

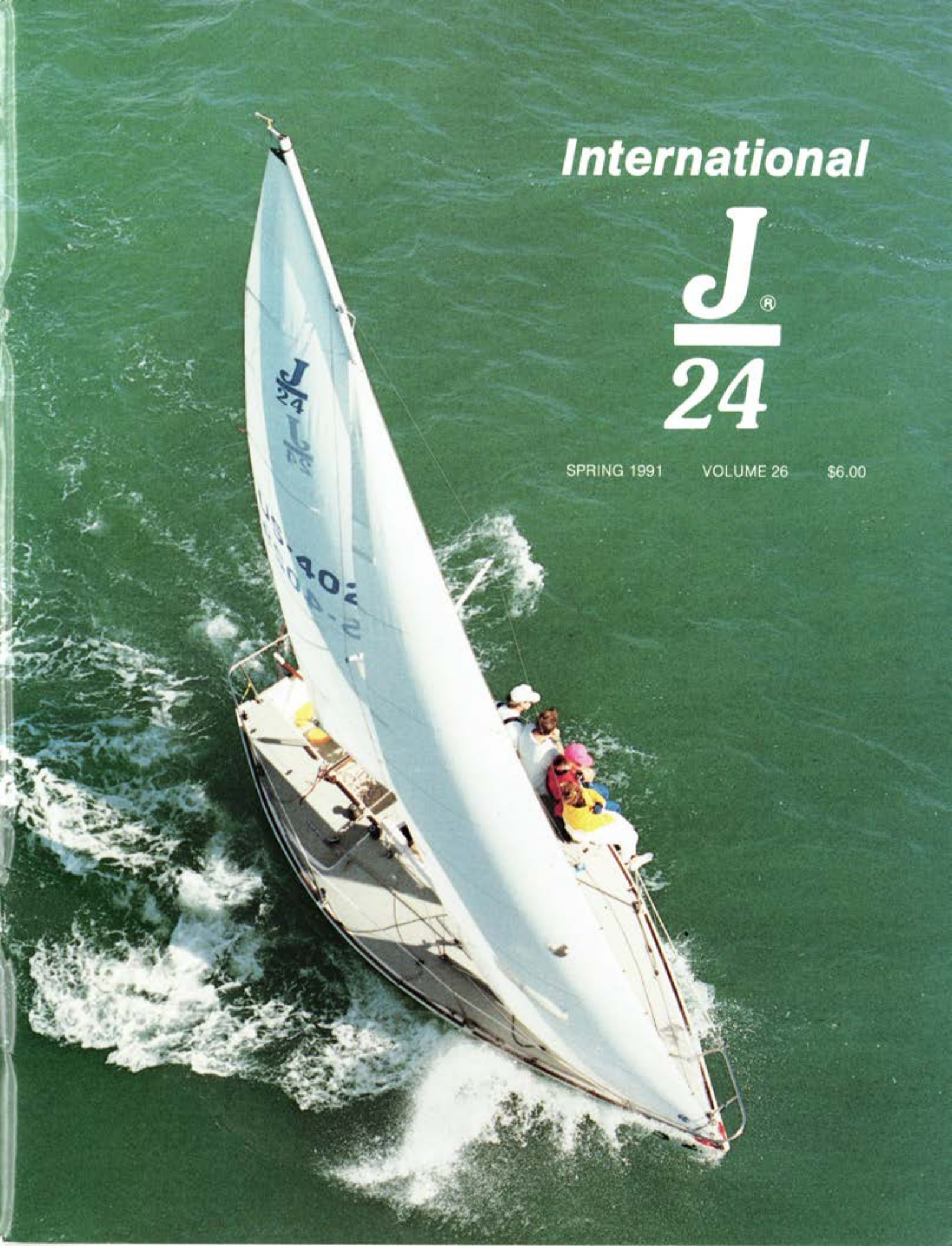
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Monster Fish knives through the turquoise water of Biscayne Bay, at the 1991 Midwinter Championship.

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*The Start of a Great Finish.*



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Photo by Dick Tilman

*IJCA Chairman Hank Killion pitches in to measure sails at the 1991 Midwinters.*

### A Great Year For The International Class

*by Hank Killion*

1990 was another great year for the International J/24 Class. We have seen continued growth in almost all of our national class associations. The largest percentage growth was shown by the Swedish Class Association, whose numbers continue to increase. Ian Bashford, our Australian builder, is shipping a fleet of boats into Singapore, and we have been informed that there are now two J/24s in Kenya.

Some of the most exciting news to report is the formation of a new J/24 World Match Racing Championship. The first event will be hosted by the Irish J/24 Class Association and the Royal Irish Yacht Club. This match racing championship will be held every second year, with Ireland the permanent host. This location was chosen due to their highly successful invitational match racing events held over the past six years. We have been honored to have Rothmans offer to sponsor the event for 1992, 1994 and 1996. While on the subject of Ireland, I had the opportunity to return to Dun Laoghaire after the IJCA Meeting in November to present half models to both the Irish Class Association and the Royal Irish Yacht Club, in appreciation for their outstanding work which made the 1990 World Championship a most memorable event.

Returning to London from Ireland, I had the honor of representing the IJCA at an IYRU reception held by Her Royal Highness, Princess Anne, at Buckingham Palace. The Princess was a more than gracious hostess and we can all be proud of her promotion of the sport of sailing.

The current world situation has resulted in many questions regarding Athens' hosting of the 1991 World Championship. At press time we are proceeding with plans with Greece as the site, while keeping a close eye on the peace proceedings in the Middle East. I have confidence that the Greek Class Association will overcome these obstacles and that the upcoming Worlds will be an overwhelming success.

At the past IJCA World Council Meeting in London, Denis Woods, from Ireland, was elected as the new vice chairman, succeeding Chris Torrens. I wish to thank Chris for serving as vice chairman since 1986, the longest term of office held by any individual since the founding of the class. In this issue you will find profiles of both Denis and Chris, in order to know them better.

In closing, I would like to interject a personal note. John Alofsin, of Newport, RI, has been instrumental in setting guidelines for major regattas to assure that crew members are properly recognized for their participation. I have been honored to have three very special people (Mike, Betsy and Seth) crew for me over the last four years. It is my sincere hope that we all will remember that it is our crews that make us look good. I hope that everyone is as fortunate as I am, to have had such a fine group of people as crew.

Good sailing,

Hank Killion  
IJCA Chairman

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Photo by Linda Tillman

*USJCA President Glenn Gustafson conducts the 1990 annual Board of Governors meeting held in Annapolis.*

### Committed to Improved Communication

by Glenn Gustafson

The focus of our U.S. Annual meeting held in Annapolis, Maryland, last fall was on improving class communication. The turnout was the largest of any district governors meeting to date, and was held over a two day period so we would have plenty of time to focus on ways the class association could better serve our members. Everyone present at the meeting agreed that improvements in communication can be made at all levels - between members and fleet captains, fleet captains and district governors, and between the class office, district governors, executive committee members, and J/24 sailors.

For many years, our Class has relied primarily on the International J/24 Magazine as the primary vehicle to communicate class activities. Published biannually in October and April, this publication produced primarily by Linda Tillman in our class office has allowed us to stand out as the best one-design class publication. Unfortunately, it is not the most effective method of getting the news out, as it takes 60 days to produce, and is sent third-class mail.

To improve communication, your Board of Governors has decided to begin publishing a semiannual newsletter which will help "fill-in" the communication gap over the winter and summer months. Our first issue will go to press in June or July, '91, and will include regatta and class news, as well as a classified ad section of J/24s for sale. Any articles you wish to include are welcome, and should be sent to Linda's attention at the class office by June 1.

This newsletter needs a name, so we are announcing a contest to name the newsletter. Submit your suggestions to Linda Tillman at the class office by June 1. The winning name will be awarded an engraved plaque with their sailplan.

To help in production of the newsletter and the magazine, the class purchased a Macintosh desktop publishing system in December. We hope to use this system to produce a class brochure this spring as well.

You all will recall the high level of member interest in last year's vote regarding the proposed crew weight reduction. I am pleased to report that two positive things came out of this issue. First, the World Council voted overwhelmingly to keep the crew weight at 400kg. The second, and I believe more important item, was the vote of the World Council to go to a multiyear rule change cycle. Our class rules are becoming stable, which is a very positive change for the class.

Reviewing last year's membership files, I continue to be surprised by the number of boats represented by our class members. With over 1900 members either owning or crewing on 1471 different boats, we have only about 40% of the 3800 U.S. boats "in our fold." While some one-design classes might be envious of this percentage, we shouldn't be satisfied. We need to do a better job of retaining the members we now have and finding those boat owners who have bought used or new boats and are not yet class members. We need the help of every member, fleet captain and district governor in this important task.

Each of you can help by encouraging new boat owners and crew to join the class, and by giving new or prospective owners' names to your fleet captain. Also, when you sell your boat, as about 20% of us do each year, make sure the class office knows the new owner's name and address. Let's shoot for 2100 members and 1750 boats in 1991!

Your elected class officers and our staff in the class office are committed to serving you, our members, as effectively as possible. Over the last few years we have published more accurate and less confusing rules, we have implemented boat measurement to limit variations in boats and tightly control the one-design nature of our class. We have also improved our standard sailing instructions and regatta guidelines, and have worked closely with regatta organizers in an attempt to conduct the highest quality regattas for our members.

We encourage your input and suggestions of ways we can continue to improve.

Good sailing in 1991,

Glenn D. Gustafson  
USJCA President





Executive Director Dick Tillman and U.S. Technical Committee Chairman John Peck confer at Coral Reef Yacht Club after a Midwinters race.

### State of the Class

As I go into Year 10 as your U.S. and IJCA Executive Director, I am most happy to report that the International J/24 Class is doing very well, in terms of vitality as well as financially, and in areas of growth, activity, and membership. The class has grown in membership every year in the past 10 years. This year in particular is shaping up as a banner year, with the number of memberships significantly above that at the same time a year ago as a result of the enthusiasm of our many dedicated fleet captains, district governors, and class officers in the U.S., as well as in other countries; keep up the good work! The current Rules Booklet, valid for two years, indicates greater stability than in previous years.

In the area of promotion, the class is achieving visibility through the display ad in the January, 1991, *American Sailor* One-Design Notebook and the IYRU Land Rover Nations Cup programs, as well as monthly advertisement of the class association in the *American Sailor*. There will soon be a promotional video available to NJCA's for promoting J/24 events to prospective regatta sponsors. J/24 'business cards' have been sent to U.S. district governors and fleet captains, to be used to make contact with and promote the class to new boat owners and present boat owners who are not familiar with what the class has to offer. Through J/Net, spearheaded by Jeff Johnstone, there is now an excellent nationwide program for listing, selling, and buying used J/24s.

Four new U.S. fleets have been chartered since the Fall 1990 magazine was published. Welcome and good sailing to Duck Island Fleet 147 (Lenny Goldberg, fleet captain) in District 2; Manhattan Yacht Club Fleet 148 (Timothy Ryan, fleet captain) in District 3; Little Bay de Noc Fleet 149 (Dan Branson, fleet cap-

tain) in District 15; and Muskegon Fleet 150 (Steve Ulrich, fleet captain) also in District 15. In addition, two fleets have been re-activated: Presque Isle Fleet 19 (Robert Netkowicz, fleet captain) in District 12 and Portsmouth Fleet 139 (Mark Robinson, fleet captain) in District 1.

To date, two new National J/24 Class Associations have been formed in 1991. The NJCA of Chile has been organized by German Fuchs. German, who previously resided in Peru and was instrumental in revitalizing J/24 activity in that country, including the organization of the 1988 South American Championship, is now doing the same in Chile. In fact, he has just advised us that the South American Championship VIII will be held in Chile in January of 1992. We are very pleased to see renewed activity in South America. The second new national association is in Singapore, with a fleet of ten boats headed up by Jeffrey Leow. It is gratifying to see these indications of class growth worldwide.

Finally, I am pleased to recognize the outstanding achievement of Jim Brady, in his selection as the 1990 Rolex Yachtsman of the Year, due in a large part to his successes in J/24 competition in the past year. I know all class members join me in congratulating him for this well deserved honor.

### 1991 IJCA Dues and Rules Booklets Distribution

International J/24 Class Association dues are US\$6 per member registered in a National J/24 Class Association. Dues are payable beginning January 1, 1991, and should have been paid by March 1, 1991, per 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. 1991/1992 Rules Booklets, corresponding to the number of 1991 dues paid, have been distributed to the NJCA's.



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## 1991 U.S. Class Dues

USJCA membership dues for 1991 remain at \$30, no inflation in nine years! Sail royalties in the U.S. remain at \$20 per sail, with \$7 allocated to the International Class. The J/24 Class has the distinction of being one of (if not the) largest one-design classes in the world, primarily due to the efforts of fleet captains ensuring that J/24 owners, co-owners, and helmsmen in their area are current class members, whether they race one-design, PHRF, or only daysail and cruise. In 1990, the class continued to grow and nearly reached the 2000 member mark. With renewed efforts from everyone, I believe it is possible to reach and exceed 2000 members for 1991.

## 1991 USJCA Worlds Qualifiers

The USJCA is allotted nine entries, including the USJCA President, for the J/24 World Championship XIII, in Athens, Greece, June 13-21, 1992. Those who have qualified are:

REGIONAL EVENTS	QUALIFIER	DATE	PLACE
Northeast (1, 2, 3, 6)	Grant Rauding	Sept. 7-9, '90	Falmouth, ME
Southeast (8, 10, 11)	John Jennings	Nov. 10-11, '90	St. Petersburg
Great Lakes (7, 12, 15)	Ben Taves	July 13-15, '90	Chicago, IL
Southwest (14, 17, 18)	Mark Foster	May 26-28, '90	Dallas, TX
Western (19, 20, 21, 22)	Jeff Thorpe	Feb. 16-17, '91	Long Beach, CA

### OPEN EVENTS

North Americans	Chris Larson	Aug. 10-17, '90	Milwaukee
Western Open	Mark Hallman	Sept. 8-9, '90	Corpus Christi
Midwinters	Benz Faget	Jan. 6-12, '91	Miami

## 1992 USJCA World Qualifying Events

The 1992 World Championship XIV will be held October 21-30, 1992, in Annapolis, Maryland. For a Worlds held in the U.S., the USJCA is allotted 3 open, 5 regional, and 11 district entries, plus

one for the USJCA President. As determined at the 1990 USJCA AGM, the top 11 districts according to number of 1990 members (Districts 1, 2, 3, 6, 7, 8, 10, 14, 15, 19, and 21) are each allocated one entry. Sailors from other than these districts may attend any of the designated district's qualifying event and qualify by winning, but only in the first such event outside their district which they enter. Note that any current class member may compete in a regional qualifying event, but only a helmsman from the districts designated within that region may qualify for the Worlds from that regional.

Note that the U.S. Open replaces the Western Open, which for the past few years has been held at Corpus Christi. The U.S. Open will be scheduled each year east or west of the Mississippi, opposite the site of the North American Championship, to give more people accessibility to an open qualifying event.

The USJCA qualifying events for the 1992 Worlds are:

OPEN EVENTS	DISTRICTS	DATE	PLACE
North Americans	All	Aug. 16-23, '91	Toronto
U.S. Open*	All	July 13-14, '91	San Francisco
Midwinters	All	Jan. 5-11, '92	Miami

### REGIONAL EVENTS

Northeast	1, 2, 3, 6	Oct. 12-14, '91	Noroton, CT
Southeast	8, 10, 11	July 5-7, '91	Hampton, VA
Great Lakes	7, 12, 15	Aug. 9-11, '91	Rochester, NY
Southwest	14, 17, 18	May 25-26, '91	Dallas, TX
West	19, 20, 21, 22	June 8-9, '91	Seattle, WA

### DISTRICT EVENTS

Doweast Invitational	1	Sept. 6-8, '91	Portland, ME
Millford Fall Regatta	2	Sept. 28-29, '91	Millford, CT
District Championship	3	June 22-23, '91	Seawanhaka, NY
East Coast Championship	6	Nov. 1-3, '91	Annapolis, MD
District Championship	7	July 5-7, '91	Fair Haven, NY
District Championship	8	April 17-19, '92	Columbia, SC
District Championship	10	May 25-26, '91	Miami, FL
Texas Circuit	14	1990-91	Texas/LA
District Championship	15	July 12-14, '91	Wilmington, IL
District Championship	19	Aug. 10-11, '91	Flathead Lake, MT
TBD	21	Spring '92	Marina del Rey



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## Fifth Jr. NA's in Toronto

The 1991 J/24 Junior North American Championship will be sailed on the waters of Lake Ontario, off Toronto, August 24-25, 1991, following the 1991 North American Championship, also in Toronto. The Queen City Yacht Club and the Canadian J/24 Class Association will host the event. Crews consisting of four competitors not exceeding the age of 20 before December 31, 1991, are invited to attend this event designed to promote competition among sailors of similar age and experience. There will be as many as five races, and only class (100%) jibs will be used.

The winner of this prestigious event will have one year's custody of the permanent trophy, a wire sculpture of a J/24, deeded in 1987 by Frank McGarry of District 7.

Entries may be made on the standard form found at the back of any J/24 Magazine, and sent to Geoff Evelyn, Canadian J/24 Class Association, 214 Lichen Crescent, Oshawa, Ontario, Canada L1J 7K8; telephone H: (416) 725-2173. Entry fee is \$80.00 Canadian. A minimum of five boats must be registered by August 16, 1991, for the regatta to be held. Let's see a record turnout this year!

## IYRU Land Rover Nations Cup

The J/24 has been selected for competition in four of the six regional group qualifying match racing events of the newly created IYRU Land Rover Nations Cup. Seventy-one entries from 96 IYRU member nations are expected to compete. The top two nations in each group advance to the Grand Final, scheduled in Barcelona, Spain, September 8-15, 1991. The first two group qualifying events took place in Japan and Brazil, in January and March, with the four remaining events scheduled in Italy, Denmark, Bermuda, and Greece. Sailing Sonars in the U.S. qualifying event for Group E, J/24 regular Geoff Moore finished first, followed by J/24 sailors Paul Foerster, second; Ed Baird, third; Larry Klein, fourth; and Chris Larson, sixth. Good going! Twelve J/24s will be used in the Grand Final, each sailed by four man crews with a 340kg crew weight limit.

## 1991 J/24 Sailing Calendar

The first ever J/24 Sailing Calendar has been well received. Many have been ordered and shipped, but there are still some available. David Jackson has agreed to produce a 1992 Calendar, and is asking the membership to submit photos and regatta dates by August 15, 1991. See David's calendar comments in the Readers' Column, this issue.

## 1991 J/24 Magazine Rates

A subscription to the biannual International J/24 Magazine is included in USJCA dues and is available to other NJCA members at US\$10 each issue, for a quantity of magazines sent to a foreign address, by air. The cost for individual magazines sent to a foreign address by air is US\$12 each, including back issues. In the U.S., Canada, and Mexico, back issues are available at \$8 each, including postage. (See adjacent offer for quantities of three or more.)

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### J/24 Magazine Editor

Everyone has done a super job of sending in articles, photos, race results, etc., on time and well prepared, for this issue —

thank you. Our USJCA News section is the largest yet — 27 pages! Entire race results have been included wherever possible. You will note some new advertisers, and we encourage you to give them your business. The deadline for the Fall 1991 issue is August 15, so please write up your summer events as they happen, and keep your cameras handy. Feature articles are welcomed, as well as ideas/suggestions for subject matter. Will look forward to receiving input for the next issue from U.S. members and around the world — let's hear from all of you!

The U.S. Class is planning to produce an every member newsletter, between issues of the magazine, as explained in the USJCA President's report. The copy and photo deadline for the first newsletter (as well as for your submission to the Name The Newsletter Contest) is June 1. Articles received after that time will be deferred to the Fall issue of the magazine.

### 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), with Executive Director Dick Tillman, Executive Assistant and magazine editor Linda Tillman, and Membership Director Agnes Wichmann on hand to serve you. Address mail to J/24 Class Association, P.O. Box 372578, Satellite Beach, FL 32937-0578; telephone: (407) 773-4141; Fax: (407) 777-7511. Shipping address (Federal Express, UPS, other couriers) is: 11382 South Tropical Trail, Merritt Island, FL 32952.



Agnes Wichmann and Linda Tillman check memberships and collect dues at the Midwinters registration desk at Coral Reef Yacht Club.





Clarity Nicoll, unborn crew on Quick Nick at Worlds in Ireland, recalls rough ride on Dublin Bay.

### Just To Set The Record Straight!

The Canadian team of all women who competed in the 1990 J/24 World Championship in Ireland, actually had an all female crew of seven! A stowaway, Clarity Elizabeth Stone Nicoll, was born on February 10, 1991. Finally, a new skipper to help Mom Katie!

Kate Nicoll  
Toronto, Ontario

### New J/NET Listing Service

At both the 1989 and 1990 USJCA meetings, the marketing of used J/24s was discussed. Specifically the goal was to keep track of changing owners to sustain and build class membership, and at the same time perform a service to J/24 Class members. There was talk of adding classifieds to the magazine and having the class office act as a clearing house for used boats. While the concept was worthy of pursuit, it seemed difficult to rationalize offering such time consuming service without charging an appropriate fee and advertising beyond the scope of current J/24 members. At J Boats, we had seen an increasing number of J buyers having trouble locating used boats outside their local area. In fact, it was cousin Peter's exhaustive search for a used J/24 (described in the Fall 90 magazine) which spawned the idea for J/NET.

J/NET is a central listing service for used J's which involves 10-15 of our top dealers around the world. We consult with potential J buyers over the phone, then have their nearest participating dealer contact them with available listings. There is no fee for the buyer. A seller lists the boat with a participating dealer for a normal brokerage commission. Dealers pay J Boats a co-op advertising fee. In turn we donate the time to manage the program; and have the return benefit of increased contact with J

owners, and the opportunity to educate buyers on the features of durable design/construction and class membership. The result is a quicker turnover of used boats, which leads to fleet growth and better resale value.

The response so far has been tremendous, with 50-60 calls per week since mid January, 20% of which were J/24 calls! The ad campaign is generating many first time buyers who wouldn't consider a new J/24, but who have the means to buy used. An interesting side note: we're finding that boats with Official Measurement Certificates sell quicker. A potential buyer can gather accurate information about a boat's readiness to race - another good reason to become a class member and get measured! Please feel free to contact us at J Boats, (401) 846-8410; Fax (401) 846-4723.

Jeff Johnstone  
J Boats, Inc.



Roberto Ramos races Capitan J with family crew in Buenos Aires.

### Argentina's Buenos Aires Fleet Strong

We continue sailing and racing our J/24 *Capitan J*, in Buenos Aires, with the whole family, and are now preparing for the South American Championship VII. The growth of our class during 1990 was really good, increasing in number of boats by 65%, and several new racing programs such as in Punte del Este (Uruguay) in February, and a (sponsored) Grand Prix selection to send two boats to the 1991 Midwinters in Miami. During the past winter, in spite of the cold weather, we had 20 boats on the starting line of one of the several weekend races.

Sincerely,  
Roberto M. Ramos



## December Incorrect in Class Calendar

Dear Dick:

I just got a 1991 J/24 Calendar for Christmas, and I love it. However, I think you ought to check out December – it seems to start and end a day late, relative to November and January. You may want to make a note of it in the Spring magazine. So many people will be looking at the photo of Ken Read and dreaming of going that fast themselves, that they will not notice and find themselves a day late for Christmas!

Seriously, I do like the calendar and being a part of the J/24 organization. Keep up the good work.

Sincerely,  
Terry Vigrass, Fleet 6



## OOOOOPS!!!!

Terry is absolutely right! We overlooked a minor mistake in the J/24 Calendar. The month of December is off by one day. December 1 is really on Sunday, not Monday; Christmas is really on a Wednesday. Please make that correction on the December page of your calendar! Other changes you should make on your calendar include:

- The 1991 East Coast Championship has been rescheduled to November 1-3.
- On July 4, delete the District 8 Championship shown.
- On July 5, the Southeast Regional ('92 Worlds Qualifier) is hosted by Fleet 71.

We apologize for these errors, and hope there has been no inconvenience as a result.

David Jackson, Fleet 8  
Calendar Editor

## 1992 Calendar

The 1991 J/24 Calendar has been a solid success for the J/24 Class. To date, we have sold about 2,000 copies. A special thanks to the Japanese J/24 Class Association; they purchased 500 calendars.

On behalf of the class and myself, I wish to extend hearty appreciation to the photographers for their outstanding input. Many thanks to Chris Cunningham and J World, Jim Keesling, Kelly O'Neil, Vic Pishal, and Onne Van Der Wal. An excellent selection, and wonderful contributions!

It's time to think about the 1992 J/24 Calendar. Please send your slides and regatta dates to David Jackson, 6718 Sherwood Road, Baltimore, MD 21239, by August 15. Regatta information should include the following:

Date of regatta:  
Name of regatta:  
Location:  
Host J/24 Fleet:

Great action slides make the calendar. Please keep it in mind this season. Take your camera racing, and take horizontal shots using Kodachrome 64. **If we use your photography in the 1992 Calendar, you will receive five complimentary copies of the calendar.**

David Jackson, Fleet 8  
Calendar Editor

## Restructure J/24 Racing

To Whom It May Concern:

To help increase participation in local events, maybe we should model our racing structure after a world leader, the Hobie class. Begin with an 'A' fleet, which would consist of advanced racers with totally measured boats. The 'B' fleet would consist of intermediate and novice people. This split of racers has many advantages:

- A Fleet 1. People can sail with the confidence of knowing that all other fleet members are advanced boat handlers and are rule literate. This would provide even tighter, more competitive starts and mark rounding.
- 2. Smaller more manageable starts.
- B Fleet 1. Concentration of similarly skilled sailors.
- 2. Relaxation, knowing one will not spoil a race or series for a district points leader or Olympic hopeful by "getting in the way".
- 3. Ability to move to 'A' fleet by choice or winning a regatta in 'B' fleet. People who repeatedly win hardware in 'B' fleet will be labelled sandbaggers for life!
- 4. Reduced time spent in measurement and certification of boat and people for 'B' fleet. To race 'A' fleet, this measurement and certification is mandatory.
- 5. More opportunity to learn the skill of leading and winning a race or regatta.

It is difficult to compete against sailmakers, professionals and assorted experts who spend as much time sailing boats as I do working for a living. I think the above mentioned racing structure will appeal to the majority of J/24 racers, as they are not pros. If possible, it would be interesting to see what class members think about this approach.

Dave Tierson  
Fleet 110 Captain  
Ontario, New York





The 1989 IWKC drew 46 teams from 12 countries.

## Women Sailors Set Sights on 1991 Rolex Event

Rolex Watch USA, a name long associated with achievement in sailing, will once again sponsor the Rolex International Women's Keelboat Championship in 1991. The biennial regatta will be sailed in J/24s on Rhode Island Sound and Narragansett Bay, September 6-13, with Ida Lewis Yacht Club, in Newport, RI, hosting the event as in '85, '87, and '89.

1991 Regatta Chairman Mary Johnstone has been contacted by several new U.S. and foreign teams who are planning to enter. "In addition to the expected return entries from America, Australia, Canada, Germany, Great Britain, New Zealand, and Russia," said Johnstone, "we will be getting several new U.S. teams and possibly entries from Bulgaria, Hong Kong, Argentina, Brazil, and France."

In 1989, the event drew a record 46 teams from 12 countries. The commitment to administration by the USYRU Women's Coordinating Committee and Rolex Watch's sponsorship since the event's inception has solidified and broadened the regatta's world class reputation. In 1985, at a time when even the Olympics did not have a women's division in yachting, this first time event provided a new format for women sailors. Women traditionally crewed with men on offshore racing boats or competed in co-ed dinghy events. The Rolex regatta has put a spotlight on the talents of women sailors and their eagerness to compete against each other. At the Olympics in 1988, for the first time, women competed in their own division in the 470 Class. For the 1992 Olympics in Barcelona, divisions for women have been expanded to include the Europe Dinghy and boardsailing classes.

"Outside of the Olympics," said Betsy Gelenitis Alison, the winning skipper of the inaugural Rolex International Women's Keelboat Championship, "the IWKC is considered the premier women's one-design event in the world." She said that even though the competition is some of the toughest in the world, there is a camaraderie among the participants that is unique to the event. "It is my favorite regatta of all time," said Alison, a three-time Rolex Yachswoman of the Year. "It has the most to offer for the development of women sailors as a whole, and after the heat of the battle on the race course, there is the time back on shore for an incredible cultural exchange with teams from across the country and around the world."

For more information, contact Regatta Chairman Mary C. Johnstone, 7 Thurston Ave., Newport, RI 02840; (401) 849-6229.

From USYRU Press Release, March 1

## Moore Team Wins 1991 U.S. Open Match Race

The U.S. Open Match Racing Championship, a new event and a qualifier for the upcoming IYRU Nations Cup, held February 13-17 in St. Petersburg, FL, was won by Geoff Moore (Newport, RI) and his crew Dan Cameron (Newport), Matt Fries (Newport) and John Lovell (New Orleans).

Sonars, provided by host St. Petersburg Yacht Club, were sailed in this paired round robin event chaired by Frank Mendelblatt. The event consisted of Series A (a double rotation

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Photo by Frank Mendelblatt

The winning crew of the 1991 U.S. Open Match Racing Championship and U.S. Nations Cup elimination series: Matt Fries, Dan Cameron, Geoff Moore (helmsman) and John Lovell.

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in which each team raced its opponent twice, scoring one point for each match race won, plus an extra tenth point if the same opponent was defeated in both races) and the finals, Series B (best two out of three between the top two teams from Series A).

Winds above 20 knots allowed for only three races on the first day of racing. A gale registering more than 40 knots on the second day postponed the racing until the next day, when eight races were sailed in 15-plus knots. Moderate conditions prevailed for the last day, when the final five races were completed.

"Matches in this event were won or lost by split-second decisions; the competition was extremely good," said winner Moore. "The on-the-water umpiring was great because it limited conflict and tension between teams."

Paul Foerster (Forney, TX) with crew Heidi Gough (Coppell, TX), Kelly Gough (Coppell, TX) and Mark Hallman (Dallas, TX) was second. Finishing third was Ed Baird (St. Petersburg) with crew Howard Miller (St. Petersburg), Fred Bickley (St. Petersburg Beach) and Scott Stone (Annisquam, MA). The remaining entries were helmed by Larry Klein (San Diego), finishing fourth; Jeff Linton (Tampa), fifth; Chris Larson (Clearwater), sixth; and Jud Smith (Marblehead), seventh.

The winner of the U.S. Open Match Racing Championship will be the U.S. representative in the North American/Caribbean Nations Cup elimination series, June 3-9, in Bermuda. The top two finishers in this event advance to the IYRU Nations Cup finals in Barcelona, Spain, September 8-15.

Excerpted from USYRU Press Release





The Hallman/Peck/Pitcairn team check in at start of Midwinters race.

### USJCA Technical Committee Report

by John Peck, Chairman

With the crew weight issue put to bed once and for all, and a two year moratorium on rule changes, all seems quiet on the technical front.

The U.S. Technical Committee has been restructured to increase its effectiveness and improve communication throughout the ranks of our National Measurers. The Committee is now comprised of the Chairman and one National Measurer from each of the five geographical regions (Northeast, Southeast, Great Lakes, Southwest and West Coast). Refer to pages 93-94 for the Committee make-up and list of National Measurers.

The west coast has gained eight new measurers, thanks to the efforts of Jane Watkins, outgoing Governor of District 21. Jane coordinated a seminar December 8, 1990, at the Santa Barbara Yacht Club. Bill Worsham, West Coast Technical Committee member, was on hand to share his experience and work with the measurers in his region.

The measurement seminar held at the 1991 Midwinter Championship was the most prestigious to date. The IJCA Chairman was present to assist in sail measurement instruction and two district governors attended as well as the President of the Mexican J/24 Class Association. After the classroom session, Jim Klosowski, Southeast Technical Committee member, conducted the "hands-on" training and coordinated final measurement. In all, nine measurers were certified for the USJCA and one for Mexico.

As part of the measurement process at the 1991 Midwinter Championship, yachts that arrived with measurement certificates were inspected for proper installation of **corrector weights**, and the **Inventory of Required & Optional Equipment** was reviewed. The measurer's responsibility stops when the yacht's dry weight is established (Rule 3.7.1) and the amount of corrector weight required, if any, is determined (Rule

3.7.2). It is then the **owner's responsibility** to properly install corrector weights, prepare the inventory of equipment to meet Rule 3.7.3, and to insure that the yacht complies at all times with the current class rules (Rule 2.5.6).

Only 30% of the yachts inspected had corrector weights properly installed and capsulated. To help clarify corrector weight placement and installation, an addition has been made to Plan A in the 1991-92 Class Rules Booklet. You should expect spot checks of this type at all future regattas.

Please read your new rules booklet carefully. There are subtle changes that took effect March 1st. Probably the most significant changes are to **Rule 3.5.3(d)**, which prohibits adjustment of the backstay turnbuckles while racing, and **Rule 8.2.2** which clarifies that all parts of the mainsheet may be pumped simultaneously to promote surfing.

Also be aware of new **Rule 7.1.19**, which prohibits the use of elastic (shock) cord to adjust the standing or running rigging. This includes shock cord used to take up slack in the tails of running rigging.

Please direct your comments and/or suggestions to the USJCA Technical Committee at P.O. Box 12652, San Antonio, TX 78212-0652; (512) 732-9264; Fax (512) 735-9844.

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## Regatta Measurement

by Dennis Ellis, IJCA Technical Committee

Championships show up rule deficiencies. It is not possible to cover all eventualities when forming rules. Exploitation rather than deliberate cheating occurs when yachtsmen strive for improved performance. Thus it is necessary, from time to time, to reinforce the rules and that is one of the reasons competitors have had to go through a continual measurement barrier. The other reason is that competitors still arrive for important events with unmeasured yachts and sails, and without a Measurement Certificate or a completed Inventory of Required and Optional Equipment.

Recent major rule changes relate to yacht weight. At the last two World and three Continental Championships, every yacht was fully measured by an army of officials. Owners were issued with a new copy of Part D of the Measurement Certificate and the Inventory. The army was International, coming from Australia, Canada, Germany, Ireland, Italy, UK and US. These measurers are now sufficiently experienced to be able to train others, and in time there will be no excuse for not getting a yacht measured.

The International Racing Rules require every yacht to hold a valid certificate of measurement and state that the owner is responsible for maintaining the yacht in accordance with the Class rules and ensuring that the certificate is not invalidated by alterations.

The following items are those that should be given careful attention, as they are obvious and likely to be checked; and if found to be out of Class, invite a measurer to make a closer inspection of the whole yacht. Owners are advised to do homework and make sure items are correct before going to a regatta. If there is a difficulty, ask a Class Measurer for assistance.

- a) Check that the lower edge of the lower band on the mast is not more than 7725mm below the center of the forestay fixing point. Stretch the forestay down and along the foreside of the mast, mark it level with the bot-



IJCA Technical Committee and Measurer Dennis Ellis pauses in front of Cowes Corinthian Yacht Club.

Photo by Hank Kilian

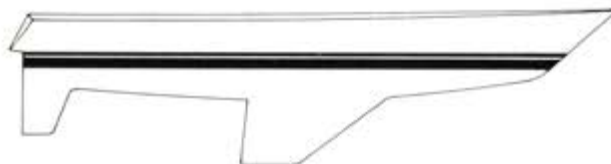


tom of the lower band. With the forestay fixed to the stem head fitting, measure the distance from the mark to the point of intersection of the stem and deck line (shown in Plan B). This measurement plus 7725mm must be not more than 8670 or less than 8595mm. The height of the lower band above the sheerline at the foreside of the mast, must be not less than 400mm. The distance from the foreside of the mast at deck level to the forestay measurement point (shown in Plan B) must be between 2910 and 2880mm.

- b) With the boom at right angles to the mast, check that the distance to the inner edge of the distinguishing band is a maximum of 2970mm.
- c) Ensure that the vertical height of the upper lifelines is not less than 600mm above the sheerline. As measurements are taken vertically and horizontally, at mid-way between the two stanchions where there is maximum sag, the vertical plane of the lifeline is inboard by an average of 125mm. The distance between the sheerline and lifeline at that position for a vertical height of 600mm is 613mm. Do not tie the lifelines down below the minimum height.
- d) Make sure that a current Class sticker is on the starboard side of the transom.
- e) Be certain that any corrector weights are bolted and capsulated.
- f) Ensure that the sails have been measured, dated and initialed by the measurer, that the sail cloth weight is marked near the head of the sail and that the sail-maker's label is not more than 150mm square and is within 15% of the foot length from the tack.

The average weights of items of Required Equipment of all yachts entered in two World and three Continental Championships are listed for information. It may serve as a guide of what can be done to adjust the 'All Up Racing Weight'. Be accurate when completing the Inventory, as at any time some or all items may be checked against the weight on the form.

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As there are no major changes in the 1991 rules requiring complete remeasurement, and if Certificates of Measurement and Inventories of Required and Optional Equipment are correct, then the administration of a Regatta Registration and Measurement will be quick and easy.

### Recorded Weights of Required and Optional Equipment

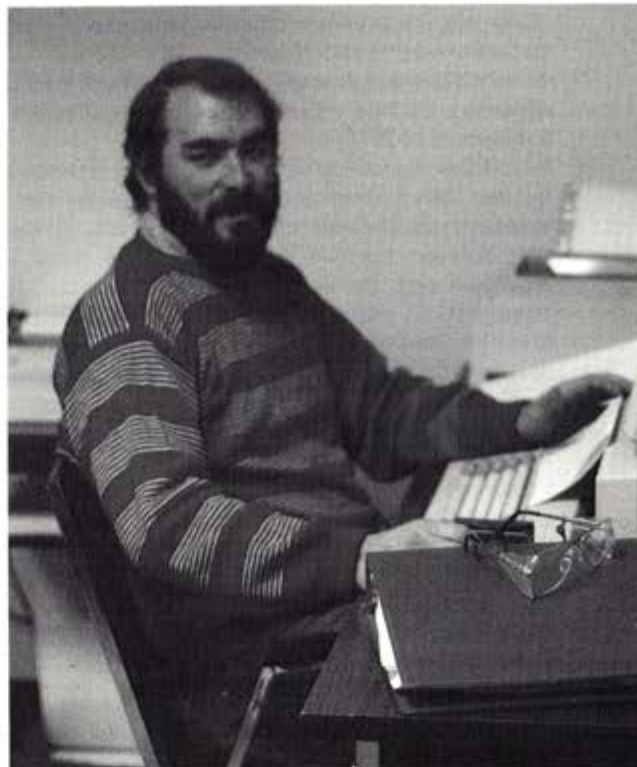
ITEM	AVERAGE KG	MAX. KG	MIN. KG
Sails	21.33	25.0	18.0
10L container + min. 5L water	7.24	14.7	4.9
Anchor with or without chain min. 6kg. Anchor 3kg min. and warp.	9.54	17.8	8.9
Outboard engine min. 3.5hp, 14kg	19.09	35.4	14.05
Fuel container + min. 2 litres	4.95	14.5	3.1
12 Volt battery min. 8kg, max. 25kg	13.79	24.95	8.05
Life jackets for each crew member	3.32	7.5	2.2
Foghorn, Flashlight and spares			
Fire extinguisher(s)			
Hacksaw or similar.	5.73	9.11	3.79
First Aid and manual			
Horseshoe life ring + drogue			
Berth cushions	14.88	24.8	6.3
PLUS permitted OPTIONAL equip.			
Storm sails, fenders, warps, tools and a variety of spares.	5.64		
TOTAL	105.51kg		



### Fiberglass Repair

by Brian J. Barer, Marine Engineer  
John T. Custer, Customer Service  
Tillotson-Pearson, Inc.

Damage and repair, probably the two most dreaded words in the small boat skipper's vocabulary. In reality, owners of J/24s should not wonder *if* their boats will become damaged, but rather *when* they will be damaged. Now, guess what comes after damage - you guessed it, repair! With boat yards now charging between \$30 and \$60 an hour for technical repairs, it is no wonder most small boat owners cringe at the mere mention of these two little words. Before you panic over that other J/24 that is now blocking access to your porta-potty, however, keep in mind that it is possible to do many fiberglass repairs yourself. Fiberglass is messy and itchy, and resin is smelly and hazardous; in spite of this, when it is used correctly, repair work can be both enjoyable and rewarding ("Yeah, sure Brian." - John). OK, so it may *not* be fun, but with a little practice and knowledge it can be done by sailors with average mechanical skills ("Sailors with average mechanical skills and a mortgage." -



Brian J. Barer holds a B.S. degree in Marine Engineering from Massachusetts Maritime Academy, and has been active in the yachtbuilding industry for over ten years. Brian has worked for TPI for five years and specializes in composite technology.



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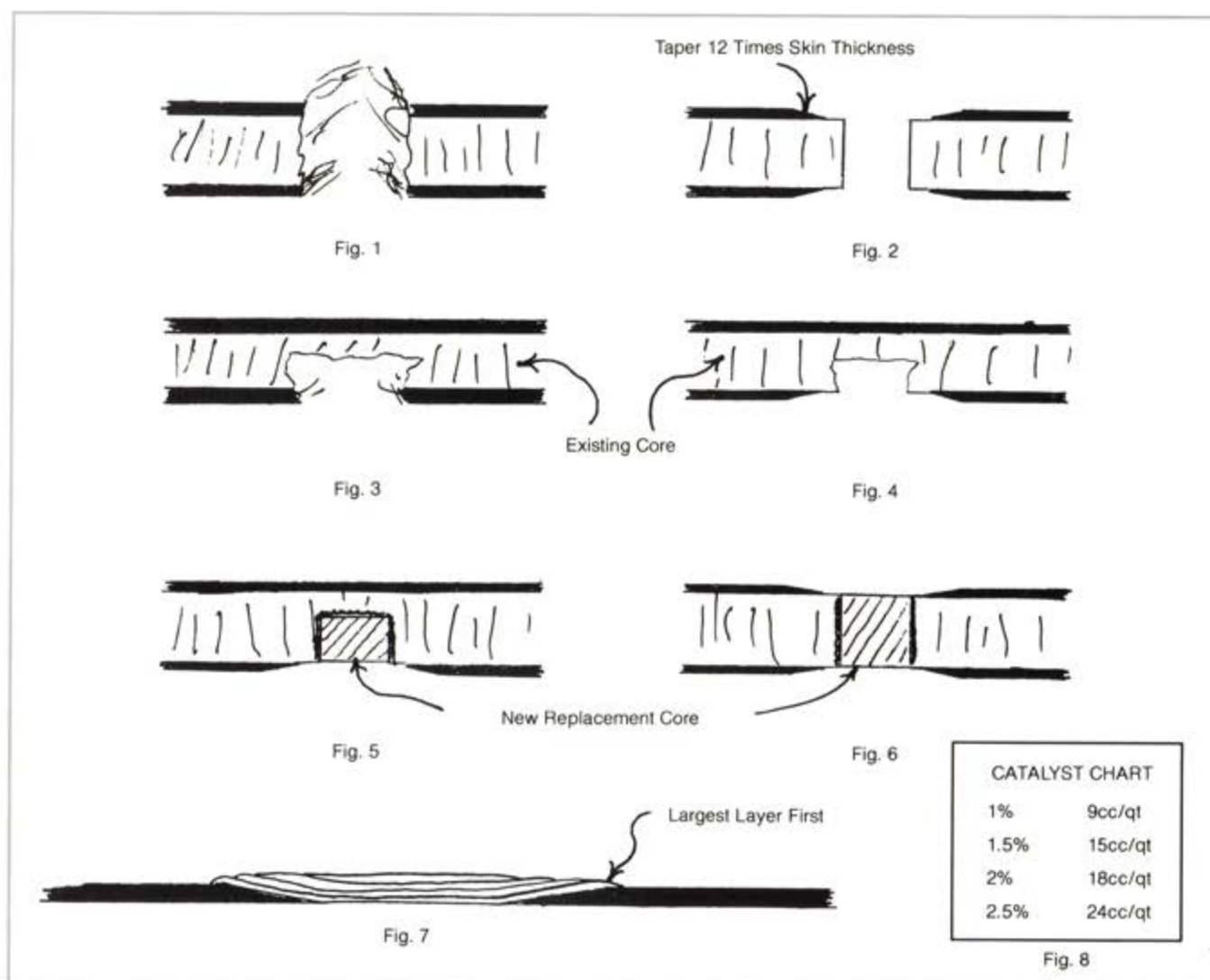
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John). Below is a brief outline of how to handle small to moderately sized fiberglass repairs.

#### Materials

The most important material that will influence the quality of any repair is the resin that is used. There are literally hundreds of different types of resin to choose from; it requires an expert with years of experience to properly assess the properties of these many varieties and to match them correctly to the needs of a given repair. With that said, there is a very easy rule of thumb that can be employed to select the best resin for the repair you will be attempting. First, visit your local marine supply store to survey its resin selection. After you have determined that, of hundreds of options, the selection consists of one brand of polyester resin, buy that resin. Epoxy resin, often available along with polyester resin, provides no overwhelming advantage in the repair of a J/24 in spite of its far greater cost - save your money. Fiberglass is, of course, the other important ingredient in a successful repair. Ideally, you should try to use the same material that the boat was originally constructed from. Again, selection in most marine stores is typically limited to one weight of mat, one weight of cloth, and perhaps one weight of woven roving. Use what materials are available; in the case of the J/24, one should work





with 1 1/2 oz. (per square foot) mat and 10 oz. (per square yard) cloth if the option exists.

#### Working Environment

Being able to work in an enclosed, heated area is best, but is often not possible or practical. If work is being attempted outdoors, it must only be done on a warm (60° F. or more), dry (65% humidity or less) day. Indoor work requires good ventilation and plenty of light. It must be stressed that hazardous materials will be worked with, and that proper safety precautions must be followed; always wear safety glasses, a respirator (not a dust mask), and gloves.

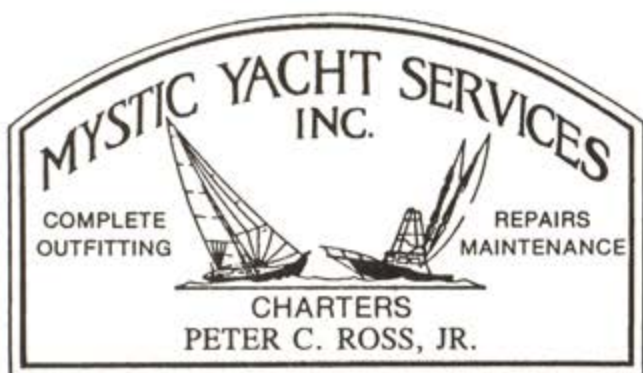
#### Repair Procedure

There are three basic steps to any fiberglass repair. They are the preparation of the damaged area, the lay-up of repair laminate, and the fairing/finishing of the repair. In this article we will be dealing only with steps one and two; step three was touched upon in an earlier issue (Vol. 24). It is important to keep your work area clean and neat throughout steps one through three, and to think about each step before jumping into it. Working deliberately will help prevent your shoes from becoming permanently stuck to the floor, your clothes glued to your body, and your glasses to your hair and face. ("Conjures up a pretty picture, doesn't it?" - John).

Preparation of the damaged area (see Figure 1) is the single most important step in the repair procedure; the better the job here, the easier and more effective the repair later. Since the J/24 has a cored laminate in both the hull and deck we will deal with repairs to this type of construction. First, cut out or grind away all damaged areas including areas containing delaminated fiberglass or balsa delaminated from adjacent fiberglass skins. Delaminated areas can be identified by tapping with a small plastic hammer or the handle of a screwdriver. Delaminated areas will emit a dull thud when struck, whereas a "good" area will emit a sharp, hard sound when hit. Once the damaged area has been identified and removed, the area's edges must be tapered for a length of at least 12 times the thickness of the glass itself (see Figure 2). This is extremely important to assure that there is adequate surface area for bonding as well as to assure a smooth transition for new glass to old. For damage affecting only one of the fiberglass skins (see Figures 3 and 4), any damaged or missing balsa core should be replaced with new balsa, or, for small areas, a good quality polyester based putty.

Once the area has been properly prepared, you are ready to lay-up the repair laminate. Much debate has been raised over how to properly stagger the layers in a repair such as this. Since this is my article, we will learn *only* how to do it my way. Always





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start with the largest layer first (see Figure 7); this assures the largest amount of uninterrupted bonding surface and lessens any chance of stress cracking and peeling in the future. Cut a layer of mat and of cloth large enough to cover the entire repair area; cut another layer of mat and cloth that is half an inch smaller all around. Continue this decreasingly sized layering until enough layers have been cut to make up the required skin thickness. This tapering of layers is proper engineering practice, and will make the repair easier to fair in later. Now you are ready to catalyze the resin. Here it is best to just follow the resin/catalyst manufacturer's directions. Basically, the more catalyst and the warmer the resin, the faster the resin cures. Use anywhere between 1 to 2.5 percent catalyst by weight (see Figure 8). A word to the wise - do a few sample tests before beginning work to make certain you will have enough working time before the resin begins to gel. Once the resin is mixed, simply saturate the mat and cloth layers with resin and apply to the repair area, using a paintbrush. Start with the largest pieces first, then apply successively smaller ones; squeeze out any air bubbles trapped between layers prior to applying the next layer. Once all the needed layers have been applied, you should start cleaning up any runs or spills and clean any reusable equipment before the resin sets. Once the resin becomes hard it is ready to sand and finish. If you have a large amount of catalyzed resin left over, it should be spread out on cardboard or newspaper to cure rather than left in a paint bucket; large masses of resin generate enough heat to start fires or to smoke out your neighbors.

Fiberglass repair is quite possible, and when done properly will hold up as well as the original laminate. Although that all sounds simple enough, do not be fooled. Top quality repair work does require some skill and experience. You probably should not attempt anything more than the simplest repair without first learning from watching someone else or practicing on something other than your only yacht.

In future issues, we would like to answer any questions that class members have regarding maintenance, repair, or equipment installation. Forward your questions or observations to either Brian Barer or John Custer, c/o TPI, P.O. Box 328, Warren, RI 02885.



*John T. Custer, after over nine years in the marine industry, is currently studying Finance at Bryant College. John has been in J Boat customer service for the two-and-one-half years he has worked at TPI.*



# Don't Miss the '91 Rolex IWKC!

## Just ask any of these 1989 participants.....

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**Rolex Watch USA is proud to be associated with the achievement and good will shown by all the sailors who participated in the 1989 Rolex International Women's Keelboat Championship.**



DANIEL FORSTER PHOTO



ONNE VAN DER WAL PHOTO



J.H. PETERSON PHOTO

Top: The crew of *Sugar Plum* (32) set up for the weather mark. Lower right: Jody Swanson and her winning crew. Lower Left: Rolex Yachtswomen of the Year with Roland Puton, President and CEO of Rolex Watch USA. Left to right: Betsy Alison, Lynne Jewell Shore, Allison Jolly, Roland Puton, Bonnie Shore, Heidi Backus, J.J. Isler.

In 1989, forty-six teams of 263 sailors traveled from 12 countries and from all over the U.S. to race in the third biennial running of this prestigious event, hosted by the Ida Lewis Yacht Club in Newport, R.I. For entry information, on the 1991 Rolex International Women's Keelboat Championship, contact Regatta Chairman Mary Johnstone, 7 Thurston Ave., Newport, RI 02840; (401) 849-6229. See Notice of Regatta, page 26.

Carla Bennett • Annie Taylor • Adele Jardine • Catherine McDonald • Roslyn Clark • Elaine Lester • Cressida Robson • Clare Foley • Felicity Hogan • Aisling Byrne • Pauline McKelnie • Judy Peace • Elma Carey • Martha Altreuter • Nancy Hood • Molly Starkweather • Nancy Johnson • Kathy Brinsfield • Mary Siravo • Kim Ferguson • Karen Fletcher • Cecilia Cooper • Suzanne Aubois • Eileen McFadden • Mary Clare Cooper • Susan Tuff • Francine Alheid • Wendy Davis • Jane Daniels • Cyndi Steiner • Linda Dezan • Nancy Phillips • Denise Green • Lois Dioro • Marilyn Mather • Linda Morgan • Allison Coleman • Barbara Beigel-Vosbury • Sandy Grosvenor • Joanne Schram • Rene Valliant • Debbie Holt • Eva Lomax • Tricia Yeoman • Margaret Bonds Podlich • Anne Baetjer • Rachel Moore • Jill Sander • Diane Burton • Nancy Haberland • Debbie French • Meredith Adams • Ellie Field • Pat Raymond • Lee Parks • Denise Robinson • Alyce Robinson • Eva Egnell Whitmore • Anne S. Klingspor • Heather Miles • Jessica Johnstone • Anne Eager • Yvonne Shannon • Donna Schlegel • Anne Kenworthy • Sandra Kerr • Kelly Mooney • Stephanie Schmidt • Elizabeth E. Shumway • Christine Evans • Meg Lucas • Dodi Lucarelli • Disa Nourjian • Heather M. Gregg • Liz Morrow • Jennifer Adams • Andrea Kostenecki • Ronnie Seebok • Jane Kirk • April Richards • Lisa Hicks • Sandy Parks • Maryanne Osborn • Yumiko Takano • Noriko Sanui • Kaoru Tomiya • Ako Shiragawa • Hiroko Imoto • Chinatsu Tokumaru • Allison Jolly • Lynne Jewell Shore • Susan Reichman • Lydia Langston • Pat Clark • Pam Kelley • Becky Wilson • Lise J. Miner • Betsy McClintock • Lynn Spingler • Pam Kirk • Heidi Backus • Amy Backus • Gretchen B. Loper • Susan Backus • Kim Disbrow • Lee Corbin • Mary Ann Crandall • Susie Evans • Nooren Clarke • Mary Ann Glynn • Justine Tomcheck • Lee Lee Lloyd • Betsy Alison • Bonnie Shore • Trish Walcott • Karen Neri • Wendy Lotz • Ann Brush • Heidi Ziegler • Courtenay Becker • Sue Bowly • Heather Gillmartin • Betsy Madden • Kitty Wilkinson • Nan Hall • Carol Vernon • Ellie Wicks • Betsy Tiemann • Terry Mason • Juliet Gauntlett • Titch Blachford • Ros Bond • Sara Baerselman • Gill Ellis • Sara Jane Bartlett • Caroline Aisher •



## Chris Torrens, Past IJCA Vice President

It's early February, and most of England is covered in snow, pipes are frozen, roads closed and the Southern Region railways shut down. This isn't good for business, particularly when it's property, and so I wasn't exactly overjoyed to get Hank's message reminding me that the International magazine was waiting for my biography. I am not superstitious, but it's strange how bad news comes in three's: sure enough, when I got down to Cowes for the weekend, my pipes were frozen, and when we returned to the mainland on Sunday night, the car had been stolen. Happily, the car has been recovered and Hank's not a bad chap, really.

I guess this is the time of the year when all of us are fed up with winter and looking forward to spring and the start of the sailing season. Guess it's time to give *Majic* some TLC and do some deals with a local sailmaker. Almost ten years ago, a friend told me I should buy a J/24, and I bought my first boat, a 1979 Westerly called *Protegee*. Although possessed of all usual Westerly characteristics (overweight, twisted keel, bent mast, etc.), it was no different from all the others and actually turned out to be quite successful.

I had started sailing at age ten, when we lived in a lovely village called Old Bosham on the south coast, sailing Fireflies, Fourteens, Wayfarers and anything else we could get our hands on. They were fun times and during holidays, I would teach at Itchenor Sailing School. After college I went into the motor trade, working for the Kenning Motor Group in London. We sold everything from mini's to the Rolls Royce, made pots of money, and convinced ourselves we could sell anything. About that time, a man called Cockeral invented the Hovercraft, and Westland Aerospace opened up a division called British Hovercraft Corporation, at Cowes. I joined them and, although a bad move financially, it introduced me to Cowes, the Isle of Wight and big



Chris Torrens, UKJCA Chairman since 1986 and past IJCA Vice Chairman, with Liana, son Oliver, and Claymore.

boat racing. For ten years I enjoyed crewing everything from half ton upwards with, I guess, a highlight being the 1975 Three Quarter Ton World Championship, sailing with skipper Bruce Banks on the winning boat, *Finnfire*.

In 1978, I made the move to keelboats, after meeting a charming, eccentric gentleman in Cowes, Air Commodore Charles Nance, who owned an Etchells 22. He invited me and my girlfriend, Pamela, out for the day, and although the girlfriend couldn't sail, she was obviously enjoying herself and impressed by the boat's performance and Charles' sandwiches. That clinched it and, as Charles owned four boats at that time, I had no trouble in borrowing one for the rest of the season. The following year I bought *Ska!* from Mark Ratsey, who was moving into the J/24 Class and buying a new boat called *Ratrap*.

I had long since left BHC and was working for the International Publishing Corporation in London. Magazine publishing was a great business, and I remained with them until 1983, when I left to start my own property company, having been a private investor for some time. When the opportunity arose to start my own concern, it was the beginning of the '80's boom, and con-

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centrating on the south London residential market, the next few years were extremely successful.

Meanwhile, back in sailing, I sold *Protegee* in 1984, and bought another Westerly J/24 called *Jemini*, a beautiful boat that was made for the Irish market with very distinctive, two tone green topsides. I campaigned her for four years before selling to buy a new Italian boat in 1988. I also bought another Westerly called *JoJo*, which I used as a demonstrator and charter boat for potential owners. It was a good arrangement and, although not hassle free, it worked to introduce many new people to the J/24. I took over as UK J/24 Class Chairman in 1986, and also the office of Vice Chairman of the IJCA, and have immensely enjoyed my time associated with class administration. Having a strong national fleet offering year-round racing is what one-design is all about, and then having the bonus of the international scene, I have always thought must make owning a J/24 a pretty smart move.

Since '89, boom has turned to bust in the property business, as the market has taken a dive, but that's life and right now it doesn't seem to matter what business you are in, everyone is suffering. It will change though, and property, like everything else, will come back. Eventually!

Meanwhile, I have met a lovely girl called Liana, and we have a small son named Oliver, a baby brother for La's other little boy. We split our time between my house in London, which I also use for running the business, and my other property in Cowes. This year, babysitters permitting, La and I plan on a full season of J/24 racing to include the Europeans, Nationals and Cowes Week. I don't think we will do any overseas regattas except, time permitting, Miami for the 1992 Midwinters.

## Denis Woods, New IJCA Vice President

Denis was elected Vice President of the International J/24 Class Association at the World Council Meeting held in November, 1990. He has owned a J/24 since 1983, was Class Captain of the Dublin Bay J/24 Fleet in 1985, and has served as President of the Irish National J/24 Class Association for three years.

Denis started sailing in Dragons while at the University of Dublin, and crewed on them for many years of racing in Dublin Bay. He has taught sailing at summer school in New England and cruised on Lake Erie, and in Norway and Sweden.

Denis' wife, Margaret, is also a keen sailor. Prior to sharing the J/24, he and Margaret sailed a Fireball dinghy for five years. Margaret was Class Captain of the J/24 Dublin Bay Fleet last year, and those of you who competed in the 1990 World Championship will remember her for producing the race results and intricate graphs for each race, within minutes of returning ashore.

Margaret and Denis have two children, Katherine (13) and David (10), who are also both keen sailors and frequently help with crewing on the J/24. Katherine was awarded the Royal Irish Yacht Club Commodore's prize for the Top Junior Sailor of the Year in 1989. She was the first Irish Yachting Association stage 1 junior to have ever won this award.

Denis' key objective as President of the Irish Fleet has been to develop and increase the fleet. The active Irish fleet has doubled in numbers of boats racing in the last three years and this growth looks set to continue for the next few years. He cites

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the key reasons why the J/24 is the most successful small boat as: 1) The strict one-design nature of the class; 2) Keen international competition; 3) Manageable costs for owners; 4) Excellent family, daysailing boat.



IJCA Vice Chairman Denis Woods, his wife Margaret, and children Katherine and David often sail their J/24 with the Dublin Bay Fleet.



### J/24 North American Championship August 16-23, 1991

#### Invitation

The Royal Canadian Yacht Club and the Canadian J/24 Class Association cordially invite you to attend the 1991 J/24 North American Championship to be held on Lake Ontario, off

Toronto, August 16-23, 1991. The Royal Canadian Yacht Club was founded in 1852, and has been host to many national and international regattas. Please join us for a great week of racing, social events, and meeting new friends and renewing old ones.

#### Site

The 1991 J/24 North American Championship will be held from August 16-23, 1991, on the waters of Lake Ontario, south of the Toronto Islands. The regatta will be hosted by the Royal Canadian Yacht Club in cooperation with the Canadian J/24 Class Association and under the authority of the Canadian Yachting Association. Mr. Paul Robert, Jr. is the regatta chairman.

#### Rules

This Class IV regatta will be governed by the 1989-1992 International Yacht Racing Rules (IYRR), the prescriptions of the Canadian Yachting Association and class rules of the International J/24 Class Association, this notice of regatta (except as any of these are 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 in accordance with IYRR Appendix 8. The jury will have final authority on all matters. This regatta is classified as a Category A event in accordance with IYRR Appendix 14.

#### Eligibility

This 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.

#### Schedule

Thursday	August 15	1700-2030	Early Bird Check In
Friday	August 16	0900-1930	Measurement and Registration
Saturday	August 17	0900-1700	Measurement and Registration
		1800	Opening Ceremonies
		1830	Skippers' Meeting, Welcoming Party to follow.
Sunday	August 18	1030	Warning Signal, Practice Race followed by Qualification Series Race 1
Monday	August 19	1030	Warning Signal, Qualification Series Race 2 followed by Race 3
Tuesday	August 20	1030	Warning Signal, Final Series Race 1 followed by Race 2
Wednesday	August 21	1030	Warning Signal, Race 3 followed by Race 4
Thursday	August 22	1030	Warning Signal, Race 5 followed by Race 6
		1900	Regatta Banquet
Friday	August 23	1030	Warning Signal, Race 7 followed by make-up Race (if required)
		1600	Closing Ceremonies and Awards Presentation

#### Inspection & Measurement

A valid 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 North American Championship will consist of as many as ten races including the qualification series. Entrants will be divided into groups to sail up to three qualification races. The fleet will be divided into divisions based upon the results of the qualification series. The top division will constitute the Championship Fleet and the other division, the Designer Fleet.

#### Course

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





*The harbourfront and beautiful city of Toronto, home of the Royal Canadian Yacht Club and site of the 1991 North American Championship.*

<b>Scoring</b>	The low point scoring system, Appendix 5.2 of the IYRR, with one point for first, will be used. The percentage penalties, Appendix 3.2 of the IYRR, will apply.
<b>Prizes</b>	Prizes will be awarded in accordance with the 1990-1991 International J/24 Regatta Guidelines for World, Continental, National and District events as set out in section A8 of same.
<b>General</b>	This regatta will qualify the winner for the 1992 World Championship. Decisions of the jury that affect world championship qualification will be final in accordance with IYRR 1.5 (B)(1). The official J/24 Class sailing instructions will be used and available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1730 hours on August 17, 1991, and shall remain in the water until the end of the series, unless specific permission has been granted by the jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. Yachts shall neither make radio transmissions while racing nor receive a special radio communication not available to all yachts. Yachts shall refrain from listening to race committee communications. Launching, hauling and mooring information will be available at the Royal Canadian Yacht Club upon registration.
<b>Housing</b>	Participants will be allowed to sleep aboard their yachts. A list of local accommodations of varying costs will be sent with the acknowledgement of registration.
<b>Social Events</b>	Daily social events and entertainment are planned for competitors, their friends and family. Participants will have visiting yachtmen privileges of the RCYC facilities.
<b>Entries</b>	Entries must be submitted on an entry form such as found at the back of any J/24 Magazine and must be accompanied by a check for \$345 (Cdn) or \$295 (U.S.) (Canadian GST included) made payable to the Royal Canadian Yacht Club. Entry will be limited to the first 100 entries received prior to July 19, 1991. In the event that 100 competitors have not registered by that date, additional entries will be accepted until August 17, 1991, at 1700 hours. Entries postmarked after July 19, 1991, must include \$80 (Cdn) late entry fee. Entries will be acknowledged by mail with a registration/information package. The entry fee includes participation in the regatta, bow numbers, launching, haulout, mooring, welcoming party and daily postrace "Gam". Full refunds will be provided prior to July 19, 1991. Refunds will not be provided after that date.
<b>Contact</b>	Mail entries to: 1991 J/24 North American Championship Committee, The Royal Canadian Yacht Club, 141 St. George Street, Toronto, Ontario, Canada, M5R 2L8. Telephone inquiries may be made to: The Sailing Office of the club between the hours of 0900 and 1700 (EST) at (416) 967-7245 before May 10, and (416) 869-1967 after May 10. Inquiries may be made by fax at (416) 967-5710.



### European Championship X, July 19-26, 1991

<b>Site</b>	The Tenth European Championship will be held in the Solent based at Cowes, Isle of Wight, England, July 19-26, 1991, under the burgee of the Cowes Corinthian Yacht Club and hosted by the UK J/24 Class Association.			
<b>Rules</b>	The championship will be governed by the current International Yacht Racing Rules (IYRR), the International J/24 Class Rules, and the Sailing Instructions which will prevail. Protests and requests for redress will be heard by an international jury who will have final authority on all matters. The regatta is a Category A event as defined in IYRR Appendix 14.			
<b>Eligibility</b>	The championship is open to any full member of any J/24 Class Association who will be required to produce evidence to this effect at registration.			
<b>Schedule</b>	Friday	July 19	0900-1800	Registration and Scrutineering
	Saturday	July 20	0900-1800	Registration and Scrutineering
			1930	Opening Reception
	Sunday	July 21	0900-1300	Registration and Scrutineering
			1400	Practice Race
			1800	Skippers' Briefing
	Monday	July 22	1030	Championship Races 1 and 2
	Tuesday	July 23	1030	Championship Races 3 and 4
	Wednesday	July 24	0900	Championship Race 5 (Long Distance Race)
	Thursday	July 25	1100	Championship Race 6
	Friday	July 26	1100	Championship Race 7
			1930	Buffet and Awards Presentation
<b>Racing</b>	The number of races to count will be one less than the number of races completed except that when four races or less are sailed, all shall count. Three races must be completed to constitute a championship.			
<b>Courses</b>	Racing will be held in the central Solent over the Bramble Bank to Hill Head area, on Olympic type courses or as designated by the race committee. The long distance race will be around fixed racing marks and navigation buoys in the Solent.			
<b>Scoring</b>	Each yacht that finishes in a race shall score points equal to its place. The 720 degree turns penalty, Appendix 3.1 of the IYRR, will apply.			
<b>Awards</b>	Keeper prizes will be awarded to the first three yachts in each race. The J.R.F. Adams trophy will be awarded to the top European yacht overall. Series prizes will be awarded to the European Champion, from whatever country, and to the top 15 percent.			
<b>Entry</b>	A completed entry form and fee of 200 pounds sterling per yacht must be sent no later than Friday, May 31, 1991, to: David Colman, Championship Secretary, 59 Queens Road, COWES, Isle of Wight, PO31 8BW, England; Tel: +44 983 291572; Fax: +44 983 295329. Late entries will be accepted up to and including Friday, July 19, 1991, with a late of 50 pounds sterling.			





### Canadian National J/24 Championship July 17-21, 1991

#### Invitation

The Royal Nova Scotia Yacht Squadron and the Atlantic J/24 Association extend an invitation to all J/24 sailors to the 1991 Canadian National Championship in Halifax Harbour. The RNSYS is the second oldest Royal Squadron in the world, being given its status in 1861. The RNSYS has been host to numerous National and International regattas including the Finn North Americans, 470 Canadian Nationals and the Biennial Marblehead - Halifax Ocean Race. The club offers a hoist, dockage, ample parking for trailers and cars, beautiful grounds, showers, dining and bar facilities. Come join us for good breezes, maritime night life, great racing and a chance for Canadian J/24 Association members to qualify for the 1992 Worlds in Annapolis, MD.



**Site** The 1991 Canadian National Championship will be held from July 17 through July 21, in Halifax Harbour. The Royal Nova Scotia Yacht Squadron and the Atlantic J/24 Association are the host club and organizing authority respectively. Mr. John Roy and Mr. Gavin Flinn are the Regatta Co-Chairs.

**Rules** This regatta will be governed by the 1989-1992 International Yacht Racing Rules, the prescriptions of the Canadian Yachting Association, the International J/24 Class Association Rules, this notice of regatta (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 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** This 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.

<b>Schedule</b>	Wednesday	July 17	1300	Early Bird Measurement
	Thursday	July 18	1000	Registration and Measurement
	Friday	July 19	1030	Warning Signal, Race 1 followed by Race 2
	Saturday	July 20	1030	Warning Signal, Race 3 followed by Race 4
	Sunday	July 21	1030	Warning Signal, Race 5 followed by Race 6 Award Ceremonies

**Course** The racing will be on Olympic courses or variations thereof. Course length will be determined based on sailing conditions.

**Scoring** A low point scoring system, Appendix 5.2 of the IYRR, with one point for first, will be used. The Percentage Penalties, Appendix 3.2 of the IYRR, will apply. Six races are scheduled, with three required to constitute a series.

**Entries** Entries can be submitted on an entry form such as found at the back of any International J/24 Magazine. Payment of \$150.00 (Canadian funds) must accompany the form and be made payable to The Atlantic J/24 Association.

**Contact** John Roy or Gavin Flinn, Ocean Yacht Sales Limited, 77 Shore Drive, Bedford, Nova Scotia, B4A 2C6, Phone (902) 835-5731, Fax (902) 835-6136.



**Rolex International Women's Keelboat Championship**  
**September 6-13, 1991**

**Invitation**

*by Mary C. Johnstone, Event Chairman*

The Ida Lewis Yacht Club of Newport, RI, invites all women sailors to compete in the 4th Rolex International Women's Keelboat Championship. Racing will take place on Narragansett

Bay and Rhode Island Sound, September 6-13, 1991. Early September typically finds midday temperatures in the mid 70's, with afternoon seabreezes of 12-18 knots. You can expect a week of competitive racing and fun-filled social activities. We look forward to welcoming back familiar faces and to meeting new competitors!





<b>Site</b>	The fourth International Women's Keelboat Championship will be hosted by Ida Lewis Yacht Club, Newport, Rhode Island, and organized by the International Women's Keelboat Championship Organizing Committee of the United States Yacht Racing Union.		
<b>Rules</b>	The regatta will be governed by the International Yacht Racing Rules, the rules of the International J/24 Class Association, and the sailing instructions. International J/24 Class rules 2.5.7 and 2.5.8 concerning class membership are waived. Class rule 3.6.1 is modified to permit one additional spinnaker (see Advertising) to be on board, which shall be used only when not racing. A revised version of IYRR Appendix 3, Part 2 will be used. Decisions of the International Jury will be final in accordance with IYRR 1.5(a).		
<b>Eligibility</b>	The regatta is open to women sailors (skippers and crews), each of whom is a member of a yacht club, or a class association, or a national federation.		
<b>Advertising</b>	This is a Category B event as specified in Appendix 14, with these additional restrictions: 1. No advertising will be permitted on hulls or spars. 2. No advertising will be permitted on sails, except on spinnakers when not racing. 3. The advertising permitted on crew clothing shall fit within a 90 sq. cm. rectangle.		
<b>Schedule</b>	Fri.-Sat.	Sept. 6-7	Measurement of boats and sails Crew weigh in
	Sunday	Sept. 8	0900-1300 Competitor's Meeting Practice Race
	Mon.-Fri.	Sept. 9-13	Seven races scheduled
<b>Courses</b>	Olympic and modified Olympic courses will be sailed on Rhode Island Sound and on Narragansett Bay.		
<b>Scoring</b>	Low point scoring (Appendix 5, Part 2) will be used.		
<b>Prizes</b>	Awards will be given to each race winner and to the top ten finishers overall.		
<b>General</b>	Boats are J/24s on a bring-your-own-boat basis. Some boats are available for charter, with priority given to overseas entries prior to August 1, 1991. Motel and hotel information is available on request. Limited housing in homes of local members is available to contestants only.		
<b>Entry</b>	The entry fee of U.S. \$350 per boat, payable to Ida Lewis Yacht Club, must be received by August 1, 1991. For further information and/or entry form, contact: Mary Johnstone, 7 Thurston Ave., Newport, RI 02840; (401) 849-6229 (home) or Fax (401) 846-4723.		



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### 1992 Midwinter Championship in Miami

Coral Reef Yacht Club and Fleet 10 are proud and happy to once again invite you to join us on the waters of Biscayne Bay for the J/24 Midwinter Championship XV, to be held January 5 through 11, 1992.

Competition will consist of as many as ten races, and we are planning an exciting schedule of social activities as well. Our January weather is generally warm and sunny, winds balmy to brisk. We are looking forward to welcoming all J/24 sailors, old friends and new, who will be coming to participate.

A complete Notice of Regatta will appear in a future issue of this magazine. In the meantime, if you need further information, please contact Coral Reef Yacht Club, 2484 South Bayshore Drive, Coconut Grove, Florida 33133, (305) 858-1733, Fax (305) 854-5911.

We are anticipating a wonderful regatta and we hope you will be able to join us next January!

*J/24s docked at Coral Reef Yacht Club, site of the 1992 Midwinter Championship.*

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*1990 Narragansett Bay J-24 Championships*

*1990 New Hampshire J-24 State Championships*

*1989 J-24 Long Island Sound Championships*

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# Using a Digital Compass While Racing

by Jim Brady

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Good compass information gives us an advantage on the race course because, in one-design racing, picking up small changes in wind direction often means the difference between winning a race or ending up in the middle of the fleet. From my perspective, the biggest single advantage of using a digital compass while racing is simply that everybody on my crew can easily see accurate compass information — even from the rail. Using only our card compass, one person had to concentrate on taking readings and calling them out to myself and the rest of the crew. And it seemed that every time we got into any kind of waves, the card compass began swinging back and forth through 15°, making it totally useless for any kind of meaningful tactics.

To collect good information, we arrive at the starting line early and spend 10 to 15 minutes sailing upwind on both tacks. For each tack, I concentrate on keeping the boat trimmed and sailing fast while my tactician records the maximum high and low headings on each tack and writes them on the deck with a grease

pencil. Every time we get a new maximum heading, we shoot the wind to check the wind direction. After we are comfortable that we understand the wind oscillations and direction, I write the median port and median starboard headings on the bulkhead in front of me for reference after the beginning of the race. The digital compass we use also has buttons for locking in port and starboard tacks to activating indicators on the display which clearly show whether we're up or down on the tack, thereby taking the guesswork out of tracking the windshifts.

Back on the starting line, we use the information we collected going upwind to determine the favored end of the line. Our procedure is a little more involved than just shooting the wind and saying "the pin is favored," as we also take into consideration the maximum windshifts we encountered when we were determining our upwind headings. Based on these maximums, we'll come to a conclusion like, "the pin end is favored 80% of the time." This information is then incorporated into the rest of our starting tactics when we have to make decisions about

how important the favored side of the line is in comparison to traffic and other factors.

Going upwind after the start, we watch the large digital numbers and the graphic steering indicator on the compass to see how the wind is shifting. Very rarely is the wind constant; it always seems to be going back and forth. Again, the digital compass provides a display which is very easy to read, so it is much easier to determine windshifts than trying to read a card compass. Using the digital compass, we regularly pick up very small windshifts that the other guys miss, which is an important edge when sailing one-design.

Once around the windward mark and running downwind, it is often difficult to pick up windshifts. Our compass has a separate "downwind mode" which allows us to lock the steering indicators onto the mark or on a gybing angle. The display then gives us a picture of how we're doing downwind against the leeward mark. Once around the mark, as we're recovering from the commotion of the spinnaker takedown, I switch back to the "upwind mode." The median port and starboard tacks are still in memory, so we know immediately whether or not to tack.

All of the tactics I've just discussed could be performed with a card compass and a grease pencil. The electronic compass we use doesn't give you any information you couldn't get with a simple card compass; it just makes it easier to use that information more effectively. For racers who currently aren't concentrating on compass information as a primary source of tactical information, a digital compass could dramatically improve their performance.

Well-known on the J/24 racing scene, Jim Brady, of North Sails, lives in Annapolis, MD. He won both the J/24 and J/22 World Championships in 1990, and was recently named 1990 Rolex Yachtsman of the Year. He is a member of the U.S. Sailing Team, and is a past J World Instructor and USYRU Clinic Director.



*Using a digital compass to gather information going upwind before the start helps determine the favored position on the line.*





# The Room

by John Alofsin

There are two types of sailors: those who have already spent time in "The Room", and those who will. While we all spend a great deal of time thinking about strategy, sail trim, boat preparation, and tuning, how many of us ever think ahead of time about how to prepare for and follow through with a protest hearing? Let's take a look at this and see what we can do to improve our chances of winning.

While it would be nice if being "right" was the only thing necessary to win a protest, I have seen many people lose in the room who were right on the water. Many of our advanced racing students at J World tell stories of how they were "robbed" by the jury. After a little detective work we often find that it may have been their own lack of preparation that caused this. Remember, the only information a jury usually has to consider is what is presented to it in the protest. Unfortunately, in a close incident poor preparation and delivery can cloud the facts enough to lead a jury to rule against you even if you are right.

Your case begins the moment you have been fouled. Be sure to hail "Protest!" and raise code flag B immediately. Do not wait even 15 seconds to do this or your protest may be ruled invalid. In many recent J/24 events the sailing instructions have included directions in which protest and "I" flags are to be attached to the backstay adjuster. Have the flag ready!

Have someone on your crew look for possible witnesses and hail them and ask if they saw the incident. Knowing that a witness will testify may lead your opponent into accepting an alternative penalty. Write down all pertinent sail numbers so that you can report your protest accurately to the R.C. upon finishing.

Before you reach shore, decide who will represent the boat in the protest. When you get to the dock this person should leave the unrigging to others and notify your opponent again that you in-

tend to file a protest. Then track down any witnesses and ask them what they saw. Obviously, if you do not feel their testimony will be helpful, you shouldn't use it. Under no circumstances should you try to convince a witness of your point of view - this is cheating, no matter how you look at it. Finally, ask the sailing secretary for several copies of the protest form so that you have room for mistakes. Use of a pencil instead of a pen is also a good idea.

There are two primary parts to a written protest form: the *diagram* and the *description*. Prepare your description first. It should be brief and to the point. You will have a chance later to expand on this with your oral testimony.

Make sure you use the rules book to reference the correct rule. Using the wrong rule tells a jury that you are not in control of the facts. Use proper terms. Instead of saying "head up" or "in front of" say "luff" or "clear ahead". Try and put yourself in the opponent's place and figure out what approach he may use and the best way to counter it.



John Alofsin is President of J World Sailing Schools and recently won the 1991 Midwinters, crewing with former J World instructor Jim Brady. For more information on J World's courses in Key West, San Diego, or Newport, call 800-343-2255.

Be neat - it makes a positive impression on those reading it. Make sure that you are being realistic when describing time and distance. For example, don't say it took 20 seconds for your boat to travel one boatlength if the wind strength is 15 knots.

The diagram should agree exactly with your description. If the two disagree, even in the slightest, it may cast doubt on your case. Make sure your drawing is to scale. If contact occurred 3 boat lengths from the mark, your drawing should show this. Use separate diagrams to show elapsed time. Don't try and fit it all into one picture.

Once you've filed the form put on a clean, dry pair of pants, tuck your shirt in, comb your hair and you're ready for the room. When inside, the key thing to remember is that the jury is in charge - no one else. Always address the members respectfully and wait to speak until spoken to. The jury will follow a strict sequence of events, once the hearing has begun. First, it will determine if a valid protest has been filed. This is where flying your flag promptly, notifying the R.C. and your opponent, and filing the written form properly, all come into play. Once this is done each party will be allowed to read the other's form. Be sure to make notes of any inconsistencies found in the opponent's description or diagram.

The hearing sequence will be as follows:

- 1) Protestor's testimony, questions by the jury and then opponent.
- 2) Protestee's testimony, questions by the jury and then opponent.
- 3) Protestor's witness, questions by the jury and then opponent.
- 4) Protestee's witness, questions by the jury and then opponent.
- 5) Summary by Protestor
- 6) Summary by Protestee

When giving your testimony be thorough. I once had the opportunity to



be involved on the same side of a protest as Dave Curtis. When giving his testimony about a R.C. error at the start, he presented a complete picture including wind directions, times, and compass readings. This kind of detail left no doubt in anyone's mind that Dave was in control of the facts and that his testimony should be weighed accordingly.

Be sure never to contradict either your protest form or any previous testimony. A jury will have a hard time believing what you say if you do this. Don't repeat things. Instead, stress important aspects of your case as you present them.

When it's your turn to ask questions of your opponent or witnesses, do only that. Raise *questions* and not statements that contradict your opponent. If you feel he has misstated something and a question to him can't bring this out, save it for your summary. In most cases a question can do it. Example: "Do you feel it is reasonable that, as you stated, your boat could have travelled five boat lengths in 8-10 seconds, given the wind strength of 4 knots?" When presented with this kind of question, he will probably have to change his story.

No matter how much you may disagree when your opponent is speaking, *never* interrupt. Speaking out of turn always bothers the jury. Jot down a note and make your point later, during your summary. Along the same lines don't make faces, roll your eyes, or sigh, to show disagreement. If your opponent is giving testimony that makes you want to do this, chances are the jury also knows he is stretching things.

When time comes for your summary, be sure to make only those points that are key. Don't repeat your initial testimony. When the decision is given, accept it and thank the jury. If you have lost, arguing will do you no good. You are entitled to a written copy of the facts found and, if you feel they have been misinterpreted, you often have the right to appeal.

At J World we frequently conduct mock protests as part of our racing courses. We will sometimes have the side who was wrong present a well prepared case and the side that was right make a poor presentation. Even though all the facts are given to reach a proper decision, the student jury will often rule in favor of the former. While a professional jury should be able to avoid this mistake and consider only the facts, is this a chance you want to take? Preparation is the key!

## Can you find the inconsistencies between the diagram and the description?

(Answers on page 43).

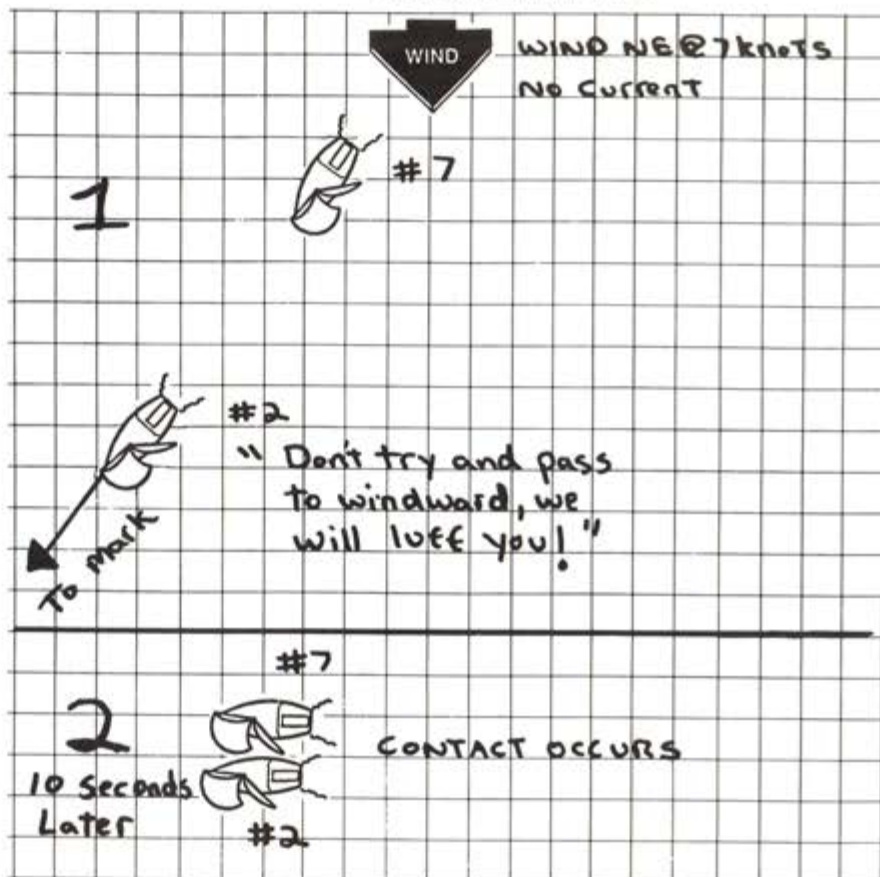
Diagram submitted by...

John Alofsin

Show:—

- (i) The direction of the next mark, or if close by, the mark itself, with the required side;
- (ii) The direction and force of the wind;
- (iii) The set and strength of the current, if any;
- (iv) The depth of water, if relevant; and
- (v) The positions and courses of all yachts involved, prior to and at the time of the incident.
- (vi) Where possible yachts should be shown sailing from the bottom of the diagram towards the top.

Scale: 1 square—one boat's length



### Description of the Incident

Wind strength: 5-7 knots Wind direction: 50-55° Both yachts are J/24s

On the first reach of race #3 we (yacht #2) and yacht #7 were both running on starboard tack about 50 boat lengths from the jibe mark. We were clear ahead and on a direct course for the jibe mark while #7 was overtaking from clear astern and sailing on a course about 5° above the jibe mark. It became apparent to me that #7 was going to try and pass close to windward of us. When they were 1 boat length clear astern of us I hailed that we would luff sharply if they tried to do this. About 10 seconds later they had sailed to within 3 feet of our transom and shortly after they luffed and established a windward overlap. We luffed and about five seconds later with both boats now on a closehailed course our starboard stern quarter struck them about 3 feet aft of their bow. The position of contact clearly shows that they did not have mast abeam and at no time did they make a hail to that effect. We immediately hailed protest and raised code flag "B". #7 acknowledged this hail. We returned to our proper course. We protest under rule 37.1.



# Don't Be A Hero – Just Qualify

by Ken Read



Photo by Linda Tilmann

At the 1991 Midwinter Championship awards presentation, Ken Read gives credit to his Maxx crew (from left), Chuck Brown, Nick Judson, Moose McClintock and Karl Anderson, for their runner-up position by only four points and three first place finishes.

**M**y first J/24 North American Championship was in Rochester, New York, in 1981. I was sailing a boat called *Obstreperous*, the name written in three-foot block letters down both sides of the hull. Moose McClintock, Geoff Moore and Dave Price sailed with me in the illustrious days of four crew. Dave, Geoff and I were hotshot college jockeys, set on jumping into this new class to dominate. Moose had been out of school for a few years, breaking in as the sail design and construction guru for Shore Sails. Together we were to go to Rochester and win.

Harsh reality set in! During the qualifying series we weren't lightning fast, but were learning how to sail these boats in very light air. We finished the day with a 22-14-2. Not bad, and at least we were

getting better. We went to the leader board for score comparisons, only to find a big asterisk next to our second place finish. We were involved in a protest? When? Where? Who? How? It was later learned that while bobbing and weaving on port tack (we started on port, halfway down the line, due to the extreme light air and leeward end favor), we must have really ticked someone off. The start worked great – too well; we got chucked.

**Lesson #1** – It was only the qualifying round and we didn't need to take this chance, as we were sailing far better as the day went on.

**Lesson #2** – In the qualifying series, don't ever push the line or a protest if it's close. If you can afford to, take the points and get into the top fleet.

**Lesson #3** – Prioritize your strategy before the day even starts, then adjust the game plan as you begin racking up the points.

**Lesson #4** – Don't ever sail a boat with a name like *Obstreperous* written in three-foot block letters down both sides... that's how he picked us out!

Sailing in a large one-design championship with a qualifying series, such as the J/24 Midwinters or North Americans, requires a game plan. For the qualifying series, the fleet will be split into four groups, giving you a lot more to think about than just what's happening in your group. You can't try to keep track of all flights, so you must formulate your game plan and stick with the law of averages to ensure your spot in the championship fleet.

Having a game plan is helpful because it keeps you focused. Good tactical sailors take a look at the wind, the current, and the position of the marks, and decide on a plan of attack for each race. But keep in mind that there is also an overall game plan. Following are some general guidelines we follow which have proven helpful in keeping the boat and crew organized, focused, and in the championship fleet.

## Don't Blow the Bubble.

In the first two races of the qualifying series, get a good, *conservative* start. Shoot for a top ten position at windward marks and continue to sail a conservative race. This plan surely sounds simplistic, but these are the facts. The competition is nervous and may do dumb things. Stick to the basics and think smart.

After the first two races, take a look at your scores and see where you are in terms of the "bubble". The bubble includes all the people who are just on the cut off point for qualifying for the championship fleet. Where you are in the bubble will dictate how you set up for the last race of the qualifying series.

In the J/24 Midwinters and North





Ken Read and crew sail Maxx over the finish line in first place in Race 1 of the 1991 Midwinter Championship.

Americans, the four group system is fairly predictable in terms of a cut off point. The qualifying series is a three race, one throw out event which usually cuts off between 35 and 40 boats in a 75 boat fleet. Knowing this, you can shoot for a specific score which will put you above the cut off or "bubble".

For example, our two first races have been 15 and 18, for a total of 33. We know that at this year's Midwinters with a 76 boat fleet, the cut off number was 32. To get to this number we can divide the fleet in half, then subtract 15% ( $38 - 6 = 32$ ). This is a fairly safe estimate to assume approximate cut off, although not a guarantee! This formula should help in your race strategy. The conservative approach may be correct for the beginning of the race to sort out how things look, but if need be, you should be ready and willing to pull out a couple of tricks to crack the top 16 or 17 places. Worst case, you fail to reach this goal and you count on the gods to cut off at 33. Best case, that postrace beer goes down a little smoother. Don't foul out! Don't be over. In fact, the person with three bullets at the end of the qualifying series wasn't as smart as he seemed. This is a really bad day, taking too many chances and tempting fate.

Every year, someone who was expected to be a player in the final results doesn't qualify. Qualifying day isn't for heroes. Swallow your pride, don't be greedy, and get the job done. The overall game plan and predetermined fleet cut off number will help you prepare for those split second decisions on the race course.

Ken Read is the co-owner of Shore Sails in Newport, RI. A two-time J/24 World and North American Champion, Ken has been involved in the class since 1979. He received the 1985 Rolex Yachtsman of the Year Award and was named Collegiate Sailor of the Year in 1982.



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# Tune Up To Win

by Chris Larson

**D**o you ever have trouble getting the best performance from your rig? Well, tuning is a technique that even some of the best sailors don't understand. To sail fast, you need what often seems like a magical combination of shroud tension, backstay length, spreader angle and mast butt placement. To get the most out of your J/24, all four of these components have to be tweaked into a formula that gives you the most performance for the given conditions.

## Shroud Tension

Shroud tension is one of the most important ingredients in tuning a rig. The effect of tightening or loosening the buckles can be the difference between night and day. If the tension is very tight and the air is light, the boat probably will point poorly and not have power to get through the chop. On the other hand, if the tension is loose and the air is heavy, the boat will be hard to hold down and will slide sideways reducing its forward momentum.

The following shroud and headstay tensions are a general guide to what I feel are optimum settings for the J/24 and which have been used to win world championships.

### WIND RANGE

	0-4 Knots	4-8 Knots	9-12 Knots
Uppers	350 lbs.	450 lbs.	550 lbs.
Lowers	200 lbs.	300 lbs.	500 lbs.
	12-16 Knots	17-21 Knots	22+ Knots
Uppers	650 lbs.	800 lbs.	900 lbs.
Lowers	650 lbs.	950 lbs.	1000 lbs.

If you don't want to fool around with shroud tension too much, 27 on the uppers and 27 on the lowers is a good all-around setting. These tensions are taken from a Loos Tension Gauge, Model B. Note that the accuracy of the tension gauge lessens as it ages. So if you have any question about your gauge, check it against a new one.

Another way to check for proper rig tension is to sheet in the main and genoa and sail hard on the wind. While doing

this, it's important to have the crew on the rail. Then look at the leeward shrouds. If they are flopping around the rig, tension is probably too loose. If the leeward shrouds are still very tight, the tension is too tight. I try to set the tension so that the leeward shrouds are just starting to go slack when you trim in tight for the given conditions. I feel this is a good check and will let you make sure you are in the ball park. I generally do this with about seven minutes to go before the start. Class rules allow the shrouds to be adjusted until the preparatory signal (five minute gun). It's very important to have the proper shroud tension right at the start, because races are often won or lost in the first half of the first windward leg. Because of this, you want to wait as long as possible to finalize your shroud tension.

## Backstay Bridle

The backstay is another very important adjustment. In light air it is critical to have

the backstay totally eased. The bridle blocks should come to a rest six inches below the connector plate when the backstay line is released. This allows the mast to straighten, making the main more powerful and increasing the headstay sag. In light to medium winds headstay sag helps the genoa become more powerful.

As the wind increases, tighten the bridle turnbuckles so that the bridle blocks rest next to the connector plate. This takes extra sag out of the headstay and gives you more purchase when the blocks are pulled down the bridle. Under current class rules, adjustment of the backstay turnbuckles is not allowed during a race. If conditions change, it's easy to adjust the backstay turnbuckles between races.

## Spreader Angle

The fore and aft angle of your spreader is another component that has a large effect

*Chris Larson leads a pack to the downwind mark in a 1991 Midwinter Championship race on Biscayne Bay.*

*Photo by Hale Walcott*





on the tuning of the boat. The more the spreaders are angled aft the more prebend you will have. In light air, prebend helps flatten out the mainsail and reduces backwind. Every sailmaker has his own recommendation as to the best spreader angle for his sails. For instance we feel that a 170mm spreader angle best suits the North mainsail. I suggest using adjustable spreader brackets. These brackets allow adjustment of the spreader angle to the desired setting and secures them in place. However, once set at the beginning of the regatta, they must remain at that setting for the entire regatta, per class rules. Without brackets, loose spreaders allow the mast to pump forward and aft.

#### Mast Butt Placement

Mast butt placement has a great deal to do with prebend. Moving the mast butt forward straightens the mast and increases the headstay tension. Moving the mast butt aft increases prebend and decreases headstay tension. One thing that I've found in the J/24 is that the bulkheads are not in the same position from boat to boat. Therefore it's hard to set up your mast butt placement relative to the bulkhead.

I suggest positioning the mast butt in relation to the way the mast sits in the boat. This can be done by loosening the uppers and lowers so they are just slack and having just enough tension on the backstay to remove the slack from the forestay. With only the rear partner block in place, slide the mast step aft so the mast just touches the rear block. Then sight up the aft face of the mast making sure the mast is straight fore and aft. Mark the "I" beam at this point. This is called the neutral position. Now, by moving the mast aft, you can set proper prebend. Again, consult with your sailmaker about his recommended "magical" setting. Note that class rules do not permit changing the mast butt position while racing.

Mastering these techniques will enable you to get the most out of your J/24. It's important to mark these controls. Keep records of your tuning set ups, the conditions you sail in, and how your speed is. It's essential to be able to duplicate settings from race to race, and know how the boat was set up when you were going fast. Take time to experiment in practice and clinics.

Good Luck!



Chris Larson is manager of North Sails One Design South and lives in Clearwater, Florida. Chris is a three-time Collegiate All-American, College Sailor of the Year and Gold Medalist in the 1987 Pan American Games. He has been sailing J/24s for nine years and most recently was second in the 1990 North Americans and third at the 1991 Midwinters.



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# 77 at Midwinters XIV

by Moose McClintock



Photos by JH Peterson

Above: Eugene Wood (640) closes on the reach in Designer Fleet race on Biscayne Bay.  
Below: Jay Lutz (47) rounds the weather mark just ahead of Argentinian Alejandro Irigoyen, as Treat (US129) and others pinch up to make the turn.

The sun was hot, the skies bright, and the wind blew. Why would we have ever considered leaving Miami as our midwinter rendezvous? I'm sure no one would consider it after the fantastic conditions brought out 77 sailors, from 11 countries, for the 14th annual Midwinter Championship, again gracefully hosted by the Coral Reef Yacht Club on Biscayne Bay, January 7-13. The experience of Mario Bustamante and his gang of volunteers in setting lines and laying out courses saw clean starts and a conspicuous lack of administrative protests for the first time in memory (mine, anyhow).

When the dust had cleared, the winner of the championship fleet was reigning World Champion Jim Brady, who sailed an incredible series with only one first, but no finish worse than fifth. This gave him the edge over former world champ Ken Read, who won three races but wasn't as consistent getting off the line, forcing him to settle for second ahead of the team of Chris Larson and Vince Brun. In the designer fleet, sailmaker Max Skelley of Havre de Grace, Maryland, who appeared to be on the verge of a sweep halfway





through the series, won comfortably over Ward Woods of Ireland.

The elimination series was a glimpse into the future, as Brady scored a 1, 1, 2 to lead all qualifiers. Other leaders were Larson, J-World instructor Tim Duffy and Alejandra Irigoyen, of Argentina, who kept banging the left corner to gain big leads in the shifty southeasterly. Skelley, usually a top placer in regional events, was one of the few major names not to make the top flight, while the list of qualifiers included defending champion Paul Foerster, former champion Morgan Reeser, N.A. champ Geoff Moore, College Sailor of the Year Terry Hutchinson, and Read.

The first race of the championship got underway on Wednesday in a moderate easterly, with the fleet immediately splitting for either side of the course. Chris Larson played the beat perfectly, getting back across the fleet from the leeward end and playing the right middle, along with Brady, to take a small lead at

*Right: Foerster (3764) looks for an opening in the logjam to round the leeward mark.*

*Below: Read's crew hikes hard on the weather mark approach as Brady crosses close astern.*

Photo by JH Peterson



Photo by Bill Wilson







Photo by Bill Wilson

The Championship Fleet bears down on the leeward mark.

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the weather mark. Read, who was pinned near the leeward end, hit the left layline with Reeser to round eighth. Positions stayed the same through the reaches, but the next beat saw the wind begin to oscillate, and as the leaders began to deal with one another, Read was able to hit shifts and pick his way back to second at the weather mark, just behind Larson. Aggressively playing the shifts downwind, Read managed to get by Larson right at the leeward mark and lead to the finish. Larson held his second to edge out Jim Kinsey, while Brady got by Mark Hallman to nail a fourth.

The second race immediately followed in the same conditions, with the wind backing slightly on the first beat. Benz Faget and Steve Bourdow (second in the Laser Worlds) played the back perfectly, coming out of the left corner for a big lead at the first mark and holding off Geoff Moore for a semi-horizon job. Hallman was third for most of the race, but his preoccupation with holding back Brady cost him both Brady and Dave Starck. Read, who bailed out of a bad start near the weather end and was hard right in the back, rounded the weather mark in the twenties, but managed to boatspeed his way back to a seventh.

The next day was nearly a carbon copy of the first, but with enough wind to go to the little jibs. Larson played the left side perfectly, and seemed to be coming out with a big lead over Read and Brady. However, one of the many squall lines of the day created clouds that dragged the wind back right near the mark, and Bill Draheim rounded just ahead. Unfortunately,

a bad set got him low and he was rolled by both Larson and Read. Read was then able to get inside Larson at the gybe, and extended down the next reach. On the ensuing beat, Brady edged by Larson, and by the last leeward mark, the race seemed to be between Read and Brady. However, as the leaders played the left side up the final beat, Morgan Reeser spotted another storm cell to the south. Setting himself up perfectly for the veer, he rode a 15 degree lift into first at the line. Read held on for second, but Brady lost both Hallman and Moore right at the line. This bit of adversity put Read into the series lead, just ahead of Brady.

Although the wind had dropped a little, small jibs were still the call for the next race. Draheim again banged hard right and rounded first ahead of Read and Brady. Things stayed the same on the reaches, but Read gambled and went for his big jib on the next beat. This proved to be the right tactic as the wind moderated over the bottom part of the course, letting Read pull even with Draheim and get some breathing room on Brady. As they neared the weather mark, the breeze came back on, but Read was able to hang on to his big headsail to round first ahead of Brady and then Draheim. With a switch back to his little jib for the final beat, Read held off Brady for the win, while the omnipresent Larson nipped Draheim for third. At the end of the second day, Read had a small lead over Brady, with Larson, Faget and Hallman close behind.

Not surprisingly, it was another beautiful day of little jib weather for the third day of the Championship. It didn't





Clockwise from above right: At Saturday night Awards Buffet, Pete Milnes shows his jubilation over winning final race; RC Chairman Mario Bustamante and Commodore Jim Kolisch present George Andreadis of Greece, a Vice President of IYRU and one of 13 foreign entries, with the trophy for seventh place in the Designer Fleet; official measurers pause for photo at Crandon Marina; Peter Ross enjoys some keel fairing; Argentinian helmsman Alejandro Irigoyen (second from left) and crew; hungry sailors dig in at the Pasta Night at CRYC; IJCA Chairman Hank Killian and Bill Wiggins man the weather mark boat; a picture perfect start of the final race.

Tillman Photos

take long for Brady and Read to move to the top of the fleet in this condition, and after several covering tacks near the weather mark, Brady emerged with an eight boatlength lead over Read. Showing a little better speed on the reaches, Read took three lengths out of Brady on the first reach, then surged up and over him on the second to grab a lead he wouldn't relinquish. The excitement of the race came when Read's spinnaker shackle opened at the second weather mark while nursing a slim lead over Brady. After hoisting the spinnaker on the jib halyard, it took two quick trips up the mast for bowman Chuck Brown to get the right halyard on the right sail, and a mini tacking duel left the positions unchanged at the finish. Reeser held off Larson for third.

With the wind slowly dying, big jibs made their appearance on all boats. Expecting the wind to clock to its predicted direction, Read got hung out on the right side as the wind backed again. Jumping on the chance, Brady hit the left hard and rounded first with a big lead over Larson, which the two held to the finish. The next five boats leapfrogged back and forth throughout the race, and when the dust had cleared, Reeser edged out Hallman for another third, followed by Hutchinson, Annapolitan Doug Clark and Faget. Read never fully recovered, getting back to eighth but relinquishing the regatta lead to Brady by three points, with Larson another three behind him.

The final race showdown on Saturday would be in a moderate southwesterly, a direction not yet seen. Most of the fleet expected the breeze to go right, and as the first beat unfolded, Read stayed just to Brady's right with that in mind. However, as most of the fleet went right and the two leaders followed slightly left of center, the breeze did its invariable back with a slight increase in velocity. This gave Brady a small edge, allowing him to tightly cover Read and send him into the fleet on the right. Local Magnus Liljedahl rounded first ahead of sexagenarian Pete Milnes and Brady. Read, realizing his plight, found Larson in the rubble of the right and pushed him back before rounding about tenth. The reaches became colorful, with much good cheer being bandied about as the fleet ran dead downwind into the leeward mark about ten abreast. Read bailed out left around the leeward mark, with Brady covering from about ten lengths ahead. When Read came back he had climbed to third, while Brady's covering tack had put him into first ahead of Milnes. Rounding the weather mark in this order, Read tried gybing out of phase to get Brady to come with him, but succeeded only in losing distance to Milnes. Up the last beat, Read led Brady back under the spinnakers of both the championship and designer fleets, in a tacking duel to try to get back. Brady was up to the challenge, and although Read closed slightly and two







Photo by Chris Witzgall

1991 Midwinter Champions (back row, from left) Steve Ullian, John Alofsin, Race Committee Chairman Mario Bustamante, Jim Brady, CRYC Commodore Jim Kolisch, (in front) Andy Hemmings, and Steve Inman.

boats got by, with Milnes winning, Brady's third to Read's fourth was more than enough to nail his second Midwinter Championship in three years.

Brady's win was the result of a talented crew that kept the boat going the right way all the time. His starts, which always had him in the front row and capable of hitting the first shift, were definitely the key, and his boatspeed, which along with Read's was a notch better than most of the fleet, allowed him the comfort to sail conservatively when ahead. If this sounds like a winning combination, well, it was. The consistency of both Brady and Read over the past year shows why these two are the elite of the class, and it was truly a pleasure to watch them duel from a

### 1991 J/24 Midwinter Championship XIV Championship Fleet

POS	BOW	SAIL	HELMSMAN	1	2	3	4	5	6	7	TOT
1	61	3379	Jim Brady	4	3	5	2	2	1	3	20
2	15	4600	Ken Read	1	7	2	1	1	8	4	24
3	51	4467	Chris Larson	2	6	6	3	4	2	11	34
4	04	2537	Faget/Burdow	6	1	7	6	13	7	5	45
5	79	3456	VanCleeft/Reeser	8	16	1	13	3	3	19	63
6	02	4029	Halliman/Peck/Pitcairn	5	5	3	12	5	4	29	63
7	60	13420	Doug Clark	15	21	9	8	11	6	16	86
8	76	456	Geoff Moore	26	2	4	11	8	12	33	96
9	22	3496	Bill Draheim	31	8	13	4	6	22	13	97
10	38	3764	Paul Foerster	10	12	17	30	14	14	10	107
11	31	632	Terry Hutchinson	22	11	10	9	41	5	21	119
12	35	4109	David Starck	17	12	20	20	16	9	25	119
13	08	129	Tom Treat	14	18	26	10	12	32	8	120
14	72	4357	Tim Duffy	9	15	24	26	31	10	6	121
15	71	A4675	Alejandro Irigoyen	7	17	8	18	17	20	41	128
16	47	3787	Jay Lutz	13	24	12	41	10	23	9	132
17	23	4461	Tim McKegnie	12	22	28	16	9	41	12	140
18	64	3276	John Gluck	33	14	21	7	15	28	24	142
19	70	4592	Magnus Liljedahl	37	30	15	5	41	11	10	149
20	39	4396	Jody Swanson	19	13	29	19	21	32	18	151
21	42	4596	Bob Richards	34	27	19	15	18	25	17	155
22	12	A2753	Guillermo Baquerizas	11	9	23	38	30	36	15	162
23	11	2557	Peter Milnes	39	10	25	33	28	31	1	167
24	09	4041	Berkus/Wilks	20	36	16	30	34	24	7	167
25	27	4154	Jim Kinsey	3	20	35	29	27	41	14	169
26	55	1983	Kevin Doyle	25	23	14	31	23	22	35	173
27	44	3969	Wood/Phillips	30	32	31	17	26	18	23	177
28	48	K4	Simon Slater	28	26	30	21	19	29	26	179
29	37	4262	Henry Amthor	35	29	37	27	20	15	20	183
30	25	IS1	Roger Tordjman	16	41	18	32	7	41	34	189
31	33	3464	Gary Sprague	27	35	27	22	33	26	28	198
32	74	4457	Peter Allen	24	28	38	28	32	19	31	200
33	19	S1	Tommy Sandberg	40	34	39	14	25	16	38	206
34	40	K4213	Colin Simonds	36	25	34	25	24	34	32	210
35	57	1333	Recchi/Arndt	32	41	11	23	22	41	41	211
36	17	4733	Ralph G. Fisher	29	41	22	36	37	17	37	219
37	75	82	Mike Alexander	21	19	32	41	38	35	36	222
38	45	3773	Adam Zangerle	18	31	40	37	35	33	30	224
39	14	PZ1	Waldemar Zaleski	41	33	33	34	29	27	27	224
40	21	3223	Marshall Lytle	23	37	36	35	36	30	39	236



firsthand position, again. As for the rest of the class, everyone is catching up to these two as the class strives for equality between boats, and the level of competition has reached a new high. The new Brady's and Read's were at this regatta, and in the near future we will see them raise the entire class to a higher one-design level than the Johnstones every expected fourteen years ago.

Moose McClintock has been sailing J/24s since the class began, and was a member of Ken Read's crew at the 1990 World Championship and 1991 Midwinters. He is a past Shields and Ensign National Champion, and was crew on the second place finisher in the 1990 J/22 Worlds. He works for Shore Cloth Company, a division of Shore Sails International.

Tom McDermott 1-800 BOATPIX



Helicopter provides bird's-eye view of Designer Fleet Champion Max Skelley, in Friday morning's race.

### 1991 J/24 Midwinter Championship XIV Designer Fleet

POS	BOW	SAIL	HELMSMAN	1	2	3	4	5	6	7	TOT
1	16	4540	Max Skelley	1	1	1	1	2	1	3	10
2	77	4628	Ward Woods	2	5	4	2	1	2	4	20
3	65	S16	Patrik Erlandson	8	3	5	3	6	3	1	29
4	54	2843	Clarke McKinney	13	10	2	6	11	4	2	48
5	28	829	Jeff Dinse	11	4	9	9	5	6	6	50
6	24	4046	Jim Pearson	15	6	6	7	4	5	13	56
7	53	GR4538	George Andreadis	9	7	10	4	15	8	10	63
8	18	3843	Keith Whittemore	3	2	3	18	3	38	7	74
9	20	S100	Johan Setterberg	5	18	12	21	9	10	17	92
10	07	4301	Peter Whitney	17	20	14	5	14	9	14	93
11	59	4730	Grant Rawding	14	8	18	20	8	7	20	95
12	52	KC2130	Graham Moss	6	11	11	28	21	18	5	100
13	05	K4161	Joey Kelly	16	15	17	8	20	14	27	117
14	66	4117	Greg Hull-Allen	27	13	13	12	16	20	24	125
15	63	4297	Glenn/Elsa Gustafson	19	14	28	17	13	15	19	125
16	32	1225	Geoffrey Pierini	7	19	16	18	38	13	23	134
17	50	3471	Peter R. Davis	24	24	22	14	7	19	29	139
18	13	624	Lee Corbin	10	21	25	13	38	22	16	145
19	41	63216	David Raley	18	12	7	15	22	38	38	150
20	49	3290	Steven Lopez	23	38	38	10	10	11	25	155
21	06	2277	Richard E. Baker	4	30	31	26	38	25	8	162
22	34	4279	Harvey J. Davis	22	23	19	24	18	27	30	163
23	10	4595	Josh Kerst	31	25	8	38	38	12	12	164
24	03	792	James Murphy	33	38	21	22	17	16	18	165
25	58	4463	Carl Hellerqvist	20	34	24	27	25	29	15	174
26	67	MX4527	Alex Echeverria	30	16	27	25	23	26	38	185
27	01	3227	Art Ahrens	28	28	33	38	26	24	11	188
28	78	K1169	Bill McKenzie	38	38	15	19	38	21	28	197
29	46	3262	Louis Piana	38	17	38	16	38	28	22	197
30	26	2128	Kimberly Smith-Oricchio	26	29	36	31	19	30	28	199
31	36	33144	Albert Johnson	31	26	27	38	38	17	26	203
32	69	640	O. Eugene Wood	25	35	30	38	24	32	21	205
33	73	4185	Joseph Downs	21	9	32	38	38	38	38	214
34	62	2923	Babcock/Pincus	29	27	35	30	28	33	32	214
35	29	2915	George Koch	38	31	38	23	38	23	31	222
36	68	31920	Cutter Smith	32	33	34	29	30	31	33	222
37	43	3724	M. Dekok	34	36	37	38	29	34	34	242



# Fleet 128's IPSS — Improved Performance Scoring System

by Arthur Topilow and John Quinn



The crew of *Tops'l*, from left, Justin Topilow, John Quinn, Roy Carley, Pat Sale'n, and Art Topilow, gather for a Fleet 128 race.

A new trophy given out this year in Fleet 128 was The Most Improved Award. The idea for this award comes from an old idea of Bob Johnstone's called MVP or Monthly Variable Per-

formance Award. It had appeared in a J Boat advertisement in *Yacht Racing & Cruising* and in an article in *J/24 Magazine*, in April, 1984. We have taken this concept, modified it for our fleet, and

renamed it the Improved Performance Scoring System, or IPSS.

IPSS is a supplementary scoring system used in our 1990 season. It was not a substitute for the fleet championship award which was based on a boat's actual finishing position. IPSS rewarded *improvement*. With IPSS we recognized the sailors who had shown the biggest improvement in performance. Trophies were given for both actual finishing position winners and the most improved or IPSS winner.

In Fleet 128's 1990 season, the finishes of each J/24 in the second half of the season were compared to the finishes during the first half. This was done in a retrospective fashion after the season was over. July 30th was selected as the mid-season point. Boats were not penalized for not starting. The finishing position of a boat in a race was its score for that race. The first half of the season had 23 races; the second half had 28. The average finishing place for a boat was calculated for the first half of the season, and again for the second half. We excluded any boat sailing fewer than five races in either half. Most improved was Dave Tschaen, in *Jitterbug*. Dave and his crew completed twenty races in the first half, with an average finish of 5.6. Dave sailed twenty-three races in the second half, with an average finish of 2.1.

## Example

### How IPSS Factors are Calculated:

Boat	Fleet Race Results								Last Five Race Totals	Average Finish Positions	Diff	IPSS Factor
A	1	2	dq	1	2	3	1	4	11	2.2	----	0
B	4	1	1	2	3	2	2	3	12	2.4	.2	0
C	3	3	3	3	1	4	3	2	13	2.6	.4	0
D	6	5	8	4	7	1	5	1	18	3.6	1.4	1
E	df	4	7	5	4	7	7	8	31	6.2	4.0	4
F	-	6	6	-	8	-	4	7	31	6.2	4.0	4
G	7	-	5	-	5	6	6	-	29	5.8	3.6	4
H	8	8	-	8	6	-	-	6	36	7.2	5.0	5
I	dq	9	4	7	9	9	-	-	38	7.6	5.4	5
J	-	10	11	-	-	10	12	10	53	10.6	8.4	(8)5

### How next race is scored:

Boat	Finish Place	Less IPSS Factor	Net IPSS Score	IPSS Place
A	1	0	1	4
B	2	0	2	6
C	5	0	5	8
D	-	-	-	-
E	-	-	-	-
F	3	4	-1	1
G	4	4	0	2
H	6	5(+1)	0	3
I	7	5(+1)	1	5
J	8	5(+1)	2	7



### The "new improved" IPSS scoring for 1991

For the 1991 season, we have recommended a "new improved" IPSS scoring which will be calculated for each race, and IPSS results will be available to the fleet on a weekly basis. Each race will have a first, second, and third place IPSS finisher. The system for the 1991 season will be as follows. The results of each boat's last five races sailed in a Fleet 128 race will be averaged, not counting DNS's, DSQ, PMS, and DNF will be scored as last place plus one. The top boat with the lowest five-race average will be assigned an IPSS factor of "0". A boat must sail five races to receive an IPSS rating. The difference between the average finish position of the most recent five races for the top boat, and that of every other J/24 in the fleet, will be computed to the nearest whole number. This will be a boat's IPSS factor. The maximum IPSS factor any boat can have is one-half the number of registered fleet members. For every two boats in excess of the maximum IPSS number that start any given race, however, a maximum IPSS rated boat shall pick up a bonus point. If the top boat's average finish over its last five races was 2.2 and the seventh ranked boat's average was 5.8, the difference would be 3.6, giving the seventh ranked boat an IPSS factor of 4. To get a boat's finish under IPSS, we will subtract its current IPSS factor from its actual finish position.

IPSS scoring rewards improved performance. Each J/24's IPSS factor is recalculated for each race based on the results of its last five races sailed. However, the better a boat does, the lower its IPSS factor for the next race. This lets the slower boats have an opportunity to be IPSS winners. With the use of this system we hope to get J/24 sailors more involved with racing, by encouraging and rewarding those people in the back of the pack. We believe this can lead to better racing for the whole fleet. We look forward to using this system for the upcoming season and will report our results in the fall magazine.

*Art Topilow has been an active J/24 Class member since 1978, when he bought his first J/24, Tops'I, hull number 77. He sails his present boat, hull number 3146, also named Tops'I, as a member of Fleet 128, while also serving as fleet captain of Fleet 79! Professionally, he is a Medical Doctor in the field of Hematology/Medical Oncology, and is the Director of Hematology at Jersey Shore Medical Center*

*in Neptune, NJ. Art is also a professional jazz and classical pianist, having performed regularly for over 30 years.*

*John Quinn has been a regular crew member on Tops'I for eight years. An electrical*

*engineer, he is a project manager at Fort Monmouth and lives in Ocean Township, NJ.*



### ANSWERS (from page 31)

- 1) Although requested in the directions (#vi), the boats are not sailing from bottom to top.
- 2) Description says boats are running while diagram shows them broad reaching.
- 3) Description says #7 was sailing 5° higher than #2. Diagram does not show this.
- 4) Description says hail occurred when one boat length apart. Diagram shows a much greater distance.
- 5) Description says boats closed from one boat length apart to three feet apart in a period of ten seconds. Given a wind strength of 5-7 knots, this is not likely in a J/24.
- 6) Description says boats were on a closehailed course when contact occurred. Diagram shows them on a beam reach.
- 7) Point of contact does not agree between description and diagram.
- 8) One square does not equal one boat length as directions indicate. The boats should be smaller.

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# The Meaning of Sailing

by Eric Stelter

Mitch was our new middle man. As skipper, I felt it was my job to indoctrinate him. On a J/24, two hundred and twenty-four pounds had better be in harmony with the rest of us.

"Sailing is a very philosophical sport," I started.

"Oh no, not this again," groaned Bugsy. "Chips, here he goes. You stop him this time."

But Chips was walking away to get the beers, and Marge was taking off her coat by the door, so I went on. "If you look at it right, life will teach you about sailing, and sailing will teach you about life."

Mitch's face was blank. He thought you hit the rail in the roll tacks, popped the twinger in the jibes, sat at the wide spot in the breeze, and got free beer afterwards. But I was going to set him straight. I knew that I had to get into it before the beer came, because waiting for it was probably the only thing keeping him listening to me.

"You see, in a lot of ways, a sailboat race is like life in miniature. We all start at roughly the same place, and we all

encounter different events along the way, and largely our attitudes about those events determine how we do. And in one-design racing, just like in life, we all have small advantages and shortcomings. You know, one boat has a better bottom, another has better sails. But over time, the folks who win don't have all the advantages. They just use what they have so effectively, it overcomes what they don't have. Are you with me?"

"I, uh, I think so," Mitch managed, as he fidgeted with his cap and looked around the bar. Bugsy was making faces at us, trying to lighten the mood. And here came Chips with an armload of Pacificos. My window of opportunity was slamming shut.

"Chips, he's starting on that 'zen and the art of yachting' again. Stop him. Put us out of his misery," Bugsy pleaded, as he passed the cold bottles.

"All right," said Chips. "I know how to shut him up." Chips turned to me and stared. I knew the look; he was cooking up something. Bugsy knew it too, and he was smiling. Poor Mitch was eagerly

gulping his beer. "It's a challenge, Doctor," Chips said. "I will make a statement, either philosophy or sailing, and you will have fifteen seconds to apply what I said to the other. Do you accept? The wager is one round of Mexico's finest, for myself and the judges here," (he waved his bottle at Bugsy and Marge) "against a boat cleaning for each question."

"How many questions?"

"Let's do five," answered the intent Mr. Chips.

My theme for the year, the 'big picture' angle was being challenged after the first spring weeknight of racing. Hanging in the balance was all of Mitch's future experience with sailing and the spiritual slant of our entire season on the water. Even with such high stakes, the only thing that made me accept was the desire to rescue all of them from the cesspool of blind hedonism. I was so worried about them that I failed to see that any contest where the judges have a stake is bound to be crooked. Were they already so base as to deny the *Meaning of Sailing* for a few drops of beer or to avoid a few runs of the scrub brush?

After I accepted the challenge, Chips began scribbling on his napkin. I looked at Mitch, but he was more interested in the two blondes at the next table. I began to sweat; this was not going as planned. Chips was laughing to himself as he finished the list.

"Okay, number 1," he said. He read from the napkin, "Keep the boat flat."

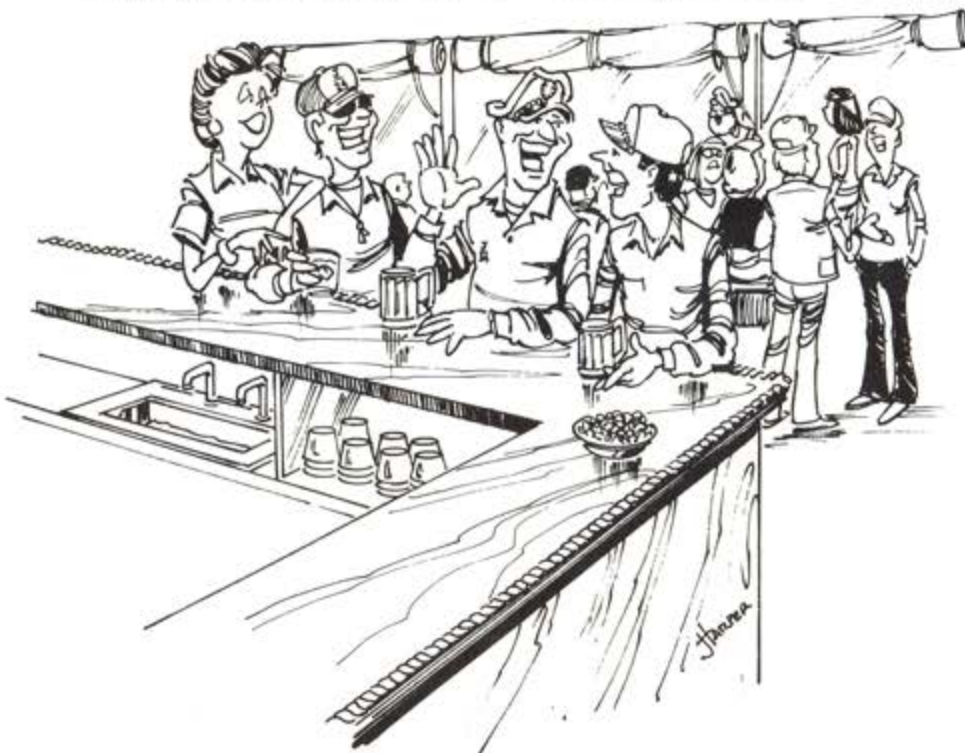
"Keep the boat flat?"

"Yep." Clock's ticking.

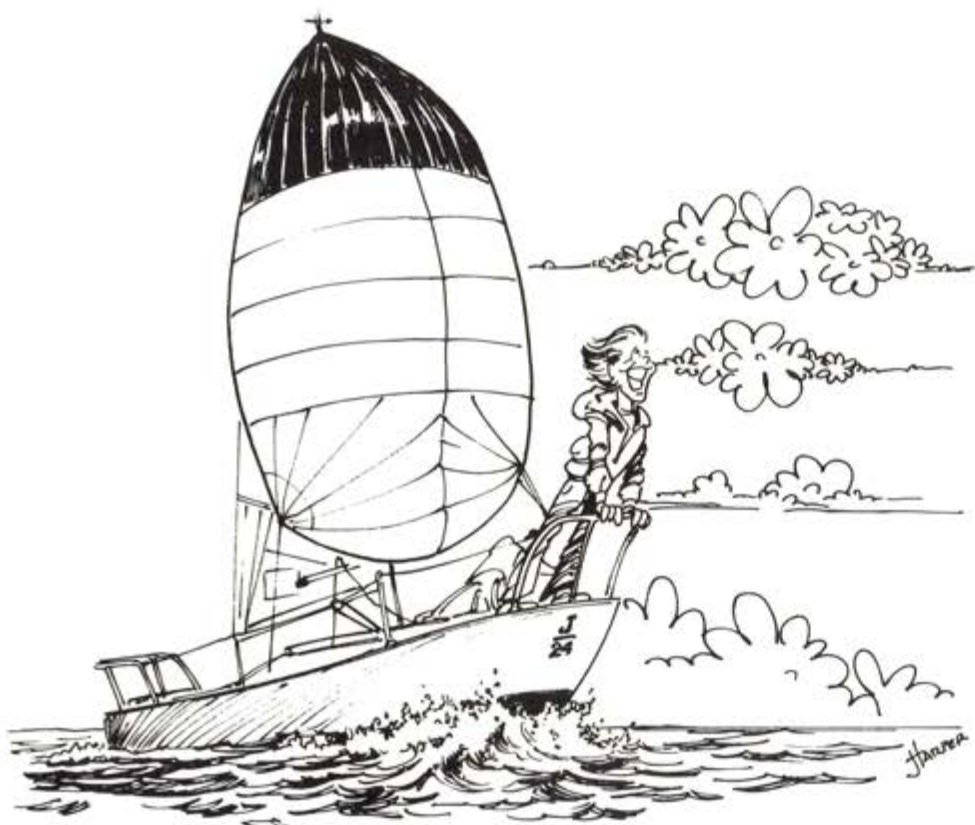
"Uh, that means whatever happens in life, you need to adjust to keep on an even keel. Stay flexible, go with the flow, anticipate. Always adjust to your surroundings. No, what I mean is, yes, your boat will heel when it's windy, but it's faster if you depower. So."

"Time," Bugsy yelled.

"In life you can let events control you, make you heel; or you can depower, and move forward..." Marge and Bugsy were making buzzer noises, just as I was







getting to my point.

"That's one for the good guys," chirped Chips.

"Hey, fifteen seconds isn't much time," I whined.

"You accepted the challenge," said the now officious Chips, "so no snivelling about the terms. Number 2: Ignorance of the excuse is no law."

"Hey, that doesn't count. You mean ignorance of the law is no . . ."

"Tick, tick," said Chips.

"You guys . . . oh, well. That's like, uh, if you are over early but didn't know it, you still get tossed?"

"Judges?" queried the moderator.

"What do you think, Marge?" She looked at her near-empty beer.

"Pretty weak," she said.

"Consensus," said Bugsy.

Mitch was smiling now. He'd done his part on the water, and the free beers looked to be piling up.

"Number 3: keep your head out of the boat."

My mind raced; this was what I was waiting for. "It is often easy in life to become concerned with your problems. But you need to look around at what is going on in the world. See what is happening around you. Like, if you work for a company, you can worry about company politics or you can try to respond to your customers. That's like at a mark, you can

worry about why the sails don't go up or you can watch the other boats and position yourself." I stopped to breathe.

"Time," yelled Bugsy.

"Draw?" he quizzed Marge.

"Not bad," she said, "but not convincing. Draw."

"What do you mean, draw?"

"The judges have ruled. Be thankful it didn't cost you another round," said Bugs. "I'm thirsty."

"Number 4: Sail your own race."

"Easy. That's like my dad. He has this plan for me, but it doesn't take into account one thing: me. If I tried to live his life for me, I'd be miserable. Or, like when you get back in a race, you know how everyone always tacks on you? And sometimes they'd be better off going straight? They are just reacting to you, and it's just like taking a job or buying a car because your friends will be impressed, not because it's what you want, see?"

"Time."

"But you can't, you've got to sail your own race, live your own life. Look at the course and react to what you see, forget the other boats, have the courage to do what you think is best, given what you see, not based on what someone else is doing." I was pounding the table.

"No, I think he babbled," laughed Marge.

"Definite violation," Bugsy agreed.

"Okay, that's three for the good guys, and one draw. Plato, here's number 5. This comes from the sampler in my granny's bathroom: Don't hurry, don't worry, and don't forget to smell the flowers."

Finally, an easy one. "Well, 'don't hurry': you have to slow it down, live in and enjoy each moment. 'Don't worry': you can't worry about the outcome, or what might or might not happen. You just give it your best. And 'don't forget to smell the flowers': when you are sailing, you have to remember that you are just happy to be out on the water, no matter how you are doing in the race."

I knew I'd won this round. But Bugsy didn't yell "Time"; he was with Mitch, shouting up the girls at the next table. Marge was slapping the table to the music, looking over the sailors straggling into the bar, and Mr. Chips just shrugged at me.

Sure, I bought a few beers that night. But I think the big picture angle caught on. Just last week Mitch was worrying about a slowdown at work, and Bugsy counseled, "Up in the light stuff, off in the puffs." And in the last beat of the race of a weekend regatta, we were debating tacking hard on the second place boat. "Life is uncertain, eat dessert first," said Chips. We tacked and won. So the next time the sailing isn't going so well, stop and smell the flowers. And if work is giving you ulcers, keep your head out of the boat. And always remember: ignorance of the excuse is no law.



Eric Stelter and his wife Kay live in Sun Valley, Idaho, while maintaining their J/24, Mama Julia, in Seattle. Eric has skippered and crewed in many national and international J/24 events, and recently won the 1990 All Japan Championship. His article on trailering a J/24, co-authored with Jim Keesling, appeared in Vol. 24.

Illustrations by J. Harper Graphics





# Thinking Your Way To Winning

by Andy Hemmings

*Cockpit crew for Jim Brady in his winning 1990 J/24 season, Andy Hemmings shares the well thought-out preparation that contributed to their successes.*

**B**eing involved in one of the largest sailmaking organizations worldwide, often leads me into conducting lectures and seminars for J/24 sailors, but most people are surprised at how much time is spent discussing aspects other than sail trim. Sure, one of the main ingredients for success is good boat-speed and correct sail trim, but this is only beneficial if you have down the other preparatory matters beforehand. The old saying, "Proper preparation prevents pathetically poor performance," applies no more so than to the J/24 Class.

## Hull, Rudder, Keel

Where to start? Well, attention has always been paid to the underwater surfaces and their finish. The keel has priority, due to its size or lack of it. We originally picked-up

our boat from the factory with a factory keel job. Although good, we felt that a higher finish was required and subsequently had the keel refaired by a professional. Although not cheap, the finish was outstanding, and he took the keel out to maximum size. The same was also done to the rudder, and the result gave the crew a lot of confidence in the underwater aspects of our ship! Thereafter, prior to any regatta, we paid special attention to degreasing and cleaning the hull and underwater surfaces.

It should be mentioned that we replaced our original motor bracket with a lightweight one and after consultation with a class measurer, substituted a replacement pintal pin.

## Layout

Our aim was to have a boat of minimum weight, simply and effectively layed out, with a high degree of emphasis being placed on attention to detail. To this aim we had Jeremy Rodgers fit the boat out to

a faxed-over deck plan, to the degree that Jim even specified what blocks and cleats he wanted used. The layout can be simply outlined as below:

- a) No coachroof (cabin top) halyard winches.
- b) All halyards cleated on the mast.
- c) Twin lines in middle and outside of lifeline.
- d) All helmsman controls further forward than normal.
- e) Everything led to avoid people coming inboard.

We felt it particularly important that everything could be adjusted as much as possible from the rail, to avoid heel in heavy airs. Jim, being one of the heavier people on the boat, had all of his controls led as far forward as practicable, which allowed him (with a long tiller extension) to concentrate his weight (a) almost on max beam, (b) bunched up to the crew; with the difference between where the helmsman normally sits and where Jim was able to sit being 8-10" further outboard, we felt this small point contributed to our heavy air speed. On another positive aspect, it also allowed him to hear our comments with greater clarity.

Moving forward from the helmsman, I had nothing out of the norm to help my job as a trimmer. Large Servo cleats sunk into the teak rail allowed the genoa sheet to be adjusted easily from the windward side, with Jim trimming in when everyone was fully hiked and myself easing whenever required. The tactician was in spot number three, with no real boat layout changes required.

The mast man, or twing man, occupied spot number four. As mentioned previously, we sailed with our twing lines and spinnaker sheets outside the lifelines. We felt that with spinnaker sheets inboard of, and often rubbing on, the lifelines, this was closing the slot between spinnaker and mainsail too much and slowing the boat down. This system also allowed changes to be made to pole position (fore and aft) without drastic adjust-

*Preparation leads to big gains on the race course, as evidenced by the success of the Brady crew at the 1991 Midwinters.*





ment to the uphaul/downhaul. With all the halyards cleating on the mast, Stephan's (Kessenich) job involved accurate repeat settings on tension, etc., but we felt that the system worked extremely well.

The bow man is an individual, specialized guy, and luckily our bow man, Steve Inman, had been involved long enough to know exactly what we wanted up at the front end. Steve brought along his own minimum weight pole (with bridles), but otherwise used standard gear.

In addition to the deck layout mentioned, we had our Sailcomp mounted on the top of the coach roof in specially made brackets. Although this distracted from the helmsman's ability to see it, it allowed the tactician and rest of the crew to easily view the screen.

### The Mast/Boom/Rigging

We used a Kenyon mast and boom throughout the season. The mast was left unpainted on purpose, to bring the weight down. We made sure the mast was minimum length (ask Dave Curtis for tips on how to cut a mast in situ!!) and made every effort to keep weight down to a minimum. The spare genoa halyard

sheave and pin was removed and a small dinghy Windex used in replacement for the one supplied.

To avoid sweepback on the spreaders, we used a pair of adjusters from Micky Caldwell at the inboard end. Although weighty, we felt it important that the spreaders be supported as far along the arm as possible. The spreaders were cut to minimum length, to allow the genoa to be trimmed in hard if needed.

The rigging was a combination of normal wire and Dyform. The Dyform we used on the lowers only, feeling that it was important that stretch be kept to an absolute minimum. The uppers were out of normal wire. Initially, we were unsure of this combination, and worried that the tip was falling away too early; but as time progressed, the combination proved a good move and also prevented the chaffing to the genoa stitching, which happens with Dyform outers.

All halyards were (a) Kevlar - where allowed, or Spectra, (b) minimum thickness, (c) minimum length. We felt we saved a great deal on weight aloft, and aided friction free handling.

The boom was minimum length and as light as we could make it. We had no

tack pin (there is a slug on the mainsail), and therefore cut away all excess lumps of stainless. As we do not reef, the reefing pennant was removed and replaced with a 2mm mouse.

### Sails

Obviously with myself and Jim working for North Sails, we were able to be self-analysing about the sails. We made no major changes to design from one regatta to the next, although small improvements were always ongoing. We always felt that we had an edge on boatspeed, and this gave the crew a boost of self-confidence.

Throughout our campaign, we always paid great attention to small points, such as, a yard gained early on will multiply dramatically by the end of the race and, after all, a race is still won whether it be by a mile or a meter.

*Andy Hemmings works for North Sails UK Ltd. He was cockpit crew for Jim Brady when they won the 1990 European Championship, 1990 Kiel Week, 1990 World Championship, 1990 East Coast Championship, and the 1991 U.S. Nationals & Midwinter Championship.*



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Waldek Zalewski's Heat Wave (4160) takes the outside in a close mark rounding at the 1990 Fall Regatta at Milford.

Photo by Vic Pishal

## Brad Read Wins Milford 1990 Fall Regatta

by George Wall, District 2 Governor and Fleet 4 Captain

Competitors got some "on the water experience" at the site of the 1991 District 2 Championship and 1992 Worlds Qualifier when J/24 Fleet 4 and Milford Yacht Club were the hosts for the Fall Regatta held September 29 and 30, and sailed off Milford, CT. Thirty-eight boats competed, some from as far away as Richmond, VA, and Auburn, ME. But, traveling the farthest, was Michael Emery and his crew of Art Dufresne, Doug Backhouse, John Musson, and Caleb Smilgen from Bermuda. They sailed a local boat appropriately renamed *Bermuda Triangle*.

The two day series got off to a good start with a 6-8 knot breeze out of the southwest Saturday morning. After a couple of general recalls, the fleet settled down and had a clean start. The right side quickly developed as the favored side. Local sailor Jack Rubino, in *Windsprint*, played it just right (on the right) and led the fleet at the windward mark. Following closely was Max Skelly in *JYD* and Brad Read in *Maxx*. This threesome battled it out down the reaching legs and back to the windward mark with Rubino still rounding ahead of Read and Skelly. The wind had now gone light, making the downwind leg a challenge requiring boatspeed and faultless tactics. By this time the three leaders had an insurmountable lead. Heading for the finish, Read and Skelly went left in the lighter air and finished in that order ahead of Rubino.

It took awhile to get all the boats finished in the lighter air. We all waited for the wind to settle down before the second race could get started. The wind filled in at 4-6 knots out of the southwest and the race committee got us off. Avoiding the pack and the middle was the key, as boats on either side did the best in the conditions. A slight veer as the leaders approached the first mark put the boats on the right ahead -- again! Rubino, Read, Skelly, and Ted Merritt (*Blew By U*) were around first with a pack consisting of *Couch Potato*, *Blitz*, and *Shogun* close on their sterns. The combination of light and oscillating southwesterly winds turned the lead over several times on the reaching and windward legs. Boatspeed and faultless tactics consistently applied gave the gun to Skelly, with Read, Hughes (*Shogun*), Weir (*Gang of Four*), and Treat/Desrosiers (*Thriller*) finishing in that order. After a good first couple of legs, Rubino finished in the middle of the fleet (going right doesn't always pay off, Jack). Although there had been enough wind to make for competitive sailing, it was now too late for another start, so the race was on for the Club.

Sunday was a beautiful, sunny, fall day with blue sky and 10 knots from the south/southwest. The race committee wasted no time getting Race 3 started. However, today the wind wasn't going to cooperate. The reaching leg turned into a very tight reach when the wind backed (persistent shift) by 20 degrees and held there, turning leg 3 into more of a run. Recognizing the need for a course change, the race committee repositioned the windward mark more to the south to have a windward leg. All went well until the still tightly packed fleet got half way up the leg



when BAMB -- instantaneous 35 degree veer and a one leg beat for all the boats just to the right of the middle. The leaders were still in good shape because of their separation, but the second group of boats had gone to the right (remember the first two races) and found themselves reaching down to the mark and now back in the middle of the pack. On the ball again, the race committee reset the finish line to windward of the leeward mark. In the now dying breeze, Read finished first, Skelly second (before penalty points), Weir third (before penalty points), and Treat/Desrosiers, fourth. The race committee made a good decision when, after only a short delay, it was apparent that there was little prospect for a breeze, and called it a day.

Brad Read won the regatta with four points. The next four places were separated by only one point -- requiring tie breakers for second/third and fourth/fifth places! Skelly finished second, Treat/Desrosiers third, Hughes fourth, Moffet fifth and Rubino sixth.

Of special note is the support received from sponsors, whom we would like to thank: Karl's Boat Shop (we missed you this year, Karl), West Marine, North Sails, and Layline. Having a crew from Bermuda added an international flair that everyone enjoyed -- hope you can come back, mates.

1991 will be an unusual fall on the Connecticut shore. Within two weeks and separated by only 25 miles, there will be two District Championships and 1992 World Qualifiers! Milford Yacht Club and Fleet 4 will host the District 2 Championship on September 28-29 and Noroton Yacht Club and Fleet 99 will host the District 3 Championship on October 12-13 (as mentioned, both are qualifiers for the 1992 Worlds at Annapolis). The timing and location of the two events will definitely draw a world class fleet to both. Although there are Class restrictions on which events you can use for qualifying purposes, here's the best opportunity on the East Coast next fall to test your boatspeed and tactics against world class competition. Plan to join us.

### Milford Fall Regatta September 29-30, 1990

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	4600	Maxx	Brad Read	1	2	1	4
2	4540	JYD	Max Skelly	2	1	14	17
3	129	Thriller	Treat/Desrosiers	8	5	4	17
4	556	Shogun	Britt Hughes	7	3	8	18
5	4191	Andiamo	Dodi Moffet	4	7	7	18
6	1211	Windsprint	Jack Rubino	3	16	11	30
7	1269	Gang of Four	Robert Weir	14	4	15 B	33
8	3290	Elvis	Steve Lopez	5	9	23	37
9	3775	Blitz	Al Constants	11	6	20	37
10	1041	Private Idaho	Stephanie Schmidt	6	8	24	38
11	4193	Loose Cannon	Gielow/Pierce	13	12	13	38
12	1232	Couch Potatoe	Aidan Glackin	18	24	5	47
13	3636	Gotta Go	Peter Benzinger	10	14	27	51
14	14732	Intense	Dana Seniff	12	25	14	51
15	321	Fastbreak	Jim Birge	26	17	10	53
16	435	Painkiller	Bob Kleffman	19	28	9	56
17	4015	Zapsail	Frank Lloyd	9	19	29	57
18	290	Outrageous	Nancy Phillips	22	10	26	58
19	1073	Blew By U	Ted Merritt	21	21	16	58
20	KB4	Bermuda Triangle	Michael Emory	25	23	12	60
21	3712	Cheap Floozie	Adair/Lee	24 A	15	21	60
22	2421	Kiwi	Ian McNeice	27	18	18	63
23	72	Tramp	Mark May	15	33	17	65
24	2427	Molasses	Peter Garcia	20	19	30	69
25	1234	Ukiyo	George Wall	17	31	22	70
26	2813	Bebe	Paul Romanos	34	36	6	76
27	41894	Defiant	Robert Kohler	39 A	22	15	76
28	2810	Most Excellent Adventure	Lee Morrison	23	20	39 C	82
29	624	Grand Illusion	Costikyan/Crandall	31	13	39 C	83
30	1225	Shark	Geoffrey Pierini	24	27	32	83
31	1525	Amy J.	Al Ferlazzo	29	34	25	88
32	4160	Heat Wave	Waldek Zaleski	30	29	32 B	91
33	3940	Fish Tale	L. Goldberg	28	32	33	93
34	1927	Charisma	Jack Greifzu	39 C	30	28	97
35	3269	Cajun Cookin'	Nicholas Mickey	36	26	39 D	101
36	2128	V-Tack	Smith-Oricchio	35	39 P	31	105
37	71	Outer Limits	Frank Valantino	33	35	39	107
38	2990	Stretch	Joe Salustro	37	38	39 C	114

PENALTIES - A=20%, B=30%, C=PMS, D=DSQ





*The Fall Series began in October and ended in December, offering a variety of conditions that never dampened Fleet 108's enthusiasm.*

## Skaneateles Fleet 108's Fall Series

*by Jeff King, Fleet Captain*

The Fall Series on Skaneateles Lake began like many parties do when everyone who says that he will, shows up. In this case it meant accommodating five Lake Ontario boats with moorings, dinghies, etc. Our launch day was the second weekend in October, a time when most other boats on the lake were being pulled for the season. The first day's racing was cancelled due to no wind. This was a relief to Eamon Benson who launched his boat without the rudder, which he had left in his garage.

The general idea for the series was to get in as many races as possible between noon and 4:30 on the Saturdays up to the first weekend in December. We used 15-20 minute windward/leeward/windward courses with the start/finish line in the middle. The races were started on three minute sequences with three minutes allowed between races. This gave us up to 11 races in an afternoon and 70 races for the season. There was little time to sulk or gloat over a race before another one began.

Skippers had only to sail 15% of the races to be scored, which encouraged sharing of the helm on many boats and flexibility in participation. The result was that 30 different people drove races in the series and it let Mark Fleckenstein join late after the apples in his orchard were picked. It also made a good time for training crew with positions usually done in rotation.

The weather this fall was good, with a variety of winds and conditions. And when the brilliance of October gave way to the misty drizzles of November, enthusiasm was not dampened. When the temperature and the water finally turned cold, we usually only noticed it between races.

Race committee was done by turns, with no one having the job for more than three or four races. The short courses and shifting winds kept the workers busy, so when Aden King dropped the boat's anchor and 150 ft. of line over the side without cleating it, nobody was surprised!

Within the series, we had an impromptu Thanksgiving Regatta which was held on the Friday and Saturday after the holiday. This let out-of-town ringers John Reynolds and Josh Kerst participate. The big prizes for this event were cases of pretty

good beer which went to (in order of finish) Caleb King, Kirk Reynolds and Josh Kerst.

The series is in its third year and the participation has grown from two to four to nine boats. Now, thanks to Jan and Larry Loveless of Skaneateles' famed Krebs Restaurant, we have a perpetual half hull trophy, which was presented to Kirk Reynolds by their daughter Kim.

### Fleet 108 Fall Series

POS	HELMSMAN	% SCORE	RACES
1	Kirk Reynolds	90%	30
2	Caleb King	79%	19
3	Aden King	72%	15
4	Brendon Benson	67%	26
5	David Raham	61%	31
6	Tom Durran	60%	15
7	Tom Lee	57%	11
8	Charlie Krylo, Jr.	56%	17
9	Jeff King	54%	25
10	Eamon Benson	53%	17
11	Ray Cudney	51%	26
12	Hank Killion	48%	10
13	Mark Fleckenstein	46%	50
14	Russ Cook	41%	20
15	Mike Gagliardi	37%	11

## Seattle Fleet 26

*by Ann and Jack Christiansen*

The Seattle fleet continues to grow, averaging 30 boats racing each Tuesday evening. This weekly racing consists of two to three short races held on Lake Washington. Weekend J/24 regattas are held on Puget Sound, and continue to be challenging and exciting for all competitors.

This past summer, the Seattle fleet hosted the District 19 Championship. The fleet of 31 boats was composed of entries from British Columbia, Portland, Idaho, and Montana. Light air



racing on Saturday caused the racers to build up powerful hungers and thirst. A Saturday night bash provided satisfying food and drink. The districts concluded Sunday in perfect sunshine with 8-12 knot northerlies.

This past year Fleet 26 members travelled to San Francisco for the Volvo and NOOD regattas, to Japan for the All Japan Championship, and to the Midwinters.

In attempts to remain current with J/24 Class rules, Harry Dursch (District 19 Governor), Jack Christiansen (Fleet 26 Co-captain) and Scott Rohrer weighed and measured 26 J/24s during a Measurement Weekend.

To rev everyone up for Spring, the Seattle fleet threw a wine and cheese tasting party in early February. The party was crowded - with over 70 J/24 sailors in attendance. The bash served as a "thank you" to Mike O'Brien (*Thirsty*), who served as fleet captain in 1990.

Planning has already begun for the Western Regional Championship to be held in Seattle in June. Fleet 26 is looking forward to competitive racing and great fun throughout the 1991 season.

## Radisson Cup: District Championship in 1990; Worlds Qualifier in 1991

by Bert Johnson

The Radisson Cup is the contribution of our local fleet, Fleet 71, to regional competition. The intent has been to develop a major regatta in the southern Chesapeake area. The Radisson Hotel (Hampton) has been the principal sponsor from the beginning. In only its third year, the regatta served as the 1990 District 8 Championship, and this summer it will be the Southeastern Regional (Districts 8, 10, 11) Worlds Qualifier. Racing has been on Hampton Flats, the site of most one-design racing in the Norfolk (Hampton Roads) area.

Last summer's event provided interesting and varied conditions. Three races were held on Saturday, the first of which was sailed in moderate and relatively consistent winds, the second in light and shifty conditions, and the third just on the



Henry Amthor and John Wake, in *Fast Forward*, head for the finish with the fleet in pursuit.

upper edge of the number one. The team of Henry Amthor/John Wake, in *Fast Forward*, was both fast and smart, with three "going away" bullets. Two local favorites took themselves out of the regatta in the first race, Rob Overton with a PMS and Jim Shoemaker with a DSQ.

On Sunday, the wind filled in from the southwest at a steady 17 knots to provide two beautiful races. The *Fast Forward* team sailed a conservative 3-4 to close out the regatta and the championship. Eddie Williams, in *Willie*, sailed a steady, consistent series to take second, just edging out Lee Anderson and Stewart Welch in *Spitfire*. A junior trophy was awarded to the top finishing junior sailor, Mike Farrell on *Hammern*.

Between races the boats rafted up at the city dock in downtown Hampton. The parties and social functions were centered around the Radisson Hotel, the two highlights being a poolside cocktail party Friday night and a beautiful dinner Saturday night in the main ballroom. Wow, not the usual balance-the-plate-on-the-knees meal we've come to expect!

This summer's event will be held over the Fourth of July weekend with travel, registration, parties, and fireworks on the 4th, and racing July 5, 6, 7. Great racing, lots of parties, and lots of trophies have made this regatta one of the best deals and most fun events on the East Coast. For information and Notice of Regatta, contact Regatta Chairman Ray Nugent, 1136 Tree Fern Dr., Virginia Beach, VA 23451, (804) 491-6638; or Bert Johnson, 4626 Hermitage Rd., Virginia Beach, VA 23455, (804) 460-3823.

### 1990 Radisson Cup District 8 Championship (Top 10)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	4264	<i>Fast Forward</i>	Amthor/Wake	1	1	1	4	3	10
2	3739	<i>Willie</i>	Williams	3	9	4	1	5	22
3	464	<i>Spitfire</i>	Anderson/Welch	8	4	6	3	2	23
4	3892	<i>Splash Dance</i>	Kennerson	2	2	9	6	9	28
5	3712	<i>Cheap Floozie</i>	Adair/Lee	4	3	7	5	10	29
6	4542	<i>Untouchable</i>	Drake	14	5	2	7	4	32
7	3721	<i>Raider</i>	Train/Cofer	5	6	3	19	18	51
8	840	<i>Rocket J</i>	Johnson	12	7	15	10	7	51
9	33159	<i>Surfer</i>	Whitlow	11	18	5	8	12	54
10	4049	<i>Shoestring</i>	Shoemaker	DSQ	14	10	2	6	55
(Juniors)									
1	311	<i>Hammern</i>	Farrell	7	21	12	11	11	62
2	3892	<i>Bandit</i>	Hunt	16	10	8	DSQ	16	63
3	4542	<i>Vagabond</i>	Bordeaux	20	20	14	16	13	83





1990 Fleet 115 Champion Lucifer's Hammer (3214) and runner-up Classic (3004) battle downwind on Lake Lanier.

## Fleet 115 - 1990 News Summary

by David M. Jackson, Fleet Captain

After the great drought of 88-89, when we almost had to fit wheels to our boats and go sand sailing, Lake Lanier filled to the top to begin the 1990 season. The schedule was set for spring and fall open regattas and two club series of 14 races each.

The Atlanta Cup spring regatta was held March 31-April 1 and 18 boats, representing six states, attended. Three races were held in 10 knot breezes on Saturday and, for the first time in ten years, no races were held on Sunday for lack of any wind at all. The regatta was won by the Taylor clan from Davis Island YC, Tampa (full results below). On Sunday afternoon ten boats were weighed and measured by our local measurer, James Howard. No surprises, we all had to do keel work.

The club series proceeded throughout the year, sometimes with wind, sometimes without, but with lots of power-boat chop, the perils of an inland lake. The spring series was won by David & Elizabeth Jackson, in *Lucifer's Hammer*, and the fall series by the Howard/Baker clan, in *Classic*. After totalling the scores for the full year, a tie between the Jacksons and Howards was found. The tie broke in the Jackson's favor, making *Lucifer's Hammer* the 1990 Fleet Champion.

The Lake Lanier fall open is a fun event held in early November, named the Miss Piggy for reasons which are way too complicated to go into here. The wind was again light. However, two races were sailed, one each day. This is now a truly international event, a boat stopped in from Canada on the way to the Midwinters in Florida. The regatta was won by Jackson and crew with finishes of second and third.

The Lake Lanier fleet's two yearly open regattas are sponsored through Lake Lanier Sailing Club in early April and early November each year. Since almost all Interstates go through Atlanta, we would like to extend a welcome to any of you

YANKEES who would like to stop in on the way to Florida in November, or drop boats on the way back, (who wants to tow a boat in the snow?). Racing in Georgia in April gives you a jump on the season up north. Call David Jackson for info, and a place will be found for your boat. We hope to see you in the future.

Think wind and good sailing.

### 1990 Atlanta Cup

(Top 5 of 18)

POS	SAIL	YACHT	HELMSMAN	HOME PORT
1	2436		Taylor	Davis Island, FL
2	3204	<i>Bruiser</i>	DuVoisin	Chattanooga, TN
3	3004	<i>Classic</i>	Howard	Atlanta, GA
4	2620	<i>Carera</i>	Cabrera	Atlanta, GA
5	4449	<i>Party Reptile</i>	Farmer	Augusta, GA
5	3541	<i>Coca Cola Cowboy</i>	Rogers	Duluth, GA

### Miss Piggy

(Top 3 of 12)

POS	SAIL	YACHT	HELMSMAN	HOME PORT
1	3214	<i>Lucifer's Hammer</i>	Jackson	Roswell, GA
2	1726	<i>Pluto</i>	T. Waters	Columbia, SC
3	4449	<i>Party Reptile</i>	Farmer	Augusta, GA

### Fleet 115 Championship

(Top 5 of 10)

POS	SAIL	YACHT	HELMSMAN
1	3214	<i>Lucifer's Hammer</i>	Jackson
2	3004	<i>Classic</i>	Howard/Baker
3	3784	<i>J-Express</i>	Terrell
4	2762	<i>High Voltage</i>	Campbell
5	718	<i>Holy Guacamole</i>	Lyles/Cumbie

## Fleet 14 Growth Continues

by John Kearns, Fleet 14 Captain

West Palm Beach Fleet 14 is now 12 boats strong and growing. A 13th boat has been sighted and aggressive recruiting is underway (free postrace rum).

We continue to race with the Palm Beach Sailing Club and are in the midst of an exciting winter series. The fourth race was just completed which saw three boats brave the less than ideal conditions: 30-35 knot winds gusting to 50 and 2-4 foot seas - in the intracoastal! Phil Schubert, on *Sufferin' Succotash*, is maintaining a slim lead over Bob Peckham, on *Wild Injun*. We are all looking forward to the Spring Series which moves the race course back out to the warm Gulfstream waters off Palm Beach.

The ocean was last seen in our ten race fall series, with yours truly surprising everyone (especially myself) with six bullets and an overall victory on *Loose Cannon*. Dave Gillman, on *Killer Bee*, was second followed by *Sufferin' Succotash*.

Our '91 plans include more PBSC participation (even some PHRF races) and, hopefully, a first annual fleet championship. Logistics allowing, we'd like to invite other local fleets to stretch the starting line and show us their talent! As always, anyone visiting or moving to the area, please call and we shall do our best to get you on the rail!



## No Hoist, No Ramp, No Problem

by Michael Roden, Fleet 42

Buffalo Canoe Club, on Lake Erie, looks like it belongs in Florida or the Caribbean Islands, with sandy beaches and crystal clear water surrounding a beautiful community. The only thing was, you had to go 100-150 yards offshore to get into six feet of clear, cool water.

The 1990 District 7 Championship was held at Buffalo Canoe Club, which is actually on the Canadian side, in August, 1990. We had an unusual experience when the BCC's "jeep on stilts" broke down during the hauling process. Buffalo does not have a hoist, so they use this jeep and tow each J/24 into the water until it floats off the trailer. The bottom of the lake is hard packed sand, and the process is quite easy.

Midway through the haulout process, when about ten boats were still in the water, the jeep ran into some technical difficulties. Repairs were going to take some time, so regatta officials did everything they could to assist those still in the water. There were two options: 1) motor to the U.S. side in Buffalo and be hauled out at a marina, or 2) leave the boat on a mooring and BCC would haul the boat as soon as repairs were made on the jeep.

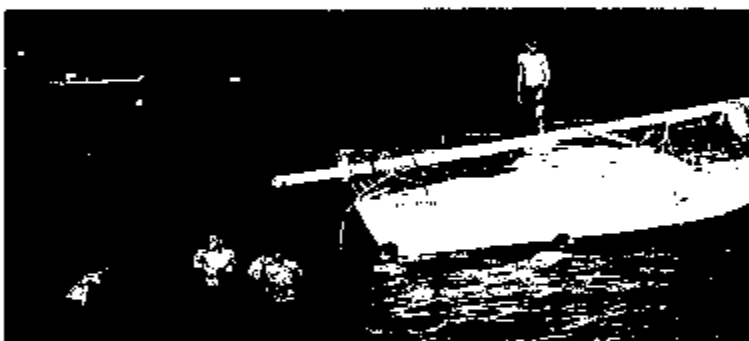
Seeing as how it is a three hour drive, one way, for our road group, consisting of boats from Fair Haven, NY, and Skaneateles, NY, one of our groupies was determined to get his boat out of the water with his pickup truck. Mark Fleckinstein backed his four wheel drive pickup truck into the water as far as possible. After finding the steepest slope on the beach, we unhitched the trailer from the pickup and pushed the trailer as far as we could, into the water by hand.

There were 15 of us who put our heads together after Mark's idea surfaced, but there were a few minor problems. The trailer had to be in at least six feet of water in order to float the boat onto the trailer. Even with all of us helping, we could not push the trailer into the water to a sufficient depth. So we ended up hitching onto a line from the back of a Boston Whaler that had a 50 horse motor and, by using the boat, we got the trailer into deep enough water.

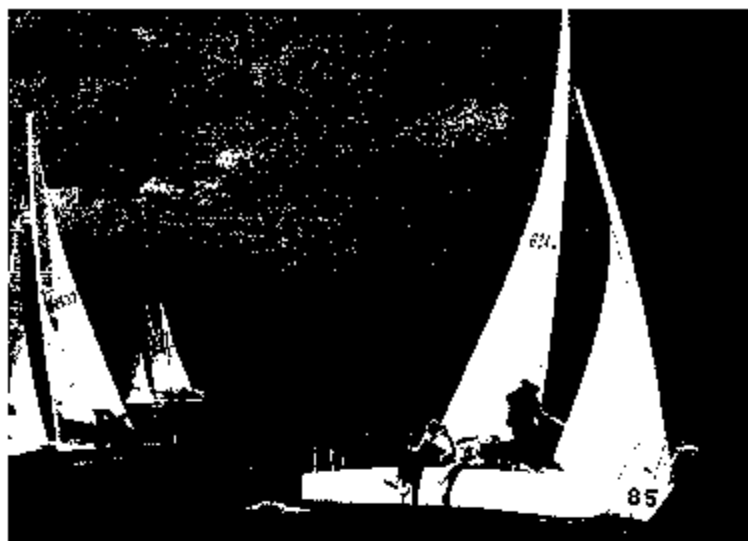
Floating the J/24 onto the trailer was the simplest part. One person dove down and guided the keel into the slot on the trailer. Then we tied the boat down to the trailer, and hitched a line from the front of the trailer to the stern of the motor boat. By using full throttle and with 15 people (covered with sand blown back by the prop) pushing on the trailer, we successfully moved the boat up to the beach. We then hitched the trailer to the pickup and pulled the boat out of the water - the entire process took around 45 minutes. For the next boat we used the harness BCC used, and this time it took only about fifteen minutes to haul out Hank Killion's boat.

Never underestimate the will or determination of a group of people! By brainstorming, we saved time and money in the long run, plus had a great time - a memory we will retain for years. I would like to thank all those who helped accomplish our task. As for the Buffalo Canoe Club, you guys threw one heck of a regatta! I hope to see all of those boats from Buffalo in Fair Haven for the 1991 District 7 Championship.

*Undaunted by the breakdown of the BCC "jeep on stilts," these diehards (top to bottom) backed their pickup truck and trailer out as far as possible, towed the trailer into deeper water with a Boston Whaler, floated the J/24 onto the trailer and towed it back to the pickup, and pulled the boat out of the water - in only 45 minutes!*







Tommy Meric (Bow 85) leads the fleet around the windward mark to take a first place finish in Race 1, followed by Benz Faget/Jerry Coogan (2537).

## Bad Boys Wins Mardi Gras Gala

by Tom Baker, Fleet 94

With the international party of Mardi Gras as the backdrop, Fleet 94 and New Orleans Yacht Club again hosted this annual event that attracted J/24 talent from Texas, Illinois and Canada. Still warm from their Sugar Bowl win a month earlier, Benz Faget and Jerry Coogan earned the victory over 12 other competitors in conditions that were trying for competitors and committee alike.

The first race was sailed in a dying northeast breeze that eventually gave way to a northerly that limped in at 4-7 knots. Tommy Meric and Scott Barrett, on board *Carnival Time*, led from start to finish, never seriously challenged by second place finisher Faget/Coogan, Guy Brierre (*Rum n Reggae*) and Herb Sumrall (*Dubious Decision*) conducted an excellent tactical battle for third that wasn't decided until Sumrall found himself inside of the big northerly lift on the second beat and hung on to third despite Brierre's excellent downwind speed.

For the second race the light northerly continued clocking left, but it was a relatively miniscule windward mark that caused the most problems for the fleet. Meric, Faget and Sumrall were the only ones to spot the mark before seriously overstanding, and rounded together well ahead of the rest of the fleet. It was here that Sumrall and his crew proved they have absolutely no lineage with Ponce de Leon or Magellan as they sailed off to the wrong wing mark (yes, they are locals). Faget and Meric finished the battle on the shortened course alone and were followed by Bill McKenzie on *Rumpus* (both of them, I guess) and Ward Pitard/Glen Morrow on *No Excuses*.

Sunday's final race was sailed in similar conditions except that the persistent left shift gave way to a prevailing rightie. Sumrall and Pitard got off the line clean and sailed relatively unchallenged due to a shift that disadvantaged much of the fleet after the start. Faget was content with sitting on top of Meric, but still managed a third place finish - dropping Guy Brierre from third to fifth in the overall standings in what turned into a close duel for third place. An equally close duel for sixth was earned by Stuart Lindo and crew aboard *Tropical Aggression*.

Once again, the combined efforts of New Orleans and Southern Yacht Clubs provided for excellent racing and partying that was, of course, enhanced by the specter of Mardi Gras. Special thanks to Stuart Barnett and his race committee crew for a super effort in obviously trying conditions.

## Mardi Gras Regatta February 2-3, 1991 (Top 7 of 13)

POS	SAIL	HELMSMAN	1	2	3	TOT
1	2537	Faget/Coogan	2	1	3	6
2	634	Meric/Barrett	1	2	6	9
3	3149	H. Sumrall	3	9	1	13
4	3800	Pitard/Morrow	7	4	2	13
5	1548	G. Brierre	4	5	4	13
6	814	S. Lindo	5	8	6	18
7	2857	D. Hendrickson	6	7	8	21

## 1990 Changing of the Colors Regatta

by Rodger Voss, Fleet 24 Captain

And we thought last year's attendance was the max! Well, to say the least, we were overwhelmed at the popularity Fleet 24's end-of-the-season regatta had sparked. Not since we hosted the 1987 Great Lakes Championship have we had such a high caliber of J/24 racing experience and tight competition.

Did I mention we had 58 J/24s!? Forty-one of those were off-the-lake boats! Well wouldn't you know, we discovered the hoist needed some major emergency maintenance, so most of the boats went in at Yankee Yacht Marina. Not a problem though, with the help of the Brodies and Fleet 24 members. We used to handle all of the boats there before the Lake George Club got their own hoist. Actually, that experience brought about the idea of using both locations for haul-outs, and thanks to the Brodies' generosity, all of the visiting boats were out in record time.

Now onto the races. Saturday proved to be our light air day. The race committee set a near perfect 58 boat starting line, and to everyone's delight and amazement, we didn't have one general recall. Ryan, in *P. T. Blister*, was first to finish Race 1 in front of Harding and Reynolds. In diminishing winds, half of the fleet sailed back to the starting area, and the other half followed the committee boat into the docks. Although the wind was very

The GOC skippers' meeting is held on the Lake George Club steps.





light, we thought there was certainly enough of it to sail in. Those of us out on the lake started thinking it must be time for a coffee break or something. After an hour of waiting and then finding we couldn't get the race committee on the radio, I hitched a ride on a passing Boston Whaler and shot into shore. My waving arms must have either got their attention or stirred up the wind along shore, because shortly thereafter a cannon was fired and all of the sailors ashore boarded their boats and headed out for the second race.

The wind proved to get stronger and steadier and provided for a great finish for the Doyles, in *Chinchilla Buck*, followed by Russell/Hobart and Moore. By the time everyone crossed the finish line, the wind picked up dramatically. Everyone shifted down to their 100% jibs, and all of us, all of a sudden, got very aggressive. Three general recalls were enough for the race

Boat Trophy went to Harvey Davis, in *Impulse*, and the perpetual Fleet Trophy went again to Fleet 23, for most participation and best performance of their top three boats.

Thanks again to everyone for making it such an enjoyable regatta.

### 1990 Changing of the Colors Regatta

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3123	<i>Sly</i>	Beaudin	4	5	3	6	18
2	1983	<i>Chinchilla Buck</i>	Doyle	6	1	13	1	21
3	4154	<i>P.T. Blister</i>	Ryan	1	10	11	5	27
4	1131	<i>Playtime</i>	Allison	14	6	6	2	28
5	4330	<i>Cream</i>	Morgan/Fastiggi	10	11	5	4	30
6	1580	<i>Downtown</i>	Reynolds	3	12	1	17	33
7	456	<i>Not To Worry</i>	Moore	20	3	2	10	35
8	3139	<i>Avalanche</i>	Harding	2	8	23	3	36
9	2705	<i>Cannonade</i>	Cannon	17	4	7	8	36
10	4773	<i>Bad Dog</i>	Buley	5	7	22	11	45
11	4008	<i>Slippery</i>	Russell/Hobart	7	2	18	22	49
12	481	<i>Split Decision</i>	Perillo	23	17	9	7	56
13	4279	<i>Impulse</i>	Davis	13	16	24	12	67
14	4294	<i>Quack</i>	Shumway	15	19	20	14	69
15	4173	<i>Peggy</i>	King	19	24	4	23	70
16	3244	<i>Majic</i>	Kruger	9	13	29	19	70
17	3782	<i>Varmint</i>	Gjensen	11	23	28	9	71
18	4109	<i>Hari-Carey</i>	Carey	30	9	12	27	78
19	3140	<i>Snake Pit</i>	Benson	31	27	8	24	90
20	4121	<i>Bouncing Betty</i>	Kuhn	26	15	25	29	95
21	3330	<i>Remark</i>	Kraemer	12	14	14	58	98
22	1947	<i>Kingfisher</i>	Moran	27	32	19	20	98
23	4454	<i>Synchronicity</i>	Benson	15	21	49	15	100
24	3459	<i>Goombay Smash</i>	Blais	8	22	43	30	103
25	1916	<i>Spirit</i>	Voss	28	40	17	18	103
26	2572	<i>Amanda</i>	Lawless	18	20	42	26	106
27	4145	<i>Cheers</i>	Desantis	35	29	27	16	107
28	1586	<i>Tenspeed</i>	Koncikowski	50	16	10	32	108
29	2347	<i>Freedom</i>	Marshall	21	41	21	25	108
30	4177	<i>Signit. Other</i>	Cook	33	30	15	36	114
31	3768	<i>Purgatory</i>	Giles	25	46	30	21	122
32	541	<i>Stinger</i>	Merchant	34	28	34	28	124
33	4507	<i>Fly Boy</i>	Marshall	32	45	36	13	126
34	2598	<i>Crackerjack</i>	Cioffi	29	37	26	34	126
35	2921	<i>Seaweed</i>	Krylo	42	35	16	42	135
36	790	<i>Fast Lane</i>	Drake	39	25	43	31	138
37	1228	<i>P.D.Q.</i>	Desbiens	38	26	39	44	147
38	2325	<i>Blue Chip</i>	Zautner/Roland	24	36	31	59	149
39	2331	<i>Sea Monster</i>	Killion	47	34	35	33	149
40	1210	<i>Fatal Distrctn.</i>	Edge	36	42	45	35	158
41	3218	<i>Chinook</i>	Browne	22	43	41	59	164
42	2305	<i>Secundum Artem</i>	Weisburg	50	31	32	58	171
43	469	<i>Schizo</i>	Meehan/Nix	50	48	33	41	172
44	3937	<i>Splash</i>	Cudney	46	49	40	39	174
45	367	<i>Easy Street</i>	Urich	40	52	37	46	175
46	202	<i>J-Whizz</i>	Kunz	45	47	46	38	176
47	2222	<i>American Exp.</i>	Rockwell	44	33	50	51	178
48	2772	<i>Stinger</i>	Holland	43	38	52	45	178
49	3412	<i>Yeli</i>	Turpen	50	54	38	37	179
50	651	<i>Flutterbye</i>	Bardwell	41	44	48	47	180
51	3413	<i>Intuition</i>	Glazebrook	48	50	44	50	182
52	4330	<i>Skeleton Crew</i>	Ables	37	55	51	43	186
53	4599	<i>Just Us</i>	Cox	50	51	47	50	198
54	3850	<i>Little Feat</i>	Dickquist	50	39	58	58	205
55	4732	<i>Expeditions</i>	White	50	53	44	58	205
56	1396	<i>Black Tie</i>	Selfridge	57	57	45	48	207
57	4128	<i>Knight Errant</i>	Nolan	57	57	46	49	209
58	1525	<i>Challenger</i>	Brandow	50	56	57	52	215

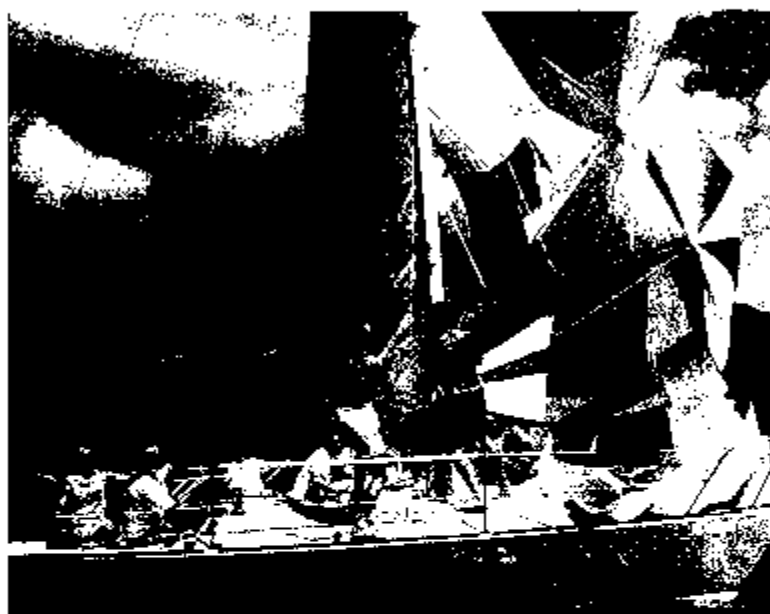


Photo by Owen Voss

The crew on *Spirit* demonstrates the "how not to" method of raising the spinnaker.

committee, and it was getting late anyway, so they abandoned any more races for the day.

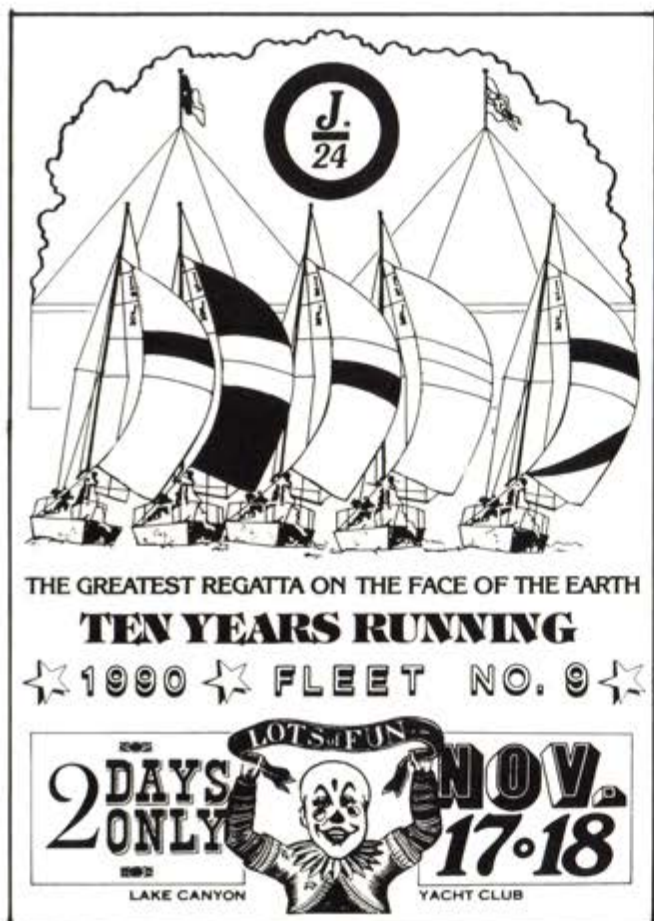
That left plenty of time for the "three C's": clean-up, cocktails, and more cocktails. As always the Lake George Club banquet got rave reviews, and the band was great. They played some nice tunes during dinner, and then they really got the crowd going with some classics and other hit songs.

The second day of racing was even more exciting with stronger winds, short Olympic courses, and as a result, crowded mark roundings where tactics really paid off in a big way. Reynolds, in *Downtown*, got the cannon in Race 3, placing him in second overall, followed by Moore, and then Beaudin, whose consistent finishes moved him into first overall. Doyle came back in Race 4 with his second bullet of the regatta but, as he said in the awards ceremony, "It wasn't enough to top the consistent performance of Beaudin, in *Sly*."

As if on cue, the winds died out, signaling the race committee to abandon any more racing for the regatta, allowing all of our visitors ample time to haul out and lie down before the awards.

The awards ceremony included trophies for the top five skippers and J/24 Stamps for each of their crew. The Best Local





## 1990 Texas Circus Regatta -

by Jim Keesling, District 18 Governor

In 1980, the J/24 was only three years old. It was also the year of the first Texas Circus Regatta. Who would have thought that ten years later the Texas Circus would attract almost 40 boats sailed by Olympic and World Class sailors, and feature a Genoa Big Top with a Margarita machine and all the breakfast tacos you could eat! Hosted by Fleet 9 and Lake Canyon Yacht Club near San Antonio on the weekend of November 17-18, it was a perfect time for some early winter sailing, in great weather conditions. The second event in the Texas Circuit, the Circus seems to have fun written all over it. It is one regatta for anybody near the Texas area to attend.

The Genoa Big Top, with its Margarita machine, was the center of attraction at the Texas Circus.



Everyone appears on the scene sometime on Friday and starts to prepare for a great weekend. Conversations are about how much lead is in the boat, what happened in Austin last month, who is going to the Midwinters, etc.... Saturday arrives and so does the sun. Sailing in shorts, with music and beer, and lunch delivered to your boat - what else could you want? Wind! Due to extreme sunning conditions, we only got one race off, in which Foster/Flynn took the gun, Faget/Coogan were second, and Jim Anderson was third (not knowing he would win the regatta). When time ran out to start another race, everyone headed back to the Big Top and the Margarita machine. Luckily, we had the Magic Margarita Mixer sailing with us, so we knew just how potent they would be.

Sunday arrived and so did perfect sailing conditions: sunny, warm and windy, we got two races off in the morning and early afternoon. When all the scores were totalled, Jim Anderson, on *Graybeard*, won the regatta in a tiebreaker, with 15 points. Gough/Draheim's *U.S.* was second, also with 15 points, and Hallman/Peck/Pitcairn's *Monster Fish* was third, with 16.

As Gary Jobson said, "The larger reward in sailing is not winning, but the places you go and the people you meet." If you want great winter racing with a lot of fun people, go to Texas and do the Circus. You won't regret it.

### Tenth Annual J/24 Texas Circus November 17-18, 1990

POS	BOW	YACHT	HELMSMAN	1	2	3	TOT
1	09	<i>Graybeard</i>	J. Anderson	3	6	6	15
2	66	<i>U.S.</i>	Gough/Draheim	6	5	4	15
3	02	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	9	2	5	16
4	04	<i>Bad Boys</i>	Faget/Coogan	2	16	1	19
5	01	<i>Thunderstar</i>	Young/Haggerty	5	1	13	19
6	85	<i>Carnival Time</i>	T. Meric	15	4	9	28
7	21	<i>Slick</i>	Andre/White	14	7	12	33
8	19	<i>Whatboat</i>	H. Hirschberg	4	28	7	39
9	10	<i>Plum Crazy</i>	Plumer/Gayle	23	14	3	40
10	32	<i>Marisol</i>	M. Minot	22	10	8	40
11	05	<i>Mr. Happy</i>	J. Bartlett	20	8	14	42
12	29	<i>Uptown Girl</i>	E. Broersma	11	13	19	43
13	75	<i>Preparation J</i>	R. Tears	7	15	22	44
14	03	<i>RC &amp; Moon Pies</i>	Foster/Flynn	1	31	16	48
15	45	<i>Instant Karma</i>	S. Elliott	10	20	20	50
16	06	<i>Grand Slam</i>	P. Foester	38	11	2	51
17	08	<i>Jasmine</i>	S. Craig	26	12	15	53
18	41	<i>Low Rent</i>	D. Hinrichsen	24	23	10	57
19	22	<i>Snake Eyes</i>	C. Price	23	9	27	59
20	69	<i>Box Lunch</i>	B. Smith	18	17	24	59
21	18	<i>Superman</i>	D. Broadway	20	21	18	59
22	15	<i>Wild Kingdom</i>	T. Jacobs	27	10	23	60
23	20	<i>We Be</i>	J. Clark	17	19	28	64
24	50	unnamed	T. Twaalfhoven	8	22	37	67
25	13	<i>Lightnin'</i>	Daws/Cantrell	19	25	26	70
26	38	<i>Red October</i>	J. Roy	39	18	17	74
27	86	<i>Tallawah</i>	K. Livingston	38	26	11	75
28	99	<i>Shanghai Split</i>	S. Priest	31	31	25	87
29	87	<i>Instigator</i>	W. Buonagura	25	29	34	88
30	31	<i>Forced Entry</i>	M. Hardick	29	30	31	90
31	37	<i>Respite</i>	L. Stelzer	30	34	29	93
32	16	<i>More Grief</i>	L. Conger	21	39	35	95
33	61	<i>Bandana Dog</i>	B. Snyder	28	35	32	95
34	17	<i>Psycho</i>	F. Schroth	39	39	21	99
35	39	<i>Audacity</i>	T. Garrison	39	32	33	104
36	59	<i>Wind Runner</i>	B. Ferguson	34	36	36	106
37	47	<i>Hasta La Vista</i>	J. Sullivan	33	37	37	107





Jim Brady and Courtenay Becker, 1990 Rolex Yachtsman and Yachtswoman of the Year, display watches presented by Roland Puton, CEO, Rolex Watch USA.

## Jim Brady Wins Rolex Yachtsman of the Year Award

Jim Brady, 27, of Annapolis, MD, was honored on February 13, 1991, as the recipient of the Rolex Yachtsman of the Year Award for outstanding achievement on the water in 1990. The award is sponsored by Rolex Watch USA and administered by the USYRU.

In July, Brady captured the J/24 World Championship crown in Dublin, Ireland, following victories at the J/24 European Championship and in the J/24 division at Kiel Week. Upon his return to the U.S. he won both the J/22 World Championship, and the J/24 East Coast Championship.

In addition to his 1990 fleet racing record, Brady competed in several match-racing events, scoring a first at the Ficker Cup in Long Beach, CA, which earned him a berth on the 1991 U.S. Congressional Cup team. He also placed first in match races following Kiel Week, where all 20 of the winning one-design skippers competed in J/22s, and at the Bitter End Regatta in the Virgin Islands.

Additionally, as crew during the year, he scored a string of top finishes in several international Soling regattas. Teamed with Kevin Mahaney in a 1992 Olympic Soling campaign, they won the Soling Pacific Coast Championship in San Francisco, followed by a second place at the U.S. Soling Nationals in Dallas.

"My record this year was the result of a lot of good sailing on the part of my teammates and crew," said Brady. "It's an enormous honor to have been selected Rolex Yachtsman of the Year. I just wish I could share the honor, as I have my victories, with the great sailors who have made it possible."

Brady started racing at age 15, and won the U.S. Laser Nationals in 1983. In 1985, he was named Collegiate All American Sailor while at the College of Charleston. A sailmaker by trade, he intends to maintain his competitive edge in one-design racing while concentrating heavily on his Soling campaign to win an Olympic gold medal in Barcelona in 1992.

## Fleet 41, Rochester Yacht Club

by Carol Wetherald

The RYC J/24 Fleet continues to be one of the most active and competitive fleets in the country. Fleet captains Pam and Mike Nahmias scheduled 39 races in seven series for the 28 boat fleet, a total of 485 starts. RYC was represented at the Midwinters in New Orleans (five boats), and the East Coast Championships in Annapolis (two boats). RYC also competed at J-Daze in Canandaigua (ten RYC boats, four of the top five), the Firecracker

Regatta (11 RYC boats, three of the top five), District 7 Championship at the Buffalo Canoe Club (eight RYC boats), Great Lakes Championship in Chicago (first place went to Ben Taves), the North Americans held in Milwaukee, and the Changing of the Colors in Lake George. RYC was also well represented at the Youngstown Levels, with 14 RYC boats capturing six of the top ten positions in a field of 47.

Despite the heavy schedule, most of the regatta competitors managed to finish well in the club standings.

The winner of the newly established Crank Down Award for the most impressive blooper of the year was Commodore Eugene VanVoorhis for contributing his J/24 jib to the depths of Lake Ontario.

In February 1991, Fleet 41 awarded an engraved plaque to Mike and Pam Nahmias in appreciation of their four exciting years as fleet captains. During that time the fleet hosted the 1989 J/24 North Americans, raced hard, and had lots of good parties. Mike and Pam are District 7 Governors.

The fleet will host the 1991 Great Lakes Championship, a World Qualifier, August 9-11, in Rochester.



The newest member of Fleet 41, Kurt Texter, enjoys the sun on Aragorn with his parents, Melanie and John.

### Summer 1990 Overall J/24 Scratch Racing

POS	YACHT	HELMSMAN
1	"2"	Ben Taves (winner of the Madge Cup)
2	Javelin	Houghty Wetherald
3	Seacup	"Corbo" Corbishley
4	Leading Edge	Larry Gaenzle
5	Fast Lane	Mike Nahmias

### Summer 1990 J/24 Handicap MVP Racing

POS	YACHT	HELMSMAN
1	American Express	Tom Rockwell
2	Sting	Gene Faust
3	Super Collider	Gene VanVoorhis
4	Bateau Blanc	Reid Stava
5	Aeolus	John Fields



# 1989-90 Texas Circuit and District 14 Championship

by John Peck, Fleet 9

*Thunderstar* edged out *Monster Fish* by one point after 36 races, to repeat their last year's one-two finish. Austin based Scott Young and Mike Haggerty were assisted on *Thunderstar* by Doug Kern, John Moran and Mark Fewkes. *Monster Fish* was helmed by Mark Hallman (Dallas) and crewed by Rick Pitcairn (Houston), Charlie Mitchell (Corpus Christi), and Carla and John Peck (San Antonio). Rounding out the top five were *F Troop*, sailed by Mark Foster (Tulsa) and Terry Flynn (Houston), *Bad Boys*, sailed by Benz Faget and Jerry Coogan (New Orleans), and *Mr. Happy*, sailed by John Bartlett and Eric Nelson (Austin).

This was the 13th Annual District 14 Championship and the eighth running as a Circuit. Since the adoption in 1986 of Class IV standard sailing instructions and mandatory regatta format, the Circuit continues to draw over a hundred teams annually to a starting line averaging 41 yachts. Out-of-district competitors

came in from Colorado, Illinois, Kansas, Oklahoma, Tennessee, and Rhode Island.

District 14 would like to emphasize its sincere appreciation for the assistance from USYRU judges who chaired the juries of the eight Class IV regattas: Hank Arnold (Houston), Harry Chapman (New Orleans), John Diggins (Mesquite, TX), Bob Gough (Bedford, TX), Randy Robinson (Dallas), and Tom Romberg (Austin). For the past four years, Randy Robinson has coordinated the jury selection process. Additionally, Bob Gough and Randy Robinson each served as Principal Race Officers. As a show of support to USYRU, entry fees were discounted to USYRU members.

The Texas Circuit is an excellent training ground for J/24 sailors. Four of the five District 14 teams who travelled to the 1991 Midwinters, finished in the top ten of the Championship Division (just behind the sailmakers). Y'all come experience the southern hospitality on the 1990-91 Texas Circuit. Yacht storage before and after each event can be arranged, and charters are available. Check the Calendar of Events in the back of this issue for the regatta nearest you.

## 1990 Texas Circuit and District 14 Championship

(8-Regattas w/three throw-outs)

(Top 35)

1 - Austin (10/89)

3 - New Orleans, LA (02/90)

5 - Dallas, CLYC (04/90)

7 - Galveston Bay (07/90)

2 - Canyon Lake (11/89)

4 - Fort Worth (03/90)

6 - Dallas, RCLC (05/90)

8 - Corpus Christi Bay (09/90)

POS	SAIL	YACHT ('89 Rank)	OWNER	FLEET	1	2	3	4	5	6	7	8	TOT
1	3418	<i>Thunderstar</i> (01)	Young/Haggerty	21	1	1	(6)	1	1	3	DNC	(3)	7
2	4029	<i>Monster Fish</i> (02)	Hallman/Peck/Pitcairn	9	2	2	1	(4)	(14)	2	(5)	1	8
3	4435	<i>F Troop</i>	Foster/Flynn	5	DNC	(8)	3	5	6	1	1	DNC	16
4	2537	<i>Bad Boys</i> (07)	Faget/Coogan	94	3	5	2	(6)	5	(7)	4	DNC	19
5	1997	<i>Mr. Happy</i> (08)	Nelson/Bartlett	29	6	3	(9)	(8)	(11)	6	7	2	24
6	968	<i>Grand Slam</i> (05)	P. Foerster	3	8	7	7	2	(8)	5	DNC	DNC	29
7	634	<i>Carnival Time</i>	T. Meric	94	7	(28)	5	DNC	2	11	10	DNC	35
8	3485	<i>Jasmine</i> (28)	Schaffer/Elam	54	DNC	(31)	4	3	15	9	DNC	8	39
9	1040	<i>Graybeard</i> (04)	J. Anderson	29	11	11	DNC	7	7	(14)	(23)	6	42
10	3764	<i>Plum Crazy</i> (16)	Plumer/Gayle	92	(25)	4	10	11	(16)	(27)	8	10	43
11	3287	<i>Preparation J</i>	R. Tears	29	17	6	18	10	4	(23)	(33)	DNC	55
12	2117	<i>Cheap Thrills</i> (13)	W. Pitard	94	4	13	8	(44)	(23)	19	16	DNC	60
13	2975	<i>Lightnin'</i> (15)	Daws/Cantrell	105	13	15	16	(30)	9	(25)	14	DNC	67
14	2106	<i>IBA J</i> (06)	Irwin/Brandon	29	10	36	DNC	DNC	3	12	18	DNC	79
15	3263	<i>Wild Kingdom</i> (33)	T. Jacobs	29	12	16	DNC	(26)	21	(45)	9	22	80
16	2573	<i>More Grief</i> (18)	L. Conger	92	DNC	DNC	12	12	22	17	17	DNC	80
17	187	<i>Psycho</i> (12)	F. Schroth	21	22	22	11	23	(25)	4	(37)	DNC	82
18	2380	<i>Superman</i>	D. Broadway	21	14	23	17	16	(30)	(42)	DNC	15	85
19	1499	<i>Whatboat</i> (14)	H. Hirschberg	29	16	DNC	DNC	15	20	16	19	DNC	86
20	2618	<i>We Be</i> (17)	Clark/Gowen/Peado	29	21	(32)	DNC	20	10	(30)	24	12	87
21	4243	<i>Slick</i> (11)	Andre/White	29	30	9	DNC	(37)	19	20	13	DNC	91
22	3496	<i>Snake Eyes</i> (21)	C. Price	29	15	DNC	DNC	24	(38)	15	31	9	94
23	2118	<i>Sly</i> (32)	Z. Troxel	29	18	(25)	DNC	19	17	(40)	21	21	96
24	101	<i>Dump Truck</i>	G. Garrett	21	19	24	DNC	(42)	26	DNC	12	16	97
25	272	<i>Flour Power</i> (09)	F. AmRhein	9	26	12	DNC	DNC	13	32	DNC	17	100
26	3355	<i>Bon Temps</i>	D. DeCuiitt	21	9	14	DNC	28	27	24	DNC	DNC	102
27	2611	<i>Ajax</i> (20)	A. Hubbard	OK	29	10	DNC	31	12	26	DNC	DNC	108
28	2017	<i>Red October</i>	J. Roy	9	DNC	DNC	28	18	(45)	21	29	14	110
29	3283	<i>Uptown Girl</i>	E. Broersma	9	36	17	DNC	DNC	DNC	37	20	19	129
30	501	<i>Windshift</i> (24)	Mandell/Smith	21	24	20	DNC	22	29	DNC	34	DNC	129
31	1385	<i>Forced Entry</i> (25)	M. Hardick	29	20	33	DNC	33	DNC	29	(41)	18	133
32	3771	<i>Marisol</i> (23)	M. Minot	29	DNC	DNC	DNC	17	49	43	22	13	144
33	4168	<i>Deguello</i>	Watson/Thompson	29	23	35	DNC	32	(44)	35	30	DNC	155
34	1570	<i>Unknown #2</i>	D. Patterson	29	DNC	100	DNC	25	18	18	DNC	4	165
35	4189	<i>Speedster</i> (34)	J. Damon	29	28	26	DNC	38	42	31	DNC	DNC	165





Chris Stone, right, presents 1990 Fleet 128 high point award to John Eggers last November.

## Fleet 128 Has Great Season, Tragic Winter

by Arthur Topilow

Our fleet was shocked and saddened by the sudden death of John Eggers, 46, in January 1991. John, president of Eggers Sails, and a big, but quiet man, was a major driving force in Fleet 128. He was an enthusiastic racing sailor who led our fleet by example. Of 51 races held during the 1990 season in our J/24 fleet, John sailed in 48, and finished first 32 times. When John's grey *Das Boot* appeared, we all knew the going would be tough. 1990 marked the fourth year in a row that John won the high point award.

John was a guest lecturer at our winter meetings and was instrumental in educating many of our present skipper-owners about the J/24. It was the result of his efforts that many new sailors bought boats and joined our fleet. His many friends and competitors have established the John Eggers Trophy, a perpetual trophy to be awarded for the first time in the 1991 season. The award will be given to the boat with the best combination of finish positions and extent of overall participation in the races for the season. Our 1990 race season started June 3 and ended September 30. Seventeen boats of our 21 boat fleet participated in racing around our permanently installed Olympic Circle. (This Olympic Circle was previously described by Sylvia McGriff in the Spring 1990 issue of J/24 Magazine).

Fleet 128 initiated a new trophy this year for the most improved boat in the fleet. The idea for this award comes from an old idea of Bob Johnstone's. He called it MVP or Monthly Variable Performance Award. The author and John Quinn, both from the boat *Tops'1*, modified this concept into "IPSS: the Improved Performance Scoring System". Dave Tschaen and his crew in *Jitterbug* won the award. They sailed in 43 races and showed the most improvement of any boat in the 1990 season.

Other members of Fleet 128 were very active this season. The "road warriors" Steve Lopez and Barbara Gold just brought their boat *Elvis* back from the Midwinters, where a good time was had by all. Our fleet captain for the upcoming season is Wolfgang Kornweibel. He and wife Norma sail *Photo Finish*. Our treasurer Bob Wilson sails on *Priority*. Michael Busch sailed *The Doctor* regularly during his rookie year. *Star* finished well with Chris Decker and Chris Stone as helmsmen. Art Pfair, on Nancy Cowdry's former boat *Hot Icicle*, had a good first season. *Jalapeno* was as hot as its name, and took many bullets with Rob Held at the helm. Bob Kinsey, on *Frenzy*, won the absentee skipper award. John Talbot, on *Blue Mother*, was seen infrequently but raced well on his few outings. *Silver Bullet* was sailed by Jim

Barbour. Charlie Boeddinghaus, who owns several boats, was seen sailing *Double Trouble* with his son. Bob and Melanie Cole represented Bell Labs and sailed enthusiastically on *Catatonie*. Jay Maney was seen in *Sunshine*. The author sailed with many loyal crewpersons on *Tops'1* and wishes to acknowledge the support of co-skipper and co-IPSS author John Quinn, son Justin, and friends Roy Carley, Pat Sale'n, Dan Markowitz, Kathy Britton, Norman Primost, Hans Mattis, and Howard Hardie.

Fleet 128 encourages skippers to have their crew join the fleet and attend meetings. We are continuing the IPSS scoring for next season. We are actively looking for sailors to augment our fleet roster as owners and members. We have invited non-sailors from the community to sail with us to learn what racing and sailing is all about. We are hoping for continued success for the 1991 season, and will continue to explore new ideas for promoting the J/24 Class.



Members of Fleet 128 prepare to start an evening race.

## Five Course Meal at the Dillon Yacht Club???

by Jim Keesling, District 18 Governor

The season last year at Lake Dillon (I know, most of you have forgotten by now, so here we go again), "THE NATION'S HIGHEST J/24 FLEET AND YACHT CLUB," was as eventful as ever. Dan Dickenson, Associate Editor of *Sailing World*, came out to do an article on the sailing in the Rocky Mountains. He was to arrive on Thursday before the Dillon Open. Since neither Paul Kresge or myself had heard from him until Friday afternoon, we figured Dan was trying to get a room and dinner at the Dillon Yacht Club. I can see him now, trying to light a fire in the rain drenched fire-pit to cook "dinner" and unrolling a sleeping bag on top of a picnic table in the "Yacht Club" (tent) to sleep in. Luckily, he had relatives in town and we didn't need to feel too badly.

Two people need to be mentioned for their outstanding performances this past season; first, Dave Ray for winning the Lake Overall for the season. Dave is the most senior racer in the fleet (not to say that he is old, but he sure gave all the young bucks a run for their money!) Way to go, Dave Ray. Second,



congratulations to Glenn Butler for being the most improved racer last season. Doing well for the season, and at the Dillon Open, Glenn was right in the hunt and has worked his way up through the fleet.

Also, thanks to the Strasia's for making the trek all the way from New Mexico with their J to sail with us for the Open and the Districts.

We all are looking forward to good times and good racing in 1991 at Dillon. If anyone is passing through on a weekend, feel free to call. You might have a lot of fun.

### 1990 Dillon Fleet Season (Best 5 of 6 Weekends)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	1966	Hard Times	Ray	5	2	3	1	1	5	12
2	2958	My Lady J	Kirkland	3	3	2	4	2	6	14
3	3687	Jinx	Law	1	4	5	3	8	2	15
4	1351	Blue Side Down	Helmer	4	6	6	5	4	3	22
5	4458	Outer Limits	Roybal	2	5	10	7	7	4	25
6	361	Blue Max	Castle	6	1	12	2	11	15	32
7	3736	Respite	Stelzer	11	7	4	6	6	10	33
8	4200	Zero Gravity	Iler	7	12	8	11	3	8	37
9	506	Gray Lady	Butler	18	8	11	10	5	7	41
10	1010	Catch 24	Keesling	15	14	1	14	18	1	45
11	2664	Shooting Star	Taylor	13	13	9	8	16	9	52
12	1972	Out Of Bounds	Kresge	14	10	13	9	9	15	55
13	2973	Smokin	Baker	10	9	15	15	12	11	57
14	1877	Septillion	Dille	8	11	14	13	14	12	58
15	1858	Obsession	Writer	18	15	7	12	15	15	64
16	1789	Natural	Facchinello	9	16	16	16	13	13	67
17	4736	Shock Wave	Balcar	18	18	18	18	10	15	79
18	2185	Skagit	Buchan	12	18	18	18	18	15	81
19	4125	All That Jazz	Stevens	16	18	18	18	18	15	85

## Oswego, NY, Fleet 146

by Bill Pirillo, Fleet Captain

Fleet 146 started its initial season as a four boat fleet consisting of John Dickquist's *Little Feat*, Greg DuFore's *J-Marie*, Jim Holland's *Stinger*, and Tom Doran/Bill Pirillo's *Split/Decision*. Jim Holland was elected Fleet Captain for the inaugural season.

The fleet started racing on May 16, 1990, as part of the Oswego Yacht Club's PHRF fleet. A seven race Spring Series was followed by a ten race Summer Series. The boats were scored both as PHRF Division 1 and within the J/24 fleet.

As the season wore on, Mike Gagliardi sailed his J/24, *2nd Chance* into Oswego Harbor and never left, to become the fifth member of the fleet. Racing was both interesting and competitive each Wednesday night, with the combined task of battling the PHRF "big boats" and keeping track of the other 24s. The season ended with *Split/Decision* being crowned Fleet Champion, *J-Marie* capturing the runner-up spot, and *Stinger* claiming the third position.

During the course of the year, Fleet 146 had many boats represented at various events. Three boats participated in Canandaigua Yacht Club's J-Daze Regatta and, at the Eastern Yacht Circuit Regatta, Fleet 146 was represented by *Split/Decision* which captured overall honors and was division champion. To end the sailing season, three boats participated at the Changing of the Colors Regatta, hosted by the Lake George Club.

One of the highlights of the year was the Sail Oswego - Apple Regatta, hosted by the OYC during Oswego's Harborfest on July 27-28. Nineteen J/24s were on hand to enjoy two great days of racing, parties and fireworks. The J/24 class finish was: Tom Doran/Bill Pirillo's *Split/Decision* in first place, Russ Cook's *Significant Other* in the runner-up spot, and Kirk Reynold's *Idiot Proof* rounding out the top three.

For the 1991 season it appears that two additional boats will be joining the fleet. Joe McCloskey is moving up from the Lightning Class and is in the process of finalizing a deal on a J/24, and Charlie Krylo is bringing *Seaweed* up from Oneida Lake to join this growing and competitive fleet. Both of these individuals will provide strong crews and will challenge the present competitors for fleet honors.

The fleet will continue to race on Wednesday nights under the burgee of the Oswego Yacht Club. At the present time the fleet is undecided whether they will race one-design or continue with the dual format. Anyone interested in information can contact 1991 Fleet Captain, Bill Pirillo (315-342-4887) or Fleet Secretary/Treasurer, Jim Holland (315-343-3085).

## Santa Barbara Annual Fleet Party

by Jane Watkins

The Annual Fleet 63 Trophy Party was held over the Christmas holidays at the home of Jeff and Becky Berkus. This is our traditional dressy (black tie optional) event where we get to see what sailors look like outside of Patagonia and Big Dogs sailing gear. The party was another great success as our hosts, Jeff and Becky, kept the champagne, wine and beer flowing with an accompaniment of fattening desserts. Special guests for the evening were John and Carla Peck who also conducted a measurement seminar at the Santa Barbara Yacht Club the next day. John arrived in full tux despite the fact that he and Carla had flown in only an hour before.

The Perpetual Trophies were presented for many different categories for 1990. These trophies were donated several years ago by various J/24 sailors in the Fleet. (Some are seen in photo.) The winners get to keep the trophy in their homes until the next yearly presentation. Master of Ceremonies was Fleet Captain Jeanene Lucas, who gave out the following awards:

1st Overall in Fleet	<i>Three Big Dogs</i>	Pat Toole
2nd Overall in Fleet	<i>Ice 9</i>	Berkus/Wilkes
3rd Overall in Fleet	<i>Rebel</i>	Goodson/Watkins
1st, "A" Wet Wednesday	<i>Firedrill</i>	Glen Bjorkman
2nd, "A" Wet Wednesday	<i>Jackpot</i>	J & J Hawxhurst
1st, "B" Wet Wednesday	<i>Cowabunga</i>	Andy Dunn
2nd, "B" Wet Wednesday	<i>Tigger</i>	Rice/Zimmerman
1st, S.B. Districts "A"	<i>Jumpstart</i>	Ken Kieding
1st, S.B. Districts "B"	<i>IO</i>	Larry Freeman
Semana Nautica Regatta	<i>Jumpstart</i>	Ken Kieding
1st, Double Handed Regatta	<i>Firedrill</i>	Bjorkman/Coil
Most Improved J/24 1990	<i>Jackpot</i>	J & J Hawxhurst

Crew glasses were also given out for all of the trophy winners. YOU CAN'T FORGET YOUR CREW! Also, please note in photo, the tree was decorated with replicas of the USJCA transom sticker, a true J/24 Christmas party. Of course it got wilder later when ties started shedding, but that's another J/24 story. We're looking forward to another hot season of sailing.

At right, Santa Barbara fleet members accept trophies at their annual bash.

Composite by Jane Watkins









1990 MBA Sailing Cup winners with team captain (from row, left) Zach Orlov; second place team with captain (third from right) Doby Byers; and third place team with captain (far left) Dan Dressel.

## Great Start For MBA Sailing Cup

by Charlie Robinson

Newport, RI, was the setting for the inaugural MBA Sailing Cup, held September 15-16. Graduate students and alumni from top business schools joined forces with America's business community to raise money for Shake-A-Leg, a national non-profit foundation serving the physically challenged. J World hosted the event by providing race management and its fleet of J/24s. Four levels of sponsorship were provided, with corporations offering donations of cash, services and products.

Ten teams representing seven business schools competed in the two-day regatta. Participants included students, alumni, faculty, and corporate sponsors. After a superb nine race series in winds averaging 12 knots, the Simon School of Business team, skippered by Zach Orlov, a former collegiate All American, managed to narrowly beat the top Fuqua team, skippered by Doby Byers. Byers led by one point going into the final race. Michigan was awarded the Sportsmanship Award for its outstanding effort in establishing the spirit of the MBA Sailing Cup as "a friendly competition for an important cause."

Presenting Sponsors included American Express, Patagonia, Sara Lee Knit Products, and Toronto Dominion Bank. Event Sponsors were American Airlines, U.S. Air, Timberland, Hertz, and the Newport Yacht Club. Team Sponsors included Financial Security Assurance, Great American Insurance Companies, and Westinghouse Communities of Naples. Finally, Contributing Sponsors included Rochester Telephone and Wooden Rabbit.

Founded by students at the Fuqua School of Business, the MBA Sailing Cup provides a forum for business professionals to interact, compete, and raise funds for Shake-A-Leg. Planning for the 1991 MBA Sailing Cup is underway. For information, contact: MBA Sailing Cup, Inc., P.O. Box 61622, Durham, NC 27715-1622.

### 1990 MBA Sailing Cup

POS	TEAM	TOT
1	Simon (Univ. of Rochester)	19
2	Fuqua (Duke)	21
3	Fuqua (Duke)	24
4	Fuqua (Duke)	27
5	Stern (New York Univ.)	54
6	Wharton (Univ. of Pennsylvania)	61
7	Michigan (Univ. of Michigan)	62
8	Kellogg (Northwestern Univ.)	68
9	Chicago (Univ. of Chicago)	74
10	Chicago (Univ. of Chicago)	85

## Fleet 123 News

by Art Riley

Our fleet has nine registered members, not all of whom are active. The competition is closer than ever, with all active boats winning at least one race during the summer series and with less than 1/4 point separating some of the first five boats. We have young blood, however, with Jack Lawrence, a college student, sailing a strong and very consistent series on J-Fever to emerge as our new fleet champion. Woody Boudeman was second overall, Art Riley was third, narrowly edging on the last leg of the last race Drew Hutchinson, a high school senior, who, with his similarly aged crew, did very well. Drew and friends practiced often and hard, and always had a good race. Blair Holden finished fifth overall, coming on strong in August. It was a good season, and it was a pleasure to see the younger skippers do so well against the veterans.

For the fourth consecutive year we hosted an invitational spring regatta, and we were privileged to have 23 out-of-town boats for a total of 32. The weather was cold but windy, and the sailing was good and competitive, with Ed Leslie narrowly defeating Josh Kerst, last year's defending champion. (The series was marred in that the first race, sailed in good wind, was successfully protested as the race committee gave additional instructions to some yachts during the race. Never again!) We hope to keep improving this series so that it will be satisfying, competitive and fun for all our visitors.

### 1990 Gull Lake Spring Regatta

POS	HELMSMAN	YACHT CLUB	1	2	3	4	TOT*
1	Ed Leslie	Waukegan	1	1	6	14	8
2	Josh Kerst	North Cape	7	2	2	4	8
3	Kent Heitzinger	Sheridan Shore	3	3	7	6	12
4	Mike Dow	Grand Traverse	4	8	9	1	13
5	Rob Rubingerg	Sheridan Shore	6	11	5	5	16
6	Woody Boudeman	Gull Lake	10	5	12	3	18
7	John Koten	Chicago	8	6	4	15	18
8	Jim & Tom Babel	Gull Lake	22	10	1	8	19
9	Rich Kaiser	Chicago	16	4	8	7	19
10	Ken Himelright	Wilmette	5	13	3	16	21
11	Doug Kracht	Milwaukee	2	13	11	11	24
12	Art Riley	Gull Lake	18	23	13	2	33
13	Lon Ethington	North Cape	14	14	18	9	37
14	Scott Lammers	Chicago	11	9	21	18	38
15	Russ Sobotta	Milwaukee	12	12	15	17	39
16	Bob Beardsley	Gull Lake	20	16	14	10	40
17	Steve Schalk	Lake Geneva	21	15	10	26	46
18	Bill Childs	Columbia	17	21	19	12	48
19	John Mick	Lake Geneva	9	30	17	23	49
20	Tom Kane	Chicago	13	19	25	19	51
21	Dave Desanto	Columbia	24	26	16	13	53
22	Tim Rathbun	Columbia	20	18	22	22	60
23	Dick Perry	St. Joseph	19	24	20	33	63
24	Kevin Ward	Chicago	15	17	33	33	65
25	Eric Lind	Gull Lake	26	22	26	21	69
26	John Duplissis	St. Joseph	27	20	33	25	72
27	Bob Schultz	Lake Geneva	25	25	27	33	77
28	Jim Spiegle	Waukegan	32	29	23	26	78
29	Drew Hutchinson	Gull Lake	30	31	24	27	82
30	Jack Lawrence	Gull Lake	23	27	32	33	82
31	Blair Holden	Gull Lake	29	33	33	33	95
32	Brian Molony	Gull Lake	32	32	33	33	97

\*Best 3



## Fleet 49 Has Momentum

by George Antarr III, Fleet Captain

Since I last reported, Fleet 49 has experienced a tremendous amount of growth. Our local fleet now numbers a total of 22 boats. We have successfully attained and surpassed our 20 boat goal.

Last year was a busy year for the fleet; we did lots of things together. We had our first annual Beach Volleyball Picnic, two potluck dinners, a Toys for Tots Christmas party and of course our monthly fleet meetings with guest speakers and great food. Our fleet definitely believes in eating well!



Fleet 49 members held a Toys for Tots Christmas party.

Fleet 49 accomplished a major feat last year by obtaining corporate sponsorship for its Circuit Regatta. Investor's Daily Newspaper provided the sponsorship, and the regatta was a huge success! This year we are again in search of sponsorship for our Circuit Regatta so that we can provide an even bigger extravaganza to its participants.

We have a steady eight boats who travel to all away regattas. Marina del Rey had three boats who finished in the top ten of the circuit. Toward the end of the season last year the Marina sailors came on strong with some very impressive finishes in the individual circuit regattas. The fleet on a whole is very close, and each member is helpful and encouraging to fellow members; however, when the gun goes off and the race begins, it's every person for himself. I assure you that competition is tough. Most of the time, regattas come down to the last race to break ties for first place. We held our first fleet championship last October and races were close. We had a total of five races, and it came down to the final race to decide the champion.

Recently, the Marina fleet had nine boats who traveled to the Southern California Midwinters in Long Beach. Our top finisher was Carl Forsander, who finished 11 out of 32. Most of us had moments of greatness at one time or another. We had another three boats that finished mid-fleet.

I feel it is important that I recognize each member of the fleet for his participation. It is an extreme pleasure to be fleet captain of Fleet 49. Every person is encouraging and helpful. The growth that we have experienced would not have been possible without the support and enthusiasm which come from each

member. We will continue to support the growth here and our new goal; well, how about we shoot for 30 boats by this time next year!



At a post-race raffle, George Antarr presents Bob Johnson with Investor's Daily sailing bag.

Photo by Reva Winkler

## Jeff Thorpe Wins Midwinter / World Qualifier Proving Consistency Always Pays Off!!

by George Antarr III, District Governor

This year's Southern California Midwinter Regatta was held in Alamitos Bay and was anything but predictable! If you didn't like the conditions, all you had to do was wait and things were sure to change. This year's regatta was also one of the west coast world qualifying events and drew a fleet of 29 boats.

Saturday's races began with overcast skies and about 8 knots of wind which weakened as the day went on. The course was a "simple" triangle, or so we thought. Competition was tight at the weather mark as we rounded and headed for the reach mark. A quarter of the way down the leg confusion set in and the fleet split in two. Most of the lead boats stayed committed to the direction they were going but some didn't. Twelve select few dropped their spinnakers and headed back to weather to round what they felt was a more logical reach mark. As the race continued it became clearer and clearer that it was virtually impossible to determine where the course was. With several other courses in the same vicinity, there were orange inflatables all over the water.

Boats who sailed what became termed "the short course" finished first, but as boats began to trickle in, flags were flying everywhere. The second race was the same course; however, the winds had shifted, making the course a little more distinguishable. Peter Young of San Francisco jumped out in front and held on to take first place. It seemed as though this would be his weekend as he headed for the yacht club comfortably in first place.





The fleet spreads out on the reach in Southern California Midwinters race. Photo by Joe Steele

Back at the club events took yet another turn when skippers began their protests of the race committee and other boats for not sailing the proper course. Each skipper justified his tactics and reasons why he sailed the course he did and when all was said and done, the race was abandoned. The race committee determined that eventually everyone had sailed the proper course, although purely by accident.

Results after the first day were - Peter Young in first, Chris Perkins in second, Jeff Berkus in third and Jeff Thorpe in fourth.

Sunday was quite a different story. With mixed emotions over the race committee's decision to abandon Race 1, racers headed for the starting area. Unlike Saturday, winds were

already 10 to 12 knots and increasing steadily. The course was windward-leeward, twice around. That made the racers a little happier, knowing they wouldn't be searching for a reach mark in heavy air, and that was as good as it got. Once again we were plagued with several classes of boats, only this time we were all racing the same course. Mark roundings were a virtual parking lot - it was basically take a number and wait your turn. It was conceivable to go from the top of the fleet to mid fleet at a mark rounding.

Jack Christiansen and his *Magic Bullet* crew had perfect timing and what seemed to be flawless racing, as they cruised around the marks just beating the crowds every time and stretching their lead with every rounding. If you were able to squeak by the crowds it was definitely to your advantage, and that is exactly what happened for the lead boats. Jack Christiansen held on to first, with Chris Moeller finishing second and Jeff Thorpe in third in Sunday's first race.

The final race was more of the same. Winds had picked up to about 18 knots with gusts to 22, which made mark roundings even tougher. Once again Jack Christiansen led the pack, with Jeff Thorpe not far behind. Jack Christiansen was PMS in the final race which pushed Chris Perkins into first, and Jeff Thorpe finished again in third place.

Consistency was the name of the game on this most hectic weekend of racing. Jeff Thorpe took first place overall with a fourth and two third place finishes. The win qualifies Jeff for the 1991 Worlds. On behalf of the district, I would like to wish Jeff and his crew the best of luck!

### 1991 Southern California Yachting Association Midwinter Regatta and District 19, 20, 21, 22 World Qualifier

POS	SAIL	YACHT	HELMSMAN	1	2	3	TOT
1	3840	Color Blind	Jeff Thorpe	4	3	3	10
2	4252	Stormin Norman	Chris Moeller	10	2	4	16
3	4339	Scud	Peter Young	1	17	8	26
4	4041	Ice 9	Jeff Berkus	3	14	9	26
5	2937	Jubilant	Alan Smith	9	4	13	26
6	2841	Tigger	Brian Zimmerman	15	7	10	32
7	4221	De Javu	Chris Perkins	2	DSQ	1	33
8	583	Invisible	Bill Worsham	21	8	6	35
9	77304	Downtown Uproar	Wayne Clough	13	10	12	35
10	4448	Magic Bullet	Jack Christiansen	6	1	PMS	37
11	21754	Flying Squirrel	Carl Forsander	7	12	18	37
12	2170	How Rude	Dave Hodges	8	DSQ	2	40
13	76		Ken Hey	24	9	7	40
14	67203	Grinch	Chris Reno	5	22	15	42
15	57913	J.B. Wainwright	Steve Potter	17	15	14	46
16	8363	J-Walker	Don Hazzel	12	5	DSQ	47
17	8009	Grinder	Jeff Littfin	14	6	DNF	50
18	4301	Cool Breeze	Peter Whitney	11	13	DNF	54
19	77000	Mach 5	Wally Hollyday	27	18	11	56
20	1898	Pinball	Mark Levy	22	DSQ	5	57
21	62356	Upstart	Tim Kearns	19	21	17	57
22	2842	Flying Colors	Robert Kunicki	20	11	DNF	61
23	77423	Lucky	Robert Gerike	18	23	20	61
24	11	Smokin	Bruce Bates	16	DSQ	16	62
25	2166	J Hosen Nieg	Jim Chapman	26	20	19	65
26	67700	Fever Pitch	Bob Moore	25	19	22	66
27	4596	Ice Breaker	Bob Richards	23	16	DNF	69
28	77477	Nippertje	Peter LeBlans	28	DSQ	21	79
29	67338	Wildebeast	Bruce Ferguson	29	PMS	DNF	89





David Jackson and crew surf downwind on Wound Up, in 85 boat fleet at East Coast Championship.

## J/24 East Coast Championship Draws 85

by Nancy Noyes, J/24 Fleet 8

The 1990 J/24 East Coast Championship Regatta, co-hosted in Annapolis, MD, by the Severn Sailing Association and J/24 Fleet 8, and sailed October 26-28 on the Chesapeake Bay off the mouth of the Severn River, was an event to remember for stiff breeze and exciting competition.

Winner overall of the four-race series was Annapolitan Jim Brady and his team on *American Garage*. Brady successfully defended his 1989 East Coast title when he rallied from sixth place at the end of Saturday's racing to top the 85 boat fleet with a strong performance in Sunday's heavier air. When the regatta ended, Brady was seven points ahead of second-placer Ken Read, of Newport, RI, and his team on *Maxx*, and almost ten points ahead of early series leader Terry Hutchinson, of Harwood, MD, and his crew on *Coal Pile Express*.

Sailing with Brady were Briton Andy Hemmings, tactician John Alofsin of Newport, Washingtonian Jack McDonald, and Texan Steve Inman, who has been Brady's bowman through many of his most successful regattas in the past year, including his victories at 1990 events such as Kiel Week, the J/24 Europeans, and the J/22 and J/24 Worlds.

Hutchinson, 1989 and 1990 Collegiate Sailor of the Year, made a very strong showing in the regatta, placing first in both of Saturday's races and demonstrating outstanding speed and tactics in Sunday's contests as well, but had to accept a 20% penalty in Sunday's first race for being a premature starter after he was forced over early before restarting properly. Despite pulling off the line later after restarting that race, Hutchinson made a stunning recovery to finish eighth, but the additional 17 points of the penalty made it impossible for him to recover the top slot.

Hutchinson's crew included Newporter Brad Read as tactician, Mark Hillman of Boston on the cockpit, and Bruce Lockwood and Tom Roop from Traverse City, MI.

At the Friday morning skippers' meeting, Race Committee Chairman Steve Podlich recalled the frustratingly light

conditions which had turned the 1989 regatta into a truncated two-race drifting contest, and told the assembled sailors, "The weatherman looks like he's going to make up for what he didn't give us last year."

In fact, the weatherman more than made up for it, and Friday's brutal conditions forced Podlich to cancel racing for the day after the fleet of 85 starters followed the race committee out onto the Bay to meet heavy seas and strong winds. Through the morning the air continued to build from the 20- to 25-knot range up into a sustained 30- to 35-knot breeze with gusts into the 40s. Despite the cancellation, however, there were damaged sails and a lot of broken gear to repair before racing began in the next day's more manageable conditions.

The sailors had an excellent party, with dinner by Bayside Bull and plenty of libations from Labatts Beer, a regatta sponsor, to console them Friday night, however.

Saturday's first race, on a five-legged windward-leeward course of about 6-1/2 miles, began in a pleasant northwesterly of 8 to 10 knots, which gradually died off as the morning and the race went on.

After a two hour postponement waiting for the light and unsettled air to stabilize, a second starting sequence was initiated and then abandoned with about a minute to go in the face of a substantial wind shift, but shortly afterward a new five mile windward-leeward race in a 5 to 8 knot southerly was started and completed. Because of the long postponement between races, a planned third race was not sailed, and further racing was postponed until the next day.

Light, shifty air greeted the fleet on Sunday morning and after a short delay, the day's first race got started. Soon after the starting gun, however, the race committee decided to abandon the race as an unsatisfactory contest of skill when a substantial wind shift to the right put most of the fleet on the layline to the windward mark.

The light air didn't last, and as a substantial northwesterly settled in at about 20 knots, sailors scrambled to change down from their big genoas to working jibs and tighten their rigs in the few minutes before the race was restarted on a five legged windward-leeward course.

The stronger wind held for the rest of the regatta as the water became choppier and more challenging, and the day's final race was an Olympic triangle which sent the boats flying over the waves on the reaching legs.

"It was an extremely difficult regatta," said Brady. "Terry probably deserved to win it, but we got extremely lucky. You had to take a fair amount of risk in the shifty air and yet still try to remain conservative. It was very unsettled conditions the whole weekend. The puffs came down the course so quickly you couldn't see them and get ready. They just hit and that's the way it was."

Trophies for performance were awarded to the top nine finishers including suits of Patagonia foul weather gear for the full crews and trophies from Marmaduke's Pub for the helmsmen on the top three boats. Special awards were also given.

The North Sails Trophy for top performance by an amateur sailor from J/24 District 6 went to Tom Mowry, of Annapolis, and co-helmsman Stewart Spettel, of Alexandria VA, on *Latent Defect* in sixth place overall. Sailing with them were Bay-area sailors John Ericson and Jim Meade, and Steve Ulian from North Sails Marblehead.

The Sobstad Sailmakers Trophy for most improved performance was awarded to Washington, D.C. sailor Tony Parker, on



Bangor Packet, for finishing 10th overall, gaining 39 places over his 1989 position.

The Shore Sails Sportsmanship Trophy went to Annapolitans Sandy Grosvenor, Joanne Schram, and the crew of *Twisted Sisters*, who dropped out of Sunday's first race to rescue a man overboard from another boat in the chilly water, stiff breeze and heavy chop at the leeward mark.

The Hall Rigging presentation of a halyard to the team which had travelled farthest to the regatta was made to

Waldemar Zaleski and his crew. This team, who had written to J/24 District 6 Governor David Jackson requesting an invitation to participate in the regatta, came from Poland for the event. Coincidentally, shortly after Jackson received its request, Maryland Governor William Donald Schaefer had scheduled a visit to Poland, where the *Pride of Baltimore II* had made a stop; at Jackson's request Governor Schaefer personally delivered the fleet's invitation to the Polish sailors, who finished 62nd overall.

**1990 East Coast Championship**  
(Top 50 of 85)

POS	YACHT	HELMSMAN	1	2	3	4	TOT
1	<i>American Garage</i>	Jim Brady	4	12	3	1	20
2	<i>Maxx</i>	Ken Read	2	5	1	19	27
3	<i>Coal Pile Express</i>	Terry Hutchinson	1	1	8*	3	30
4	<i>Not To Worry</i>	Geoff Moore	9	10	7	4	30
5	<i>Dusty Work</i>	Doug Clark	21	9	2	6	38
6	<i>Latent Defect</i>	Mowrie/Spettel	3	6	10	24	43
7	<i>U2</i>	Lee Morrison	37	4	9	2	52
8	<i>Lucy</i>	Cory Sertl	5	3	21	10*	56
9	<i>Chinchilla Buck</i>	Kevin Doyle	17	13	22	17	69
10	<i>Bangor Packet</i>	Tony Parker	29	11	19	16	75
11	<i>Bacchanal Lady</i>	Josh Kerst	31	30	11	8	80
12	<i>Junk Yark Dog</i>	Max Skelley	16*	14	6	31	84
13	<i>Ghost</i>	Lindsay Clarkson	38	32	14	12	96
14	<i>Rush Hour</i>	Pat Fitzgerald	6	28	44	23	101
15	<i>Fast Forward</i>	Henry Amthor	14	26	23	21*	101
16	<i>Bunky's Boat</i>	Chip Carr	20	39	29	22	110
17	<i>Smooth Operator</i>	L.G. Raley	36	48	31	9	124
18	<i>Gotta Go</i>	Peter Benzinger	18	46	25	38	127
19	<i>Candy</i>	Fred Wiedeke	52	16	12	34*	131
20	<i>Pt. Blister</i>	Kirk Reynolds	27	8	PMS	11	133
21	<i>Riff Raff</i>	Paul Borssuck	22	51	18	43	134
22	<i>Downtown</i>	James Kinsey Jr.	59	7	5*	32*	137
23	<i>2483</i>	Clarke McKinney	42	63	4	29	138
24	<i>Novocaine</i>	Dave Van Cleef	8	21*	PMS	7	140
25	<i>Dream Girl</i>	Russell Potee	24	49	39	28	140
26	<i>Tickled Pink</i>	Spike Boston	62	25	27	26	140
27	<i>Lead Sled</i>	Jim Gluek	12	2	PMS	40	141
28	<i>Blitz</i>	Al Constants	11	31	PMS	14	143
29	<i>The Yet Zet</i>	Matthew Flood	23*	33	32	39	144
30	<i>Syntax</i>	Donald Voorhees	19	45	37	47	148
31	<i>Love Shack</i>	Chris Larson	10	PMS	16*	5*	152
32	<i>Eurythmic</i>	John Coumantaros	PMS	27	28	15	157
33	<i>Strange Brew</i>	David Cribbs	57	20	34	30*	158
34	<i>Speed Limit</i>	Rob Overton	13	41	PMS	18	159
35	<i>196</i>	Mike Hobson	7	24	PMS	25*	160
36	<i>AJ</i>	David Scheidt	25	42	54	42	162
37	<i>Maggie</i>	Charlie Ogletree	46	17	13	PMS	163
38	<i>KB-10</i>	Trevor Boyce	26	23	30	PMS	166
39	<i>21889</i>	John R. Deane III	15	57	43	55	170
40	<i>HPI</i>	Harry Belwoar	39	29	42*	44	171
41	<i>Moxie</i>	Chris Davies	28	18	41	PMS	174
42	<i>Idunno</i>	John Rizopoulos	32	50*	26*	35	177
43	<i>Tramp</i>	Mark May	41	47	40	36*	181
44	<i>Snafu</i>	Jerome Jordan	51	19	33	PMS	190
45	<i>Cheap Floozie</i>	John Adair	48	62	36	46	192
46	<i>Aliannalizabeth</i>	Ross Dierdorff	PMS	15	45	48	195
47	<i>4457</i>	Peter Allen	56	PMS	20*	20	200
48	<i>Sailin' Shoes</i>	Scott Leonard	PMS	52*	15	13*	201
49	<i>Arnold Goes</i>	Jack Van Dalen	30	53	DSQ	33	203
50	<i>Bondo Bandit</i>	Robert Weir	PMS	22	17	DNF	213

\*Denotes 20% penalty added to finish position shown.





Photo by Dick Foat

California Circuit Champion, Ken Kieding, crashes through a wave off Santa Barbara.

## District 21 News

by Jane W. Watkins, Fleet 63

Ken Kieding, of the Santa Barbara Yacht Club, was the District 21 Champion of 1990. Ken and his J/24 *Jump Start* attended all five of the California Circuit regattas and, with one throwout, had finishes of 2, 4, 1, 2. Each regatta consisted of five races, each hosted by different yacht clubs. His crew includes his sister Susan, George Sanchez, Paul Bishop and Chris Collins. The take home trophy this year was a wood model J/24. Crew trophies included the 1991 J/24 calendar in which, by chance, Ken and his crew were featured as the January boat. The perpetual half model trophy remains displayed at Alamitos Bay Yacht Club.

### California Circuit 1990 (Top 8 of 42)

POS	YACHT	HELMSMAN	CLUB	1	2	3	4	TOT
1	<i>Jump Start</i>	Ken Kieding	SBYC	2	4	1	2	9
2	<i>Ice Nine</i>	Berkus/Wilkes	SBYC	1	3	2	10	16
3	<i>Flying Colors</i>	Robert Kunicki	CBYC	4	5	6	5	20
4	<i>Invisible</i>	Bill Worsham	BCYC	5	3	8	9	25
5	<i>Pinball</i>	Cheda/Levy	WYC	11	6	8	6	31
6	<i>Mach 5</i>	Wally Hollyday	CTC	13	9	9	8	39
7	<i>JB Winwright</i>	Shepard/Potter	CYC	8	7	13	13	41
8	<i>Brew 102</i>	Bill Daffron	SBYC	12	17	7	7	43

## 1990 Fleet 4 News

by Craig Morgan

The overall health of a J/24 fleet can easily be measured by two parameters: membership in the fleet and the average number of boats on the starting line. Fleet 4 continues, year after year, to grow in size and participation.

This year, we added four new members: Lemieux (*Resolute*), Hannon (*Zot*), Nardella (*Velox*) and Merritt (*Blew By U*), and also increased the average number of boats on the starting line to 12.

The ten Sunday Series Race days were very well attended and we were able to have 17 completed races on Long Island Sound. The level of competition has increased over the years, and many racers found themselves winning or losing races by seconds, after hours of racing. However, skipper George Desrosiers and helmsman Tommy Treat once again come out on top with nine first places in the series, in *Thriller*.

### Sunday Series (Top 12)

POS	YACHT	HELMSMAN
1	<i>Thriller</i>	Desrosiers/Treat
2	<i>Shogun</i>	Hughes
3	<i>Fastbreak</i>	Birge
4	<i>Cajun Cookin'</i>	Micskey
5	<i>Volcano</i>	Elia
6	<i>Ukiyo</i>	Wall
7	<i>Zot</i>	Hannon
8	<i>Hilaria</i>	Morgan
9	<i>Outrageous</i>	Phillips
10	<i>Painkiller</i>	Kleffman
11	<i>Blew By U</i>	Merritt
12	<i>Charisma</i>	Greifzu

One of the most exciting additions over the last few years has been the Performance Factor Scoring System which has added a new dimension for all members of the fleet. This system rewards improvement over the previous year and can be won by anyone in the fleet willing to try harder and do better than the last time he went racing. Jim Birge (*Fastbreak*) came out on top and also won the fleet's "Most Improved Skipper" award. This system is highly recommended to any fleet trying to increase participation.

### Sunday Series Performance Factor Results (Top 5)

POS	YACHT	HELMSMAN
1	<i>Fastbreak</i>	Birge
2	<i>Volcano</i>	Elia
3	<i>Zot</i>	Hannon
4	<i>Hilaria</i>	Morgan
5	<i>Ukiyo</i>	Wall

To win Fleet 4's Championship Series, a boat must be proficient in three types of racing. The first is the 17 round-the-buoys Sunday Series Races. The second is the four offshore Invitational Races and the third is the Large Fleet Final Season Regatta. Once again, George Desrosiers and Tommy Treat (*Thriller*) proved their abilities in all types of J/24 racing by winning the Championship Series.



## Championship Series Results (Top 12)

POS	YACHT	HELMSMAN
1	<i>Thriller</i>	Desrosiers/Treat
2	<i>Shogun</i>	Hughes
3	<i>Fastbreak</i>	Birge
4	<i>Cajun Cookin'</i>	Micskey
5	<i>Ukiyo</i>	Wall
6	<i>Volcano</i>	Elia
7	<i>Outrageous</i>	Phillips
8	<i>Zot</i>	Hannon
9	<i>Painkiller</i>	Kieffman
10	<i>Windsprint</i>	Rubino
11	<i>Blew By U</i>	Merritt
12	<i>Charisma</i>	Greifzu

George Desrosiers and Tommy Treat sailed *Thriller* to win the 1990 Sunday Series and the Fleet 4 Championship Series.



Photo by Vic Pishall

Besides the series racing, many Fleet 4 boats participated in Long Island Invitational Races and away regattas. The Port Jefferson Race and Rendezvous proved to be great fun for all those who attended.

Fleet 4 would be hard pressed to start the year without Ted Walen's well-attended Annual Boat Uncovering Party to kick off the year's social activities. Other events included George Desrosiers' Summer Bash, the Thimble Island Cruise and party at George Wall's, the Second Annual "First Mates' Dinner" and the Final Awards Ceremony, held at Ed Becker's. Besides the series awards, Glenn Elia received the coveted Evil Knievel Award for his derring-do at the leeward marks.

The Fleet officers for 1990-91 include George Wall, Fleet Captain (also the New District 2 Governor), Craig Morgan, Scorer; and Mike Ciardi, Treasurer. Fleet 4 will be hosting the World Qualifying District 2 Championship on September 28 and 29, 1991, and we are expecting upwards of 60 boats for this special event. So plan now to attend!

## 1990 J/24 District 15 Championship

by John Mick

The 1990 District 15 Championship was hosted by the Lake Geneva Yacht Club in Fontana, Wisconsin, October 13-14. The recently expanded LGYC lake front accommodated 37 boats from Minnesota, Wisconsin, Illinois, and Michigan. Gloria Melges, Kate Goes, Jane Pegel and Jim Smith, along with a supporting cast, provided excellent race committee work, running three races on Saturday and a fourth race on Sunday before thunderstorms forced the boats off the lake.

Race 1 was started in a moderate south-southeasterly breeze which swung to the southwest, leaving many boats buried on the left side of the first leg. Ralph Fischer's *Orgasmatron* managed to jump on the shift, grabbing the lead and hanging on to win. The breeze then stabilized for Races 2 and 3 as did local sailmaker Harry Melges, sailing *Suzanne* to log two bullets and take the points lead after the first day's racing.

The fleet is off to a clean start in District 15 Championship race.



Photo by Neil MacDonald



A chicken fajita dinner was served Saturday night, accompanied by a drawing for prizes (based on dinner ticket numbers), donated by the regatta's many generous sponsors. Following dinner, the regatta moved to the well-known Chuck's Lake Shore Inn for the evening.

The big breeze forecast for Sunday never materialized and was, unfortunately, replaced by rain showers and eventually thunderstorms. After several restarts due to the wildly shifting

wind, the race committee managed to get the fourth race started. The rain didn't slow down *Suzanne* who won its third race and the regatta, after the fifth race was canceled.

Pizza and chili were served while boats were pulled out and sailors attempted to dry out. More drawings for prizes then followed (based on bow numbers and race finishes), and trophies were presented to the top ten boats, along with trophies for the top five crews.

### 1990 J/24 District 15 Championship

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	TOT
1	0473	36	<i>Suzanne</i>	H. Melges	9	1	1	1	12
2	4733	31	<i>Orgasmatron</i>	R. Fisher	1	4	7	5	17
3	0816	17	<i>Il Marvelous</i>	M. Dow	6	8	2	6	30
4	3276	05	<i>Lead Sled</i>	J. Gluek	17	3	4	13	37
5	3965	18	<i>Spot</i>	J. Mick	3	13	6	15	37
6	2617	27	<i>Coal Pile Express</i>	B. Lockwood	2	23	12	2	39
7	3930	30	<i>Fasttack</i>	A. Meleny/J. Turney	14	5	9	12	40
8	3444	35	<i>Comeme</i>	A. Kern	5	15	3	24	47
9	4466	29	<i>Maui Wau</i>	R. Kaiser	24	9	11	4	48
10	2578	25	<i>Silly Goose</i>	R. Strid	11	2	24	18	55
11	3928	21	<i>Fear &amp; Loathing</i>	D. Kracht	15	28	13	3	59
12	4146	03	<i>Gangbusters</i>	M. Gannon	12	16	26	8	62
13	1586	39	<i>Hot Blooded</i>	K. Heitzinger	21	7	16	19	63
14	3687	22	<i>Passion Play</i>	S. Schalk	7	20	30	10	67
15	3958	12	<i>Alpha Wave</i>	P. Boemer	22	17	10	21	70
16	4170	06	<i>Ineeda</i>	C. Griner	4	22	25	20	71
17	3962	04	<i>2XS</i>	D. Desanto/B. Soya	30	11	21	9	71
18	4544	37	<i>Planet Claire</i>	J. Koten	29	12	20	11	72
19	4280	33	<i>Banana Republic</i>	C. Lamphere	8	25	18	23	74
20	4040	32	<i>Boondoggle</i>	C. Koch/M. McKearnan	10	19	32	14	75
21	4096	09	<i>Taxi</i>	R. Sobotta	26	29	5	16	76
22	3836	10	<i>Red Eye Express</i>	K. Himmelright	18	27	14	17	76
23	2404	23	<i>Intuit</i>	S. Lammers	28	14	28	7	77
24	4444	08		R. O'Donnell	13	6	22	39	80
25	4437	34	<i>Saddle Tramp</i>	D. Bearder/B. Schultz	20	34	8	27	89
26	0443	02	<i>Sea Ya Bye</i>	G. Winter/J. Pearson	27	10	17	35	89
27	3420	24	<i>White Rabbit</i>	T. Shropshire	19	18	31	22	90
28	3144	26	<i>Bates Motel</i>	F. Bishop	31	21	15	30	97
29	4175	28	<i>Jade II</i>	C. Gaylord	35	24	19	25	103
30	3931	19	<i>Tough Crowd</i>	P. King	23	30	27	32	112
31	2607	16	<i>Ulysses</i>	S. Clark	25	31	29	28	113
32	1257	07	<i>Finesse</i>	T. Rathbun	16	32	36	34	118
33	3301	11	<i>Breakaway</i>	J. Griffith/J. Barringer	34	35	23	26	118
34	3500	20	<i>Right Stuff</i>	R. Rieger	32	36	34	29	131
35	4452	38	<i>Compromiso</i>	M. Leason	33	33	35	31	132
36	1338	13	<i>Outrageous</i>	G. Birr	37	34	33	33	137
37	4454	01	<i>Cloud Nine</i>	I. MacDonald	36	37	39	36	148

## 1990 New Hampshire State Championship

by Bob Torr, Fleet 139

The third annual New Hampshire State Championship was once again held on beautiful Lake Winnepesaukee, one of the largest lakes in the northeast, in September. Fresh water, steady winds, and lots of races have made this one of the more popular regattas on the Northern New England circuit. This year was no exception, with nine races being sailed in two days. Jerome (Crash) Jordan, sailing with crew Geoff Moore and Kevin

Coughlin, took the first place trophy home after battling it out with Grant Rawding and crew on *Brain Damaged*, sailing on their home court and fresh from their Northeast Regional world qualifying win the week before. Local hero and favorite, Mike (is there anybody faster on a lift?) Weisburg, was third.

This regatta is drawing more attention every year, as the word is getting around. Fay's Boat Yard, an ideal facility with three lifts and a complete rigging shop, combined with a well sheltered harbor, make this an ideal site for racing. So, if low entry fees, beautiful scenery, lots of racing and good food are what you like, we'll see you September 14-15, for the 1991 New Hampshire State Championship.





Plenty of action at the leeward mark in the first race of the Columbus Day Regatta, as Hendee (165) finds space to cut in behind Lopez (3290), Morrison (2) and Coleman (5), and Moore (456) gets away upwind.

## Noroton Fleet 99 Columbus Day Regatta 1990

by Al Ferlazzo

Al and Dave Constants, in *Blitz*, won the 1990 Noroton Columbus Day J/24 Regatta and Long Island Sound Championship, sailed on Saturday and Sunday, October 6-7, 1990. A very high caliber fleet of 43 boats, including crews led by Terry Hutchinson, former Collegiate Sailor of the Year, Betsy Gelenitis Alison, former Rolex Yachtswoman of the year, and Geoff Moore, 1990 J/24 North American Champion, came to Noroton to compete against the best Long Island Sound local talent. Lee Morrison chaired the regatta committee, Dave Sinclair was chief judge,

and Al Ferlazzo headed up the race committee.

On Saturday, the fleet sailed to the starting line under sunny skies and mild temperatures - great sailing conditions. A strong southwester dropped from 20 knots to 15 knots before the start and nearly all boats had switched from 100% jibs to genoas for Race 1 of the five race series. After one general recall, the fleet got off to a clean start with the black flag rule in effect, but three boats were disqualified because they failed to observe the requirement to check in with the race committee prior to the start.

As the first beat of the modified Olympic course ended, the breeze dropped to 10 knots and remained at that velocity or lower, with occasional 10-15 degree oscillating wind shifts for the rest of the day. The lighter air made for tough going, both

### The 1990 Noroton J/24 Invitational Regatta and Long Island Sound Championship (Top 20 of 43)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3775	<i>Blitz</i>	Constants	5	1	1	1	9	17
2	129	<i>Thriller</i>	Desrosiers	1	8	9	5	1	24
3	4600	<i>Maxx</i>	Hutchinson	2	2	2	7	11	24
4	1131	<i>Playtime</i>	Alison	3	14	13	11	2	43
5	2567	<i>Whirlaway</i>	Strang	11	13	7	3	17	51
6	2351	<i>Thumper</i>	Gardiner	10	9	21	2	12	54
7	2	<i>Five Live Crew</i>	Morrison	19	6	8	9	16	58
8	829	<i>Synergy</i>	Zanca	6	21	5	4	26	62
9	3137	<i>Stinger</i>	Selldorf	22	4	4	21	20	71
10	4014	<i>Snafu</i>	Jordan	15	23	15	17	6	76
11	176	<i>Fahrvegnugen</i>	Coughlin	8	11	10	44	18	91
12	4015	<i>ZapSail</i>	Lloyd	44	20	11	13	5	93
13	456	<i>Not To Worry</i>	Moore	44	3	3	44	3	97
14	5	<i>Grand Illusion</i>	Coleman	4	7	32	44	10	97
15	14732	<i>Intense</i>	Seniff	25	22	20	18	15	100
16	1041	<i>Private Idaho</i>	Schmidt	14	10	29	44	4	101
17	1232	<i>Couch Potato</i>	Glackin	28	31	27	16	7	109
18	556	<i>Shogun</i>	Hughes	7	24	16	44	21	112
19	1269	<i>Bondo Bandit</i>	Weir	20	26	14	10	44	114
20	2782	<i>Cerianthus</i>	Furie	34	33	25	15	8	115



upwind into a steep chop from the strong breeze of the previous 24 hours, and downwind against a strong flood tide. Geoff Moore finished first, but was later disqualified in a protest. Milford's George Desrosiers, with Tom Treat steering, won Race 1 with Hutchinson second, Alison third, Peter Coleman fourth, and Al and Dave Constants fifth.

The Constants team then proceeded to take charge of the regatta with bullets in races 2 and 3. Well versed in the light and shifty conditions, Al, Dave and crew provided a clinic in shifting gears to maintain speed, finding the freshest breeze on the course, and taking advantage of wind shifts. Despite their consecutive bullets, *Blitz* still trailed Terry Hutchinson, who had three seconds, at the end of the day. Other skippers who were able to enjoy their Saturday night steak dinners as contenders included Desrosiers/Treat, Betsy Alison, and Long Island Sound sailors Patrick Strang, Lee Morrison, Doug Gardiner, and John Selldorf. Geoff Moore had also climbed back into contention with two thirds following his first race DSQ.

The fleet arrived at the starting line Sunday morning in another light southwester. With the strong flood current pushing boats over the line, there was a general recall. In the subsequent black flag start, there was another general recall, but 14 boats were spotted over the line by the race committee and were disqualified in accordance with the sailing instructions. All of the top contenders survived, and the Constants team got an outstanding start and maintained its lead to win its third straight race. The Gardiner team was second, and Patrick Strang was third. Terry Hutchinson took a seventh and trailed *Blitz* by only five points with one race to go.

The breeze at the end of Race 4 had become very light. With the regatta time limit approaching, the race committee waited for the breeze to improve for the fifth and final race. While debating whether or not to start, news came over the radio from the Seawanhaka Race Committee to windward that a freshening breeze was coming, and so Race 5 was started in a minimal breeze just before the time limit. The race committee's decision may have been the subject of some discussion on *Blitz*, who found themselves buried at the start and in very bad shape on the first beat of the windward - leeward - windward course. To win the regatta, the Constants team had to pass most of the fleet, and they did just that, finishing ninth, two boats ahead of Hutchinson.

Treat/Desrosiers won the race to edge out Hutchinson for second in the regatta, while Betsy Alison was second in Race 5 and fourth in the regatta. Geoff Moore took another third, but he was also one of the 14 premature starters in Race 4, and finished thirteenth overall. Patrick Strang, Doug Gardiner, and Lee Morrison all sailed consistently well throughout the regatta and finished fifth, sixth, and seventh overall. So while most of the top finishers in the regatta were Long Island Sound sailors, all of the competitors were treated to another regatta very well run by Noroton Yacht Club, and many of the visiting boats expressed their appreciation before returning home. So all involved in registration, launching, cooking, judging, and race committee can take pride in this regatta, which has become a premier annual J/24 event.

The 1991 Noroton Columbus Day Regatta will be a qualifier for the 1992 World Championship in Annapolis, Maryland. It will be a three day event, with racing from Saturday, October 12, through Monday, October 14, which is the observed Columbus Day holiday. This promises to be a highly competitive and well attended regatta.



Glenn Morrow's No Excuses flies down the lake in Race 5 of the Gulf Coast Championship.

## Thunderstar Wins Gulf Coast Championship! Again!

by Guy Brierre, Fleet 94

Scott Young, Mike Haggerty and crew led *Thunderstar* to its fourth Gulf Coast Championship in six years. The GCC, held February 16-17, at New Orleans' Southern Yacht Club on Lake Pontchartrain, was a windy affair. Winds ranged from 15 knots on Saturday to gusts of 30 knots on Sunday, for the third stop on the District 14 Championship "Texas" Circuit. Only seven boats were able to finish even once in the top five slots.

Saturday morning dawned with temperatures in the low 40's as a cold front had passed through on Friday. *Thunderstar* began its series with a first, followed by defending GCC Champions Mark Hallman and John Peck, on *Monster Fish*, and top local boat *Bad Boys*, skippered by Benz Faget and Jerry Coogan.

Winds for the second race increased slightly, with *Thunderstar* winning again followed by Terry Flynn and Mark Foster, on *RC and Moon Pies*. The final beat was highlighted by strong gusts carrying 60 degree wind shifts, causing numerous auto-tacks and unintentional crew leg dunkings for those caught unaware. Rumor has it that *Easy Come's* owner, Barbara Skrmetta, has nicknamed crewmate Tyler Garrett, "Ecks," after his "save" - pulling Barbara back into the boat after a particularly vicious auto-tack.

The wind continued to shift violently, but the race committee, superbly headed by Tootie Barnett, looked into their crystal wind ball and set a perfect course for the 4 p.m. start. Tommy Meric et al, on *Carnival Time*, pulled a five leg horizon job; unfortunately it was a six leg race. On the final beat, they were engaged in a tacking duel with *Bad Boys*, but held on for the win. *Carnival Time's* pit man, Scotty Barrett, was later seen lying comatose in the locker room after the race, repeating something about "75 tacks, 75 \*#&@% tacks!". They were followed in by *Fish*, *Moon Pies* and, uncharacteristically, *Thunderstar* in fifth - its worst finish.

Saturday night a number of crews headed for the French Quarter, while others stayed for the unique SYC Cajun Barbeque. Free Bacardi Cajun Rum and Cajun Coca Cola products flowed, while those crews that could still move danced to the N'Awlins



sounds provided by the DJ. The numerous sponsors provided door prizes of hats, T-shirts, mugs, beach chairs and crab trays that were given to the hearty partiers.

Sunday brought welcome warmth with highs in the low 70's while the breeze strengthened. Sunday's first race started with genoas, but after the second weather leg, the foredeck crews had a test of their speed and agility under pressure as they changed to jibs with the J's planing downwind (just imagine what their fingers would have been like if the temperature had still been in the forties!). William Cantrell's *Lightnin* crew were lucky - a broken tiller on the first reach prevented them from having to perform this maneuver (as well as the reach to reach jibe at the second mark). Fred Schroth, famed inventor of the combination six-pack holder/motor mount, thought his boat had really gone *Psycho* until he realized his pintles had sheared. Two other boats found the going too rough, but *Thunderstar* cruised to another victory followed by *Moon Pies*, Bill Draheim and Rick Schaffer on *Jasmine*, *Fish*, and District Governor Ned Plumer on the always beautiful *Plum Crazy* (sorry Ned, plum is too close to purple for me).

Going into the final race, *Thunderstar*, with three firsts and a fifth, was still only four points in the lead, with more boats six and seven points back. With the wind still high, Flynn and Foster got a good start and powered to the win. Unfortunately for the *Moon Pies*, they could only put one boat - *Bad Boys* - between themselves and *Thunderstar* and had to settle for second overall. *Thunderstar* is now batting .667 in winning the GCC's.

Many thanks: to our friends from out-of-town who come to race and visit (especially those Chicago boats of Tim Rathbun



Insta-gator (37) and Whatboat (19) display disparate pole settings while reaching along in the 1991 GCC. (Which was faster?)

and Bernie Soya), to the judges (who only had to hear two protests) - John Diggins, Robert Lahn and Nanci Flynn; to Fleet Captain Jerry Coogan for obtaining great sponsors such as Bacardi Rum, Coca Cola, Hibernia Bank, Michelob Beer, Kentwood Spring Water, Clearview Shopping Center/Julian Richards and Footlocker Sportswear; to the best registration crew in the world, Mamsie Manard, Pam Cumberland and Barbara Skrmetta; and to the race committee - Tootie Barnett, Joel Barnett, Al Grevemberg, Corky Potts, Jerry Blouin, Frances McCall and Skee Sanchez.

Trophies were awarded to the top ten boats, with beautiful crystal trophies presented to the skippers and engraved belt buckles with belts given to the crews (thanks to Trophy Chairman Whitner "Max" Church). Congratulations to Scott Young, Mike Haggerty, Doug Kern, Mark Fawks and John Moraw for yet another impressive victory.

### 1991 Gulf Coast Championship

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	3481	01	<i>Thunderstar</i>	Young/Haggerty	1	1	5	1	3	11
2	43	03	<i>RC and Moon Pies</i>	Flynn/Foster	4	2	4	2	1	13
3	2537	04	<i>Bad Boys</i>	Faget/Coogan	3	3	2	7	2	17
4	4029	02	<i>Monster Fish</i>	Hallman/Peck/Pitcairn	2	5	3	4	6	20
5	634	85	<i>Carnival Time</i>	Meric, et. al.	7	8	1	12	5	33
6	3764	10	<i>Plum Crazy</i>	Plummer	5	4	10	5	12	36
7	3287	11	<i>Preparation J</i>	Tears	10	15	6	9	7	47
8	3411	08	<i>Jasmine</i>	Draheim/ Schaffer	14	25	7	3	4	53
9	2910	53	<i>Easy Come</i>	Pitard/Merrifield	8	10	15	15	13	61
10	3149	69	<i>Dubious Decision</i>	Baker, T.	11	DSQ	9	6	8	64
11	2380	18	<i>Superman</i>	Broadway	13	18	17	10	10	68
12	3496	76	<i>Siren</i>	Condran/Barton	6	16	18	11	17	68
13	1548	77	<i>Rum-N-Reggae</i>	Brierre	16	12	16	14	20	78
14	2573	16	<i>More Grief</i>	Conger	9	23	19	8	16	81
15	2017	38	<i>Red October</i>	Roy	DNF	11	13	20	11	85
16	3800	83	<i>No Excuses</i>	Bolyard/Morrow	15	29	20	13	9	86
17	2857	42	<i>Low Rent</i>	Hinrichsen	21	7	14	16	PMS	88
18	1975	13	<i>Lightnin</i>	Cantrell	17	13	11	18	DNF	89
19	1449	19	<i>Whatboat</i>	Hirschberg	19	28	12	19	14	92
20	187	17	<i>Psycho</i>	Schroth	20	19	8	17	DNF	94
21	3962	41	<i>2XS</i>	DeSanto	12	9	DSQ	DSQ	19	100
22	814	71	<i>Tropical Agression</i>	Lindow	22	14	PMS	21	15	102
23	3787	37	<i>Insta-gator</i>	Bonagura	18	17	23	24	21	103
24	3216	44	<i>Harbinger</i>	Baker, B.	23	20	24	24	18	109
25	1257	40	<i>Bad Dog</i>	Rathbun	27	24	25	22	22	120
26	90	90	<i>Sea Horse</i>	Gordon	24	27	22	25	DNF	128
27	4009	81	<i>Hacque</i>	Nicholson	25	21	26	27	DSQ	129
28	4272	72	<i>Jammin</i>	Manner/Harrison	DSQ	22	DSQ	28	23	133
29	377	88	<i>Cher</i>	Rutherford/Herrios	26	26	DSQ	26	DSQ	138



## Brady Wins 1990 Ficker Invitational

In the second annual Ficker Match Racing Invitational, hosted by Long Beach Yacht Club in September, 1990, J/24 World Champion Jim Brady took first place honors and earned the right to compete at the 1991 Congressional Cup in March.

Racing against a field of proven talent, Brady (Severn Sailing Association) was able to hold off J.J. Isler (San Diego Yacht Club) in the final race and win the trophy. Mark Golison (Alamitos Bay Yacht Club) was third; Doug McLean (Del Rey Yacht Club) was fourth, Steve Flam (Long Beach Yacht Club) was fifth, and Selig Berman (Knickerbocker Yacht Club) was sixth.

The Ficker Invitational is held each year at Long Beach, California, in order to seed aspiring match racing skippers into the prestigious Congressional Cup. This year the racing was in J/24s, and each skipper was asked to provide and sail his/her own boat. "Certainly the burden to bring a good boat was on each of the competitors, but the competition itself did not indicate that anyone was a shoo-in. And after all, coming to a regatta prepared and with good equipment is part of racing," remarked Ken Larson, Chairman for the 1991 Congressional Cup and the person credited with rekindling the Ficker competition.

For the 1991 Ficker Invitational, scheduled September 14-15, the yacht club is developing criteria for invitations which will include the winner of the Prince of Wales Bowl, winners of other well established match racing events, and four "at large" berths for which resumes are requested. Any racer interested in advancing into world class match racing should contact Drew Satariano, Ficker Invitational, Long Beach Yacht Club, 6201 Appian Way, Long Beach, CA 90803.

Winners of the 1990 Ficker Invitational, sailed in J/24s, are (from left) Jeff Berkus, Jim Brady (helmsman), Doug Kern, and Steve Inman.



## Al and Dave Constants Top Fleet at Pink Moon Regatta

by Tim Winger, Fleet 15

Local favorite Max Skelley led the 27 boat fleet into the last race of the 1990 Pink Moon Regatta last April, but was finally beaten by the Constants Brothers' consistency. Charlie Ogletree, of Annapolis, was also very much in the hunt until he was involved in one of several collisions in the third race on Saturday.

On Saturday things got started just drifting about at the top

of the Chesapeake Bay for about an hour until the race committee herded the fleet up the Susquehanna River to some relatively strong, puffy conditions. The short legs and many mark roundings in each race put a premium on starting, tactics and sail handling, more than speed.

After a great Saturday evening party at the Skelley Sails Loft, the fleet headed out on Sunday into darkening skies and even stronger winds on the upper bay. Ability to maintain control was crucial, as many bottoms were bared. The Constants' long experience in the class came through in the end, with a good steady performance when Skelley left an opening in the final race. The weather held to the end of the racing but opened up on the fleet on the way to the hoist. Trophies had to be awarded under the cover of one of the yard sheds. Despite the rain at the end, spirits did not seem to be dampened for this increasingly popular series that is named for April's full moon.

### 1990 Pink Moon Regatta

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	<i>Blitz</i>	Constants	3	3	2	1	2	11
2	<i>JYD</i>	Skelley	2	1	1	3	6	13
3	<i>Cheap Floozie</i>	Adair/Lee	8	7	7	4	3	29
4		Ogletree	1	2	DSQ	2	1	35
5	<i>Grim Reaper</i>	Reynolds/Ferg	9	4	3	8	12	36
6	<i>Rush Hour</i>	Fitzgerald	6	6	6	9	14	41
7	<i>Street Gang</i>	Donovan	14	10	9	6	5	44
8	<i>Minimum Wage</i>	Mahoney	20	5	4	12	9	50
9	<i>Hot Spur</i>	Kulp/Scherpf	7	8	8	14	13	50
10	<i>Snafu</i>	Jordan	4	14	15	17	7	57
11	<i>Balls</i>	Eggleton	11	12	5	15	20	63
12	<i>Uncle Wiggly</i>	Brumfield	12	9	DNS	7	8	65
13	<i>Moxie</i>	Davies/Frank	24	17	12	10	4	67
14	<i>Good Deal</i>	O'Keefe	19	11	10	20	10	70
15	<i>Whistler</i>	Henry/Shepard	10	21	18	13	11	73
16	<i>HBI</i>	Bellwoar	13	19	14	16	15	77
17	<i>Witt's End</i>	Witter	15	16	13	18	16	78
18	<i>Mr. Mojo Risin</i>	Snyder	17	DSQ	16	5	17	84
19	<i>Arnold Goes...</i>	Van Dalen	5	13	11	DNS	DNS	87
20	<i>Magpie</i>	Winger	16	15	DSQ	11	DNS	100
21	<i>Speedster</i>	Mihills	23	20	18	21	19	101
22	<i>Civil War</i>	Iacona	18	DSQ	17	19	DNS	112
23	<i>Bobby's Run</i>		27	25	21	24	20	117
24	<i>Rascal</i>	Phillip	26	24	DNF	23	18	120
25	<i>Outrageous</i>	Norris	21	22	20	DNS	DNS	121
26	<i>Shearwater</i>	Detweiler	25	23	22	22	DNS	121
27	<i>Another Toy</i>	Prevete	22	18	DNF	DNS	DNS	127

## Max Skelley Wins Beaver Moon Regatta

by Tim Winger, Fleet 15

Max Skelley and his crew won four out of five races to dominate the fleet, while the Spettel/Mowry team from Annapolis won the only race Skelley did not win, on its way to a very commanding second place in the 1990 Beaver Moon Regatta held in November at Havre de Grace, MD.

Saturday morning began with drizzle, light fog and even lighter winds, but with a front scheduled to come through. By race time the fog was gone and the rain and wind had both picked up significantly. Everyone started the first race with genoas, but all had switched to blades for the start of the second race. After the second race a number of participants retired with



damage or because they were uncomfortable with the heavy conditions. The third race started in about 30 knots steady, with higher gusts. And they say sailing is not a spectator sport! Racing in Havre de Grace takes place right off the Tidewater Marina docks. Everyone in the area was enjoying the show, with the possible exception of some of the participants who were involved in the numerous knock downs and spinouts. There were some great rides too, down the short, one mile spinnaker legs.

After a great party at Skelley Sails' Loft, the Skelleys went to work repairing the day's damage. All was back in order for Sunday morning. The wind was there also, at around 20 to 25 knots, but began to show some holes during the second race. Max Skelley won all but the very heavy air third race on Saturday, on his way to a very solid regatta win. The Annapolis team of Spettel/Mowry took second in a commanding way, while a newcomer to this series, Eric Leitner from Perth Amboy, NJ, took third. Tony Iacona, a local fleet member who races most of his season in Connecticut, took fourth, and local fleet captain, Fred Reynolds and his partner, Ellis Ferguson, captured the fifth trophy spot.

Fleet 15 considers itself very lucky to have Ralph Skelley's well-known expertise in running race committees and Sally Skelley's regatta organizational skills available to us. We would also like to thank the many who worked with Ralph and Sally to make our Pink and Beaver Moon Regattas so successful.

#### 1990 Beaver Moon Regatta

POS	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	JYD	Skelley	1	1	2	1	1	5
2	Latent Defect	Spettel/Mowry	3	2	1	2	4	12
3	Shark	Leitner	9	6	6	3	2	26
4	Civil War	Iacona	2	7	4	10	7	30
5	Grim Reaper	Reynolds/Ferg	6	4	8	9	5	32
6	Street Gang	Donovan	14	3	10	5	3	35
7	Whistler	Henry	5	8	7	7	8	35
8	Mr. Mojo Risin	Snyder	8	11	3	8	6	36
9	Good Deal	O'Keefe	7	9	5	6	9	36
10	Magpie	Winger	4	12	DNS	12	10	54
11	Uncle Wiggly	Brumfield	10	5	DNF	DNS	DNS	58
12	Anna	Johansson	15	10	9	13	11	58
13	Hotspur	Kulp	13	DNS	DNS	4	12	61
14	Speedster	Mihills	12	DNS	DNS	11	13	68
15	Balls	Eggleton	11	PMS	DNS	DNS	DNS	72

## Faget/Coogan Take Sugar Victory

by Tom Baker, Fleet 94

Fresh breezes and mild temperatures greeted the Sugar Bowl sailors and New Year's revelers at Southern Yacht Club in New Orleans, December 29-30. In addition to the 14 J/24s, some 200 other boats representing a number of classes provided more than enough willing participants in the famous New Orleans Attitude Adjustment after the racing. On the race course, Benz Faget and Jerry Coogan, on *Bad Boys*, overcame the fast start of Fontainebleau Yacht Club's Luther Carpenter to win this 53rd annual event. The close racing was not limited to the top two, as excellent battles for various positions developed throughout the weekend.

Race 1 was all Team Carpenter's as they led the tightly bunched fleet from wire to wire on the modified gold cup course.



Faget/Coogan, in *Bad Boys*, round the weather mark just ahead of Stuart Lindo, with their downwind work cut out for them.

Faget slipped into second just ahead of a train wreck finish engineered by skippers Stuart Lindo, David Bolyard, Hank Saurage and Guy Brierre.

The breeze stiffened for Race 2 and began going through slow 20 degree oscillations, making different sides of each beat pay big dividends. Faget lead Saurage through the first triangle and proceeded to cover him to the left. Carpenter, Bolyard and Lewis Conger got leveraged to the right, caught the shift, and caught the leaders at the next windward mark. Faget and Carpenter got into a great duel on the next two legs, with *Bad Boys* earning the victory by making the left pay on the third beat. National Sunfish Class heavyweights Bolyard and Saurage again finished together, with Texan and District 14 brethren Lewis Conger in fifth.

The big showdown in Race 3 between Faget and Carpenter turned into the big slowdown for the latter as the *Bad Boys* sailed away for the win in, once again, optimum conditions. Bolyard claimed second as Carpenter found himself battling with Conger and Saurage for the third place slot. The tight racing for fifth overall was won by Stuart Lindo with Dave Loeb earning the nod in an equally close three way duel for eighth.

Thanks to the excellent race management by SYC and the assistance of New Orleans Yacht Club's PeeWee Sheldon, the Sugar Bowl will continue to draw top sailors every year. Hope to see you next year.

#### 1991 Sugar Bowl Regatta December 29-30, 1990 (Top 8 of 14)

POS	SAIL	HELMSMAN	1	2	3	TOT
1	2537	Faget/Coogan	2	1	1	4
2	3149	L. Carpenter	1	2	3	6
3	3800	Bolyard/Morrow	4	3	2	9
4	634	Saurage/Skrmetta	5	4	4	13
5	814	S. Lindo	3	7	6	16
6	2573	L. Conger	7	5	5	17
7	1548	G. Brierre	6	6	7	17
8	2216	D. Loeb	10	9	8	27



## News from Italy

by Franco Rodino

### William Lawson's Golf Yachting

In November, in the wonderful body of water in front of Portofino, our J/24s usually have a date to sail in the Golf Yachting Regatta consisting of three races and two golf matches. Each boat puts together a crew of one real golfer with a minimum handicap of eight, a golfer-sailor, and three true sailors. The final results combine the race results with the 18 hole foursome stroke play and 36 hole stroke play (excuse the not very refined golf language, because the writer is only a sailor) plus the April race in Monte Carlo. The overall winner takes home the Martini Golf Yachting Perpetual Trophy. In past years Tony Porta, of *Take It Easy*, had won this trophy, but this year it was won by Samele Aldo di Acquaviva of *Canarino Feroce*. This event drew two popular English sailors as well, Bradford and Warwick. Portofino Bay is really wonderful, but there was unfortunately not a strong wind and consequently these races were, as we

say, "without story." During the prize-giving, Martini flowed and happiness too. Ask for information for next year's event; maybe the wind will not be there, but surely Martini champagne will be there once again.

### Winter Championship in the Gulf of Genoa

In Genoa the north wind quite always blows, and so about forty J/24s from Monte Carlo, Rome, and the lakes of northern Italy, are attracted by the call of this cold wind. The regattas there are always faultlessly organized by the Yacht Club Italiano, but this year the championship was really monotonous in spite of the large number of boats, strong wind and sunny days. Here is why: the great power of Roby Martinez, twice Italian Champions and the helmsman of *Baraldi J*, the boat of the Baraldi brothers, Luca and Mirko, who are experienced 'tombeurdefammes' too. Unfortunately, in past international races this crew has not placed well, but this year should be lucky for them and they promise to sparkle during the next World Championship in Greece (Jim and his gang are warned!) Nowadays, as you know, the Mediterranean situation is quite confused, but

*The leaders of the 40 boat fleet at the Genoa Midwinters approach the leeward mark.*

Photo by Franco Rodino







Photo by Franco Rodino

Francesco DeAngelis (1987 J/24 World Champion), Franco Rodino (Italian coach), and Paolo Boido (J-Boats Italy) gather at the J/24 Gazebo at the Genoa Boat Show.

everyone hopes that all that will be solved in the best way (Italian J/24 friends are with the boys, as George says, of the Allied Force) so that we'll be able to accept the invitation of our Greek friends not seen since April 1987. Friends of J/24, Greece is beautiful, its blue sea is charming, not to mention the sun. And if everything ends well, we'll enjoy a marvelous world championship there.

#### Ski Yachting 1991

In the Gulf of Genoa, many J/24s like sailing during the winter, awaiting the International Week of March, won by Jim Brady last year. But not everyone enjoys going to and from the buoys, so the organizers, once again the Yacht Club Italiano of Genoa,

invented the ski-yachting race. But what's that, you say? Well, it's easy: a weekend in the mountains, a ski race (slalom) and a weekend on a J/24, and then the addition of those two scores. There are prizes for everyone and, as you can imagine, a lot of headlong falls in the snow for almost everyone. This year Baraldi J won the race, with Roby Martinez at the helm. Second was Eusebio, on *Cartoncino*, and third was the Tigullian notary Guido Santoro, a great sailor and great tumbler, on *Lallegro Bevitore*. The specialist on *Canarino Feroce*, used to these kind of performances, won the ski race.

#### J/24 Class Association at Genoa Boat Show

Our friends of London, Miami and Duesseldorf can talk as much as they like about their boat shows! Without doubt that which takes place in Genoa in October is the biggest and more visited, and what better occasion to be there? In fact, the Italian J/24 Class was present and, as you can see in the photos, represented by presidents and secretaries as well as pretty girls. With our attendance at the boat show we had the opportunity to greet and talk J/24 with Italian and foreign friends. Certainly we'll be present next year too, with those same girls.

## Dutch J/24 Class Makes Use of Lakes All Year

by Ed Braskamp

The Dutch are water-loving people. There are many beach frequenters, unfortunately loads of motorboat enthusiasts (quite incomprehensible!), overcrowded lakes with juniors learning to sail, and, of course, among the other racer-sailors, there is the Dutch J/24 Class.

Approximately ten years ago, Chris Jongerius and Donal Schotel each bought a J/24 and set their minds to get the Dutch J/24 Class going. Presently there are 33 enthusiastic, race-sailing J/24 owners in the Netherlands.

The racing mostly takes place on the IJsselmeer. This has but the one disadvantage that this water has no tide, which proves to be a set-back for our sailors when competing on the Solent, for instance. Therefore, the J/24 committee organized the Open Dutch Championship 1990 at Coolijnsplaat, in the south of the country, on tidal water. Due to mostly no-wind conditions, the competitors got their fair share of tidal influence on their racing tactics. Anchoring – and the required specific technique – proved to be a cumbersome necessity and an essential part of the tactics.

A unique opportunity for the J ladies was taking part in the first Women's Match Racing series in Portofino, Italy, in May, 1990. One Dutch team, skippered by Berita van der Werff Valk, undertook this venture. Yacht Club Italiano did a wonderful job in organizing two ordinary races, two complete Round Robin series, and an unforgettable evening program for the eight competing teams. Prior to and after the races, skippers meetings were held which, in fact, all competitors attended to discuss rules and various situations on the water. As this event was meant to be 'educational' for umpires and competitors alike, tactics were also subject to discussion led by committee members and experienced match racers such as J.J. Isler (U.S.) and Tish Blackford (U.K.). Initially, you tend to get the idea with match racing that you will need all your concentration for the diverse rules, possible infringements of them, and putting up your flags, thus leaving no concentration or time for any tactics.



Photos by Franco Rodino

The J/24 Class display was popular at the Genoa Boat Show.

Italian NJCA President Pinetti Masini, on the wooden boat, Valentina.







A J/24 (at an angle on the trailer to reduce the breadth for transport) heads for the new racing season, with the Castle Muiderslot, in Muiden, the Netherlands, in the background.

Photo by Kay Hooghandt

However, once on the water with a well organized team having clearly appointed tasks, this proves to be different. The Dutch J team looks back at the event in Portofino with great enthusiasm and fulfillment and, apart from having gained match racing experience, they also won the second prize.

Match racing is becoming more and more popular. The trial series for the IYRU Land Rover Nations Cup 1991 is the first event to be sailed in 1991. Planned to take place during the weekend of February 16-17 on the lake, Braasemmermeer, the event had to be postponed until further notice due to weather conditions: the lake was frozen. But, typical of the J/24 Class, as this weekend was spoken for anyhow, a substitute race was organized . . . on skates! So, you see - the Dutch J/24 owners make use of the lakes all year through.

## South American Championship VII

by German Fuchs

We just returned from the seventh South American Championship held at the Club de veleros Barlovento, Buenos Aires, Argentina. I took the task to carry my boat, Atocc, the 1000 miles from the Pacific to the Atlantic, crossing the Andes, over 12,000 feet high.

The championship was very tough amidst the Argentinian fleet that was racing in a very competitive series over the year, looking for the prize of ten airline tickets to Miami for the 1991 Midwinters, to be awarded to the top two crews at the end of their season. (Note: The winners were Alejandro Irogoyen and Guillermo Baquerizas, and they were 15th and 22nd, respectively, in the Championship fleet at the Midwinters.)

Our crew was new on the J/24, and our first time together was the day before the first race. Nevertheless, our boathandling was very good. The courses were set in the Rio de la Plata River, and it was very difficult to read the up and down currents, mixed with constant 10 to 15 degree windshifts.

Alejandro Irogoyen, from Argentina, won the championship by one point over Ezequiel Desportin. There were three countries represented: Argentina, Brazil and Chile - for the first time and hoping it is not the last. Siegfriedo Spitzky and Roberto Authier managed to organize an excellent championship that we will always remember.



Above: German Fuch's Atocc crossing the Andes Mountains, enroute to the seventh South American Championship in Buenos Aires.  
Below: The fleet moored at Club de Veleros Barlovento.







Clockwise from above: J/24's match race for the Friendship Cup off the coast of Tel Aviv; U.S. Ambassador to Israel William Brown (left), Roger Tordjman (center) and Admiral Moka Limon discuss the races back at the dock; well-known sailors participating in the clinic and match racing event included (from left) Roger Tordjman, Jim Brady, Andy Hemmings, Israel Peretz, Yoram Dafni, Yuval Donskoy, Harry Mitdorter, and Eitan Fridlander; Admiral Limon and Ambassador Brown take a turn on the rail.

## Match Racing in Israel Advances J/24

In Tel Aviv, in December, 1990, J/24 enthusiast Roger Tordjman organized a match racing event, sponsored by Pan Am and Osem Foods of Israel, to promote J/24 racing in Israel. Jim Brady, 1990 J/24 World Champion, and Andy Hemmings, 420 Class World Champion in 1983, conducted a racing clinic and competed in the series in which U.S. Ambassador William Brown also participated. Stated Ambassador Brown at a recep-

tion for the visiting champions, "Israel is surely now on the sailing map. First the Flying Dutchman boats, then the 420 and 470's, now the J/24. With a great climate and coastline, and warm friends to host them, Israel is wonderful for sailing buffs."

Brady and Hemmings also said that the pleasant and peaceful atmosphere in Israel was far different than what they expected. "The weather is great, marine facilities are up-to-date, the shorefront is right near the heart of the city, and there is a lot of interest in sailing."





J/24s sail in front of Strandverket, originally built to defend the town and now the clubhouse and racing office for the Marstrand Sailing Association (MSS), known for their perfectly arranged races at Marstrand fiorden.

## Marstrand, Site of 1992 J/24 European Championship

by Eva Hansen, in cooperation with the Marstrand Sailing Association and the Swedish J/24 Association

The vast and beautiful archipelago of the Swedish west coast is formed by innumerable islands and skerries of naked rock. Shaped into soft rounded forms during the ice age, the islands and the coastline present sailors with spectacular passages, as well as safe and comfortable, natural harbors. Cosy fishing villages and hectic summertime resorts make the Swedish west coast a favorite for yachtsmen of all ages and nationalities.

At one of the most westerly outposts of the maze of islands, lies the star of yachting in Scandinavia, Marstrand. Crowned by the battle-hardened Carlstens Castle, it is the historic gate to the Kattegat-sea and the Skaw, with records from as early as the 13th century. Marstrand has since served as trading post, fishing village and battleground. Small as it may seem, it has always played a role in the history of Sweden and Scandinavia.

During the 18th century, Marstrand saw its most expanding and important years. The mile long quay, the longest in Europe at that time, as well as the foundations of the castle, were built at this time by convicts who served long sentences. To serve a sentence at Marstrand was second only to decapitation, and only the most hardened criminals ended up on the island. Carlstens Castle has since been sieged, conquered and reconquered by Danes and Swedes. It has always been a long awaited and welcoming landmark for fishermen and sailors alike.

Thanks to the Swedish King Oscar II, Marstrand saw a new era of greatness during the 19th century. King Oscar visited Marstrand during a royal cruise and decided to make the town his summer residence. Among his kingly gifts was a talent for

throwing wild and large parties. In order to accomplish this in a suitable way, Oscar II needed facilities, and the Society House was built. With a beautiful view over the northern harbour outlet, it is still a night place with class. Oscar's social life, his strongest point as a monarch, changed Marstrand from a trading and fishing village to a stylish summer resort. Cobblestone streets lined with wooden houses and several restaurants, bars and pubs, give Marstrand a unique and warm atmosphere. The picture becomes even more pleasing since no cars or motorcycles are allowed on the island.

Marstrand's beauty and charm, in combination with its location along the west coast, have always made it suitable for sailing. It seems that the social activities established by Oscar made the town irresistible to sailors, and soon the Fjord of Marstrand was filled with sailboats of all types and sizes. The fjord itself is a challenging arena for competition. With strong currents and being completely open to the sea, it can be both difficult and demanding to master, even for the local talents.

Throughout the years, Marstrand has seen and organized major events in most of the well-known classes: the Star Worlds in 1980, the 470 Worlds in '79, the Finn Gold Cup in '85, the 6 Meter Coupe de France in 1988, and the One Ton Cup in 1990, to name a few. In 1991, Marstrand will host the Dragon Gold Cup and the 505 Worlds, and in 1992, the major event will be the J/24 Europeans.

The J/24 Class has again started a rapid growth in Sweden, after a few years of slow activity. Sailors from a wide variety of classes are looking at the J/24 with interest, and some of Sweden's most competitive sailors are turning their heads. The Swedish J/24 Class Association is already hard at work, determined to make the 1992 Europeans a memorable and successful one. For those of you who would like to test Marstrand before the Europeans, please contact the Swedish J/24 Class Association.





The winning crew of Madder 'n Badder, from left: Anthony Wiseman, foredeck; Chris Links, skipper; Lee Connell, trimmer; Adam Coughlan, mastman; and Gary Audmunson, tactician, display their trophies; at far left is Australian NJCA President Mark Long, at the microphone.

## 1991 Australian Championship

by Mark Long

Royal Prince Alfred Yacht Club, on Pittwater, hosted the 1990-91 Australian Championship held December 27-January 3, and sponsored by Continental Airlines. Pittwater is about 25 kilometers north of Sydney, and the actual racing was conducted on the Palm Beach Circle ocean course. Boat and sail measurement took the best part of December 27 and 28, followed by one race per day until New Year's Eve. New Year's Day had to be a lay day, to recover from the huge festivities of the previous night which centered on the idyllic setting of the club's 'Sundial' lawn. The remaining two heats were sailed January 2 and 3, immediately followed by a presentation dinner dance in the more formal upstairs area of the club.

Three teams had travelled many miles across the waves to race in this regatta. The driving force behind the blossoming Hobart (Tasmania) Fleet, Bruce Palmer, chartered KA-102 and sailed to a creditable place in his first J/24 championship. Bruce admits that he is definitely on the steepest part of the learning curve, and is loving it! He is convinced that big regattas are prime opportunities for developing a crew's knowledge, and guarantees to return to the mainland for next year's Nationals.

Some will remember the Japanese team who purchased a new boat and raced it in last year's Nationals at Lake Macquarie. Well, they returned, complete with the owner, and chartered KA-113, to eventually improve their overall position of last year. Whereas their J sailing showed the results of practice during the northern summer, the same can't be said for gaining a better grasp of the English language. As usual though, copious quantities of rum & coke, and thousands of nods and smiles, short circuited this apparent handicap to communications.

A team of ladies from New Zealand, who are preparing for the International Women's World Keelboat Championship later this year in America, commenced their campaign by chartering KA-128, renaming her *Kiwi Grit* for the regatta. As yet there are no J/24s in New Zealand, so the ladies prepared to gain as much from their time sailing J's as possible during their stay. They arrived early, complete with coach and a shore crew, and were seen chatting as much information as possible out of local legends at all hours of the night and day.

Heat 1: There was a steady 20 knot SE wind throughout this race, with lumpy seas on a slight swell which had all competitors using jibs for the entire race. Surprisingly, the first start of the regatta was clean and the wind presented very few shifts, leading to a test of sustained boat speed. The order at mark 1

was Bashford, Brewer, Long, Hagan, Links and Waterhouse. *Convicts* (Bashford) shut the gate with two dynamite reaches to effectively gap the rest of the fleet. The next five boats were locked in a great struggle of surfing wave for wave, with those staying on their feet the longest taking the advantage. At the leeward mark the first time, Grant Long had claimed second from Links, followed by Hagan, Brewer and Waterhouse. The second beat saw the top ten order remain the same. *Nonstop* (Long) broke their spinnaker pole early on the square run, which allowed Links to aggressively surf into second place, while Brewer surfed into fourth. The order remained unchanged in the top bunch of boats up the final beat.

Heat 2: No swell developed from the previous day's southerly, so this race was sailed on slight seas in a NE wind of only 8-10 knots. Only two boats were individually recalled on the first start. Going left early looked good, but still a few boats survived the right at the end with a little shift to the east late on the first beat. A different lot of boats were in the money today, with *Another Toy* (Gary Gietz) leading *Calypso* (Steve Girdis), *Fruitcakes* (Rob Weiss), and *Haywire* (Bob Hagan) at mark 1. *Deux Freres* (Rob Hartnett) was putting in a good showing for the Victorians. The second work was a classic NE course, and only *Haywire* seemed to slip from the bunch. Gietz and Weiss were involved in some spectacular duelling at the end of the dead run, which resulted in Weiss being first around. The last beat saw *Haywire* regain his earlier losses to snatch fourth place. Weiss held on to defeat Gietz, followed by Girdis. To everybody's amazement, Ian Bashford dug his way out of 20th place to end up seventh, taking six boats on the last work by sailing in clear air far out on the right.

Heat 3: At last, one general recall on a day of 5-8 knot easterly breezes and sloppy seas. From the start, the fleet split to either side. The middle of the course was a trap to an early demise. *Pinot* led the group to the right and had speed to burn, while *Haywire* led those to the left along with Gietz, Long, Bashford and Girdis. Very little was achievable on the two reaches. *Pinot* was doing a "horizon job" some minutes ahead of a tight bunch of boats in second to 15th, spread over only 50 meters at the leeward mark. Some fortunate ones bailed out left to clear their air, and were the beneficiaries of a 15 degree swing to that side. Notably, *Simera* (Glen Coulton) moved from 11th to second, and *Haywire* jumped from 15th to fourth. The frustratingly interesting run saw the same 14 boats log jammed at the last leeward mark. *Pinot* remained more than two and a half minutes ahead of her nearest rival for the entire race. Links must have thought it was Christmas, being allowed to sail free to the



left and passing several boats at the death to sneak into second place. Rob Brewer's title defense was looking shaky after a disastrous 19th placing.

Heat 4: Starting in a 12 knot NE breeze with slight seas, most knew that left was the way to go. Predictably, the 12 minute drag race to the port layline was on, and consisted of *Haywire*, *Nonstop*, *Another Toy*, *Simera*, *Stockcar* and *M & B. Convicts* and *Pinot* had devised a pre-race plan to go right, but learned that you couldn't rewrite the book, and paid dearly with Bashford back about 20th at mark 1. Toward the end of the first beat, *Stockcar's* superior speed edged her into the lead, and with the race becoming more one way as the breeze increased, she sailed comfortably to the finish, never to be headed. Hagan and Gietz staged a classic duel which ultimately left *M & B* on the port layline into the finish, allowing him to sail unincumbered into second place. Brewer's regatta was starting to look a little brighter.

Heat 5: This race will be remembered as the one when the race committee had a splendid day's fishing. So good, in fact, that they failed to see the 80 degree windshift midway up the first beat, and let the race proceed. If only the cowboy, who thought he had the chance to lead at the first mark (until ten boats sailed out from underneath in the inshore doldrums), had hoisted his spinnaker to sail the last ten minutes to mark 1. The original course was set at 160 degrees and within two minutes after the gun, the wind had shifted 50 degrees to the left. The shift was so large that those who started at the pin end and quickly flopped to port tack, still overlaid the mark, whereas, the boats that blew the

start received the building breeze first from the new leeward side of the course. The first reach was a close hauled procession, with *M & B* leading and *Uberrimae Fides* and *The Boy's Toy* having their first good race of the series. Hagan attempted to have the race scrubbed, but his two protests failed. Chris Links had now won the regatta without having to sail the last race. Good starts were his forte during this regatta.

Heat 6: Starting in a 15 knot NE wind which built to 23 knots midway through, and with seas rising, there was only one general recall and the fleet was split between jibs and genoas. Those starting at the pin end appeared to be getting the edge, but a small shift to the left caused the apparent leaders to over-stand the first mark. *Simera* tacked to port slightly earlier and perfectly laid mark 1 ahead of *Convicts* and *Stockcar*. The freshening breeze gave two exhilarating reaches, and most boats changed to jib. The three that didn't wore it badly. Consequently Bashford moved into the lead and *Simera* struggled to hold second. The second reach saw a few broken spinnaker poles and damage to chutes. *Nonstop* had dropped from 6th to 16th after blowing the clew out of their kite, then blitzed back into eighth after the second work. It was basically follow the leader except for *Nonstop*, who motored to fifth and was closing fast on the others by the finish.

All competitors agreed this regatta had seen the hottest competition in any championship held in the history of J sailing in Australia. At the conclusion of presentations, it was clear that Australia was going to field its strongest team yet at the 1991 Worlds.

### 1991 Australian Championship

POS	SAIL	YACHT	HELMSPERSON	1	2	3	4	5	6	TOT*
1	KA-163	<i>Madder 'n Badder</i>	Chris Links	1	6	2	2	1	7	13
2	KA-144	<i>Stockcar</i>	Rob Brewer	4	8	19	1	3	3	19
3	KA-161	<i>Convicts Revenge</i>	Ian Bashford	1	7	9	9	2	1	20
4	KA-140	<i>Pinot</i>	Rod Waterhouse	6	5	1	7	8	4	23
5	KA-162	<i>Simera</i>	Glen Coulton	7	11	3	5	7	2	24
6	KA-135	<i>Haywire</i>	Bob Hagan	5	4	8	3	12	6	26
7	KA-141	<i>Another Toy</i>	Gary Gietz	8	2	6	4	9	8	28
8	KA-150	<i>Nonstop</i>	Grant Long	3	12	10	6	10	5	34
9	KA-142	<i>Fruitcakes</i>	Rob Weiss	13	1	14	8	4	12	38
10	KA-132	<i>Cookie Monster</i>	David Jeffreys	11	13	5	10	6	31	45
11	KA-130	<i>Deux Freres</i>	Rob Hartnett	10	9	4	15	18	9	47
12	KA-112	<i>Calypso</i>	Steve Girdis	12	3	15	11	14	14	54
13	KA-153	<i>Waterworks</i>	Peter McNeill	9	10	7	18	11	31	55
14	KA-88	<i>The Boy's Toy</i>	Robert Holm	18	14	11	17	5	16	63
15	KA-143	<i>In The Cleat</i>	Rob Sinclair	14	17	13	13	13	11	64
16	KA-159	<i>Last Hurrah</i>	Alex Nemeth	16	19	12	12	19	15	74
17	KA-157	<i>Take 3</i>	Larry Eastwood	15	20	18	16	17	10	76
18	KA-149	<i>Two Dogs</i>	Scott Goodchild	17	16	16	26	23	13	85
19	KA-158	<i>Uberrimae Fides</i>	David Catterns	24	15	17	19	31	18	93
20	KA-115	<i>Just-a-J</i>	Brett Lewis	22	26	30	14	16	17	95
21	KA-121	<i>Summertime Blues</i>	William Jones	21	23	28	24	15	21	104
22	KA-104	<i>Blind Faith</i>	Bruce Palmer	20	24	20	21	26	19	104
23	KA-152	<i>Pardon Me Boys</i>	Ann Finlay	19	22	24	23	20	31	108
24	KA-90	<i>The Finger</i>	Peter Ray	26	18	23	29	21	25	113
25	KA-148	<i>Jagged Edge</i>	Leon Ratner	31	25	22	22	22	24	115
26	JAPAN	<i>Big Shot</i>	Takanori Ishikawa	23	27	26	20	24	31	120
27	KA-114	<i>Mission Impossible</i>	Gary Smith	28	21	21	30	31	22	122
28	KA-151	<i>Nose For The Wind</i>	George Lewkovitz	29	31	27	28	25	20	129
29	KZ-128	<i>Kiwi Grit</i>	Raewyn Bassett	25	29	29	25	27	23	129
30	KA-164	<i>Germargindi</i>	Geoff Cowen	27	28	25	27	28	31	135

\*One Throwout



## News From Japan

by Michio Tachibana

The 1990 All Japan J/24 Championship X was held October 31-November 5, off Sajima Marina near Tokyo. Fifty-three boats crossed the starting line for the six race series. The winner was E. Stelter, on *Continental Spirit*, from Seattle, U.S.A. The weather was mild, except for a stormy wind and rain during Race 5, but the wind varied daily. Under the choppy conditions, Stelter achieved a stable result of 1-3-2-2-1-DNS. He donated the Cup to A. Iwade, runner-up, on *Siesta*, according to custom.

The All Japan Match Race Championship II was held November 23-26, off Sajima Marina, as Japan's elimination round for Group F of the 1991 IYRU Nations Cup. Six boats out of the top ten of all Japan sailed in the round robin series. The weather was fine through the series. In the elimination round, K. Komatsu, on *Super Kids*, won first place and N. Tani, on *Manta*, came out second, followed by K. Yamauchi, A. Iwade, Y. Nishimura and T. Yamada. Komatsu and Tani advanced to the final round of three races, and Komatsu defeated Tani, 2-0. Komatsu was qualified to represent Japan in the Group F qualifier event of the Nations Cup.

The 1991 Toshiba International Match Race Championship VI was held January 16-19, off Sajima Marina, as the Nations Cup elimination round for the Asia and Oceania area. Competing in the race were six entries from New Zealand, Hong Kong, Tahiti, Korea, Fiji and Japan. The elimination round was sailed as a round robin (two match races).

The top four teams of New Zealand, Hong Kong, Tahiti and Japan went into the semifinal round (three races). New Zealand optionally chose Tahiti as a competitor, and won the race 2-0. Japan outscored Hong Kong, 2-1. In the finals, New Zealand

(Skipper M. Jones) won the first race, but Japan (Skipper K. Komatsu) won the second and third races. It was a miraculous, come-from-behind victory. Japan and New Zealand are qualified to enter the Nations Cup Championship to be held in Barcelona, Spain, in September of this year.

### Preliminary Round

	NZ	HK	TAHITI	JAPAN	KOREA	FIJI	TOT
NZ	-	2-0	2-0	2-0	2-0	2-0	10-0
HK	0-2	-	2-0	1-1	2-0	2-0	7-3
Tahiti	0-2	0-2	-	2-0	1-1	2-0	5-5
Japan	0-2	1-1	0-2	-	2-0	2-0	5-5
Korea	0-2	0-2	1-1	0-2	-	1-1	2-8
Fiji	0-2	0-2	0-2	0-2	1-1	-	1-9



A. Iwade and his crew on *Siesta*, top boat from Japan, round mark and set spinnaker.

### 1990 All Japan Championship October 31-November 5 (Top 20 of 53)

POS	SAIL	HELMSMAN	1	2	3	4	5	6	TOT
1	370	E. Stelter	1	3	2	2	1	DNS	11
2	4729	A. Iwade	2	7	3	1	8	DSQ	35
3	4186	K. Komatsu	DNF	1	1	4	21	2	38
4	4459	S. Eishin	3	4	5	10	18	6	51
5	4584	N. Tani	28	2	6	12	3	10	54
6	4072	K. Mifune	8	5	7	13	12	1	55
7	3829	T. Yamada	7	9	13	6	6	3	57
8	3583	T. Mori	6	6	15	5	4	DNF	62
9	4071	Y. Ishida	26	16	4	3	17	9	73
10	3580	Y. Nishimura	45	19	8	14	2	7	75
11	4082	T. Kato	41	11	23	11	5	4	81
12	4057	Y. Narumi	4	13	36	7	22	13	87
13	4063	S. Hagiwara	5	28	9	16	9	26	94
14	3826	M. Nakano	15	8	26	9	11	21	94
15	4351	K. Koi	21	10	39	20	7	8	96
16	3796	M. Tokano	14	12	27	8	15	17	96
17	3827	S. Inoue	10	24	10	18	31	15	107
18	4077	T. Fukuda	20	15	19	15	DNF	12	111
19	4087	Y. Kimura	16	14	18	17	19	22	114
20	4061	A. Kanno	19	20	25	19	27	5	117



Bommerang (T. Kato) and Big Shot (T. Ishikawa) go high on the reach, in 1990 All Japan Championship race.



## News From Peru

by Guido Carabelli Pace

### Tekno Paints Prize

The first J/24s arrived in Peru in 1983; almost all were imported from Argentina. This was the start up that contributed toward the development of the sport of sailing in Peru. It was promoted by a group of enthusiasts, amongst them Mario Piecenza, Alberto D'Angelo and Jose Quinones. The first races took place in that same year and, with their full dedication, the leading fleet of the J/24 Class in South America was shaped. Within a few months, through the efforts of Dr. Mario Piarenza, the Tekno Paints Prize was held for the first time. During the first years it consisted of long distance crossings - La Punta-Pucusana-LaPunta and Ancon-La Punta-Chorrilos-La Punta, amongst others - and subsequently developed into the Olympic Mini Triangles racing in Ancon and Chorrilos.

The modality of these races is that the crews intermingle, combining those with the best performance in previous championships with those who are just beginning and have little experience, the aim being to speed up the apprentice process of the latter. However, the principle objective is to fraternize with all J/24 Class members. This has been accomplished in our latest versions, as we now sail with people who formerly we had only seen on the water, or momentarily at dockings, whereas we now have the opportunity to chat, share ideas, exchange opinions and become really acquainted with one another, and thus further and strengthen our friendships. It is surprising the enthusiasm with which the crews of the different boats participate.

The courses used in the past two years have consisted of Olympic triangles with very short reaches, so as to be able to start a race every 30-35 minutes and thereby complete six to ten races in a single weekend. In this manner, the fleet stays close together, and it makes it highly demanding for the crews insofar as maneuvering skills, all of which provides excellent training for them. At the end of the racing there is a party at which prizes are awarded to the best three boats. Placques are given to the

helmsmen of each boat, and diplomas are given to each participant.

### 1990 Peruvian Championship

The Peruvian J/24 Class Association organized the eighth National Championship, December 8-16, 1990. It was held at Ancon Bay, 25 miles north of Lima. Ancon is a little fishing port and a summer vacation site for Lima inhabitants. From April through December, it is almost lonely due to the autumn to spring school season, but during the summer it is invaded by numerous people looking for a summer vacation.

Roby Peschiera won the first race in *Eolo*, and Alberto D'Angelo, in *Velia*, won the second and third, all sailed in winds between 10 to 15 knots. Ruffus Neuman won the fourth race in *Azor*, and Wilo Cappelletti won the fifth, in *Resaca*. In the last race, Cappelletti had to finish five places ahead of D'Angelo to win the regatta. A good start helped D'Angelo win the race and the championship. It was an exciting event, with 19 entries and a lot of enthusiasm.



Spinnaker handlers search for zephyrs in Tekno Paints race.

### 1990 Peruvian Championship

POS	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	<i>Velia</i>	Alberto D'Angelo	3	1	1	3	5	1	9
2	<i>Resaca</i>	Wilo Cappelletti	2	5	3	8	1	5	16
3	<i>Eolo</i>	Roby Peschiera	1	2	4	7	10	3	17
4	<i>Azor</i>	Ruffus Neuman	7	7	2	1	7	7	24
5	<i>Libertad</i>	Virgilio Levaggi	4	8	8	2	2	DNS	24
6	<i>Vanessa</i>	Guido Carabelli	6	6	5	4	3	6	24
7	<i>Veneno</i>	Felipe Barclay	5	4	6	11	13	2	28
8	<i>Scaramouche</i>	Jose Barreda Moller	9	3	7	9	12	11	39
9	<i>Airone</i>	Franco Canziani	8	11	9	10	4	10	41
10	<i>Vendaval</i>	Alfredo Piazza	10	9	10	5	14	12	46
11	<i>Cristhatos</i>	Kurt Arens	11	13	12	6	8	9	46
12	<i>Delfin</i>	Jose Luis Canessa	14	10	11	13	16	13	61
13	<i>Tsunami</i>	Franco Vella	PMS	18	17	16	15	4	70
14	<i>Il Bambino</i>	Axcel Zavala	15	16	13	17	9	17	70
15	<i>Kerubin</i>	Ruben Loayza	16	12	15	DNS	DNS	8	71
16	<i>Tortuga</i>	Hector Estremadoyro	13	14	14	15	17	15	71
17	<i>L'Aventure</i>	Jorge Mesones	DNS	15	18	14	11	16	74
18	<i>Lascia Stare</i>	Mateo Peschiera	DNS	DNS	DNS	12	6	DNS	78
19	<i>Abacadabra</i>	Jorge Sarmiento	12	17	16	DNS	DNS	14	79





Photo Studio 3

Lough Erne crew, wet but all smiles after their victory at the 1990 Modern Motors Irish Ladies J/24 Championship: (in back) Sally Livsey-Davies, helm, and (from left) Sarah Kelly, middeck; Anne Beattie, spinnaker; Karen Fitzsimmons, foredeck; and Trudy Mannion, winch hand and owner.

## 1990 Irish Ladies Championship

by Michael Clarke, Commodore, LEYC

The second Irish Ladies J/24 Championship was held on the weekend 15-16 September, 1990, on Lower Lough Erne, in County Fermanagh, Northern Ireland. It was sponsored by Modern Motors, of Enniskillen, and was won by a local Lough Erne Yacht Club crew, whose helmswoman, Sally Livsey-Davies is actually a Welsh woman from the Carrickfergus Cruising School on Belfast Lough. She steered *Jamais*, the winning boat, which was owned by Trudy Mannion, winch-hand. The rest of the crew were Sarah Kelly, mid-deck; Karen Fitzsimmons, fore-deck; and Anne Beattie, spinnaker trimmer, and all from the host club.

Race Officer Fred Ternan set four Olympic style courses, morning and afternoon on Saturday and Sunday, each about 10 to 12 miles long and lasting just under two hours, triangle, run, beat, triangle, beat to finish. Saturday's first race was in a light to moderate southeasterly and was marked by close racing

among the six boat fleet to windward, with time often lost or gained in spinnaker work on the downwind legs. The first two crews were hoisting and trimming spinnakers in under 20 seconds, and when Sally Livsey-Davies crossed the finish line, Jill Sommerville, from Dublin Bay, was only one second behind, helming *Jealousy*, on loan from Joey Kelly. Sally Livsey-Davies again won the second race, recovering well after losing the lead to Jill Sommerville by going off course, mistaking a distant fishing dinghy for the leeward mark.

Sunday's first race waited an hour for the wind to settle into a moderate southwesterly, with rain during the afternoon race. The first start became a general recall, with both *Jealousy* and *Jamais* over the line. When restarted, these two were covering one another so closely that they let the rest of the fleet through, and it was Fiona Hicks who rounded the windward mark first among a closely bunched fleet. Fiona Hicks is from Strangford Lough, and was at the helm of *Murder Picture*, loaned by Mickey McCaldin. However, Elaine Firth, in *Sheer Jenius*, loaned by Michael McDevitts, overhauled her downwind and held first place to the finish.

The low point scoring system was used, in which the first boat gets 0.75 points, second 2 points, and so forth, with the lowest total points winning. So while Jill Sommerville won the final race, Sally Livsey-Davies needed only to hold her fourth place to win overall by a quarter point.

At prizegiving, Sally Livsey-Davies got the Neil Watson Trophy, presented by the Irish J/24 Class Association; Jill Sommerville, second overall got a new trophy presented by the four Irish banks; and Elaine Firth's crew, third overall, got a set of Lough Erne J/24 glasses.

### 1990 Irish Ladies Championship

POS	YACHT	HELM	1	2	3	4	TOT
1	<i>Jamais</i>	Sally Livsey-Davies	1	1	4	4	10
2	<i>Jealousy</i>	Jill Sommerville	2	2	5	1	10
3	<i>Sheer Jenius</i>	Elaine Firth	3	5	1	2	11
4	<i>Bandit</i>	Scorie Walls	5	3	3	3	14
5	<i>Murder Picture</i>	Fiona Hicks	4	4	2	5	15
6	<i>Jasper</i>	Sue Hogg	6	6	6	6	24

John Monaghan of Modern Motors, Enniskillen, presents the trophy to the winning Lough Erne crew, Anne Beattie of Enniskillen, Karen Fitzsimmons of Omagh, Sally Livsey-Davies of Carrickfergus, Trudy Mannion of Omagh, and Sarah Kelly of Enniskillen.

Photo Studio 3





### 1991

#### MAY

- 11-12 Gull Lake Invitational**  
Gull Lake, MI  
Art Riley  
H: (616) 345-1781
- 16-20 Swedish Championship**  
Marstrand  
Erich Hagen  
46 304 77247
- 25-26 District 10 Championship & 1992 Worlds Qualifier**  
Key Biscayne Yacht Club  
Miami, FL  
Doug Wilson  
(305) 361-6565
- 25-26 Raritan Bay J/24 Championship**  
Raritan Yacht Club  
Robert Stephan, Fleet 2  
H: (201) 272-7096

#### JUNE

- 1-2 Jersey Coast Spring Regatta**  
Corinthian Yacht Club  
Cape May, NJ  
John VanDalen  
B: (609) 292-1559
- 8-9 Fishing Bay Regatta**  
Deltaville, VA  
David Train  
B: (804) 340-6779
- 8-9 Western Regional Worlds Qualifier**  
Seattle, WA  
Harry Dursch  
H: (206) 632-2534
- 13-21 1991 World Championship XIII**  
Athens, Greece  
J/24 Class Assoc. in Greece  
9, Afrodites str.  
Paleo Faliro 175 61, Greece  
Tel: 01-48 14 716
- 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
- 22-23 J-Fest**  
Corinthian Yacht Club  
Seattle, WA  
Bob Ross  
(206) 323-2405
- 22-23 District 3 Championship & 1992 Worlds Qualifier**  
Seawanhaka, NY  
Greg Burton  
H: (516) 676-9006
- 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 Northern Bay Race Week**  
Havre de Grace, MD  
Fred Reynolds, Fleet 15  
H: (717) 529-6633
- 5-7 Southeast Regional 1992 Worlds Qualifying Regatta and District 8 Qualifier**  
Hampton, VA  
Britt Drake  
B: (804) 855-7256
- 5-7 District 7 Championship & 1992 Worlds Qualifier**  
Fairhaven, NY  
Hank Killion  
H: (315) 446-2871
- 6 Fleet 86 Couples Regatta**  
S.P.Y.C.  
St. Petersburg, FL  
Gail Rosenke  
(813) 895-7771
- 13-21 Cleveland Race Week**  
Edgewater Yacht Club  
Bill Grant  
H: (216) 486-6339

- 13-14 District 15 Championship & 1992 Worlds Qualifier**  
Sheridan Shores Yacht Club  
Wilmette, IL  
Doug Felton  
H: (708) 675-3232
- 17-21 Canadian National J/24 Championship**  
Royal Nova Scotia Yacht Squadron  
Halifax Harbor  
John Roy or Gavin Flinn  
(902) 835-5731
- 19-21 Volvo/Sail Newport Regatta**  
Newport, RI  
Rick Lavoie  
(401) 423-0165
- 19-26 European Championship X**  
Cowes Corinthian Yacht Club  
Cowes, Isle of Wight, England  
David Colman  
Tel: UK (44)983 291 572
- 27-28 ECYRA One-Design Regatta Leukemia Society of America Benefit**  
Duck Island Yacht Club  
Westbrook, CT  
Joe Salustro  
(203) 388-9937

#### AUGUST

- 2-3 Buzzards Bay Regatta**  
New Bedford, MA  
Bob Bell  
(508) 748-2659
- 5-7 District 12 Championship**  
Put-in-Bay, Ohio  
Greg Swetka  
H: (313) 754-9757
- 8-10 4th Annual Middle Atlantic Championship**  
Atlantic City, NJ  
Jack Detweiler  
(717) 761-1910
- 9-11 Great Lakes Championship & Regional '92 Worlds Qualifier**  
Rochester Yacht Club  
Pam Nahmias  
(716) 425-4046



- 10-11 District 19 Championship & 1992 Worlds Qualifier**  
Flathead Lake  
Jeff Fisher  
B: (406) 862-3687
- 16-23 1991 North American Championship**  
Royal Canadian Yacht Club  
Toronto, Ontario  
Paul Robert, Jr.  
(416) 967-7245
- 24-25 1991 Jr. North American Championship**  
Queen City Yacht Club  
Toronto, Ontario  
Geoff Evelyn  
H: (416) 725-2173

## SEPTEMBER

- 6-8 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
- 8-13 U.K. National Championship**  
Royal Western Yacht Club  
Plymouth, England  
David Colman  
Isle of Wight (0983) 291572
- 14-15 New Hampshire State Championship**  
Fay's Boatyard  
Lake Winnepesaukee  
Mike Weisburg  
B: (603) 293-8000
- 14-15 Manhattan Race Week**  
Manhattan Yacht Club  
Michael Fortenbaugh  
(212) 619-3656
- 21-22 MBA Sailing Cup**  
Newport, RI  
Charlie Robinson  
311 S. Lasalle, 6-K  
Durham, NC 27705
- 28-29 Milford Fall Regatta, District 2 Championship & 1992 Worlds Qualifier**  
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 So. California Fleet Championship**  
California Yacht Club  
Marina Del Rey  
George Antarr III  
(213) 821-9961
- 12-13 Great Racing Regatta**  
Lake Geneva, WI  
John Mick  
H: (414) 275-5815
- 12-14 Columbus Day Regatta & Northeast Regional '92 Worlds Qualifier**  
Noroton, CT  
Don Voorhees  
H: (203) 359-0282
- 26-27 Texas Circuit Regatta**  
Lake Travis  
Austin Yacht Club  
Eric Nelson  
H: (512) 331-7983
- 28-29 Milford Fall Regatta & District 2 '92 Worlds Qualifier**  
Milford, CT  
George Wall  
H: (203) 453-1001

## NOVEMBER

- 1-3 East Coast Championship & District 6 '92 Worlds Qualifier**  
Savannah Sailing Association  
Annapolis  
Keith Yeoman  
H: (301) 266-1595
- 2-3 Miss Piggy Invitational**  
Lake Lanier Sailing Club  
Atlanta, GA  
David Jackson  
H: (404) 998-6656
- 9-10 Beaver Moon Regatta**  
Havre de Grace, MD  
Fred Reynolds, Fleet 15  
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**  
Lake Pontchartrain  
New Orleans Yacht Club  
(504) 283-2581

## 1992

## JANUARY

- 5-11 Midwinter Championship XV**  
Coral Reef Yacht Club  
Miami, FL  
Doug Wilson  
(305) 361-4352
- 5-12 South American Open Championship VIII**  
Vina Del Mar, Chile  
Higuerillas Yacht Club  
German Fuchs  
Fax: 562-232 5245

## 1990-91 Texas Circuit (Remaining 3 of 8 events)

### May 25-27 \*\*

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

### July 20-21

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

### September 21-22

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

## 1991-92 Texas Circuit (First 2 of 8 events)

### October 26-27

Halloween Regatta  
Austin Yacht Club  
Eric Nelson  
H: (512) 331-7983

### November 16-17

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

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

## 1991 So. California Circuit

### March 9-10

Marina del Rey  
George Antarr III  
(213) 821-9961

### October 19-20

Ventura  
Dave Zumbrun  
(805) 984-9511

### July 6-7

Santa Barbara  
Jeanene Lucas  
H: (805) 966-2119

### November 16-17

Alamitos Bay  
George Antarr III  
(213) 821-9961

### July 26-27

San Diego  
Vince Brun  
B: (619) 226-1415



### 1990 USJCA Annual Meeting Annapolis, Maryland October 6-7, 1990

1. The 1990 Annual Meeting of the Board of Governors of the U.S. J/24 Class Association was called to order by USJCA President, Glenn Gustafson, at 9:00 a.m. on Saturday, October 6, at Marmaduke's Pub, Annapolis, Maryland. District Governors present were: Michael Harding, District 1; George Wall, 2; David Jackson, 6; Mike and Pam Nahmias, 7; Britt Drake, 8; Doug Wilson, 10; Kevin Manner, 11; Greg Swetka, 12; Ned Plumer, 14; Doug Kracht, 15; Jim Keesling, 18; Harry Dursch, 19; Peter Young, 20; Jane Watkins, 21. Also present were Gil Samuelson, Finance Committee Chairman; Jeff Johnstone, Copyright Holder; Rod Johnstone, Designer; John Peck, Technical Committee Chairman; Carla Peck, Technical Assistant; Hank Killion, IJCA Chairman; Dick Tillman, Executive Director; Linda Tillman, Executive Assistant and Magazine Editor.
2. The minutes of the 1989 USJCA Annual Meeting were approved.
3. The U.S. Constitution was discussed and amended as follows:
- 3.1 David Jackson moved that Paragraph 9.1 be amended to add the past President, Technical Committee Chairman and Finance Committee Chairman to the Board of Governors. The motion was seconded and passed.
- 3.2 Doug Kracht moved that Paragraph 9.4 be amended, changing the quorum from five to ten. It was seconded and passed.
- 3.3 John Peck moved that Paragraph 5.1.3 be added to include a Junior Membership category. The motion was seconded and passed.
4. Reports
- 4.1 Glenn Gustafson, USJCA President, reported that the class continues to be healthy and stable, with membership slightly above last year. He also indicated that attendance at major events has declined slightly, and this seems to be primarily due to the growth of regional events such as the East Coast Championship and the NOOD and Volvo regattas which have developed over the last several years. The number of measured boats is up significantly, with over 400 measurement certificates issued to date. He thanked David Jackson for producing the first J/24 wall calendar, available in November.
- 4.2 IJCA Chairman Hank Killion reported membership over 200 in the UK and Italy, with growth in Sweden and Australia. With new rules in place, the class now has control of measurement and jury selection for major events. NJCA dues are increased to \$6 per boat for 1991, and the IJCA will cover the expense of printing the Rules Booklet. There is interest in forming a World J/24 Match Race event apart from the Nations Cup. The sponsorship video of 7-8 minutes length will be available soon to help regatta organizers obtain sponsorship.
- 4.3 Executive Director Dick Tillman welcomed governors attending the annual meeting for the first time: George Wall (2), Britt Drake (8), Doug Wilson (10), Kevin Manner (11) and Michael Harding (1). District rosters, with membership count, were distributed. Dues remain the same (\$30). The 1990 U.S. National Champion (Paul Foerster) is invited to represent the class in the Nations Cup U.S. preliminaries (can pass down to top five).
- 4.4 Magazine Editor Linda Tillman reported on the contents of the Fall '90 issue, which will be in print on schedule before the end of October.
- 4.5 Regatta Reports were given:  
1990 North Americans - Doug Kracht  
1990 Worlds - Hank Killion  
1990 Midwinters - John Peck
- 4.6 Copyright Holder Jeff Johnstone indicated production of J/24s for 1990 at around 150 worldwide, with 30-40 in Italy and in the

U.S. There is a new builder in Argentina, who built 10-12 in the first year. Ten thousand new J/24 brochures were printed this year, and many calls come into J-Boats looking for used boats. New boat cost is nearly double that of a good used boat, and new boats are often sold to previous J/24 owners. Keels are now being built with a new concrete mould, are faired by the builder and installed maximum forward, and hull seam is more fair. J-Boats will work with dealers, fleet captains and the class office to centralize a used boat listing. Suggestion was made to put an article in the magazine regarding what to look for in a good used boat.

- 4.7 District Governors each gave a report on activity within their districts, with most indicating high interest and enthusiasm. There is year-round racing in many districts with the result being occasional burnout. There was also some concern expressed about the frequency of rules changes. The need to keep working to reach full measurement compliance was emphasized.
- 4.8 Technical Committee Chairman Report by John Peck:
- 4.8.1 Measurement: Measurement seminars were held this year at the Midwinters and North Americans. There will be an emphasis on sail measurement in the upcoming year. Though rare that a sail doesn't measure in, it is common that the sailmakers logo is too large and placed incorrectly. Sails must have the royalty labels and if used in international competition must have the country designation with sail numbers. There will be a measurement seminar conducted in Miami, on the Saturday before measurement begins for the 1991 Midwinters.
- 4.8.2 1991 Rules Proposals were voted on, to determine the U.S. position on each proposal to be discussed and approved/disapproved at the 1990 IJCA Meeting in November, prior to final submission to the IYRU. Rules with IYRU approval will be effective March 1, 1991.
  - 1) Rule 2.5 - Delete "registration and" (rules do not require a registration certificate). FOR
  - 2) Rule 2.5.4 - Reword, replacing Measurement Certificate for Registration Certificate. FOR
  - 3) Rule 2.5.6 - Reword to require inventory list to be kept onboard. FOR
  - 4) Rule 3.2.5 - Reduces minimum height of lifelines from 610mm to 600mm. FOR
  - 5) Rule 3.5.3(d) - Change wording to "standing rigging including all turnbuckles" shall not be adjusted while racing. FOR
  - 6) Rule 3.6.2 - Add "no sail shall have elastic (shock) cord in the luff or foot." FOR
  - 7) Rule 3.6.10(o) - New rule stating that the mainsail shall be attached to the mast and boom with bolt ropes. FOR
  - 8) Rule 3.8.1 - Replace "headsheets" with the words "headsail sheet." FOR
  - 9) Rule 5.1 - Regarding crew weigh-in, substitute "in swim wear" for "in street clothes", and weigh only once, prior to the regatta. FOR. Regarding a reduction in crew weight to 375kg: AGAINST. U.S. will vote for entire rule proposal, with the exception that the crew weight remains at 400kg.
  - 10) Rule 6.1.4.(a) - Substitute "and" for the word "or", to clarify. FOR
  - 11) Rule 6.1.12 - Add "in accordance with Rule 3.2.8(d)". FOR
  - 12) Rule 6.1.21 - To make tackhorns for the mainsail optional equipment. FOR
  - 13) Rule 7.1.12 - To allow a hole in the mast chocks for stowage of the main halyard tail below deck when the main is hoisted. AGAINST, with the major concern being safety.
  - 14) Rule 7.1.18 - To prohibit the use of titanium or other exotic materials. FOR
  - 15) Rule 7.1.19 - To prohibit the use of elastic (shock) cord in the standing or running rigging. After discussion it was voted to suggest changing the wording to prohibit shock





USJCA District Governors and Executive Committee members gathered at Marmaduke's Pub in Annapolis for the 1990 AGM.

- cord "to adjust" the standing or running rigging. Final vote was AGAINST. IYRR now prohibits the use of shock cord; no need to include in our rules.
- 16) Rule 7.2 - Add "or jib" after "genoa" to clarify intent of rule. FOR
  - 17) Rule 8.4 - Add definition of regatta, to clarify. FOR
  - 18) Rule 3.2.2 - Add "All parts of the mainsheet may be pumped simultaneously." FOR
  - 19) Rule 2.6.1 - Insert "at World and Continental events" to reflect wording approved at the 1989 IJCA meeting. FOR
- 4.8.3 Glenn Gustafson opened a discussion on a multiyear rule change format, with a proviso for emergency rule changes. He pointed out that the class has matured and the design stabilized sufficiently to merit this change. The U.S. membership also wants a more stable environment. John Peck added that the comments on the opinion poll cards indicated the desire for fewer rule changes. Doug Kracht moved that the U.S. propose a change in the IJCA constitution, to provide for a multiyear rule change policy. The motion was seconded and passed. A straw vote indicated that half favored limiting changes to every four years and half favored every two years. Glenn will draw up the change and submit it to the NJCA's for review at the 1990 World Council Meeting.
- 4.8.4 Other Technical Matters: The class office was asked to remind sailmakers that reef points on the mainsail must be functional, that all sails must have royalty labels and the U.S. should be included with sail numbers. It was clarified that the mast butt can be moved between races, and that a skirting line on the genoa is legal. Doug Kracht moved to amend the U.S. Constitution, paragraph 9.4, to require approval by two-thirds of the Board of Governors to make a constitutional change and/or a rules change proposal. The motion was seconded and passed.
- 4.9 Finance Committee Report - Gil Samuelson distributed and explained the 1989-1990 eleven month financial report and proposed 1991 budget figures. The need for desktop publishing equipment was discussed and agreed upon.
5. Old Business
- 5.1 Calendar - David Jackson explained the progress of the 1991 J/24 wall calendar, and distributed order forms (51 calendars were ordered at the meeting). Calendars will be available Nov. 1 and orders will be filled at the class office. Cost is \$12 each, or \$10 each for 3 or more, postage included. Governors were asked to promote them through their fleet captains immediately. The ad and order form which will be in the Fall 1990 J/24 Magazine was distributed by Linda Tillman.
- 5.2 Regatta Guidelines - Glenn Gustafson explained the changes incorporated since approval at the last U.S. meeting: In paragraph A.5, a sentence was added clarifying that once the crew weight is established at registration, crewmembers need not be reweighed except in case of substitution. In paragraph B.8, a statement was added that if three races are sailed in a Qualifying Series, one race may be dropped. In paragraph C.1, add "in the year prior" to the sentence regarding basis for qualifiers. C.5 puts a time constraint on a world qualifier's commitment to compete. These guidelines will be presented at the 1990 IJCA Meeting for approval, and are included in the Fall 1990 J/24 Magazine.
- 5.3 Revised and updated Standard Sailing Instructions and Notice of Regatta forms are available at the Class Office.
6. New Business

- 6.1 Championship Venues
- 6.1.1 North American Championship - The bid from Long Beach for 1992 was accepted. Bids from clubs in the eastern U.S. are solicited for the 1993 North Americans venue, for discussion and acceptance at the 1991 U.S. Annual Meeting. The North Americans rotation schedule is:
- |      |         |                                  |
|------|---------|----------------------------------|
| 1991 | Canada  | RCYC, Toronto                    |
| 1992 | West    | Long Beach, California           |
| 1993 | East    | TBD at 1991 USJCA Annual Meeting |
| 1994 | South   | TBD at 1992 USJCA Annual Meeting |
| 1995 | Canada  | TBD at 1993 USJCA Annual Meeting |
| 1996 | Midwest | TBD at 1994 USJCA Annual Meeting |
| 1997 | West    | TBD at 1995 USJCA Annual Meeting |
- 6.1.2 Jr. North American Championship - Jane Watkins reported on the 1990 event, which drew only four entries. As travel is difficult for junior sailors, all agreed it best to schedule it immediately following the North American Championship. Rotation schedule is:
- |      |              |
|------|--------------|
| 1991 | - Toronto    |
| 1992 | - Long Beach |
- 6.1.3 Midwinter Championship
- 1991 - Miami, Jan. 6-12 - Doug Wilson reported on progress. Notice will be in Fall 1990 Magazine. All social events will take place at Coral Reef Yacht Club.
- 1992 - Proposals are forthcoming.
- 6.1.4 U.S. National Championship
- 1991 - Midwinter Championship, Coral Reef Yacht Club, Miami, Jan. 6-12, 1991.
- 1992 - TBD
7. Election of Officers
- Nominations were opened for election of 1991 officers. Jim Keesling declined a nomination for governor representative. The following nominees were elected by acclamation:
- |                              |                 |
|------------------------------|-----------------|
| President                    | Glenn Gustafson |
| Vice President               | David Jackson   |
| Governor Representative      | Peter Young     |
| Finance Committee Chairman   | Doug Kracht     |
| Technical Committee Chairman | John Peck       |
8. Glenn Gustafson was appointed the USJCA representative to the IJCA World Council Meeting, November 4, 1990, in London.

\*\*\*\*\*  
The meeting adjourned to enable those present to attend the Annapolis boat show, followed by a crab feast at Cantler's Seafood Restaurant. The meeting reconvened at 9:00 a.m. Sunday.  
\*\*\*\*\*

9. World Championships
- 9.1 Allocation of U.S. Worlds slots for non-U.S. Worlds and for Worlds held in the U.S. was discussed. David Jackson presented a written proposal to modify the present policies. 1) A need to pass down cancelled entries was recognized. It was agreed to communicate the fact that the top 10% of finishers in Worlds Qualifying and other large regattas can write to the class office and get their names in a pool to be considered should a slot become available, with the Executive Committee to select the alternates. The present system of 9 slots and their allocations for non U.S. venue, and 20 for a U.S. venue was explained. 2) Rotate the location of regional championships through the districts in each region, with the agreement of the district governors involved, and submit the rotation schedule to the Class Office. 3) Change the Western Open qualifier to an open event which would be a J/24 only event held in a region opposite the site of the North Americans. Jim Keesling moved that the Western Open be renamed the U.S. Open, and that it be a five race, two day event. The motion was seconded. Harry Dursch moved that the location of the U.S. Open be east or west of the Mississippi, opposite the site of the North Americans. The motion was seconded and passed in its entirety. John Peck moved that the Midwinter Championship be designated the U.S. National Championship until changed by the Board of Governors. The motion was seconded and passed. For qualifying purposes, the additional 11 slots for the 1992 Worlds held in Annapolis were determined based on top 11 districts by population according to membership figures for 1990, as follows: D-3 (199), D-14 (192), D-2 (170), D-15 (164), D-7 (151), D-6 (147), D-8 (130), D-10 (126), D-1 (117), D-21 (99), D-19 (95). The



entry deadline for the 1992 Worlds scheduled October 21-30 in Annapolis is June 21, 1992.

- 9.2 Bids are solicited for the 1995 Worlds, to be held in the U.S., with the site to be selected at the 1992 USJCA Annual Meeting for presentation to the IJCA World Council.
- 9.3 The need to have a Class representative (i.e., the Executive Director) present at major regattas, for the entire event, was discussed.
10. Class Membership Promotion - Ways to promote class membership were discussed.
- 10.1 David Jackson and Michael Harding will work with Linda Tillman to develop a class brochure and calling card for fleet captain and district governor use.
- 10.2 Inquiries to the class office by prospective members will be directed to district governors and fleet captains.
- 10.3 J-Boats will promote J/24 via support of events such as IWKC, and brokerage of used boats through dealers and fleet captains.
- 10.4 Promotional Video will soon be available to assist in obtaining sponsorship and for other promotional purposes.
11. Constitutional Revisions - A Committee consisting of Jim Keesling, Peter Young, Britt Drake and Glenn Gustafson was appointed to review and update the USJCA Constitution.
12. Class Magazine - Different formats and schedules were discussed.
- 12.1 It was agreed that two additional publications, in a newsletter format, be produced and distributed to the class membership in the interim between the J/24 Magazine's current production schedule. The suggested schedule is a January newsletter, April magazine, July newsletter and October magazine.
- 12.2 A communications committee consisting of Michael Harding, Peter Young, Ned Plumer, Hank Killion, Linda Tillman and David Jackson (chairman) was formed.
13. Open Discussion
- 13.1 Kevin Manner moved that a definition of "regions" be added to the USJCA Constitution, paragraph 3.3. It was seconded and passed.
- 13.2 Glenn Gustafson moved that the Technical Committee consist of one representative from each of the five regions (Northeast, Southeast, Great Lakes, Southwest and West). It was seconded and passed.
- 13.3 The Finance Committee was defined as the finance chairman and the elected officers on the executive committee.
- 13.4 The Yacht Listing Service committee consists of John Peck, Jeff Johnstone and Jim Keesling, with a deadline of Jan. 1 to submit a plan to David Jackson. The suggested fee is \$10 for a member, or \$40 (which includes dues) for a non-member.
- 13.5 A prospective member kit will be organized consisting of a class brochure and a J-Boats brochure.
- 13.6 A kit for new district governors and/or fleet captains will be compiled by the class office, consisting of a copy of the USJCA Constitution, Minutes of the last AGM, duties, Standard Sailing Instructions, Regatta Guidelines, a calling card for district governors and fleet captains, etc.
- 13.7 The class office was asked to send a periodic newsletter to district governors and fleet captains with updates on fleet captain and district governor changes, annual meeting reports, etc., as well as fleet rosters.
- 13.8 David Jackson will provide a compilation of information prepared by Fleet 8 for new fleet members, as a sample, for distribution to district governors.
- 13.9 The Technical Committee will inventory measurement equipment. Scales should be scheduled early with John Peck or Glenn Gustafson for 1992 Worlds Qualifying events.
- 13.10 The class office was asked to compile a "Regatta Organizer Kit" to assist in regatta management.
- 13.11 The class office was directed to maintain a class trophy inventory to ensure trophies are delivered, in good condition, to the appropriate regattas in time for presentation.
- 13.12 Jim Keesling volunteered to work with the class office in producing a line of J/24 promotional clothing, hats, etc.
14. The site of the 1991 USJCA Annual Meeting was discussed and selected as Santa Barbara, California, October 14-15, with San Francisco the backup site.
15. The meeting adjourned at 2:15 p.m.

Respectfully submitted,  
Linda Tillman  
Secretary to the Meeting

## 1990 IJCA Annual Meeting London, England November 4, 1990

1. The 1990 Annual Meeting of the IJCA World Council was called to order by the Chairman, Hank Killion, at 9:30 a.m. on Sunday, November 4, 1990, at the Royal Thames Yacht Club, London, England. National Associations and their number of votes were represented by the following: Australia, Hugo Ottaway (1); Canada, Geoff Evelyn (1); Germany, Christof Becker (1); Greece, Apostolos Georgopoulos (1); Holland, Donald Schotel (1); Ireland, Denis Woods (1); Italy, Pinetti Masini (1); Japan, Takashi Shimaoka (1); Sweden, Erich Hagen (1); U.K., Chris Torrens (1); U.S., Glenn Gustafson (4); Designer, Rodney Johnstone (1); plus proxies from Mexico and Puerto Rico held by Glenn Gustafson; a total of 16 votes. Also present were: Dick Tillman, Executive Director; Linda Tillman, Executive Assistant; John Adams and Bengt Julin, Councilors of Honor; Dennis Ellis, IJCA Technical Committee member; Michael Boyd, 1990 World Championship Chairman, Ireland; Nikos Sarikavazis, Vice President of the Hellenic Yachting Federation; Venetia Georgopoulos, Secretary of the Greek NJCA; Francesco Ciccolo, Chief Italian Measurer; Kumiko Ochiai, interpreter; Paolo Boido, J-Boats Italy; and Jeremy Rodgers, U.K. builder.
2. The minutes of the 1989 IJCA World Council Meeting were approved.
3. Reports
- 3.1 NJCAs

**Australia** - Boats are located primarily in Sydney (NSW) and Melbourne (Victoria), 500 miles apart. Ian Bashford is now the J-Boats licensee there. Australia had five entries in the 1990 Worlds. Victoria's association is showing growth, with 170 boats plus. The Port Phillip Yacht Club recently organized corporate sailing in J/24s.

**Canada** - The fleet suffers from a short season, but has 150 members in three centers of activity: Nova Scotia, Ontario and Vancouver. Approximately 90% of the Canadian boats have been measured. Toronto will host the 1991 North Americans.

**Germany** - The fleet is at 35 boats, with four for sale. The fleets are centered mainly in Kiel and Hamburg.

**Greece** - 1990 was busy, planning for the 1991 Worlds. The host club is experienced, and 1991 Worlds participants can expect a well-organized championship. In addition to the Spring, National and Winter Championships, a match racing event was held in J/24s in September. There are many prospective J/24 buyers in Greece, and the fleet hopes to increase by 8 or 10 before Spring.

**Holland** - 35 boats, sailing in two fleets. All goes well, with three main events and one all-ladies event each year.

**Ireland** - The fleet is centered in Dublin Bay in the South and Lough Erne in the north and continues to maintain its numbers, with interest boosted considerably by the success of the 1990 Worlds in Dublin. The Irish National Championship was held in May, the Northern Championship in Lough Erne in October, and an all-ladies event in September.

**Italy** - It was a good year in Italy, with 234 boats racing and 361 Italian Association members. Five major events were held and over 250 fleet races.

**Japan** - There are 200 boats, an annual All Japan Championship and an all-ladies event, which is very popular. There is an increase in participation in international events.

**Sweden** - Much growth has occurred, and the fleet is up to 66 boats. Swedish boats went to Holland's Lady J event. The Swedish Championship drew five boats from Germany, and was sailed Category A.

**UK** - The UK Class is seeing 50-60 boats at major events. New people are buying older boats, for economic reasons. Suggest rules stability would contribute to class growth.

**U.S.** - Membership is over 1900. Attendance at major events is down slightly, due to the number and size of regional events across the country. The U.S. Class published a J/24 Calendar (samples distributed). Over 400 measurement certificates have been issued, and measurement continues.



### 3.2 Executive Director

Dick Tillman welcomed everyone, especially newcomers, and the Councilors of Honor who bring consistency to the actions taken by the council. Figures show the overall growth of the IJCA to be up 3.6% over 1989, with notable increases in Sweden (67%), Italy (24%), and Holland and Monaco (20%). There is interest in establishing NJCA's in Chile, Ecuador, Israel and Guatemala. The 1991 Midwinter Championship will be held in Miami, with 80-90 entries expected from the U.S., Canada, Sweden, Germany, Israel, Greece and Ireland. Linda Tillman reported that the Fall J/24 Magazine (copies distributed) is being shipped to foreign addresses by TNT where practical. Input was excellent and continuation of submissions from NJCAs in the form of articles and photos for future issues is encouraged. Dues should be paid by March 1, 1991. Rules Booklets will be provided to NJCA's according to the number of IJCA dues paid, at no expense except postage. The World Corporate Cup, the Central America Games, and the new Nations Cup are all being sailed in J/24s.

### 3.3 1990 World Championship

Michael Boyd, Chairman of the 1990 Worlds, distributed an 8 page report, and stressed the importance of such a document to the next host, having had the Canadian report from the previous Worlds. Major concerns were measurement and charter boats. Michael paid tribute to Dennis Ellis for his help as Technical Advisor throughout the planning and the event itself. The UKJCA assisted with additional charter boats. The event sponsor, Rothman's, committed two years in advance and gave considerable financial support which they felt resulted in valuable publicity. Recommendation: Key documents should be available at the class office, for future Worlds hosts. Hank complimented the Irish Association on their successful event and announced that he was taking two J/24 half hull models to Dublin for presentation to the Royal Irish Yacht Club and to the Irish NJCA in appreciation for their hard work.

### 3.4 Copyright Holder's Report

Reporting for Jeff Johnstone, Rod Johnstone indicated there will be a builders' meeting in Newport, RI, in 1991. Builders present were asked to give agenda items to him. Jeff relays number of boats built in 1990 same as last year (130). There is some increased activity in South America. It is not the intent for builders to sell outside their territories, per their licensing agreement. Price differentials between builders is not due to any variation in spec's, but is related to the number of hours of labor to build the boat. J-Boats wants to support the builders and their territories. The suggestion was made to discuss at the builders' meeting how to equalize the number of building hours among builders, and clarify builders' territories. Glenn Gustafson emphasized that the cost of the boat must be kept down to ensure the growth of the class.

### 3.5 Technical Committee Report/Rules Proposals - The following rules were presented, discussed and voted upon prior to submission to the YRU Keelboat Technical Committee. The rules passed herein, if approved by the YRU Keelboat Committee, become effective March 1, 1991.

- 1) Rule 2.5 - Delete reference to registration certificate. Passed.
- 2) Rule 2.5.4 - Change wording from "Registration Certificate" to "Measurement Certificate." Passed.
- 3) Rule 2.5.6 - To require inventory list be kept onboard. Passed.
- 4) Rule 3.2.5 - Change minimum height of lifelines from 610mm to 600mm. Passed.

*The IJCA Executive Committee and representatives from ten NJCA's met at the Royal Thames Yacht Club in London for the 1990 World Council meeting.*



- 5) Rule 3.5.3(d) - Change wording to "Standing rigging, including all turnbuckles, shall not be adjusted while racing. Passed.
- 6) Rule 3.6.2 - Amend to clarify that no sail shall have elastic shock cord in the luff or foot. Passed.
- 7) Rule 3.6.10(o) - New rule to clarify that luff and foot of mainsail be attached to the mast and boom with bolt ropes.
- 8) Rule 3.8.1 - Change "headsail tracks" to "headsail sheet tracks", to correct typographical error.
- 9) Rule 5.1 - This rule was discussed in three parts: a) Change "in street clothes" to "in swim wear". Passed. b) Change total crew weight from "shall not exceed 400kg" to "shall not exceed 375kg." After extensive discussion, a vote by country indicated the consensus by a 13 to 1 margin favored leaving the crew weight at 400kg. Submission to change crew weight withdrawn. c) Add to first sentence "prior to the start of a regatta." Passed. The Technical Committee Chairman stated that further crew weight proposals will not be welcomed by the Technical Committee.
- 10) Rule 6.1.4(a) - Substitute "and" for "or", to clarify. Passed.
- 11) Rule 6.1.21 - Make tackhorns for the mainsail optional equipment. Passed.
- 12) Rule 7.1.12 - To allow a hole in the mast partners to stow the main halyard tail below deck when the main is hoisted. By a vote of 11-3, withdrawn.
- 13) Rule 7.1.18 - To clarify the prohibition of "titanium or other exotic materials". Passed.
- 14) Rule 7.1.19 - To prohibit the use of elastic shock cord in the standing or running rigging. The discussion led to the insertion of the words "to adjust" in place of "in" in the submission. Passed.
- 15) Rule 7.2. - Add "or jib" after "genoa", to clarify intent. Passed.
- 16) Rule 8.4 - Defines regatta, to clarify intent of existing rules. Passed.
- 17) Rule 8.2.2 - Add "All parts of the mainsheet may be pumped simultaneously." Passed.
- 18) Rule 2.6.1 - Insert "at World and Continental events" to reflect change approved by 1989 IJCA Meeting. Passed.

### 4. World Championship Venues

- 4.1 1991 - Greece - Mr. Nikos Sarikavazis, Vice President of the Hellenic Yachting Federation, gave a speech of welcome to Greece for the 1991 Worlds, translated by Venetia Georgopoulos. Apostolos Georgopoulos, 1991 Worlds Chairman, reported on the progress of plans. The entry fee is low, at \$100, and the committee will do its best to arrange for inexpensive transport of boats to Athens. Charter boats will be in measured condition, and most keels were faired for the 1987 European Championship held in Athens. John Adams confirmed inexpensive passage to Greece in 1987. Greece will be allowed 3 entries, with additional slots dependent on excess boats after charter needs are met. Due to close proximity, Italy is allowed double their normal entries (2x4=8), and one additional for each three additional charter boats provided. Michael Boyd stated that a charter should be a business arrangement between the owner and the charterer. Set guidelines, and let people work out own terms. Many have complete crews and do not want the owner aboard. Suggestion: allow an entry crewed by 4-5 boat owners who have chartered their boats.
- 4.2 1992 - Annapolis, MD - Glenn Gustafson, USJCA President, reported that event chairman, David Jackson, is at work obtaining sponsorship and publicity. The date has been set for October 21-30, and conditions should be excellent. Annapolis is a port of entry, close to the Capitol for touring purposes, and there should be no shortage of charter boats.
- 4.3 1993 - Abersoch, North Wales - Chris Torrens reported a tentative time frame of early July, and preliminary work has started. There will be an accommodations agent to handle housing.
- 4.4 1994 - Site Selection
- 4.4.1 Two proposals were heard:

**Australia:** Hugo Ottaway distributed a proposal in booklet form to host the 1994 Worlds in Melbourne, at the Royal Brighton Yacht Club, on Port Phillip Bay. The club is newly remodeled, employs a full-time principal race officer, and is located a short sail from the race course. Charter boats and sponsorship are



available, and Melbourne is a port of entry. Housing is inexpensive and available nearby.

**Japan:** Tokashi Shimaoka and Kumiko Ochial distributed a written proposal to host the 1994 Worlds at the Sajima Marina, 14 miles south of Tokyo, with nice weather and good wind. Sajima Marina is connected to Nissan, the J/24 builder in Japan. Ample charter boats (30-40) would be available, and sponsorship will make it easy to come to Japan. Bengt Julin confirmed the excellence of the last Worlds in Japan (1985) and suggested the council take into account the last time the Worlds was held in the Southern Hemisphere in making the decision.

4.4.2 A written vote was taken, and Australia's proposal was accepted. Hank thanked both parties for their presentations.

#### 5. European Championship Venues

5.1 1991 - Cowes, Isle of Wight, July 19-26 - Chris Torrens opened a discussion on the desirability of a long distance race. The consensus of the European nations represented was to not include a long distance race in the format, but possibly as a separate event. Bengt Julin reminded us that the J/24 is designed for navigation as well as sailing triangles. Many expressed boredom with the Olympic Course, suggesting windward, leeward courses with an offset mark. The sponsor of this event has pulled out, and some on-shore activities may have to be cut back. There are 60-70 entries expected.

5.2 1992 - Marstrand, Sweden, August 8-15 - Erich Hagen reported that plans are underway. While the date conflicts with Cowes Week, it is unavoidable, as the season in Sweden is short (5-6 weeks).

5.3 1993 - At last year's meeting, the World Council accepted an informal bid by Jean Bourelly, of Monaco, to host the Europeans in September of 1993. Though he was not present to confirm the invitation, representatives from Ireland, UK, and European countries expressed interest in having the championship in Monaco. Chris Torrens will check with Jean Bourelly. The Italian NJCA is willing to host the event if Monaco cannot.

5.4 1994 - Bids are requested for presentation at the 1991 IJCA World Council Meeting.

5.5 1995 - Ireland expressed interest in hosting the Europeans in 1995.

#### 6. North American Championship Venues

6.1 1990 - Milwaukee, Wisconsin - Glenn Gustafson reported the event was a big success, with 55 entries.

6.2 1991 - Toronto, Ontario, August 16-23 - Geoff Evelyn reported the host club will be the Royal Canadian Yacht Club, and the committee is busy preparing for a large fleet.

6.3 1992 - Long Beach, California, in mid August.

7. Financial Report - Hank Killion reported that the class is in good financial condition. The IJCA Executive Committee deemed it necessary to increase IJCA dues to \$6 for 1991, to cover the cost of the Rules Booklet now being printed separately rather than as part of the J/24 Magazine. A high quality, promotional video to assist in obtaining sponsorship is underway, which will be distributed to each NJCA at no cost when completed. The 1991 budget includes the cost of equipment to improve and produce additional communications. Bengt Julin complimented the class office on the management of funds and staying within budget.

#### 8. Old Business

8.1 Regatta Guidelines - The current draft of Regatta Guidelines distributed in advance of the meeting and published in the Fall 1990 Magazine was discussed and the following changes agreed to:

8.1.1 Item B 2, last sentence, change to read: Continental and World events shall be Category A events.

8.1.2 Item B 3, second sentence, change to read "... and by the IJCA Executive Committee for Continental and World Events."

8.1.3 Item B 7, modify to read: The "One minute disqualification rule (Z flag)" or similar rule for starting may be applied with discretion only after at least one general recall has occurred for a particular start, and only when absolutely necessary.

8.1.4 Item B 8, change shall to may, in the first sentence so that it reads "... the fleet may be divided into four color groups ... etc."

8.1.5 Item C 1, modify the third sentence by changing "shall" to "should".

8.1.6 Exceptions to the number of worlds qualifiers may be made, at the discretion of the IJCA World Council, regarding past World Champions.

8.1.7 The Regatta Guidelines was referred to a committee consisting of Geoff Evelyn, Glenn Gustafson, and Chris Torrens, for fine tuning and distribution of the final form to NJCAs by January 1, 1991, for approval by mail.

8.2. Standard Sailing Instructions - The following were discussed and changes agreed upon as follows:

8.2.1 Change title to "For Continental and World Championships."

8.2.2 As these are for all NJCA's, remove reference to the prescriptions of the USYRU in paragraph 1.1.

8.2.3 Item 6 - Change to "Division of the Fleet (not applicable to Worlds)".

8.2.4 Item 9.4. - Delete first sentence referring to shortening course one leg in advance.

8.2.5 Item 12.3 - Delete "except code flag 'I' will not be displayed." Change "may" to "shall" in parenthetical sentence and delete "nevertheless".

8.2.6 After discussion, it was agreed that the same committee (Evelyn, Gustafson and Torrens) review and update the Standard Sailing Instructions for distribution by the class office to NJCA's for approval by mail.

8.2.7 Chris Torrens moved that approval of the Regatta Guidelines and Standard Sailing Instructions be tabled until the next meeting. The motion was seconded and passed.

#### 9. New Business

9.1 Worlds Qualifying Criteria, as outlined by Hank Killion in the magazine, Vol. 25.

9.1.1 An individual who pays IJCA dues, is a citizen of a country but does not live there, may represent that country in a world championship, with the permission from the NJCA that he wishes to represent.

9.1.2 An individual who owns a J/24 and actively sailed in a country where there is no NJCA may request an entry in the Worlds from the IJCA Executive Committee.

#### 9.2 Proposed Changes to the IJCA Constitution

9.2.1 Glenn Gustafson proposed the following changes:

Paragraph 12.1.4 - Add new bylaw as follows: Any change in Class Rules or Building Specifications which represents a change to basic yacht design or any speed producing factor shall require two-thirds vote of all active NJCA Council Members before enactment. After discussion the proposed bylaw was defeated.

Paragraph 12.1.5 - Add new bylaw as follows: Except in case of emergency, Class Rule changes shall occur every fourth year, in the year immediately following the four year change to the IYRR. After discussion, the bylaw was amended to "every two years" and passed.

Paragraph 3.9 - Add "by the yacht owner" after "forwarded" and replace "or NA" with "and the IJCA". After discussion, the proposal was defeated.

9.2.2 Geoff Evelyn moved to table further Constitutional Changes for consideration at the next meeting.

#### 10. Elections

10.1 Vice Chairman - Denis Woods, of Ireland, was elected by acclamation. The Council thanked Chris Torrens for his past four years service as Vice Chairman.

10.2 Council Members - Denis Woods moved that the NJCA representatives of the next three World Championship host countries be elected (Greece, UK and U.S.). The motion was accepted and passed.

10.3 Technical Committee Chairman and Members - Hank Killion moved that the present Chairman, Rod Johnstone, and the committee members John Peck and Dennis Ellis be reappointed; the motion was seconded and passed.

10.4 Executive Director - Hank Killion moved that Dick Tillman (and his assistant) be reappointed. The motion was seconded and passed.

11.0 Scheduling of 1991 Meeting - Denis Woods proposed that the meeting be held the first weekend of November in Dublin, as the 1991 IYRU meeting is scheduled in Spain and there is no NJCA there to host our meeting. His invitation was accepted unanimously.

12.0 Adjournment - 5:25 p.m.

Respectfully submitted,  
Linda Tillman  
Secretary to the Meeting



## **IJCA Executive Committee**

### *Chairman*

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

### *Vice Chairman*

Denis Woods  
36 Dundela Ave.  
Sandycove, Co. Dublin  
Ireland  
Tel: Dublin 805961  
Fax: 353 1 808302

### *Council Members*

Apostolos Georgopoulos  
9 Afrodites Str.  
Paleo Faliro 175 61  
Greece  
Tel: 01-4814716, 01-9834893  
Fax: 01-4812166

Glenn Gustafson  
687 Green Bay Rd.  
Highland Park, IL 60035  
H: (708) 432-1062  
B: (708) 831-7781  
Fax: (708) 432-9469

Chris Torrens  
Waterford House  
20 Castle Rd.  
Cowes, Isle of Wight  
England PO31 7QJ  
H: 0983 295022  
B: 081 673 1478

### *Councillors of Honor\**

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

Bengt Julin  
Sjalagardsgatam, 21nb  
11131 Stockholm  
Sweden  
8-100358

### *Technical Committee*

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

Dennis Ellis\*  
Claymore, The Parade  
Cowes, Isle of Wight  
England PO31 7QJ  
Tel: 0983-293548  
Fax: 0983-295329  
John Peck\*  
P.O. Box 12652  
San Antonio, TX 78212-0652  
B: (512) 732-9264  
Fax: (512) 735-9844

### *Copyright Holder*

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

### *Executive Director\**

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

\*Non-voting

## **National J/24 Class Associations**

### **Argentina**

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

### **Australia**

Pres: Mark Long  
Sec: Susan Wright  
173 Marks Point Rd.  
Marks Point, NSW 2280  
B: 049-694649  
H: 049-453160  
Fax: 432 31740

### **Bermuda**

Pres: Michael Butler  
1 Rockaway Rd.  
Southampton SB02  
Bermuda

### **Canada**

Pres: Geoff Evelyn  
214 Lichen Crescent  
Oshawa, Ontario L1J 7K8  
H: (416) 725-2173  
B: (416) 433-6245  
Fax: (416) 433-6583

### **Chile**

Pres: German Fuchs  
Asociacion Chilena J/24  
Av. 11 Septiembre 2155-C  
OF.409 SANTIAGO  
Chile

### **France**

Pres: Luc Nadal  
53 rue du Marechal Foch  
78 000 Versailles  
France  
H: 1-30-21-68-33  
B: 1-42-45-35-36  
Fax: 1-42-45-39-70

### **Germany**

Pres: Jan Fertig  
Baron-Voght-Strasse 218  
2000 Hamburg 52  
West Germany  
Tel: 040 824396

### **Greece**

Chmn: Apostolos Georgopoulos  
9 Afrodites Str.  
Paleo Faliro 175 61  
Greece  
Tel: 01-4814716, 01-9834893  
Fax: 01-4812166

### **Holland**

Pres: Ivo Kok  
Sec: Ed Braskamp  
Park Leeuwenberghlaan 48  
2267 BP Leidschendam  
The Netherlands  
Tel: (31)703999381  
Fax: (31)703874079

### **Ireland**

Pres: Denis Woods  
36 Dundela Ave.  
Sandycove  
Co. Dublin  
Tel: Dublin 805961  
Fax: 353 1 808302

### **Italy**

Pres: Giuseppe "Pinetti" Masini  
Via Sacchi, 3  
20121 Milano, Italy  
Tel: (02)871611, 8059520  
Fax: (02)808349

### **Japan**

Pres: Nobuaki Tani  
Sec: Michio Tachibana  
All Correspondence:  
Japan J/24 Class Association  
17-1, Ginza 6-chome, Chuo-ku  
Tokyo 104-23, Japan  
Tel: 03-5565-2682  
Fax: 03-5565-3419

### **Mexico**

Pres: Salvador Jimenez  
Av. Rio Magdalena 101, #9  
San Angel, Mexico City  
Mexico 01090

### **Monaco**

Mr. Jean Francois Bourelly  
CPM  
B. P. 149  
MC 98007 Monaco Cedex  
Fax: 33 93 50 66 58

### **Peru**

Pres: Kurt Arens  
Asociacion Peruana Clase  
J/24  
Paseo DeLa Republica No. 3071  
P.O. Box 27-0273  
Lima 27, Peru  
Fax: 5114 42-6300

### **Puerto Rico**

Pres: Fernando Lopez  
Royal Bank Center, Ste. 730  
Hato Rey, PR 00917  
H: (809) 793-2621  
B: (809) 758-2244

### **Singapore**

Pres: Jeffrey Leow  
Sec: Alan Barnes  
United World College SE Asia  
Pasir Panjang P.O. Box 15  
Singapore 9111  
Tel: (65)7755344  
Fax: (65)7785846

### **Sweden**

Pres: Lars Winroth  
Sec: Erich Hagen  
Nygatan 48  
440-30 Marstrand  
Sweden  
Tel: 010-853464  
Fax: 46 303-60889

### **Switzerland**

Pres: Michel Glaus  
All Correspondence:  
J/24 Swiss Class Association  
Case Postale 733  
CH - 1227 CAROUGE/GENEVE  
Switzerland  
Tel: (41.22) 43.44.42  
Fax: (41.22) 43.37.76  
Telex: 423.128 rvin ch

### **U.K.**

Pres: Chris Torrens  
All Correspondence:  
Sec: David Colman  
UK J/24 Class Association  
59 Queen's Road  
Cowes, Isle of Wight  
PO31 8BW England  
Tel: Isle of Wight (0983)291572  
Fax: (0983)295329

### **U.S.A.**

Pres: Glenn Gustafson  
687 Green Bay Road  
Highland Park, IL 60035  
Tel: H: (708) 432-1062  
B: (708) 831-7781  
Fax: (708) 432-9469



### U.S. Executive Committee

#### President

Glenn Gustafson  
687 Green Bay Rd.  
Highland Park, IL 60035  
H: (708) 432-1062  
B: (708) 432-1800  
Fax: (708) 432-9469

#### Vice President

David M. Jackson  
6718 Sherwood Rd.  
Baltimore, MD 21239  
H: (301) 377-0028  
B: (301) 338-6505

#### Past President

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

#### Technical Chairman

John Peck  
P.O. Box 12652  
San Antonio, TX 78212  
H: (512) 735-9855  
B: (512) 732-9264  
Fax: (512) 735-9844

#### Finance Comm. Chairman

Douglas J. Kracht  
441 E. Cedar Lane  
Mequon, WI 53092  
H: (414) 241-9283  
B: (414) 347-2249

#### Governor-At-Large

Peter Young (D-21)  
245 Water St.  
Pt. Richmond, CA 94801  
H: (415) 236-5559  
B: (415) 662-1224

#### Designer

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

#### Copyright Holder

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

#### Executive Director

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

### USJCA Official Measurers

#### District 2

Vin Bitel, Fleet 4  
24 Lisa Lane  
Middletown, CT 06457  
H: (203) 347-6433  
B: (203) 346-8648  
  
Thomas Oricchio, Fleet 47  
336 Weare Rd.  
New Boston, NH 03070  
H: (603) 487-2400  
B: (603) 669-5540

John Alofsin, Fleet 50  
P.O. Box 1500  
Newport, RI 02840  
B: (401) 849-5492  
Fax: (401) 849-8168

Jeff Johnstone, Fleet 50  
7 Thurston Ave.  
Newport, RI 02840-1728  
B: (401) 846-8410  
Fax: (401) 846-8168

Ian McNeice, Fleet 104  
P.O. Box 2231  
Nantucket, MA 02548  
H: (508) 228-0288  
B: (508) 228-0288

#### District 3

Lee Corbin, Fleet 99  
33 Crescent Rd.  
Riverside, CT 06878  
H: (203) 637-3343

#### District 6

Sandy Grosvenor, Fleet 8  
312 Washington St.  
Annapolis, MD 21403  
H: (301) 263-8568  
B: (800) 336-3066  
Fax: (703) 534-6138

David Jackson, Fleet 8  
6718 Sherwood Rd.  
Baltimore, MD 21239  
H: (301) 377-0028  
B: (301) 338-6505  
Fax: (301) 338-6526

Tim Mowry, Fleet 8  
29 Jeremy's Way  
Annapolis, MD 21403  
H: (301) 280-2281  
B: (301) 268-8897  
Fax: (301) 268-9647

#### District 7

Rodger Voss, Fleet 24  
11 Venezia Ave.  
Albany, NY 12203  
H: (518) 869-9411  
B: (518) 456-4494

Robert B. Bayley, Fleet 41  
100 Ontario Blvd.  
Hilton, NY 14468  
H: (716) 225-4625  
B: (716) 277-1296

Earl T. Chapman, Fleet 41  
260 N. Creek Crossing  
Rochester, NY 14612  
H: (716) 225-7533  
B: (716) 588-5982

Mike Nahmias, Fleet 41  
30 Steele Rd.  
Victor, NY 14564  
B: (716) 425-4046

Mark Sertl, Fleet 41  
1415 N. Clifton St.  
Rochester, NY 14621  
H: (716) 442-7511  
B: (716) 248-5490

Bennet C. Taves, Fleet 41  
4861 Culver Rd.  
Rochester, NY 14622  
H: (716) 333-1896  
B: (716) 248-9426

Hank Killion, Fleet 42  
146 Jamesville Rd.  
DeWitt, NY 13214  
H: (315) 446-2871  
B: (315) 487-4279

William R. Wiggins, Fleet 42  
1516 Kenyon Rd.  
Ontario, NY 14519  
H: (315) 524-3209  
B: (315) 524-2828

Paul J. Grenauer, Fleet 78  
4175 Vinewood Dr.  
Williamsville, NY 14221  
H: (716) 883-0129  
B: (716) 634-7127

Carl Lundgren, Fleet 110  
7692 Rockledge Dr.  
Ontario, NY 14519  
H: (716) 265-0723  
B: (716) 475-6174

#### District 8

L. Edward Williams, Fleet 71  
202 Porter Ave.  
Hampton, VA 23669  
H: (804) 723-6830  
B: (804) 864-6989

James Howard, Jr., Fleet 115  
2621 Woodside Dr.  
Duluth, GA 30136  
H: (404) 447-0739

### USJCA Technical Committee

#### Chairman

John H. Peck  
P.O. Box 12652  
San Antonio, TX 78212-0652  
H: (512) 735-9855  
B: (512) 732-9264  
Fax: (512) 735-9844

#### Southeast Dist. 8, 10, 11

James Klosowski, Dist. 10, Fleet 10  
3981 Loquat Ave.  
Coconut Grove, FL 33133  
H: (305) 770-1193  
B: (305) 445-6749  
Fax: (305) 770-1559

#### Northeast Dist. 1, 2, 3, 6

Scott Ferguson, Dist. 2, Fleet 50  
56 Burnside Ave.  
Newport, RI 02840  
H: (401) 846-1677  
B: (401) 846-8481  
Fax: (401) 846-0657

#### Southwest Dist. 14, 17, 18

Jim Anderson, Dist. 14, Fleet 29  
121 James Dr.  
Forney, TX 75126

#### Great Lakes Dist. 7, 12, 15

Reid Stava, Dist. 7, Fleet 41  
144 Shaftsbury Rd.  
Rochester, NY 14610  
H: (716) 288-7183  
B: (716) 422-2423

#### West Coast Dist. 19, 20, 21, 22

Bill Worsham, Dist. 21, Fleet 57  
981-B West 18th St.  
Costa Mesa, CA 92627  
H: (714) 548-3464



**District 10**

Dave J. Asaibene, Fleet 10  
137 Commodore Dr.  
Jupiter, FL 33477  
H: (407) 744-6039  
B: (407) 845-3321

Jeff Dahl, Fleet 10  
9456 S.W. 77th Ave., #T-1  
Miami, FL 33156

Marshall B. Lytle, Fleet 10  
8310 S.W. 12th St.  
Pembroke Pines, FL 33025  
H & B: (305) 431-5133

Mark L. Rosenke, Fleet 86  
3252 17th St. N.  
St. Petersburg, FL 33713  
H: (813) 895-7771  
B: (813) 893-7566

Doug Wilson, Fleet 10  
191 W. Enid Dr.  
Key Biscayne, FL 33149  
H: (305) 361-6565  
B: (305) 361-4352  
Fax: (305) 361-4582

Dick Tillman, Fleet 87  
11382 S. Tropical Trail  
Merritt Island, FL 32952  
B: (407) 773-4141

**District 11**

Kevin Manner, Fleet 80  
524 Belle Pointe Ct.  
Nashville, TN 37221  
H & B: (615) 646-7517

**District 12**

Kevin Graf, Fleet 102  
1055 Rosalie Ave.  
Lakewood, OH 44107  
H: (216) 521-6277  
B: (216) 784-1251

**District 14**

Stuart P. Lindow, Fleet 5  
2517 Drummer  
League City, TX 77573  
H: (713) 332-3603

Kyle J. Mullins, Fleet 5  
6126 Cheena  
Houston, TX 77096  
H: (713) 772-4192  
B: (713) 999-6905

R. Greg Buxbaum, Fleet 9  
12706 Pathfinder  
San Antonio, TX 78230  
H: (512) 492-1372

Carla Peck, Fleet 9  
P.O. Box 12652  
San Antonio, TX 78212-0652  
H: (512) 735-9855  
B: (512) 732-9268  
Fax: (512) 735-9844

Stephen L. Andre, Fleet 29  
26 Lakeway Dr.  
Rockwall, TX 75087  
B: (214) 954-2520  
Fax: (214) 954-2514

William Cantrell, M.D., Fleet 29  
4 Nobhill  
Greenville, TX 75401  
H: (214) 455-8606  
B: (214) 455-5680

Julie Cantrell, Fleet 29  
4 Nobhill  
Greenville, TX 75401  
H: (214) 455-8606

A. Scott Barrett, Fleet 94  
P.O. Box 213  
Gulfport, MS 39502  
(601) 863-0100

Thomas S. Meric, Jr., Fleet 94  
1614 S. Jeff Davis  
New Orleans, LA 70125  
H: (504) 822-4357  
B: (504) 588-9488

**District 15**

Glenn Gustafson, Fleet 12  
687 Green Bay Rd.  
Highland Park, IL 60035  
H: (708) 432-1062  
B: (708) 432-1804  
Fax: (708) 432-9469

Thomas J. Kane, Fleet 12  
1023 Glenwood Lane  
Glenview, IL 60025  
H: (708) 657-9498  
B: (312) 284-3700

Mark R. Ernst, Fleet 37  
914 South Fourth  
Milwaukee, WI 53204  
H: (414) 383-7310  
B: (414) 276-9121

Michael Janssen, Fleet 37  
3219 N. Marietta Ave.  
Milwaukee, WI 53211-3132  
H: (414) 352-8180  
B: (414) 347-2249

Douglas J. Kracht, Fleet 37  
441 E. Cedar Lane  
Mequon, WI 53092  
H: (414) 241-9283  
B: (414) 347-2249

George L. Petritz, Fleet 37  
9708 N. Lake Dr.  
Bayside, WI 53217  
H: (414) 351-6106

Thomas D. Shropshire, Fleet 37  
2704 N. Hackett  
Milwaukee, WI 53211  
H: (414) 961-8746  
B: (414) 449-7786

Russell R. Sobotta, Fleet 37  
626 W. Fairy Chasm Rd.  
Bayside, WI 54747  
H: (414) 352-0662

Michael J. Kurzawa, Fleet 96  
P.O. Box 415  
Fontana, WI 53125  
H: (414) 275-5938

**District 19**

Jack Christiansen  
1022 N. 47th  
Seattle, WA 98103  
H: (206) 547-5979  
B: (206) 284-3730  
Fax: (206) 284-2932

**District 20**

Stu Eddings, Fleet 17  
P.O. Box 941  
Newark, CA 74560  
H: (704) 422-2229  
B: (415) 793-2123  
Fax: (415) 793-3728

David Willike, Fleet 17  
36 Sotelo Ave.  
Piedmont, CA 94611  
H: (415) 547-4488  
B: (415) 522-0545  
Fax: (415) 522-0641

**District 21**

Robert J. Kunicki, Fleet 59  
4867 Moon Crest Dr.  
Corona, CA 91720  
H: (714) 735-1869  
B: (714) 735-1869

Jeffery Berkus, Fleet 63  
1346 Estrella  
Santa Barbara, CA 93110  
H: (805) 687-2346  
B: (805) 966-2441  
Fax: (805) 966-6846

James E. Britsch, Fleet 63  
2525 Bath St.  
Santa Barbara, CA 93105  
H: (805) 687-9953  
B: (805) 564-5300 Ext. 4386

Dan L. George, Fleet 63  
161 Santa Isabel Ln.  
Santa Barbara, CA 93108  
B: (805) 969-3621  
Fax: (805) 565-1549

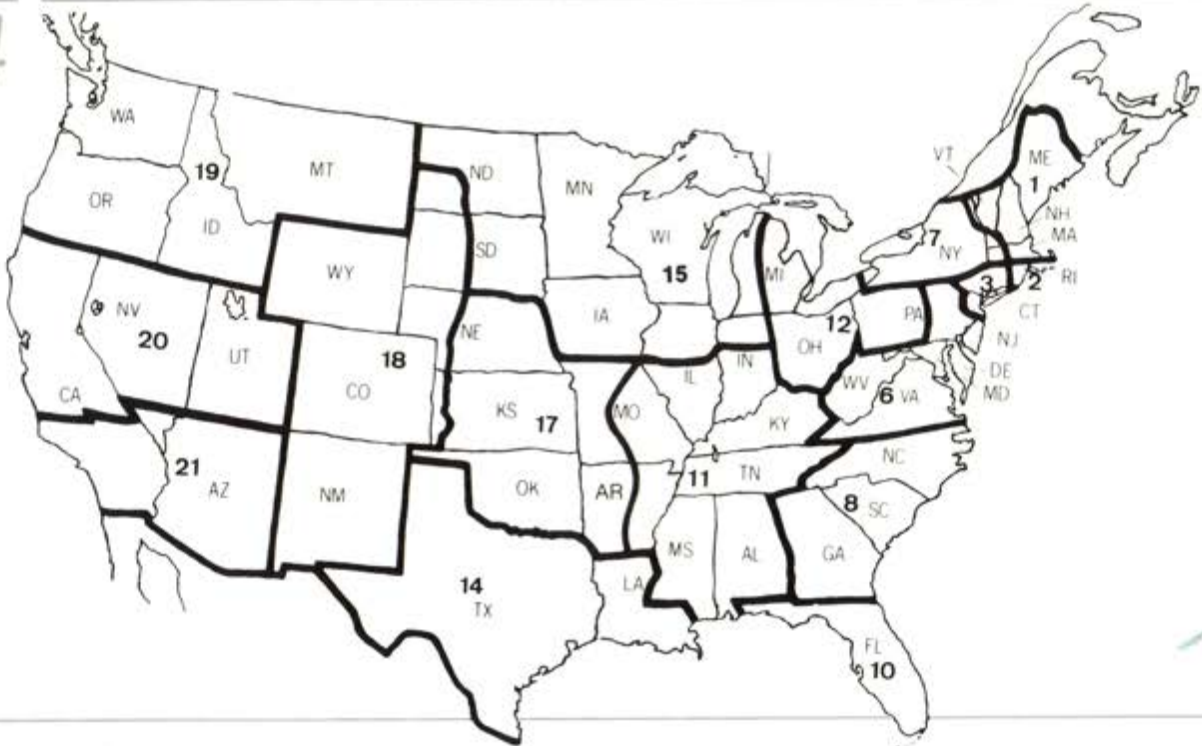
Jefferson H. Wilkes, Fleet 63  
P.O. Box 23056  
Santa Barbara, CA 93121  
H: (805) 965-3304  
B: (805) 969-5803  
Fax: (805) 565-1327

Jeff Thorpe, Fleet 145  
1332 Seafarer St.  
Ventura, CA 93001  
H & B: (805) 644-3451



*USJCA Technical Committee  
Chairman John Peck conducts  
Measurement Seminar held in  
Santa Barbara, in December.*





### District 1

Michael Harding  
15 Alba St.  
Portland, ME 04103  
H: (207) 772-7317  
B: (207) 846-6131  
Fleets 23, 28, 43, 95, 112,  
113, 138, 139, 140

### District 7

Mike & Pam Nahmias  
30 Steele Rd.  
Victor, NY 14564  
H: (716) 425-4046  
B: (315) 986-5126  
Fleets 11, 24, 41, 42, 78, 88,  
108, 110, 146

### District 12

Greg Swetka  
8080 Helen  
Centerline, MI 48015  
H: (313) 754-9757  
B: (313) 377-6300  
Fleets 6, 19, 75, 102, 129

### District 19

Harry Dursch  
5562 Kenwood Pl. N.  
Seattle, WA 98103  
H: (206) 632-2534  
B: (206) 773-0527  
Fleets 25, 26, 27, 81, 90,  
121

### District 2

George Wall  
42 Arrowhead Dr.  
Guilford, CT 06437  
H: (203) 453-1001  
Fleets 4, 16, 18, 31, 47, 50,  
89, 104, 147

### District 8

Britt Drake  
2308 Croix Dr.  
Virginia Beach, VA 23451  
H: (804) 496-3332  
Fleets 7, 40, 67, 71, 97, 107,  
115, 133, 134, 144

### District 14

Ned Plumer  
815 Layton  
Henderson, TX 75652  
H: (214) 657-4167  
B: (800) 950-3375  
Fleets 3, 5, 9, 21, 29, 54, 92,  
94, 105

### District 20

Peter Young  
245 Water St.  
Pt. Richmond, CA 94801  
H: (415) 236-5559  
B: (415) 662-1328  
Fleets 17, 116

### District 3

Hugh Balloch  
10 Lockwood Ave.  
Old Greenwich, CT 06870  
H: (203) 698-0414  
B: (212) 907-6160  
Fleets 2, 22, 60, 61, 99, 106,  
128, 142, 148

### District 10

Doug Wilson  
191 West Enid Dr.  
Key Biscayne, FL 33149  
H: (305) 361-6565  
B: (305) 361-4352  
Fleets 10, 14, 55, 68, 86, 87,  
136

### District 15

Douglas J. Kracht  
441 E. Cedar Lane  
Mequon, WI 53092  
H: (414) 241-9283  
B: (414) 347-2249  
Fleets 1, 12, 37, 62, 96, 100,  
123, 126, 130, 137, 149, 150

### District 21

George Antarr III  
4139 Via Marina, #101  
Marina del Rey, CA 90292  
H: (213) 821-9961  
B: (213) 821-9961  
Fleets 49, 57, 59, 63, 65, 70,  
145

### District 6

David Scheidt  
45 Gentry Ct.  
Annapolis, MD 21403  
H: (301) 280-2165  
Fleets 8, 15, 66, 69, 79,  
135, 143

### District 11

Kevin Manner  
524 Belle Pointe Ct.  
Nashville, TN 37221  
H: (615) 646-7517  
B: (615) 646-7517  
Fleets 74, 80, 131

### District 17

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

### District 18

Jim Keesling  
1812 E. Girard Pl., #1532  
Englewood, CO 80110  
H: (303) 781-7077  
B: (303) 321-2400  
Fleets 46, 141

### District 22

James E. "Fuzz" Foster  
98-402 Koaauka Loop - #2414  
Aiea, HI 96701  
H: (808) 487-2533  
B: (808) 523-1092  
Fleet 73



- 1 Minnetonka**  
Steve Sundquist  
3033 Dundee Lane  
Mound, MN 55364  
H: (612) 472-5906
- 2 Raritan Bay**  
Eric Leitner  
113 Water St.  
Perth Amboy, NJ 08861  
H: (908) 442-4168  
B: (908) 442-8948
- 3 Corpus Christi**  
Oliver Byington  
337 Louise Dr.  
Corpus Christi, TX 78404  
H: (512) 883-3668  
B: (512) 883-3668
- 4 Milford**  
George Wall  
42 Arrowhead Rd.  
Guilford, CT 06437  
H: (203) 453-1001
- 5 Galveston Bay**  
David Hampf  
2315 Ramada Dr.  
Houston, TX 77062  
H: (713) 486-0218
- 6 Lake St. Clair**  
Bob Landgraf  
1762 Alton Cir.  
Walled Lake, MI 48088  
H: (313) 669-3853  
B: (313) 344-5229
- 7 Charleston**  
Randy Carr  
46 Fenwick Dr.  
Charleston, SC 29407  
H: (803) 763-4205  
B: (803) 792-4374
- 8 Annapolis**  
Keith Yeoman  
2825 Seasons Way  
Annapolis, MD 21401  
H: (301) 266-6936
- 9 Canyon Lake**  
Greg Buxbaum  
5380 Medical Dr. - #213  
San Antonio, TX 78240  
H: (512) 699-6281
- 10 Key Biscayne**  
Marshall Lytle  
8310 SW 12th St.  
Pembroke Pines, FL 33025  
H: (305) 431-5133
- 11 Niagara Frontier**  
Paul Cannon  
140 Knowlton  
Kenmore, NY 14217  
H: (716) 875-5267
- 12 Belmont Harbor - Chicago**  
Mark Gannon  
3321 B N. Racine  
Chicago, IL 60657  
H: (312) 549-0045  
B: (312) 663-1307
- 14 West Palm Beach**  
John J. Kearns  
2406 24th Ct.  
Jupiter, FL 33477  
H: (407) 743-0416  
B: (407) 796-4422
- 15 Susquehanna**  
Fred Reynolds  
P.O. Box 57  
Quarryville, PA 17566  
H: (717) 529-6633  
B: (717) 786-3242
- 16 Buzzards Bay**  
Bob Bell  
20 Giffords Corner Rd.  
Marion, MA 02738  
H: (508) 748-2659
- 17 San Francisco Bay**  
Phillips Perkins  
1865 Sacramento - #1  
San Francisco, CA 94109  
H: (415) 776-0613  
B: (415) 765-7460
- 18 Narragansett Bay**  
William Durgin  
16 Walnut St.  
Holden, MA 01520  
H: (508) 829-2779  
B: (508) 793-5261
- 19 Presque Isle**  
Robert J. Netkowicz  
322 Greenhurst Dr.  
Erie, PA 16509  
H: (814) 866-1730  
W: (814) 453-5014
- 21 Austin**  
Eric Nelson  
6306 Evangeline Trail  
Austin, TX 78727  
H: (512) 331-7983  
B: (512) 823-9383
- 22 Greenwich**  
Griff Gielow  
3 Brookside Park  
Old Greenwich, CT 06870  
H: (212) 661-2307
- 23 Lake Champlain**  
Randy Kruger  
22 Orchard Dr.  
Colchester, VT 05446  
H: (802) 878-8006  
B: (802) 655-2621
- 24 Lake George**  
Rodger Voss  
11 Venezia Ave.  
Albany, NY 12203  
H: (518) 869-9411
- 25 Flathead Lake**  
Jeff Fisher  
P.O. Box 55  
Whitefish, MT 59937  
H: (406) 862-3687  
B: (800) 243-7547
- 26 Seattle**  
Jack & Ann Christiansen  
1022 N. 47th St.  
Seattle, WA 98103  
H: (206) 547-5979  
B: (206) 284-3730
- 27 Portland**  
Bruce Harris  
2225 Appaloosa Way  
West Linn, OR 97068  
H: (503) 656-4306
- 28 Marblehead**  
Robert Kraemer  
318 Vaughn Rd.  
Athol, MA 01331  
H: (508) 249-3522
- 29 Dallas**  
Marty Minot  
4013 Martha Lane  
Rowlett, TX 75088  
H: (214) 475-8309  
B: (214) 952-2245
- 31 Eastern Connecticut**  
Richard Froh  
22 Crescent St.  
Groton Long Pt., CT 06340  
B: (203) 536-9963
- 37 Milwaukee Bay**  
Russ Sobotta  
626 W. Fairy Chasm Rd.  
Bayside, WI 53217  
H: (414) 352-0662  
B: (414) 352-0662
- 38 Grand Lake**  
David A. Bond  
P.O. Box 1900  
Broken Arrow, OK 74013  
H: (918) 355-1460  
B: (918) 258-9688
- 39 Oklahoma City**  
W. Andrew Hubbard  
7008 Lakepoint Dr.  
Oklahoma City, OK 73103  
H: (405) 843-8242  
B: (405) 272-9341
- 40 Lake Norman**  
Fred Sampson  
102 Starboard Lane  
Stanley, NC 28164  
H: (704) 483-4817
- 41 Rochester**  
Houghty & Carol Wetherald  
281 Shoreham Dr.  
Rochester, NY 14618  
H: (716) 461-1454
- 42 Fair Haven**  
Hank Killion  
146 Jamesville Rd.  
DeWitt, NY 13214  
H: (315) 446-2871  
B: (315) 487-4279
- 43 Casco Bay**  
Geoffrey MacLean  
311 Gorham Rd.  
Scarborough, ME 04074  
H: (207) 839-4032  
B: (207) 775-5030
- 46 Lake Dillon**  
Lee Stelzer  
11605 Quivas Way  
Westminster, CO 80234
- 47 Mt. Hope Bay**  
Chuck Borge  
126 Maple St., #1  
Somerset, MA 02726
- 49 Marina del Rey**  
George Antarr III  
4139 Via Marina - #101  
Marina del Rey, CA 90292  
B: (213) 821-9961
- 50 Newport**  
Rick Lavoie  
P.O. Box 272  
Jamestown, RI 02835  
H: (401) 423-0165  
B: (401) 865-2637



- 53 Wichita**  
Schoen C. Fitzgerald  
2322 Bromfield Cir.  
Wichita, KS 67226  
H: (316) 265-4211  
B: (316) 682-8477
- 54 Ft. Worth**  
Robert Freedman  
9304 Mountain Lake Ct.  
Ft. Worth, TX 76179  
H: (817) 236-1520
- 55 Jacksonville**  
Rick Peper  
3030 Hartley Rd., Suite 300  
Jacksonville, FL 32257  
H: (904) 285-0226  
B: (904) 260-3600
- 57 Newport Harbor**  
Bill Worsham  
206 Alicante Aisle  
Irvine, CA 92714  
H: (714) 261-8949
- 59 Long Beach**  
Chris Reno  
4123 Fairman St.  
Lakewood, CA 90712  
H: (213) 429-5918  
B: (213) 496-5075
- 60 Hudson River**  
Joe Wauters  
Coons Place  
Groton-on-Hudson, NY 10520  
H: (914) 271-3975  
B: (203) 661-3500
- 61 City Island**  
Francine Alheid  
220 Anderson  
Hackensack, NJ 07601  
H: (201) 343-1435  
B: (201) 488-4008
- 62 Traverse City**  
Ned Lockwood  
13800 W. Bay Shore  
Traverse City, MI 49684  
B: (616) 941-1222
- 63 Santa Barbara**  
Jeanene Lucas  
202 "B" Natoma  
Santa Barbara, CA 93101  
H: (805) 966-2119  
B: (805) 963-3889
- 65 Lake Mead**  
Sean F. McCarthy  
7000 Oakhurst Ave.  
Las Vegas, NV 89128  
H: (702) 363-0464
- 66 Riverton Y.C.**  
Nicholas R. Mortgu  
501 Main St. - Box 117  
Riverton, NJ 08077  
H: (609) 829-9309  
B: (609) 829-2955
- 67 Lake Murray**  
Tom Waters  
550 Wells Dr.  
Orangeburg, SC 29115  
H: (803) 534-6420  
B: (803) 534-1170
- 68 Naples**  
Robert Gesdorf  
1400 Gulf Shore Blvd. - P-W  
Naples, FL 33940  
H: (813) 775-2897  
B: (813) 262-2000
- 69 Cape May**  
John VanDalen  
P.O. Box 177  
Haddonfield, NJ 08033  
H: (609) 884-9260  
B: (609) 292-1559
- 70 San Diego**  
Vince Brun  
1111-B Anchorage Lane  
San Diego, CA 92106  
B: (619) 226-1415
- 71 Hampton Roads**  
Bert Johnson  
4624 Hermitage Rd.  
Virginia Bch., VA 23455  
H: (804) 460-3823
- 73 Honolulu**  
Mike Rothwell  
1050 Hunakai St.  
Honolulu, HI 96816  
H: (808) 737-2557
- 74 Chattanooga**  
Monty Humphreys  
2923 Nurick Dr.  
Chattanooga, TN 37415  
H: (615) 886-6575  
B: (615) 629-7337
- 75 Sandusky**  
Jim Keane  
727 Gloucester Dr.  
Huron, OH 44839  
H: (419) 433-2648  
B: (419) 625-0105
- 78 Buffalo Harbor**  
Arthur H. Carey  
148 Admiral Rd.  
Buffalo, NY 14216  
H: (716) 837-0488
- 79 Barnegat Bay**  
Arthur A. Topilow  
31 Mahoras Dr.  
Wayside, NJ 07712  
H: (201) 493-8276  
B: (201) 774-6611
- 80 Nashville**  
Charles Trotter  
1005 Flintlock Ct.  
Nashville, TN 37217  
H: (615) 399-2130
- 81 Olympia South Sound**  
Chris Haynes  
P.O. Box 376  
Olympia, WA 98507  
B: (206) 943-5667
- 85 Tulsa**  
Bruce A. Hurst  
1539 So. Norfolk Ave.  
Tulsa, OK 74120  
H: (918) 599-0904
- 86 Florida Sun Coast**  
Mark Rosenke  
3252 17th St. N.  
St. Petersburg, FL 33713  
H: (813) 895-7771  
B: (813) 893-7566
- 87 Indian River**  
Chris Gates  
161 Tampa Ave.  
Indialantic, FL 32903  
H: (407) 727-7227  
B: (407) 984-2561
- 88 Canandaigua**  
George Ulrich  
19 Bittersweet Cir.  
Penfield, NY 14526  
H: (716) 381-5356
- 89 Gardiner's Bay**  
Bob Melrose  
500 Robinson Rd.  
Greenport, NY 11944  
B: (516) 477-1546
- 90 Lake City**  
Bob Hyslop  
RR #12, Box 784  
Spokane, WA 99223  
H: (509) 624-2738  
B: (509) 534-5580
- 92 Shreveport**  
James B. Nowery  
666 Travis St., Suite 100  
Shreveport, LA 71101  
H: (318) 861-4902  
B: (318) 226-0056
- 94 Lake Pontchartrain**  
Douglas Gordon  
8124 Burthe St.  
New Orleans, LA 70118  
H: (504) 866-0409  
B: (504) 836-4624
- 95 Scituate Harbor**  
Robert Simons  
15 Rustic Dr.  
Cohasset, MA 02025  
H: (617) 383-6220  
B: (617) 495-6757
- 96 Lake Geneva**  
John Mick  
Rt. 1 - Box 281C  
Fontana, WI 53125  
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## U.S. FLEET CHARTER APPLICATION FORM

*(Minimum of 3 boats with current membership required)*

FLEET CAPTAIN'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

TELEPHONE: HOME \_\_\_\_\_ BUSINESS \_\_\_\_\_

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

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

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

FLEET CAPTAIN SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT GOVERNOR SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

## J/24 REGATTA REGISTRATION FORM

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

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

Regatta \_\_\_\_\_ Date of event \_\_\_\_\_

Boat Owner \_\_\_\_\_ Co-owner \_\_\_\_\_

Helmsman \_\_\_\_\_

Helmsman's Address \_\_\_\_\_ Tel. (res.) \_\_\_\_\_

Tel. (bus.) \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Sail No. \_\_\_\_\_ Hull Color \_\_\_\_\_ Yacht Name \_\_\_\_\_

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

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

Enclosed is my regatta entry fee of \$ \_\_\_\_\_.

Helmsman's Signature \_\_\_\_\_ Date \_\_\_\_\_



**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 @ \$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



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procedure and insider information designed to get you out front and keep you there. To order the **Performance Handbook** call our toll free number. The cost of the book is \$29.95.

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THE J WORLD

## PERFORMANCE HANDBOOK



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*Peter Milnes and family (two sons, a cousin, and son-in-law), en route to winning Race #7. Pete was the only non-sailmaker to win a race. His two-year-old sails were first used by Pete's daughter in the 1989 Women's Keelboat Championship. Andrew Sims photos.*



## J/24 TEAM

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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  
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