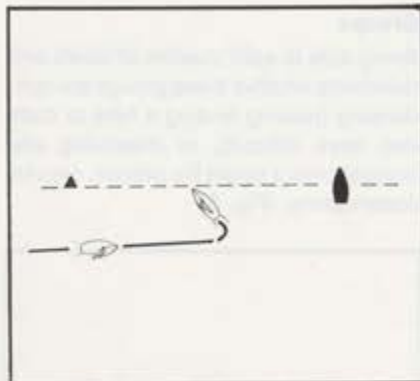


Fig. 3

Problem Positions

Crew members must learn to anticipate and prepare counter moves against boats ahead and astern, as well as those overlapped above and below you. Drills in position problems will enable your crew to better isolate challenges and limit them to the nearby boats, rather than seeing the entire fleet as a threat. (Fig. 4)

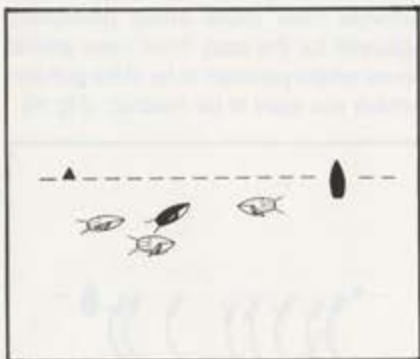


Fig. 4

BEYOND TECHNOLOGY IS THE HEART AND SOUL OF A TRUE CHAMPION.

Every year for the last 3 years, the J/24 World Champion has been an Allis Racing-equipped skipper. In '88 it was Kostecki. In '89 it was Klein. And now it's Jim Brady. It is no coincidence.

TILLERS

A custom laminated tiller is the finishing touch to the well done racing boat. Lightweight tillers are the way to minimum weight rudder packages.

HATCH CONVERSIONS

These are an Allis Racing original. The companionway kit is the only class approved conversion kit available to J/24 owners. Kits are complete with hatches, teak trim, and fasteners, just the way they have been for over 3 years, to well over 200 owners.

OVERIDERS

These were designed by John Kostecki's cockpit crew (Matt and Stu). These wide-throated bars will guarantee you no more overrides. No matter what block you use or whether you cross sheet or not, the Overrides are the beginning of crew work that never again includes a tangle.

SPREADER BRACKETS

The Allis Racing "Edge" started it all. Kostecki won the Worlds with the prototype in Sydney. Since then Brady, Brun, Curtis, Walcott, Golison, Reeser, and Adams have all used them because only the Edge gives you the ability to adjust each spreader independently. This enables you to get the exact angle you want, when you want it, and keep it until YOU want to change it. Compatible with all Kenyon spreader bracket configurations.

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Groups

Being able to spot clusters of boats and determine whether these groups are condensing (making finding a hole to duck into more difficult), or dissolving and breaking into a single file parade, are vital observations. (Fig. 5)

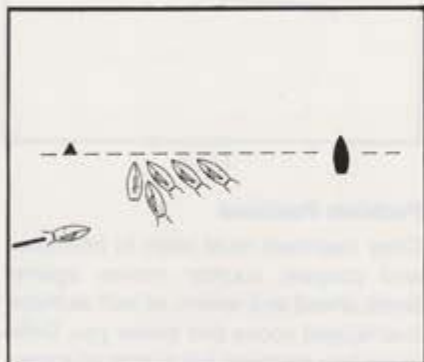


Fig. 5

Position at the Gun/After the Gun

The final analysis of all the data should provide clear clues about positioning yourself for the start. Your crew should know where you want to be at the gun and where you want to be headed. (Fig. 6)

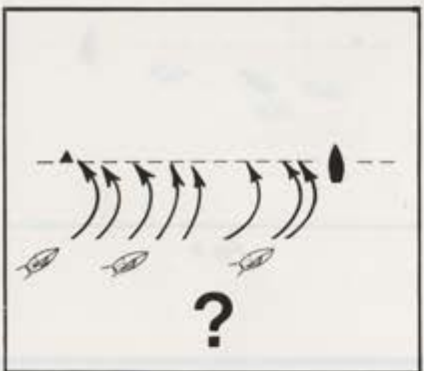


Fig. 6

How to Use STATS

Obviously many more factors than those listed here must be considered for winning starts. STATS should not be thought of as a treatise on starting, but as a format for learning. As you add your own questions, they should be entered under one of the six categories to preserve the process of assimilation.

The following are the questions to ask your crew, within a ten minute starting sequence:

10 Minutes

1. Start watches.
2. Tell your crew the warning shape has been hoisted.
3. Start your maneuvering at the committee boat.

4. Sail down the line.
5. Ask a crewmember to note and record the time required to sail the length of the line.
6. Call for a head-to-wind reading.
7. Designate someone to record wind headings and times.

Q: Which sector are we in?

Q: How many boatlengths are we from the line?

Q: (After head-to-wind reading) Which end is favored?

Q: Which tack is lifted?

Q: What's the wind doing on the course?

Q: What is the sea state?

Q: What is the direction and strength of the current?

9 Minutes

8. Briefly sail upwind.
9. Point out puff lines.
10. Describe what is happening to other upwind boats.
11. Sail back to line.

Q: Should we make our final approach on port or starboard, or is it too early to tell?

Q: What are the boats immediately ahead and astern doing?

Q: What could they do to us?

12. Sail back to race committee boat.
13. Do a line sight and record heading.

7 Minutes

14. Call for another head-to-wind reading.
15. Then reach down the line a second time on starboard tack.
16. Repeat STATS. Ask again about:
 - a. SECTOR
 - b. WIND
 - c. APPROACH
 - d. PROBLEMS AHEAD & ASTERN

Q: Are the boats overlapped above and below us posing a threat?

6 Minutes

17. Tell crew that the warning shape is down.
18. Designate a timer to call the count-down, starting at 5 minutes. He/she should call off the time every ten seconds until 40 seconds remain, then each second until the gun.

5 Minutes

19. Tell crew the blue shape has been hoisted.
20. Call for another head-to-wind reading.
21. Timer starts calling countdown.
22. Restart STATS. Ask again about:
 - a. SECTOR
 - b. WIND

c. APPROACH

d. PROBLEMS: (Ahead/Astern & Overlapped Above/Below)

Q: What are the groups of boats doing?

Q: Where are they in relation to the race committee boat?

Q: Does it look like the groups are condensing or dissolving?

3 Minutes

23. Call for final head-to-wind reading.

24. Restart STATS. Ask again about:

- a. SECTOR
- b. WIND
- c. APPROACH
- d. PROBLEMS

Q: Are the groups beginning to break into a parade?

Q: Are holes beginning to open up?

Q: Where do we want to be at the gun?

Q: Where should we be headed 100 yards after starting?

1 Minute

25. Tell crew the blue shape is down and the red shape will be hoisted in one minute.

26. Get on your starting tack.

27. Get your crew in their starting positions.

Q: How far are we from the line?

Q: Is this the lifted tack?

Q: Is this our starting tack?

Q: Am I okay ahead and astern?

Q: Am I okay above and below?

Q: What should I do?

Q: Have the windward and leeward boats started to sheet in? Tell me the second they start to trim in.

Q: Time to go?

Q: Distance to line?

28. Start.

Teaching is learning twice. All of us at one time or another have thought we understood certain things until we had to teach them. As a teacher, nothing will be more valuable to you than developing your ability to listen. Hear what your crew is saying and, more importantly, how they are saying it. The product will be a harvest of insights into their understanding and confidence — and your own.

Gentlemen, start your boats!

Geoffrey Clifford is a J World Staff Writer. J World's winter racing courses begin in Key West and San Diego, January 21, 1991. For information please call: (800) 343-2255, (401) 849-5492, (800) 666-1050, (619) 259-3836.



Suyong Bay, Pusan, South Korea, has a reputation for heavy weather. But the gusting winds and violent seas that confronted sailors



John Kostecki and crew.
Silver Medal winners for Soling.

at the last Olympic Regatta were extreme by any standard. In two of seven races, winds topped 40 knots and waves

reached 12 feet, causing such havoc that, for many competitors, finishing became the only strategy.

But one group of athletes, the members of the United States Sailing Team, stood up to the rigors better than all the rest. Prepared for the grueling conditions by extensive weight and aerobic training, the American Team took home more medals than any other country. They earned Gold for Women's 470, Silver for Star and Soling, and Bronze for Men's 470 and Sailboard.

Many of the same sailors, along with a fleet of new aspirants, have turned their attention to the campaign for berths on the Olympic Team that will travel to Barcelona in '92. Whoever makes that trip will be doubly prepared, having faced four years of the toughest international competition, as well as the rigorous



Allison Jolly and Lynne Jewell sailing to Gold in the Women's 470 at Pusan.

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Olympic Gold Medal winners
Lynne Jewell and Allison Jolly.

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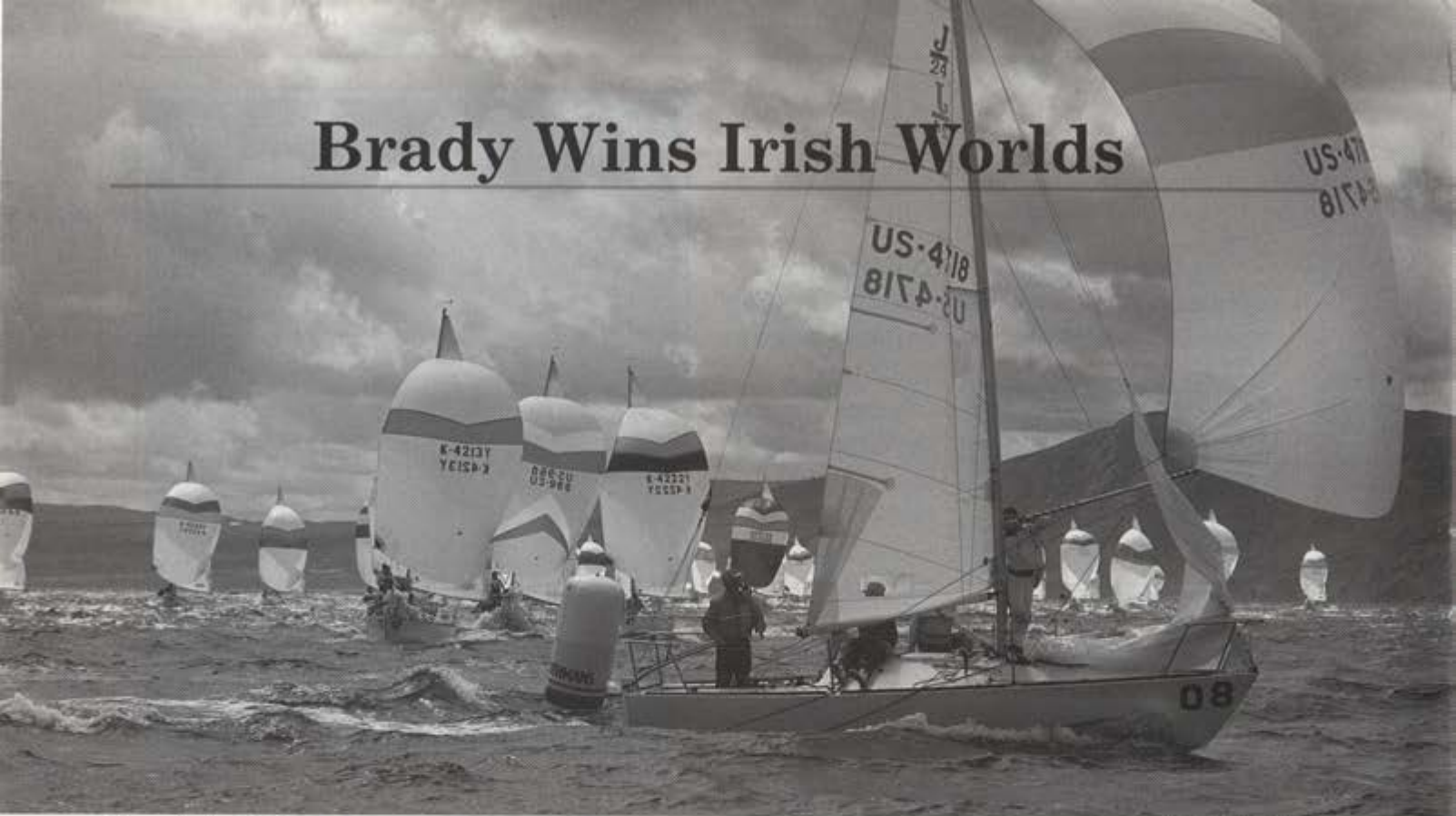
Rolex Submariner Oyster Perpetual Date in 18kt gold with matching Oyster bracelet.

For more information about the U.S. Sailing Team write: USYRU, P.O. Box 209, Newport, RI 02840.

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Brady Wins Irish Worlds



Above: Brady (08) alone at the top, at the jibe mark in World Championship race in Dublin Bay.

Photo by Rick Tomlinson

Below left: The flags of each nation were hoisted at the opening ceremonies.

Below right: 1990 World Championship crew, from left: Steve Inman, Mark Foster, Jim Brady, Stephan Kessenich, and Andy Hemmings.



Jim Brady of the U.S., showing terrific consistency and holding off a determined bid by two-time World Champion Ken Read, convincingly won the 1990 J/24 World Championship held on Dublin Bay in Ireland, July 22-28. Brady counted no finish lower than third in topping the 62 boat fleet in conditions ranging from 5 to 25 knots. Sponsored by Rothmans, the regatta was superbly run by the Royal Irish Yacht Club, who got the series off without a hitch by quickly going to a black flag when the fleet became overly aggressive, and laying out courses which amply took into account the current running over the course.

The first race of the series was the lightest, and quickly established who was who in the fleet. Ian Bashford, eventual third place finisher, led around the first

mark, closely followed by Read and Dave Curtis. Brady, who rounded sixth, opted not to jibe immediately at the second mark, and his separation put him in second place by the leeward mark. Positions stayed the same past the second leeward mark, with Bashford opening a huge lead on the dead downwind leg, followed by Brady, Read, Charles Favre of Switzerland, and Curtis. Curtis banged the left corner hard and, finding current relief, came out with a big lead which he carried to the finish. Brady managed to get by Bashford as the wind died some more and the current picked up, while Read was unable to solve the current problem and dropped to sixth.

The second race saw the wind crank around to the seabreeze direction, giving the fleet a strong breeze that favored the

Photo by Arne K. Larssen



right side. Brady had a good start in the middle of the line along with Jeff Johnstone, sailing with his father Rod (the J/24 designer) as tactician. Read bailed out of a bad start and showed great speed to end up second at the weather mark, just behind Brady and just ahead of Johnstone. These three maintained their positions around the course, while Bashford and Curtis dropped to 16th and 17th respectively. This left Brady leading overall with Read second, Favre (7th in this race) third, and Johnstone fourth.

The third race saw the same conditions as the second, with the breeze getting a little heavier toward the end. This looked to be Read's race to get some points on Brady, as he rounded the first mark in sixth while Brady was near 12th. However, England's Ian Southworth spun out at the jibe mark, T-boning Read and shoving him out past the mark, allowing Brady to round ahead. Brady proceeded to grind down Simon Rogers of England to win the race, while Read came back from his mishap to finish third. Bashford came back from a horrible first leg to finish sixth, while Curtis dropped nearly out of contention with a 30th. Most painful, however, was the DSQ applied to Johnstone, who had finished seventh. He was third party protested by Brady for not filing a protest in a collision with American Paul Foerster, who dropped out of the race.

The fourth race vindicated Johnstone, however, as the breeze dropped and the current took over. Playing the left side carefully, Johnstone led Foerster around the weather mark and the two stayed that way to the finish. Brady, meanwhile, attacked the right, along with Read and Curtis, only to be on the outside of a 20 degree lift. Brady rounded the mark 39th, and eventually ended up 38th. Read, who rounded 35th, came back for a 13th to take the lead in the regatta minus a throwout. Bashford's fifth put him solidly in third overall, while Curtis' 49th spelled his exit as a factor. Favre fell to 48th to drop back to fifth overall.

The breeze came back with a vengeance for the fifth race, with everyone opting for little jibs in the heavy seas. Glyn Charles of England hopped out to a big lead at the weather mark, followed by Read. Brady rounded fourth, and he and Read took off on the second reach to round the leeward mark, 2-1. A long, tactical beat followed, with Brady leebowing Read for the lead at the weather mark, closely followed by Charles. Read had a



Clockwise from above: Sean (Deputy Chairman) and Barbara Dillon; Sail measurers Shelley Leonard, David Green, Hauke Kruess and Ailbhe Kenny; Irish NJCA Pres. Denis Woods at helm of spectator boat; IJCA Measurer Dennis Ellis; RIYC post-race scene; Rothman yacht; David Green and Ian Bashford; rehashing the race; Regatta Chairman Michael Boyd addresses competitors.



better set and surfed past Brady in a wild jibing duel to take the lead at the leeward mark. Another close tactical beat saw Read put Charles between himself and Brady by the finish. Bashford came back from another poor first beat to gain fourth by the finish. Going into the final race with a throwout now counting, Brady led Read by four points with Bashford, the only other boat with a chance to win, just six points further back.

To add to the pressure, the final race was moved out of Dublin Bay to make room for the local racing fleets. The move to Killiney Bay meant sailing in even more current, along with different wind conditions than seen during the week. After a general recall, Curtis grabbed a big lead by jumping out of the midline sag and going right. Read, who opted for the port end in a left hand phase, found himself knocked down to the right side, where

Far right: Traffic jam at jibe mark in Worlds race.

Photo by Rick Tomlinson

Right: Jim Brady on final beat in last race.

Below: Jeff Johnstone under full power upwind

Photo by Rick Tomlinson

Photo by Hanne Larsen







Above: Ken Read accepts second place award. Right: Competitors enjoy a soccer game at park next to Royal Irish Yacht Club.

Brady played a cautious start into a controlling position. By the weather mark, Curtis had a big lead, followed by Southworth and Brady. Read rounded 15th and had to climb back on the reaches, rounding the leeward mark sixth but far behind Brady, who went on to finish second for the race and capture his first World Championship title. Read easily held second for the series, while Bashford sailed his worst race but still ended up third overall, just ahead of Johnstone.

The social program for the week was extensive, beginning with a Hello Party on Friday night featuring a rock and roll band in the Marquee (tent with wood floor and crystal chandeliers!) on the waterfront side of the Royal Irish Yacht Club. After the skipper's briefing Saturday evening, Rothmans hosted a reception in the Marquee. Following Sunday's practice race, opening ceremonies were held on the steps of the club, with flags hosted for each nation represented, and an Irish

Coffee Reception afterwards. Monday evening the more hearty competitors and supporters participated in the Waterfront Club Crawl, walking to each of the four waterfront yacht clubs in Dun Laoghaire for refreshments. Tuesday evening the Dun Laoghaire Borough Corporation hosted a reception for one member of each crew, at the Royal Marine Hotel. On Wednesday evening, competitors were entertained in the homes of the committee members, and later many performed at the Irish Ballad night in the Marquee. Thursday evening was free, with a tour of the harbor available. The Championship Irish Banquet was held Friday evening at the Royal Marine Hotel, and everyone turned out in his "best dress." After the completion of racing on Saturday, prize giving was held on the steps of the yacht club, with a Goodbye Party Disco, emceed by Hugh O'Brien, afterwards in the Marquee.

Boat Buddies (a.k.a. bunnies) were assigned to each participating boat, for

the purpose of assisting the crew in any way needed, whether cashing a check, running errands, providing local information, etc - a special touch that was typical of the warm hospitality and thoughtfulness that was a part of this championship. Regatta Chairman Michael Boyd and his numerous committee chairmen and members, the RIYC, Rothmans, and the community deserve highest praises for putting on a successful event for the J/24 Class.

Moose McClintock has been sailing J/24s since the class began, and was a member of Ken Read's crew at the World Championship. He is a past Shields and Ensign National Champion, and was crew on the second place finisher in the J/22 Worlds in September. He works for Shore Cloth Company, a division of Shore Sails International.



Below: The Netherlands group relax in the marquis. Right: Participants and supporters gather for the Irish Coffee Reception.



1990 J/24 World Championship July 23-28

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	US4718	08	Just More Fun	Jim Brady	2	1	1	38	3	2	9
2	US4600	02	Fuzzy Duck	Ken Read	6	2	3	13	1	6	18
3	KA142	62	Fruitcakes	Ian Bashford	3	16	6	5	4	22	34
4	US1	41	Jolly Roger	Jeff Johnstone	9	3	63	1	17	9	39
5	K4213Y	12	Joint Venture	Colin Simonds	18	4	17	7	11	5	44
6	K4204Y	34	Academy	Ian Southworth	23	8	63	3	12	1	47
7	Z3037	18	Coincoin Dubois	Charles Favre	4	7	7	48	20	13	51
8	US3466	07	H J	Dave Curtis	1	15	30	49	6	3	55
9	K4203Y	48	Mister Beaujangles	Glyn Charles	8	23	11	29	2	11	55
10	K4215Y	23	Stouche	Stuart Jardine	54	24	8	6	9	16	63
11	K4226Y	20	Keep Taking The Tablets	John Ross Murphy	7	20	63	9	21	12	69
12	I-186	53	Baraldi J	Roberto Martinez	30	18	13	17	7	19	74
13	K4228Y	35	Perpol	David Bedford	40	13	2	10	63	15	80
14	K4223Y	11	Roger Rabbit	Simon Rogers	35	14	4	23	30	10	81
15	KA135	05	Haywire Scandal	Robert Hagan	28	17	14	8	63	26	93
16	K4177Y	52	Jeriatric	Paddy Atkinson	14	42	12	15	18	36	95
17	US968	32	Flying Fair It	Paul Foerster	5	19	63	2	63	8	97
18	KA144	50	Stockcar	Rob Brewer	12	35	30	50	22	4	103
19	K4218Y	09	Smokey Joe	Johnathon Clark	42	28	19	4	38	20	109
20	H16	29	Juffrouw Jannie	Maarten Kimman	37	12	23	46	8	31	111
21	IR1812	15	White Mischief	Timothy Goodbody	46	25	36	25	5	24	115
22	K4222Y	47	RSJ	Simon Slater	31	36	28	35	15	7	116
23	K4141Y	26	Just Enuff	Andrew Roberts	57	21	10	45	13	27	116
24	KA149	42	Two Dogs	Rob Weiss	11	52	20	22	63	17	122
25	G35	17	Vitesse	Manfred Konig	34	30	16	56	24	18	122
26	I-262	59	Verdi	Roberto Spata	32	9	25	26	36	63	128
27	I-269	57	Gold Finger	A. Sodo Migliori	33	6	29	58	19	42	129
28	IR4628	45	Jessica	Ward Woods	25	31	31	14	63	28	129
29	I-203	60	L'Allegro Bevitore	Guido Santoro	22	63	22	34	22	32	132
30	H28	30	Balletent	Albert Holland	49	10	21	21	63	34	135
31	I-232	58	King J	Roberto Tamburel	13	22	37	28	45	38	138
32	US1983	25	Erin Go Buck	Kevin Doyle	19	39	52	11	31	39	139
33	G4	27	Espresso	Jan Kahler	15	63	26	16	32	50	139
34	I-181	55	Cartoncino	Fabrizio Eusebio	61	5	9	51	63	14	140
35	KA134	61	Jaws	Joe Blaney	10	63	27	42	35	29	143
36	K4064Y	49	Legal Alien	Duncan Peace	62	34	15	55	14	25	143
37	K4205Y	44	Parsnip	Marshall King	36	32	46	27	29	21	145
38	K4219Y	21	Jooler	Simon Collyer	52	29	32	39	23	23	146
39	J4729	04	Siesta J	Mikio Tokano	16	33	38	47	27	37	151
40	I-241	56	Nautical	Pietro Nicolini	44	11	36	32	33	40	152
41	IR4533	46	Artful Dodger	Roger Bannon	48	26	33	18	28	63	153
42	K4206Y	37	The Kanembe Connection	Chris Kearns	47	45	5	44	16	63	157
43	K4175Y	14	Never Let A Dago By	Nick Whipp	24	38	35	31	32	35	157
44	US815	06	Jeepers	Dick Tillman	20	46	39	63	25	43	173
45	J3809	03	Out Of Control	Makoto Nakano	17	37	50	30	63	46	180
46	K4188Y	40	Majic	Chris Torrens	56	40	43	20	42	41	186
47	IR728	22	Janus	David Coote	27	47	63	36	34	44	188
48	KC3307	38	Quick Nick	Katie Nicoll	45	41	47	19	37	49	189
49	K4053Y	10	Smooth Operator	Mark Pritchard	39	44	44	12	63	53	192
50	IR2216	36	Jacquerie	Denise Lyttle	51	27	46	40	46	33	192
51	K4170Y	19	Tiger	Jim Anderson	21	56	54	41	43	47	206
52	H24	28	Jeuk	Chris Jongerius	38	43	45	54	26	54	206
53	F3231	24	Anthologie	Luc Nadal	60	48	51	24	44	45	212
54	K4015Y	43	Jeriatric	Stephen Hyde	29	49	55	33	48	56	214
55	F3234	31	Pim	Luc Videau	41	51	42	63	39	42	215
56	S1	51	Halmsecken	Bengt Falkenberg	26	63	41	57	52	63	239
58	K4063Y	13	Jealousy	Joey Kelly	55	57	49	37	50	57	248
58	S58	39	Arne	Arne Larssen	50	53	48	60	49	48	248
59	IR4037	16	Dreadnought	John Hooper	43	63	63	59	41	52	258
60	US2331	01	Jumping Jive	Hank Killion	58	50	56	53	47	58	264
61	KB7	33	Terrapin	Mike Butler	53	54	52	52	63	55	266
62	F892	63	Kookaburra	Bruno De La Sabl	59	55	63	43	51	63	271

*One discard

1990 Europeans Draws 49

by Stephan Kessenich

During the week of June 23-29, following the traditional Kiel Week macro-racing events, the German J/24 Class Association, in cooperation with Kiel Yacht Club, organized the 1990 J/24 European Championship in Kiel, West Germany. The series took place at the

1972 Olympic Harbour. Forty-nine teams from eleven different nations, among them competitors from non-European countries such as the United States and Japan, travelled to Kiel to take part in the six race series in the Kiel bay.

The star among the competitors was

American Jim Brady, who had just crowned his first place in the Kiel Week regatta with another first in a match race between the Kiel Week winners of all classes, the Corum Match Race sailed in J/22s. The twenty-seven-year-old talented sailmaker from Annapolis, Maryland, once again

1990 European Champion Aurelio Dalla Vecchia of Naples, Italy, in pursuit of Horst Rieckborn (G 16) on reach in five race series held at Kiel.



Photo by Hanne Larsen



Photo by Hanne Larsen

Jim Brady (US 4718) in the lead, followed by Johan Setterberg (S 100).

led *Just More Fun*, chartered from his friend Stephan Kessenich, to success by winning the European Championship.

In the first three races, Brady sailed to three victories. Behind this nearly untouchable team a mixed group of Italian, Swedish, and British boats battled in most difficult conditions. Though they consistently were in the top rankings, they could not catch Brady and his crew of Andy Hemmings (UK), Jim Saltohnstall (UK), Jack McDonald (USA), and Stephan Kessenich (Germany).

The best German teams were Manfred Konig (8th), Peer Kock (9th), and Jan Kahler (11th), all from Hamburg. They would have finished much better had the sixth race counted. But this race was annulled after a protest against the race committee for insufficient course length. Only five races, with no throwout, entered the calculation of the final results.

The actual 1990 European Champion (the title can be awarded only to a resident of a European nation) is second place finisher, Aurelio Dalla Vecchia, of Naples, Italy. Former FD sailor Stuart Jardine of the UK was third overall, Andrew Roberts, also of the UK, was fourth, and Per Petterson, of Sweden, fifth. The best all-female team was the German crew helmed by Kirsten Tamm, of Hamburg, followed closely by Nina Woehren, of Kiel.

Hopefully, this event has again contributed to the spread of the J/24 in Europe, and especially in Germany, so that more and even better organized events will take place soon.

Stephan Kessenich, of J-Boats Germany, crews regularly with Jim Brady and was part of his winning team at the 1990 Kiel Week Regatta, European Championship and World Championship.



1990 European Championship June 23-29

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	US4718	Jim Brady	1	1	1	2	1	6
2	I-189	Aurelio Dalla Vecchia	12	2	4	3	12	33
3	K4213	Stuart Jardine	8	7	9	7	3	34
4	K4141	Andrew Roberts	3	3	16	10	8	40
5	S2	Per Petterson	YMP	8	17	8	14	44
6	S39	Magnus Holmberg	6	10	2	26	5	49
7	H16	Maarten Kimman	YMP	8	17	8	14	53
8	G15	Manfred Koenig	7	11	7	18	17	60
9	G35	Peer Kock	18	16	15	12	10	71
10	IR	Ward Woods	9	18	10	27	11	75
11	G4	Jan Kahler	2	24	8	41	2	77
12	H17	Pieter Heerema	YMP	4	YMP	1	DSQ	80
13	J4729	Mikio Tokano	5	5	DSQ	20	6	87
14	S100	Johan Setterberg	34	14	22	5	15	90
15	S46	Sten Haeger	16	17	21	19	7	90
16	G16	Horst Rieckborn	13	36	12	13	18	92
17	G9	Sergei Borodinov	10	15	35	16	23	99
18	G30	Udo Plueckelmann	30	33	3	17	24	107
19	G7	Klaus Born	YMP	22	13	15	34	107
20	G13	Christof Becker	11	12	26	YMP	13	112
21	I-180	Alberto Scapolo	4	20	39	23	29	115
22	H28	Harry Maronier	39	25	5	14	21	115
23	G31	Thomas Ross	19	23	DSQ	6	16	115
24	GR4538	George Andreadis	26	27	29	22	19	123
25	K4115	David Ellis	24	6	36	39	20	125
26	H6	Arnout Hummel	21	PMS	14	24	22	132
27	G18	Hans Kaehler	17	32	28	36	21	134
28	H10	Roel van Olst	33	13	34	DNF	9	140
29	S52	Bernt Jonsson	15	29	20	DSQ	25	140
30	G24	Sonke Stein	25	30	40	9	38	142
31	G27	Kirsten Tamm	23	26	41	19	33	142
32	G33	Nina Woehren	22	37	23	40	28	150
33	G1	Helmut Zels	40	45	18	21	36	160
34	S55	Chister Wilsby	29	35	25	30	41	160
35	K4124	Owen Karr	38	21	32	35	43	169
36	H18	Eric Hamer	43	39	27	31	30	170
37	MO1	Olivier Bonnaud	20	DSQ	33	28	39	171
38	MO127	Boris Donskoff	28	46	46	11	45	176
39	G10	Fidel Christoph Burghardt	37	34	DNF	25	31	178
40	G20	Thomas Knaack	31	28	38	PMS	35	183
41	I-185	Thierry Vaccari	14	PMS	43	PMS	27	186
42	IS2	Roger Tordjman	36	42	31	DSQ	26	186
43	S181	Lasse Winroth	42	19	24	PMS	DNC	187
44	S58	Arne Larssen	27	41	37	32	PMS	188
45	G6	Jeanette Saalbach	32	38	42	33	44	189
46	S27	Anders Jonsson	41	43	30	42	42	198
47	G21	Torsten Nickels	YMP	31	45	38	40	204
48	G3515	Klaus Schuett	45	44	44	34	37	204
49	S45	Thomas Erlandson	44	40	19	DNF	DNC	205

Sticking With Her Own Kind



Every Thursday night in the summer, Betsy Alison battles for the best position on the line with as many as 40 J/24 skippers from Newport's aggressive Fleet 50. The fact that she is a female driver and her crew is usually all women is not a distraction to the other Rhode Island teams. The fact that Alison's team is capable of beating the shorts off the top sailors who make up Fleet 50 is.

A former Women's Laser World Champion and three-time Rolex Yachts-woman of the Year (1981, '82, '84), Alison is currently the One-Design Production Manager for Shore Sails Rhode Island. Though her job gives her one heck of an excuse to sail, and the J/24 easily facilitates the development of skillful crewpeople, no matter what their genders, there are other good reasons why Betsy chooses to sail the J/24 with all women.

"It's rewarding," she says. "It's fun, and we always have a goal to work toward."

The goal is the Rolex International Women's Keelboat Championship, a biennial event sailed in J/24s that has become the "creme de la creme" of women's sailing events. Betsy won the inaugural event in 1985, sailed to eighth in '87, and was runner-up to New York's Jody Swanson at the '89 event, which hosted 46 teams from 12 countries.

According to Betsy, all-woman competition — from the Rolex championship to the Adams Cup to the Olympic 470 regattas — is getting stronger each year. And nothing could please her more: she wishes more women sailors could experience competing against their own kind.

With the next Rolex International Women's Keelboat Championship on the horizon (September 6-13, 1991, in Newport), we thought it would be an appropriate time to catch up with Betsy and her thoughts on all-woman crews and competition, especially aboard J/24s.

Q: You've been skippering a J/24 and sailing with an all-woman crew pretty regularly now since your victory at the first Rolex International Women's Keelboat Championship. What keeps you interested?

A: The more time I spend in the J/24, the better I get at sailing it. It becomes more second nature, and I'm always thinking toward the next Rolex women's event. But I'm also having fun sailing with the girls, and fun is becoming a priority.

Q: Is it hard to keep the same crew of women together all the time?

A: It's not easy to keep the same crew together year after year. One of my regulars has back problems, another just

had a baby, and another started a new business, so I'm still working on my final team for the next Rolex Women's.

Q: Are there other women's teams that are practicing as diligently as you for the Rolex women's competition?

A: I know there are! When it comes to women's sailing, the most obvious arenas are the USYRU events like the Adams Cup, the Rolex International Women's Keelboat Championship, and Olympic 470 and Europe Dinghy sailing. The Adams is pretty accessible, but the boats change every year and you have to go through a series of prelims to make it to the top.

Olympic sailing is only for those who can afford the time away from work, as well as the equipment and travel involved. But with the Rolex Women's, it comes along once every two years. There is time to prepare, and the J/24 is such a major class that most every woman can get her hands on one, whether by chartering or borrowing or buying. Any Thursday night in Newport, you'll see several women's teams out racing, and they are practicing for the Rolex Women's. It has given them a real reason to stick with their own kind.

Q: What about that sticking with your own kind? What can women gain by sailing with all women against other all-woman teams?

A: It may sound trite, but the most important thing I've learned from the Rolex women's event is how to really have fun sailing. Sure, the competition is excellent, but somehow women against women takes the edge off the hard-core nature of sailing. And there is an unbelievable cultural exchange that goes on.

Q: You mean like when the Russians sent two teams last year?

A: I had to deliver their sails to them! When I got to the dock, I realized they didn't know much about how to rig the boat they had chartered. After lots of hand signals and broken English, we straightened things out. They made lots

of friends here. There are lots of foreign teams that keep coming back, because there is that kind of sharing experience going on.

Q: What about your competition at the event? How does a veteran woman sailor prepare to meet her toughest competition?

A: We always look through the entry list and pick out the 10-12 people that we know we have to watch. Obviously, Jody Swanson is good, Cory Sertl, J.J. Isler, who won the event the year after I did, and teams like the Backus sisters from Ohio, and Nancy Haberland of Newport, who are always in the top part of the fleet. But we never count anyone out. There are so many good women that come out of the woodwork for this event.

Q: What if someone isn't a Betsy Alison type and has never won a major championship? What do you have to say to that woman about coming to compete in the Rolex International Women's Keelboat Championship?

A: I would still do it. My attitude is that I go to regattas to learn something, as well as try to do well. There are so many good teams to learn from at the Women's and it seems that the women's teams tend to share more among themselves. I hope this doesn't sound like reverse chauvinism, but I think some women are still inhibited sailing against men. If they can be on an equal footing with other women, they get better. At this event, there is always the top group in the fleet, but then there is a good core group in the middle of the fleet. It's hard to work through the fleet once you're behind (laughs) . . . I know that!

Q: Have you won any recent J/24 championships with your all-woman crew?

A: As a matter of fact, we won the J/24 District 1 Championship in Vermont recently. Only three of us on the boat were women; the other two were men. What was really interesting was that the top two teams had women skippers. The Backus sisters from Ohio came in second. It was nice to see two women skippers, one with a mostly female crew and another with an all-female crew, performing so well outside the Rolex International Women's Keelboat Championship. There were 28 boats competing.

Q: Do you normally sail with a crew of five?

A: It depends. At the last Rolex Women's, we sailed with six — like most everyone else — because of the weight limit. When I have men on the crew, we normally sail with five. Right now there is the issue of possibly reducing the weight limit again. I would always sail toward the maximum limit, because the J/24 sails better with heavier weight.

Q: So you would vote for leaving the weight limit as it is?

A: Yes; in fact, I think that is the consensus among members in Fleet 50.

Q: But what about that sixth person that most all-woman crews would need for maximizing weight? What does she do?

A: I really enjoyed sailing with six. There was always a useful extra set of hands during chute sets and take downs. Our sixth was smart tactically, so she helped watch the compass and coordinate numbers. She was a troubleshooter, an extra set of eyes.

Q: What difficulties can women expect in putting together a campaign such as yours?

A: Money. To do well you have to practice and get to regattas and have your

boat in good working order. We were lucky last year that we had Soft Scrub as a sponsor, because we had an old boat, with bottom paint and a speedometer on the hull (laughs), so it needed lots of fixing up. The sponsorship helped make our campaign less expensive for the crew.

Q: What if you're on a bare bones budget? What then?

A: You just have to be more creative. I've been there. A lot of teams do it. They borrow a boat, the crew chips in for travel expenses, they do a lot of the detailing work themselves, they get their local yacht clubs to subsidize some things.

Q: If you could give only one tip of advice for how to prepare for the Rolex International Women's Keelboat Championship, what would it be?

A: Practice. Last year, it was amazing because I was so relaxed during the competition. It was the least stressful regatta I had ever done. It was because we were so prepared and had practiced so much. I was never worried if I got pinned in a corner; we had confidence in our boatspeed and tactical ability. It took the edge off our hyperness. We had fun!

Q: And is that the message you want to leave with women who sail? That it should always be fun?

A: You bet! Even in a very competitive environment. I would say that the Rolex International Women's Keelboat Championship is my favorite regatta of all time, because it has the most to offer for the development of women sailors as a whole. You don't have to be an incredible rock star; you just have to want to learn and have fun.



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Green Flash bursts ahead downwind, as The Wiz and Actuation round the weather mark ahead of the rest of the fleet in Race 5 of the Hawaii State Championship.

1990 J/24 State Championship Provides Tough Challenge For All

by Pamela Martin

The 1990 J/24 State Championship Regatta was held just offshore Honolulu on June 2nd and 3rd. The six race regatta offered variable conditions and proved to be an exciting series, with no one boat dominating the lead. The winner was not determined until the very last race, and then only by 1/4 of a point. But in the end it was *The Wiz*, that edged out (*Cash Flow*), with *This-L-Star*, *Green Flash* and *J-Bird* taking the rest of the honors, respectively.

Gusty, shifting winds between 15-30 knots on the first day of racing proved to be trouble for everyone, racers and race committee alike. Struggling with a big southerly swell and shifting winds, the race committee set and reset marks to assure the racers a world class, quality event. The first race went to *J-Bird*, skippered by Mike Bacon along with the youngest crew in the race. *J-Bird* proved to be a fine example of the products of the Waikiki Junior Sailing Program. The second and third races were won by a narrow margin by *The Wiz* which put them in a good position for the second day, but at least six boats were all within one point of each other and everyone knew that it was still anybody's race.

In the third race, last year's State Champions in *This-L-Star* had some trouble with their traveller, which appeared to

explode, "sending tiny ball bearings everywhere," reported trimmer Andy Johnson. Mike Rothwell, the Aloha Chapter J/24 Fleet Captain, in *Toy Boat*, was not in top form, which crew members attributed to a new cross-deck rigging system instituted just a day before the regatta. Still in contention was *Actuation* whose helmsman, Rick Mogle, had captured the State Championship in 1988 and 1985.

The Annual J/24 State Championship Bar-B-Que was held that night at Waikiki Yacht Club. Drawings for prizes provided by South Sails, Art Nelson's, Pete's Ala Wai Marine, Hood Sails, Fuzz/UK Sails and Tailwind Shipping made everyone winners and provided an interesting source of entertainment for all.

Winds steadied to 15-25 knot trades on the second day, and the race committee set a great course that caused the fleet to split at almost every mark, each hoping to take a tactical advantage. *Magic Twanger*, skippered by Perry Confalone, had the start in the fourth race, but in the end it was (*Cash Flow*) that took the victory. Then out of the pack burst *Green Flash*, skippered by Tom Andrews with Steve Martin as tactician, never to be caught, taking bullets in the fifth and sixth race.

The newly formed Wahine (Women's) Sailing Association of Honolulu will be recorded in the Aloha Chapter's J/24 record books as entering the first all female crew in any J/24 race. *Frenzy* was skippered by Rhonda Perry, with help in the helmsman position provided by Lisa Fleming. The ladies didn't have as successful an event as they would have liked, but Lisa, one of

the founders of the Wahine Sailing Association, commented, "This was our first race together and maybe we should have waited for a less rigorous event, but we decided, 'what the heck!'" Frenzy finished all the races and when it was all over crew members Suzette Smith and Betty Claire had this to say, "It was fun and, amazingly, we're all still friends."

The J/24 Fleet continues to be the largest, most competitive class boat racing fleet in the state of Hawaii and is growing every year. Recruitment of all J/24 owners in Hawaii continues to improve with events like the 1990 State Championship. With perfect wind conditions, an ideal climate and excellent facilities, the Aloha Chapter hopes to host a national event sometime soon.

Five trophies were awarded, beautiful koa wood dolphins, to *J-Bird*, skippered by Mike Bacon, for fifth; *Green Flash*, skippered by Tom Andrews, for fourth; *This-L-Star*, skippered by Charlie Dole, for third; *(Cash Flow)*, skippered by Fuzz Foster and Bob Ale, for second; and finally *The Wiz*, skippered by Mike Apadaca, with helmsman Peter Ledesma, for first place. Mike Rothwell, current J/24 fleet captain, presented the take-home awards and the perpetual trophy at the awards ceremony following the last race. While competition in the Aloha Chapter J/24 State Championship was particularly stiff this year, Mike noted the frequency with which *The Wiz* already appears on the trophy (three times), each time with a different skipper. Three cheers for *The Wiz*, Fleet Captain Mike Rothwell, and Race Committee Chairman Paul LaBroad for an excellent series.



The fleet gets off to a heavy air start in a Hawaii State Championship race sailed offshore of Honolulu in June.

Hawaii J/24 State Championship June 2-3, 1990

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	1873	<i>The Wiz</i>	Mike Apodaca	5	1	1	3	2	6	12
2	1865	<i>(Cash Flow)</i>	Fuzz Foster	3	3	5	1	3	2	12
3	1861	<i>This-L-Star</i>	Charlie Dole	2	2	6	4	4	3	15
4	1827	<i>Green Flash</i>	Tom Andrews	6	7	2	6	1	1	16
5	1834	<i>J-Bird</i>	Mike Bacon	1	6	4	2	7	5	18
6	1970	<i>Actuation</i>	Dan Doyle	4	5	3	5	5	DNF	22
7	1864	<i>Toy Boat</i>	Mike Rothwell	7	4	7	9	6	4	28
8	1857	<i>Menage A Trois</i>	Clint Underwood	9	8	8	7	9	7	39
9	1799	<i>Wild Thing</i>	Perry Confalone	8	9	9	8	8	8	41
10	4041	<i>Frenzy</i>	Rhonda Perry	11	10	11	10	11	9	51
11	4436	<i>Magic Twanger</i>	Wes Shera	10	11	10	11	10	DNS	52

Wrightsville Beach Fleet 144 News

by Peter Davis, Fleet Captain

As the newest J/24 Fleet, Fleet 144 has seen a flurry of activity. There are ten boats, and about ten more sailors talking about purchasing J/24s. Interested sellers should contact our fleet.

The fleet championship was held on July 14 and 15 in the ocean off Wrightsville Beach, NC. Eight J/24s registered, but only five were able to withstand the rather demanding conditions of 15 to 25 knots of wind and four foot seas.

Fleet Captain Peter Davis, sailing *Bright Finish* with Dave Van Cleef, Billy King, Philip Humphrey, and Mandy Misner, edged out Steve Robertson, Lisa Robertson, Greg Gandy, Tom Hollingshed, and Lee Bost, sailing *Stray J* (formerly *Wired*). Tied at the end of four races, the fifth race was decided by a few boat lengths with *Shining Armour*, sailed by Bill Fuller, Jr.,

coming out of nowhere to edge out *Stray J* and almost catch *Bright Finish*.

Adding to the enjoyment of this event was the fact that it was held in conjunction with the J/30 Districts under the name 'J-Fest'. The crews mixed well, and with separate starts, there were never any problems. Y'all come next year!

Fleet 144 Championship (Top 5 of 8)

YACHT	1	2	3	4	5	TOT
<i>Bright Finish</i>	1	2	2	1	1	7
<i>Stray J</i>	2	1	1	2	3	9
<i>Shining Armour</i>	3	5	5	3	2	18
<i>Double Dare</i>	4	4	3	5	9	25
<i>Debatable Crew</i>	9	3	9	4	4	29

Austin's Scott Young Wins Texas Chute Out

by Bob Williams, Dallas Area Yachting Reporter

Lake Ray Hubbard, near Dallas, was the yachting capital of the Southwest, and possibly the nation, on the weekend of April 21-22, with The Texas Chute Out held at Chandlers Landing Yacht Club and the Black Tie Regatta at Rush Creek Yacht Club.

The weather was near perfect for the Saturday and Sunday races with winds from the south-southeast at 8-14 mph. Brad Davis from Rockwall assisted Principal Race Officer Scott Self by setting the courses with Loran.

The five-race Chute Out, a Texas Circuit regatta, attracted 52 skippers and crews and when the water calmed, Scott Young, from Austin, and crew Mark Fawks, Reese Hillard, Glen Darden, and John Morran emerged victorious. In second place was Tom Meric, from New Orleans, and crew Scott Barrett, Peter Lowe, Clark Hise, and Doug Gordon, ahead of Dave Irwin and crew Chris Brandon, Tina Brandon, J.T. Hendricks and Richard Adamson, all from Rockwall. Though he has almost always finished in the top ten at the Circuit regattas, Irwin has really developed in the last three J/24 regattas, moving to the front of the fleet.

Rick Tears, a nationally ranked Shields sailor from Dallas, has recently acquired a J/24 and is rapidly moving ahead, finishing in the top ten in both New Orleans and Fort Worth, and now fourth in this event.

1990 U.S. National J/24 Champion Paul Foerster, of Dallas, actually had the best win record and, except for a disqualification at the start of the first race, would have won handily.

1990 Texas Chute Out Regatta April 21-22, 1990 (Top 25 of 52)

POS	BOW	HELMSMAN	1	2	3	4	5	TOT
1	1	Scott Young	1	8	14	1	7	31
2	85	T. Meric	3	10	3	11	21	48
3	6	Irwin/Brandon	10	4	17	8	15	54
4	75	Rick Tears	16	3	13	17	8	57
5	7	Bardoutte/Coogan	2	11	31	14	4	62
6	78	Foster/Flynn	4	23	18	3	14	62
7	4	Bill Draheim	6	9	2	20	26	63
8	66	Paul Foerster	DSQ	1	5	6	1	66
9	15	Daws/Cantrell	24	16	24	7	9	80
10	17	Clark/Gowan	25	7	9	25	17	83
11	8	Bartlett/Nelson	12	20	8	18	16	84
12	44	Fred AmRhein	7	22	11	5	40	85
13	20	A. Hubbard	14	17	19	4	31	85
14	2	Hallman/Peck/Pitcairn	5	31	7	9	24	86
15	28	Kelson Elam	8	2	41	26	10	87
16	16	Ned Plumer	18	34	23	15	2	92
17	32	Zack Troxel	32	15	10	19	19	95
18	42	Herson/Curry	13	38	1	23	25	100
19	11	Andre/White	33	13	34	2	22	104
20	14	Hanns Hirschberg	31	6	15	35	18	105
21	33	Tom Jacobs	23	24	20	10	37	114
22	18	L. Conger	30	5	DSQ	16	12	116
23	13	Pitard/Bultman	11	PMS	4	12	39	119
24	86	Kirk Livingston	34	25	33	22	5	119
25	88	Fred Schroth	DNS	DSQ	6	13	6	131



Photo by Jane Watkins

Eric Arndt scored wins in three of five races to top the 51 boat fleet in a variety of conditions on San Francisco Bay.

Eric Arndt Takes Third Straight Volvo San Francisco

by Phil Perkins, Fleet 17 Captain

Once again Volvo put on a fantastic Memorial Day weekend event for the J/24s, as well as 11 other fleets, in the 1990 Volvo San Francisco Regatta. The racing was staged in San Francisco Bay, which exhibited midwinter conditions for an event typically marking the opening of summer. Fifty-one boats entered the three day, five race, no throwout series which also served as the 1990 Western Regionals and last qualifying event for the 1990 World Championship in Ireland.

Much to the locals' dismay, Saturday morning provided a 5 knot easterly breeze for the first race rather than the 15-20 westerly expected by all. Due to the "dependable" westerly during the summer in San Francisco Bay, the only weather mark was set to the west, so we had a downwind start for the first race. I'm sure I can speak for most participants when I say that a light air, downwind, up-current start with 51 J/24s is a heck of a way to start off a three day regatta. About halfway to the "weather" mark and a half hour later, the wind shifted to the southwest and the leg turned into a beat. Eric Arndt, sailing *Houdini* from Santa Barbara, led the fleet around the course in pursuit of his third straight Volvo San Francisco victory. Eric was followed by Brian Thomas in *Rhythm Method* and Jack Christiansen in *Magic Bullet*.

The second race on Saturday was more of a typical San Francisco Bay day with a steady 15 to 20 knot southwesterly. This amount of wind is a welcome addition when trying to fight tides, which at times reached almost four knots. Once again, Eric Arndt led the fleet around the course, followed by Herb Cole in *Oathead* and Jack Christiansen in *Magic Bullet*. Brian Thomas, who finished the next three races with two thirds and a second, ripped his mainsail and was forced to take a DNF in this second race of a series with no throwouts.

Sunday provided more unusual conditions which included more rain in a single day than the SF Bay area has experienced in over a year, and a varying strength southerly which lasted all day. The first race started with a tight reach to the weather mark

in about 15 knots of wind, followed by a two hour bay tour in a lightening breeze and ending with a game of follow the leader as boats reached along the San Francisco shoreline to avoid the current. Herb Cole was able to endure the conditions and take the gun to end Eric Arndt's string of wins in the Volvo San Francisco regatta at 12. Eric Arndt was second, followed by Brian Thomas. The second race on Sunday began with two general recalls and an eventual 5 p.m. start. The race lasted over two hours and covered the entire bay. The light air finish provided some excitement for the spectators in the St. Francis Yacht Club bar, as the top twenty boats were grouped together and the lead changed hands several times before the finish. In the end, Jack Christiansen in *Magic Bullet* took the gun and was followed by Eric Arndt and Brian Thomas.

San Francisco Bay finally cooperated for the fifth and final race on Monday. The 15 to 25 knot westerly made for some exciting sailing and a perfect way to finish off a three day regatta. From tight spinnaker reaches to short tacking up the SF city front, it was a typical San Francisco summer day. Eric Arndt won this last race and was followed by Brian Thomas and Mike Lahorgue.

All in all, thanks to Volvo, the San Francisco Yacht Racing Association (YRA), and the St. Francis Yacht Club, the regatta was a great success. The conditions were challenging for the participants and the race committee (which did an excellent job reacting to the changes). The local San Francisco fleet would like to thank those participants who made the trip from Seattle, Santa Barbara, and other cities to participate in the 1990 Volvo San Francisco. If you don't already have plans for Memorial Day weekend in 1991, consider taking a trip to San Francisco for the 1991 Volvo. Contact the Fleet 17 captain for information regarding accommodations or boat charters.



Victorious Houdini crew members, from left, Matt Wilson, Kirk Arndt, Kevin Bagg, Eric Arndt, Scott Deardorff, have a lot to smile about after Volvo San Francisco win.

Photo by Jane Watkins

1990 Volvo Regatta, San Francisco (Top 25 of 51)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	4553	<i>Houdini</i>	Eric Arndt	1	1	2	2	1	7
2	4448	<i>Magic Bullet</i>	Jack Christiansen	3	3	12	1	7	26
3	226	<i>Oathead</i>	Herb Cole	10	2	1	6	13	32
4	8363	<i>J-Walker</i>	Wazzal/Perkins	13	14	7	9	4	47
5	8316	<i>Sweeney Todd</i>	David Menis	5	9	13	7	12	48
6	2171	<i>Jail Bait</i>	Frederic Lafitte	11	8	6	19	9	53
7	3840	<i>Color Blind</i>	Ernie & Jeff Thorpe	8	18	4	8	16	54
8	28002	<i>Geek Magnet</i>	Mike Lahorgue	18	4	28	5	3	58
9	4596	<i>Ice Breaker</i>	Bob Richards	7	5	19	13	17	61
10	4267	<i>Rhythm Method</i>	Brian Thomas	2	52	3	3	2	62
11	4041	<i>Ice 9</i>	Jeffrey Berkus	32	7	8	10	14	71
12	3885	<i>Trust Me</i>	Andy Parker	20	16	14	21	10	81
13	2997	<i>Jump Start</i>	Ken Kieding	4	52	5	11	11	83
14	546	<i>Party Animal</i>	Greg Lowe	12	12	9	52	8	93
15	18397	<i>Just Jake</i>	Michael Grandin	9	52	10	18	6	95
16	2160	<i>No Quarter</i>	Leslie Deardorff	6	19	22	32	25	104
17	1878		Garth Page	36	10	13	24	23	106
18	8246	<i>Illusion</i>	David Holscher	21	6	20	31	28	106
19	3454	<i>Electra</i>	Richard Malsto	15	52	26	17	5	115
20	8009	<i>Grinder</i>	Jeff Littfin	25	52	11	14	19	121
21	77067	<i>Pinball</i>	Mike Cheda	22	17	17	38	31	125
22	57790	<i>Varuna</i>	Mike Bishop	31	20	41	4	33	129
23	8180	<i>A.W.B.</i>	Steve Stroub	17	52	27	22	15	133
24	8099	<i>Vincero</i>	Bill Drummond	14	52	36	15	21	138
25	77304	<i>Downtown Uproar</i>	Wayne Clough	29	15	35	25	34	138

District 10 Championship

by Doug Wilson, District 10 Governor

The District 10 Championship was hosted by Key Biscayne Fleet 10 and the Key Biscayne Yacht Club on June 2-3, 1990. Twenty-five boats raced five races on Biscayne Bay in moderate winds, and when it was over Chris Larson of Clearwater had taught everyone a lesson. Larson's only mistake came in the first race when he was caught over early and could not get back immediately. He set his chute, returned to restart, and still charged up to finish fourth. From then on it was all firsts for Larson and *Love Shack*, who went on to finish second in the 1990 NA's. Only one other boat managed all top ten finishes,

Ken Batzer of Miami, and that was good enough for second place. Joey Blubaugh, on *Jupiter*, finished third after a tough finish in the light-air fourth race. Mike Alexander, of Miami/Ft. Myers, was one of seven boats caught over early in the last race, dropping him from a solid second to fourth overall. Thanks to Howard Sutter and Key Biscayne Y.C. for again running a great regatta. The entire district was well represented, with seven boats from outside host Fleet 10, including Jeff Gale from Abaco, Bahamas. In eleventh and twelfth place, respectively, were hull number 4592 (1990) and hull number 5 (1976).

In other District 10 news, the 1990 Stone Crab Regatta in St. Petersburg on November 10-11, hosted by Sun Coast Fleet 86, will be the Southeast Regional Championship and a 1991 Worlds qualifier.

1990 J/24 District 10 Championship June 2-3, Biscayne Bay, FL

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	4467	<i>Love Shack</i>	Larson	4	1	1	1	1	8
2	2296	<i>Man O'War</i>	Batzer	7	4	2	4	9	26
3	3	<i>Twilight Zone</i>	Blubaugh	2	5	5	17	2	31
4	82	<i>Le Petite Mambo</i>	Alexander	1	2	4	6	26	39
5	9	<i>Dr. J</i>	Southam	14	6	7	2	11	40
6	3205	<i>50/50</i>	Page/Boe	10	3	12	16	5	46
7	2908	<i>JJJ</i>	Bill	6	12	18	7	4	47
8	623	<i>C. Q. Jones</i>	Wilson	8	26	6	5	7	52
9	2911	<i>Baggins</i>	Alman	12	10	3	3	26	54
10	3346	<i>Pilar</i>	Wood	3	21	11	24	3	62
11	4592		Liledahl	9	8	10	14	26	67
12	5	<i>Chameleon</i>	Bigham	17	9	16	11	15	68
13	3223	<i>Sailaway</i>	Lytle	20	7	14	20	10	71
14	4117	<i>Twisted</i>	Hull-Allen	19	20	9	13	13	74
15	4012	<i>Geronimos Cadillac</i>	Rucker	5	23	13	8	26	75
16	23446	<i>Andale Andale</i>	McQuillen	11	18	15	19	14	77
17	4185	<i>Rabbit</i>	Downs	13	22	23	10	12	80
18	3535	<i>Fiat Out</i>	Stout	16	11	19	9	26	81
19	3542	<i>Blue Streak</i>	Dale/Klosowski	23	19	24	12	8	86
20	4192	<i>Hot Lips</i>	Dahl	15	15	20	25	16	91
21	640	<i>Fantasia</i>	Wood	21	17	8	21	26	93
22	4591	<i>Fast Track</i>	Tinney	18	13	17	22	26	96
23	1	<i>Blind Pig</i>	Gale	26	16	22	15	17	96
24	3227	<i>Hot Tamale</i>	Ahrens	22	14	21	23	18	98
25	4		Smittle	26	24	25	18	6	99

J/24 Middle Atlantic Championship at Atlantic City Race Week, 1990

by Jack Detweiler, Fleet 135 Captain

Eric Leitner, of Raritan Yacht Club and J/24 Fleet 2, showed blinding speed helming *Apple Pie* to four firsts and a second to win the J/24 Middle Atlantic Championship, the Heart Cup, emblematic of the Mid-Atlantic Fleet Championship, and the Ocean City Yacht Club's Commodore's Trophy. *Apple Pie*, hull 38, has been in the Leitner family since the boat was new and they've obviously learned, over the years, to tune the boat to a razor's edge.

The 20 boat J/24 fleet, one of 4 classes at this 13th Annual Atlantic City Race Week, sailed five windward/leeward courses

in the three day event. Rick Applin, of Island Heights, NJ, and Fleet 79, and the 1988 winner, was second overall for the week in *Hot Ticket*. Jack Van Dalen, of Fleet 69 and Corinthian Yacht Club, Cape May, NJ, and the 1989 winner, was third overall in *Arnold Goes to Hollywood*. Bob Wilkins and Lindsay Clarkson, of Fleet 135 and Ocean City Yacht Club, Ocean City, NJ, were fourth in *Ghost*, and Tom Lord, of Fleet 69 and Corinthian Yacht Club, was fifth in *Bald Eagle*.

Race 1 on Thursday, August 23, was sailed in 18-22 knot northeast winds with 5-7 foot seas. Two races were held on Friday in a shifty 8-10 knot breeze and leftover swells from the previous four days' northeaster. Saturday's two races were sailed in light air from the southeast with flat seas and finally some sunshine. The conditions didn't seem to matter to Eric Leitner as he won races on every day of the series.

The J/24 Class at Atlantic City Race Week continues to

grow as we have added 4 to 6 boats every year to the class since 1988, when only 5 boats competed. The race management is superb and our waters off south Jersey a great place to sail.

For next year, we are looking into ways to lower the cost and improve the social events to attract more boats. A possible shift to Ocean City, 7 miles down the coast, is a possibility, now that our inlet has been dredged. We'll keep this publication advised of next year's schedule.

Right: Russ Hanscom's Gizmo glides along in light breeze on flat seas in Mid Atlantic Championship race on Saturday.

Below: Bud Hopkins and crew in Kahlua work to weather along Atlantic City skyline.



J/24 Middle Atlantic Championship

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	Apple Pie	Eric Leitner	1	1	1	1	1	6
2	Hot Ticket	Rick Applin	3	6	2	1	5	17
3	Arnold Goes to Hollywood	Jack Van Dalen	5	2	4	7	4	22
4	Ghost	Wilkins/Clarkson	4	7	9	5	9	34
5	Bald Eagle	Tom Lord	10	13	6	3	3	35
6	Candy	Fred Wiedeke, Jr.	2	16	3	9	6	36
7	Blue Jay	Jim Greenfield	8	3	12	8	7	38
8	Elvis	Lopez/Gold	7	14	15	4	10	50
9	Spoilsport	Stewart Challoner	9	9	5	17	11	51
10	Good Deal	Smith Syndicate	6	4	11	11	DSQ	53
11	Shark	Jeff Pierini	11	12	7	19	8	57
12	Gunslinger	Rob Seidelmann	12	15	14	16	2	59
13	Gizmo	Russ Hanscom	13	17	13	6	12	61
14	Zia	Pete Dawson	17	5	10	12	DSQ	65
15	Minimum Wage	Kevin Mahoney	19	10	8	10	DSQ	68
16	Bobby's Run	Foulke/Herzog	15	8	17	13	15	68
17	Cahoots	Leute/Carroll	16	11	DSQ	18	13	79
18	Shearwater	Jack Detweiler	18	18	19	14	17	86
19	Kahlua	Bud Hopkin	14	DSQ	18	20	14	87
20	Wildcat	Adrian Mendell	DSQ	19	16	15	16	87



Photo by Bob Williams

Mark Pops Chute and Question

by Bob Williams, Dallas Area Yachting Reporter

Shannon McGrael was quick to say "Yes, yes, yes!!!" when Mark Smith swept by on his J/24 on bended knee with his spinnaker carrying the question, "Shannon M. will you marry me?"

Mark, from Arlington, Texas, and a member of the Fort Worth Boat Club, was sailing in the J/24 Texas Chute Out the weekend of April 21, at Chandlers Landing Yacht Club on Lake Ray Hubbard near Dallas. The class rules are very strict about sails, and Mark had to get special permission to carry the extra spinnaker on board.

But that was the least of his worries. How was he to get Shannon to stay at the gazebo at the south end of the Chandlers Landing Marina harbor? And what if the wind shifted so that he couldn't fly the spinnaker as he sailed by?

But the wind held from the south and collaboration with his crew and Shannon's parents did the trick. Shannon's parents had come up to meet Mark and Shannon at the marina after the race and take them out to dinner. The wife of one of Mark's crew kept Shannon in the gazebo, the best place to see Mark as he came into the harbor after the last race.

Mark and crew popped the question by spinnaker when he was still a long way out. Shannon could see the print on the sail but she couldn't read it. The shock, surprise, and pleasure when the realization of what was happening was very apparent. Shannon grabbed her mother and the tears flowed. As Mark sailed by she was practically speechless and he didn't hear her say yes. But his spirit lifted when he heard her shout "Yes, yes, yes!!!" to a video cameraman's question, "What was your answer?"

Shannon, a graduate of TCU, is well-known in local, state and southwest yachting circles, sailing a Snipe out of Rush Creek Yacht Club as crew for Rockwall sailor, Greg Gust. They won the Snipe State Championship and the Snipe Southwesterns in 1989, and are set to try for the U.S. Masters and the national title in October.

Mark is co-owner of Global Electronics in Fort Worth. They met four months ago when Shannon was sailing with friends at the Fort Worth Boat Club where Mark is auxiliary fleet captain.

When and where will the wedding be? Plans are not yet firm.

Florida Suncoast Fleet 86 Reports Active Summer on Tampa Bay

by Gail Rosenke, Fleet 86 Co-captain

Spring Fever Regatta

Light and variable winds were the order of the day on upper Tampa Bay for the seven J/24s competing in Fleet 86's second regatta of 1990, held March 24, at Davis Island Yacht Club, Tampa, Florida. Windward-leeward courses with 1 1/4 mile split weather legs provided some interesting moments as *Liz*, *Grayling*, and *Sunshadow* did not read their sailing instructions and sailed through the gate! All but *Grayling* went back around. Then a group of Stars practicing for the Star Western Hemispheres set up a course parallel and close to our course, and there was some confusion as to which was our weather mark!

In the second race *Tin Lizzie* sailed to the Stars' weather mark and ended up finishing eight minutes ahead of the rest of the fleet, only to be DSQ'd by the race committee. Also in the second race, the easterly wind died and then filled in from the west, turning the downwind leg into a beat and inspiring many of us to do a free set for the downwind leg to the finish! *Energizer*, who was last at the first weather mark, caught the shift first and held the lead to the finish! "It ain't over till the fat lady sings," claims *Energizer's* owner and foredeck Mark Rosenke.

The wind held nicely for the third and final race of the day, which was a close contest for three lead boats. There was also a battle to the finish, with *Spectrum* barely edging out *Groucho*. Then it was back to friendly DIYC for beer, trophies, and plans for the next regatta!

Spring Fever Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	1761	<i>Energizer</i>	Gail Rosenke	1	1	3	5
2	2436	<i>Liz</i>	Mark Taylor	4	5	1	10
3	2202	<i>Grayling</i>	Rich Gahn	9	2	2	13
4	1133	<i>Sunshadow</i>	Garreth Eich	6	3	4	13
5	2905	<i>Spectrum</i>	Chuck Hall	2	6	6	14
6	2354	<i>Tin Lizzie</i>	Tom Sampson	3	9	5	17
7	409	<i>Groucho</i>	Mary Rogers	6	4	7	17

The Last Chance

The Last Chance Regatta was billed as a time for any Fleet 86 boat that had not placed in a regatta to take home the 'silver' (a

Groucho noses out *Energizer* in light air start of Spring Fever race.



Photo by Gail Rosenke

Fleet 86 highball glass). Any boat who had placed was ineligible for awards, but invited to participate. So where were you?

Only three boats showed up, all of them trophy winners! (Maybe there's a clue here - all of these boats race fleet, regularly.)

The regatta was held on June 16th in Tampa Bay, between the Howard Franklin and Gandy bridges on the Tampa side, an easy two hour trip from St. Pete. I've seen boats sailing here but, to my knowledge, this was the first time a regatta was held in this location. Fleet member Jim Taylor promised "There's always breeze here." And he was right! We had a fairly steady 8-10 knot breeze all day.

Tom Taylor, master of ceremonies, party host, and RC chairman, gave us a real workout. The line and W-L course were both very short. Good starts and excellent sailhandling were mandatory for success. In the morning, before lunch, we had



Photo by Gail Rosenke

Afternoon sun silhouettes Energizer's hoist, in Last Chance race.

five races in two hours! The day turned out to be a great drill, and participants decided that a similar structure for a kickoff regatta in the fall would be a good warm-up for the season. We had lunch ashore, then went back out for four more races in a slightly stronger breeze in the afternoon.

The barbecue/awards party was quite a success, with crews having heated discussions over a couple of situations involving the rules, comparing notes on shroud tension and offering tips to each other. This was J/24 sailing at its best - everyone who showed up was a winner!

Last Chance Regatta

1	Liz	Mark Taylor	1	1	2	1	4	1	1	1	1	13
2	Energizer	Gail Rosenke	3	4	3	2	1	2	2	2	2	21
3	Grayling	Rich Gahn	2	2	1	3	2	3	3	3	3	22

Crew Switcheroo! 1st Annual J/24 Couples Regatta

In July, on Tampa Bay, you take your chances - you'll either have a nice 4-5 knot afternoon seabreeze, dead calm, or a boomer of a thunderstorm! The weather Gods looked favorably on Fleet 86 for our 1st Annual J/24 Couples Regatta held July 28, 1990, off the pier. We had the seabreeze (more like about 8-10 knots!), and storm clouds surrounded us, keeping it nice and cool (well, cool for Florida in the summertime!).

Our loyal fleet captain and RC du jour, Mark Rosenke, gave us the unusual sailing instructions at the skipper's meeting in the St. Petersburg Sailing Center: no spinnakers, boat's choice of jib or genoa, and skipper and crew *must* switch positions between races! Since many of the crews rarely (or in one case never) helm, it made for some exciting moments, though the only protestable incident was between two veteran skippers!

After the racing, the fleet retired to Harvey's Bar & Grille for drinks, food, and race results (in that order!) Plaques were presented for first, second, and third for both skipper and crew. There were also participation awards for everyone, donated by Competition Sails.

1st Annual J/24 Couples Regatta

POS	YACHT	HELMSMAN #1	HELMSMAN#2	1	2	3	4	5	TOT
1	Uncle Wayne	Ken Carpenter	June Carpenter	1	5	1	3	1	11
2	Energizer	Marvin Jenkins	Gail Rosenke	4	1	4	2	2	13
3	Son of a Gun	Bill Classen	Lil Classen	3	2	3	1	4	13
4	Spectrum	Chuck Hall	Lynn Allison	2	3	2	4	3	14

1990 Southwest Championship

by Jack Skelton, Fleet 29

On Friday, May 25, Rush Creek Yacht Club of Heath, Texas, just east of Dallas, began welcoming the first arrivals of the 53 J/24s that would compete in the 1990 version of the Southwest Championship. Perhaps as an omen of the things to come was the lake wind advisory issued on Friday. For once the weatherman came close all weekend: wind, wind, and more wind.

The competition on the Texas Circuit has been steadily growing over the past two years and this was in evidence at the Southwest this year. The likes of Scott Young and Michael Haggerty, the current Circuit champions, were joined by the *Monster Fish* bunch of Peck/Pitcairn/Hallman sailing out of Lake Canyon. Also in attendance were Paul Foerster, current U.S. Champion, Kelson Elam, past Texas Circuit winner, and many high finishers from last year's Texas Circuit, such as Jim Anderson of RCYC (4), Bartlett and Nelson of Austin (8), Paget and Coogan of New Orleans (7), and the Irwin and Brandon team from Chandlers Landing (6).

Some new faces were to be seen this year, namely the team of Mark Foster and Terry Flynn sailing on *F Troop* out of the Ft. Worth Yacht Club, and Bill Draheim sailing out of Rush Creek. Once again this World Qualifier attracted boats from several states, as Colorado, Oklahoma, Tennessee, Louisiana, and Texas were represented. Peter Duvoisin of Privateer YC in Tennessee, and Bruce Bates of Dillon, Colorado, probably made the longest trips.

On Saturday afternoon, Principal Race Officer Bob Gough set a long southeasterly course in winds of 20 to 25 with gusts to 30 or so. All hands went to the 100's for control, and after a couple of general recalls to settle the nerves, the fleet was off. Paul Foerster finished first followed closely by the teams of Foster/Flynn, Hillard/Gough, Hallman/Peck/Pitcairn, and then Young/Haggerty, as the order of competition established itself early on.

Race 2 was also to the southeast in slightly lesser winds, so many of the fleet returned to the 150's. This race also saw the winds become shiftier and more challenging. Bartlett/Nelson made their move and finished first, followed by Young/

Haggerty, Flynn/Foster, Draheim, and Hallman/Peck/Pitcairn. Immediately following the finish the fleet adjourned to the deck of Rush Creek Clubhouse for free beer and a verbal recap of all of the reasons why the boats went so slow all day. MORE WIND...

Sunday found Race 3 being set for a slightly southwesterly course and the winds at a nice 15 to 20 with gusts to 25. This would prove to be the 'Annual Storm Race' (seems we have at least one every year). With the fleet stretched out on the run in about a 50-50 split between those who liked the west side and those who favored the east side, the winds died to nil, storm clouds began forming to the east and winds returned to a northerly direction, turning the run into a beat. Those boats that had made the leeward mark in time merely had to jibe and head down the lake on a run; however, this time the winds were in excess of 30 mph and several boats experienced the thrill of planing. In all of this activity, Foster/Flynn moved to the front with a first place finish, followed by Draheim, Hallman/Peck/Pitcairn, Hillard/Gough and, making their best appearance, Irwin/Brandon of Fleet 29.

The second race of Sunday, Race 4 of the regatta, found the winds light from the southeast again, an ever changing test for the fleet. Sunshine and warmer air were enjoyed by all, especially Young/Haggerty as they took the gun, followed by Foster/Flynn, Hallman/Peck/Pitcairn, Padgett/Coogan, and Draheim. Sunday night found the fleet enjoying a special Italian dinner and rock and roll music on the deck at Rush Creek, another great turnout and a fun time by all who stayed for the doings.

After four races the standings were close among the leaders as the team of Foster/Flynn held first, Hallman/Peck/Pitcairn second, Young/Haggerty and Draheim tied for third, with Foerster and the team of Bartlett/Nelson tied for fifth. A total of 14 points separated the second and fifth place boats. Foster

and Flynn had established a nice seven point lead over second place to make them the boat to catch on Monday.

Race 5 was set for a northeasterly course that had very shifty winds of a very subtle nature. This would be the race that gave most of the fleet the most difficulty as was evidenced by the separation of the 53 boats over the course of the race. Once again Foster/Flynn proved up to the challenge as they took the gun and the regatta. They were followed by Padgett/Coogan, Hallman/Peck/Pitcairn, Young/Haggerty, and Foerster.

Chief Judge Randy Robinson had few protests to consider as the I flag was once again a useful tool in speeding up the process. All of the out-of-town boats were out of the water by 1:20 p.m. on Monday and the awards ceremony was concluded by 2 o'clock. This set a new record for Rush Creek and gave a lot more people time to visit and attend the award presentation than ever before.

We of Fleet 29 at Rush Creek want to thank all of the participants and issue an invitation to do it again, same time next year. Till then — good sailing on the Texas Circuit and good luck to Foster and Flynn at the 1991 World Championship.

1990 Southwest Championship (Top 25)

POS	SAIL	HELMSMAN	1	2	3	4	5	TOT
1	4467	Flynn/Foster	2	3	1	2	1	8
2	4029	Hallman/Peck/Pitcairn	4	5	3	3	3	18
3	3481	Young/Haggerty	5	2	10	1	4	22
4	187	Bill Draheim	7	4	2	5	10	28
5	1553	Paul Foerster	1	15	6	7	5	34
6	1997	Bartlett/Nelson	9	1	7	12	6	35
7	2537	Padgett/Coogan	13	16	8	4	2	43
8	4144	Hillard/Gough	3	21	4	9	13	50
9	3411	Kelson Elam	6	18	9	23	11	67
10	3204	Peter Duvoisin	14	9	24	13	7	67
11	634	Tommy Meric	11	13	12	17	18	71
12	2107	Irwin/Brandon	10	21	5	28	15	79
13	1216	Robert Berg	8	11	25	11	28	83
14	1040	Jim Anderson	18	18	22	6	26	90
15	3496	Charles Price	20	23	20	19	9	91
16	1449	Hans Hirschberg	29	17	29	10	14	99
17	2573	Lewis Conger	15	30	16	33	8	102
18	1570	David Patterson	16	14	54	15	12	111
19	2117	Pitard/Boltman	41	28	14	14	16	113
20	4243	White/Andre	27	12	22	32	22	115
21	2017	Jacques Roy	25	35	34	8	17	119
22	3912	Michael Kegler	21	31	21	22	30	125
23	3287	Rick Tears	32	29	26	20	19	126
24	3355	Doug DeCluitt	12	8	17	54	38	129
25	1975	Cantrell/Daws	31	19	42	18	21	131



Photo by Brad Davis

Monster Fish surfs along in 30 knot breeze in Southwestern Championship race, held at Rush Creek Yacht Club near Dallas.

Santa Barbara's Semana Nautica

by Jane W. Watkins, District 21 Governor

The 53rd Annual Semana Nautica Summer Sports Festival was held in Santa Barbara, June 30 - July 8. The event lured competitors from all over California despite the devastating fire which hit Santa Barbara only three days before. Included in this event was the third District 21 J/24 regatta of the year. Other classes included International 14's, Mercury, Geary 18's, and Multi-hulls. The two day regatta is geared especially for one-design fleets with two separate starting lines and race areas. A large navy ship which was visiting for the event made for an



Ken Kieding and crew sailed *Jump Start* to win over a fleet of 24 J/24s in the *Semana Nautica Regatta* at Santa Barbara.

Photo by Kelly O'Neil

interesting obstruction on the course. The younger set had Sea Shell races inside the harbor.

For over half a century, Santa Barbara has celebrated the nine day *Semana Nautica* Festival during the 4th of July holiday. The festival originated in 1936, when the local populace challenged the crews of five U.S. Navy battleships, which were at that time moored outside the harbor, to a series of contests along the beach. Dubbed "Fleet Week", the resulting enthusiasm inspired the city council to charter the event on a permanent basis the following year, changing the name to *Semana Nautica* in honor of the town's Spanish heritage. Over the years, the sports festival has incorporated, at one time or another, hundreds of various events besides yacht racing, including open ocean swims, beach biathlon and fencing.

On Saturday, weather conditions were perfect with no fog, flat seas, and 5 to 15 knots during the day. Good race committee work and tight competition made the outside line the place to be. The aggressive J/24 fleet of 24 boats started out the day with two general recalls. Once the racing got started, mark roundings were something to behold when 10 J's were trying to round at the same time. Along with all of this action the International 14's, looking like bright colored high-speed insects on the water, were flying past the J's and occasionally flipping over on their jibes. Three races were held on Saturday, with Ken Kieding leading the J/24 fleet, P. Davis of St. Francis crushing the Mercury fleet, and local Ron Boehm controlling the International 14's with three bullets. At the end of the day, hundreds of happy, sunburned bodies hit the Santa Barbara Yacht Club for hors d'oeuvres, cocktails, big screen sailing videos, and a barbecue.

Sunday had an ominous beginning as fog sat on the ocean right up to the surf line. By some miracle the fog lifted right at the noon starting time and the races got off with a fresh breeze. The

J/24s ended up with several protests and one T-bone incident. Ken Kieding, on *Jump Start*, did not finish first in any of the races, but with consistent finishes of 2, 2, 2, 3, 4, easily won the regatta, putting him in first place for the 1990 District 21 Championship. Two district regattas remain for the year: October 13-14 at the San Diego Yacht Club, and November 17-18 at Alamitos Bay Yacht Club.

1990 *Semana Nautica*

POS	YACHT	HELMSMAN	CLUB	TOT
1	<i>Jump Start</i>	Ken Kieding	SBYC	13
2	<i>Color Blind</i>	Jeff Thorpe	VYC	23
3	<i>Ice Nine</i>	Berkus/Wilkes	SBYC	33
4	<i>Tigger</i>	B. Zimmerman	SBYC	37
5	<i>Three Big Dogs</i>	Pat Toole	SBYC	40
6	<i>Flying Colors</i>	Robert Kunicki	CBYC	42
7	<i>Brew 102</i>	Bill Daffron	SBYC	43
8	<i>Pinball</i>	Cheda/Levy	WYC	44
9	<i>No Quarter</i>	Scott Deardorff	SBYC	47
10	<i>Lil Driller</i>	Dean Shipman	ABYC	49
11	<i>IO</i>	Larry Freeman	SBYC	56
12	<i>Trunks</i>	George Antarr	CYC	59
13	<i>J.B. Wainwright</i>	Potter/Shephard	CYC	65
14	<i>Flying Squirrel</i>	Carl Forsander	CYC	66
15	<i>Invisible</i>	Bill Worsham	BCYC	71
16	<i>Naked J</i>	Cooper/Cook	StFYC	71
17	<i>Grinch</i>	Chris Reno	ABYC	76
18	<i>Mach 5</i>	Wally Hollyday	CYC	80
19	<i>Rebel</i>	Tom Goodson	SBYC	92
20	<i>Relentless</i>	Dave Zumbun	ChiYC	94
21	<i>Jackpot</i>	J. Hawhurst	SBYC	97
22	<i>She Bop</i>	Jane Watkins	SBYC	100
23	<i>OK J</i>	Dick Miller	SBYC	107
24	<i>Cowabunga</i>	Andy Dunn	SBYC	114



Kerst (4595) and Schmidt (3757) battle past the pin as Seidel (103) works through the fleet behind Seidelmann (4326) after the start of a District 12 Championship race, held at Cleveland Race Week.

District 12 Championship featured at Cleveland Race Week

by Bill Grant, Fleet 102 Captain

The 1990 District 12 Championship was held July 7-8, during the first weekend of Cleveland Race Week, and provided a variety of wind conditions to test the 26 competitors.

The first race on Saturday began in a moderate westerly breeze, but shifted 90 degrees to the north and strengthened to close to 20 knots. For the second race many of the sailors switched down to the 100% jibs.

At the close of Saturday's racing it appeared that last year's CRW champion, Toledo sailor Josh Kerst, was destined to repeat his success in the 1990 Districts, as he had taken bullets in both races.

Sunday morning began with a moderate, but shifty breeze from the southwest. At the start of the first race, the top local sailors had some reason for hope as Kerst got a back seat at the start. He was only able to work his way up to eighth in that race, which dropped him to third for the regatta. Ahead of him was the Zangerle/Bauman team who had led the entire Sunday race to add a first to a second and fourth. Ken Schmidt was next with a second and two thirds.

Disaster struck the Zangerle/Bauman team at the start of the final race when a sudden backing breeze caused them to hit the start mark, and their restarting put them at the back of the fleet. Schmidt felt he should cover the regatta leader, which allowed Kerst to find the opening he needed, and he added a second to his prior results to win the championship. The Zangerle-Bauman team was able to catch Schmidt and finish second.

At the North Coast Harbor, where the awards ceremony was held, Kerst was quick to give much of the credit to his tactician, Chris Carrol. He also remarked that the race management had improved dramatically. Much of this improvement should

be credited to Fleet 129 Captain Alan Bethell, who served as Race Manager for the entire Cleveland Race Week program.

Except for the top competitors who traveled to Chicago for the Great Lakes Championship, most sailors stayed to enjoy more racing and more of the parties of Cleveland Race Week. The continuing growth of Cleveland Race Week as an important event for J/24s was certainly helped by the holding of the Districts in conjunction with it, and the interest of the local sailors in District competition was likewise increased.

Lake Erie provided its usual challenge to the sailor for this regatta with a variety of wind and wave conditions while affording a comfortable water temperature. So if you are looking for wind and waves early next summer, plan on attending Cleveland Race Week.

Kerst (4595) has Schmidt (3757), Seidel (103), Novak (4013) and Seidelman (4326) covered on the first leg of the final race.



1990 District 12 Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	4595	<i>Bacchanal Lady</i>	Josh Kerst	1	1	8	2	12
2	3773	<i>Deal</i>	Bauman-Zangerle	4	2	1	11	18
3	3757	<i>Flowerkraut</i>	Ken Schmidt	2	3	3	12	20
4	4013	<i>Bare Bottom</i>	Geoff Novak	7	5	4	5	21
5	105	<i>Shadowfax</i>	Read-Mills	3	11	2	6	22
6	4000	<i>Another Raging Queen</i>	Peter Carelli	6	7	7	4	24
7	3936	<i>Grafix</i>	Cathleen Graf	11	4	11	9	35
8	2217	<i>Pigs In Hiding</i>	Lon Ethington	10	8	14	7	39
9	103	<i>Trouble</i>	Bob Seidel	5	29	5	3	42
10	4521	<i>Surprise</i>	David Blystone	12	14	12	8	46
11	3608	<i>Phantom</i>	Paul Aron	8	13	10	19	50
12	21859	<i>Slippery When Wet</i>	Dennis Johnson	20	12	13	13	58
13	23627	<i>Dagger</i>	Grant Edwards	17	9	15	18	59
14	4326	<i>Twist-N-Shout</i>	Frank Seidelmann	15	16	22	10	63
15	287	<i>Joie DeVivre</i>	Jim Diener	18	10	18	21	67
16	1736	<i>Encounter</i>	Bill Grant	9	28	16	20	73
17	4164	<i>New Wave</i>	Bob Keitel	14	23	19	17	73
18	3972	<i>Synergy</i>	Bob Larsen	19	19	20	16	74
19	33058	<i>Outburst</i>	Arnie Lillo	16	15	17	28	76
20	1175	<i>Ghost</i>	E.J. Brzytwa	22	20	21	15	78
21	3890	<i>Shogun</i>	C. Hallberg	21	6	28	28	83
22	21992	<i>Damifino</i>	Ted Gramines	25	17	24	24	90
23	4513	<i>Carry On</i>	Terry Bowdish	24	18	23	28	93
24	2393	<i>I'd Rather Be Blue</i>	Roger Newberry	26	21	26	22	95
25	3754	<i>Lilly Pad</i>	Frank Kadel	27	24	25	23	99
26	2277	<i>Moonshadow</i>	Dick Baker	28	28	28	28	112

1990 Firecracker

by Charles W. Corbishley, Fleet 41

The 1990 J/24 Firecracker Regatta, run with the Rochester Soling Fleet, June 30 - July 1, was enjoyed by one and all. A lot of beautiful sunshine, a little rain and fog, a few wind shifts, and great social events helped make this year's Firecracker a Roman Candle event.

Saturday was a picture perfect day with winds around 10 knots. Skip Shumway and *Quack* ended the day in the lead by virtue of his third in the first race and a victory in the second race of the day. Corbo's *Seacup* was in second with a second and third place finish. Cory Sertl with *Lucy* was in a close third, winning the first race and a fifth in the second race.

Sunday started out reasonably nice, but during the first race the fleet was washed down with a pelting rain storm and had to navigate through a little fog. Weather can change quickly in Rochester, and that it did! By the second race of the day, the sun was shining and the wind was moderate. Cory Sertl had a flawless day, winning both races and the regatta as well. Corbo, never finishing below fourth, finished second in the regatta. The Swanson's, with two third place finishes Sunday, moved into third place. Skip Shumway dropped to fourth and Jerome Jordan's *Snafu*, from Lake George, rounded out the top five finishers.

Everyone was treated to the hospitality of the Rochester Yacht Club and J/24 Fleet 41. Saturday's barbecue was followed Sunday evening by the traditional Firecracker Beach Party hosted by Fran and Jerry Castle. Fine food and activities were enjoyed by all. Several sailors exhibited their golfing prowess off the tee overlooking the lake. (Palmer, Nicklaus, and Trevino need not worry.) The "Woofie Human Torch" fireworks display was the booming finale of the regatta.



Lucy's winning crew, from left: Trish and Keith Yeoman, Judy Lugar, Cory and Mark Sertl.

1990 Firecracker Regatta (Top 10)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3894	<i>Lucy</i>	Sertl	1	5	1	1	8
2	4333	<i>Seacup</i>	Corbishley	2	3	4	4	12
3	4396	<i>Swan Dive</i>	Swanson	6	4	3	3	16
4	4294	<i>Quack</i>	Shumway	3	1	5	12	21
5	4014	<i>Snafu</i>	Jordan	5	7	6	5	23
6	2705	<i>Cannonade</i>	Cannon	12	2	2	9	25
7	4687	"?"	Taves	7	9	9	8	33
8	4250	<i>Impulsif</i>	Daunton	13	10	10	2	35
9	2572	<i>Amanda</i>	Lawless	4	12	12	7	35
10	4453	<i>Fast Lane</i>	Nahmias	11	11	7	6	35

SBYC Commodore Bill Deardorff presents Jr. North Americans perpetual trophy to co-skippers Yumio Dornberg and Sean Kennedy and crew, Carter McCoy, Pat Hafer and Craig Steele.

Photo by Jane Watkins



J/24 Junior North Americans

by Jane W. Watkins, Regatta Chairman

On August 18 and 19 the J/24 Junior North Americans were held at Santa Barbara Yacht Club. Conditions were ideal for the younger set with hot, sunny days and 8 to 10 knots of breeze. A small turnout of four crews competed in front of a large flotilla of spectators. Parents were treated to two days of lounging and picture taking aboard Fred Rice's 45' Bayliner. Crews got to see themselves in action on big screen videos at the end of the day along with a free barbecue sponsored by SBYC. The kids had a blast and all performed with excellent boat handling and tactics, especially considering their age and experience. The average age of the third place boat was 13!

Leading the regatta from the first start were co-skippers Yumio Dornberg (age 17) and Sean Kennedy (age 15), from Santa Monica Bay/Windjammers Yacht Club. Their crew was Carter McCoy, Pat Hafer, and Craig Steele. Clean sailing and five bullets made them the heroes of the regatta. In second place was Brady Phillips and Bruce Howarth on *Majic*. Third place was Kyber Logue, and fourth was Peter Spiess, both of the Santa Barbara Youth Foundation. The perpetual trophy model of a J/24 will reside at Yumio and Sean's yacht club until the regatta next year. Take home trophies of silver bowls were awarded to competitors, along with T-shirts.

Weir Takes 1990 District 3 Championship

by Griff Gielow, Fleet 22 Captain

J/24 Fleet 22 and the Indian Harbor Yacht Club were host to the 1990 District 3 Championship held off Greenwich, CT, last June 23 and 24. Forty-five boats entered from all over Long Island Sound and from as far away as Philadelphia and Boston.

Although deep with local talent, the field was noticeably Corinthian. Returning to familiar waters were Lee Morrison on *Wham Bam*, Dave Pierce and Griff Gielow on *Loose Cannon*, and Al and Dave Constants aboard *Blitz*, the top District 3 entries from last year's championship, and Milford veterans Tom Treat and George Desrosiers on *Thriller*, who had placed third overall at the 1989 districts. But the regatta belonged to Australian Robert Weir and his *Gang of Four* from City Island, NY, who in two seasons with the boat has gone from mid-fleet to an impressive seventh at last year's East Coast Championship and now top honors as 1990 District 3 Champion.

The regatta got off to a slow start on Saturday as the fleet watched Long Island Sound do its infamous moving parking lot imitation, adding occasional zephyrs from the south, west, north and east, and even a brief squall for show. The race committee, however, had seen this act before and wisely held its ground. As the hours passed by, time ran out and the sunbaked fleet headed in. Adding insult to injury, a 10 knot sea breeze appeared around 1600 — just as the boats started rafting up!

Saturday night, however, was a blowout as 175 people turned up for a barbecue bash at U.S. Class Vice President Lee Corbin's place. Everyone enjoyed themselves to plentiful food and drink as the "Surf Bunnies", featuring *Gang of Four's* Paul Beaudin on bass, brought the house down — and a few neighbors' houses as well.

Sunday brought crystal clear skies and a fresh 15 knot southwesterly. Top notch race committee work allowed for three races to be sailed without even one general recall — not bad considering there were 45 boats very eager to start racing.

In the first race, Britt Hughes on *Shogun*, John Ingalls on *Civil War*, and Griff Gielow and Dave Pierce on *Loose Cannon* played the left side to round the first mark 1, 2, and 3. Britt's string of bad luck, however, seemed to have carried over from last year's Milford regatta as both *Shogun* and *Civil War* were called over early, ruining an otherwise solid regatta for *Shogun*. The Long Island side proved favored on the downwind

legs as well, allowing *Gang of Four* to take the gun, followed by John Selldorff on *Stinger* and Al and Dave Constants on *Blitz*.

In Race 2, *Loose Cannon* and Kevin Coughlin on *Fahrvergnugen* sprinted off the committee end of the line on port to take an apparent early lead as a 15 degree 'righty' crossed the course just before the start. But appearances can be, and were, deceiving. When the wind backed, the Holt/Boatwright duo on *Smokin* came out on top at the windward mark and went on to win by an impressive margin. Crossing second was *Thriller*, followed by Noroton's *Thumper*, getting back into the swing of things after a tough first race, and Lee Morrison aboard his ever-(name) changing *Wham Bam*. *Stinger* finished fifth, followed closely by class veteran Rick Hendee on *Shake and Bake*, aptly-named having "shook" off a costly collision with a port tacker in Race 1. *Thriller* now held only a one point lead over *Stinger*, and a 2 point lead over *Gang of Four* and *Smokin* going into the third and final race.

The last race was like an old short-course dinghy race from college days as a good number of boats got to the laylines in no time only to get camped on by a dozen others minutes later. Making their way through the traffic jams to reach the windward mark first was *Shogun*, followed by Fleet 4 rival *Thriller*. But on the second upwind leg, *Gang of Four* pulled themselves back together after a turbulent love affair with the windward mark on the first leg to take the lead. Coming from out of nowhere and also putting themselves back in the hunt, having played the right side perfectly, were Todd Cowen and Tom Nelson on *Coyote Ugly* — yes, there is a good story behind the name. Weir held on to win the race, with *Shogun*, *Thriller*, *Coyote Ugly*, *Fahrvergnugen* and *Thumper* all close behind.



Photo by Adam Loory

The Saturday night barbecue at Lee Corbin's drew 175.

When the dust settled (i.e. protests), Robert Weir and his *Gang of Four* had managed a tiebreaker victory over Tom Treat, George Desrosiers and their crew on *Thriller* to win the overall championship. John Selldorff and his crew on *Stinger* finished third, having been the only other boat to finish every race in the top ten. Newport's *Smokin* came in fourth, and *Coyote Ugly* rounded out the top five, as well as placing second among District 3 entries. Thanks again to all who participated and helped make this a successful regatta!

1990 J/24 District 3 Championship (Top 25 of 45)

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	1269	<i>Gang of Four</i>	Weir	1	7	1	9
2	129	<i>Thriller</i>	Treat/Desrosiers	4	2	3	9
3	3137	<i>Stinger</i>	Selldorff	2	5	10	17
4	355	<i>Smokin</i>	Holt/Boatwright	7	1	11	19
5	1141	<i>Coyote Ugly</i>	Cowen/Nelson	6	13	4	23
6	2810	<i>Wham Bam</i>	Morrison	5	4	15	24
7	3775	<i>Blitz</i>	Constants	3	16	9	28
8	176	<i>Fahrvergnugen</i>	Coughlin	13	12	5	30
9	4193	<i>Loose Cannon</i>	Gielow/Pierce	8	17	7	32
10	165	<i>Shake and Bake</i>	Hendee/Huck	18	6	8	32
11	2351	<i>Thumper</i>	Gardiner	24	3	6	33
12	2805	<i>Grace Under Pressure</i>	Raymond	12	14	16	42
13	72	<i>Tramp</i>	May	16	15	12	43
14	2547	<i>Souwest</i>	Dickey	11	18	19	48
15	4014	<i>Snafu</i>	Jordan	10	19	20	49
16	3636	<i>Gotta Go</i>	Benziger	15	22	14	51
17	556	<i>Shogun</i>	Hughes	PMS	8	2	56
18	538	<i>Hot Foot</i>	Boynton	26	17	17	60
19	2809	<i>Pendragon</i>	Balloch	17	10	36	63
20	4203	<i>Star</i>	Decker/Clarke	27	11	26	64
21	2930	<i>Tangent</i>	Kampa	21	28	18	67
22	800	<i>Tau Zero</i>	Lovelace	22	20	29	71
23	624	<i>Grand Illusion</i>	Corbin	19	21	31	71
24	3134	<i>The Unknown J</i>	Bader/Jenkins	28	23	23	74
25	2803	<i>Civil War</i>	Iacono/Ingalls	PMS	9	22	77

Lake George, NY, Fleet 24

by Rodger Voss, Fleet Captain

When Don Lasky, past J/24 "old District 4" Governor, started the Wednesday night series, the scoring system was a unique PHRF rating adjusted after each race's results. There was an assortment of boats that participated, ranging from Tanzer 22s, S2 7.9s, and Hobie 33s to J/22s, 24s, 29s, and 30s. You never really knew who won until the after-race party at a local bar where free appetizers and beer were presented to the top three boats.

Wednesday night racing and after-parties still exist but with quite a dramatic change to the list of competitors. The growth in popularity of the J/24 and particularly of Fleet 24, has caused an overwhelming shift to what is now "one-design" racing, with a USYRU Time-on-Time adjustment for non-J/24s. Out of the 21 boats, 16 of them are J/24s.

I should mention that some of the class rules are waived, such as . . . number of crew (single-handling is allowed); non-class-member helmsmen (some boats rotate crew members to

the helm), and stowing of beer coolers on the cabin floor over the keel. Did I mention it is a fun series?

Fun indeed. Anytime you get a group of J/24s together (try two), it is always competitive. One race in particular, I remember a new J/24 owner and new to Wednesday night committee boat duties, had to signal three general recalls until he could get us started. He yelled, "I thought this was supposed to be a fun series!" Some of us use our J/24s as the committee boat, so over the years we have learned to make the pin-end of the line favored and get those "crazy J/24 sailors" away from us.

Although evening winds are light to scarce on Lake George, Wednesday nights this year proved to be more dependable than our scheduled race days on Saturdays. As you can see by the photo, Lake George is truly a beautiful place to sail. If you are ever in the area next summer, stop by the Lake George Club and catch a ride.

The results were based on the best 8 of 12 races and each participant volunteered as committee boat once during the series. Committee boat duties indicated by a (+) received 5 points; DNS indicated by a (-) received 12 points.

Fleet 24 "Wednesday Night at the Races" Series (Top 16 of 21)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	7	8	9	10	11	12	TOT
1	4145	<i>Cheers</i>	Desantis	1	1	+	2	1	2	4	3	-	-	2	3	15
2	1916	<i>Spint</i>	Voss	3	2	4	5	5	4	1	2	3	8	3	1	19
3	541	<i>Stinger</i>	Merchant	+	-	2	3	4	6	3	6	1	1	1	8	20
4	4279	<i>Impulse</i>	Davis	2	3	1	4	2	4	-	-	+	2	4	2	20
5	202	<i>J-Whizz</i>	Kunz	-	-	-	-	-	3	6	1	4	3	8	5	42
6	1396	<i>Black Tie</i>	Selfridge	-	-	3	+	6	-	9	-	5	7	5	-	52
7	790	<i>Fast Lane</i>	Drake	-	-	-	-	-	1	8	9	2	4	-	6	54
8	2325	<i>Blue Chip</i>	Zautner	-	4	-	1	-	+	-	-	8	-	6	7	55
9	4126	<i>Knight Errant</i>	Nolan	-	-	-	7	-	8	-	5	9	9	9	4	63
10	3597	<i>Outrageous</i>	Tarrant	4	6	-	6	-	-	-	+	6	-	-	-	64
11	7/22	<i>This Side Up</i>	Dougall	5	-	5	7	-	-	5	9	-	-	-	-	68
12	22036	<i>Black Majic</i>	Dickinson	-	-	-	-	-	-	2	4	-	5	10	-	69
13	4599	<i>Just Us</i>	Cox	-	-	-	-	3	-	-	7	-	-	-	+	75
14	1586	<i>Tenspeed</i>	Koncikowski	-	-	-	7	8	-	+	-	-	-	7	-	75
15	3412	<i>Yeti</i>	Turpen	-	-	-	-	-	-	-	8	7	-	-	-	87
16	4732	<i>Expeditious</i>	White	-	-	-	-	7	-	-	-	-	-	11	-	90

The afternoon sun highlights the fleet and the hills along the shore of Lake George.





Photo by Onne Van der Wal

Part of the 90 boat fleet charges across the weather end of the starting line in a Volvo Newport Regatta race.

Volvo Newport Draws A Record Line

by Griff Gielow, Fleet 22 Captain

Ninety J/24s descended on Fort Adams in Newport, RI, for a record turnout at this year's Volvo Newport Regatta, held July 20-22. Only three races were sailed, but certainly not for a lack of wind – conditions were excellent.

Friday set the chaotic tempo for the regatta as 20 or so boats that had sailed out to the traditional starting area off Brenton Reef frantically sped back to the designated starting area just south of the bridge in a close race all of their own. They were saved by what would become a familiar sound that weekend: the two gun salute of a general recall. A couple of general recalls later, and the largest J/24 fleet ever to race on one line had got underway. Those caught too far left had to take a number and get in line to make it around the point off Fort Adams. The right paid off in the early going as the Blitz Brothers, Al and Dave Constants, took charge. It was a small miracle that there was no barge or Navy traffic as the massive fleet spread out across the course, completely blanketing the channel for the better part of two hours. *Blitz* reached the windward mark in first with Chris Larson, on *Love Shack*, in hot pursuit. The wind continued to build as the fleet headed back down to the leeward mark, making for some of the best surfing of the summer. The Constants hung tough on the final beat back to the finish line, about 1 1/2 miles off Beavertail Point, to take the gun, followed closely by Larson, and Geoff Moore on *Not To Worry*. Race 2 got underway late in the day back at the regular starting area south of Brenton Reef,

but was mysteriously cancelled in time to make last call at the Mule Barn.

The race committee brought everyone back to Rhode Island Sound on Saturday to resume the battle under sunny skies and moderate breezes. Race 3 (the second race for those keeping count) followed the standard offshore format – plenty of open water! This was the race of "the comeback". Getting back into the groove to earn a bullet after being DSQ'd in Race 1 was last year's winner, Jens Hookanson, sailing *Maxx*. Second place belonged to John Selldorff on *Stinger*, and Phil Garland took third aboard *Salsa*. Both of these boats had found the first race rather frustrating as well.

Race 4 is when things started to get ugly. Having struggled endlessly at starting such a large fleet, the race committee decided to get tough and fly the black flag. In no time 29 yachts had their numbers called and were told to sit this one out. The only problem was that the sailing instructions made a very brief reference to a "Black Flag Rule" as if it were a part of the IYRR. Amid the confusion, 59 yachts competed in Race 4 while everyone else headed in. Having sailed consistently well in the previous two races, the Hood brothers, sailing *Opus*, poured on the speed, crossing the line first, followed by Britt Hughes aboard his familiar *Shogun*. Hookanson took third, and Phil Garland was close behind in fourth. The race was protested immediately by those told not to compete and, in what has become the most litigious race since the last America's Cup, was allowed to stand. After much wrangling, the jury found the race committee to have been in error, and those yachts which

were not allowed to compete were awarded average points, adjusted to reflect the difference in the number of boats scored in each race.

Sunday was more of the same: general recall after general recall until a densely thick fog bank rolled in, putting the regatta out of its misery. In the end, Geoff Moore was declared the winner with 13 1/3 points; Kirk Reynolds on *Downtown* came in second with 14 2/3 points, and the Hoods took third with 22 3/4. The rest of the fleet had to wait until September to find out how they did as the appeals and requests for redress dragged on. The Constants wound up a close fourth with 26.75 points, and Betsy Alison in fifth with 40. The remainder of the top twenty

were bunched pretty close together with only five points separating fifth through thirteenth.

Suffice it to say that had the J/24 Class regatta guidelines and suggested sailing instructions been followed more closely, the whole mess would probably have been avoided. True, a superhuman race committee could have helped, but does it really make sense to put 90 24-foot, 3000-pound sailboats on one starting line? Past Volvo's and East Coast's have pulled off 80-plus-boat lines with top-notch race committee work and a bit of luck, but the quality of racing has suffered. Although it is hard putting together an "A" and "B" fleet format for a three-day regatta, it might not be such a bad idea.

1990 Volvo Newport Regatta (Top 20 of 90)

POS	SAIL	YACHT	HELMSMAN	1	3	4	TOT
1	456	<i>Not To Worry</i>	Moore	3	7	3.33	13.33
2	4154	<i>Downtown</i>	Reynolds	6	5	3.66	14.66
3	1146	<i>Opus</i>	Hood	10	12	0.75	22.75
4	3775	<i>Blitz</i>	Constants	0.75	10	16	26.75
5	1131	<i>Playtime</i>	Alison	18	13	9	40.00
6	4270		Reynolds	11	24	6	41.00
7	4193	<i>Loose Cannon</i>	Gielow/Pierce	17	14	10.33	41.33
8	129	<i>Thriller</i>	Treat	22	9	10.33	41.33
9	355	<i>Smokin'</i>	Holt/Boatwright	28	4	11	43.00
10	1366	<i>Impasse</i>	Hourihan	12	21	11	44.00
11	4467	<i>Love Shack</i>	Larson/Lengnick	2	8	34	44.00
12	3969	<i>Tasmanian Devil</i>	Allen	8	31	5	44.00
13	556	<i>Shogun</i>	Hughes	37	6	2	45.00
14	4558		Megaffin/Roy	4	33	12.33	49.33
15	1964	<i>Salsa</i>	Garland	45	3	4	52.00
16	3368	<i>Airplay</i>	Hadlock	19	22	12	53.00
17	4357	<i>Aja Minor</i>	Shore/Langston	15	25	13.33	53.33
18	4205	<i>Contumacious</i>	Semonite	9	32	13.66	54.66
19	1952	<i>Fin</i>	Wickes	5	37	14	56.00
20	2803	<i>Civil War</i>	Iacono/Ingalls	16	29	15	60.00



Photo by P. R. Lash

Cowtown Stampede competitors enjoy Crab Races at St. Patrick's Day party on Saturday night at Fort Worth Boat Club.

Scott Young First in Cowtown Stampede

by Bob Williams

Scott Young, from the Austin Yacht Club, with crew Mike Haggerty, Doug Kern, John Morran, and Mark Fawkes walked away with the first place trophy in the 1990 Cowtown Stampede Regatta hosted by the Fort Worth Boat Club on Eagle Mountain Lake, March 17 and 18. Paul Foerster, from Dallas, and crew, Rob Johnston, Steven Craig, Steve Andre, Jr., and Doug Snyder, sailing out of the Rush Creek Yacht Club on Lake Ray Hubbard, settled for second.

The J/24 Texas Circuit event attracted 48 boats and 240 sailors from all over Texas, Oklahoma, Louisiana and as far away as Rhode Island and Colorado to sail in ideal conditions for a championship caliber regatta. Strong winds with occasional major shifts tested the sailors to their utmost.

Foerster, who is the reigning J/24 National Champion, a title he won in New Orleans in January, was in the lead coming into the third race Sunday morning, but dropped to second place when Young placed second in both the third and fourth races.

The scheduled fifth race was cancelled by USYRU Chief

Judge Bob Gough and Principal Race Officer Glenn Lattimore of the FWBC, because the time limit expired.

The second race Saturday was almost thrown out because of a technicality in a protest by Jim Anderson from Heath, Texas, and Fred Schroth, of Austin, against the race committee. The circuit rules prescribe that an offset mark be placed 200 feet to the left of, and perpendicular to, the windward mark. The offset mark directs the traffic of the departing boats out of the path of the incoming boats.

The race committee didn't quite get the offset mark in place after a major windshift and the judges ordered them to leave it out, because the lead boat had already passed the spot where it belonged. Since all the boats had the same course and no one's position was prejudiced because of the missing mark, the race was allowed to stand.

The last race had difficulty getting underway. There were three general recalls before the dreaded black-and-yellow "Z" flag was hoisted, which meant any boats over the starting line early in the fourth attempt at a start would be disqualified. This did the trick.

Quintin McGown, of the Fort Worth Boat Club, who helped to judge the races, said it best when he described the competition as, "as good as it gets." He pointed out that there were four Mallory Cup winners participating, as well as national champions in the Laser, Flying Dutchman, Soling, Flying Scot, J/24, J/22, and some Olympians.

"The J/24 Texas Circuit is a 'Who's Who' of national yachting, with the participants as well known in New York and Southern California as they are in Texas. The guy that wins here is some kind of sailor," he concluded.

Bob Williams writes about Dallas area Yachting for the Dallas Morning News, the Rockwall Journal Success, Sail Magazine and had a story in the Fall 1989 Issue of J/24 Magazine.

1990 Cowtown Stampede

POS	HELMSMAN	HOMEPORT	TOT
1	Scott Young	Austin	9
2	Paul Foerster	Dallas	17
3	Kelson Elam	Dallas	18
4	Mark Hallman	Dallas	22
5	Mark Foster	Ft. Worth	25
6	Benz Faget	New Orleans	35
7	Jim Anderson	Heath	46
8	John Bartlett	Austin	46
9	Mike Kegler	Rockwall	53
10	Rick Tears	Dallas	54

Cairnes Team Wins Fleet 14's Ladies Day and Couples Day

by Cissy Hull-Allen, Fleet Co-captain

Debbie Cairnes, skippering *Blueberry Jam*, won the Palm Beach Sailing Club Ladies Day Race . . . for the fourth year in a row! Debbie's excellent knowledge of the tides and the Gulfstream made her victory a true horizon job. As Debbie was rounding the last leeward mark, I was making an almost successful windward rounding - this time I only had to tack twice to get around the damn buoy! The race committee thought the first windward rounding was truly amusing (grown men reduced to giggling sailor blobs is not a pretty sight!), but by the second

rounding felt we should have learned our lesson and became quite nasty, as the unedited videotape can affirm! I came in second on *Twisted*, followed by Ann Vance, who was more used to tacking her Laser than getting *Loose Cannon* around the windward mark. That Gulfstream can really change a skipper's way of thinking - a good start and usual tactics are still important, but watching out for the current is the thing to remember. The other competitors are easy to see, but the Gulfstream - it's a silent killer!

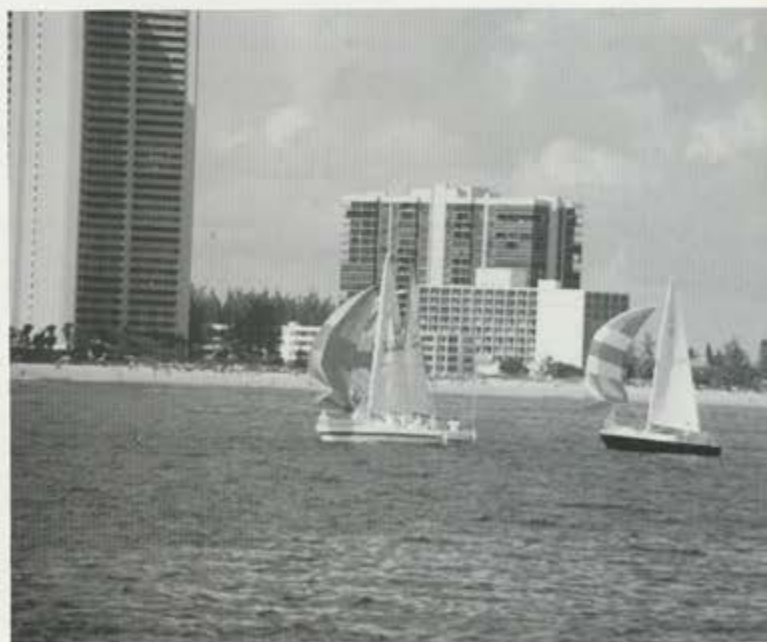
Debbie Cairnes and husband Chuck also won the Couples Day Race for the 112th year (it sure feels like they've had these trophies a long time!), dealing with a postponement due to lack of wind, a squall that came through and the wind clocking 360 degrees. Coming in second were Bob and Kelli Greer on *Fatal Attraction*. Bob and Kelli have been racing PHRF with their two (under 10) sons and are having a terrific time, but we miss them!

Fleet 14's summer Thursday night series went to Friday nights and then faded away altogether, but was fun while it lasted. Three to five races were sailed each evening, followed by an occasional raft-up - one was during an outdoor George Benson concert which provided nice background music. Several families raced on the non-spinnaker eves, and race committee was provided by Bob Peckham on his J/24 *Wild Injun*. Also competing were *Sufferin' Succotash*, *Inherent Vice*, *Loose Cannon*, *Twisted*, *Fatal Attraction*, and *Mal de Mer*.

The Spring series, sailed in conjunction with the Palm Beach Sailing Club, was won by Dave Gilman's *Killer Bee*, followed by *Wild Injun*, skippered by Bob Peckham, and third was Greg Hull-Allen and the *Twisted* crew.

Twisted is now at the U.S. Sailing Center in Miami, hoping to do some good crew and rig tuning for the Midwinters. Greg Hull-Allen competed in the Districts and said it was really good sailing, a great place, and he gets to drysail the boat - so *Twisted* stayed! Greg was also able to sail with John Rogers on a recent business trip to San Diego. Greg had a super time and felt really welcomed into the sailing community there.

Photo by Ted Page



Fleet 14's *Inspector Gadget*, *Wild Injun* and *Fatal Attraction* reach along in front of beach at Singer Island.



Photo by Arne K. Larsen

In front on the run in a race of the Swedish Championship is Per Pettersson (son of famous sailor and yacht builder Pelle Pettersson), followed by Peer Kock of Germany, and Tommy Sandberg, who finished second in the 1990 Midwinters Designer Fleet.

1990 Swedish J/24 Championship

by Peter Eklund, Swedish J/24 Association PR

In May, the J/24 Championship was held at Marstrand, on the west coast of Sweden. Thirty-seven boats entered the championship this year, six of them German.

On the opening day, the weather conditions were very tough. Strong winds of 20-27 knots and heavy waves challenged the crews. Some boats broached and crewmembers were "left behind." Magnus Holmberg won the first race, and Sten Haeger won the second race, both from Sweden.

The winds were lighter on the second and third days, but freezing cold (8 degrees Centigrade plus). The final race became a battle between four boats. With several restarts, and a small collision at the first mark, it all had to be settled around the race committee table. It was bad luck for Per Pettersson, who would have won the regatta if he had not been disqualified in the last race.

Lastly, a most grateful thanks goes to Marstrand Yacht Club for good race management and pleasant social events. This was a good start in preparing for hosting the European Championship in 1992.

1990 Swedish Championship (Top 15 of 37)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	39	Hullabaloo	Magnus Holmberg	2	1	1	9	4	4	12
2	46	Letus I	Sten Haeger	1	4	4	3	3	2	13
3	2	LaFraise II	Per Pettersson	3	2	2	10	2	DSQ	19
4	35		Peer Kock	9	3	7	1	1	PMS	21
5	181	Fly Higher	Lasse Winroth	5	6	17	4	8	3	26
6	52	B.I.B.	Bernt Johnsson	6	7	5	5	5	6	27
7	18	Team Cuba Cab	Tommy Sandberg	7	5	3	6	13	7	28
8	13	Just For Fun	Christof Becker	4	9	6	8	14	4	31
9	23	Heaven	Leif Enarson	12	8	13	7	10	PMS	50
10	49	La Ribaude	Lars Sparrmark	14	DNS	8	13	12	5	52
11	45		Thom Erlandsson	11	11	15	14	DSQ	8	59
12	30	Killer Bee	Udo Puchelmann	13	14	14	12	15	9	62
13	1		Bengt Falkenberg	10	DNF	10	2	7	DSQ	67
14	15	Local Hero II	Bjorn Lager	15	12	20	15	11	14	67
15	58	Arne	Arne Larsen	8	13	18	25	6	DSQ	70

*One throwout



Photos by Lisa Alabaster

News from Down Under, in Melbourne

by Hugo N. Ottaway

A very active season has just concluded here. To summarize, let's look back at the beginning. Four of our local boats travelled the 500 miles to Sydney for the Australian Championship. The best performer was the internationally well-known boat *Wattawoppawoomera*, sailed by Peter Thompson. He came in fifth and won the right to go to the Worlds in Ireland. Tenth was *Capuccino Club*, sailed by Ray LaFontaine.

After Christmas, the action was back at Port Philip Bay. Two teams of J's sailed in the Mixed J.O.G. Fleet in Geelong, 60 miles down the bay. Although we did not win, Ian Torode, in *Cookie Monster*, took line honors in Race 2 and Hugo Ottaway, in *Vertigo*, top overall for the regatta.

The Victorian Championship (our State Titles) was next and three boats from Sydney came down for the regatta: Australian Champion Rob Brewer, North American Champion Ian Bashford, and former Sydney Champion Bob Hagan. In a very windy series Ian Bashford took first, Hugo Ottaway second, and Peter McAuley third. In all three races, local boats were placed between the interstate boats.

Of key importance to every senior club in Victoria (Melbourne) is the Hemple Cup. Royal Brighton Yacht Club, the home of the J/24 in Melbourne, had three J's in a team of four in this multi-class event. As in previous years, the team came home with the loot and a great result for J/24s in this part of the world. The team consisted of Hugo Ottaway sailing *Vertigo*, Ray LaFontaine in *Capuccino Club*, and team captain Warren Parker sailing *Rawhitti*.

A new commercial yacht club has been formed in Melbourne since Christmas, the Port Philip Yacht Club, under Commodore and inventor Peter Thompson of *Wattawoppawoomera* fame. Based upon the same principle as the well-known Manhattan Yacht Club, Peter purchased eight new J's. Six Association yachts from the Royal Brighton Yacht Club were invited to sail against the corporate yachts at Port Philip Club over Easter. First was Hilton Hotels (Hugo Ottaway), second was *Capuccino Club* (Ray LaFontaine), and third was *Runaway Shopping Trolley* (Peter McAuley).

So ends the highlights of our sailing. On other notes, we are all holding our breath here for the decision to hold 1) the 1994 J/24 World Titles, and 2) the 1996 Olympics. Only the future will tell. So till then, I'd better go tie me kangaroo down, sport.

Above left: Australian Champion Rob Brewer (KA144) and Peter Thompson (KA 145) work to weather over fleet at 1990 Victorian Championship. Above right: Corporate boat Port Phillip Yacht Club runs behind Ian Torode in *Cookie Monster* (KA 132). Middle: Hugo Ottaway and crew in *Vertigo* took top overall honors in the mixed fleet at Geelong. Lower: Ray LaFontaine and crew relax downwind in Victorian Championship.

Photo by Boatmagazine



Photo by Lisa Alabaster



Brady Dominates Kiel Week

by Jack McDonald

American Jim Brady, sailing with an international crew, finished first in four out of five races to win the J/24 division of Kiel Week in Kiel, West Germany, June 16-24, 1990. He was also named the overall winner of Kiel Week after winning a series of match races in J/22s.

Kiel Week is the oldest and largest Olympic-classes regatta, with sailors from all over the world participating in 21 classes. The J/24 division saw 32 boats from five countries competing in shifty 5-to 18-knot breezes. Brady and his crew, Benz Faget and Jack McDonald from the United States, Stephan Kessenich from West Germany, and Andy Hemmings from the United Kingdom, demonstrated superior boatspeed to win four of the six races and finish with only three points, under the Olympic scoring system.

To determine the overall winner of Kiel Week, the Corum Watch Company invited the winners of each class to compete in a single-elimination match-rate series in J/22s. Brady won each of his elimination races and found himself in a three-way tie for second place, despite losing bowman Jack McDonald overboard in one race. The race committee called for a three-boat fleet race to break the tie, and Brady came from behind to win by inches.

The final best-of-three match was set between Brady and East German Olympic gold medalist (in the Soling and Finn) Jochum Schumann. Jockeying before the start, both Brady and Schumann tried to draw each other into a foul, but no penalties were awarded and Brady went on to win the race, leading at every mark. The second race was more aggressive, but good boathandling allowed Brady to pull away for win number two and the overall Kiel Week title.

Kiel Week 1990

J/24 Division

(Top 10 of 32)

POS	SAIL	HELMSMAN	1	2	3	4	5	6	TOT*
1	US4718	Jim Brady	1	2+	1	19	1	1	3
2	S2	Per Petterson	4	18+	3	1	4	2	25
3	H17	Pieter Heerema	9	1	4	2	5	10	36
4	G4	Jan Kahler	3	9	10	12	2	3	45
5	G13	Christof Becker	5	5	7	DNC	3	5	49
6	G15	Manfred Koenig	2	3	11	11	6	7	50
7	H16	Maarten Kimmman	13	5+	2	6	8	8	53
8	G31	Thomas Ross	6	15	13	8	7	4	66
9	G35	Peer Kock	8	2	12	DNC	11	11	69
10	S46	Sten Haeger	7	6+	9	DNC	10	12	74

*Olympic scoring, one discard.

+YMP

Jim Brady and his international crew of Benz Faget and Jack McDonald from the U.S., Stephan Kessenich from Germany and Andy Hemmings from the U.K., won the J/24 Division at Kiel Week with four firsts in six races. Brady, lower right, was named overall winner after a series of match races held in J/22s.





Winning skipper Jim Pearson, at right, receives the Ontario Championship plaque for 1990 from Paul Kenny, RCYC J/24 Fleet Captain.

Pearson's Tickled Pink Wins Ontario Championship

by Paul Kenny, RCYC J/24 Fleet Representative

The 1990 J/24 Ontario Championship was hosted by the Royal Canadian Yacht Club, Toronto, June 30th, July 1st and 2nd. Twenty-three boats crossed the start line over the three day event, with top honours going to Jim Pearson and his crew on *Tickled Pink* from Southport Sail Club in Windsor, Ontario.

The first day's competition saw two races in steady winds. *Rumpus*, recently acquired by Bill McKenzie, sat in the lead at the end of the day with *Comeme*, sailed by Andy Kern from Chicago, in second. *Three Speed*, with David Tawaststjerna, was a 1/4 point behind in third.

Sunday's first race saw slightly shifty winds and on the final leg the wind died completely, only to fill a few minutes later, sending the top three boats around the final mark and across the finish line in 11th, 16th, and 17th place. After unofficial and official protesting was dispensed with, the crew of *Tickled Pink* emerged on top to stay.

With the second race on Sunday cancelled, the fourth and final race on Monday did not alter the top three positions. Kate Nicoll and her all-lady crew on *Quick Nick*, from Toronto, stayed a half point ahead of *Comeme* by finishing third to take second overall.

Amstel beer flowed and club barbecues provided the dinner on both Saturday and Sunday nights. A good time was had by all and we look forward to hosting the J/24 North American Championship at our club next year, August 16-23, 1991.

1990 Ontario Championship

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	4046	<i>Tickled Pink</i>	J. Pearson	4	4	1	2	11
2	3307	<i>Quick Nick</i>	K. Nicoll	10	2	2	3	17
3	3444	<i>Comeme</i>	A. Kern	5	1	11	1	18
4	4457	<i>Hard Tack</i>	P. Allen	6	7	12	5	30
5	2623	<i>Mischief</i>	B. Hall	7	12	5	6	30
6	1169	<i>Rumpus</i>	B. McKenzie	1	6	16	8	31
7	2345	<i>Shane</i>	J. Long	16	8	4	4	32
8	2604	<i>No Frills</i>	J. Callum	11	3	10	11	35
9	3913	<i>Three Speed</i>	D. Tawaststjerna	2	5	17	14	38
10	4270	<i>I Dunno</i>	J. Rizopoulos	3	15	7	13	38
11	2241	<i>Hot Ticket</i>	R. Severnuk	8	17	8	12	45
12	3524	<i>Toxic Avenger</i>	K. Armstrong	9	10	18	9	46
13	2728	<i>A.K.A.</i>	R. Charnk	13	16	3	15	47
14	4106	<i>Full Tilt</i>	K. Pask	12	11	9	16	48
15	2130	<i>Free Agent</i>	G. Moss	17	13	15	7	52
16	4585	<i>Veritas</i>	J. Murphy	14	9	14	17	54
17	2577	<i>Hang Forty</i>	C. Scott	20	14	6	18	58
18	4416	<i>Rasputin</i>	T. Reilly	19	20	13	10	62
19	2219	<i>Avenging Disco</i>	S. Wilson	15	19	19	20	73
20	3248	<i>Cahoots</i>	R. Lambden	18	18	21	DNS	81
21	1152	<i>Shock Treatment</i>	D. Dice	21	22	20	19	82
22	2768	<i>Entre Nous</i>	B. Bavies	22	21	22	21	86
23	64119	<i>Whirlwind</i>	T. Wharton	23	23	23	22	91



Right: Kate Nicoll (wearing visor) and crew sailed *Quick Nick* to place second overall. Below: Competitors show off the official regatta T-shirt.





Photo by T. Nakamura

Fifteen teams entered the All Japan Ladies Championship, shown here after start of Race 1.

Nogami Wins All Japan Ladies Championship

by Michio Tachibana

The 7th All Japan Ladies 1990 J/24 Championship (Tobishima Ladies Cup) was held May 3-6, off Sajima Marina near Tokyo. Fifteen teams participated, including Nancy Haberland and her *Newport* team from the U.S.

When Race 1 started, there was a south-southwest wind of 6-7 miles per hour. The wind conditions were good, but rain began to sprinkle. *Newport* entered the starting line prior to the starting signal and had to return outside the committee boat. It was a start from a disadvantageous position. However, *Newport* advanced rapidly with good speed and angles as might be expected.

Super Kids, helmed by Keiko Nogami, rounded ahead at the first windward mark, followed in order by *Lull*, *Lettisia*, *Newport*, and *Pink Kiss*, the 1989 champion. *Newport* outpaced the other boats and moved up to second place. Toward the end, it was a duel between *Super Kids* and *Newport*. At the finish, *Newport* was just behind *Super Kids*. The Japanese team received a lot of attention for their close victory over one of the world's top-ranking teams.

Races 2, 3, and 4 were cancelled because of bad weather. The weather for Race 5 was fine, but it was windless and the race was cancelled halfway. Since one race out of five was completed, the series went to Nogami. Fortune had smiled on Nogami and her crew.

Skipper Nogami and Tactician Aiko Saito of *Super Kids* are 470 Class champions in Japan. The Nogami and Saito pair represented Japan at the Seoul Olympics. This is the first time that they have entered a J/24 Class Championship. Nogami started sailing in a J/24 in late 1989.

7th All Japan Ladies 1990 J/24 Championship

POS	YACHT	SKIPPER
1	<i>Super Kids</i>	Keiko Nogami
2	<i>Newport</i>	Nancy Haberland
3	<i>Lull</i>	Sumiyo Kaneko
4	<i>Lettisia</i>	Hikari Suzuki
5	<i>Pink Kiss</i>	Kimiko Tsuchiya
6	<i>Windward</i>	Chisato Hattori
7	<i>Little Mama</i>	Yumiko Takano
8	<i>Mama Seater</i>	Ritsuko Hidaka
9	<i>Atena</i>	Kei Isogai
10	<i>No Problem</i>	Noriko Yanagawa
11	<i>MS</i>	Hiroko Inaoka
12	<i>Cruise</i>	Hiroko Imoto
13	<i>Speedy Blue</i>	Naomi Kumagai
14	<i>Lady First</i>	Tomoko Sakai
15	<i>Harakara</i>	Michiyo Ishimaru

Keiko Nogami's team with first place trophy at 1990 All Japan Ladies Championship awards presentation.



Summer Season Hailed Down Under

by Stephen Hunter, Victorian J/24 Class President

Whilst most J/24s around the world are being packed up for the season, we, down under, are preparing for our summer season which starts in early October.

In Victoria, we now have about 35 J/24s out of an Australian total of about 160. Approximately half the Victorian fleet lives on an excellent landstand at Royal Brighton Yacht Club, which is also the centre of our class racing. Brighton is a bayside suburb of Melbourne and is 15 kilometres from the centre of the city, a city of about 3 million people. We race on Port Phillip Bay, which is large enough to allow racing away from excessive shore influences and has negligible tidal movement.

The summer season opens the first weekend of October and closes at the end of April. During the season we have class racing at R.B.Y.C. over Olympic courses on most Saturdays. We will also do one race at most major clubs around the bay this season to provide some variation and to show off our fleet. In these races we will compete in combined fleets on performance handicap and J.O.G., which is a measured Junior Offshore Rule. We will hold our State Championships in March and a number of boats will be towed to Sydney for National Titles in January. For those who want to do more sailing, the club also runs races Wednesday evenings and Sunday mornings. During summer our typical breeze is 12-14 knots from the S.W. with a normal range of 0-40+ knots.

This season our association is also holding two or three mini-regattas, which we have found very successful. The basic format of these is that over one or two days we hold as many 30-45 minute races as we can fit in. We do it around a triangle and try to incorporate some training. For our first one this season we are employing a professional coach complete with video equipment, rubber ducky, etc., and taking two days.

During the winter, we race on the bay in a major, combined division regatta for yachts up to 35 feet. This past winter 25% of the fleet were J/24s and our top boats performed very well. In winter, our winds tend to come more from the north and it seems that it either drifts or screams. We, of course, prefer it to scream as there are not many things quite as enjoyable as planing downhill past a 35 footer in a J/24. Somehow, having done that, what seems to be for me the inevitable broach, or Chinese, or both in 30-40 knots is quite acceptable and doesn't diminish the enjoyment at all.

1990 Canadian Championship

by Brian Petrie

This year the Canadian Championship was hosted by Beaconsfield Yacht Club on Lac St. Louis in Montreal. Twenty-six J/24s comprised of twelve locals, an equal number from Ontario, and one each from Nova Scotia and New York managed to make their way through summer construction in time for registration and measurement. As virtually all boats had current certificates, the task of the measurers was easier than anticipated, although all yachts received on-the-water measurement and safety equipment checks, as well as sail measurement.

The event had been scheduled for June, as this month

usually provides moderate winds and, more significantly, an absence of weed growth that tends to limit the racing area later in summer. What we received during the two days of preparation were light winds, leading to fear that the event might suffer last year's fate and be a nonevent with insufficient races being completed for a championship to be decided. Friday, the first race day, reinforced these fears, as only one of the scheduled races was able to be conducted.

Race 1 provided light winds, emphasizing the need for a good start, and Kirk Reynolds of Skaneateles, New York, cruised out from the middle of the line, headed for the favoured left side of the course and everyone else played catch up. John Rizopoulos and Don Williams did this better than the rest and took second and third places. After that, the wind softened and shifted, leading Race Committee Chairman, Tony McBride, to eventually cancel for the day.

Saturday, Day 2 of the event, started as poorly as the day before, with the forecast winds failing to materialize and the first race being again delayed. Finally, a start was made in light air and all went well until the end of the second leg. By that time the first seven boats had completed their gybes, with Reynolds again in the lead. The wind died to nothing and then we were dumped on by a short and extremely wet thunderstorm. Barbara Staniforth must have made a pact with the wind gods, because she ghosted along in the apparently zero wind conditions to make it to the top three. After that, the wind came back really nicely with enough energy to allow all to finish at the end of the triangle. Reynolds held on to finish the shortened race in the lead, with Ted Reilly and Staniforth close behind.

We all drifted around until late in the afternoon, when the race committee spotted some wind developing towards the east, and hurriedly set up for a third race. Kirk Reynolds again dominated in the light to moderate air, but had to be careful as the new wind contained many bands where a different wind strength could lead to a shuffling of positions. Jeffrey Long took second place, while Don Williams showed consistency and gained another third place.

The committee eventually decided that more waiting was counterproductive and let us all head back to the club for the BBQ dinner. The weather again failed to cooperate (sounds like the same old story) and heavy rain did its best, unsuccessfully, to spoil things. What was planned as an outdoor party in the cool of the evening turned out wet, but thanks to awnings (even for the barbecues) nothing and nobody floated away.

The Regatta Chairmen, Brian Petrie and Michel Douville, were seen raising glasses of thanks, though, as the required number of races had been conducted for the event to be an official Canadian Championship, regardless of what the weather provided for the final day.

They needn't have worried, as the predicted June wind conditions finally arrived and three races were completed on the last day. Good, steady and moderate winds that kept smiles on the faces of J/24 sailors pumped up the adrenaline and provided a different test of skill.

What had been a relatively easy show for Reynolds now tightened up dramatically as Williams built on his early consistency and burst out to win the fourth race. Albert Frigon sailed a really nice race to take second, while Andy Wiggans, another local, decided it was time to go for consistency as well and held off Reynolds to take third place.

The wind continued to build for the fifth and sixth races, with Reynolds and Williams sharing the honours. Reynolds led

Williams and Wiggins for Race 5, while Williams demonstrated his salt water, heavy air experience to take Race 6 convincingly. In the last race Williams was the only competitor to continue with the genoa, and won, well ahead of Reynolds and David Covo.

Overall, the regatta was a success, with the leaders forced to show their skill in a wide variety of conditions. Given the closeness of the competition for all positions, it was remarkable that the Jury, headed by David Hague, had such an easy time of it, hearing only two protests in total.

Kirk Reynolds was the convincing and popular winner, and took the Canadian Championship plaque back to Skaneateles. Don Williams of Halifax, received the trophy for the top Canadian, while Andy Wiggins was in a solid third place. Kate Nichol, sailing with an all-female crew, took the fourth place ahead of Barbara Staniforth.

So, it all went well. The racers had a good time with excellent competition, the locals took two of the top five places, and the Organizing Committee and the Club representatives smiled broadly, while the many volunteers finally relaxed after having performed a superb job.

Three races were sailed in moderate to heavy winds on the last day of the 1990 Canadian Championship held in Montreal, June 20-24.

Photo by Doug Watt

1990 Canadian Championship

POS	SAIL	HELMSMAN	1	2	3	4	5	6	TOT
1	US4154	Reynolds	1	1	1	4	1	2	10
2	KC3849	Williams	3	7	3	1	2	1	17
3	KC1943	Wiggins	4	8	4	3	3	6	28
4	KC3307	Nichol	11	11	8	7	4	4	45
5	KC4553	Staniforth	15	3	6	12	6	7	49
6	KC4457	Allen	6	4	5	10	13	13	51
7	KC4416	Reilly	10	2	10	11	10	10	53
8	KC2561	Patry	8	13	13	8	5	8	55
9	KC2345	Long	12	5	2	5	9	27	60
10	KC4270	Rizopoulos	2	17	7	13	12	9	60
11	KC3288	Koch	14	16	9	6	7	16	68
12	3366	Covo	13	6	15	19	18	3	74
13	2130	Moss	7	15	20	16	18	11	87
14	2594	Duff	9	9	27	14	11	17	87
15	3782	Osborne	5	14	12	24	15	19	89
16	2728	Charuk	24	21	11	22	8	12	98
17	KA2600	Petrie	16	10	14	20	17	21	98
18	3524	Armstrong	17	12	16	21	21	14	101
19	2231	Frigon	22	22	21	2	22	18	107
20	3886	Cripton	27	19	17	15	27	5	110
21	2268	Shea	19	18	25	18	16	20	116
22	4585	Murphy	18	27	18	9	19	27	118
23	1210	Edge	20	20	19	25	21	15	120
24	3877	Martin	21	23	24	17	24	27	136
25	3350	McHugh	23	24	23	23	23	22	138
26	2767	Cobbett	25	27	22	26	27	27	154



1990

OCTOBER

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

13-14 California Circuit Regatta
San Diego Yacht Club
Jane Watkins
H: (808) 564-4299

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
H: (813) 895-7771

17-18 California Circuit Regatta
Alamitos Bay Yacht Club
Long Beach, CA
Jane Watkins
H: (805) 564-4299

DECEMBER

29-30 Sugar Bowl Regatta
New Orleans, LA
Southern Yacht Club
(504) 288-4221

1991

JANUARY

6-12 J/24 Midwinter Championship XIV
Coral Reef Yacht Club
Miami, FL
Doug Wilson
H: (305) 361-6565
B: (305) 361-4352

26 S.P.Y.C. Championship
St. Petersburg Yacht Club
Gail Rosenke
H: (813) 895-7771

FEBRUARY

2-3 Mardi Gras Regatta
New Orleans Yacht Club
Doug Gordon
H: (504) 866-0409

16-17 Southern California Midwinter Championship
Alamitos Bay Yacht Club
Long Beach, CA
Jane Watkins
H: (805) 564-4299

APRIL

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

20-21 District 11 Championship
Percy Priest Yacht Club
Nashville, TN
Kevin Manner
H: (615) 646-7517

20-21 Pink Moon Regatta
Havre de Grace, MD
Fred Reynolds
H: (717) 529-6633

MAY

11-12 Gull Lake Invitational
Gull Lake, MI
Art Riley
H: (616) 345-1781

25-27 Volvo San Francisco
St. Francis Yacht Club
Phil Perkins
H: (415) 776-0613

26-27 Newport Memorial Day Regatta
Ida Lewis Yacht Club
Newport, RI
Rick Lavoie
H: (401) 423-0165

JUNE

1-2 Jersey Coast Spring Regatta
Corinthian Yacht Club
Cape May, NJ
John VanDalen
B: (609) 292-1559

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 14 176

16 J/24 Double Handed Race
Santa Barbara Yacht Club
Santa Barbara, CA
Jane Watkins
H: (805) 564-4299

16-22 West End Open Ocean Cup
West End, Grand Bahamas
J/24 Division - Minimum 5
Herb Shipp
B: (407) 777-3728

22-30 Kiel Week
Kieler Yacht Club
Hindenburgufer 70
D-2300 Kiel, W. Germany

29-30 Semana Nautica
Santa Barbara Yacht Club
Santa Barbara, CA
Jane Watkins
H: (805) 564-4299

JULY

5-7 Southeast Regional 1992 Worlds Qualifying Regatta
Hampton, VA
Britt Drake
B: (804) 855-7256

6 Fleet 86 Couples Regatta
S.P.Y.C.
St. Petersburg, FL
Gail Rosenke
(813) 895-7771

12-14 District 15 Championship
Sheridan Shores Yacht Club
Wilmette, IL
Doug Felton
H: (708) 675-3232

19-21 Volvo/Sail Newport Regatta
Newport, RI
Rick Lavoie
(401) 423-0165

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

AUGUST

2-4 Buzzards Bay Regatta
New Bedford, MA
Bob Bell
(508) 748-2659

2-4 Wilmette Race Weekend
Sheridan Shores Yacht Club
Wilmette, IL
Doug Felton
H: (708) 675-3232

5-7 District 12 Championship
Put-in-Bay, Ohio
Greg Swetka
H: (313) 754-9757

**9-11 Great Lakes Championship
(Regional Worlds Qualifier)**
Rochester Yacht Club
Pam Nahmias
(716) 425-4046

**16-18 Newport Nat'l Offshore
One-Design (NOOD)**
Newport, RI
Rick Lavoie
H: (401) 423-0165

**16-23 1991 North American
Championship**
Royal Canadian Yacht Club
Toronto, Ontario
Paul Robert, Jr.
(416) 967-7245

31- Sept. 2 San Francisco NOOD Regatta
St. Francis Yacht Club
Phil Perkins
H: (415) 776-0613

SEPTEMBER

6-7 Down East Invitational
Portland Yacht Club
Portland, ME
Geoff MacLean
H: (207) 839-4032

**6-13 Rolex Int'l Women's Keelboat
Championship**
Ida Lewis Yacht Club
Newport, RI 02840
Mary Johnstone
(401) 849-6229

**28-29 Milford Fall Regatta
and District 2 Championship**
Milford, CT
George Wall
(203) 453-1001

28-29 Changing of Colors Regatta
Lake George, NY
Rodger Voss
H: (518) 869-9411

OCTOBER

5-6 Noroton Invitational
Noroton, CT
Al Ferlazzo
H: (203) 438-5121

12-13 Great Racing Regatta
Lake Geneva, WI
John Mick
H: (414) 275-5815

25-27 East Coast Championship
Severn Sailing Association
Annapolis, MD
Keith Yeoman
H: (301) 266-1595

26-27 Texas Circuit Regatta
Lake Travis
Austin Yacht Club
Eric Nelson
H: (512) 331-7983

NOVEMBER

9-10 Beaver Moon Regatta
Havre de Grace, MD
Fred Reynolds
H: (717) 529-6633

16-17 Texas Circus
Canyon Lake Yacht Club
San Antonio
Greg Buxbaum
H: (512) 699-6281

16-17 Turkey Day Regatta
Alamitos Bay Yacht Club
Long Beach, CA
Jane Watkins
H: (805) 564-4299

DECEMBER

30-31 Sugar Bowl Regatta
New Orleans Yacht Club
(504) 283-2581

1990-91 Texas Circuit (8 regattas, 3 throwouts)

October 20-21, 1990

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

November 17-18, 1990

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

February 16-17, 1991

Gulf Coast Championship
Southern Yacht Club
New Orleans, LA
Doug Gordon
H: (504) 866-0409

March 16-17, 1991**

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

April 20-21, 1991**

Texas Chute Out
Lake Ray Hubbard
Chandler's Landing Y.C.
Martin Minot
H: (214) 475-8309

May 25-27, 1991**

Southwest Championship
(Regional Worlds Qualifier)
Rush Creek Yacht Club
Martin Minot
H: (214) 475-8309

July 20-21, 1991

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

September 21-22, 1991

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

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



Photo by P. R. Lash

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For District, National, Continental, and World Events

A. GENERAL

1. Fleets interested in hosting events should contact their District Governor and the Class office for availability of future events. A written proposal should be submitted to the District Governor and Class office for consideration. District events are awarded by the appropriate District Governor. Regional events are awarded by the District Governors who are members of the region. National events are awarded by the Board of Governors of the NJCA where the event is located. Continental events are awarded by the NJCA's who are members of the region where the event is located. World events are selected by the IJCA World Council. Once awarded, the dates and location of all events should be sent as soon as possible to the Class office to be included in the official calendar of events.
2. A Notice of Regatta should be prepared for each event. The standard J/24 Notice of Race format should be used. A copy should be sent to the Class office to be included in the official class record.
3. The regatta organizing authority should be the local J/24 Fleet. The regatta should be held at a recognized yacht club which offers adequate launching, measuring, and mooring facilities and sufficient race management expertise. Launching areas must be free of overhead power lines.
4. The regatta should be held in locations where adequate lodging, restaurant facilities, and charter boats (if required) for participants are readily available. The host yacht club shall provide visiting yachtsmen privileges to regatta participants.
5. The organizing authority shall verify that all registered yachts have current year IJCA transom stickers and are in full compliance with current IJCA measurement requirements by requiring that valid measurement certificates be presented at registration. A random inspection should be performed on a number of the registered yachts to insure that the measurement requirements are followed. All crews should be weighed at registration. Once the crew weight is established at registration, crews do not need to be reweighed unless a substitution of crew occurs.
6. The organizing authority shall verify that all owners and helmsman are current members of the International J/24 Class Association by requiring presentation of a current IJCA membership card at registration. With the exception of the World Championship, all events should be open to all eligible J/24 yachts which meet the registration requirements.
7. Entry fees are at the discretion of the regatta organizing authority. The IJCA suggests the following entry fees as maximums:



Photo by Bob Williams

Scott Young and the Thunderstar crew at 1990 Southwestern Championship.

3 day District Championship	US\$ 50.00
Nat'l Championship (excl. social activities)	US\$150.00
Nat'l Championship (incl. social activities)	US\$250.00
World Championship (excl. social activities)	US\$300.00
World Championship (incl. social activities)	US\$450.00

Regatta organizers are encouraged to obtain sponsors to assist with regatta expenses to keep entry fees reasonable.

8. Prizes should be awarded to the skippers and crews of the top 15% of yachts entered. Should the fleet be split according to B.8, prizes shall be awarded of similar value to each Fleet.

B. RACING

1. The regatta shall be run under current International Yacht Racing Rules (IYRR), the prescriptions of the national yachting authority, the Class Rules of the IJCA, these Regatta Guidelines, and by the Notice of Race and the Sailing Instructions and any amendments thereto.
2. District events shall be run as Class II, III or IV events. National events shall be run as Class IV events, but the jury need not be an international jury. Continental and World events shall be run as Class IV events with an International Jury. All events shall be Category A events.
3. The Standard J/24 Class Sailing Instructions shall be used. Any change or deviation to these standard instructions shall be approved by the NJCA for District, Regional, and National Events, and by the IJCA Technical Committee for Continental and World Events.
4. A minimum of four and a maximum of seven races shall be scheduled, not counting any qualifying races required

*Subject to approval at 1990 IJCA AGM.

by paragraph B.8 Fleet Size. A minimum of three races shall be completed to constitute a series.

5. Courses shall be Olympic courses or variations thereof. Suggested length of weather legs is 1.5 to 2.0 nautical miles. Course length will be determined by sailing conditions. Courses may be shortened at the discretion of the race committee (or jury if a Class IV event).
6. The Low Point Scoring System, Appendix 5.2 of the IYRR shall be used, with one point for first, two for second, etc. All races shall count toward the final standings, with the exception of the World Championship, where one race may be dropped. The Percentage Penalty Appendix 3.2 of the IYRR shall apply. The jury may require a protest fee, refundable when protestor appears at the protest hearing.
7. The "One minute disqualification rule (Z flag)" or similar rule for starting shall be applied with discretion only after at least two general recalls have occurred for a particular start, and only when absolutely necessary.
8. Fleet size for National and Continental Events: If there are 60 or more entries, the fleet shall be divided into four color groups to sail a Qualification Series with no less than two and as many as three races. The top eight competitors shall be identified by the organizing authority and seeded equally among the color groups. The remaining competitors shall be assigned a color group randomly. Based on the results of the Qualification Series, the fleet shall be split into two divisions which will each sail a final series. The top half shall constitute the Championship Fleet. The bottom half shall constitute the Designer Fleet.

The scoring for the final series shall start anew, not counting the qualification series. If three races are sailed in the Qualification Series, one race may be dropped. No races shall be dropped in the final series.

C. WORLD CHAMPIONSHIP

1. For the World Championship, each NJCA shall designate well in advance of the date of the event, which events shall be world qualifying events for its NJCA. Each NJCA shall advise the Class office of the date and location to be included in the official calendar. No world qualifying event shall be scheduled less than 120 days before the World Championship event is scheduled. Each NJCA is entitled to the following number of qualifiers based upon the number of IJCA paid members in the prior year.

No. of IJCA paid Members	No. of Qualifiers
1-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
Each additional 500 paid members	+1

In addition, the following are automatic qualifiers:

Defending Champion	1
South American Champion	1
Founders	2
IJCA Executive Director	1
North American Champion	1
European Champion	1
IJCA Chairman	1
Past World Champions	3 most recent

Host country and geographic allocations - to be determined for each event by IJCA World Council.

2. For world qualifying events, the regatta organizing authority shall require yachts sailed by more than one helmsman to designate the helmsman for world qualification purposes during registration. This should be the helmsman who starts, finishes, and steers the majority of the upwind legs in the event.
3. For District and regional events which are world qualifying events, the qualifier must be a registered member of that District or region, as identified on their membership application to the IJCA. If a District does not have a qualifying event, members of that District may compete in a neighboring District event once and qualify as if from the District or region.
4. If the winner of a world qualifying event had qualified previously, the qualification slot may be passed down among the top 10% of those registered in the event.
5. Helmsmen who, as a result of competition, qualify to become world championship competitors will be notified by the IJCA Class office and asked to confirm their intention to compete at the World Championship. The confirmation to compete must be returned to the IJCA Class office within 30 days, or the world qualification slot will be reallocated at the discretion of the NJCA which controls the slot.



DO YOUR PART
Ensure Membership Requirements

J 24 INTERNATIONAL CLASS ASSOCIATION

U.S. FLEET CHARTER APPLICATION FORM

(Minimum of 3 boats with current membership required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

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

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

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

FLEET CAPTAIN SIGNATURE _____ PRINTED NAME _____ DATE _____

DISTRICT GOVERNOR SIGNATURE _____ PRINTED NAME _____ DATE _____

J/24 REGATTA REGISTRATION FORM

(This form is provided for your convenience to enter any J/24 Regatta.)

I wish to enter the event named below. I agree to follow all J/24 Class Rules, and understand that I must register upon arrival for a confirmed entry in said regatta.

(Type or print:)

Regatta _____ Date of event _____

Boat Owner _____ Co-owner _____

Helmsman _____

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

Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

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

☐ I am not now a Class member but will join at time of registration.

Enclosed is my regatta entry fee of \$ _____.

Helmsman's Signature _____ Date _____



1991 USJCA MEMBERSHIP APPLICATION FORM*

\$30 for Calendar Year



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, 1991 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, 1991, and agree to abide by all Class Rules. I am a (check one) _____ J/24 owner; _____ co-owner; _____ helmsman only; _____ other.

- ☐ This is a new membership. ☐ This is a renewal.
- ☐ Junior membership @ \$20 (not over 19 years of age on December 31, 1991). Date of birth: _____
- ☐ Send the following magazine back issues @ \$8 each or 3 for \$20; 4 or more, \$6 each. (Indicate Spring or Fall and year you want.) _____
- ☐ Send _____ 1991 J/24 Calendars @ \$12 each; 3 or more, \$10 each. For overseas addresses add \$3 for each calendar.

Make check payable to J/24 Class Association.

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.

1991 MAGAZINE SUBSCRIPTION FORM

(For Crew and/or Friends of USJCA Class Members)

A USJCA Class member may order a year's subscription of *International J/24 Magazine* for his crew and/or friends, at a total cost of \$14 per subscription. One subscription includes both 1991 Spring and Fall issues. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsman) and must be ordered by that member.

Please send 1991 magazines, at \$14 for each subscription to the following:

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

SIGNATURE OF CLASS MEMBER _____

PRINTED NAME OF CLASS MEMBER _____

J/24 CLASS ASSOCIATION, P.O. BOX 372578, SATELLITE BEACH, FL 32937-0578, (407) 773-4141



UK SAILMAKERS: FAST SAILS, FAST SERVICE.

Over the years UK has developed fast sails that have won the worlds, North Americans and the midwinters. Anyone on the competitive Texas Circuit can tell you how fast UK's J/24 sails are. Boats with UK sails have won more than their share.

Since all our J/24 sails are made by one loft, you are guaranteed that you'll get the same

sail as a classmate across the country or around the world. And if you need a sail in a hurry, call your nearest UK loft. Most of our lofts stock sails on the shelf year round.

Don't forget to ask Chris Larson or any other UK representative about J/24 sails including our new radial-clewed and radial-headed main.

UK Florida

1211 N. Betty Lane
Clearwater, FL 34615
(813) 461-0022

UK New York

175 City Island Ave.
City Island, NY 10464
(800) 992-9422

UK Texas

1606 First St.
Seabrook, TX 77586
(713) 474-4168

UK Sails International

P.O. Box 2315
Sausalito, CA 94965
(415) 507-0901

UK Hong Kong

428 Cha Kwo Ling Rd.
Yau Tong, Kowloon
Hong Kong
852-3-450278

Also available from **UK Michigan**, (313) 468-4110; **UK Japan**, 81-468-57-2655; and all other UK lofts.

Identical Speed

Shore Sails is the only sailmaker who can guarantee that the race-winning sails used by loft personnel are identical to your sails. For example, Jeff Johnstone, fourth-place finisher at the recent J/24 Worlds in Dublin, was the top finisher without a sailmaker on board and was the only non-sailmaker to win a race. Jeff and two-time world champion and second-place finisher Ken Read went out each morning and fine-tuned for the day's conditions. The result? Identical Speed from Identical Sails, with boat set-up taken right from our tuning manual "How to Win in a J/24."

When you buy Shore Sails, you can be confident that you'll receive 1. the fastest sails available; 2. sails made from the lightest, most durable materials; 3. sails designed and constructed using the foremost technology in the industry.

Ken Read and Jeff Johnstone round ahead of the pack in the 1990 J/24 Worlds. Shore Sails won two of the six races.



We can help you win!

1990 Results to Date:

Worlds	2, 4, 7*
Midwinters	2, 4, 6, 9
District 1	1
District 19	1
Fleet 27	1, 2
Fleet 25	1, 2, 3, 4
Fleet 50	1, 3, 4
Europeans	3
West Regionals	2

Rhode Island
7 Merton Rd.
Newport, RI 02840
401 849-7997
Ken Read/Dan Neri

Houston
602 West Drive
Kemah, TX 77565
713 334-7559
Jay Lutz

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

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

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