

International

FALL 1991

VOLUME 27

\$6.00

J[®]
24



Fast Sails, Friendly Service.



At North, we're proud of the fact that our sails have won four of the last five world championships. And three of the last four Midwinters.

But big victories are only part of the story.

Every week we help sailors reach the top of the fleet in everything from club championships to world qualifiers. In 1991 alone, our customers' record included:

Texas Circuit '90 - '91, Scott Young 1st
Volvo San Francisco, Chris Moeller 1st
Volvo Newport, Bob Weir 3rd
Women's Int'l Keelboat, Jody Swanson .. 2nd
World Qualifier Dist. 1, Tim KcKegney .. 1st

World Qualifier Dist. 7, Kevin Doyle 1st
World Qualifier Great Lakes, Cory Sertl . 1st
Audi/NOOD San Francisco,
Don Oliver / Seadon Wisjden 1st
Audi NOOD Chicago, Andy Kern 1st

With North sails, you get more than speed out of the bag. We give you friendly, expert service from people who are dedicated to helping you win. Let our team put your team on top! Contact your local North loft today.

Above: Chris Moeller on the way to winning the 1991 Volvo San Francisco Regatta.

Number One in One-Design.



North Sails Marblehead
16 Lincoln Ave.nue
Marblehead, MA 01945
617-631-5147; FAX 617-639-2461
Dave Curtis, Steve Ulian, Jim Brady

North Sails One-Design
1111 Anchorage Lane
San Diego, CA 92106
619-226-1415; FAX 619-224-7018
Vince Brun, Chris Snow

North Sails Japan
12-9 Nagai, Yokosuka, Kanagawa-ken
814-685-71262; FAX 814-685-70370
Masamichi Kawashima



Photo by Stock Newport/Onne Van Der Wal ©1991

Flamingo, sailed by the Backus sisters, power reaches in 1991 Rolex International Women's Keelboat Championship race on Rhode Island Sound.

International J/24 Magazine, Fall 1991, Volume 27. Published by the International J/24 Class Association, Dick and Linda Tillman, Editors. Contents copyright by International J/24 Class Association, Inc. For additional information call (301) 626-0240. POSTMASTER: Send address changes to IJCA, 612 Third Street, Suite 4A, Annapolis, MD 21403. NOTE: Members and subscribers are urged to provide notice of address change promptly to avoid loss.

3	IJCA CHAIRMAN'S REPORT	<i>Hank Killion</i>
4	USJCA PRESIDENT'S REPORT	<i>Glenn Gustafson</i>
5	CLASS OFFICE	<i>Dick Tillman</i>
8	TECHNICAL SECTION	<i>John Peck</i>
9	MAINTENANCE	<i>Brian Barer</i>
11	PROFILE	<i>Steve Podlich</i>
12	READERS' COLUMN	
15	ADVANCE NOTICES	<i>1992 NA's and Worlds</i>
16	NOTICE OF REGATTA	<i>Midwinter Championship XV</i>
18	NOTICE OF REGATTA	<i>South American Championship VIII</i>
19	READ REPEATS WORLDS WIN	<i>Glenn Darden</i>
23	ALISON WINS ROLEX IWKC	
26	LIFE IN THE FAST LANE	<i>Terry Hutchinson</i>
28	MUGGED WITH THE RUSSIANS	<i>Fritz Kloepe</i>
30	ROUNDING THE LEEWARD MARK	<i>Scott Ferguson</i>
32	BOAT NAMES	<i>Linda and Dick Tillman</i>
36	ANYTHING TO WIN	<i>Ken Read</i>
38	TIPS FROM THE TOP	<i>Jim Brady</i>
39	READ EARNS 3rd NA'S TITLE	<i>Geoff Evelyn & Steve Ulian</i>
44	BEDFORD TOP EUROPEAN	<i>Peter Williams</i>
47	USJCA NEWS	
67	NJCA NEWS	
76	CALENDAR OF EVENTS	
78	CLASS RECORD	
80	IJCA ORGANIZATION	
81	USJCA ORGANIZATION	
83	U. S. DISTRICT GOVERNORS	
84	U. S. FLEET CAPTAINS	
86	INDEX OF ADVERTISERS	
87	FLEET CHARTER/REGATTA REGISTRATION	
88	MEMBERSHIP/MAGAZINE SUBSCRIPTION	

The Start of a Great Finish

**Dimension Polyant
polyester & laminated sailcloth
wins 1991 J-24 North American
and World championships!**

X-PLY LAMINATE - VX40

SQUARE H.T.P. POLYESTER

The two dominant one design/high performance sailcloth producers, DIMENSION SAILCLOTH & POLYANT SAILCLOTH, have joined forces to become DIMENSION POLYANT

**The choice is now clear for sailmakers -
sailcloth from Dimension Polyant is the
Start of a Great Finish for all performance sails.**





Hank Killion (middle) and his 1991 J/24 crew of Dave Kelley, Seth Kerst, Tonya Rivenburgh, and Betsy Humphrey have had a successful season of racing Sea Monster with Fleet 42 in District 7, with the emphasis on fun.

A Thank You

by Hank Killion

When the mail arrived one mid-July day, I noticed the customary post card from Linda Tillman, reminding me that my article for this fall issue was due soon. As I began to think of a timely topic, I realized that this would probably be the last such reminder post card from Linda, as she and Dick will be beginning their retirement this fall.

Thinking back, it was Dick Tillman who, during a phone conversation in 1982, talked me into getting involved with the operation of the J/24 Class Association. My first personal contact with him was during the 1982 Midwinters in Miami. What impressed me most was that Dick treated me, a member of the class, as if I were as important to the success of the J/24 Class as the current world champion. It was this kind of attitude and feeling that assured me that I was part of the "best" class association in one-design sailing.

As the year's progressed, Dick and Linda, with their help and guidance, were instrumental in my progress from fleet captain, district governor, chairman of the U.S. Technical Committee, and USJCA President to being elected IJCA Chairman in 1986. Their background and experience were helpful as we embarked on new ventures and ideas. I often wonder what the future will bring without their leadership. But as Dick has always said, "If you ever have a problem and I can be of help, remember—I am only a phone call away." Under the guidance of Bob and Rod Johnstone and Dick, we have built a strong

base on which to go forward.

By the time the fall issue reaches all of you, we will have selected a new executive director. The process for selection has been extremely focused under the direction of David Jackson, 1991 USJCA Vice President, who has led the search committee. The new director will have a huge task fulfilling the duties of the class office, but with everyone's continued help and cooperation, the J/24 Class Association will continue to grow and strengthen.

Finally, on behalf of everyone, I wish the best to Dick and Linda in the future, and I look forward to their continued participation in our great sport of sailing.

Good sailing,



A. G. A. CORREA'S
SAILING TROPHIES



Our walnut plaques are available in twelve sizes and include the winner's boat, sail number and unlimited personalization.

TROPHY HANDBOOK ON REQUEST

Please call, write or FAX

A. G. A. CORREA

PO Box 401-T, Wiscasset, Maine 04578

1-800-341-0788 • Mon-Fri 9 AM-5PM

FAX 207-882-9744 • 24 hours a day

Making a Smooth Transition

by Glenn Gustafson, USJCA President

In May, the class announced that Dick and Linda Tillman are stepping down as Executive Director and Assistant Executive Director of the J/24 Class. Dick and Linda have worked tirelessly for the class for the last ten years, and will be missed. On behalf of J/24 sailors across the U.S., I want to thank them for their efforts which have gone a long way toward making your class the world's premier keelboat class.

After an exhaustive search, your class officers have selected Steven Podlich as the new J/24 Class Executive Director. Active in sailing his entire life, Steve's background is highlighted on page 11 of this issue. We trust you will find him ready, willing and able to serve your needs from the new class office in Annapolis, Maryland, which should be operational by the end of October. We hope you will call and introduce yourself when time permits.

Kudos also go to Geoff Evelyn, Canadian Class President, Ned Plumer, District 14 Governor, and especially to David

Jackson, USJCA Vice President, for their fine work on the search committee. Their job was a big one, as over 75 applicants expressed interest in the position. Anyone who has ever had to deal with the hiring process can appreciate the amount of time required to give every applicant due consideration. From these, the committee narrowed the slate to fifteen, then, after additional interviews, to five. The U.S. Executive Committee and representatives from the



IJCA Executive Committee, along with Rod Johnstone, met in Baltimore on September 15, to interview the final candidates, from which Steve Podlich was selected. To the many who applied for the position, we thank you for your interest in the class.

Looking back on another successful year of J/24 activity, we have continued to enjoy strong levels of participation at our major regattas. Although the turnout at the Worlds was below expectations, much of this can be attributed to the Gulf War, which lowered interest in traveling to Greece until political circumstances improved. The class itself continues to be healthy, with record membership in the U.S. and Internationally.

In June, the first issue of J/24 *Waterlines* was distributed to all U.S. Class members. This periodic newsletter was designed to improve communication by providing regatta results and other important class information on a timely basis. Congratulations to Michael Harding, District 1 Governor, who submitted the winning entry to our Name-the-Newsletter contest. Look for the next issue of this newsletter in January.

The U.S. Executive Committee met in April for the first of what we hope will be an annual spring meeting to review the direction the class is heading. This was an extremely productive meeting, resulting in a total reworking of our action plan for the future of the U.S. Class and the development of a mission statement: "To serve our Class Members." We reviewed and re-focused our activities into five areas: Administration, Race Management and Regatta Coordination, Publications, Financial, and Public Relations. Areas needing additional emphasis were identified, and these will be stressed in the coming year in our attempt to provide the highest level of support to the class membership.

As always, we welcome your input and encourage you to pass on your thoughts and suggestions to your District Governor or to a member of the Executive Committee.

STRONG-ARM YOUR MAINSHEET.

Arm yourself with the best. Harken's popular 144 swivel base with cam arm rides on two rows of ball bearings and pivots easily under load. Often used with mainsheets on larger boats, it is also ideal for small boats where the base is mounted on the cockpit sole. The Harken 144 accepts a variety of ball bearing and ratchet blocks. This mainsheet control system is perfect for any sailboat, from dinghy to offshore cruiser. Contact your nearest Harken dealer for information on the other bases we offer.



HARKEN

1251 East Wisconsin Avenue, Pewaukee, WI 53072
Telephone: (414) 691-3320; Fax: (414) 691-3008

Class Growth

In 1991, the number of National J/24 Class Associations increased by two with the addition of Chile and Singapore, making a total of twenty-one. This does not include Brazil and Venezuela, who have not been current for a few years, or Israel, where formation of an NJCA is being nurtured by Roger Tjorndeman. The IYRU showed the J/24 Class with 3,232 members in 1990, with only four international classes reporting more members: the Laser, Optimist Dinghy, Tornado and Snipe.

1991 membership figures shown in the table below reflect a total membership base of 3380, up 4.5% from 1990. This includes 1950 for the U.S., a 2.6% gain, and 1430 for all other countries, a 7.3% gain. Congratulations to all those responsible for these impressive figures.

United States	1950	Switzerland	32
Italy	256	Mexico	31
United Kingdom	251	France	26
Australia	170	Monaco	20
Japan	160	Peru	20
Canada	153	Greece	16
Sweden	90	Bermuda	14
Argentina	52	Singapore	10
Holland	38	Puerto Rico	10
Germany	36	Chile	7
Ireland	34		

New Fleets and Governors

The USJCA gained six fleets in 1991, and reactivated two. Since the Spring issue, Western Carolina Sailing Club Fleet 151 was chartered in District 8, with Brooks Gallagher as fleet captain. Cayuga Lake Fleet 51, formerly the Ithaca fleet, has been reactivated with Frank Flannery as fleet captain. Good work, and may your fleets continue to grow.

We are happy to have Al Ferlazzo on board as District 3 Governor, taking over from Hugh Balloch. Al has been active in the class for many years and will provide excellent leadership to one of our larger districts. Welcome also to new District 17 Governor, Leroy Patton, of Oklahoma City, who replaces Andrew Hubbard. Thanks, Hugh and Andy for your past work.

Activity of Note

In addition to the excellent level of our J/24 Class events over the summer (Worlds, North Americans and other regattas covered in this issue), J/24 sailors have been making the news in other arenas of competition. Entries at the 1991 Championship of Champions included J/24 sailors Jim Brady (J/24),

Steve Ulian (J/22s), Paul Foerster (FD's), Andy Lovell (Lasers), Jack Slattery (InterClub) and Ed Adams (Snipe). Jim Brady finished second, and Jack Slattery, third. Also, past J/24 World Champion Ed Baird won the recent IYRU Land Rover Nations Cup.



Retiring Executive Director Dick Tillman.

1992 U.S. Class Dues

1992 class dues remain at \$30 and are valid for the calendar year. Please renew your membership promptly, using the renewal form on the reverse of the mailing card received with this issue and the pre-addressed envelope provided. **Send your check, payable to the J/24 Class Association, to 612 Third St., Suite 4A, Annapolis, MD 21403, noting any change in name, address or fleet data.** Each member will receive a 1992 membership card, the new orange 1992 transom sticker and window decal, magazines and newsletters. Only new members will receive the 1991-92 Rules Booklet (1991 members have it). Remember that your \$30 dues includes your subscription to the magazine. If you are ordering back issues, a crew magazine subscription and/or the 1992 J/24 Calendar(s), you may write one check for the combined total.

Please carry your membership card with you to regattas, to facilitate registration. Everyone's support in requiring membership and rules compliance is vital to the continuing success of the class.

SAIL FASTER POINT HIGHER



You wouldn't think of racing with an out-of-date sail shape, so why use an old keel shape? Computer Keels Company's new keel shape enhances downwind speed in all conditions and improves pointing upwind in slop and chop. Call or write to learn how our patented template products can improve your performance.

COMPUTER KEELS COMPANY
PO Box 39757, Edina, MN 55439
(612) 829-5670

Copyright ©1991 Computer Keels Company

SAIL INTO '92 With the Latest J/24 Calendar!



The premier 1991 edition was a huge success.

- 13 months, January to January
- Standard Sunday to Saturday format
- 11" x 17", folds to 8-1/2" x 11"
- A different four-color, action J/24 photo each month
- J/24 Regatta dates included
- Great gift for birthdays, Christmas, etc.
- Every skipper, crew, girlfriend, spouse needs one!

FOR CHRISTMAS DELIVERY, ORDER BY DECEMBER 15.

Reasonably priced at just \$10 each (includes postage in U.S., Canada, Mexico). For overseas addresses, add \$3 each calendar. (Check drawn on U.S. bank only.)

Please send _____ 1992 J/24 Calendar(s) to:

Enclosed is my check or money order in the amount of _____, payable to:

J/24 Class Association
612 Third Street
Annapolis, MD 21403

1992 J/24 Wall Calendar

David Jackson has done it again--produced another outstanding four color monthly calendar on which to track your 1992 regattas and appointments (see adjacent ad). Many thanks to all who contributed dates and photos. To ensure Christmas delivery, be sure to order by December 15. Use the handy order form on your dues renewal form (on back of address card that came with this issue) or the form in the ad on this page. They are a bargain at \$10 each in the U.S., Canada, and Mexico; for overseas addresses, add \$3 each. Order early!

1992 Worlds Qualifier Update

The 1992 World Championship XIII will be held October 22-29, 1992, in Annapolis, Maryland. For a World Championship held in the U.S., the USJCA is allotted 20 entries to be determined at 3 open, 5 regional, and 11 district events (largest according to 1990 membership figures), plus a slot for the USJCA President. An update on Qualifiers follows:

OPEN EVENTS	QUALIFIER	DATE	PLACE
North Americans	Geoff Moore	Aug. 16-23, '91	Toronto
Midwinters	TBD	Jan. 5-11, '92	Miami
U.S. Open	Jack Christiansen	July 13-14, '91	San Francisco

REGIONAL EVENTS			
Northeast	TBD	Oct. 12-14, '91	Noroton, CT
Southeast	Steven Hunt	July 5-7, '91	Hampton, VA
Great Lakes	Cory Sertl	Aug. 9-11, '91	Rochester, NY
Southwest	Scott Young	May 25-26, '91	Dallas
Western	Carl Buchan	Jun 8-9, '91	Seattle

DISTRICTS (TOP 11)			
1-Downeast Invitational	Tim McKegney	Sept. 6-8, '91	Portland, ME
2-Milford Fall Regatta	Stephen Schmidt	Sept. 28-9, '91	Milford, CT
3-Distr. Championship	Lee Morrison	June 22-23, '91	Seawanhaka
6-East Coast Championship	TBD	Nov. 1-3, '91	Annapolis, MD
7-Distr. Championship	Kevin Doyle	July 5-7, '91	Fair Haven, NY
8-Easter Regatta	TBD	April 17-19, '92	Columbia, SC
10-Distr. Championship	Chris Larson	May 25-26, '91	Miami, FL
14-Texas Circuit	Paul Foerster	1990-91 Circuit	Texas, Louisiana
15-Distr. Championship	Terry Hutchinson	July 12-14, '91	Wilmette, IL
19-Distr. Championship	Herb Cole	Aug. 10-11, '91	Flathead Lk., MT
21-District Qualifier	TBD	Apr. 25-26, '92	Santa Barbara

IJCA slots filled to date include: Steve Ulian (North Americans), Betsy Alison (IWKC) and Ken Read (defending champion).

1991 IJCA Annual Meeting

The annual IJCA World Council Meeting is scheduled at 0930 on November 3, 1991, at the Royal Irish Yacht Club in Dublin, Ireland. It is hoped that each NJCA will be represented to discuss Continental and World Championship venues, budget considerations, standardized regatta guidelines, constitutional amendments and participate in the election of officers.

J/24 Magazine

I wish to thank everyone who wrote and/or provided photos for this issue. Articles came in as fast as I could pump them into our new computer, and I appreciate the time and effort you all put in to the content, not only in Vol. 27, but in the past 19 as well. As you know, this issue is my last. Working on the magazine

has been a rewarding experience, and I have enjoyed my contacts with all of you. Thank you, one and all; I will miss you.

The 1992 schedule for publications will be determined by the new Executive Director, Steve Podlich, so you will be hearing about deadlines from him.

Magazine Rates

Crew subscription rates for 1992 remain at \$14. Members and subscribers are reminded to advise the class office of any change of address, to ensure receiving the initial bulk rate distribution of the magazine and the Waterlines. If you fail to receive an issue through no fault of your own, let us know so it can be replaced. However, the class is unable to provide additional copies without a charge.

Back issues are available at \$8 each, including postage, in the U.S., Canada and Mexico. See ad on page 13 for special price for quantities of three or more.

For a quantity shipment of magazines sent to one address overseas, the cost is US\$10 each, sent the fastest way. The cost of a single magazine sent to an overseas address is US\$12 each, including back issues.

In Conclusion....

As we complete ten years as directors of both the U.S. and International Class Associations, it is appropriate to recognize some of those responsible for the success of the class. Foremost is the designer, Rod Johnstone, whose ongoing support has been invaluable. In the early years, Bob Johnstone successfully marketed the boat, established a class association and was instrumental in attaining international status for the J/24 in 1981. When the class office moved to Florida there were just over 1000 U.S. members (on a Rolodex file) and a handful outside the U.S.; there are now nearly 3500 worldwide. Hank Killion, IJCA Chairman for five years and active at the fleet, district, and national level for many years, deserves a hand for his hours and hours of volunteer time, along with the IJCA Executive Committee members and NJCA representatives. The many U.S. fleet captains, district governors and elected officers over the years have contributed immensely and are appreciated. We also wish to recognize Agnes Wichmann, our faithful assistant in the class office since 1985, working on a part time basis in the areas of membership, mailing label service, sail royalties distribution and wherever needed. We have enjoyed seeing the class grow, and will miss our daily contact with the membership. Good luck and good sailing to all of you.

Linda and Dick

And Now, Here's....

Steve Podlich! Congratulations and best wishes to you as you move into your new position as USJCA and IJCA Executive Director. You will be working for outstanding people, J/24 sailors, and the best one-design class association in the world!

Office Hours

J/24 Class office hours are Monday through Friday, 9:00 am to 5:00 pm, Eastern Standard Time (EDT in summer). Address mail to J/24 Class Association, 612 Third St., Annapolis, MD. Telephone: (301) 626-0240; Fax: (301) 280-5423.

SPEED TWEAK



The top finishers in the 1989 Midwinters used ALLIS

Racing spreader adapters to adapt their rigs to conditions and sailmakers' specs. And at only 2½ lbs., "The Piston"



motor mount from ALLIS removes weight from the ends of your boat where it counts most.

Call Layline for the latest speed tweaks from developers on the leading edge, as well as Harken equipment, foul-weather gear and hardware. Call by Noon EST and you can have it the next day! Ask for our new free catalog. We've got what you want—fast.



1-800-542-5463

P.O. Box 17467, Raleigh, NC 27619



JSI FLUXGATE COMPASS SALE

DIGITAL
MAST MOUNTABLE
AFFORDABLE
NAVICO



- HEAD/LIFT INDICATOR STANDARD
 - FULL FUNCTION LORAN/GPS REPEATER
 - LARGE 1" NUMERIC HEADING DISPLAY
 - AUTOMATICALLY COMPENSATES FOR DEVIATION
 - EASY TO READ BAR GRAPH SHOWS HEAD/LIFT IN 3 SCALES
 - TOO MANY FEATURES TO LIST
- LIST \$999.00
JSI **\$499.00**

CALL JSI FOR MAST BRACKET PRICING

JSI
DISCOUNT
SAILING
SOURCE

TO ORDER TOLL FREE
800-235-3220

FAX (813) 576-1306 LOCAL (813) 577-3220
HOURS: M-F 8AM-6PM EST. SAT. 10 AM-2 PM EST.
P.O. BOX 20926 • ST. PETERSBURG, FL 33742



Technical Report

by John H. Peck, Member, IJCA Technical Committee and Chairman, USJCA Technical Committee

Efforts to standardize our measurement procedures and techniques continue. Last July, the Technical Committee assisted the Mexican NJCA with keel measurement and weighing of eighteen yachts, at Lake Valle de Bravo. A measurement seminar was held at the North American Championship in Toronto, Ontario, Canada, which certified twelve National Measurers, ten for Canada and two for the U.S. The measurement manual that has been talked about for years is much closer to completion and hopefully will be in the hands of National Measurers early in 1992. The next certification program is scheduled Saturday, January 4, 1992, at Coral Reef Yacht Club in Miami, just prior to the Midwinter Championship. Anyone interested in attending should contact Jim Klosowski at (305) 445-6749, evenings.

Most sailors now realize that the addition of a little lead to comply with Rule 3.7.1 has made everything a lot more interesting on the race course. However, there is still some misunderstanding of exactly how the lead is to be installed. In the 1991-92 Class Rule Book, on page 17 is an addition to Plan A to help clarify positioning. The phrase, "permanently fixed and capsulated" is still a mystery to some. Put in elementary terms, this means: bolted in place as to not be dislocated, and covered over with fiberglass and resin to blend with the surroundings, therefore becoming a permanent part of the yacht.

Be aware that a J/24 being raced (in either a Class event, or under a handicap system) with the lead removed, is in

violation of Class Rule 2.5.6, IYRR 19.1 and 19.2, which leaves her owner wide open for protest under IYRR 75.

Another area that continues to be a problem for a limited few is the top portion of the keel (from the hull down to approximately 12mm below Section I), which is molded fiberglass, not lead. It is the intent of Rule 3.3.2, regarding fairing, to include only the lead portion of the keel defined in Rule 3.3.1. The fiberglass portion of the keel is part of the moulded hull (since it is moulded as an integral part of the hull), and therefore cannot be faired or altered.

If your boat has been altered or repaired in this area, follow these steps to determine the extent of restoration required:

1. The minimum full width of the keel (y) at a point found (see Keel Plan C) by measuring 32mm (1 1/4") down from the hull at the trailing edge of the keel, 762mm (30") forward along the contour of the keel, and 19mm (3/4") down from the hull, is 185mm (7-9/32").

2. If your keel does not meet the minimum dimension defined above, it must be made to do so in a way that leaves a smooth (fair) transition from Station I to the hull, as well as from the leading edge to the trailing edge. A "speed bump" is not permitted.

Metric Equivalents: In the U.S., acceptable line diameters are determined by the nearest commercially available equivalent and are as follows:

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

The IJCA Technical Committee will meet in March, 1992, to consider rule change proposals to be effective for the 1993-94 Class Rules. Also to be discussed will be approved guidelines for restoration of older yachts and methods to correct repairs and/or restorations that do not fall within the approved guidelines. Suggestions for rule changes and/or additions should be made through your NJCA and received by the IJCA Technical Committee no later than February 18, 1992. U.S. Class members should make submissions through the Technical Committee Member representing his/her region (see page 81).

Beginning in 1992, individual yacht and sail measurement in the U.S. will no longer be free of charge, except at the North American and Midwinter Championships, and special measurement weekends organized by fleets in cooperation with National Measurers. At the Annual District Governors' Meeting (Chicago, October 4-6), the USJCA Board of Governors is expected to approve a recommended fee structure intended to align the U.S. with the rest of the world. Fees will also be determined for duplicate or replacement Measurement Certificates, and re-certification of a yacht for change of detail.

Please direct your comments and/or suggestions to the J/24 Technical Committee, P.O. Box 12652, San Antonio, TX 78212-0652, USA; Fax: (512)735-9844.



Measuring keels and weighing boats at Valle de Bravo, Mexico: John and Carla Peck with (from left) Salvatore Jimenez, Mexican NJCA president, Felipe, Camelo and Rodrigo.

Exploring the Mysteries of Boat Construction

by Brian Barer, Tillotson-Pearson, Inc.

This is the first of, hopefully, several articles on how fiberglass boats are engineered and constructed. Eventually, I hope to cover all facets of fiberglass construction; this article, however, will deal with a favorite topic of mine, balsa core sandwich construction.

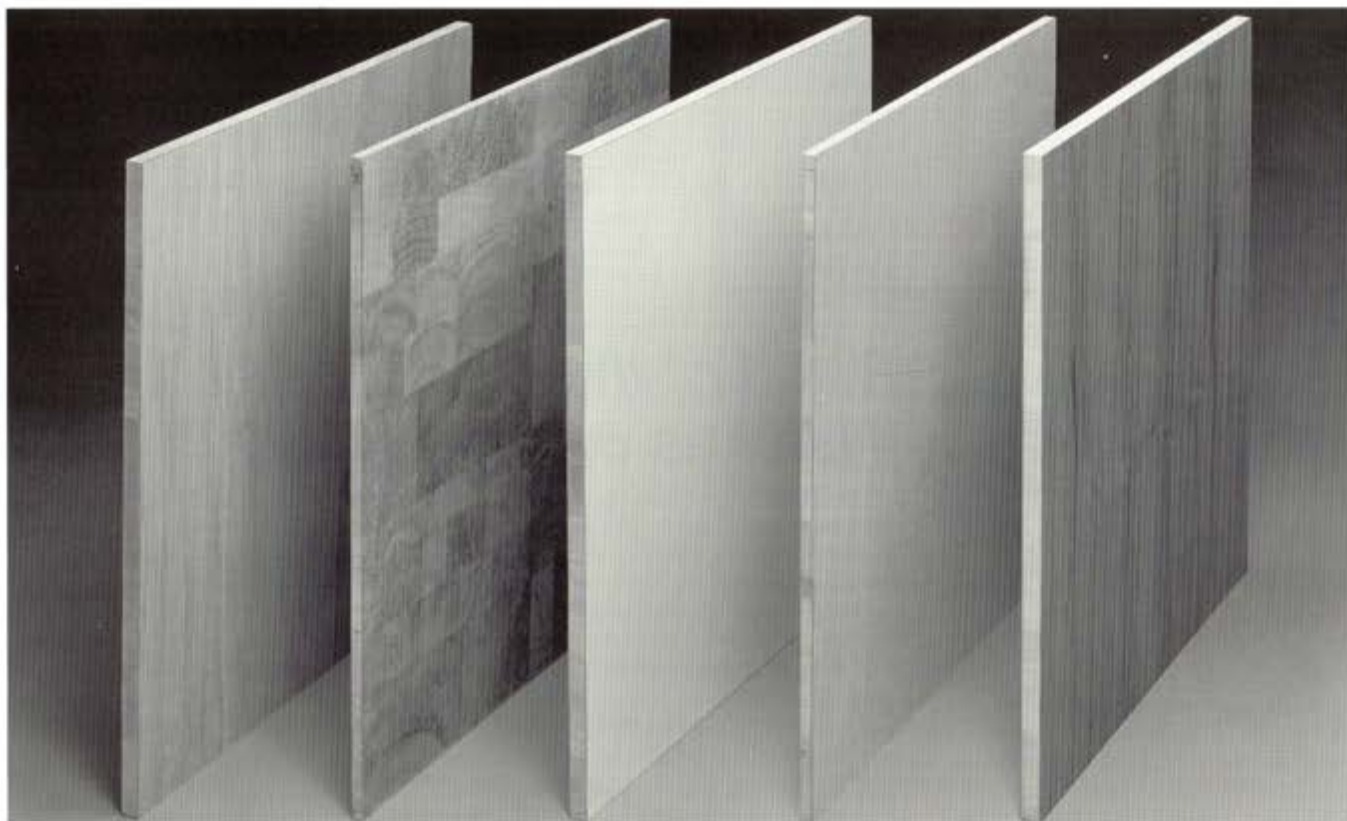
First, you are probably going to ask, why would anyone build, or even want, a boat made with balsa wood? Isn't that the stuff that cheap, fragile model airplanes are made of? You know, the stuff that when you look at it crosseyed, it breaks. The same stuff that the skinniest, scrawniest wimp in the world can crumble between his fingers! Oh, and don't forget what happens when it gets wet...that's right, it swells up and gets a lot heavier. After all that, I am sure you are not going to be surprised to hear that balsa wood, when used correctly, can be built into the strongest, most lightweight racing sailboats in the ocean (or Great Lakes, rivers, etc.). In past articles we have

tried to tell you how to fix your boat when it breaks. Now I am going to try and explain why it takes so much to break it in the first place. I also hope that this will better help you understand why your boat is constructed of this material.

Being as you either own or sail on a boat built out of balsa wood, you are probably already a fan, or well you should be. Balsa, it turns out, is not as soft as you would imagine. In fact, in the cross grain direction, balsa is unbelievably strong and hard. It has a compressive strength of about 1,800 psi. This is equivalent to being able to withstand a weight of over 250,000 pounds per square foot without crushing. This is strong indeed!

Now I should not have to tell you that we only use endgrain (or balsa in the cross grain direction) for boat construction. This material, when sandwiched between two thin, but strong, layers of fiberglass laminate, becomes a sandwich composite panel. This panel can be as much as ten times stronger than a single solid layer of fiberglass of the same weight. Imagine that! "How can this be?" you ask.

Well, in this type of panel, the only way that it can be bent or deflected is if the core material also deflects (or squashes). Now, as you now know, due to the incredibly high compressive



DecoLite Structural Panels, a key element in the comprehensive Baltek Marine Materials System for boat building, are used as a replacement for plywood in power and sail boats for joiner bulkheads, cabinetry, built-in furniture, cabin soles and other interior structures. Light, yet strong, DecoLite panels, 4' x 8', come in five standard facings (above, left to right), a variety of hardwood veneers, clear fiberglass, HPL (high-pressure laminate), in a range of colors, ash and teak. Special wood veneers are available on request.

J/24 Word Game

R S T D R A O B R A T S
E P M S O U P R R E T F
K E R N A M Y U E E I F
A L E U Y F D H S U L U
N G G C L D S C P E L L
N Y A E E E K D E O E T
I B T R S Y R T N E R S
P E T F N A A U T A L T
S S A U Y U M P N R E R
S P A L I L F S M O O B
C H A M P I O N S H I P
B H O R A M T L E A C H

In the puzzle you will find the 24 words listed below, in all directions: horizontal, vertical, diagonal, backwards. Circle each word found and strike the word off the list. When you have found all the words, the remaining letters will spell out a four word phrase that sums up the J/24. (Clue: Each word in the four letter phrase begins with an S.) Solution on page 79.

boom	halyard	rule
championship	leach	sheet
entry	luff	spar
fast	mark	spinnaker
fleet	PMS	starboard
fun	port	tiller
genoa	regatta	transom
gybe	rudder	trophy

strength of balsa, this just doesn't happen easily. In addition, balsa has excellent shear strength (that is the quality that makes it very hard to tear). It is this quality that helps keep the fiberglass skins from peeling back when damaged. That is why boats constructed in this manner usually are only damaged very locally, where the impact occurs. Wow, this stuff is really neat after all.

The end result here is that the balsa core sandwich construction means very high strength to weight. And, as an added bonus, because of this great strength, less internal structure is needed to support it. All right, another weight savings! Not to mention that balsa is pretty light to begin with (back to those light, model airplanes).

By now you are sitting there reading this, saying to yourself, "All this is great, but what about water absorption?" Well, I have spent years defending balsa construction at boat shows, to dealers and in articles like this. I have given this a lot of thought, and can now give a simple explanation that will quell all your fears. If, in fact, the balsa in your boat has gotten wet, first you have to find out how and/or why. Knowing how the boat was built, the only way the core can get wet is if there is a hole in it. A hole in my boat would certainly cause me a lot more concern than wet balsa. Even if balsa did instantly degrade with water (which I assure you it does not), it is not exposed to it except in a severe damage situation. So, stop worrying about it.

As long as we are on the subject, I would like to mention some other uses for balsa in boats. It is used quite often as a foundation for stringers or stiffeners. Again, just cut it into the shape you want and cover it with a thin layer of glass. It also can be covered with a wood veneer instead of fiberglass and used as a lightweight joinery panel. These panels can be as strong as plywood and will be as much as 30 percent lighter in weight. The J/44 has an option to use all cored panels in the interior. And of course, never forget the best use of this material. Yep, model airplanes. Next to paper, balsa is the best material to use.

Remember, if any of you have any questions on how to repair your boat, or how it is built, write to me in care of TPI, P.O. Box 328, Warren, RI 02885.



A new hatch installation on hull no. 546.

Tired of the Old Style Hatches on your J-24?

Our sailboat professionals can give your J-24 a face lift bringing your boat up to new boat standards. Our experts can either send you our "new hatch assembly kit" complete with an easy to understand set of instructions or we will come to you and install the hatch for you using factory authorized parts.

Installation includes removing the existing old style hatch, prepare the existing framework and install the new hatch and necessary hardware.

This is an economical way to improve your boat and increase the value of your J-24.

For price information and to order your new hatch please call 1-510-430-8101. Why wait? Call us today.

allis

RACING LTD. 6224 Hillmont Ave. • Oakland, CA 94605
(510) 430-8101

We offer all J-24 services



Steve Podlich assumes new post as J/24 Class Executive Director.

Steve Podlich, New Executive Director

The International J/24 Class Association has selected Steve Podlich as its new Executive Director. Steve is presently the Director of Varsity Offshore Sailing for the U.S. Naval Academy, and will be leaving that position to take the J/24 Class position. Steve and his wife Margaret live in Annapolis, Maryland.

Active in sailing for most of his life, Steve has vast experience in coaching, race management, competitive sailing, and coordinating activities of various organizations. A 1980 graduate of Ohio Wesleyan University with a major in Economics and Accounting, Steve has spent the last six years as an integral part of the Naval Academy's sailing program. He was the USNA Sailing Coach in 1985, advancing to Assistant Director of Varsity Offshore Sailing until 1989, when he became the Director.

Steve has been heavily involved with the J/24 Class over the past five years and will serve as Race Committee Chairman for the 1992 World Championship in Annapolis. He has been Race Committee Chairman for the East Coast Championship for the past three years, implementing the use of a 20% penalty for premature starters on the 80 boat lines. He is currently a member of the Severn Sailing Association's race committee and the Safety at Sea Committee of the USYRU.

Besides sailing (even the name of their Basset Hound, Danforth, reflects the couple's interest), Steve's past experience includes a one year stint as manager of Marmaduke's Pub, one of the more popular watering holes in Annapolis.

Margaret is employed by the Center for Marine Conservation as an environmental educator. She is an active Snipe and J/24 sailor. Look for her at the helm of a new J/24 in Fleet 8.

By the end of October the J/24 Class Office will be operational from its new location at 612 Third Street, Annapolis, MD 21403. The office is five blocks from Severn Sailing Association on the Back Creek side of Eastport. **Note that the new class office telephone number is (301) 626-0240, and the new fax number is (301) 280-5423.**

Steve is looking forward to working with the class membership in his new capacity as Executive Director of the International and U.S. J/24 Class.

AFFORDABLE TROPHIES

THAT LOOK LIKE
THEY COST MUCH MORE



Sailors expect fine trophies. We have them – at affordable prices. Consider etched mugs about \$10, sailplan plaques about \$15. You'll discover much more in our 28 page catalog. It's free, PLEASE CALL!

800-343-0710

In Mass. 617-631-2500 FAX: 617-631-2733
– 24 hours, 7 days –



ECLIPSE COMPANY, INC.
BOX 365 – 2 CENTRAL ST.
MARBLEHEAD, MA 01945



Renewed Defiance

Last year, after relocating to the Blue Ridge Mountains of Roanoke, Virginia, from Rhode Island, I came across a vintage J/24 (Hull number 19), docked in a quiet cove on Smith Mountain Lake. While structurally sound, it seemed to suffer from years of cosmetic neglect, obsolete rigging and disuse. Like the proverbial dog whose boyhood master had grown up,

gone off to college and left him behind, this boat was for sale and no longer the center of anyone's attention. Call it homesickness, but I felt an instant passion for this boat and soon thereafter bought it.

After a solid year of telephone cheer-leading from our friends at Tillotson-Pearson and Layline, especially John Custer and Walt Brown, *Defiance* has been completely refitted, inside and out. With a state-of-the-art topside, faired bottom and hand varnished interior, she is both race-competitive and a pleasure to overnight on.

During the course of this restoration, I began to wonder about the whereabouts and condition of other vintage J/24s. I would be interested in hearing feedback from current owners of the first 100 J/24s produced, regarding their interest in forming a "Vintage J/24 Club." This club could share tips regarding the preservation of these classic boats, combine buying power, promote restoration as an art and sponsor annual Vintage J/24 regattas. I would certainly be willing to get the club organized if there is interest. If anyone is interested, feel free to contact me at (703) 983-6023.

Best regards,
Michael Shea, Fleet 134



Send Your Boat to School.

Massachusetts Maritime Academy Foundation Boat Donation Program

Since 1891 Massachusetts Maritime Academy has been training young men and women for careers in the Merchant Marine, US Navy, US Coast Guard and related industries. We actively solicit quality fiberglass, power and sail boats for use in our racing and training program.

In this era of restricted public funding, we must turn to individuals for private philanthropic support. Many programs at the Academy — cadet scholarship, varsity athletic, and both competitive and recreational sailing are largely dependent on voluntary support.

Benefits of donating your boat to MMA

- Excellent opportunity for a tax-deductible gift that benefits the Academy.
- Eliminates the time, effort and expense involved in selling your boat (maintenance, storage, brokers' fees, insurance, etc.)
- Your income tax deduction is based on fair market value as established by a qualified appraiser. See your tax advisor.

How to donate your boat to MMA

Our staff is experienced in handling the transactions involved in boat donations. We would be happy to discuss boat donations with prospective donors. For more information or arrangements, contact:

Massachusetts Maritime Academy

P.O. Box D, Buzzards Bay, MA 02532
or Call: (508) 759-5761 Ext. 209 Attn. Joe Duplin



Above: I removed the old wooden sliders and replaced them with fabric and dowell covers. All interior teak is oiled and varnished (five coats), and the cushions are new, 4" nylon/wool (Claire did the sewing).

Below left: The wine glass rack is for our weekend outings!

Below right: I cut the teak and holly sole, ordered from TP, to fit the older, two-level sole.





J/24 Journey to Jerusalem

J/24 hull number 93, *A'rival*, remained quietly moored in her slip at Rush Creek Yacht Club for the entire flukey weekend of the annual J/24 Canyon Lake Yacht Club Chute-Out regatta, while her skipper was dutifully engaged in the Holy Land on company business.

Early evening, approaching the Jewish sabbath, George Slusarchyk was clicking photos of the Tel Aviv seascape when a sailboat with full spinnaker entered the harbor. Frantically trying to locate an Uzi-free gate to the crowded piers, the RCYC skipper finally greeted Roger Tordjman, Israeli J/24 skipper of IS-1 and his crew, who were now docked securely and folding Dacron. Without hesitation, a bridge with the RCYC J/24 fleet was founded. This Holy Land liaison was further confirmed over a few Maccabee beers by swapping J/24 T-shirts (RCYC and Tel Aviv YC).

Skipper George was reported to later leverage the occasion by aggressively proclaiming to his Israeli business counterparts that he had negotiated "the shirt off an Israeli in less than 30 minutes!"—obviously an exaggerated but gospel-like feat now heralded from Haifa to Eilat and back to Jerusalem. Shalom, y'all!

Reprinted from RCYC *Starting Line*

Lift Your J With a Dupod

Geronimo de la Lama, of Lake Valle de Bravo, Mexico, has designed a portable, J/24 lifting device (see below), and explains how it works:

The two aluminum tubes are connected at the base by a cross-member that prevents them from sinking into the shore. The Dupod footings are easily relocated to accommodate changes in lake level. A cable, secured to the tip of the Dupod, passes through the cabin top (in compliance with Class Rule 6.1.22) and attaches to the lifting point atop the keel. A second cable, connected at the tip of the Dupod, is led to a winch which is secured to an on-shore anchor such as a tree, etc. The photo shows a Dupod in both the relaxed and upright positions.

For further details, contact Mexico's NJCA President, Salvador Jimenez.



J/24 MAGAZINE BACK ISSUES

- Complete your collection • Great for gift giving
- Get the entire set!!

U.S., Canada, Mexico: \$8 each or 3 for \$20

4 or more, \$6 each (incl. postage)

Overseas: \$12 each (includes postage)

Now Available:

Vol. 5	May '80*	Vol. 14	Apr. '85	Vol. 21	Fall '88
Vol. 8	Apr. '82	Vol. 15	Oct. '85	Vol. 22	Spring '89
Vol. 9	Oct. '82	Vol. 16	Apr. '86	Vol. 23	Fall '89*
Vol. 10	Apr. '83	Vol. 17	Oct. '86*	Vol. 24	Spring '90
Vol. 11	Oct. '83	Vol. 18	Spring '87	Vol. 25	Fall '90
Vol. 12	Apr. '84	Vol. 19	Fall '87	Vol. 26	Spring '91
Vol. 13	Oct. '84	Vol. 20	Spring '88	*Limited supply	

Indicate volume numbers desired and send check in appropriate amount to:

J/24 Class Association

612 Third St., Suite 4A • Annapolis, MD 21403

Over 700 J/24 Trailers on the Road!



WHY A TRIAD?

- Structural Steel
- MIG Welded for Strength
- Custom Tailored to the Load
- Superior Balance, Tracking

A PROVEN PRICE/PERFORMANCE PACKAGE

Single and tandem axle, and float off options available.
Call for prices.

Your J/24 deserves a Triad. See your J Boat Dealer now!



TRIAD TRAILERS, LTD.
90 Danbury Road
New Milford, CT 06776
(203) 354-1146

Winners Choose HALL RIGGING

Salsa • Playtime • Maxx



HALL RIGGING CO.
17 Peckham Drive
Bristol, RI 02809
(401) 253-4858
FAX (401) 253-2552
TOLL FREE 1-800-283-1964

Halyards • Shrouds
Jib & Spinnaker Sheets
Lifelines • Custom Splicing

- Dyform Low Stretch Wire
- Yale-Light & XLS-900 Spectra
- Aramid - 85 Kevlar & K-900
- Tapered Spinnaker Poles
- Harken Blocks
- Windward Sheeting
- Traveller Cars
- Loos Tension Gauges
- Navtec Turnbuckles
- Lightweight Motor Mounts
- UPS Shipment anywhere
- Call for 1991 price sheet



Hurricane Bob Strikes Fleet 50

Fleet 50 suffered only two casualties from Hurricane Bob! This shot was taken on August 19, two hours after the eye of the storm swept through Newport. Top winds were 105 mph.

Jeff Johnstone



Photo by J. Rizopoulos

Singlehanded Under Spinnaker

Who says you can't single-hand J's? Here is the Kingston J/24 fleet's newcomer, Julian Walker, sailing *Tao* to a second-over-the-line finish in Kingston Yacht Club's single handed race. Julian proved that the skipper can easily be replaced by a bungee cord, and one person can handle the rest of the jobs on a J/24.

John Rizopoulos

Long Beach to Host 1992 North Americans

Long Beach Yacht Club will welcome the 1992 North American Championship, July 10-17. It will be the first time in eight years that Southern California is the site of a major J/24 event, and host Fleet 59 is making sure that all who come will not forget either the racing or what is shaping up to be the best off-the-water show ever put on at an event such as this.

Long Beach Yacht Club, host to the Congressional Cup and three time recipient of the St. Petersburg Trophy will provide first class race management in excellent off-shore conditions. An expected entry list of 80-100 boats has regatta organizers planning for a qualifying round. Sponsor names are yet to be formally announced, but you can be sure that trophies, prizes and giveaways will go deep in the fleet. Come early and tune up in the J/24 one-design fleet at the popular west coast Audi-North Race Week, June 26-28.

All inquiries should be addressed to Ken Larson, Regatta Coordinator; SAIL California, 410-B 29th St., Newport Beach, CA 92663. Tel: (714) 675-8053; Fax (714) 675-0584. A complete Notice of Regatta will appear in a later issue.

1992 World Championship in Annapolis, Maryland, U.S.A.

The U.S. J/24 Class Association and J/24 Fleet 8 invite J/24 sailors from around the world to join us for the 14th J/24 World Championship, in Annapolis, Maryland. The regatta is co-hosted by the Severn Sailing Association and Eastport Yacht Club, and will be sailed on the waters of the Chesapeake Bay, October 22-29, 1992. See official regatta photo below.

Once the capital of the United States, Annapolis is the home of the U.S. Naval Academy and is known as America's



Photos by Geri

The Dome, housing Howard Hughes' famous Spruce Goose, and the Queen Mary highlight the shoreline of Long Beach, CA.

sailing capital. With its thriving maritime community and National Historic Landmark downtown area located across Spa Creek from the regatta headquarters, the town provides an interesting and unique backdrop for on-the-water activities. Autumn is renowned as the best season for racing on Chesapeake Bay, with moderate daytime temperatures and fresh, steady breezes.

We look forward to meeting our fellow J/24 sailors to compete for this prestigious title. A complete Notice of Regatta will appear in the next issue of the International J/24. For more information, please contact Regatta Chairman David Jackson at 6718 Sherwood Road, Baltimore, MD 21239 USA.

Photo by Chesapeake Sailing School



NOTICE OF REGATTA

J/24 Midwinter Championship XV January 5-11, 1992

Site	The 1992 J/24 Midwinter Championship will be held from January 5 through 11, on the waters of Biscayne Bay. The Coral Reef Yacht Club, Miami, Florida, and the USJCA Fleet 10 are the host club and organizing authority, respectively.			
Rules	This Class IV regatta will be governed by the 1989-1992 International Yacht Racing Rules (IYRR), the prescriptions of the USYRU, the rules of the International J/24 Class Association, this Notice (except as any of these are altered by the Sailing Instructions) and the Sailing Instructions. The Jury will have final authority on all matters. If there are to be co-skippers, one must be designated as primary skipper for World Championship Qualification purposes. This regatta is classified as a Category A event per Appendix 14 of the IYRR.			
Eligibility	The regatta is open to all J/24 yachts as defined by the International J/24 Class Rules. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
Schedule	Sunday	January 5	0700-1700	Measurement and Launching
	Monday	January 6	0700-1700	Measurement and Launching
			1200-1700	Check-in, Coral Reef Yacht Club
			1700	Skippers' Meeting at CRYC (mandatory)
				Free cookout (chicken & ribs), cash bar
	Tuesday	January 7	0950	Warning Signal, Qualifying Series (up to 3 races)
	Wednesday	January 8	1020	Warning Signal, Races 1 & 2
	Thursday	January 9	1020	Warning Signal, Races 3 & 4
	Friday	January 10	1020	Warning Signal, Races 5 & 6
	Saturday	January 11	1020	Warning Signal, Race 7
			1730	Awards Party, Roast Beef Buffet

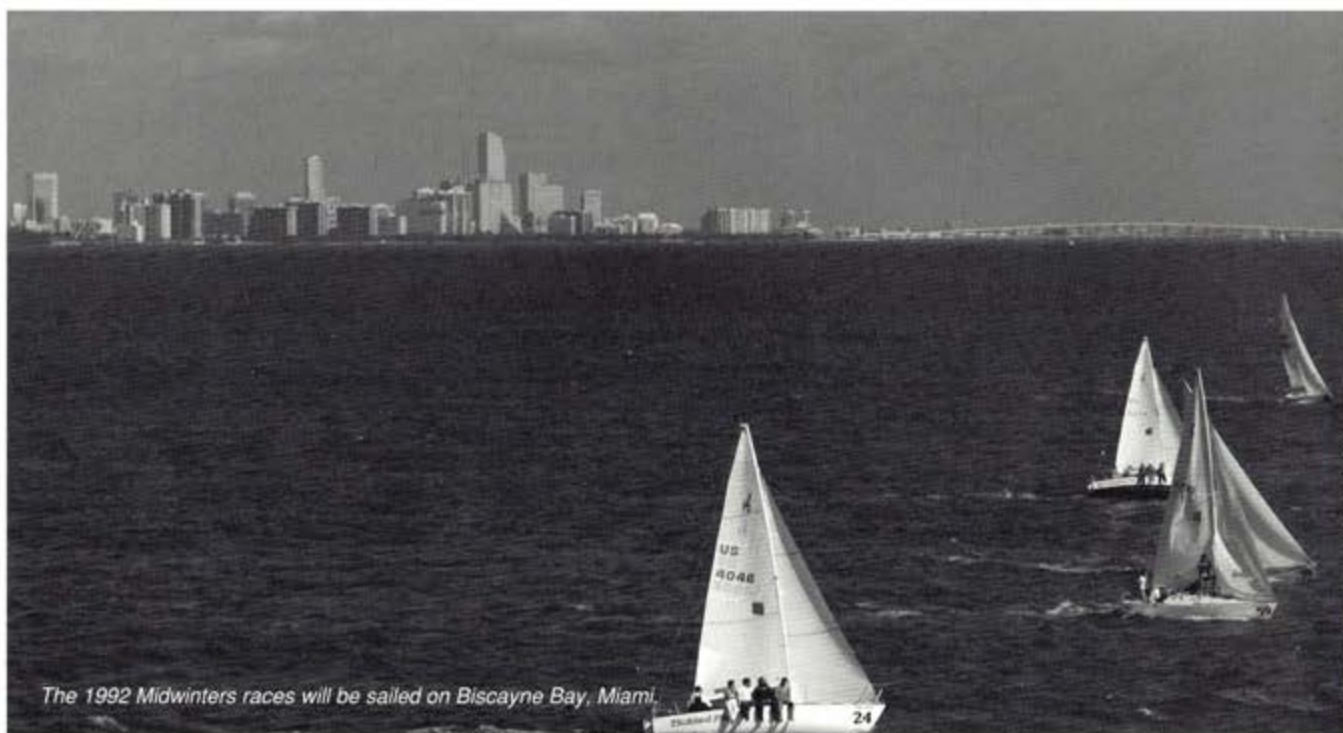


Photo by Tom McDermott 1-800-BOAT-PIX

Inspection & Measurement

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

Racing

The 1992 Midwinter Championship will consist of as many as ten races if a qualification series is necessary. The entrants will be divided into groups to sail up to three qualifying races. The fleet will then be divided into divisions based upon the results of the qualifications. The first division will constitute the Championship Fleet and the other division, the Designer Fleet. Up to seven races will be run in the final series.

Course

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

Scoring

The Low Point Scoring System, Appendix 5.2 of the IYRR, with one point for first, will be used except that in the Championship Series, all races will be scored. The Percentage Penalties, Appendix 3.2 of the IYRR, will apply.

Prizes

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

General

The 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(v)(i). The official J/24 Class Sailing Instructions will be used and will be available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1700 hours on January 6, 1992, and shall remain in the water until the end of the series, unless specific permission is granted by the Jury. Underwater breathing apparatus, plastic pools or their equivalent, shall not be used during the regatta. Yachts shall neither make nor receive radio communications while racing.

Launching &**Hauling**

Launching and hauling will be done at the Crandon Marina, Key Biscayne, Florida. Under no circumstances will anyone launch or haul out at Coral Reef Yacht Club except those participants who are members of Coral Reef Yacht Club, and who have leased a permanent slip. Docking and mooring facilities at Coral Reef will be available beginning Sunday, January 5, 1992. All yachts must be removed from Coral Reef Yacht Club no later than 1200 hours, January 11, 1992.

Housing

Participants are allowed to sleep on their boats. A list of local accommodations follows:
Doubletree Hotel, 2649 S. Bayshore Dr., Miami, FL 33133 (2 blocks to CRYC); (305) 858-2500.
Hampton Inn, 2500 Brickell Avenue, Miami, FL 33129 (2 miles); (305) 854-2070.
Holiday Inn, 2051 Le Jeune Rd., Coral Gables, FL 33134 (2 miles); (305) 443-2301.
Holiday Inn, 1350 S. Dixie Hwy., Coral Gables, FL 33146 (4 miles); (305) 667-5611.
Howard Johnsons, 1430 S. Dixie Highway, Coral Gables, FL 33146 (4 miles); (305) 665-7501.
Marriott Dadeland, 9100 S. Dadeland Blvd., Miami, FL 33156 (6 miles); (305) 663-1035.

Entries

Entries will be limited to 100 yachts. Each entry must be submitted on an entry form such as included herein on page 87. Fully paid entries postmarked before December 1, 1991, will be accepted in the order that they are received. Coral Reef Yacht Club will attempt to honor any special requests for two digit hull numbers, provided the entry form is received prior to December 1, 1991. Following that date, all entries will be assigned a hull number in the order in which they are received. Entries must be accompanied by a check for \$235.00 made payable to Coral Reef Yacht Club. Entries postmarked after December 1 must include a \$50.00 late fee. Entries will be accepted until 1200 hours, December 20, 1991. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all regatta social events. Full refunds will be provided prior to December 15, 1991. Refunds will not be provided after that date. All requests for refunds must be made directly to Coral Reef Yacht Club. Coral Reef Yacht Club will be pleased to set up a guest card for any person who wishes to submit his Mastercard or Visa card number (and expiration date) with his or her entry. This will allow the person and members of his family to charge any purchases made at Coral Reef Yacht Club. For those persons who submit their credit card information, a guest card will be waiting upon arrival at CRYC. For persons who do not pre-apply for credit privileges, or for those persons without credit cards, our facilities will be open on a cash basis during regatta week.

Contact

Mail entries (checks payable to Coral Reef Yacht Club) to: Race Committee, Coral Reef Yacht Club, 2484 S. Bayshore Drive, Miami, FL 33133. Telephone inquiries may be made to Coral Reef Yacht Club, (305) 858-1733 between 0900 and 2000 EST.

South American Championship VIII January 12-18, 1992

Invitation

by German Fuchs

The Chilean J/24 Class and Club Universidad Católica invites all J/24 Class members to the 8th South American Championship to be held at Lake Rapel, January 12-18, 1992. Lake Rapel is located 150 km southwest from Santiago City, and is Chile's

first class summer resort. Average winds of 15-20 knots can be expected every day, with warm temperatures of 30° C (86°F).

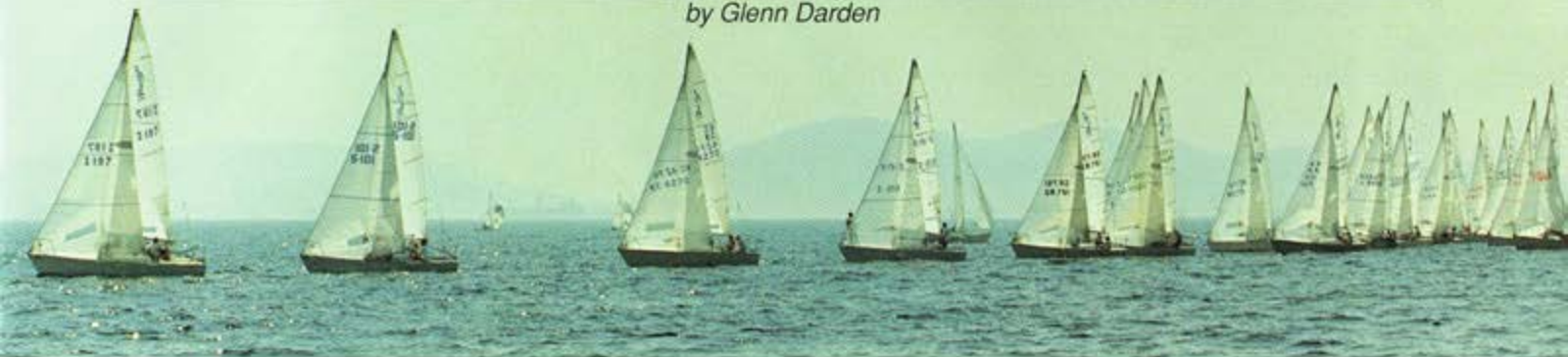
Chile is well known for its beautiful landscape, delicious fruits, exotic seafood and premier wines. And if you have some spare time, you can join us after the South American Championship, in the Chiloé Islands Championship, a good opportunity to visit and enjoy one of the last sailing paradises in the world.



Site	The Eighth South American Championship will be hosted by Club Universidad Católica de Chile in cooperation with the Asociación Chilena de Veleros J/24 in Lake Rapel, Chile.		
Rules	The Championship will be governed by the current International Yacht Racing Rules, this Notice of Race and the Sailing Instructions.		
Eligibility	The Championship is open to any current International J/24 Class Association member.		
Schedule	Saturday	January 11	Registration and Measurement
	Sunday	January 12	Registration and Measurement
			Skippers' Meeting and Welcome Ceremony
	Monday	January 13	Practice Race followed by Olympic Race 1
	Tuesday	January 14	Olympic Races 2 and 3
	Wednesday	January 15	Surprise Tour
	Thursday	January 16	Olympic Races 4 and 5
	Friday	January 17	Olympic Races 6 and 7
	Saturday	January 18	Spare Day
			Prize Giving and Closing Ceremony
Courses	Racing will be on Olympic or modified Olympic courses.		
Scoring	A low point scoring system shall be used, with one point for first, two points for second, etc.		
Prizes	Awards will be given to the top three finishers.		
Entries	Entries must be submitted on the entry form found at the back of any J/24 Magazine, accompanied by a check for \$150.00, and must be received no later than November 30, 1991.		
Contact	Information may be requested from Asociación Chilena de Veleros J/24, Av. 11 de Septiembre, 2155-C-409 Providencia, Santiago, Chile. Fax: (562)2325245 or call Germán Fuchs, (562)2330674 (office).		

Read Repeats Worlds Win

by Glenn Darden



The forty boat fleet lines up for the start of a 1991 World Championship race on the Saronic Gulf, Athens, Greece.

Forty boats representing 13 countries converged in Athens, Greece, for the thirteenth J/24 World Championship hosted by the Nautical Club of Paleon Faliron, June 13-21, 1991.

The Parthenon, overlooking the deep blue Saronic Gulf waters, provided the backdrop for an event that was marked by waiting: waiting for Zeus to turn on the wind, waiting for the Albanian detoured ferry to deliver J/24s, and waiting for Ken Read to miss a wind shift.

Well, the breeze finally came and the ferry that picked up hundreds of Alba-

nian refugees did deliver several J/24s on the day before the racing started, but it is still questionable if Read ever missed a shift, as he and his team of Stuart Johnstone, Chuck Brown, Karl Anderson and Bert Forsberg dominated this year's championship.

Strong contingents from Italy and Australia came determined to put an end to America's dominance of the World Championships. The Japanese brought four teams, and the Principality of Monaco had three entries. Even Russia was represented.

The six race regatta schedule called for one race per day, beginning at 11:00 a.m. This schedule was amended to 2:00 p.m. starts when the normal, late morning seabreeze took a vacation.

The first race never materialized as the land and seabreeze fought to a windless tie. Unfortunately, the race committee failed to fly the appropriate N flag over X flag signifying "Abandonment, to be re-sailed." As a result, the race was lost and it was on to Race 2.

The southerly seabreeze kicked in for the second race. Read and the Italian, Martinez, led around the race course as the wind picked up to 14 knots. The Australians were in hot pursuit as all four Australian teams finished in the top eight. Chris Links made the biggest move, picking up six boats on the last beat to finish fourth. Defending World Champion Jim Brady had a bad start but worked his way to sixth at the finish.

Another strong Italian boat skippered by F. Ascoli displayed excellent speed to lead the fleet around the first triangle of Race 3, but couldn't break away from Brady. The second beat saw the lead change hands three times before Brady rounded the weather mark ahead. Brady extended his lead down the run and on the final beat, but could only watch as Read overtook Ascoli for second place. Geoff Moore finished fourth and Links crossed the line in fifth position.

Race 4 began in five knots and dying. Moore and Martinez had excellent mid-line starts to take the early lead. Read and Ian Bashford had poor starts at the weather end and bailed out heading to the right. Brady tacked with Read, then tacked back to starboard to cover the



Worlds fleet moored at the Nautical Club of Paleon Faliron.



Australian Chris Links (KA163) works between Grant Rawding (US4730) and Geoff Moore (US456).



John Rizopoulos' Idunno undergoes measurement before launching.



John Adams of England, and Carla and John Peck, U.S., gather at the prize giving aboard Averof, with members of the Worlds organizing committee, Nikos Sarikavazis, also Vice President of the Hellenic Yachting Federation, and Apostolos Georgopoulos, Greek NJCA President.

majority of the fleet. The breeze continued to die and velocity filled in from the right. Read and Bashford rounded the weather mark with a huge lead and never looked back. The rest of the fleet was left to battle it out on two drifter reaches. The race was shortened to four legs, with Read taking the gun and Bashford, second, and Brewer, third. Links, after rounding the windward mark in thirtieth place, continued his string of amazing comebacks to finish just behind his compatriots, in fourth place. Martinez and Brady made excellent recoveries to finish sixth and seventh, respectively.

By winning Race 4, Read put himself in the driver's seat to win his third World Championship. One more top five finish and his team would be drinking Ouzo and breaking plates at the local taverna.

The velocity was back for Race 5, but shortly after the start, the breeze backed 20 degrees. Probert, of the United Kingdom, led the fleet from the left side, along with Ascoli and Akira Iwade, from Japan. Meanwhile, back in the pack, Read was loosely covering Brady, Bashford, Links and Martinez, who were all in the weeds. Read worked back to the middle of the course and rounded the top mark in twelfth position. Probert and Ascoli battled around the course, with the Italians getting the win. Iwade continued strong to place third. Brady, after blindfolding his tactician, passed 15 boats on the final beat to finish ninth, while Martinez, Bashford, Links and Moore all sailed their throwout races. But it was Ken Read's day, week, and year, as he and his team methodically picked off boats on every leg of the course to cross the finish line in fifth place, clinching the World Championship.

With first place wrapped up, the final

race was a showdown for the runner-up position, as six boats were within five points. The wind direction was 40 degrees right of the normal seabreeze, and the race course was moved near the shipping lanes to nearby Piraeus. Martinez had an excellent mid-line start to take the early lead. Brady led the pack from the left side of the course and rounded right behind the Italian team. The two boats locked in on the first reach and stretched their lead, but as they neared the bottom mark, the breeze faded and the fleet converged. Brady secured an overlap on Martinez to take the lead at the leeward mark and increased that lead up the next beat. On the run, again the breeze was weaker toward the leeward mark and the fleet compressed. Brady maintained his lead at the leeward mark, but as the leaders were rounding, there was a 30 degree windshift back to the normal seabreeze direction. Most of the boats held high in the new wind, even though it put them well above the layline to the finish. Brady covered his competition and let the Italian Fabrizio slip by to leeward to take the gun, crossing in second to secure second place for the regatta. Ascoli finished just behind his



Winner Ken Read and crew member Karl Anderson accept perpetual trophies and silver sailboat award from the Captain of the warship Averol, assisted by Venetia Coussia.

compatriot Martinez, to edge him out for third place overall.

This championship was decided early. By scoring 1-2-1 in the first three races, Ken Read got off to a fast start and put himself in full control to take home his

third World Championship. Congratulations to Read and company for an outstanding performance.

Glenn Darden served as tactician aboard Jim Brady's boat.



Shifts Happen.™

Top sailors worldwide - from America's Cup Champions to local club racers - use KVH digital compasses to win races. The Sailcomp® will give you and your crew winning tactical data too!

Great Racing Features:

- **Large, Easy to Read Display** with stable digital readout and graphic analog scale
- **Countdown Starting Timer**
- **Head/Lift Mode** for detecting windshifts and favored tacks
- **"Downwind" Mode** with graphic off-course indicator



NEW Features for 1991:

- **Handy Remote Keypad** for activating racing/cruising features
- **Continuous Auto-Compensation** for 0.5° accuracy
- **Loran/GPS "Nav" Repeater Mode**
- **Standard NMEA 0183 Output** / optional Universal Interface Card

"For racers who currently aren't concentrating on compass data as a primary source of tactical information, a digital compass could dramatically improve their performance." Jim Brady- J/24, J/22 1990 World Champion

Use them to win races!

KVH's NEW Sailcomp 103AC Digital Racing Compass/Nav Repeater

Call/Write/Fax for our "Sailcomp Information Packet":



KVH Industries, Inc., 110 Enterprise Center, Dept. 210, Middletown, RI 02840 U.S.A. tel: (401) 847-3327 fax: (401) 849-0045

© 1991 KVH Industries, Inc.

Sailcomp® is proudly made in the U.S.A.

J/24 World Championship XIII

June 13-21, 1991

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	TOT*
1	US4600	36	Maxx	Ken Read	1	2	1	5	41	9
2	US4718	38	Just More Fun	Jim Brady	6	1	7	9	2	16
3	I-241	18	Johnny	F. Ascoli	10	3	14	1	5	194
4	I-186	15	Baraldi J	R. Martinez	2	8	6	21	4	20
5	KA165	03	Convicts on Tour	Ian Bashford	3	9	2	14	10	24
6	KA163	02	Madder 'n Badder	Chris Links	4	5	4	16	11	24
7	US456	39	Non Ti Preoccupare	Geoff Moore	9	4	5	41	6	24
8	KA162	05	Simera	Robert Brewer	5	23	3	20	7	35
9	J4729	27	Siesta	Akira Iwade	34	14	9	3	9	35
10	S66	33	Klockwise	Matias Wilson	30	11	11	6	17	45
11	I-197	16	Franny	A. Sodo Migliori	7	10	28	8	20	45
12	S102	32	Les Fraises	Per Petterson	16	13	16	4	18	49
13	K4193Y	07	Scandal	Ray Michel	21	18	8	10	30	57
14	I-181	20	Cartoncino	E. Fabrizio	11	17	30	41	1	59
15	US4730	37	Bad Dog	Grant Rawding	12	12	35	11	24	59
16	KA135	04	Haywire	Robert Hagan	8	6	27	41	22	63
17	I-189	17	Jet	A. Dalla Vecchia	41	7	41	7	8	63
18	K4206Y	10	The Kanembe Connection	C. Kearns	26	24	10	15	14	63
19	K4226	08	Keep Taking The Tablets	C. B. Probert	23	26	37	02	15	66
20	GR4538	11	Enviki II	George Andreadis	20	20	23	29	3	66
21	I-271	23	Puzzola	G. Tortarolo	13	21	32	22	12	68
22	GR36	13	Champ	Dimou S.	22	19	25	12	16	69
23	J4584	26	Manta	Nobuaki Tani	24	15	13	19	41	71
24	I-149	19	Tuoni E Fulmini	P. Oriani	18	30	12	26	21	77
25	J3829	25	Viva	Takuya Goto	15	33	34	23	13	84
26	A05	01	Allegre	Luis Cerrato	28	29	18	17	25	88
27	IR4628	24	Jessica	Ward Woods	17	34	19	33	19	88
28	I-180	22	Coco	A. Scapolo	19	27	21	28	28	95
29	KC4270	06	Idunno	J. Rizopoulos/P. Schell	34	22	20	30	23	95
30	MO78	31	Toposcatenato	Jean Rodelato	41	16	24	27	33	100
31	S101	34	J Walk	Bengt Falkenberg	33	36	22	18	27	100
32	MO 7	30	Biotonus	Boris Donskoff	25	41	15	35	31	106
33	J4459	28	Hangover	Shuji Eishin	32	31	17	41	26	106
34	SR1017	40	Miolo Do Pan	Nikolai Kleiman	35	38	26	13	34	108
35	K4224Y	09	Fuzzy Duck	Paul Woodman	29	32	41	25	29	115
36	GR751	14	Dione	Kakitsis I.	27	25	41	24	41	117
37	I-213	21	Paco	I. Cocco	32	28	37	41	37	134
38	MO 1	29	Audren	Bonnaud Olivier	41	41	33	31	32	137
39	Z3860	35	Jonas	Heini Rusterholz	37	35	36	32	35	138
40	GR752	12	Zouzouni	A. Georgopoulos	36	39	38	34	36	144

* One Throwout



Betsy Alison Wins Rolex IWKC

Betsy Alison of Newport, Rhode Island, with crew Kris McClintock, Karen Neri, Liz Merrifield, all of Newport, Nancy Hood of Middletown, RI, and Wendy Lotz of New Canaan, CT, won the 1991 Rolex International Women's Keelboat Championship by outsailing a tough fleet of 46 teams from nine countries. The biennial event concluded Friday, September 13, on Rhode Island Sound, where the six-woman teams competed over five days. Sailed in J/24s and hosted by Ida Lewis Yacht Club, the regatta is one of the world's most competitive for women, and draws national and international sailing champions as well as Olympic hopefuls. Six former Rolex Yachtswomen of the Year, includ-

ing Alison who has received the honor three times (1981, '82, '84), also competed in the seven-race, one-throwout series.

The final race, which crowned Alison the champion, was the most tactical for the leaders and exciting for spectators. Alison, who after six races had the best low-point score, needed to finish eighth or better and make sure her closest competitor in the overall standings—defending Champion Jody Swanson, of Buffalo, NY—finished behind her.

At the start, Swanson's strategy to cover Alison and force her back in the fleet worked, but Alison's impressive boat speed allowed her to sail past Swanson into eighth position. Swanson sailed

from her 16th position early in the race, to tenth position by the last of six legs. By that time, a spoiler—J.J. Isler, of San Diego, CA—had pushed Alison into ninth position, threatening Alison's overall victory.

"I told my crew that it was a new race and we had to sail the best leg of our lives," said Alison, who won the inaugural Rolex International Women's Keelboat Championship in 1985. "When I consider we've been practicing for six years to win the Rolex title again, it seemed like something we could do."

On that last leg, Alison managed to cross tacks slightly ahead of Isler and sail on to seventh place. Swanson, ranked number two on the U.S. Sailing Team and the recipient of the Rolex Yachtswoman of the Year award in 1989, had to settle for her tenth place finish in the last race, and runnerup position in the overall standings. Isler, who won this event in 1987 and is currently ranked number one on the U.S. Sailing Team, took a ninth in the last race and finished tenth overall. Isler is also a former Rolex Yachtswoman (1986) and was a favored contender in the regatta until she suffered a series of setbacks, including a concession to Alison in the protest room that resulted in her disqualification in Race 3.

Early in the week, Pat Raymond of Newport posted a Race 1 victory for the fleet lead. She had also won the practice race and was keeping close tabs on Susan Milnes-Wallace, of East Norwalk, CT, who looked to be her stiffest competition. Although Milnes-Wallace usurped Raymond's lead after three races, Alison turned up the heat with bullets in Races 4 and 5, putting her team at the top of the fleet and pushing Milnes-Wallace to fourth behind New Zealander Leslie Egnot. Going into the final race, it was clear that Alison and Swanson would battle for the Rolex women's title, while Milnes-Wallace and Egnot would vie for third position overall. Milnes-Wallace won the final race to steal third from Egnot, while Raymond finished fourth for a sixth place overall.

Betsy Alison and her crew topped the 46-boat fleet at the 1991 Rolex IWKC, September 6-13.



Photo by J. H. Peterson

"It was a spectacular week," said Event Chairman Mary Johnstone, "with beautiful weather, intense racing, and an overwhelming sense of camaraderie among the racers. Though all the teams are competing for the same title, there is an attitude of 'Let's help each other out' ". Johnstone added that the foreign teams, which this year included three from Russia

and four from Japan, were housed with local host families from the yacht club.

The Alison team took home the Rolex perpetual trophy, an Orrefors crystal bowl donated in 1985 by Mr. Bengt Julin, of Stockholm, Sweden. As top foreign team, Egnot and crew received specially engraved Baccarat crystal trophies.

Chairing the international jury was

Barbara B. Farquhar, of Marion, MA. Serving with her were IYRU international judges Charlotte Greppe of Sweden, Levente Nagy of Hungary, Mary Pera of the United Kingdom, and USYRU senior judge Robert H. Hobbs of Vernon, CT. Lynne Beat, of Toronto, Canada, served as jury secretary. Race Committee Chairman was Robin Wallace of Newport.



Photos by Orme Van Der Wal

Berita Van der Werff-Valk and her team from Goes, Holland, finished eleventh. Betsy Alison and J.J. Isler model in nautical gear show.

Regatta Highlights

Among the more memorable moments of the regatta was a "Nautical Gear '92" show, featuring many of the competitors as models of sailing fashions supplied by Atlantis, Douglas Gill USA, Henri-Lloyd, Helle-Hansen/Sea Gear, and Rail Riders. Skipper Heidi Backus Riddle of Vermilion, OH, began her runway stroll with a stunt fall to loosen up the crowd and set the pace for an evening of laughter and cheers. An American wine tasting and a traditional New England clambake brought cultural flavor to the week's full schedule of post-race activities.

After breaking her ankle in a head-on collision with another boat, an Australian crew member received her own sailing boot as a memento. The international jury retrieved it after it had been cut away and signed it for a special presentation at the awards ceremony.

Also at the awards ceremony, the vice president of the USSR Sailing Federation, Valentina Kouptsoba, presented Rolex Watch U.S.A. President and CEO Roland Puton with a piece of a Soviet rocket that had been destroyed following the signing of the disarmament treaty. The Russians sailed under the sickle and hammer flag; however, Valentina admitted she couldn't be sure the Soviet Union would be intact when her teams returned. The comment drew respectful laughs from the awards ceremony crowd, followed by thoughtful murmuring when Valentina thanked President Bush for his support through her country's time of transition.

One Japanese team brought an entire entourage with them, including two children for whom they hired an American baby sitter. Shopping was essential while in the States, especially

at the regatta site where T-shirts sporting the event logo were a hot item.

Once again team camaraderie was exemplified by the Backus sisters of Ohio lending their spare spinnaker to one of the Russian teams. Local sailors also loaned foul weather suits and other protective clothing to some of the Russian sailors. The Russian exchange was overwhelming gratitude, vodka and gifts from their homeland to share with new friends.

Media coverage came from every angle: local network affiliates, local and regional newspapers, national sailing publications and national news outlets such as the *New York Times*, *USA Today*, *Sports Illustrated*, *Sailing Quarterly*, *Video Magazine*, CNN and ESPN. Foreign press included distribution of video highlights on the World Television News network.

1991 Rolex International Women's Keelboat Championship

September 6-13, 1991

POS	YACHT	SKIPPER	HOMEPORT	1	2	3	4	5	6	7	TOT*
1	<i>Playtime</i>	Betsy Alison	Newport, RI	7	9	2	1	1	4	7	22
2	<i>Swan Dive</i>	Jody Swanson	Buffalo, NY	3	7	3	3	5	2	10	23
3	<i>Sugar Plum</i>	Susan Milnes-Wallace	E. Norwalk, CT	9	2	1	8	17	9	1	30
4	<i>Blitz</i>	Leslie Egnot	Auckland, New Zealand	11	1	4	4	7	8	17	35
5	<i>Sleeper</i>	Mary Brigden	San Diego, CA	12	11	17	5	2	3	2	35
6	<i>Taxi Dancer</i>	Pat Raymond	Newport, RI	1	12	7	20	DSQ	6	4	50
7	<i>Tohsei</i>	Keiko Nogami	Fujisawa, Japan	2	14	11	10	9	7	16	53
8	<i>Lucy</i>	Cory Sertl	Rochester, NY	8	3	15	9	12	PMS	6	53
9	<i>Twisted Sisters</i>	Barbara Beigel-Vosbury	Crownsville, MD	5	23	21	12	4	13	8	63
10	<i>American Garage</i>	J.J. Isler	LaJolla, CA	RET	5	DSQ	2	6	1	9	70
11	<i>Blind Squirrel</i>	Berita Vanderwerff-Valk	Goes, Holland	17	6	12	11	3	PMS	21	70
12	<i>Fin</i>	Susan Madrigali	Ross, CA	15	17	5	15	18	19	5	75
13	<i>Flamingo</i>	Heidi Backus Riddle	Vermilion, OH	26	PMS	8	13	21	5	13	86
14	<i>Aja Minor</i>	Leslie Deardorff	Carpinteria, CA	21	20	9	23	11	14	12	87
15	<i>Private Idaho</i>	Stephanie Schmidt	Greenwich, CT	4	4	10	DSQ	8	PMS	15	88
16	<i>Light Spirit</i>	Becky Wilson	Newport, RI	20	8	13	26	26	16	14	97
17	<i>PMS</i>	Kim Ferguson	Newport, RI	27	13	24	14	32	17	3	98
18	<i>Pin Ball</i>	Victoria Vesselova	USSR	16	19	22	6	28	24	11	98
19	<i>Ladies First</i>	Gail Haberlin	Arnold, MD	30	15	19	16	24	10	24	108
20	<i>Loonatic Fringe</i>	Ellen Field	Little Compton, RI	6	19	PMS	7	15	PMS	22	116
21	<i>Polar Bear</i>	Joan Thayer	Marblehead, MA	14	18	23	25	14	23	27	117
22	<i>Miss America</i>	Karin Olsen	Lake Forest, IL	33	30	6	21	19	20	23	119
23	<i>Fancy That</i>	Tricia Yeoman	Annapolis, MD	13	26	22	30	22	11	39	124
24	<i>Cookie Monster</i>	Faye McKenzie	Brighton, Victoria, Aus.	35	10	18	18	27	18	35	126
25	<i>Elvis</i>	Amander Bader	New York, NY	RET	33	14	24	10	26	26	133
26	<i>J de Vivre</i>	Katherine Delfosse	Port Washington, NY	28	32	28	PMS	20	12	19	139
27	<i>Uniteh</i>	Ludmila Gorodetskaya	Moscow, USSR	DSQ	31	32	29	13	18	18	141
28	<i>Flying Circus</i>	Mary Fraser	Kingston, Ont., Canada	10	16	26	27	33	PMS	31	143
29		Kim Smith-Oricchio	New Boston, NH	29	21	16	17	40	27	34	144
30	<i>Energizer</i>	Gail Rosenke	St. Petersburg, FL	23	24	31	19	29	22	28	145
31	<i>Kiwi Streak</i>	Colleen Basset	Auckland, New Zealand	24	27	20	31	31	21	29	152
32	<i>Gangster</i>	Mary Ann Coleman	Rye, NY	22	28	30	28	25	RET	20	153
33	<i>Little Marna</i>	Yumiko Takano	Fukuoka, Japan	DSQ	25	27	32	34	15	7	173
34	<i>Smokin'</i>	Carole Bates	Golden, CO	18	38	36	33	37	PMS	32	194
35	<i>Outrageous</i>	Nancy Phillips	North Branford, CT	34	37	38	34	16	DSQ	41	200
36	<i>Pink Kiss</i>	Mikiko Tsuchiya	Tokyo, Japan	DSQ	34	29	22	39	PMS	30	201
37	<i>Windward</i>	Nanako Kouyama	Kamakura, Japan	19	35	47	38	38	PMS	25	202
38	<i>Ms.</i>	Hiroko Inaoka	Nagoya, Japan	38	36	33	37	36	25	38	205
39	<i>Zilvinas</i>	Reda Veites	Milton, MA	32	39	39	36	40	31	33	210
40	<i>White Stork</i>	Lilian Selukova	Moscow, USSR	40	39	41	43	23	28	43	214
41	<i>Salsa</i>	Dorian Goldberg	Isla Verde, Puerto Rico	31	DSQ	34	35	41	30	DNS	218
42	<i>Obstreperous</i>	Kerry Anne Goudge	Mosman, NSW, Austr.	36	DNF	37	39	42	29	36	219
43		Alison Reese	Tortola, BVI	37	42	DNF	40	35	32	37	223
44	<i>Blue Jay</i>	Marcie Ridenour	Wyncoote, PA	41	41	35	41	43	33	42	233
45	<i>Watercolour</i>	Francine Alheid	Hackensack, NJ	35	40	42	42	44	34	44	237
46	<i>Cat's Pyjamas</i>	Debbie Jeffcoat	Toronto, Ont., Canada	39	43	RET	44	45	35	45	251

* One Throwout

From left: Larisa Moskalenko, Joan Thayer and Jody Swanson.

Photos by Onne Van Der Wal



Life in the Fast Lane

by Terry Hutchinson



At the mark the helmsman yells, "Set!" and the bowman hoists the spinnaker and drops the genoa.

How many times have you rounded the weather mark in 10th, pointed the boat straight at the reach mark, and then been passed by ten more boats? I have done this more times than I care to admit. I have since learned that the mark rounding, crew work, steering, and crew position are key ingredients to spending more time in the fast lane on the reach.

The actual mark rounding is a crucial

time in the race. The helmsman has to be extremely aware of the boats around him and his position relative to those boats. In all conditions, you want to keep a few of these ideas in mind.

Unless you are in the lead do not round and bear off to the rhumb line for the reach mark. Why? When the spinnaker is being hoisted, everybody is jumping around the boat and you are going

slow. If the boat behind you holds high for an extra two boat lengths, they will be in position to pass you when you hoist. To avoid being rolled, hold high with the boat behind. When the boat behind hoists, you hoist. Since both boats will be going slow, you will not lose or gain on the boats around you. If you do bear off and the boat behind gets high and rolls you, do not try to extend low away from the fleet. Get back up in line with the boats around you. The difference in boatspeed between a J/24 tight reaching and broad reaching is not enough to warrant going low.

Remember, the low road only works when you round in front of or behind the pack. This is when you will make the most gains. Not having anyone disturbing your air lets you extend away from the pack or gain on the boats that have all sailed high on the reach.

Crew work during the mark rounding is of the utmost importance. Your ultimate goal is to minimize the amount of time and distance lost while setting the spinnaker. Therefore, this is a situation that should be stressed when out practicing.

The following is what happens on my boat when we race. Two boat lengths from the mark, the bowman sets the pole. While this is being done, the rest of the crew is in full hike to keep the boat FLAT. One boat length from the mark, the middleman opens the hatch and prepares to toss the spinnaker. Half a boat length from the mark, the helmsman tells the crew if it is going to be an immediate set or if they are going to sail high for a few boat lengths. If the helmsman says they are going high, everybody hikes. Right at the mark, the helmsman yells, "Set!" and the bowman hoists the spinnaker and drops the genoa. The twing man presets the guy by pulling it through the pre-set twing block. He also eases the outhaul, cunningham, and vang. The middleman tosses the spinnaker out of the companionway and pulls the guy through the ratchet block. The genoa trimmer cleats the genoa sheet and trims the spinnaker

Photo by Dick Tillman

sheet. Once the boat is on a steady course, the helmsman uncleats the backstay and genoa sheet. As you can tell, things are extremely hectic, but all it takes is a few afternoons of practice to perfect these techniques.

While crew work has to be flawless at the rounding, it is equally important for the helmsman to do a good job of steering the boat. What is a good job of driving? A good driver anticipates what the other boats are going to do and keeps his boat in a position to never lose, and hopefully gain.

Heavy air sailing is extremely rewarding for the whole crew. Communication again is the key ingredient. Even more so than in light air, the helmsman has to communicate when the boat is in control or about to wipe out! By easing the mainsheet, vang, and spinnaker sheet, you can keep the boat in total control. The first to be eased is the mainsheet. This luffs the front half of the mainsail. If you need more help, blowing the vang completely luffs the mainsail. Finally, the spinnaker sheet should be eased to keep the boat going. The helmsman should be pumping the helm to keep the flow of water over the rudder.

By just pulling the tiller to bear off, the effect is that the rudder acts as a brake and causes the boat to wipe out. The responsibility of boat control downwind lies totally on the helmsman, because he/she is the only one that can feel the boat losing control.

The final point is crew positioning downwind. In light air, the crew is forward and down low. The bowman sits to leeward and the middleman sits to weather behind the shrouds. The spinnaker trimmer stands in the companion way, and the twing man sits down below. The helmsman is sitting in front of the traveller. This keeps the weight low and down over the center of the boat. The weight is focused forward to get the transom out of the water, reducing the wetted surface that is going through the water.

In heavy air, it is the complete opposite. The weight on the boat should be back as the wind increases. By getting the bow out of the water, the boat will plane longer and will be in more control by keeping the rudder in the water.

These are some ideas on how to spend life in the fast lane when reaching. I do think it is important to stress that the key to any successful racing is practice.

All the boathandling and crew maneuvers will become easier if you can spend time practicing on your J/24. Good luck in your future regattas!



Two time College Sailor of the Year and four time all-American, Terry Hutchinson has an impressive record in the J/24 Class. He was third in the 1990 East Coast Championship and recently won the 1991 Southeast Championship, the 1991 District 15 Championship, and the Great Lakes Championship. He is currently living in Traverse City, Michigan, where he works for Shore Sails Great Lakes.

GET A GRIP.

Try the grip of a **custom tiller** from Karl's Boat Shop. The specially-designed curved shape provides a superior steering angle that combines with ultra stiff construction for enhanced control and performance. **Just ask the top helmsmen at the 1991 Midwinters, Worlds, North Americans, Volvo Newport and Rolex IWKC.**

Karl's Boat Shop specializes in making your boat **easier** to sail, allowing you to concentrate on sail trim and tactics. In addition to our custom tillers, we offer:

- Keel/Rudder Jobs
- Custom Deck Layouts
- Boat Weighing
- Mast Packages
- Custom Mast Blocks
- Traveler Bars
- Dual Display Compass Mounts
- New Style Hatch Installations
- Tapered Spinnaker Poles

Karl's Boat Shop can help you "get a grip" by sailing easier and faster.

Our boats finish at the top of the fleet consistently. Whether your boat is brand new or well-used, we'll pick it up and deliver it back to you ready to improve your performance on the race course.

Call Karl Anderson to upgrade your old J/24 or to buy a new one.

KARL'S BOAT SHOP, INC.

47 Theophilus F. Smith Road, South Dennis, Cape Cod, MA 02660
(508) 394-9526 • (508) 394-7368

Mugged With the Russians

by Fritz Kloepfel



The crew on the Russian entry at the Mug Race: from left, Vladislav Munikov, Sandy Ashford, Victor Pogrebnov, Fritz Kloepfel and Juki Tsomaia.

I got Mugged! I got Mugged! That's what it said on the back of the T-shirts, but nobody looked upset about it. It was the 38th running of the Mug Race, which is held each year by the Rudder Club in Jacksonville, Florida. With 239 boats entered in America's longest river race (38.5 nautical miles from Palatka to Jacksonville, on the three mile wide St. John's River), it's no wonder everyone was smiling.

I had been invited as a representative of UK Sailmakers to sail the race aboard a J/24 with some of the crew from the Soviet Whitbread maxi, *Fasizi*. Jerry Ashford and his wife Sandy had graciously offered their boat, *Blue J*, and Sandy sailed with us.

I arrived on Thursday evening in time to meet Jerry and Sandy and to be introduced to my crewmates for the race. Vladislav Munikov was the designer of *Fasizi* and spoke the best English. Victor Pogrebnov was our helmsman and Juki Tsomaia was our trimmer. We

spent a little time on the dock exchanging greetings and then decided to go for a sail.

It didn't take long to figure out that all discussions on tactics, sail trim, boat handling and pretty women would be in Russian. Another thing I soon learned is that every discussion in Russian sounds like an argument. A conversation about the weather sounds like it could lead to a fist fight, and talking about sail trim gave the impression that war may ensue! I decided I needed to learn a few important terms in Russian.

My first question was what to listen for on the tacks. The answer was easy: "Tack!" However, Victor explained, "Not like in America where you hear, 'Ready about...1...2...3...helm's a lee.'" He said that in the Soviet Union they say nothing more than, "Tack!" I decided I'd better pay attention. Yes was "Da" and no was "Nyet," everyone knows that. At the end of the evening I learned that "Do Svidania" was the way to say goodbye.

On Saturday morning we arrived in the starting area to the spectacle of over 200 boats that ranged from sailboards to 33 footers, all attempting to maneuver toward the line for the downwind start in very light air. With only two starts, the technicolor cloud of spinnakers made it virtually impossible to get clear air. As our start approached, Juki and Victor got into a debate that I thought would leave the decks awash with blood and bodies strewn about. I questioned Vladislav about this and he smiled. It seems that Victor felt there was an advantage at the pin end and Juki wanted to start near the committee boat. I guess some things are the same all over the world.

We got a pretty good start and proceeded to jibe down the river. It didn't take long for the next "discussion" to materialize. As I listened, it seemed that Victor was saying something about "purple sky, purple sky," so I asked Vladislav what "purple sky" meant. At first he seemed a little confused, but when I explained that what Victor was saying sounded like "purple sky" to me, he chuckled. "Popuskai," he said, means "ease." I checked the spinnaker and started telling Juki to purple sky the spinnaker. Meanwhile, Vladislav was explaining to the others what purple sky meant in English. They all laughed, but for the rest of the race they pronounced it purple sky also. Speaking Russian wasn't so tough after all.

As we proceeded down the river, the breeze got lighter and lighter, and the boats all started sailing higher jibing angles. This, of course, caused some commotion as the starboard tackers bullied their way through nearly 100 port tack boats. At times there was some hollering and an occasional, in depth discussion of the rules. For our part, we mostly hollered, "Do Svidania," to the boats we passed and generally tried to spread the spirit of Glasnost.

As the boat went slower and the sun got hotter, it became more difficult to concentrate on the race. We worked

from one side of the river to the other and back again, chasing little puffs and wind lines. When the fleet finally stopped, the other J/24s were spread out around us. The fickle wind could scramble the positions in no time, depending where it chose to come in from. I worked hard to figure out where we should head, while the Fasizi boys continued to discuss something that I thought would lead to guns and knives.

The sun and the discussion continued to get hotter as we realized that there was a time limit for a bridge that was two thirds of the way up the course. To meet the Coast Guard's desire to have all the boats off the river before sundown, the sailing instructions required that boats not to the first bridge by a certain time, motor or accept a tow from one of the volunteers following the race. This works out well, as it gets everyone to the party in plenty of time to enjoy the band, the beer, and the food.

We spent quite a bit of time trying to decide if we could make it to the bridge before the time limit, in the event that the wind returned. It was difficult to know for sure what Victor and Juki thought until Victor jumped up from the helm and sprinted the length of the boat to do a



Proceeding down the St. John's River, the breeze got lighter and lighter.

"Fosbury Flop" over the bow pulpit. Juki soon followed suit with a beautifully executed "jack-knife" off the stern rail. They must have realized that even if we averaged an impossible 15 knots, we still wouldn't make the bridge.

As the Soviets swam, we watched others diving and swimming from their boats. Then boats started motoring by. We quickly decided that winning the party was equally as important as winning the race, and started the outboard.

The wind did fill in eventually, and about half the fleet finished within the time limit. The party was terrific. Team Fasizi and I decided to make another

attempt next year, and next time we're gonna get 'em.

The Mug Race was a great event which attracted a wide variety of boats and sailors. The competition was important, but it seemed that fun was the most important aspect. After careful consideration, I've decided that getting "Mugged with the Russians" wasn't so bad.

Do Svidania!

Reprinted with permission from the UK Sailmakers Update, Adam Loory, Editor, UK Sailmakers, 175 City Island Ave., City Island, NY 10464.



- J** Outfit Your Crew
- J** Product Price Includes Embroidery Options
- J** Choose Thread Color and Product Size
- J** Call for Whsle. Pricing Over 36 Pcs. Asst.



Outer Banks 100% Cotton Polo
Fashion knitted "soft" collar and welt cuffs. Extra long back tail. **Unisex sizes:** S-XXL. **Colors:** White, Red, Royal, Navy, Teal, Coral, Black. (XXL-Add \$2)



Outer Banks 100% Long Sleeve Mesh
Super Heavyweight: Welt collar and cuffs, straight bottom. **Unisex sizes:** S-XXL. **Colors:** White, Red, Teal, Royal, Navy, Grey Fox.



Ripstop Nylon (Unstructured)
Waterproof, breathable, cotton terry band, plastic visor insert. One size. **Colors:** White, Silver, Red, Royal, Yellow, Black, Teal.



Windshell (High Seas)
Taslan shell w/satin lining, waterproof, windproof. Two outside slash pockets and inside pocket, elastic waist. Elastic cuffs w/velcro straps for snug closure. Solid Body with center accent stripe. **Sizes:** XS-XL, XXL (Add \$5.00). **Colors:** White w/Red or Royal stripe, Jade w/Fuchsia stripe, Fuchsia w/Jade stripe.

672 Tarpon, #23
Tarpon Spgs., FL 34689

Phone 800-54-LOGO-1



Rounding the Leeward Mark

by Scott Ferguson

There are many places on the course where a race can be won or lost, but nowhere can so much happen in such a short period of time as at the leeward mark. How many times have you arrived at the leeward mark with the leaders, only to find yourself at the back of the pack shortly after rounding? Anticipating the rounding and devising a plan of attack can make the difference. Let's look at several rounding situations.

Starting with the simplest situation, imagine you're the leader. You round the mark without worrying about bad air or buoy room. Seems like a clean sweep, but don't be fooled. You'll need to take full advantage of your position to maintain the lead (see Figure 1). To begin a

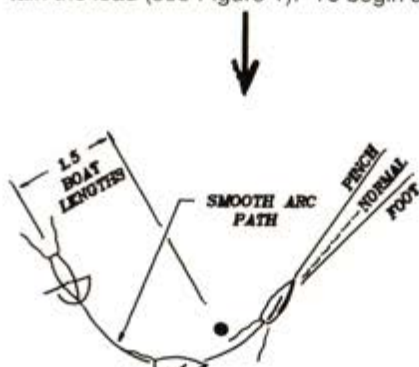


Figure 1. Ideal Rounding

good rounding, approach the mark from one and a half boat lengths below the layline. Round wide on the first side of the mark and tight on the second. On this course, the boat will turn in a smooth, even arc, reducing rudder drag while taking advantage of the acceleration gained in the transition from a fast broad reach to closehauled. The highest boat speed is often achieved just after rounding the leeward mark. It also gives your crew time to properly trim the sails, ensuring against another boat sneaking up on your weather quarter and preventing tacking after rounding.

After rounding in front, your goal is to keep your position. Decide which way

you want to go upwind. Hopefully the fleet will follow you. If the fleet does split, plan your next course of action. Remember, you can't possibly cover everyone.

Tactics vary depending on which way you decide to go upwind. If the wind is in a left phase and you want to continue on the lifted tack, foot off a few degrees after rounding, giving the boats behind a little breathing room. This will encourage them to continue with you, putting you in the 'control' position.

If the wind is in a right phase and your goal is to tack, then squeeze up after the rounding, forcing the boats astern to tack into the wakes of boats coming downwind. You can now continue on port, clearing the wakes, and then tack onto the left, to cover. If you're the boat behind, try to foot off below the lead boat for clear air, to avoid tacking immediately. As the lead boat, you also should foot off, keeping your competition in bad air. A few seconds of follow-the-leader should end in a tack by the boat astern.

If you're not sure which way to head after rounding, a good strategy is to force the boats astern to tack, making them decide which way to go. Many times they'll take a quick clearing tack and immediately tack back in your direction. Now they've made two tacks to your none. If the boats astern continue on the opposite tack, continue past the downwind wakes and then tack to cover.

Unfortunately, the course isn't always as clear cut. You're not always the lead boat and pack situations can be hairy.

Figure 2 shows a boat ahead but it has to give room. You might think the inside boat would have the advantage; however, it's only entitled to enough room to make a seamanlike rounding. The inside boat is forced to tightly round both sides of the mark, losing critical speed. The outside boat should give only enough room as required by the rules. The outside boat now has plenty of room to leeward to gather speed and control the post rounding situation. After a few mo-

ments, the leeward outside boat can execute a solid leebow and force the other

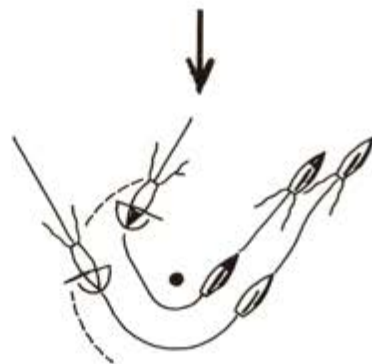


Figure 2. Ahead — Giving Room

boat to tack away. Now who has the advantage?

Figure 3 illustrates a case where the boat behind has buoy room. If you're the boat behind, don't get forced to the outside during the rounding, into your competition's bad air. Your options are

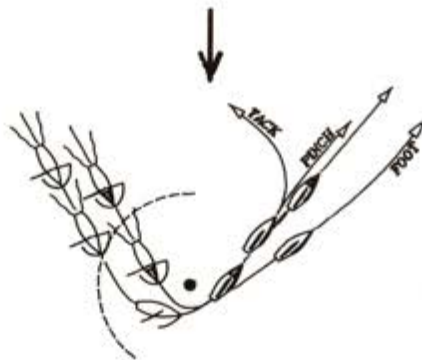


Figure 3. Behind — Giving Room

limited to footing off for clear air, or tacking into downwind wakes. To prevent this scenario, anticipate the rounding. Slow your boat down early—take the spinnaker down and overtrim the main and genoa. This will allow you to round inside. Now you have the controlling position. One note: be sure to slow down early enough so you have time to accelerate back to full

speed for the actual rounding.

The final diagram (Figure 4) illustrates the popular 'log jam'. With a little planning, you can emerge from the rounding in good shape. Don't take the passive approach and hope everything will 'just work out'. Begin by communicating (not screaming) with the other boats before reaching the two boat length circle. Make your needs known. This small bit of preparation will eliminate post race protest room headaches.

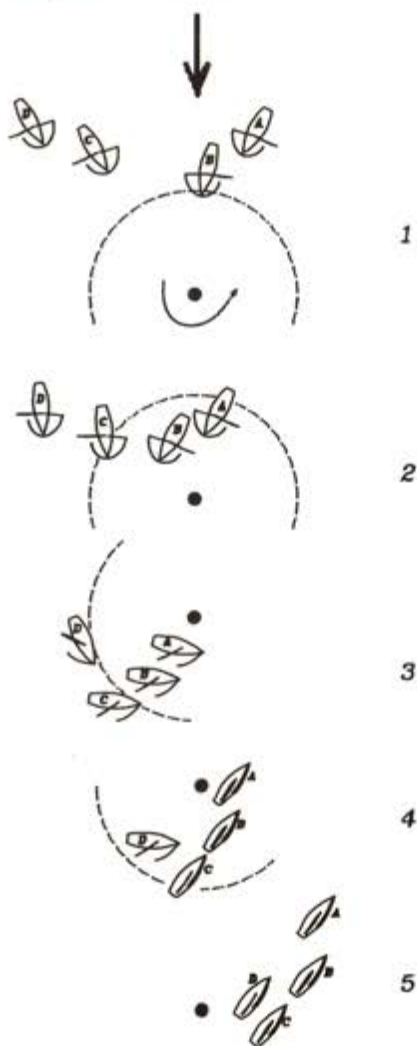


Figure 4. Log Jam

Let's take apart the log jam, boat by boat. Starting with the A & B pair, B is ahead but A has an overlap and is entitled to room. Although on the same tack, B is sailing a much lower and slower angle than A. B may have gybed too early for the mark and now has to pinch down to it. Had B layed the mark correctly and maintained boatspeed, A wouldn't have room.

Although A will round first, it'll be

tough turning the boat 180 degrees. This difficulty is compounded by the fact that A has probably delayed her spinnaker douse to maintain the overlap with B. To avoid chaos on board, only the helmsman and tactician should worry about the situation. The rest of the team should only concentrate on a good takedown.

Because of a low and slow approach, B is unable to round efficiently and sneak in front of A. A is too tight to the mark. Boats C & D, on the other hand, must give room to A & B. C's spinnaker should have been doused early and the main and genoa overtrimmed to slow down. Instead, C is caught outside the low and slow B. Not only is C in bad air throughout the rounding, but she has nowhere to go after rounding, due to the position of D.

D, seeing the mistakes of B & C, slows down early, using the inside opening left by the other boats. While not entitled to buoy room, D is allowed to use any space present without fouling another boat. Following the inside plan, D leaps from fourth to second place.

The helmsman and tactician should start planning the leeward mark rounding

while 10-12 boat lengths away. Ask, "When should we takedown? Should we keep an inside boat close to the mark? Should we ask for buoy room? Will we have to give room? Are we sailing at the ultimate approach angle or are we 'low and slow'?" Assess the situation and inform the team of the plan instead of yelling directions at the mark rounding. Tell them exactly when you want a takedown, when you want the genoa raised and sails trimmed. If you are trying to squeeze in for buoy room, be prepared to deal with the consequences. Don't try to force a bad situation. It's better to round in a good position than muddled in the pack.

While there's no substitute for experience, don't be afraid to assert yourself and take control of your next mark rounding. You will soon find yourself in a great position for the next leg.

Scott Ferguson and his wife, Kim, are both former J World instructors. Scott is a naval architect with Pedrick Yacht Designs in Newport, RI, and is an active J/24 racer. For further information on J World, call 1-800-343-2255.



Sail Into Christmas with The Perfect Gift

Our **J/24** Replica In 14k gold or Sterling Silver



Enlarged to show detail
Actual size 1"

Available as:
Pendant with Chain
Charm
Pin (Tac Back)

14K Gold \$220.00	Sterling \$20.95
14K Gold \$150.00	Sterling \$14.95
14K Gold \$160.00	Sterling \$16.95

(Postage and Handling \$3.50 — VISA, MC, AMEX accepted)

In RI add 7% sales tax

CALL OR WRITE

SPORT
SILVER

14 PELHAM STREET, NEWPORT, RI 02840

Tel: (401) 846-3145 Fax: (401) 846-3147

Sport Silver is the Official Jeweler of the '92 America's Cup

Boat Names

by Linda and Dick Tillman

The boat names that have been coming into the class office as part of the information requested on the membership form over the years have continually brought a chuckle or an exclamation of amazement at the ingenuity and originality of their authors. Having also experienced the challenge of coming up with a boat name that is clever, original, capable of being illustrated, etc., we appreciate the depth of thought that has gone into the origination of the names on the following list. Enjoy!

007
24 Carat
24 Carrots
2XS
3 Carets
3 J's
3/4Time
50/50
?
A'rival
Abracadabra
Action
Actuation
Advocate II
Aeolian
After Midnight

Alabama Getaway
Alchemist
Alfa
Aliannalizabeth
All That Jazz
Alliance
Almeja Tocha
Alpha Wave
Alter Ego
Amanda
Amazing Grace
Ambitious
Ambush
American Beauty
American Express
American Garage



Ahab
Air Apparent
Air Force
Air Supply
Airplay
Airstart
AJ
AJA
Aja Minor
Ajax
Akela

American Pie
Amulet
Amy J
andale andale
Annamo
Anna
Annalee
Annie Laurie
Another Toy
Another White Boat
Antares

Ante-Up
Apocalypse
Apocalypse II
Apple PieAragorn
Arnold Goes To Hollywood
Arrakis
Artful Dodger
Aslan
Asteri
Atlantic Ave
Audacity
Aurora
Avalanche
Avatar
Azuleju
Azure One
B'n B
Babe
Baby J
Bacchanal Lady
Bad Boys
Bad Dog
Bad News
Baheera
Bald Eagle
Ballantine
Balls
Baloo
Banana Republic
Bananas
Bandana Dog
Bandit
Bandito
Bang
BangBang
Bangor Packet
Banshee
Bantam
Banzai
Banzai Landing
Barb
Barb V
Barbarian
Barbie
Bare Bottom
Bark
Bart's Deal
Basic Transportation
Bate's Motel
Bateau Blanc
Bay Wolf
Beagle
Bearn Bhaogail
Beaux Faux
Bebe III
Bedlam
BeHolden
Benthos
Boowulf
Betelgeuse
Betty Lou
Between the Sheets
Beyond Reality
Big Brother
Big Knockers
Birdie III
Bittersweet
Black Ice
Black Magic

Black Majic
Black Rose
Black Star
Black Tie
Black J
Blackjack
Blackwatch
Blank Expression
Blazing Saddles
Blew-By-U
Blitz
Blizzard
Blow Out
Blown Away
Blu Job
Blue J
Blue Barge
Blue Bayou
Blue Bird
Blue Blood
Blue Boat
Blue Chip
Blue Cloud
Blue Corrosion
Blue Caracao
Blue Duck
Blue Fox
Blue J
Blue Jay
Blue Magic
Blue Magnet
Blue Max
Blue Mother
Blue Side Down
Blue Smoke & Mirrors
Blue Streak
Blueberry Jam
Bluefish
Bluenose
Blueprint
Blues
Bobber
Bobby's Run
Bobsled
Bodacious
Body Shop
Bon Temps
Bone
Bonnie & Clyde
Bonus
Boogaloo
Boom Boom
Boondoggle
Boops
Bootneck
Bottom Line
Bouncing Betty
Box Lunch
Bravado
Breakaway
Bright Finish
Brisa
Bruiser
Brumby's Run
Buckaroo
BUD
Bullet
Bumpy
Bunky's Boat
Bushwacker

Bustin' Loose
Buttercup
Buzz
Bwana
Bzzz
C-Ya II
C.O. Jones
Caffee Royale
Cahoots
Cajun Babe
Cajun Cookin'
Calamity J
Candidate
Candide
Candy

Cher
Cherry Bomb
Cherry's Jubilee
Children At Play
Chimera
Chinchilla Buck
Christina
Chuting Star
Cinder
Cinderella
Circuit Rider
Cirrus
Civil War
Clairvoyant
Class Act



Cannonade
Capital Gain\$
Capricious
Capricorn
Capt. Crunch
Captain Ramage
Cararra
Caribbean Bound
Caribe
Caribou
Carnival Time
Carolina Jazz
Carpe Diem
Carrera
CARRTOONS
Carry On
Cash Flow
Casual Contact
Cat-a- tonic
Catch 24
Caution
Cellide
Celebration
Cenianthus
Challenger
Chameleon
Changes
Chaos
Chapter 12
Chapter XI
Charisma
Charler
Charlie's Angel
Chasing Rainbows
Chautauqua
Cheap Floozie
Cheap Sunglasses
Cheap Trick
Cheers

Class Action
Classic
Clean Livin'
Clementine
Clockwork
Cloud 9
Coal Pile Express
Cobalt
Coca Cola Cowboy
Coffee Royale
Cold Duck
Color Blind
Columbine
Comic Relief
Compromise
Connemara
Conspiracy
Contamacious
Cookie Monster IV
Cool Breeze
Cool Change
Corsair
Cosmic Connection
Couch Potato
Cowabunga
Coyote
Coyote Ugly
Crack of Noon
Cracker Jack
Criminal
Critical Mass
Crocus
Crossbow
Crossfire
Crown Jules
Crowning Blow
Cruachan
Crusader Rabbit
Crush

FLYING CLOUD

Cunning Stunts
Cut Loose
Dagger
Dagofast
Damdolino
Dancer
Dancing
Dane-Gerous
Dark Star
Darvon-The Gift
Das Boot
Dauntless
Dawn Treader
Dazzler
DeJavu
Dead Duck
Deal
Death Defying Act
Deep Sneakers
Defiance
Defiant
Deguello
Deimos
Deja Vu
DeJaVu
Delirious
Delos
Desperado
Deviant
Devious
Diamonds Are Forever
Dickens
Dilligaff
Dilligara
Dire Straits
Dirigo
Dirty Dancer
Dirty Deeds
Dirty Laundry
Disirregardless
Distraction
Dock High
Doctor J
Doctor's Orders
Dog Breath
Dolphingame
Don't Push
Double Dare
Double O
Double Time
Double Trouble
Downtown
Downtown Upoar
Downtownner
Dr. Feelgood
Dr. J
Dragon River
Dragonfly
Dream Girl
Dream Play
Dreamboat Annie
Dry Ice
Dubious Decision
Duct Tape
Dump Truck
Durendal
Dursang
Duster
Dusty Work
Dutch Treat
Dynaflo
Dynamite
E St. Shuffle
E Ticket

Earendil
Easy
Easy Come
Easy Street
Egads
Eclat
Eclipse
Ecstasy
Eddie Haskell
Eden
El Morochuco
El Rayo-X
Electra
Electric Pumpkin
Elusive
Elvis
Emerald Express
Emotional Rescue
En-Joy
Encounter
Endeavor
Energizer
Enerjize
Enjoy
Entropy
Envy
Equalizer
Equity
Escapade
Escape
Esprit
Estrogen
Eurythmic
Excess
Exocet
Exodus
Expedition
Fadeaway
Fahrvegtvagen
Fair Dinkum
Fais Do-Do
Falcon
Fancy That
Fantasia
Fantastic
Far Nient
Far Side
Farfelu
Fast Break
Fast Company
Fast Food
Fast Forward
Fast Lane
Fast Track
Fast Woman
Fastack
Fastbreak
Fastlane
Fat Chance
Fat Lady
Fat Lips
Fatal Attraction
Fear & Loathing
Fearful Symmetry
Feierabend
Fever Pitch
Fin
Fine 4wd
Fine Line
Finesse
Finnegan
Finnigan's Wake
Firecracker
Firedrill

Firefly
Firefox
First Light
Fish Tale
Five Alive
Flamingo
Flat Out
Flea Flicker
Flexible Flyer
Flight
Flim Flam
Floating Point
Floating Prime
Floridays
Flour Power
Flower Kraut
Fluid Dynamics
Flutterbye
Fly Boy
Fly By
Fly Mo J
Flyer
Flying Chicken
Flying Cloud
Flying Colors
Flying Squirrel
Foil'd



Foot Loose
Footloose
For Sail
For The Record
Force G4
Force Ten
Forced Entry
Forget It
Forty-Love
Founex
Four Play
Foxy Lady II
Fractious
Free Lunch
Freedom
Freelance
Freelander
Freestyle
Frenzy
Fresh Aire
Freyfax
Friendly Skies
Friendly Takeover
Frog Lips
Frolic
Fubar
Full House
Full Tilt Boogie
Fun in Boat...yeah?
Funovil
G Boat
Galleon
Galleon Girl
Gandalf
Gang of Four

Gang Way
Gang-Green
Gangbusters
Gangreen
Gem Quality
Generic
Generic J
Geronimo's Cadillac
Gettin' By
Ghost
Gin & Tonic
Gizmo
Glissement
Glory Days
GO
Go
Going Left
Gold Rush
Golden Earring
Goldrush
Gone With The Wind
Good Deal
Good Hearted Woman
Goombay Smash
Gopher Baroque
Gotcha
Gotcha Covered
Gotham City
Gotta Go
Grace Under Pressure
Grafix
Grand Illusion
Grand Slam
Grapeknutz
Gray Area
Gray Beard
Gray Beard
Gray Ghost

Harp
Hasta La Vista
Hattye D
Having Fun
HBI
Heartbreak
Heartbreak Hotel
Heartbreaker
Hearts of Space
Heat Wave
Hefty
Hekler
Hellfire
Her Nibs
High Anxiety
High Five
High Heels
High Hopes
High Noon
High Pockets
High Priority
High Rustler
High Voltage
Highway Cafe
Hilaria
Hiway Cafe
Hocus Pocus
Hollywood Home Boys
Holy Guacamole
Honeyfizz
Honky
Hooligan
Hoopla
Hope
Hopefully Knot
Hopscotch
Hot Air
Hot Bleach
Hot Blooded
Hot Foot
Hot Icicle
Hot Lips
Hot Pepper
Hot Prospect
Hot Pursuit
Hot Seat
Hot Spunk
Hot Ticket
Hot Tub
Hotspur
Houdini
Houlain' Oates
How Rude
Howzat!
HPJ
Hubba
Hubble Bubble V
Humble & Lovable
Hurricane Debris
Hurry Hurry Hurry
Hurry Now
Hurry Hurry
Hustle Bubble V
Hydra
Hydromania
Hyper-Tension
I B A J
I'd Rather Be Blue
I'll Go
IBAJ
Ice
Ice 9
Ice Breaker
Ice Man
Icefire
If Dogs Run Free
Il Moro Di Dieci
IllusionIllusions
Imaginary
Imagination
Imp
Impasse
Impatient
Impetuous
Improv

Impulse
Impulsif
In The Mood
Incorrigible
Incredible
Indecision?
Ineeda
Inherent Vice
Insatiable
In Search Of Excellence
Inside Edge
Inspector Gadget
Insta-Gator
Instant Karma
Instigator
Intense
Intolerable
Intrigue
Intuit
Intuition
Invicta
Invisible
IO
Irish
Island Spirit
Island Woman
Itsy
J de Vivre
J Express
J Fever
J Hawk
J Lude
J Makin' Rhumb
J Walker
J'ai Vingit Quatre
J-24
J-Bird
J-Cuzzi
J-Ello
J-Force
J-Hawk
J-Hooked
J-Hosen Neig
J-Sea's
J-Tease
J-Tripper
J-Walker
J-Whizz
J. B. Winwright
J.J. Flash
J.P. & Company
J/Marie
J
JC2
Jaake
Jack Be Nimble
Jack II
Jackal
Jackpot
Jacuzzi
Jade
Jade II
Jade Warrior
Jail Bait
Jalapeno
Jammin
Jasmine
Javelin
Jaws
Jay Hawker
Jaybird
Jaytag
Jazz
Jazz'd
Jazzmatazz
Jazzy
Jeepers
Jehosaphat
Jenesis
Jeopardy
Jeremiah II
Jeremiah Revival
Jerry Co
Jersey Girl
Jest

Jesture
 Jesus Saves
 Jet Stream
 Jezebel
 Jibish
 Jinx
 Jitterbug
 JJ
 Joe Garage
 Joe Hill
 Joie De Vivre
 Joint Venture
 Jolly
 Jolly II
 Jolly Roger
 Joss
 Joust II
 Joy Ride
 JPJ
 Ju Ju
 Juan O'Too
 Jubilation
 Jubilee
 Juice
 Jump
 Jump Start
 Jump! I
 Juniper
 Junk Yard Dog
 Just Duckie
 Just Jake
 K-Team
 Kachina
 KadaMar
 Kahlua
 Kantagree
 Kapl Kerrunch
 Katalina
 Katy Lied
 Keema
 Keewaydin
 Kehaar
 Kema
 Keyed Up
 Kia-Ora
 Kingfish
 Kingfisher
 King Loon's Folly II
 Kitty Hawk
 Kiwi
 Knight Errant
 Knot Even
 Knot It!
 L.A.S.S.
 La Dee Da
 La Petite Mambo
 La Vitesse
 Last Call
 Last Fling III
 Last Minute
 Latent Defect
 Laundered Money
 Le Mutt
 Lead Dog
 Lead Sled
 Leading Edge
 Lean Cuisine
 Legend
 Leprechaun
 Levitation
 Life In The Fast Lane
 Lifted Spirit
 Light Spirit
 Lightnin'
 Lightning
 Lightweight
 Lil Driller
 Lily Pad
 Limerick
 Linear Accelerator
 Liquefied Damages
 Liquid Asset
 Liquidity
 Little Driller
 Little Feet

Little Red Rooster
 Liz
 Loblolly
 Local Talent
 Locomotion
 Lookma
 Loon
 Loonatic Fringe
 Loop Hole
 Loophole
 Loose Cannon
 Lorelei
 Los Locos
 Lot\$ of Knot\$
 Lotus
 Lounge Lizard
 Love Shack
 Low Rent
 Low Rider
 Lucifer's Hammer
 Lucious
 Lucy
 Luder
 Lulu
 Lunatic Fringe
 Luv Ya Blue
 MC²
 Mac the Knife
 Mach 5
 Machbuster
 Mad Hatter
 Madcap
 Madman
 Maggie
 Magic
 Magic Too
 Magic Twanger
 Maggie
 Maharani
 Mainsqueeze
 Majic
 Make It
 Mal de Mer
 Mama Julia
 Mandarin
 Maneater
 Maniac
 Maniah
 Marimark
 Mariner
 Marisol
 Marital Property
 Masquerade
 Matthew
 Mau-Li II
 Maui Waul
 Max Headstay
 Max J
 Maximus
 Maxx
 Maybe
 Mehitabel
 Menage
 Menage
 Menage A Cinq
 Menage A Trois
 Meretrix
 Merlin
 Metaphor
 Mickey Mouse
 Mind Games
 Minimum Wage
 Minx
 Miracle
 Miracle II
 Mischief
 Misdemeanor
 Miss America
 Miss Conduct
 Miss Fit
 Mistral
 Mixed Nuts
 Mixed Signals
 MJOLNIR
 Molasses

Molly Jane
 Monomania
 Monster Fish
 Moonfish
 Moonshadow
 Moonshine
 More Arandar
 More Grief
 Morning Star
 Mostly Magic
 Movin'On
 Moxie
 Mr. Happy
 Mr. Mojo Man
 Mr. Sea Jay
 Muddy Waters



Muffin Monster
 MUMMS
 Murphy's Law
 Mustang Sally
 My Lady J
 My Sanity
 Naiad
 Name Du Jour
 Nantena
 Naval Orange
 Navhaz
 Navi-Gator
 Navy Blazer
 Nebula
 Nebulous
 Nellie Belle
 Nemesis
 Nene
 New Wave
 Newsense
 Nickkim
 Night Club
 Night Owl
 Nighthawk
 Nike
 Nikkers
 Nimble
 Ninja
 No
 No Excuses
 No Limit
 No Quarter
 No Svet!
 No Sweat
 No Worries
 Not Nice to Point
 Not to Worry
 Novacaine
 Nuts and Bolts
 O K J
 O.J.
 Oat Head
 Ob.Strep.Or.Ous

Obsession
 Obl-Wan
 Obsession
 Odalisque
 Odin
 Off Call
 Offcourse
 Oh J!
 OJ
 Olaf
 Old Wine Stain
 Ole
 Ombriago
 On the Edge
 ON Y VA
 One Hot Number
 One Shot
 Oombriago
 OPGU
 Opus
 Orange Crush
 Orca
 Oreo Express
 Organ Donor
 Orgasmatron
 Orient Express
 Orizaba
 Osprey
 Osprey II
 Out of Control
 Outburst
 Outer Limits
 Outlaw
 Outrageous
 Outrage
 Outrageous
 Outta Limits
 Oyster Pie
 OZ
 Oz
 P.M.S.
 Paani
 Pachuco
 Pacman
 Pain Killer
 Painkiller
 Pamela
 Pandemonium
 Pao Hana
 Papa Jack
 Paragon II
 Parrot
 Partial Eclipse
 Party Animal
 Party Girl
 Party Reptile
 Passion Play
 Passive Activity
 Pastime
 Patriot
 Pazuzu
 PDQ
 Peddler
 Pee Wee
 Pegasus
 Peggy
 Pelican Smash
 Pendragon
 Pendragon's Revenge
 Perdido
 Peregrine
 Perfect Manhattan
 Perfect Timing
 Perfect Vision
 Permanent Wave
 Perpetual Commotion
 Persephone
 Persistent
 PEZ
 Phantom
 Phase One
 Phase II
 Photo Finish
 Photon
 Picoso

Piedmont Ltd.
 Piglet II
 Pigs in Hiding
 Pilar
 Pinball
 Pinchy
 Pink Flamingo
 Pirate
 Pizazz
 Plain Brown Wrapper
 Plan B
 Plane Crazy
 Plane Jane
 Planet Claire
 Plato
 Playtime
 Pleiades
 Plum Crazy
 Pobody's Nerfect
 PoBoy
 Pocket Rocket
 Polar Bear
 Pooh Bear
 Pop Top
 Poteen
 Poultry in Motion
 Predator
 Preparation J
 Pressure Drop
 Primal Scream
 Prime Time
 Priority
 Priority One
 Private Idaho
 Private Time
 Prodrome II
 Project X
 Prologue
 Promised Splendor
 Proto-J
 Psycho
 Puffin
 Pugamahone
 Pull It Surprise
 Purgatory
 Pursang
 Quack
 Quantum Leap
 Quest
 Quibble
 Quick Draw
 Quick Silver
 Quickie
 Quicksilver
 Quinella
 Quintessence
 R Advantage
 R+
 R.C. & Moon Pies
 Rabbit
 Radical J
 Radio Flyer
 Raging Queen
 Ragtime

Ragtime Revival
 Raider
 Rainbo
 Rainbo II
 Rainbow
 Rajun Cajun
 Rampage
 Rancho Deluxe
 Rapide
 Raptor
 Rascal
 Rat
 Raven
 Re-Bel
 Rebel
 Rebel Yell
 Recess
 Red Eye Express
 Red Heart
 Red Storm Rising
 Red Suspenders
 Red Wing
 Redneck
 Redshift
 Reel Assets
 Reggae Dancin
 Relentless
 Relentless II
 Remark
 Repo Man
 Reprise
 Res Ipsa
 Resolute
 Resolute J
 Respite
 Retrospect
 Rhett Butler
 Rhumb Runner
 Rhumba Girl
 Rhythm Method
 Ricochet
 Riff Raff
 Rigel
 Right Stuff
 Rikki
 Rip Lips
 Risk
 Risky Business
 Ro.sham.bo
 Road Dog
 Roadhouse Blues
 Roadkill
 Robin
 Rock & Roll
 Rocket Jay
 Rogue Wave
 Rolling Thunder
 Rosebud
 Roundabout
 Rowdy
 Royalty
 Rubber Soul
 Ruby
 Ruckus





Rudolf
Rudolph
Rum Runner
Rum N Reggae
Rumble Fish
Run-a-muck
Runaway
Runnin' Sweet
Running on Empty
Rush Hour
Saddle Tramp
Saga
Sage
Sailaway
Sailin' Shoe
Saki
Sally Forth
Salsa
Samurai
Sarac
Satisfaction
Savage
Sawdust
Scacco Matto
Scammin
Scarlet O'Hara
Scarlett
Scat
Scherzo
Schizo
Schoodic II
Scimitar
Scooter
Scorpion
Scramble
Scratch My Back
Scream 'n Java
Screamin' Blue Demon
Screamin' Demon
Screaming Flea
Sea Cow
Sea Dancer
Sea Hawk
Sea Horse
Sea Monster
Sea Sharp
Sea-J
Sea-Ya-Bye
Seacup
Seareny
Seaweed
Second Chance
Second Win
Secundum Artem
Self Abuse
Senergy
Sensations
Senta
Septillion
Severance
Shaboom
ShadowFax
Shake and Bake
Shanghai Split
Shark
She Bad
She Bop
Shearwater
Sheegwee
Sheep Thrills
Shh Boom
Shiela
Shifts Happen
Shillelagh

Shining Armour
Shinola
Shock Wave
Shoestring
Shogun
Shooter
Shooting Star
Should'a Shot'r
Show Dog
Show Time
Sidhe
Significant Other
Silk
Silly Goose
Silver
Silver Bullet
Silver Lining
Silver Streak
Simpatico
Sindar
Sirprize
SISU
Sizzle
SKA
Skagit
Skeleton Crew
Ski Tuna
Skyler
Slap & Tickle
Slapshot
Sleeper
Sleeper
Slick
Slider
Sliding Bye
Slippery
Slippery When Wet
Sloop de Ville
Sly
Smokin'
Smooth Operator
Snafu
Snake Eyes
Snake Oil
Snake Wake
Sniper
Snow Bird
Snow Blind
Snow Job
Snowbird
So White
Socially Unacceptable
Sockeye
Soft Machine
Solace
Solar Wind
Something Rude
Son of a Gun
Son of Bullwinkle
Sorcerer
Souwest
Sovereign
Space Ranger
Spark Plug
Sparks
Spectrum
Speed Limit
Speedster
Spindrift
Spinoza
Spirit
Spirit Home
Spirit of Frisco
Spitfire

Spizzerinctum (Spiz)
Splash
Splash Dancin'
Splashdance
Splendor in the Splash
Split Decision
Spoilsport
Spontaneous
Combustion
Spook
Sports Page
Spot
Sprinter
Squarehead
SST Schultz
Star
Stark Raven
Stark Terror
Sterling
Sticky Fingers
Sting
Stinger
Stringray
Storm Front
Stormtrooper
Straight Up Strait Shot
Strange Brew
Strange Crew
Strate Jacket
Stray-J
Streaker
Street Smart
Streetgang
Strider
Striker
Stretch
Sudscity
Sufferin' Succotash
Sugar Magnolia
Sugar Plum
Sun and the Beach
Sun Kist
Sundance
Sundance II
Sunday Mornings
Sunkissed
Sunkist
Sunraker
Sunrunner
Sunset Strait
Sunshadow
Sunshine
Super Collider
Super Cop
Super Sunday
Superman
Sure Burt
Surfer
Surge
Surprise
Surprise!
Suspence
Suspense
Sverre J
Swag
Swan Dive
Sweeney Todd
Sweep
Sweet Jelly Roll
Swells
Symbiosis
Synapse
Syntax
Syrinx
T.J.
TAC
Tacky
Talisman
Talking Heads
Tallawah
Tally Ho
Tama
Tan Fastic
Tangent
Tangerine

Tango
Tantrum
Tar Baby
Tarheel
Tasmanian Devil
Tau Zero
Taxi
Taxi Dancer
TBD
Team Mingya
Temerity
Temptation
Tempus Fugit
Tenacious
Tender Offer
Tenspeed
Terrapin
The Chimera
The Doctor
The Far Side
The Lone Eagle
The Pearl
The Price of Eggs
The Silver Fox
The Twilight Zone
The Wiz
The Yet Zet
The Yot Zot
Thelma
Therapy
Thetis
Thira
Thirsty
This-L-Star
Thistle the Missile
Three Big Dogs
Three Ring Circus
Thriller
Thumper
Thunder
Thunder Duckie
Thunder Road
Thunderstar
Tickled Pink
Tiger
Tigger
Tigress
Tilt
Time Warp
Tin Lizzie
Tinker's Toy
TJ
TKO
To the Max
Toad
Tobermory
Toe Jam
Tommy Knocker
Tonic II
Tonka
Tonka Toy
Too The Max
Top Gun
TOPS'L
Tortoise
Touch of Grey
Tough Crowd
Toy Boat
Traci Too
Traditions
Tramp
Treetops Flyer
Trick or Treat
Trim
Triple J
Triple Play
Troll
Trolleri
Tropical Aggression
Trouble
True Colors
True Stories
Trunks
Trust Me
Tubaul

Tulips
Tundra Rose
Twist & Shout
Twist-n-Shout
Twisted
Twisted Sisters
Typhoon Mary
Tyrone
U2
UKIYO
Ulala
Ulysses
Uncle Wayne
Uncle Wiggly's Airship
Under Construction
Unfair Advantage
Untouchable
Upstart
Uptown Girl
Ursa
US
V-Max
V-Tack
Valhalla
Vamoose
Vanishing Point
Varuna
Velox
Ventura
Verbum
Vertigo
Vigilance
Vincero
Violation
Vishnu
Vitesse
Vixen
Volcano
Volks' Wagon
Volunteer
Wabasha
Wally World
War Eagle
War Path
Warlock
Warp 10
Wasp
Water Music
Water Nymph
Water Rat
Watercolour
Watercooled
Watermelon
Wave Train
We Be
Weasel
We Be Jammin
Weekend With Jinx
Wet Nose
Wet Paint
Whales
What If
Whatboat?
Whatever
Whatshername
Whisker
Whisper
Whistlejacket
Whistler
White
White Knight
White Knuckles
White Lightning
White Out

White Rabbit
White Sugar
White Trash
Whiteout
Who! Dat!
Wicked Wahine
Wicked Wahini
Widgeon Too
Wiki Wiki II
Wild Card
Wild Gravity
Wild Injun
Wild Kingdom
Wild Thing
Wild Wave
Wild Wish
Wildcat
Wildebeest
Wildfire
Wildoats
Willi
Willie Nelson
Williwaw
Wind Dancer
Wind Runner
Wind Shift
Wind Star
Wind Tensor
Windfall Prophet
Windflower
Windigo II
Windquest
Winshift
Windsplitter
Winsprint
Windstalker
Windswept
Windswept II
Windward Warrior
Wings
Winsome
Wired
Wisper
Witt's End
Wiz
Wizard
Wood's Hole
Woodstock
Work and Love
WWI
Xavier
Ya Ya
Yachtzee Challenge
Yankee Rose
Yellow Snow
Yellowbird
Yeti
Yipes
Yo Boat
You Never Know
Young American
Young Turks
ZapSail
Zephyr
Zero Chrisma
Zero Gravity
Zero Tolerance
Zia
Zib Zib
Zilvinas
Zoom
Zuma
Zyla
Zzzap



Anything To Win

by Ken Read



Photo by John Adams

The 1991 World Championship winning crew, from left, Bert Forsberg, Karl Anderson, Chuch Brown, Ken Read, and Stu Johnstone.

We all wake up on certain days and go off to our jobs with the feeling that "it's going to be one of those days". Now, this feeling only comes in extremes. Either I get out of bed on the right side—the REALLY right side, or fall out of bed and and whack my head on the night stand—the REALLY wrong side. This feeling, let's call it male intuition for argument's sake, is common and, for me, comes in streaks. I'm a very supersti-

tious person, so, when the karma clicks, I don't change things. Completely confused yet? Let me explain how this works. (This isn't your basic tuning article.)

Athens, Greece—the J/24 World Championship. We arrive to find our charter boat polished and ready. Let's go sailing! Afternoon tuning on Day 1 and we dust everyone around. Things seem to be going well. Day 2, we dust everyone we tune up with, again. Wow! Things are

taking shape. We are extremely prepared - the crew work is great and all the sail design preparation seems to have had very positive results. Day 3, more of the same. The boat measures in and we're ready. This is way too easy.

Race 1: fourth at the weather mark, third at the leeward mark, second at the next weather mark, win the race. Now things are going great! Here is where superstition kicks in. Everything is work-

ing, so everything stays the same. Get up at exactly 7:30 am, brush teeth, shower, contact lenses (right, then left), boxershorts, shorts, colored shirt (t-shirts are unlucky this week), socks and my lucky sneakers. The same visor and sunglasses are sitting in the same spot every day. It turns out that my wife Kathy is also going through her own ritual, unbeknownst to me. She's placing the hat and glasses in the same spot, getting to breakfast the same time, walking down the steps instead of taking the elevator.

The regatta continues to go unbelievably well. Race 3: we get flushed at the start and forced right. Stu Johnstone and Chuck Brown, Bert Forsberg, Karl Anderson and I are all deep in prayer as most of the fleet continues left and we continue right, looking for a lane. Stu and Chuck start repeating, "I think there is a line coming from the right - keep going." I'm thinking that these guys are dreaming; rationalization in the face of horrible odds. "No, Kenny, keep going." Bam - down twenty - tack and cross the fleet (now trying to dig out of the left). Bam - down twenty again - cross the fleet big time, as most are way out of phase. Win the race by 3:30.

The obvious conclusion to each of us, individually, is, don't change a thing. The unspoken superstition is running rampant and each of us have developed patterns, but do not speak of them. Karl and Chuck hang out in the same spot every morning. They are at the marina under the keel of the same boat, drinking water, waiting to leave the dock. "Our office," they say.

Chuck cleans the bottom every day. "Chuck, do you want someone else to clean the bottom today?"

"No!" His superstition forces him to do it.

Race 4: we can win it today. Beat the competition and place in the top nine. I tell the group we need the top five. I have on the same socks as the day before and the rituals have stayed the same. Average start, but the competition gets flushed right. Stay with them. First mark, 18th, but the other players are behind us. "One by one, you guys, and no stupid chances." The smart guys (Stu and Chuck) go to work and, again, it certainly seems that God is on our side. The next weather mark, eighth. The finish, fifth. It's over!

Then come the revelations. Bert has been wearing the same underwear since our first bullet. Karl is wearing the same

socks. Stu has also been silently following identical daily patterns. Chuck decided to frequent the same bars, for luck. It was at this moment I realized our edge at this World Championship. As a collective group of five sailors, we must smell horrible. No wonder no one wants to start or sail near us. Anything to win.

If we proved anything at this regatta, it was that preparation is certainly key to success, but further evaluation would be naive if we didn't include a little luck. We

hadn't had any good breaks in a couple of years. It rained good fortune at this event.

Ken Read, co-owner of Shore Sails in Newport, RI, is the first three time J/24 World Champion ('85, '86, '91), as well as a three time North American Champion ('84, '85, '91). He received the 1985 Rolex Yachtsman of the Year Award and was the College Sailor of the Year in 1982. Ken has been sailing J/24s since 1979.



easy nav™



The World's most advanced Digital Steering and Hand Bearing Compass

easy nav shows your course so clear, you can read it from 10 feet away. Now grab it, POINT 'N SHOOT, and your new course is set. From now on big course indicator lines guide you left or right to stay on course. It makes manual steering fun again. **easy nav**, with the most advanced fluxgate technology, is a very smart little guy. In fact, it is the most comprehensive boating compass available. **easy nav** takes hand bearings and stores them in memory, with time. 1° precision world wide, even if tilted 20°. Easy to mount at all steering stations, on power boats and sail boats.

A Pioneer Research Product built to highest marine specifications.

PIONEER RESEARCH

216 Haddon Ave., Westmont, NJ 08108, Phone: (800) 257-7742, (609) 854-2424, Fax: (609) 858-8695

Tips From the Top

by Jim Brady

How many times have you heard someone say, "It's the little things that make a difference"? Well, in sailboat racing, that same quote holds true. It amazes me when so many J/24 sailors I have raced with, who know how to tune their boats, understand tactics and the rules, and yet continually get beaten. Why is this? It's purely a factor of the other competitors making less costly mistakes and prioritizing their time preparing for events. It all comes down to being just a little bit better at the little things that all add up to victory.

I would like to bring up several little things that I see happening on J/24s which can add up to big mistakes or losses in boat speed. Let's begin with boat preparation.

First, the J/24 Class has never been more of a true one-design than it is today. If you own a J/24, the only difference between your boat and mine is the way you prepare the boat. Fortunately, the older boats have retained their competitiveness through the years. However, it is rare that these boats are kept up with the latest gear, equipment, or a more simple deck layout. Most of us have faired keels, and some have even faired the rudder, much of which can be done by hand with a sanding block.

The biggest difference is the simplicity of the way the top sailors are rigging their boats. A current trend is to cleat all three halyards (main, genoa and spin) on the mast, rather than aft on the deck. This reduces stretch in the halyard by as much as 10% (less line to stretch) and also clears up the deck clutter, making the boat easier to sail and a lot fewer bruises on the crew! The key here is to make the deck clean and functional. In the cockpit, the backstay is a 2:1 purchase, rather than the old 4:1 system. This reduces purchase, but also eliminates a lot of friction. The backstay should be led so that the skipper can easily adjust it while keeping his weight forward on the rail. The self tacking traveller car by Harken eliminates the

need for traveller cleats on deck, as it cleats on the car itself. Taking the tail of the line and dead ending it in the teak rail abeam of the traveller, makes finding it a breeze.

Okay, be honest with yourself; when was the last time you took off your winches and cleaned them? We do this before every regatta and it sure makes the trimmer's job easier. If you have older winches that have smoothed out and don't hold the sheet without four wraps, call your winch manufacturer and see if



they can re-sandblast the drum surface to create the desired friction. You want to keep the wraps on the winch down to a maximum of three, for quick tacking.

The one speed-robbing factor that stands out among others is the outboard position of the lifelines. We all try so hard to get our weight out in heavy air. Every inch further outboard your crew can hike adds stability very quickly. What are the limitations? Well, the lifelines, and on so many J/24s the stanchions are bent or slanted inboard, preventing the crew from sitting max out. The rules allow the outboard edge of the stanchion to go out to the vertical line (use a plumb line when the boat is level) to the sheerline in plan. I'd say more than 50% of the J/24s could benefit from moving the stanchion tops further out. There are two common ways

to do this. One is simply to bend the stanchion out. The other is to use a wedge under the stanchion bracket to rock the whole base out. Either way, a small knee brace will help keep it in place at its maximum allowable outboard position.

As far as sailing the J/24 is concerned, the area where I see the most ground lost is in the 15-18 knot wind range. This is when most of the hotshots are still struggling with the 150% genoa and the middle to tail end-ers are also trying to use the genoa. The performance differential between the jib and genoa in the 15-18 knot range is so, so small that it is hard to judge. Where the losses show up is in boat handling at the start and on the upwind legs. In this wind range, every time Ken Read tacks he will lose at least a boat length with the genoa up, even with a great tack; whereas, with the jib, the loss is minimized to about one-half boatlength. Now, since we are not all Ken Read's, and don't have expert crews every weekend, I'd venture to say that most of us lose between two to three and a half boatlengths in a heavy air tack. What I'm getting at is, with a few bad tacks the competitor who is having such a nice, easy time tacking on all the shifts with a jib is not only enjoying himself but beating you, too! Re-think the genoa/jib decision the next time you are out in high end genoa conditions.

In summary, let me say what my college sailing coach always told me. "Get a good start, sail fast, play the shifts, and everything else will fall in place." It's a simple statement, but there is a lot to be gained from it.

Jim Brady was selected the 1990 Rolex Yachtsman of the Year, having much of his success in the J/24 Class, winning the 1990 Worlds, Europeans, and East Coast Championships. In 1991 he continued his winning form with a first at the J/24 Midwinters and U.S. National Championship in Miami, and placed second at the 1991 Worlds in Greece. He is currently employed by North Sails.

Read Earns Third NA's Title

by Geoff Evelyn and Steve Ulian

Ken Read, with a multi-national crew of Jeff Neri, Chuck Brown, John Gluek and John Muir, captured his third J/24 North American Championship in a closely contested regatta held on Lake Ontario, at Toronto, Ontario, August 18-23, 1991.

Read finally took the lead with a first place finish in the seventh race on Thursday of the week long event. Up to that point, Steve Ulian, of Marblehead, MA, had held onto a slim lead while being chased during the week by the eventual winner, along with Geoff Moore, last year's champion, and Jens Hookanson, who, like Ken, sails out of Newport, RI. With this win soon after his Worlds victory in Greece, Ken duplicated his efforts of 1985, when he also won both the Worlds and the North Americans.

The 1991 event was hosted by the Royal Canadian Yacht Club at their island facility off Toronto, and was sponsored by American Airlines, Infinity of Yorkville, International Paints and Amstel Breweries. Paul Robert, Jr. served as Regatta Chairman, and Ted Chishold as Race Committee Chairman, both ably assisted by volunteers from RCYC and the Canadian J/24 Class Association. Registration, launching, boat and sail measuring were accomplished in short order, with many boats arriving with completed measurement certificates. Even with the time saving pre-measurement, Gord Burt and his measurement team were kept busy. Prior to the event, John Peck, USJCA Technical Committee Chairman, conducted a seven hour seminar, at which several class members were certified.

With crews from Japan, England, the United States and Canada present, opening ceremonies were held on Saturday night, followed by a short skipper's meeting and barbecue provided by RCYC. The ceremonies were hosted by Paul Kenny and included remarks from the Regatta Chairman, Paul Robert, Jr., the Canadian Class President, J/24 Class Executive Director Dick Tillman, and RCYC Fleet Captain George Meadows.

Commodore Dennis Sherwood closed off the ceremonies by welcoming all the participants and declared the event open with the firing of the Club cannon.

Due to the number of entries (53), no qualification series was held. Racing for the event consisted of a practice session on Sunday morning, followed by the first of ten scheduled races, two each day

until Friday, when again there would only be one race. Under this structure, no races would be dropped; however, the race committee could cancel a race without having to make it up.

Wind for the regatta was sponsored by Hurricane Bob, which was going up the Atlantic seaboard. The winds held steady in the 15-20 knot range, from the



Above: The contestants enjoyed lawn bowling in front of the Royal Canadian Yacht Club.
Below: The fleet lines up for a practice start on Sunday morning.





Photo by Dick Tillman

Akira Iwade, of Japan, sails *Siesta* full speed downwind, jibing in sync with Jens Hookanson, to leeward, in heavy air and rolling seas on Monday.

northeast in the beginning and the southwest later in the week, with the exception of Wednesday.

In the first race of the series, the race committee quickly established that those boats starting early would be called. Chris Larson, in *Love Shack*, Bill Draheim, in *Lightnin'*, and Steve Schmidt, in *Aja*, were among those to receive the five PMS scores. Protests were heard by the International Jury; however, the race committee prevailed and all protests were dismissed. This left Jens Hookanson in the lead, followed closely by Canadian Don Williams, of Halifax, Ulian, Moore and Read.

Monday's racing saw conditions and results similar to the previous day except that Larson and Draheim were able to avoid the PMS syndrome. Larson won the morning race, followed across the line by collegiate champ, Terry Hutchinson. The second race of the day produced similar results, and at the end of three races, Ulian was in first with seven points. Hookanson was one point back, followed by Geoff Moore and Ken Read with thirteen apiece. Monday evening the competitors walked next door to RCYC's neighbour, Queen City Yacht Club, for a barbecue and a slightly different view of the Toronto skyline.

On Tuesday the wind held from the northeast, with seas rolling from the east. In the first race of the day, half the fleet overstood the first mark. Way out on the right, where they shouldn't have been, were Jens Hookanson and Chris Larson, along with the rest of the fleet. Jens was able to fight back to twelfth, while Chris ended up buried. Moore grabbed first, followed by Ulian and Read. Akira Iwade, who at one time led the race, finished fourth. It was felt by many that the windward mark was improperly set, and several protests were filed. The jury was convinced by the race committee that the mark was set in the correct spot, and the protests were dismissed.

The second race of the day saw the team from Japan build on their results from the first race to finish in a solid first. Bill Draheim gained back some of his first race speed to finish second, followed by Josh Kerst and that model of consistency, Ken Read. Regatta leader Ulian was eighth and Moore, thirteenth. After five races, Ulian was hanging onto first with seventeen points over Read's twenty and Moore's twenty-seven.

Wednesday was a wash, as the breeze refused to settle down enough to



THE ULTIMATE SLIPPERY SPEED COATING!

WHAT IT IS: Sea-Slide is a speed-enhancing coating that goes on like a coat of varnish. It's transparent, and can be brushed, rolled, or sprayed on over antifouling paint or bare fiberglass. It dries hard in an hour and cures in 5 hours - paint and launch the same day. It's water-based, non-toxic, non-hazardous. Lasts a full season.

HOW IT WORKS: Sea-Slide forms a hydrophilic film that absorbs water, in effect bonding a layer of water to the hull. Friction is water-on-water, for absolute minimum turbulence and drag. University of Rhode Island tests show drag reduction of as much as 17 percent.

PRICE IS \$55.00 PER QUART - ENOUGH TO COAT A J/24

SEE YOUR DEALER OR **THE KENDON GROUP, INC. 275 CASCADE ROAD**
ORDER DIRECT FROM: **WARWICK, NY 10990 • PHONE/FAX (914) 986-5728**

get a race in. Suddenly, only three races were left in the series. The good news on Wednesday was that each team was provided with five free tickets to the Blue Jay's game at the Sky Dome that evening. In spite of the iffy weather earlier in the day, the evening was sunny and warm and the Dome was open. The J/24 Class shone at this event. Not only were we awarded the loudest applause honor, but we were also singled out on the scoreboard for the squadron of F-15 paper airplanes which flew down to left field from our section. Incidentally, the Jay's lost the game.

Back to racing. The shifty winds of Wednesday gave way to the traditional SSW winds that Lake Ontario is known for. Wind strength honked along at a comfortable 18-20 knots. Some decided it wasn't that comfortable and flew jibs, but soon changed back. Chris Larson and the *Love Shack* crew put on a tour-de-force, winning the first race, and finishing second to Read in the afternoon. While Moore and Ulian had good results in the morning (second and third), the afternoon race proved to be their undoing, as Ulian took a tenth and Moore, an eleventh. Read moved into first place with a three point lead over Ulian, and thirteen points ahead of Moore, with 40.

Thursday evening was the awards banquet, highlighted by the presentation of awards to the top three in each race, and a memento to each member of the International Jury.

Bottom: Jeff Dinse (12) sets pole as Fred Weideke (3147) pinches to round weather mark just ahead of Mary Fraser (38).



Above: Read (Bow 46) completes a tack to duck Larson, *Love Shack*, near weather mark.
Below: Don Williams (KC3849) reaches off below Murphy Rey (KC4585).





Photo by Dick Tillman

Getting the gun in Race 3 is Steve Ulian and crew of John Alofsin, Pat Goodrow, Rob Johnston and Tommy Tomkins, in American Garage.

You Can't Beat The System.



The Baltek Marine Materials System! It's a winner—a complete array of problem-solving composite materials for every step in fiberglass and wood-strip boat construction.

From running plugs and tooling, to lightweight, durable power and sail boats; Baltek has the answers. Now it's all together in a comprehensive, full-color brochure. For your free copy, just call, fax or write us today.



BALTEK CORPORATION

"Baltek = Balsa Technology"

PO Box 195, Northvale, NJ 07647

Tel: 201-767-1400 Fax: 201-387-6631

Telex: 135358 Belcbalsa Nval



Suspense was high going into Friday's race. Could Read hold off Ulian? Could Moore, ever optimistic, come back and somehow repeat as champion? Both Ulian and Read knew what they had to do.

The match race began at the ten minute gun. Ulian and crew tried varying speeds to shake Read. A procession of gybes, tacks, and headsail ups-and-downs followed. The two boats started three boatlengths apart, with Read to leeward. The first shift went left and Read held Ulian off; the two rounded third and fourth and held until the bottom of the triangle. Ulian initiated a quick tacking dual and was able to get his bow out, squeezing Read off and forcing him to the right. A hard fought weather leg ensued which left Ulian five boats ahead at the second weather mark but without the use of a traveller, as it blew up near the mark. Read and crew sailed a fantastic last beat while Ulian struggled to hold off Moore and Hutchinson. It was Larson who won the final race, followed by Hookanson and Moore. Read closed to within a boatlength of Ulian, to finish sixth and win the championship by two points.

At the award ceremony, the winners were presented with fine Canadian Eskimo carvings. Both Ken and Steve acknowledged the work of their crews, with Ken dedicating the victory to crew member Jeff Neri. See you in Long Beach next year.

Geoff Evelyn is the Canadian NJCA President, and served on the North Americans committee. Steve Ulian helmed American Garage to second place in this event. He works for North Sails Marblehead.

Regatta Chairman Paul Robert, Jr., with measurers Gord Borges and Don Ferguson.



1991 North American Championship

August 16-12, 1991

POS	SAIL	BOW	YACHT	HELMSMAN	1	2	3	4	5	6	7	8	TOT
1	US4600	46	Maxx	Ken Read	5	4	4	3	4	6	1	6	33
2	US3379	45	American Garage	Steve Ulian	3	3	1	2	8	3	10	5	35
3	US756	60	Not To Worry	Geoff Moore	4	6	3	1	13	2	11	3	43
4	KC1964	36	Salsa	Jens Hookanson	1	5	2	12	10	7	6	2	45
5	US2	28	Harey Carey	Terry Hutchinson	7	2	12	5	5	9	3	8	51
6	US129	26	Thriller	Tom Treat	6	11	6	6	11	5	7	4	56
7	J4729	15	Siesta	Akira Iwade	30	7	11	4	1	11	4	21	89
8	US4466	06		Michael Dow	19	8	9	9	26	8	14	15	108
9	US4467	51	Love Shack	Chris Larson	PMS	1	8	41	6	1	2	1	114
10	US4733	24	Orgasmatron	Ralph Fisher	14	9	18	8	19	4	PMS	7	133
11	US4802	32	Twins	Waldek Zaleski	21	13	15	7	36	17	8	17	134
12	KC3849	30	Min Headroom	Don Williams	2	17	7	21	16	10	18	DSQ	145
13	KC4585	03	Canadian Yankee	Murphy Rey	11	14	5	PMS	9	16	23	13	145
14	US1983	42	Chinchilla Buck	Kevin Doyle	15	10	30	28	14	22	9	22	150
15	US829	12	Synergy	Jeff Dinse	9	26	27	15	20	36	13	9	155
16	US4595	37	Mistaken Identity	Joshua Kerst	18	20	PMS	18	3	19	28	12	172
17	KC2978	44	Stirred Not Shaken	Gray Ulrich	16	27	20	13	27	18	30	24	175
18	KC4416	05	Rasputin	Ted Reilly	22	15	28	35	15	12	20	31	178
19	KC3913	48	Three Speed	David Tawaststjerna	17	18	14	PMS	23	30	16	10	182
20	US1975	13	Lightnin'	Bill Draheim	PMS	16	10	27	2	15	5	DSQ	183
21	KC31931	56	Tu Plais	David Wells	27	PMS	22	17	21	14	25	16	196
22	KC3307	27	Quick Nick	Katie Nicoll	12	225	23	11	39	26	30	34	200
23	KC3886	49	Muffin	Peter Crompton	20	23	33	19	33	28	21	33	210
24	KC3524	33	Toxic Avenger	Kevin Armstrong	26	24	32	32	22	20	31	26	213
25	K4222	16	RSJ	Simon Slater	22	19	13	23	45	21	17	DSQ	214
26	KC2728	59	a.k.a...	Robert Charuk	33	22	17	42	12	35	34	26	221
27	KC2594	47	Tardis	Ron Schute	PMS	21	DNF	20	7	23	22	25	226
28	KC2248	08	Blade Runner	Frank Steward	23	31	37	16	37	29	32	29	234
29	KC2978	34	Gray Jay	Gooding/Baldwin	25	33	38	26	31	24	38	20	235
30	US104	38	AJA	Steve Schmidt	PMS	12	24	10	54	13	15	DNF	236
31	KC2709	07	Justine	Brian Schmidt	28	32	27	44	34	25	29	19	238
32	2705	53	Serious Suds	Brandon Flack	32	30	36	37	18	PMS	23	11	241
33	KC3887	29	Mythology	Chris Setchell	40	PMS	25	25	35	27	24	23	253
34	2561	43	Showdown	Ken Houldsworth	13	28	26	29	30	33	PMS	43	256
35	1169	57	Rumpus	McKenzie/Beatson	8	29	46	22	43	47	36	37	268
36	3147	31	Candy	Fred Weideke, Jr.	35	38	19	30	17	DSQ	35	DNF	282
37	US3246	40	Newsense	Martin Jensen	24	40	34	46	25	PMS	41	30	294
38	2538	22	Dabadoo	Mary Fraser	44	35	54	41	35	31	27	32	299
39	US4014	52	Air Jordan	Jerome Jordan	38	36	21	51	54	54	37	18	309
40	KC3248	54	Cahoots	Andrew Lamden	PMS	34	PMS	40	29	34	43	28	316
41	KC2604	50	No Frills	Andrew Callum	34	37	DNF	31	40	PMS	37	38	325
42	US2222	10	American Express	Robert Bayley	31	43	41	39	51	39	48	40	332
43	2231	21	Bo Jangles	Albert Frigon	42	48	45	34	49	40	39	35	332
44	4468	23	Psychopath	Mike Cornelissen	36	42	54	36	42	PMS	45	27	336
45	US2659	35	!	Tim Ryan	39	DNF	DNF	33	41	44	33	42	340
46	KC2768	25	Sail Naked	Blair Davies	37	PMS	31	48	38	37	47	50	342
47	1257	18	Finesse	Tim Rathbun	DSQ	44	40	38	44	41	44	46	351
48	KC2345	09		Dan Horchik	40	41	39	47	50	54	42	41	354
49	4294	20	Generation Gap	George Will	43	47	43	45	52	46	40	39	355
50	US4513	04	Carry On	Terry Bowdish	41	46	42	49	46	43	49	DSQ	370
51	KA2600	11	Rambunctious	Brian Petrie	45	54	PMS	43	47	38	46	44	371
52	KC1271	17	Hard Tack	Don Ferguson	47	45	47	PMS	48	42	PMS	45	382
53	2977	41	Damsel	Michael Dosch	46	DSQ	46	50	53	48	DSQ	47	398

Bedford Top European at Cowes

by Peter Williams

The eleventh J/24 European Championship, held this year in the UK and sailed on the Solent, finished on Friday, July 26. After a week of racing organized by Cowes Corinthian Yacht Club, it was the Australian crew of Ian Bashford, Bruce Anson, Phil Smidmore, Chris Parry and David Green, sailing David's boat KA165, *Convicts on Tour*, who won the event with a day to spare from Stuart Johnstone, of the US., who had stepped in to steer K4177, *Jeriatric*, for this event. Consistency was the name of the game in this extremely competitive fleet, demonstrated by the fact that the first three boats overall managed only one race win between them. That was reserved for *Convicts*, who clinched the event with their first race win on the penultimate day to give them the Championship. In third place, and winner of the JRF Adams Trophy for the top-placed European boat, was David Bedford, sail-

ing K4222, *RSJ*, who gave a wonderful display of match racing with Tim Spalding, in *Didjeridoo*, on the last day to ensure his position.

The event was superbly hosted by Cowes Corinthian Yacht Club, with everything running smoothly, from the opening ceremony when the Isle of Wight Member of Parliament, Barry Fields, welcomed the record number of 73 competing crews representing ten different countries, to the championship. Race Officer Bob Milner set up a series of excellent Olympic style courses for the seven race series. The highlight of the week for most crews was the 30 mile long distance race in the middle of the week. This was to provide all the thrills and spills that any of the competitors in these exhilarating, five man boats could possibly want. Winds up to 30 knots got these planing keelboats to speeds of 14-15 knots down the spinnaker reaches.

Swedish boats dominated the practice race held on Sunday, taking the first four places, with the race being won by Bengt Falkenberg and his crew in *J Walk*.

The event proper got underway on Monday, with the first of the two Olympic type races scheduled for the day delayed by two hours to let the light easterly winds fill in and settle. Due to the usual eagerness of the fleet, it took three attempts to get away. The majority of boats went left to pick up the favorable tide, but many found themselves overstanding the first mark as the wind shifted to the right. David Ellis, in *Chieftain*, judged it spot on to lead at the first mark. *Convicts* followed from the left in second place, closely pursued by *Didjeridoo* and *Legal Alien*, who both came from the other side of the course. *Chieftain* continued to pull away in clear air and this order was held to the finish.

After the first aborted start for the

Fresh westerly breezes afforded thrilling reaches for the 73 competitors at Cowes.

Photo by Hamo Thornycroft



second race of the day, Milner quickly moved the line to stop the bunching at the starboard end. The fleet started at the second attempt, with those boats aware of the increased port bias quick to take advantage. On the first beat, *Not Just Now* could see other sailboats at the top end of the course being lifted up the shoreline, and held over hard left to take the lead at the first mark. They were followed round by *Convicts* and *Jeriatric*. On the second beat, these three again took the left hand side of the course, while *Just Keep Taking the Tablets* and *Espresso* took the right hand side of the course to snatch first and second places, which they held to the finish line.

Following the light winds and warm sunshine of the first two days, the forecast for the next day's racing was for fresh to strong westerly airstreams with a frontal system moving through the English Channel — much more like an English summer for our continental visitors. In the end the winds were never above a Force 4/5, but it did rain very hard indeed, complete with thunder and lightning flashes. In the morning race, the Swedish boat of Bengt Forsberg, *Yellow M*, lived up to the promise shown in the practice race by leading all the way round the course to finish just ahead of *Jeriatric* and *Just Enuff*.

The fourth race in the series started from a very heavily biased line. The crew on *Chieftain* were quick enough to spot the situation and made an excellent start right off the pin end to establish a convincing lead by the first mark. *Convicts* started toward the starboard end but steadily picked her way through the fleet to eventually just snatch second place from *Jeriatric*. At the end of the second day's racing, *Convicts*, in top spot, were leading *Jeriatric* by just one point.

The long distance race was scheduled for the third day, to be run over a 30 mile course around fixed marks in the Solent. The forecast for the day was for winds of Force 4/5, increasing to Force 6 from midday. The weather forecasters had got the timing right, although the winds picked up to over 30 knots for the second half of the race, much to the delight of the local sailmakers who were later to be kept very busy sewing spinnakers back together. The start line was set off the Hill Head buoy on the mainland shore, with the first beat a six miles into the western Solent. The first boat around the West Lepe buoy was David Bedford in *RSJ*, followed by *Fuzzy Duck* and *Convicts*. Spinnakers were set for the



Competitors from France, Germany, England, Sweden and Italy work to weather in a race of the eleventh European Championship sailed on the Solent, July 19-26, 1991.

first of several reaches to take the fleet back down the Solent. After rounding the next mark, Bedford made an uncharacteristic error and led the fleet toward the wrong mark. Andy Roberts, in *Enuff Said*, was quick to realize the mistake and grabbed a substantial lead by heading straight to the correct mark. In the melee of boats running downwind, *RSJ* was caught by *Jeriatric* and *Convicts*, who moved up into second and third places. Later in the race, *Jeriatric* was to make a similar error and let *RSJ* and *Convicts* move ahead. The increasing winds allowed the crews to make the most of these exciting boats, with speeds well into double figures being recorded for these 24 footers. Although there were many spinnakers blown to shreds, only one boat was seen to capsize and her Italian crew soon had her back on her feet and racing again.

Thursday saw a return to more moderate conditions for the start of the sixth race, which was to be three laps of an Olympic style course using the full width of the Solent. *Chieftain* and *Convicts* both came off the starboard end of the line in clear air and tacked in toward the mainland shore. The wind shifted to the right and lifted both boats above the fleet. The Australians on the inside of the lift got the advantage on *Chieftain* to lead by 40 seconds at the first mark. On the second beat, the Australians again went right, although the wind this time favoured the left side taken by *Jeriatric* and *Didjeridoo*. By the second windward mark, *Convicts*' lead had been substan-

tially cut but, despite the pressure from the *Jeriatric* crew, the Australians hung on to win their first race of the series and clinch the Championship.

Although the overall winner was decided, the race was still on for the remaining top places and, in particular, the slot for the top European boat. After a two hour delay to let the southwesterly breeze settle, the final race was underway. Rona Basset's *Autumn Leaves* came off the pin end of the line, tacked out to sea, and rounded comfortably ahead at the first windward mark. Caught at the gybe mark, *Autumn Leaves* was forced into a 720 degree turn and lost three places. The lead was taken by *Fly or Die*, followed by *Yellow M* and *Chieftain*, in third spot. At the end of the second beat, *Chieftain* and *Enuff Said* moved up ahead of *Yellow M*. On the next run, *Enuff Said* took the middle lane to grab the lead, which she held to the gun ahead of *Fly or Die* and *Chieftain*. Interest was provided for the middle of the fleet with the battle going on between *RSJ* and *Didjeridoo* for overall third place. These two were duelling right from the ten minute gun, but this match race was won by *RSJ*, which gave her the sought after position as top European boat and third place overall.

This brought to an end a most successful regatta, with the whole European fleet looking forward to the next European Championship to be held at Marstrand, in Sweden, in August, 1992.



1991 European Championship

POS	YACHT	HELMSMAN	1	2	3	4	5	6	7	TOT*
1	<i>Convicts on Tour</i>	I. Bashford	2	4	4	2	3	1	76	16
2	<i>Jeriatric</i>	P. Bateman/S. Johnstone	14	5	2	4	7	2	74	34
3	<i>R.S.J.</i>	D. Bedford	9	21	6	3	2	8	24	49
4	<i>Chieftain</i>	D. Ellis	1	28	42	1	19	5	2	56
5	<i>Enuff Said</i>	A. Roberts	12	44	3	22	1	18	1	57
6	<i>Didjeridoo</i>	T. Spaulding	3	15	5	26	6	3	33	58
7	<i>Scandal</i>	C. Simonds	16	8	16	15	11	7	21	72
8	<i>Yellow M</i>	B. Forsberg	23	23	1	17	12	27	4	80
9	<i>Joint Venture</i>	R. Simonds	7	12	25	10	16	38	23	93
10	<i>Fuzzy Duck</i>	P. Woodman	18	34	8	38	4	13	16	93
11	<i>Espresso</i>	J. Kahler	26	2	21	30	75	12	6	97
12	<i>Smokey Joe</i>	J. Clark	33	18	7	25	11	6	75	100
13	<i>Fly or Die</i>	Peter Kock	54	10	18	18	5	75	3	108
14	<i>Vivace</i>	A. Hummel	17	36	23	11	75	4	20	111
15	<i>Marta</i>	F. Karlsson	35	6	10	16	28	20	36	115
16	<i>Jessica</i>	W. Woods	19	39	35	9	13	21	18	115
17	<i>Kanembe Connection</i>	C. Kearns	10	75	38	31	15	9	14	117
18	<i>Distraction</i>	A. Beaney	27	50	14	12	20	36	10	119
19	<i>One Hundred</i>	J. Setterberg	6	35	68	8	36	30	7	122
20	<i>Sleeping Partners</i>	C. M. Green	46	14	37	7	74	14	5	123
21	<i>Legal Alien</i>	D. Peace	4	7	45	75	9	11	50	126
22	<i>Jooler</i>	M. Urwin	48	40	13	35	17	16	8	129
23	<i>Artful Dodger</i>	R. Brennan	5	55	15	40	27	10	35	132
24	<i>Not Just Now</i>	M. Sparks	13	3	36	36	8	74	38	134
25	<i>Janker</i>	D. Schoetel	32	47	19	28	10	39	13	141
26	<i>Dominator</i>	G. Lindhagen	47	45	34	6	30	28	12	155
27	<i>Joker</i>	M. Maguire	40	27	27	24	29	34	15	156
28	<i>Gossip</i>	E. W. McLean	15	26	29	48	37	15	37	159
29	<i>Anthologie</i>	L. Nadol	24	9	47	27	22	37	41	160
30	<i>Merlino</i>	F. Monaco	38	20	22	13	53	35	34	162
31	<i>J-Walk</i>	D. Falkenberg	28	32	17	57	48	33	9	167
32	<i>Boomerang</i>	M. Pritchard	59	22	11	53	14	42	27	169
33	<i>S'Touche</i>	A. Jardine	42	11	28	34	74	17	39	171
34	<i>Fly Higher</i>	L. Winroth	37	46	24	37	74	19	11	174
35	<i>Pathetique</i>	Rieckborn	36	19	58	46	26	23	26	176
36	<i>Just Keep Talking</i>	C. Probert	25	1	30	15	74	75	31	176
37	<i>Nicholasjka</i>	A. Edblad	39	13	20	5	74	26	75	177
38	<i>Unknown</i>	B. Gustafson	44	17	31	32	31	25	43	179
39	<i>Local Hero 2</i>	B. Lager	30	37	32	23	75	29	32	183
40	<i>Just Legless</i>	R. Cooper	41	38	39	19	23	43	30	190
41	<i>Challenger</i>	P. Tucker	21	16	62	54	24	75	17	194
42	<i>King J</i>	R. Tamburelli	51	43	75	41	21	22	19	197
43	<i>Fruitcakes</i>	D. Conyers	20	41	33	55	29	24	75	202
44	<i>Commodore Street</i>	P. Kall	11	75	40	75	42	32	22	222
45	<i>Tiger</i>	J. F. Anderson	31	58	433	50	34	40	25	223
46	<i>Coup d'etat</i>	R. L. Davis	34	33	26	49	35	55	47	224
47	<i>The Itch</i>	C. Jongerius	8	42	9	21	75	75	75	230
48	<i>Ex Killer Bee</i>	O. Warnecke	22	51	61	42	40	53	29	237
49	<i>Animal</i>	A. McLelland	49	63	48	33	18	45	51	244
50	<i>Jeepers</i>	P. Williams	74	31	41	29	44	52	48	245
51	<i>Mr. Beaujangles</i>	C. Whelan	56	29	53	61	34	46	28	246
52	<i>Excuse My French</i>	D. Lazat	50	52	52	20	38	75	45	257
53	<i>Majic</i>	C. G. Torrens	55	25	60	44	25	75	54	263
54	<i>Red Alert</i>	A. Barnes	52	24	44	47	43	74	55	265
55	<i>Dee Jay</i>	J. W. Rock	29	56	54	58	39	51	40	269
56	<i>Cooeking Fat</i>	B.V.D. Werff-Valk	58	48	57	52	33	41	44	275
57	<i>Vebookkanazie</i>	E. Negri	75	75	12	39	75	31	49	281
58	<i>Joskin II</i>	R. M. Turner	43	30	56	51	52	75	75	307
59	<i>Autumn Leaves</i>	R. Bassett	68	54	74	43	50	49	46	310
60	<i>J 2</i>	J. Cornish	75	60	51	65	32	54	52	314
61	<i>Hollenhund</i>	N. Wohren	60	533	49	59	46	58	56	321
62	<i>Hullabaloo</i>	D. J. LaTouche	45	74	65	45	75	44	57	330
63	<i>Academy</i>	B. Bolton	57	49	59	74	45	75	58	342
64	<i>Juvenile Delinquent</i>	J. Corden	63	61	50	64	49	60	60	343
65	<i>The Leapfrog</i>	P. Salen	53	59	46	56	74	57	75	345
66	<i>Vije Kleine</i>	J. W. Van Cravel	61	57	63	63	74	61	53	358
67	<i>Adrenalin</i>	D. Raftesath	62	75	64	62	54	59	61	362
68	<i>Yobs For The Buoys</i>	G. Powell	67	74	67	60	75	56	42	366
69	<i>Junta</i>	M. Hardie	65	62	55	66	74	47	75	369
70	<i>GiGi</i>	F. Flahault	75	75	69	68	51	48	59	370
71	<i>Jo Jo</i>	S. Chiverton	66	64	71	67	74	50	62	380
72	<i>Mother</i>	J. W. Rock	64	65	66	69	74	62	63	389
73	<i>Jeu de Quille</i>	Mousselon	75	75	70	74	74	75	76	443

*Best 6



Start of a Radisson Cup race that led to a black flag.

Radisson Cup 1991

by Bert Johnson

This year's Radisson Cup served as the Southeastern Regional Championship (for Districts 8, 10, 11) and qualifier for the 1992 Worlds in Annapolis. A talented fleet from Michigan to Florida assembled over the 4th of July weekend for the regatta. The winner was Terry Hutchinson, who travelled back to the area from his new position at Shore Sails Great Lakes. He is certainly not new to the area and is a major local hero, with much of his fame gained as an intercollegiate star at ODU.

The qualifier for the Worlds, however, was Steven Hunt, the highest placing competitor from the region. Steven is a red hot junior, and son of Billy Hunt, a well known local sailor with a successful J/24 background. The Hunts spent last winter restoring and upgrading a beat-up old boat, complete with a warped keel. They were right down to the wire on time, but the boat was beautiful when finished and banged all the minimums when measured. Ken Saylor of North Sails Hampton provided sails and trimming. The new *Bandit* was a fast boat with a smart crew.

The racing was interesting, if difficult. The course was set on Hampton Flats, the site of most one-design racing in the area. The combination of generally light and shifty winds and current required steady nerves and concentration. The first race finally went off under a Black Flag, and an out of town boat,

JYD, with Max Skelly driving, was the first to figure out the conditions. The second race favored the left side and Steven Hunt was able to break the code to take his first bullet. The third race was typically Chesapeake-in-summer: hot and very little wind. The race was finally abandoned, with Steven in spitting distance (or worse) of the finish line.

The first race on Saturday was one that few will forget. The wind was everywhere, but the race committee managed to keep changing marks to complete an Olympic triangle. The Larson/Lengnick team in *Love Shack*, from Clearwater, Florida, managed a well deserved first. The wind finally filled in and the remaining races were sailed in 12-14 knots. Tony Parker, in *Bangor Packet*, hit the left corner hard and led around the course to win the next one. In the third race of the day, Terry Hutchinson, in the beautiful yacht *Coal Pile Express*, finally made the win column.

Only one race was held on Sunday and this time, two local boats led around the course. Steven Hunt took his second bullet, followed by Rob Overton, in *Speed Limit*.

Terry Hutchinson won the regatta with consistent sailing and conservative tactics. His margin was a convincing eight points, with only one first place finish.

Again, the Radisson Hotel at Hampton was the principal sponsor. Parties and social functions were centered around the Radisson, the two highlights being a welcoming cocktail party and a beautiful dinner Saturday night in the main ballroom. The boats rafted up at the city docks adjacent to the hotel.

Next summer's event will again be a three day series held over the 4th of July weekend—great racing, lots of parties, lots of trophies.

Results: 1. *Coal Pile Express*, Terry Hutchinson, 4-3-3-2-1-7 (20) 2. *Love Shack*, H. Lengnick/C. Larson, 3-6-1-5-3-10 (28) 3. *Dusty Work*, Doug Clarke, 5-5-4-8-2-4 (28) 4. *Bandit*, Steven Hunt, 10-1-13-4-10-1 (39) 5. *Fast Forward*, Wake/Amthor, 2-44-16-3-5-9 (39) 6. *JYD*, Max Skelly, 1-8-5-7-12-8 (41) 7. *Speed Limit*, Rob Overton, 7-17-19-11-4-2 (60) 8. *Project X*, Clarke McKinney, 14-2-9-16-18-3 (62) 9. *White Out*, Walcott/Van Cleef, 6-10-10-9-20-12 (67) 10. *Smooth Operator*, David Raley, 11-9-8-13-14-14 (69) 11. *Splash Dance*, John Kennerson, 8-13-2-14-17-19 (73) 12. *Spitfire*, Anderson/Welsh, 9-25-15-10-22-5 (86) 13. *Party Reptile*, Jim Farmer, 23-15-7-15-11-15 (86) 14. *Rocket J*, Bert Johnson, 24-7-6-6-30-17 (90) 15. *Untouchable*, Britt Drake, 15-16-29-19-8-11 (98) 16. *Just Do It*, Jim Englert, 16-20-14-12-7-35 (104) 17. *Willi*, Eddie Williams, 17-11-11-17-24-25 (105) 18. *Shoe String*, Jim Shoemaker, 26-14-244-20-13-13 (110) 19. *Bangor Packet*, Tony Parker, 12-28-17-1-21-35 (114) 20. *Bright Finish*, Peter Davis, 20-22-22-18-16-16 (114) 21. *Ninja*, William Hofmeister, 13-26-21-25-9-23 (117) 22. *Pegasus*, Steve Watkins, 22-24-20-28-23-22 (139) 23. *Bandit*, Edgar Cliborne, 30-27-25-26-6-27 (141) 24. *Two Guys Who Sail*, Elder/Farrell, 19-21-18-32-32-20 (142) 25. *Sea Hawk*, Ed Neal, 18-29-23-22-19-24 (142) 26. *J-cuzzi*, Richard Samms, 21-12-27-21-31-35 (147) 27. *To The Max*, Ron Rash, 34-30-28-23-27-6 (148) 28. *Shining Armour*, William Fuller, 27-18-35-27-26-18 (151) 29. *Vagabond*, Tony Bordeaux, 28-23-12-35-28-26 (152) 30. *Cap'n Crunch*, C. T. Tiller, 31-33-26-33-15-29 (167) 31. *Show Time*, Bob Brunk, 32-19-32-30-25-30 (168) 32. *Fun In Boat*, etc., Bill Dister, 29-32-30-29-29-21 (170) 33. *Fais Do Do*, Michael Miros, 25-35-31-24-33-35 (183) 34. *Island Woman*, C. Clarke Raley, 33-31-35-31-34-28 (192).

Terry Hutchinson heads downwind with Chris Larson to leeward.



Photo by Bonnie Lusink

Deardorf Wins Gold Coast Invitational Match Race

by Gary McPike

The inaugural Gold Coast Invitational Match Race Regatta, sponsored by Anacapa Yacht Club, Oxnard, California, was held May 18-19, 1991. The event, organized in a double round robin format and sailed in J/24s, offered a fine weekend of match racing in the Channel Islands area. Scott Deardorf, of the Santa Barbara Yacht Club, came on strong early in the event, winning all of his Saturday matches, and was the overall winner. Scott also holds the 1990 Mallory Cup title and can list a variety of one-design and fleet racing wins among his credits. The outcome of the regatta was not clear until the end, as Deek Klatt of the host club placed high in Sunday's contests to present a significant challenge. Deek is a highly respected local sailor with an impressive list of local and national accomplishments.

Steve Steiner, a two time Congressional Cup skipper from Long Beach Yacht Club, had a tough time on Saturday in the rough conditions and a borrowed boat. Good humored throughout, he quickly acclimated himself to the J/24 and treated the race committee and spectators to a single-handed charade of prestart maneuvering before Sunday's final race, in which he had a bye. The entry roster was rounded out by Jeff Thorpe, of Ventura Yacht Club, a member of the U.S. Sailing Team as an Olympic hopeful in the Soling Class. His credentials include a notable list of accomplishments in national and international events.

Saturday's action started in lumpy seas and 12 knots of wind that built to the high 20's. In the third flight of the day, the race committee's Z flag called for jibs to replace the genoas. Surfing performance under spinnaker on the twice around, windward-leeward course was awesome. Klatt's race with Thorpe was one of the most hotly contested. The boats were overlapped at every mark and the finish margin was only two seconds. A pre-start protest was later dismissed.

The sea quieted down on Sunday, with under 8 knots of wind for the second round robin of races, some of which were shortened to one lap. Steiner came on strong in a hard fought decision over Klatt. Deardorf was still on top with wins over Thorpe and Steiner, but Klatt beat him in their match in the third flight of the day.

The score now stood at Deardorf, 5; Klatt, 4; but if Klatt's protest in his race with Steiner prevailed, Klatt would enjoy a point score tie. Anticipating this, the race committee provided for a sailoff, but the protest was dismissed. Deardorf took home the trophy and won the invitation to Long Beach Yacht Club's Ficker Cup, to be held in September.

Anacapa Yacht Club is not new to match racing, having hosted a number of USYRU Prince of Wales events. This type of competition is becoming increasingly popular, since it involves equal boats, close action, and a one-on-one challenge to the skippers. Principal Race Officer and Event Chairman Gary McPike pointed out that Anacapa Yacht Club is enthusiastic about encouraging this type of racing in the Channel Islands area and is planning for a much bigger event with more entries and on-the-water umpiring. There will also be a full calendar of social events for the competitors and spectators at the Gold Coast Invitational in 1992.



Scituate fleet J/24s raft up for post race barbecue on 4th of July.

Scituate Fleet 95 Shows Growth

by Christopher Sullivan, Fleet Captain

Fleet 95, Scituate, Massachusetts, has grown from three boats racing in a PHRF fleet a few years ago, to a ten boat, one-design fleet in 1991, and continues to add two to three boats annually. The Scituate fleet helped to organize the first annual Massachusetts Bay J/24 Championship, which was held July 26-28, as part of Marblehead Race Week. Boats from Scituate and Marblehead competed in the three day regatta, and Scituate boats took three firsts in four races. Bob Kraemer, Fleet 28 captain, won the regatta aboard *Remark*, with a come-from-behind victory in the last race.

Fleet 95 also hosted a two race, July 4th Regatta, followed by a barbeque with seven J/24s rafted together in Scituate Harbor. The regatta was won by Bob Gallagher and Chris

Sullivan, on *Floridays*, and Dan Twigg took second place honors, on *X-Dream*.

Fleet 95 will host the Second Annual Massachusetts Bay J/24 Championship in Scituate next August, and all Massachusetts boats are encouraged to attend.

Rash Wins Fleet 134 Championship

by Edgar Cliborne, Fleet Captain

Ron Rash, sailing *To The Max*, won the first annual Smith Mountain Lake Fleet 134 Championship. After many years of a very limited number of J's, we now have an excellent group of seven boats, which is serving to stimulate even more interest and possible growth for our fleet.



Participants in the First Annual Smith Mountain Lake Fleet 134 Championship gather at the club.

Hutchinson is 1991 District 15 Champion

by Zoom Bruhn

Sheridan Shore Yacht Club, in Wilmette, Illinois, set the scene for the District 15 Championship held July 12-14. All the sailors appreciate the staff of the Wilmette Harbor Association who worked overtime in hoisting and easing more than 20 guest boats into the snug harbor. Shoreside regatta organization and hospitality were not up to usual standards (beer consumption was greatly underestimated), leaving some members of the host fleet feeling mildly chagrined. Jackie promises much better parties next time! However, the race committee, headed by former Finn champion Dave Leach, was superb. SSSC's Mike Brown kindly served as scorekeeper.

Friday morning the fleet arrived on course to drift about waiting for the wind to gust in from the southwest. The race committee, ever aware of the shifts, kept the lines squared and the course challenging. Although crackerjack helmsman Terry Hutchinson would have preferred shorter starting lines, he did like the compass play on the fixed mark Olympic course. Hutchinson, sailing Lockwood's *Coal Pile Express* out of Traverse City, Michigan, sensed every shift to advantage and won the first race. SSSC's Alexander Meleney, on *Fast Tack*, placed second in keen contention with Steve Bowers' Minnesota crew on *High Heels*.

By Saturday morning the steady, brisk wind (25 knots) had swung north to northeast and stirred up Lake Michigan's characteristic, messy, white-capped rollers. Nine boats elected either not to compete or not to finish Races 3 and 4 due to turbulence, nauseated crew, equipment failure, and severe hull damage suffered by one competitor in a prestart collision. Grimness aside, Hutchinson continued to dazzle everyone with two more bullets. The crews of Fisher's *Orgasmatron*, O'Donnell's *Yo Mamma, Too!*, Lamphere's *Banana Republic* and Kerst's *Mistaken Identity* vied closely for the next four positions. Ray Groble's *Goombay Smash* provided the best spectacle as it snagged the anchor line of the pin boat at Saturday's second finish. After some hull smacking and with one crew member retrieved from the lake, a disentangled *Goombay* set spinnaker and reached off home to Chicago. The

Doug Kracht rounds weather mark in front of pack in District 15 Championship race.



Photo by Penny Brown

undaunted Groble returned for the evening barbeque and rousing cheers.

Winds continued brisk and northeasterly for Sunday's race. Once again, *Coal Pile Express* placed first and the crew of *Orgasmatron* took their fourth consecutive second place.

Throughout the regatta only two protests were heard, and few yellow flags appeared. As Hutchinson accepted his trophy, he acknowledged the swift, sleek work of his crew. Their five race performance had been a pleasure to behold.

Results: 1. *Coal Pile Express*, Hutchinson, 1-1-1-1-1 (5); 2. *Orgasmatron*, Fisher, 5-2-2-2-2 (13); 3. *Comeme*, Kern, 6-3-9-5-8 (31); 4. *Yo Mamma, too!*, O'Donnell, 15-5-5-3-4 (32); 5. *Mistaken Identity*, Kerst, 7-10-3-7-5 (32); 6. *High Heels*, Bowers, 3-6-15-8-3 (35); 7. *Gangbusters*, Gannon, 12-7-7-12-7 (45); 8. *Banana Republic*, Lamphere, 25-4-4-4-10 (47); 9. *Alpha Wave*, Boemer, 9-8-8-10-15 (50); 11. *Fear & Loathing*, Kracht, 11-9-21-13-12 (66); 12. *Stirred, Not Shaken*, Gray, 29-17-6-6-11 (69); 13. *Boondoggle*, McKearman, 16-11-11-20-16 (74); 14. *Christina*, Turner, 4-12-27-16-21 (80); 15. 2XS, Desanto, 17-24-14-15-24 (94); 16. *More White Trash*, Klein, 14-25-19-17-19 (94); 17. *Permanent Wave*, Siebel, 18-DSQ-10-18-18 (99); 18. *Wild Oats*, Ward, 20-21-12-DNF-14 (102); 19. *Gopher Baroque*, Gustafson, 19-20-24-21-20 (104); 20. *Runaway*, Pendleton, 8-16-16-DNF-DNC (110); 21. *Allegro*, Gerber, 10-18-18-DNF-DNC (116); 22. *Rudolph*, Duffy, 27-26-29-11-25 (118); 23. *Passion Play*, Schalk, 21-22-30-24-22 (119); 24. *Fast Tack*, Meleney, 2-13-DNF-DNC-DNC (120); 25. *Silk*, Janssen, 30-19-23-14-DNF (121); 26. *Finesse*, Rathbun, 24-28-20-22-28 (122); 27. *Blue Corrosion*, Adams, 26-14-25-DNF-23 (123); 28. *Intuit*, Lammers, 28-31-28-19-17 (123); 29. *Perfect Vision*, Rexwall, 33-30-26-23-13 (125); 30. *Goombay Smash*, Groble, 22-23-17-DNF-DNC (132); 31. *Wiz*, Johnston, 30-DSQ-DNF-DNC-6 (141); 32. *Breakaway*, Barriger, 31-29-31-25-26 (142); 33. *Tinker's Toy*, Felten, 35-27-22-DNF-27 (146); 34. *Outrageous*, Birr, 34-DNF-DNC-DNC-DNC (174).

J Daze 1991

by George H. Urich

The annual J Daze Regatta was held the weekend of May 4-5. This year 31 J/24s and 14 J/22s entered the race. Of the 45 boats, 37 were from outside the club. One boat came from as far away as Chicago. J Daze started just five years ago with only one outside boat, and has now turned into a major event in our area.

J Daze is hosted by J/24 Fleet 88 and J/22 Fleet 24 at the beautiful Canandaigua Yacht Club in the Finger Lakes region of New York state. Although it is a combined regatta of J/24s and J/22s, each class has separate starts and race only against their own class.

There were four races on Saturday and three races on Sunday. Except for about a half hour on Sunday, the wind was just about perfect and the sunshine was perfect. The race committee did a wonderful job. Everyone had a great time and the regatta was considered a huge success.

The buffet lunches and dinner were well attended, as was the bar. On Saturday night the dance band Main Street East played. Although some of the racers were too tired to dance, there was considerable activity on the dance floor.

The Canandaigua Yacht Club's small but active fleet did not distinguish itself at this regatta. It could be that we were just trying to be polite. Then again, it could be something else...

In the J/24 Class, awards were given for the first five places overall, most improved, dead last (also known as the most opportunity to improve) and the best overall in the Canandaigua



Tom Raes sails J-Tripper to the starting area at J-Daze Regatta.

Yacht Club Fleet. Results of the top fifteen follow. Special award winners were:

Most Improved Russell Cook in Significant Other (4177)
Best CYC Overall Peter Giles in Purgatory (3768)

Because the regatta has grown to 45 boats and still more growth is expected, the J/24s and J/22s will hold separate regattas next year. Next year it will be J/24 Daze.

Results (Top 15): 1. 3456, *Lucy*, Mark Sertl 2-6-6-1-1-6-4 (26); 2. 4173, *Peggy*, Kirk Reynolds, 1-1-5-6-16-1-3(33); 3. 4173, *Sea Cup*, C. Corbishley, 4-6-1-5-4-4-9 (33); 4. 481, *Split Decision*, Doran/Pirillo, 13-2-7-4-2-3-12 (43); 5. 4687, ?, Ben Taves, 7-3-16-3-6-14-2 (51); 6. 4014, *Snafu*, Jerome Jordan, 5-11-12-13-12-2-1 (56); 7. 2331, *Sea Monster*, Hank Killion, 20-8-4-9-15-12-5 (73); 8. 3140, *Blazing Saddles*, Brendan Benson, 14-17-2-27-5-5-8 (78); 9. 2572, *Amanda*, Mark Lawless, 8-5-33-26-13-10-14 (79); 10. 4177, *Significant Other*, Russell Cook, 4-10-9-14-22-9-11 (79); 11. 1916, *Spirit*, Rodger Voss, 17-15-8-23-3-7-10 (83); 12. 4454, *Syncronicity*, Eamon Benson, 27-12-23-10-7-11-7 (97); 13. 4278, *Bateau Blanc*, Reid Stava, 10-32-20-2-21-13-19 (117); 14. 4279, *Impulse*, Harvey Davis, 3-23-22-8-20-25-21 (122); 15. 4587, *Cosmic Connection*, Dave Tierson, 9-24-19-29-11-19-13 (124).

Fleet 4 Holds 'Significant Other' Challenge

by Craig Morgan

One of the most interesting and enjoyable events ever held by Fleet 4 occurred on August 17, outside Milford Harbor. Seven boats participated in the very unusual Significant Other Challenge race. The Notice of Race contained some new phrases, with only slight alterations to the J/24 Class rules:

1. Each crew will consist of two individuals that are married or might be considered in a 'significant other' relationship.
2. The 'S.O.' must be at the helm for the entire race (God help us, one and all).
3. No spinnakers allowed during the race, but if you wish to tie up your crew or helmsman with the spinnaker after the race, this will be permitted.

4. For safety reasons, the use of either a jib or genoa sail was determined by the race committee prior to the start of the race.
5. The race will be governed by the IYRR and the rules of the J/24 Class, as well as marriage vows and lover's promises.

The race was open to all Fleet 4 members and their S.O. "crazy enough to get involved in this." Fees were none, but "You may pay big-time, later..." Sailing instructions were available at the Milford Yacht Club, with the warning that any instructions to your S.O. should be worded carefully. As to scoring, it was noted that finishing the race without major discord would also be considered winning in some respects. In addition to the percentage penalty, "excessive yelling will be penalized at a later date. Divorces will be handled by Jacoby and Meyer. Arguments will be handled by Dr. Ruth."

The afternoon started with an aggressive water fight, because the wind on Long Island Sound would not cooperate. After an hour, everyone cooled off and the wind warmed up to 2-3 knots. The four mile race had a perfect start under genoas. The wind continued to pick up and was up to 5-6 knots by the windward mark. By the time everyone rounded the leeward mark, the wind hit 15 knots. It was amazing to see how well the relatively inexperienced helmswomen were handling the boats in those conditions. Jamie and John Seldorf came out on top, with Lee Leffert and Dave Berger in second. Teresa Elia wanted to make the race a series...she came in third with her husband, Glen.

Interesting to note was the fact that there were few "discussions" on the race course. The start was one of the quietest and calmest we could recall! Everyone came in very happy that they had participated, and ready for the Second Annual 'Significant Other' Challenge.

Results: 1. Jamie Seldorf/John Seldorf; 2. Lee Leffert/Dave Berger; 3. Teresa Elia/Glen Elia; 4. Susan Heron/Ted Walen; 5.* Linda Morgan/Craig Morgan; 6.* Irene Wall/George Wall; 7. Colleen McAvoy/John Poole. *Dead heat—still under discussion.

Crew (top row): Ted Walen, Dave Berger, George Wall, Craig Morgan, John Poole; skippers (bottom row): Susan Heron, Linda Morgan, Irene Wall, Lee Leffert, Colleen McAvoy; not shown (off celebrating?): Teresa and Glen Elia; Jamie and John Seldorf (winners).



J/24s Make Strong Show at J-Fest Northwest

by Ann Christiansen

Each year J-Boat owners in the Pacific Northwest are treated to J-Fest Northwest, an incredibly fun, well organized regatta held at the Corinthian Yacht Club of Seattle. Once again, at this year's event held June 22-23, the J/24s had the largest fleet of all the J-Boats competing (J/22s, J/24s, J/29s, J/30s, and J/35s), with 28 boats.

Light breezes and strong currents made Day 1 of the racing "interesting." It was a toss of the dice all day. Sometimes the right paid, occasionally the left was wonderful, and then again, when you least expected it, the middle was the place to be. Although this was an unpredictable day for all of the top boats, Andy Parker and crew, on *Trust Me*, showed considerable consistency and led after three races.

Sunday was a bit more breezy, but the current remained a big factor in the day's strategy. Even with the allowed throw-out, consistency would surely be the key to winning this regatta. *Trust Me's* finishes on Sunday were not as solid as the day before. Continuing Saturday's string of top ten finishes, Jack Christiansen and crew, on *Magic Bullet*, emerged the 1991 J-Fest winners.

Results (Top ten of 28; one throwout): 1. 4448, *Magic Bullet*, Jack Christiansen, 3-7-4-18-2-2 (18); 2. 3885, *Trust Me*, Andy Parker, 1-9-1-21-8-9 (28); 3. 229, *Flyer*, Stuart Archer, 4-1-7-19-10-6 (28); 4.

483, *Keema*, Mark Harang, 7-13-2-9-6-4 (28); 5. 2845, *Self Abuse*, Harry Dursch, 9-6-6-2-16-5 (28); 6. 4124, *Carpe Diem*, 14-10-25-6-5-3 (38); 7. 4459, *Strait Shot*, 19-2-10-5-3-27 (39); 8. 617, *Wee Pee*, Doug McCombs, 16-2-6-24-7-10 (65); 9. 415, *Kingfish*, Monique Howard, 12-26-11-1-1-21 (46); 10. 3747, *Hot Pursuit*, Michael Johnson, 10-4-9-24-7-16 (46).

Stray J Wins Fleet 144 Championship

by Peter R. Davis, Fleet Captain

The 1991 Wrightsville Beach Fleet 144 Championship was won by *Stray J*, skippered by Steve Robertson. In second place was the defending champion, *Bright Finish*, skippered by Peter Davis. Neal Turner helmed *Sensations* to third place, with *Shining Armour*, skippered by Bill Fuller placing fourth overall. Fifth in the eight boat fleet was *Spontaneous Combustion*, skippered by Robert Borknight.

The fleet championship was run in conjunction with the second Annual J-Fest Regatta, which has grown in popularity. The five race series was sailed in the Atlantic Ocean off Wrightsville Beach, in winds ranging from 8 to 18 knots. The Carolina Yacht Club was host, with Robert Martin the race committee chairman, and Sam Barfield, race officer.

Bright Finish on a screaming reach at 1991 J-Fest and Fleet 144 Championship at Wrightsville Beach, Virginia.

Photo by Sam Barfield





Photo by J. H. Peterson

Marc Lazarus (Bow 32) gives Stephanie Schmidt (Bow 44) the squeeze at a congested weather mark rounding at the 1991 Volvo Newport regatta.

Geoff Moore Successfully Defends Volvo Newport Crown

Sixty-nine J/24s competed in the 1991 Volvo Newport Regatta in Newport, RI, July 19-21. Over seven races were completed on Rhode Island Sound, in near-perfect conditions. Defending champion Geoff Moore's performance was equally as flawless. The Fleet 50 member posted 1-1-2-3-1-8-3 finishes for a total of 18.25 points in the no-throwout series, besting second place finisher Ed Adams, also of Newport, RI, by 16.25 points. Robert Weir of New York, NY, finished third with a total low-point score of 75.

"We worked very hard to find the low density areas at the starts," said Moore, commenting about the big fleet. "There were three occasions where there were too many boats and we'd hold back. I prefer big fleets. It's much easier at the start because you can hide." Moore skillfully managed to avoid posting a PMS, a circumstance that foiled the chances of many of his rivals.

Dr. Robin Wallace, of Ida Lewis Yacht Club, and Tom Chadwick, of the Narragansett Bay Yachting Association, shared the race committee chairmanship for this feisty fleet that gathers every year from all over New England and beyond. Sail

Newport organizes the event. The eighth annual running of this great social and racing event is scheduled for July 10-12, 1992, where the J/24 Class will again be part of the 300-boat fleet.

Results (Top 10): 1. Geoff Moore, Newport, RI, 1-1-2-3-1-8-3 (18.25); 2. Ed Adams, Newport, RI, 2-8-4-4-4-6-7 (35); 3. Robert Weir, New York, NY, 22-10-6-10-7-4-16 (75); 4. Max Skelley, Havre de Grace, MD, 4-5-41-1-17-15-4 (86.75); 5. Jeff Johnstone, Newport, RI, 41-14-7-20-2-8-13-6 (97); 6. Tony Rey, Newport, RI/John Murphy, Cambridge, MA, 7-9-70-8-2-3-1 (99.75); 7. Tim McKegney/Marcel Beaudin, Burlington, VT, 5-35-14-3-23-20-1-23 (109.75); 8. Kevin Coughlin, Cumberland, RI, 13-12-17-7-27-7-27 (110); 9. Louisa Holt/Bill Boatwright, Newport, 16-17-22-9-28-10-11 (113); 10. John Alofsin, Newport, RI/Steve Ulian, Marblehead, MA, 3-3-70-12-3-19-5 (115).

1990-91 Texas Circuit and District 14 Championship XIV

by John Peck

Thunderstar, skippered by Scott Young and crewed by Mike Haggerty, Doug Kern, John Moran and Mark Fewkes, secured the Championship after completing six of the eight regatta series. There are three throw outs allowed, to encourage teams

to attend five regattas and therefore earn a rank in the district, which is designated by bow number for the next year. Since the 1992 World Championship will be held on this continent, the District 14 Championship qualifies one boat to attend. Prior to the Circuit end, *Thunderstar* secured a birth at the Worlds by winning the Southwest Championship; therefore, the quest for the second place pass-down was furious to the end.

The battle ended at the Western Open sailed on Corpus Christi Bay, September 21-22, with *Grand Slam* (winner of the 1990 Midwinters) emerging victorious over the next four boats, which were separated by only three points. *Grand Slam* was skippered by Paul Foerster, with occasional relief from Rob Johnston while Paul was pursuing an Olympic Campaign in the Flying Dutchman. Paul was the designated helmsman for the Circuit and the seat at the Worlds. Rounding out the top five were *Pressure Drop* (third), sailed by Mark Foster, of Oklahoma City, and Terry Flynn, of Houston; *U.S.* (fourth), sailed by Kelly Gough of Coppell, TX, and Reese Hillard, of Ft. Worth; and *Monster Fish* (fifth), sailed by Mark Hallman, of Dallas, John Peck, of San Antonio, and Rick Pitcairn, of Houston.

A total of 112 teams competed in at least one of the eight regattas, with an average of 41 boats on the starting line. The fact that these statistics have been consistent for the past several years indicates a well balanced formula is in place. The standard Class IV Sailing Instructions (adopted in 1986) have been set in memory for most competitors, which makes the Skippers' Meetings brief. We would like to again express our appreciation to Randy Robinson, Senior USYRU Judge and Race Officer, who has worked with the district to coordinate a team of judges for each event. In support of USYRU, entry fees are discounted to USYRU members.

If you are interested in attending one of the Texas Circuit events, check the calendar in the back of this issue for the regatta nearest you. Some charters are available, and yacht storage can be arranged before and after each event.

Results (8 regattas, 3 throwouts; top 31 of 112): 1. 3418, *Thunderstar*, Young/Haggerty, 1-5-1-2-2-1-3-7 (7); 2. 968, *Grand Slam*, Foerster/Johnston, 5-16-DNC-1-1-3-9-1 (11); 3. 4435, *Pressure Drop*, Foster/Flynn, 2-14-2-DNC-4-2-5-4 (14); 4. 4144, *U.S.*, Hillard/Gough, 4-2-DNC-3-13-4-2-8 (15); 5. 4029, *Monster Fish*, Hallman/Peck/Pitcairn, 9-3-3-4-9-17-10-4-2 (16); 6. 2437, *Bad Boys*, Faget/Coogan, 7-4-3-6-16-11-1-3 (17); 7. 634, *Carnival Time*, Tom Meric, 6-6-5-13-6-12-6-5 (28); 8. 3764, *Plum Crazy*, Plumer/Gayle, 10-9-6-11-11-8-7-26 (40); 9. 1040, *Graybeard*, J. Anderson, 11-1-DNC-8-14-20-13-13 (46); 10. 3287, *Preparation J*, R. Tears, 9-13-7-10-23-32-33-11 (50); 11. 1997, *Mr. Happy*, Nelson/Bartlett, 8-11-DNC-4-24-19-DNC-9 (51); 12. 3485, *Jasmine*, Schaffer/Craig, DNC-17-8-17-DNC-7-DNC-10 (59); 13. 4243, *Slick*, Andre/White, 18-7-DNC-12-21-26-16-DNC (74); 14. 2380, *Superman*, D. Broadway, 15-21-11-35-22-DNC-18-16 (81); 15. 3771, *Marisol*, M. Minot, 17-10-DNC-19-33-14-22-DNC (82); 16. 1499, *Whatboat*, H. Hirschberg, 21-8-19-28-19-15-14-14 (89); 17. 2573, *More Grief*, L. Conger, 20-32-14-18-34-21-17-DNC (90); 18. 2017, *Red October*, J. Roy, 9-24-26-15-37-36-43-11-17 (93); 19. 3283, *Uptown Girl*, E. Broersma, 19-12-DNC-16-DNC-30-21-DNC (98); 20. 2618, *We Be*, Clark/Gowen/Peado, 12-23-DNC-DNC-18-33-28-22 (103); 21. 4178, *Crap Shoot*, T. Twaalfhoever, 22-24-DNC-22-27-22-19-20 (105); 22. 101, *Dump Truck*, G. Garrett, 13-DNC-DNC-32-7-17-39-DNC (108); 23. 3496, *Snake Eyes*, C. Price, 14-19-DNC-20-46-29-26-DNC (108); 24. 2975, *Lightnin'*, Daws/Cantrell, 25-25-18-38-25-35-24-DNC (117); 25. 1565, *Tallawah*, K. Livingston, 26-27-DNC-36-30-DNC-DNC-15 (134); 26. 2829, *Instant Karma*, S. Elliott, 27-15-DNC-DNC-44-24-DNC-25 (135); 27. 3263, *Wild Kingdom*, T. Jacobs, 16-22-DNC-26-41-34-DNC-DNC (139); 28. 2118, *Sly*, Z. Troxel, DNC-DNC-DNC-23-37-31-27-29 (147); 29. 1385,

Forced Entry, M. Hardick, 31-30-DNC-33-39-44-DNC-30 (163); 30. 1570, *Patterson/Travis*, 23-100-DNC-21-12-16-DNC-DNC (172); 31. 4168, *Deguello*, Watson/Thompson, 33-DNC-DNC-39-43-39-34-31 (176).

Alamitos Bay Yacht Club Team Wins Area J POW

The USYRU Area J Finals of the U.S. Match Racing Championship for the Prince of Wales Bowl, was sailed in J/24s in the waters off the Channel Islands Harbor, at Oxnard, California, August 24-25, 1991. The regatta was hosted by Anacapa Yacht Club and was attended by four yacht club teams who were winners from local SCYA area sail-offs, from San Diego to the Santa Barbara Channel.

The weather was overcast both days with calm seas, and light winds only reaching six knots on Saturday and getting up to 10 knots on Sunday. The regatta was sailed under the new USYRU match racing rules, using on-the-water umpiring, and

Photo by Louise Noeth ©1991



The teams changed leads several times and were overlapped at most of the mark roundings.

an additional new "wrinkle" of starboard mark roundings (great for the spectators).

The winner of this year's Area J event was Alamitos Bay Yacht Club, with 5.2 points, skippered by Mark Golison and crewed by Bruce Golison, Greg Lowe and Andy Ayale. The ABYC team sailed a flawless regatta, taking advantage of the light and shifty winds on Saturday to win their first three races. As the wind picked up on Sunday, they sailed a classic match race, winning the starts and always covering their opponent. They forfeited the last race against the Santa Barbara Yacht Club team, after winning the first race of their matched pairing.

The second place team was from the Santa Barbara Yacht Club, with 4.2 points. Skippered by Scott Deardorff and crewed by Matt Wilson, Kirk Arndt and George Sanchez, this is the same team that beat the ABYC team at the Mallory Cup finals in 1990, and the interval was just as close. In Race 5, the ABYC yacht and the SBYC yacht changed leads several times and were overlapped at most of the mark roundings, but ABYC was able to hold off SBYC and cross the finish line less than two seconds ahead.

In third place was the Windjammers Yacht Club team, skippered by Craig Yandow, and in fourth place was the San Diego Yacht Club team, skippered by Chris Busch. Even though they did not rack up the points, they proved to be worthy opponents and none of the teams went home scoreless.

The team from ABYC will travel to St. Petersburg, Florida, to race the winner of each of the other ten USYRU areas, in 23 foot Sonars in the Finals, October 1-6, on the same, starboard rounding course.

Noroton Fleet 99's 1991 Season

by Al Ferlazzo and Lee Morrison

As the 1991 sailing season winds down, members of Fleet 99 are enjoying the new Noroton Yacht Club facility, planning our Columbus Day Regatta (which is also the Northeast Regional Championship and a qualifier for the 1992 Worlds) and competing in our Fall Series. Top finishers in our first three series in 1991 were:

Spring Series (11 races): 1. Chris and Waldek Zaleski; 2. Lee and Susan Morrison; 3. Don Voorhees.

July 4th Series (4 races): 1. Al & Dave Constants; 2. Lee and Susan Morrison; 3. Couch Family.

Summer Series (17 races): 1. Al and Dave Constants; 2. Lee and Susan Morrison; 3. Raymond Family.

Younger people from Noroton's junior sailing program are becoming more and more active in Fleet 99. For example, in the July 4th Series, the Couch's third place finish was made possible by their two eight year olds, Jake and Chris Couch, twin brothers who steered to the three best finishes. Josh and Luke Raymond and Mark Barker, while a little older than Jake and Chris, also have been prominent in the Raymonds' success this year. Heather Boynton, Jens Miller, David Gilchrist, Philip Constants, and D. B. Aymar have also done a lot of J/24 sailing. We are all pleased that these young people are enjoying sailing in J/24s and we look forward to even more involvement in the future.

Fleet 99 members have also been successful in away regattas. Lee Morrison won the District 3 Championship in June and will be representing the district at the 1992 Worlds. New members Chris and Waldek Zaleski have been very

competitive at a number of regattas, including the North American Championship, Buzzard's Bay, Volvo and the Great Lakes Championship, where they were fourth.

Team Racing in J/24s

One of the highlights of the 1991 season was a day of team racing that pitted four J/24s sailed by crews from the neighboring Stamford Yacht Club against crews from Noroton's Fleet 99 and other one-design fleets. It seems that the Noroton and Stamford Yacht Clubs formerly competed annually for the Draper Trophy, a beautiful pewter cup representative of the prosperity of the yachting elite in the early 1900's. For over 20 years the two clubs team raced in Star Class Boats, until 1946, with each club winning about half the time. In 1990, the series was revived with a cruising boat team race, won by Stamford. This year the boats were eight, evenly matched J/24s, using 100% jibs to make tactics more of a factor than boat speed. We sailed a best three-of-five series on Saturday, July 27. To make the racing even more tactical, the scoring was adjusted to award 1.5 points for first, the effect of which is to reduce the value of the 1,2 finish combination. This means that there is no longer a guarantee of a winning combination when two boats from a team finish first a second. We sailed short, windward-leeward, once-around courses with a downwind "gate", which was the start-finish line. By requiring all boats to sail through the gate downwind, an extra mark and set of lay lines were added, along with all of the related tactical considerations.

Noroton was able to win Race 1, as the Stamford Team was becoming accustomed to the J/24s vs. the larger boats they normally sail. Race 2 was a closer contest with much more tactical racing, but Noroton benefitted from a late wind shift that turned the final beat into a fetch. In Race 3, the Noroton team controlled the start and had a winning combination at the leeward mark, but the Stamford team did a great job of attacking and covering to pull out a win. This was team racing at its best, as all the boats finished within a minute of one another, and the outcome was not decided until the last boat finished.

While the teams awaited the Race Committee's adjustment of the course for a new breeze, the tension level was high, as the momentum had suddenly shifted to Stamford. The start of Race 4 was closely contested, with Noroton holding a slight advantage going up the beat. However, Stamford was protesting a Noroton boat, so we needed a decisive win in the event we lost the protest. Noroton held its advantage going into the final beat, when the action intensified. One Noroton boat luffed a Stamford competitor for what seemed like hours, while another competing group was wildly circling one another, trying to gain advantage. Meanwhile, two Stamford boats were trying to move the last Noroton boat into eighth place, which would have given Stamford a win, assuming they were successful with the protest. But a well executed, fake jibe near the finish allowed the Noroton boat to beat both Stamford boats to nail down the race and the series.

After racing, Jan and Chip Raymond hosted a reception for the competitors, jury and race committee. Stamford Yacht Club's Commodore, Bill Rogers, presented the Draper Trophy to Noroton's Team Captain, Lee Morrison, and Vice Commodore, John Schultz. Judging from the highly competitive racing, it looks as though the teams are as evenly matched today as they were sixty years ago, and plans are already underway for the 1992 Draper Trophy challenge. The members of both Noroton and Stamford Yacht Clubs are happy that this friendly competition has been renewed.



Flanked by the traditional CSC Bunnies, Chris Larson and crew accept First Place silver.

Larson Wins '91 Easter Regatta

by Robert Key

Outstanding sailing conditions prevailed for the Columbia Sailing Club's 24th annual Easter Regatta, held March 28-30, on Lake Murray, North Carolina. The field which included top talent such as last year's winner David Van Cleef, Chris Larson and Max Skelly, was treated to two days of intense competition sandwiched around top drawer shoreside entertainment. Larson overcame a disastrous fourth race to garner top honors, but his victory was not without white knuckled challenges from Van Cleef, Skelly and local favorite, Joe Waters.

A wicked cold front moved through Georgia and South Carolina on Friday, bringing severe weather. The winds, which by race time had built to a steady 25 knots with gusts over 35, foretold of wild racing conditions, but the judges, noting extremely severe weather reports issued by NOAA which included a tornado warning, elected to cancel the racing. The decision caused a few skippers and crew to grumble, but the vast majority were supportive of the call, particularly in light of a reported tornado at the headwaters of Lake Murray.

The backside of the front produced crystal clear skies, 18-22 knots of northwesterly breeze and temperatures in the low to mid 70's on Saturday. In order to make up for lost time, the race committee, headed by John Dotterer, ran four races over windward leeward courses. The fleet broke out their blades for the first race. Larson, sailing *Love Shack*, detected a slight pin end favor and started on the left side, but quickly moved back to the right. From the right center position he tacked back to starboard, setting himself up perfectly for a 20 degree lift. The breeze moderated slightly and several boats, including *Love Shack*, switched to their genoas during the downhill run, but Larson was unshakable.

In the second race, Larson got buried at the start as he got caught in the second row at the pin end. Utilizing superior boat speed, he footed out underneath the pack and worked the left center ledge, playing the shifts to get to the weather mark first. From there he covered for the rest of the race, to win.

Race 3 saw Larson at the pin end again for the start. This time, however, he was pushed over early and had to round the pin to restart, as the I flag was up. Fortunately, he was able to come out with a clear lane on port tack. After getting to the right center of the course, he tacked back to starboard and was set up nicely for a 20 degree lift. He rounded the weather mark fourth, behind Van Cleef and Skelly, but hung in for the next four legs and finally squeaked by at the finish when he caught a puff before the other two.

Joe Waters ruled the fourth race, much to the delight of the local spectator fleet. Waters, who had taken a fourth, a second and a sixth in the first three races, started at the pin end and worked the middle of the course to round the top mark in third position, behind Van Cleef and Skelly. Larson had a great start

at the committee boat, but got out of phase and became trapped in the middle of the fleet. Waters rounded the leeward mark in the same position and then went to work on the left side. There he reached a wind line before Van Cleef and Skelly and was able to flop over and cross them. Van Cleef initiated a tacking duel on the last third of the last weather leg, but was unable to break free. Waters ended up the day in first place with 13 points, while Van Cleef, Skelly and Larson were all bunched around 16.

On Sunday, the decisive fifth race was sailed in a splendid 10-12 knot breeze out of the north, under clear skies. Van Cleef detected a distinct pin end favor and nailed the start. From that point, he was able to tack to port to consolidate and set himself up for the rest of the race. Waters got buried at the start and was forced to eat a header on port tack to reach clean air. Unfortunately, he was never able to clear the pack and climb back into contention. Larson and Skelly tangled with each other most of the race, which allowed Van Cleef to sail away to a victory. Larson, however, stayed just close enough to edge out Van Cleef for the overall win.

This year, the Columbia Sailing Club reintroduced the awarding of the Perlita Trophy, which honored George Sumner, one of the founding fathers of the Columbia Sailing Club. The Perlita is a perpetual which was introduced when the Easter Regatta was an E Scow event. Past winners include the likes of national and Olympic champions, but when the event was changed to J/24s in the late 80's, the trophy was retired. As a result of the wishes of the Sumner family, the award was reinstituted, with Larson being the first J/24 winner.

As is tradition, the social life of the regatta was second to none. Beer flowed constantly and if anyone did not have fun on the race course, they made up for it on land. The traditional barbecue dinner was superb, as was the grilled chicken on Saturday. Late night activities were at Jimmy's, a local bar and grill, and included a pool tournament and beer slide. Rumor has it that Waters, with "help", took a slide down Jimmy's bar and landed on his head in a trash can Saturday night. (A possible excuse for his poor start on Sunday?)

The Easter Regatta has gained a reputation for being one of the finest organized regattas in the country, which is evidenced by the entries from as far away as Michigan. Superb racing and excellent onshore activities combined to make this year's event a success once again. Columbia Sailing Club appreciates the support of the J/24 Class and welcomes all competitors back next year, as well as any uninitiated who might enjoy a taste of southern hospitality at its best. The 1992 Easter Regatta will be a Worlds qualifier, so another excellent turnout is anticipated.

Results (top ten): 1. 4467, *Love Shack*, Larson, 1-1-1-14-2 (19); 2. 4540, JYD, Skelly, 3-2-2-9-4 (20); 3. 3456, *American Garage*, Van Cleef, 12-3-3-2-1 (21); 4. 2719, *Fast Lane*, J. Waters, 2-6-4-1-11 (24); 5. 3204, *Bruiser*, Duvoisin, 4-5-9-7-6 (31); 6. 1729, *Grey Fox*, T. Waters, 6-10-12-5-5 (38); 7. 4395, *Bacchanal Lady*, Kerst, 8-14-11-6-7 (46); 8. 4269, *Speed Limit*, Overton, 13-8-6-3-24 (54); 9. 3004, *Classic*, Howard, 18-4-16-8-8 (54); 10. 3471, *Bright Finish*, Davis, 10-13-7-13-14 (58).

Rochester Fleet 41 Reports Active Season

by Carol Wetherald, Fleet Captain

The capricious Upstate New York weather has impacted the Fleet 41 sailor this year. Our annual spring party was cancelled because of Ice Storm '91, which left Rochester without power for two weeks.

We had a classroom/on-the-water clinic led by Steve Ulian, of North Sails Marblehead, and organized by Bob Lasser. On a cold, windy May 18 the fleet sailed numerous practice starts which were video taped from two power boats while the instructors coached with loud hailer. Since it was the first day out for many, the snafus were often hilarious, but watching the videos of ourselves was most informative and helpful.

Fleet 41 began travelling in May, first to the J Daze Regatta at Canandaigua Lake, where eight RYC boats participated. Mark Sertl finished first in the 31 boat fleet, with Ben Taves, Corbo Corbishley and Mark Lawless also finishing in the top ten.

Cory Sertl and Ben Taves finished first and second in the Sodus Bay Challenge Cup, June 29-30. That Saturday night Eugene and Heidi VanVoorhis hosted an island barbeque

dinner for 75 skippers and crews from the 25 boat fleet racing that weekend.

The District 7 Championship was at Fairhaven, July 5-7, and featured dramatic thunder and lightning as well as fireworks in the evening. Five RYC boats participated, with Cory Sertl, Mark Lawless and Ben Taves finishing in the top ten.

At the Levels Regatta in Youngstown, July 27-28, Corbo Corbishley finished second and Mike Nahmias finished in the top ten of that 38 boat racing fleet.

Rochester Yacht Club hosted the Great Lakes J/24 Championship and regional Worlds qualifier, August 9-11. With a second place, Cory Sertl qualified to go the Worlds in Annapolis next year. Eleven RYC sailors participated in the 38 boat event. Friday's race was sailed in 25-30 knot winds with 10-12 foot waves; Saturday and Sunday it blew only 20-25 knots. It was a challenging, exhilarating regatta.

The spring and summer club races continue, with scores accruing for the scratch, MVP, and team racing series. The fleet welcomes three new active racers: Steve Hart, Tom Raes, and Dan Peck. We look forward to an exciting Fall Series.

Fleet 128 Recovers with Great Racing

by Justin Topilow

We had reported in the spring issue that Fleet 128 in Atlantic Highlands, New Jersey, had had a tragic winter when our most active sailor and our friend, John Eggers, passed away. In addition, a number of owners put their boats up for sale. Chris Decker's J/24 *Star* was sold and delivered to Sweden. For awhile it looked as if Fleet 128 was headed for a weak season.

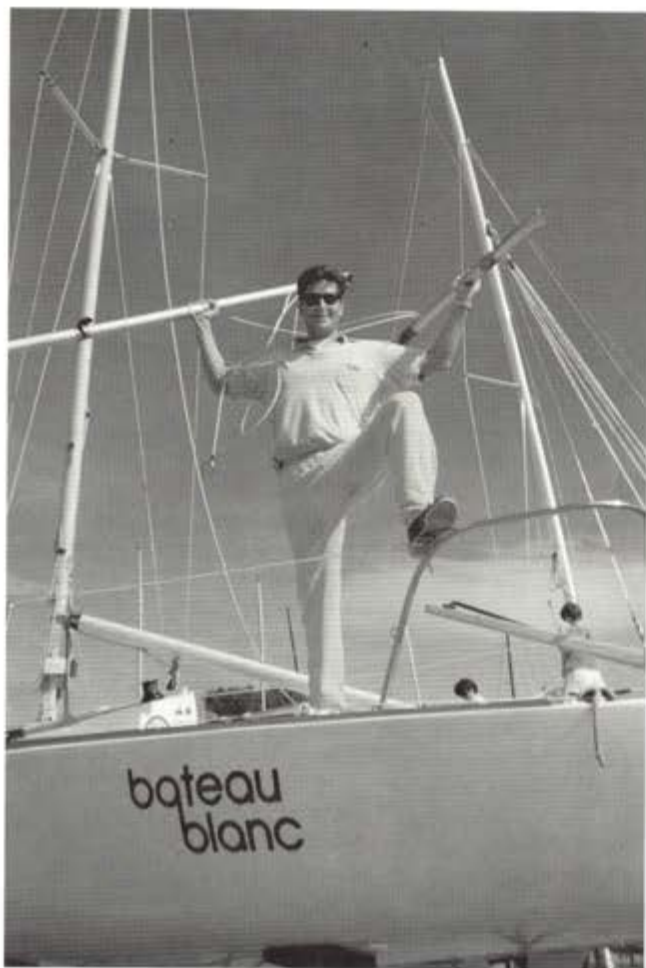
We wish to tell the rest of the J/24 world that Fleet 128 has recovered! With strong leadership over the winter from Wolfgang Kornwebel, the old members of the fleet have become more active, and our membership roster has recovered due to recycling of old boats and moorings. We have had some great racing so far this season!

Bill Ewing's boat *Jalapeno* was sold to Art Olsen after he lost his big boat to a fire. After some initial setbacks while getting used to the course, Art has managed to take several bullets with *Jalapeno*. Welcome to the fleet, Art; but we wish we were not looking at your transom so often!

Another top finisher in the fleet so far has been Dave Tschaen, on *Jitterbug*. This yellow boat has stung many of us this season. Dave has done particularly well in the weekend series and double handed races. Steve Lopez and Barbara Gold have taken their boat *Elvis* up the east coast, as well as around our own Olympic Circle. They have had some great finishes in Atlantic Highlands, and some good times up in Newport, Rhode Island.

Several of our members have improved their boat's appearances with new uniforms and gear. We all noticed Bob Wilson, on *Priority*, sporting a large Stars and Stripes on his stern pulpit before each race. *Priority* has had a number of good finishes. The author sails on *Tops'l*, which also has a new look. The crew's blue shirts, and especially their pink hats, make sure the *Tops'l* can be seen coming and going.

Our fleet captain, Wolfgang Kornwebel, sums up Fleet 128's racing season with the name for his boat, *Photo Finish*. Many of our races have seen boats finish within a few seconds



Lake Ontario does it again! Tim Long, crew on Reid Stava's Bateau Blanc, exhibits a pair o' drumsticks spinnaker pole after heavy air racing in the Great Lakes Championship.

of each other. Wolfgang and his wife Norma have a new logo for *Photo Finish* that must have had some effect on their performance, as they have certainly been competitive this season.

Bob Kinsey's *Frenzy* has seen many different skippers, but remains a challenge to the other racers. *Frenzy* has finished well in our Wednesday evening series. *Mixed Signals*, sailed by Dave Sawyer, has the competition mixed up. *Double Trouble*, sailed by Charlie Boeddinghaus, has had some close finishes and beat *Tops'l* by a bow pulpit in the last double handed race. Bob and Melanie Cole are continually learning how to improve their racing while sailing *Cat-a-tonic*. Art Pfair,



Tops'l sails to weather off Atlantic Highlands in summer '91 season.

on *Hot Icicle*, and Michael Busch, on *The Doctor*, have had quite some fun racing this season. A new rookie this year is Mark Segal, on *Grumpy*. Jay Maney, on *Sunshine*, has made some appearances late in the season. We are looking forward to seeing more participation from *Hocus Pocus* and our newest J/24, *Silver Bullet*.

Fleet 128 has some major regattas left to sail, and its sailors have, to date, shown and generated much enthusiasm. We are all looking forward to the rest of our season.

Happy Sailing!

Fleet 86 Supports Active Agenda

by Gail Rosenke

Fleet 86 Easter Bunny Regatta

On March 30, 1991, seven crews of 5-6 persons met at the St. Petersburg Sailing Center, expecting the predicted 15-20 knots of winds. Ha, ha! The weatherman foiled us again!

There was enough air to sail out to the race course and start the first race. There was enough air for the top three boats to finish. Then it died to a bare breath, causing the fourth finisher to drift into the RC boat and be DSO'ed! Then after filling in slightly, the wind became flukey, and the rest of the fleet finished by reaching "upwind."

Unable to set a proper course in the continuing 'flukey-ness,' the RC finally abandoned the racing, and the fleet retired to the Ringside Cafe for some apré regatta food, drinks and merriment.

Results: 1. *Grayling*, Rich Gahn; 2. *Energizer*, Gail Rosenke; 3. *Uncle Wayne*, Mickey Cooper; 4. *Spectrum*, Chuck Hall; 5. *Rip Lips*, Kent Irving; 6. *Duck Soup*, Ken Clark; 7. *Sunshadow*, Gareth Eich (DSQ).

Spring Into Summer Regatta

Thunderstorms surrounded the St. Pete Sailing Center on Saturday, April 20, 1991, as a severe weather front pushed southward. The race committee postponed racing for about an hour, giving the front time to move through. The five boat fleet sailed out to start Race 1 in a 15-20 knot, northeasterly breeze. During the windward/leeward, twice around race, the wind slowly, then rapidly, died and shifted to the south, making the beat to the finish a kite run. Unfortunately, the one-man RC did not have time to shift the finish line, so he let us finish, then, as the breeze was down to a whisper, he towed us in to the dock. Oddly, the fleet survived the shift, finishing in almost the same order as they rounded the first weather mark (second and third place swapped positions).

Results: 1. 2905, *Spectrum*, Chuck Hall; 2. 1993, *Uncle Wayne*, Ken Carpenter; 3. 2202, *Grayling*, Rich Gahn; 4. 1761, *Energizer*, Gail Rosenke; 5. 3339, *Rip Lips*, Kent Irving.

Sunshine State J/24 Championship

The unofficial Davis Island Yacht Club team of foredeck, Mark Rosenke; mast and middle man, Terry Beasley; trimmer, Roger Beasley; and helm, Gail Rosenke, had a great time and did some smart sailing to place third out of 15 in the Sunshine State J/24 Championship, held May 4-5 at Burnt Store Marina. The two boats that beat us were both Worlds qualifiers. We were especially pleased because this was the first time we had sailed together, proving that people who know what they are doing can keep up with the best.

The setting at Burnt Store is "old Florida," with a sprinkling of condo's. Charlotte Harbour is a pleasant place to sail, with summertime breeze patterns similar to my home port of Tampa Bay. The first morning's easterly, 8-10 knot landbreeze predictably clocked before dying for awhile, then filled in from a mostly westerly direction and built back up to 12-15 knots for the final race of the day. The end of Day 1 had the Landry/Kinsey team, on *Downtown*, solidly in first place with three firsts. *Energizer* followed with finishes of 4-3-2. In third place was Chris Larson's



Love Shack, with 5-4-3. Chris was over early in the first race and had clawed his way back through the fleet to finish fifth.

There was quite a party in the pool by the Chickee Hut, followed by an over priced, but tasty, deli buffet in the Hut. We were a captive audience, since the nearest food was at least 20 miles away.

Day 2 started with breezes coming more out of the south at about 8-10 knots. The breeze appeared to be building, which caused some anxiety to the underweight crew on *Energizer*. It maxed out at about 15-16, much to our relief. Also to our benefit were the windward/leeward courses that were used for the whole regatta. Larson, sailing like he usually sails, got two firsts to beat us out of second, overall. However, our finishes of 3-5 were good enough to land us in third place. Landry/Kinsey's 2-6 kept them in the winning slot.

Overall, this was a very competitive regatta and one we'll plan to do next year as part of the developing J/24 Florida Circuit. For information or input on the circuit, call Mark Rosenke, Fleet 86 Captain, at (813)895-7771.

Results (one throwout): 1. *Downtown*, Landry/Kinsey, 1-1-1-2-6 (5) 2. *Love Shack*, Larsen, 5-4-3-1-1 (9) 3. *Energizer*, Rosenke, 4-3-2-3-5 (12) 4. *Bone*, Olive, 3-2-10-6-4 (15) 5. *Quantum Leap*, Steele, 2-8-4-10-12 (24) 6. *50/50*, Boel/Page, 8-10-5-4-8 (25) 7. *Thistle*, Meyer, 12-9-9-5-3 (26) 8. *Jolly II*, Mattson, 10-11-6-12-2 (29) 9. *InstaGator*, Koch, 6-7-8-8-9 (29) 10. *Blind Pig*, Gale, 9-5-14-7-10 (31) 11. *Pirate*, Ahrens, 7-6-7-14-11 (31) 12. *Therapy*, Purton, 11-14-13-13-7 (44) 13. *Indecision*, Gross, 14-13-11-9-14 (47) 14. *Murphy's Law*, Murphy, 13-12-12-11-13 (48) 15. *Cranky Yankee*, Frizzi, 15-15-15-16-16 (61).

Second Annual J/24 Couples Race

Threatening clouds dissipated during the 4:00 p.m. competitors' meeting, leaving a nice 10-12 knot southwesterly for the start of the second annual J/24 Couples Race held July 6, 1991 at the St. Petersburg Sailing Center. The RC Chairman explained this year's format: a one quarter mile weather leg, followed by the SPSA No. 2 (a fixed mark triangle).

It was couple's choice on sails. All but *Black Star* used 150's, and *Black Star* changed to the 150 on the final weather leg. *Rip Lips* and *Spectrum* were the only boats that did not use spinnakers. RC Nancy Graham noted, "I wish I'd had a camcorder; even the best sets were sooooo slow!"

With a large lead at the second mark, *Firecracker*, *Black Star* and *Energizer* jibed and headed for what they thought was the Cut G range mark, only to be caught up by *Greyling*, who had dropped her chute and close reached to the real Cut G. By the final weather leg, the wind had dropped to 4-6 knots and was very shifty, causing many position changes all the way to the very close finish between the top five boats.

Nice brass photo frame/albums were awarded to the top three finishers. *Rip Lips*, as mid fleet finisher, won a pair of 1991 J/24 Class calendars (mid year!) and all participants received



Directed by Jim Klosowski and Lew McMasters, Mark Rosenke goes to great lengths to measure Fleet 86 boats.

new Suncoast Fleet 86 coffee mugs!

Even the RC du jour was a couple: Garris and Nancy Graham. Thanks to both of you for a job well done!

Results: 1. *Black Star*, John/Samantha Jennings; 2. *Firecracker*, Harvey Partridge/Sherry Welch; 3. *Greyling*, Rich Gahn/Virginia Walker; 4. *Rip Lips*, Kent/Nancy Irving; 5. *Energizer*, Gail/Mark Rosenke; 6. *Uncle Wayne*, Ken/June Carpenter; 7. *Son of a Gun*, Bill/Lil Classen; 8. *Spectrum*, Ed Hancock/Lynn Allison.

Florida's West Coast Gains Measurer

The fifty-plus J/24s on the west coast of Florida finally have a national class measurer in their midst! The 1990 Stonecrab pre-measurement for Suncoast Fleet 86 last September, and the 1991 Midwinters in Miami in January were the training ground for Fleet 86 Captain Mark Rosenke to be certified as a national class measurer. Under the watchful eyes of Jim Klosowski, Doug Wilson and Hank Killion, Mark learned all the in's and out's of the fine art of measuring hulls and sails. A very essential part of this training is helping boat owners see the wisdom of bringing their boats to compliance with class standards. Boat owners and sail lofts are welcome to call on Mark if any questions arise regarding J/24 Class measurement.



From left, Row 1: Ed Hancock, Lynn Allison, Mark Rosenke, June Carpenter, Nancy Graham (with RC flag), Virginia Walker, Nancy Irving, Kent Irving, Garris Graham. Row 2: Bill and Lil Classen, Gail Rosenke, John Jennings, Sherry Welch, Samantha Jennings, Harvey Partridge, Rich Gahn, Ken Carpenter.



The 36-boat fleet heads for Race 3 start late Saturday afternoon.

Photo by Jack Christiansen

1991 Western Regional-Long Days and Whales

by Ann Christiansen

Thirty-six J/24s from Washington, Oregon, Idaho, Montana, California and British Columbia attended the Western Regional Regatta held June 7-9, in Seattle, Washington. Since this regatta was a qualifier for the 1992 World Championship in Annapolis, there was much activity at the waterfront for two days preceding the event. By 9 a.m. on Saturday, twenty two J/24s had been completely certified, 144 royalty tags and sail numbers were checked, and 180 crew members had been humiliated at the scale.

With boats and crews prepared, racers were greeted with an overcast, windless Seattle Saturday. After drifting and waiting for a couple of hours, the RC led the fleet north in search of a thermal. More drifting, eating, card games, pizza delivery by boat, reading, boat work—a regatta planner's nightmare!

Finally, about 3 p.m., lines of breeze began to appear. Strong current and light wind didn't faze this crowd; sails were up immediately, a line was set, and Race 1 was underway.

Despite the late starting time of Race 1, the race committee was able to sneak in two more races on Saturday. Thirteen hours on the water and three races: a long day, with boats finishing Race 3 and sailing or motoring toward the dock in complete darkness. This day's racing marathon meant the protest deadline one hour after the RC docking was 10:50 p.m.! The judges were left happily snoozing in bed, and all protests were postponed until Sunday, after racing.

Although Saturday's scores were not posted until Sunday morning, it was very apparent that *Suspence*, skippered by Carl Buchan, was leading due to their consistent finishes. Other boats in the hunt included *Zula*, *Magic Bullet*, *Joss*, *Wee Pee* and *Oathead*. Scores were tight, and a lot was to be decided in Sunday's racing.

A tired group of racers was alivened by the presence of wind Sunday morning. Only a few hours after returning to the dock, the fleet was once again and off racing.

One of the most exciting events of the weekend occurred at the start of the fifth race. Although it didn't affect the regatta's results, the appearance of a large whale on the starting line, about three minutes before the start, was quite spectacular. Needless to say, that mammal didn't have to work too hard to

find a hole on the line.

Sunday's breeze allowed the race committee to complete three more races, with much of the day remaining for out-of-towners to pack up their boats and for socializing.

At the completion of Sunday's racing, it was obvious that the team of Carl and Carol Buchan, and Fritz, Tina and Cheryl Lanzinger were the winners of the 1991 Western Regional Regatta, with finishes no worse than fifth, and no higher than third. With the win, Carl qualified for the Worlds in Annapolis in 1992.

There was quite a point spread between *Suspence* and the rest of the fleet, but the rest of the results were close. A hard fought battle for second was won by Herb Cole, on *Oathead*, while Brian Thomas, on *Zula*, finished third. Just one point in fourth was Jack Christiansen's *Magic Bullet*, and Mark Harang, on *Keema*, was fifth.

Although the wind didn't cooperate completely, the Western Regional was a successful regatta. And on the side, the two days helped west coast J/24 sailors develop a little more patience, and the passage of time proved that it doesn't always rain in Seattle.

With additional Worlds qualifying regattas in the west, you can expect to see lots of activity from the area J/24 sailors!

Results: 1. *Suspence*, C. Buchan, 3-5-3-4-5-3 (23); 2. *Oathead*, H. Cole, 11-3-11-5-2-1 (33); 3. *Zula*, B. Thomas, 9-8-1-13-6-7 (44); 4. *Magic Bullet*, J. Christiansen, 6-1-15-11-1-11 (45); 5. *Keema*, M. Harang, 2-9-17-7-12-5 (52); 6. *Joss*, G. Salkind, 5-7-10-2-8-24 (56); 7. *Wee Pee*, D. McCombs, 16-2-6-24-7-10 (65); 8. *Kingfish*, P. Conrad, 15-12-5-18-20-13 (83); 9. *Flyer*, S. Archer, 10-11-12-12-22-19 (86); 10. *Jaytag*, M. Brockman, 7-4-21-23-14-20 (89); 11. *Beagle*, S. Rohrer, 27-18-2-9-30-4 (90); 12. *Plane Crazy*, A. Kimball, 20-25-11-6-4-28 (94); 13. *Aslan*, P. Bogataj, 4-19-20-21-27-8 (99); 14. *Jailbait*, F. Laffitte, 26-16-9-15-19-14 (99); 15. *Shaboom*, D. Jones, 32-22-7-8-18-15 (102); 16. *Wild Wave*, B. Holtz, 19-29-8-1-21-30 (108); 17. *Pursang*, M. Sullivan, 1-30-18-26-3-31 (109); 18. *Deep Deep Trouble*, P. Young, 39-27-26-3-9-6 (110); 19. *Electra*, J. Perkins, 23-15-23-34-16-2 (113); 20. *Rhumba Girl*, B. Hyslop, 24-13-21-30-18-9 (115); 21. *Casual Contact*, S. Wijsen, 29-10-28-19-17-12 (115); 22. *Trust Me*, A. Parker, 18-39-16-17-15-17 (122); 23. *Celerity*, P. Moes, 30-14-13-16-25-29 (127); 24. *Tundra Rose*, K. Whittemore, 25-6-19-10-36-36 (132); 25. *Maniac*, J. Fisher, 14-36-22-29-10-21 (132); 26. *Blue Boat*, L. Burger, 17-17-25-14-32-27 (132); 27. *Ruby*, K. Olsen, 13-20-39-25-23-23 (143); 28. *Orizaba*, J. Hanna, 8-23-30-27-24-36 (148); 29. *Silver Lining*, R. Shurtleff, 33-21-31-20-13-33 (151); 30. *Delirious*, G. Boucher, 12-35-37-28-33-16 (161); 31. *Rajun Cajun*, R. Adams, 28-26-31-22-29-25 (161); 32. *Peregrine*, S. Wiley, 22-24-33-31-28-26 (164); 33. *Dancer*, G. Gale, 31-33-29-33-26-32 (184); 34. *Andiamo*, S. McCarthy, 34-34-37-37-31-18 (191); 35. P. West, 35-31-32-32-34-29 (193); 36. *Intuition*, O. Clayburg, 36-28-37-35-35-36 (207).



Carl and Carol Buchan in *Suspence*.



Top: Fleet 49 sailing in Marina del Mar on a beautiful sunny day.
Bottom: "So we were a little close . . .," says the crew of J. B. Winwright as they fend off Jah Love during California Circuit regatta.

Marina del Rey Fleet 49 Still Growing

by Leann Jurczk

We're still growing - the fleet just keeps multiplying! Recently we've added two boats to the fleet and three more are in the process of being bought, bringing the total number of boats to 24. Seventeen of the 24 race consistently and our Wednesday night races are so popular that we added a B fleet trophy to the event.

The quality of racing keeps getting better as the fleet grows. Marina del Rey has eight boats in the top twenty of the Southern California district, with Carl Forsander and Mark Levy tied for fifth after three regattas. There are eight boats travelling to away regattas on a regular basis. The Marina fleet has also had strong representation at the San Francisco Volvo events. The attitude among the fleet members is that the more we travel, the better we get.

The overall J/24 trophy for Wednesday nights went to George Antarr, who was virtually without his boat for most of the summer. But once he got it back, he came on strong and edged out Don Rosenkranz for overall honors, with third place going to Doug Steele. The B fleet trophy was awarded to Tom Hulme and Kim Weir, one of our new additions to the fleet. George will be defending his fleet championship title in October when the fleet holds its third fleet championship regatta. Expected attendance for this regatta is 22 boats. With the addition to the fleet of Tom Leweck and Howard Chestly, top racers from the

Santa Cruz 70 and Olson 30 fleets, the consistency of local racers Mark Levy and Carl Forsander, and sleepers Wally Hollyday and Ted Gerike, George will have his work cut out for him.

People from other local one design fleets have asked what keeps the fleet's momentum going, and the answer is very simple: teamwork. Every member of the fleet is committed to helping build the fleet. There has been a tremendous push within the fleet to ensure that all of our boats are legal and certified. On several occasions, fleet members have been down at the hoist under the light in the evening, doing what it takes to help someone measure in. Steve Potter and Cartwright Sheppard were burning the midnight oil one night, trying to get their keel to measure in, while on another occasion Doug Steele, our local measurer, stayed up till midnight helping fellow fleet member Doug Weitz measure in before a big regatta. Our monthly fleet meetings are a huge success and very informative. New and old members get their questions answered and have an opportunity to swap go-fast strategies. We have compiled an extensive crew list so that, hopefully, no boat is ever short of crew. The crew list has also proved to be a source of potential boat owners; once they get out there racing, they want their own boat.

We held our second annual J/24 summer barbecue, which has turned into a very popular event. It's fun to get together off the water, although the competition still exists—volleyball games lasted until there just wasn't enough light to see the ball anymore. It's important to remember that, even though we're tough competitors, we're also friends!

We feel that the reason the momentum hasn't stopped is because it's not just one person pushing the benefits of the fleet, it's the FLEET pushing the benefits. Our goal for '92: we want thirty boats on the line, and we think we'll find them!

Results, 1991 District 21 Circuit (top ten after three regattas): 1. *Jump Start*, Keiding, 2-4-1 (7) 2. *Ice 9*, Berkus, 3-2-5 (10) 3. *J-ROZ*, Hey, 12-5-7 (24) 4. *Chimera*, Harden, 24-1-2 (27) 5. *Flying Squirrel*, Forsander, 5-13-11 (29) 6. *Jah Luv*, Levy/Cheda, 7-7-15 (29) 7. *Flying Colors*, Kunicki, 6-6-21 (33) 8. *Mach 5*, Hollyday, 14-8-15 (37) 9. *Iceman*, Allen, 24-9-4 (37) 10. *Bongo*, Gerike, 11-16-14 (41).

Ted Gerike's Heavy Air crew pose for pictures.





Rainbow seeks out Dillon Yacht Club at end of perfect sailing day.

Somewhere, Over the....

by Jim Keesling, District 18 Governor

1991 will certainly be the year things changed at the Dillon Yacht Club and for Fleet 46. No longer can we poke fun at the "Nations Highest Yacht Club" for wanting for a room and a place to eat under the tent. The DYC now has a new club to house its members and a place to socialize. The new marina offers new docks, a great Cabana serving barbecued burgers, chicken, chips, beer, wine, etc., and all the service you would expect from a place where you dock your boat.

The Dillon Open attracted 108 boats and was sailed in great conditions. Eleven J/24s raced in the event and the last race decided who would win the overall. Thanks to the folks from New Mexico for coming to the event. Always glad to see new faces and competition. The local papers did an excellent job of covering each race weekend, as well as the Open. It's always nice to read about the racing in the paper.

Labor Day Weekend rounded off the regular season at Lake Dillon. Competition in '91 has been tough and the sailing, fun. The overall level of racing improved, even though the number of boats did not. Teams consolidated and each mark rounding was an adventure, proving the strength of a good, one-design class. The frost-bite series has begun and before you know it, it will be time to get out the boards and wait for the snow to fall.

Results: Dillon Open, 4 races, top 4: 1. *Catch-24*, Keesling; 2. *Outer Limits*, Roybal/Law; 3. *Kachina*, Strasia; 4. *Septillion*, Dille.

Lake Dillon Season, 7 weekends, best 5: 1. *Catch-24*, Keesling, 1-1-1-1-4-4-1 (5); 2. *Outer Limits*, Roybal, 2-4-3-2-1-1-3 (9); 3. *Blue Side Down*, Helmer, 4-2-4-4-2-2-2 (9); 4. *My Lady J*, Kirkland, 5-11-2-3-3-5-11 (18); 5. *Respite*, Stelzer, 3-3-6-7-6-6-4 (22); 6. *Septillion*, Dille, 10-5-8-5-5-7-5 (27); 7. *Outrageous*, Writer, 8-6-5-9-11-3-6 (28); 8. *Gray Lady*, Butler, 6-7-7-6-7-11-11 (33); 9. *Natural*, Facchinello, 7-8-9-11-11-11-11 (46); 10. *Shockwave*, Balcar, 9-9-9-8-11-11-11 (46).

4th of July Regatta, top 3: 1. *My Lady J*, Kirkland; 2. *Catch-24*, Keesling; 3. *Septillion*, Dille.

District 18 Championship (top 5): 1. *Outer Limits*, Roybal/Law; 2. *Catch-24*, Keesling; 3. *Blue Side Down*, Helmer; 4. *Gray Lady*, Butler; 5. *Jinx*, Decoster.

Dillon Yacht Club PHRF Regatta: 1. *Blue Side Down* (J/24), Dave Helmer; 2. *Respite*, Lee Stelzer (J/24); 3. *Christopher C* (Ensign), Tom and Frank Keesling; 4. *Shooting Star* (J/24), Jeff Taylor.

Arnold Goes to Hollywood Takes Jersey Coast Spring Regatta

by Tom Brockwell, Fleet 69

Sailing in the ocean off Cape May, New Jersey, Jack Van Dalen and crew took the five race Jersey Coast Spring Regatta with three bullets. The event, sponsored by the Corinthian Yacht Club of Cape May, was held June 1-2, in sunny, almost hot, late spring weather. Winds were 10-14 knots for the four races on Saturday, followed by a shifty, dying easterly for Sunday's one "get out of town" race. Although it was only the second year for this regatta, seventeen boats attended from the Chesapeake and Raritan Bays, as well as from local fleets in Cape May and Ocean City.

Max Skelly, of Havre De Grace, Maryland, skippering *Junk Yard Dog*, opened the regatta with a strong win in the first race, followed by *Kadamar*, skippered by Jon Wright, former America's Cup sail trimmer and North American champ in various classes. Dick O'Keefe, sailing *Good Deal* from Cape May, was third. The second and third races belonged to Jack Van Dalen, skippering *Arnold Goes to Hollywood*, who correctly played the predominant and forecast veer to the north by starting at the slightly unfavored committee boat end and immediately tacking onto port for the expected header. The "Dealers," O'Keefe and company, overcame poor starting with exceptional boat speed, and followed Van Dalen over the line for two seconds, leaving them first overall after three races. Max Skelly came back to win the fourth race, followed by Jon Wright.

Going into Sunday's finale, Van Dalen led, with O'Keefe one half point behind, followed by Wright, Skelly, and Chip Carr, helming *Bunky's Boat* from Annapolis, rounding out the top five. The wind, which had gone east, looked to be piping up at the start, but quickly turned light and shifty. Skelly and Wright battled for the lead along the beach, with Van Dalen trailing badly in sixth at the end of the first beat. On the second beat, Van Dalen gambled, splitting tacks with the leaders and making a move for more wind despite the adverse effects of the local current. The move paid off BIG, as Van Dalen found himself comfortably in first at the second weather mark, holding on in difficult shifty conditions to win the race and the regatta. Wright placed fourth in the race, with O'Keefe finishing seventh, giving Wright the points necessary to pass O'Keefe overall for second. O'Keefe, who sailed very consistently, finished third overall, while Skelly got mired in a hole to finish ninth in the final race, leaving him fourth overall.

In addition to the ocean racing, everyone enjoyed the welcoming party on Friday and cocktails and BBQ on Saturday. With the Corinthian Yacht Club's strong local fleet (top three finishers, overall), the launching facilities and easy access to the ocean, the Jersey Coast Spring Regatta could become a big, annual event.



Several members of the growing Ventura County Fleet 145 gather in the boatyard.

Ventura County Fleet 145 Gathers Speed

Ventura County, in California, is the latest hotbed of J/24 Class racing. Fleet 145, organized in the summer of 1990, has grown to more than ten boats and is already hosting one of the major J/24 regattas on the West Coast, the California District 21 Circuit Regatta 4. This regatta, to be held Oct. 19-20 at Ventura Harbor, is expected to attract more than 30 J/24s from as far north as San Francisco, and south to San Diego.

Fleet 145 is somewhat of an outgrowth of the Santa Barbara Fleet 63. Several of the Ventura County boats were previously owned in Santa Barbara, and the fleet action in Ventura County has been attracting some of the skippers and crew members from the Santa Barbara area. Among the better known names racing in the area are Kevin Miller, Jeff Thorpe and Scott Deardorff, all of whom have given strong performances in J/24 Class racing.

The battle for the Fleet 145 Championship is seven events long, with two throwouts allowed. Competition has been tight, with three different boats coming up winners in the first four events. *Color Blind*, skippered by Jeff Thorpe, *Relentless*, skippered by Dave Zumbrun, and *Tortoise*, co-skippered by Stan Whisenhunt and Dave Burch, each have won races in the championship series. The District 21 Circuit Regatta will be the next to last event in the season championship. The 1990 Fleet 145 champion was *Relentless*, by a narrow margin over *Color Blind*.

The local J/24s have not only been warring it out among themselves, but they have also been making strong showings

in PHRF fleet racing. *Color Blind* was the county's number one boat in 1990, based on point standings in a local newspaper. The battle for the county's top boat in 1991 is being waged between *Relentless*, *Tortoise*, and a San Juan 28 and a Swan 44.

The Fleet 145 captain and the man primarily credited with bringing the fleet together is Dave Zumbrun. At one point, Zumbrun owned two J/24s and a J/36. Sanity has taken over and, at this writing, he only owns two J/24s. The record shows that his *Relentless* has bragging rights as the top J/24 for the area in 1991. But he doesn't have a lock on the season champion-

ship, with *Color Blind* and *Tortoise* looming as threats in the closing stages.

The fleet measurer is Jeff Thorpe, owner of *Color Blind*. The other J's in the fleet are *Hare*, *Majic*, *Radio Flyer*, *Gold Rush*, *Tiny Dancer*, *Group Therapy*, *Deja Vu* and *Insanity*.

Results, Fleet 145 Championship (after four races): 1. *Relentless*, 3-3-2-1; 2. *Color Blind*, 4-1-1-6; 3. *Tortoise*, 1-2-3-7; 4. *Insanity*, 4-5-5-2; 5. *Gold Rush*, 4-5-5-3; 6. *Hare*, 4-4-5-5.

Southwest Championship Qualifies Young for '92 Worlds

by Burt Scott and Bill Cantrell

Fifty boats from six states were on hand for this '92 Worlds Qualifier on Dallas' Lake Ray Hubbard, May 25-27, 1991. A unique feature was added for the sailors this year - the annual Memorial Day storm arrived Friday afternoon. The principal casualties of the maestrom were the rented port-o-johns, which apparently have a very high center of effort.

By Saturday morning the lake had risen a few inches and some floating debris had arrived, but the wind had departed. After a long wait, a race was attempted in the few zephyrs that came up. By the time half the fleet rounded the windward mark, the breeze dropped to a whisper and shifted left so that the short leg between the windward mark and the offset mark had turned into a beat. At the same time a nearby creek, swollen by the rains, was creating an unfavorable current. Bartlett and Nelson in *Mr. Happy* were observed making ten tacks on this short leg, with no progress toward the offset mark. Three guns and the checkered flag saved the day.

Sunday was much better, with enough wind to finish three races, but with enough shifts and dead spots to thoroughly mix up the results. At the end of the day, there was a three way tie for first, between Rob Johnston, Mark Foster, and Mike Kegler, with Scott Young following with one more point. The racing was capped by Fajitas and uninhibited dancing to live reggae. Monday dawned with the best breeze of the series. After four general recalls and invocation of the dreaded Z flag, the racing was on! Results of the final two races put Scott in first place by one point, leaving second to Mark Foster.

As always in our sport, consistency paid off. Scott won the regatta without finishing higher than third, but his real accomplishment was limiting his worst finish to no worse than tenth. Just ask the crew of *Monster Fish*, who followed a 40th in Race 1 with a second place in Race 3. Or ask Andre and White, who steered *Slick* to third in the last race after a string of finishes in the second half of the fleet.

Local boats stood by while the two cranes hauled out-of-towners in the order of their entering the harbor, so that they could be on the road by early afternoon. Trophies for the entire crew up to tenth place were awarded. All agreed that the race management did an excellent job, especially in view of the adverse wind conditions.

Results (top 25 of 50): 1. *Thunderstar*, Young/Haggerty, 10-3-3-5-5 (26); 2. *RC & Moonpies*, Mark Foster, 3-5-7-4-8 (27); 3. *Grand Slam*, Rob Johnston, 12-2-1-20-9 (44); 4. *U.S.*, Gough/Hillard, 20-8-8-7-1 (44); 5. *Wicked Wahine*, Michael Kegler, 1-9-5-21-13 (49); 6. *IBAJ*, Irwin/Brandon, 4-1-28-10-15 (58); 7. *Jasmine*, Draheim/Schaffer, 7-19-11-3-18 (58); 8. *Plum Crazy*, Ned Plumer, 6-12-9-8-25 (60); 9. *Jazz'd*, Charles Dozier, 9-15-12-11-17 (64); 10. *Monster Fish*, Hallman/Peck/Pitcairn, 40-7-2-17-4 (70); 11. *Bad Boys*, Faget/Coogan, 16-51-4-1-2 (74); 12. *Carnival Time*, Meric/Barnett, 13-26-14-15-12 (80); 13. *Ajax*, Berg/Kendall, 41-18-13-12-6 (90); 14. *Marisol*, Marty Minot, 24-11-35-13-10 (93); 15. *Whatboat*, Hans Hirschberg, 2-17-22-35-22 (98); 16. *Noname*, David Patterson, 21-16-27-2224-11 (99); 17. *Dump Truck*, Greg Garrett, 33-10-6-34-19 (102); 18. *Mr. Happy*, Bartlett/Nelson, 29-21-15-18-20 (103); 19. *Son of Bullwinkle*, Rocky Milford, 8-30-20-22-24 (104); 20. *Graybeard*, Jim Anderson, 32-4-17-27-26 (106); 21. *More Grief*, Lewis Conger, 25-6-25-29-21 (106); 22. *Crap Shoot*, Ted Twaalfhoven, 39-13-26-14-14 (106); 23. *Oreo*, Greg Gondran, 31-23-10-31-16 (111); 24. *Instant Karma*, Simon Elliot, 14-51-18-26-7 (116); 25. *Kachina*, Sue Strasia, 23-24-33-9-28 (117).

Dave Irwin (2107) eases into the lead in the second race and goes on to win the 1991 Southwestern Championship over Marty Minot (at right) and Greg Garrett (US101).



Photo by Bob Williams



Tundra Rose cuts along on Flathead Lake at District 19 Championship.

Oathead is 1991 District 19 Champion

by Ann Christiansen

The District 19 Championship was held on Montana's beautiful Flathead Lake, August 10-11, 1991. Twenty-six boats (including 13 Seattlites who made the 8-15 hour trip- variable according to the health of the towing vehicle) gathered at "the largest freshwater lake west of the Mississippi" for two days of great racing and darn good swimming.

The Flathead fleet arranged great weather for the initial swimming party on Saturday morning. There isn't a better place to wait for wind than Flathead. By chasing the wind around the lake, the RC got in one light air contest before the real afternoon breeze appeared. The afternoon 8-12 knot thermal, the warm temperatures and the competitive fleet set the scene for incredible racing!

Heading back to the dock at the end of the day, Fritz Lanzinger, skippering *Suspence*, was leading with finishes of 4-1-1. *Tundra Rose*, driven by Keith Whittemore, was hooked on two's and in second with a trio of seconds. Herb Cole, on *Oathead*, stood in a solid third with a 1-4-5. Some other members of the fleet ended their day thinking they were in the thick of the very tightly contested top pack, only to be told they suffered momentarily from that horrible PMS syndrome. After much discussion and considerable confusion regarding the over-earlies, they stood as recorded.

Sunday was a repeat of Saturday, minus the swimming party. The winds were 8-14 knots with nice oscillating shifts, the sun was shining, the temperature was warm and the racing was again extremely tight.

Races 4 and 5 saw the same boats in the top pack for both finishes. The last race of the series would determine the District Champion. Barring unforeseen horrors, the winner of the race between Fritz Lanzinger and Herb Cole would be the District Champ for '91. Fritz led early in the race, but hit the windward mark on the second lap of the course. Herb worked his way ahead and stayed there to win the last race and the Championship, decisively.

Once again, consistent sailing meant being in the winner's circle. Herb Cole and his crew of Brian Hughes, Jeff Docter, Dave Kresge and B. Head Shark sailed very solidly to secure the District 19 title. But whether you were on the winning crew or not, this regatta was fun for everyone. The Flathead fleet put on a heck of a regatta and the state of Montana put on its natural show. Portland has a tough act to follow next year!



Photo by Ellen Murphy

Dave Wilder on *Ska* looking good in the Fleet 61 single-handed race.

City Island Fleet 61

by Ellen Murphy

Fleet 61's first annual singlehanded race was held on Sunday, June 30, around the buoys off City Island, New York. Additional crew in the form of teddy bears and other mascots were permitted. The sailing instructions specified "Spinnakers allowed to 20 knots." None were needed, as the fleet started in a brisk 10-12 knots, with gusts to 20. During the three mile race, the wind steadily increased to 25 knots as a cold front moved in from the northeast. Fortunately for the solo skippers, the course was a four leg, reach-reach-reach-reach that required only one tack and one jibe. The fleet scattered after the finish, and plans for two more races were quickly abandoned as torrential rains with scattered thunderbolts arrived. Top honors went to Dave Wilker, on *Ska*, who had arrived home only that afternoon from the Marion-Bermuda race; he hopped a cab directly from Kennedy airport to City Island and just barely made the start. In second and third places were Fleet Captain Francine Alheid, on *Watercolour*, and Malcolm Harrison, on *Tango*. Also participating were *Don't Panic*, *Trouble* and *Jeepers*.

On July 13, Fleet 61 and the Bayside Yacht Club hosted a one-day regatta on another atypical, western Long Island Sound summer day. In an easterly wind gusting to 30 knots and scattered showers, only three boats (*Trouble*, *Don't Panic* and *Watercolour*) showed up. With short crew (only two each on *Trouble* and *Watercolour*), nobody hoisted a spinnaker, but *Trouble* made (illegal) use of their spinnaker pole as a whisker pole on the first downwind leg. Protested by *Don't Panic*, they refrained from a repetition on the second downwind leg, and eventually did a 720, but had, in the meantime, established a commanding lead. After the race, *Trouble* tore out their jib tack, and *Don't Panic* started for home after a crew member was hit (not seriously) with the boom; the second race was, therefore, cancelled. The real excitement of the day occurred when somebody spotted a dolphin, a rare sighting in Little Neck Bay, and the *Trouble* and *Watercolour* crews commandeered the Bayside Yacht Club launch to go dolphin chasing. Festivities followed at Bayside Yacht Club and a good time (as usual) was had by all.

Semana Nautica Draws 22 J/24s

by Jane Watkins, Fleet 63

The 54th Annual Semana Nautica Race Week was held in Santa Barbara, California, over the 4th of July holiday. Besides the twenty-two J/24's competing in this District 21 Championship, over 100 boats participated in this multi one-design event that encompassed the International 14 National Championship and the Nacra State Championship.

The J/24 five race regatta was held over two days, with fog and light air on the first day, and bright sun with 10-17 knots of breeze for the second day. Chris Snow of San Diego, Key Hey of Alamitos Bay, and Pat Toole of Santa Barbara, look like the three skippers to watch this year, as they are rapidly creeping up the California Circuit ladder. The same top sailors still hold the first four spots after this regatta, which was Circuit Race 2 of the year. With three Circuit regattas left, we have Jeff Berkus/Jeff Wilkes in first place with 5 points; Ken Kieding, 6 points; Robert Kunicki, 12 points, and Mike Cheda/Mark Levy with 14.

Regatta activities included beach volleyball, videos and barbecues. Trophies were the traditional photo-etched Semana Nautica plaques, with additional promotional prizes given to a majority of entrants ranging from a dry suit to T-shirts, and USYRU rule books. Regatta organizer and Race Committee Chair was Jane Watkins.

Results: 1. *Chimera*, Chris Snow, 2-5-1-1-1 (10); 2. *Ice Nine*, Berkus/Wilkes, 1-1-2-6-5 (15); 3. *3 Big Dogs*, Pat Toole, 4-2-9-2-4 (21); 4. *Jump Start*, Ken Kieding, 3-12-7-3-2 (27); 5. *J Roq*, Ken Hey, 8-10-5-4-3 (30); 6. *Flying Colors*, Robert Kunicki, 7-3-8-9-7 (34); 7. *Pinball*, Cheda/Levy, 9-11-10-13-6 (49); 8. *Mach 5*, W. Hollyday, 13-17-3-7-11 (51); 9. *Firedrill*, G. Bjorkman, DSQ-7-4-10-9 (53); 10. *Iceman*, Richard Allen, 6-4-17-14-12 (53); 11. *Miracle*, Toyama/Shaw, 12-19-11-5-10 (57); 12. *Flying Squirrel*, C. Forsander, 11-9-15-PMS-8 (66); 13. *Lil Driller*, Dean Shipman, 10-18-6-PMS-15 (72); 14. *Sheila*, Hulme/Weir, 16-14-16-15-16 (73); 15. *Bongo*, Ted Gerike, 17-8-23-8-17 (73); 16. *JO*, Larry Freeman, 14-13-12-16-20 (75); 17. *Grinch*, Madsen/Rowland, 21-20-14-12-13 (80); 18. *OK J*, Brian Green, 18-6-18-17-DSQ (82); 19. *Shiny People*, George Antarr, 15-15-PMS-11-DNF (87); 20. *Wildebeest*, Bruce Ferguson, 20-16-20-20-19 (95); 21. *Channel Z*, Dave Walsa, 19-DNS-13-18-DNF (96); 22. *Picasso*, Bill Hahn, DNS-DNS-19-19-18 (102).

Kim Weir and Tom Humel (3923) work to cover fleet on reaching leg of Semana Nautica race sailed off Santa Barbara.



1991 First Ever U.S. Open

St. Francis Yacht Club and Fleet 17 established a very high level of tradition while hosting the first ever United States Open J/24 Championship. This regatta, which replaces the Western Open, was created to provide an additional open Worlds Qualification slot at a regatta site on the opposite side of the Mississippi from each North American Championship site.

By choosing the Berkeley Circle as the race venue for the weekend of July 13-14, Fleet 17 assured the 34 entrants that all five races would be completed, with plenty of breeze to spare. Actually, Friday's wind was stronger than what the fleet saw during the weekend's racing. Most who went out for some practice Friday found a solid 24-30 knots. In one blast, Frederic Laffitte's *Jail Bait* was seen on a continuous plane from St. Francis to Alcatraz Island. Peter Young (District 20 Governor) injured his arm on Friday but, fortified with Margueritas, was able to emcee the Calcutta at Compadres in Ghiradelli Square.

Getting the three races off on Saturday and two on Sunday



was no problem for Race Committee Chairman Matt Jones. He pushed the fleet by setting 1-1.25 mile legs on full Olympic courses. The fleet used genoas for the first race each day, switching to 100% jibs for the rest of the races. The shallow water in the Circle provided some nice wave faces for extensive surfing and planing on the offwind legs.

Out of town sailors swept the top five, with Seattle fleet members taking four of the top five positions. Jack Christiansen and crew on *Magic Bullet* were first overall, with three bullets. Jeff Thorpe, on *Iceman* from Santa Barbara, finished second after leading early on, adding lots of color to the race course. Third place finisher Carl Buchan commented, "We had a great time on our first time down here—it was definitely worth the travelling."

Fleet 17 Captain Phil Perkins and USJCA Measurer Dave Wilke put in lots of hours to ensure the success of this event. Special thanks are also due J-Boats Newport for the beautiful half hull model perpetual trophy, and to Patagonia for the keeper trophies for the top skippers and crews.

Results (top 14 of 34): 1. *Magic Bullet*, Jack Christiansen, 5-1-1-5 (13); 2. *Iceman*, Thorpe, 2-3-4-8-2 (29); 3. *Suspence*, Carl Buchan, 4-6-3-4-3 (20); 4. *Jail Bait*, Frederic Laffitte, 6-5-2-2-7 (22); 5. *Sockeye*, Mark Laura, 7-7-5-3-4 (26); 6. *Chimera*, Chris Snow, 9-2-6-12-1 (30); 7. *Tie*, Jimmy Wang, 10-12-7-9-10 (48); 8. *J-Walker*, Phil Perkins, 12-16-9-14-6 (57); 9. *Channel Z*, Dave Kalsa, 14-4-13-16-13 (60); 10. *Electra*, Richard Maisto, 13-14-16-10-8 (61); 11. *Just Jake*,



U.S. Open Champions Jack Christiansen (holding trophy) and crew (from left): John King, Chris Lanzinger, Chris Tutmark and Jay Leon.

Mike Grandin, 8-8-20-11-15 (62); 12. *Grinder*, Jeff Littfin, 15-9-11-15-12 (62); 13. *How Rude*, David Hodges, 1-10-10-7-DNF (63); 14. *White Knight*, Peter Szasz, 11-15-17-5-16-(64); 15. *Redrum*, Tom Dobroth, 17-13-15-12-11 (68).

Memorial Day Regatta at Raritan Yacht Club

by B. Gold

There was a turnout of 20 boats at the Memorial Day Regatta held May 25-26 at Raritan Yacht Club, in Perth Amboy, NJ. The winds blew nicely both days, allowing the boats to get in the five races which were planned.

The race committee, Steven Lopez (pictured) and Geoff Pierini, had done some deep planning for this regatta. There was food and beer on Friday and Saturday for all who were racing. And on the course were two video boats, taping the action in action. The videotapes, seen by all moments after it all took place, were a big hit.

This regatta was sponsored by Bacardi and is expected to keep growing each year. So, get your boat together early next year and join us.





A sight to behold.....a J/24 and a Dutch windmill.

Open Dutch Championship: Wind, Sun, Fun

by Ed Braskamp

The 1991 Open Dutch Championship was held on the IJsselmeer, at Medemblik, August 26-29. Twenty six teams entered; Germans, Swedes and the Dutch were present.

Medemblik is one of the best places from which to sail in Holland. There is no tide (which we find quite an advantage!!), there is enough space to sail, good racing committees, a fabulous meeting place right at the front of the IJsselmeer (the Zeeban, where all the social events took place) and there is the pub-to-be, Brakenboer—all the ingredients to have a good event.

Saturday, August 24, was used to lift the boats into the water, and Sunday for measuring the sails. Unfortunately there was no obligation to have the boats weighed for the event this year, which led to some surprises later on. Some boat owners were curious as to what the weight of their J's was and asked the committee permission to have them weighed. This happened on Wednesday evening, and one owner found his boat to be 100 kg light! As another boat had just been weighed during the European Championship in Cowes, and had had to put in correctors of 10 Kg, they offered to have their boat weighed as well to see if the scales were correct. Their boat was 30 kg light as well! Big commotion, as you can all imagine.

Result of this operation is to have the scales looked at again, and to check them again against another pair. It always seems to be a difficult item.

The racing started on Monday. The forecasts were promising for the beach frequenters, but not so lucky for the sailors: no wind. The start was postponed until the afternoon when one race could be sailed in light winds, with loads of headers and lifters: a right puzzle in which the better sailors proved their value. Peer Kock, from Hamburg, came in first with his G3, followed by Maarten Kimman, who had decided to try his luck in the J/24 again. Back in the harbour, everyone was offered free beer (Donald's eve), during which tactics and maneuvers were repeated and, of course, improved (after all, it's always easier on the shore!).

As only one race had been sailed on Monday, the racing committee decided to squeeze in three on Tuesday, if possible. The morning gave a light breeze which took up later in the day. Remco Valk, totally new in the J Class, but a keen and good Yngling sailor, led the entire race and finished first before Peer Kock, who came in second. Jan Kaehler and Horst Rieckborn, two other German teams (G 15 and G 16) followed. Unfortunately, Berita van der Werff, who skippers one of the two all-girl-crew boats, had started a bit too early, which cost her her fifth place. But that's all in the game and, as her crew said later, it was a good practice start for the IWKC Rolex Cup series in September! The third and fourth race were won by Horst Rieckborn and Peer Kock. As it had been a long day, it was not

The picturesque harbour of Medemblik, site of Dutch Championship.



a surprise that the barbeque was stuffed away in no time.

There was enough wind on Wednesday, and during the afternoon race, jibs were to be seen on every J/24. Roel van Olst (H 10) showed that the Dutch sailors like a bit of wind and finished first in the sixth race. The Germans were giving the Dutch a hard time on the water, though, and after the sixth race it was clear that Peer Kock had won the Open Dutch Championship. The runners-up still needed to fight for their overall position on Thursday morning. Lars Sparmark (S 106) put his name on the last race, followed by Berita van der Werff.

It has been a great event once again, and we hope that next year we will be able to welcome still more international teams to our waters and drinks!

Results (Olympic Scoring, one throwout): 1. G 3, Peer Kock, 20.1; 2. H 10, Roel van Olst, 45; 3. G 16, Horst Rieckborn, 45.7; 4. G 15, Jan Kaehler, 48.7; 5. S 106, Lars Sparmark, 51; 6. G 17, Andreas Lindlah, 55.1; 7. H 161, Maartin Kimman, 57.4; 8. H 26, Remco Valk, 69; 9. H 28, Donald Schotel, 82.7; 10. H 14, Berita van der Werff, 88; 11. G 28, Hauke Kruess, 89.1; 12. H 24, Harry Maronier, 95; 13. H 32, Quirijn Kuiper, 103; 14. G 188, Jelle Bauer, 111; 15. H 18, Eric Hamer, 117; 16. H 22, Jan vd Meyden, 133; 17. G 11, Hans Bock, 134; 18. G 34, Yvonne Paulmann, 134; 19. H 25, Adri vd Velde, 137; 20. H 16, Jan v Crevel, 140; 21. G 10, Bernd Hehl, 141; 22. G 38, Thomas Cramer, 146; 23. H 12, Lindy Margadant, 163; 24. H 21, Tijman Kok, 172; 25. H 4, Kim Amons, 176; 26. H 13, Andre Henkemans, 181.

News From Japan

by Michio Tachibana

The 1991 Japan Keelboat Championship (renamed from the All Japan Ladies J/24 Championship) was held April 28-30, on Sagami Bay off Sagami Marina near Tokyo. The event opened in a gay atmosphere at a welcome party on the first evening, with endless chatting and laughing among 60 women sailors, uniformly dressed in color and design by team.

Ten of the top women sailing teams in Japan competed in five races to win the Tobishima Ladies Cup and a qualifying position at the 1991 Rolex International Women's Keelboat Championship. Top honors again went to Keiko Nogami, winner of last year's event.

Race 1 saw an unexpected development when Mikiko Tsuchiya, on *Pink Kiss*, and Nanako Kouyama, on *Wind Ward*, were recalled as a result of a PMS. They had apparently got a beautiful start from the favored side in 4-6 knots of northeasterly wind and battled for first place until finishing at the side mark with the course shortened as the wind died. Rounding the weather mark fourth, Hikaru Suzuki, on *Lettisia*, thought she had finished third, but jumped for joy on her boat as soon as she knew she had taken first. The 1990 Champion, Nogami, on

Tohsei, had a poor start and finished fifth, as she had no time to catch up on the shortened course.

For Race 2 in the afternoon, the wind shifted to the west and Nogami took first in a breeze. Tsuchiya and Ohkubo, on *Lull*, finished sixth and seventh despite their good start. Kouyama rounded the first weather mark fifth, but finished second by picking up some places.

Race 3 faced stormy weather and poor visibility with the passage of a warm front. Nogami displayed her unequalled strength in winds exceeding 20 knots, followed by Ohkubo and Kouyama. However, troubles occurred in succession. The stormy wind snapped Suzuki's jib halyard just after the start, resulting in her retirement from the race; it broke Tsuchiya's brand new spinnaker; a member of Ritsuko Kidaka's crew on *Mamacita* was punched with the boom, causing her to post a DNF (a DNS in Race 4, as well); and Kazumi Yoshida's *SS* broached, soaking all crew members in the water.

Just after Race 3 the rain stopped and Mount Fuji appeared from behind the clouds. The race committee judged the wind would die and immediately proceeded to Race 4. Tsuchiya, Nogami, Ohkubo and Kouyama rounded the first windward mark in this order and came around the next mark side by side. Then the order reversed to Kouyama, Ohkubo, Nogami and Tsuchiya. Positions changed rapidly while Tsuchiya was passed by two boats. Nogami passed two boats by the second weather mark and finished first, making her victory decisive with finishes of 5-1-1-1.

For Race 5 on the final day, the wind from the north exceeded 30 knots and the race committee asked the participants to wait at the marina. The wind that dropped to 20 knots was worth waiting for because, despite Nogami's decisive win, the overall positions after second place were pending. At 10:20 am the committee decided to start the race. However, when the race was started at 11:25, the wind began to drop off quickly. Tsuchiya led the fleet, followed by Nogami. After rounding the first weather mark in fifth, Kouyama moved up to third place by the leeward mark, and was ahead of Tsuchiya when she was told the course had been shortened to finish at the second weather mark. Kouyama ended up winning Race 5 to take second overall. It was her come-from-behind victory over Ohkubo, in third place overall, and Tsuchiya, fourth.

Results: 1. *Tohsei*, Keiko Nogami (6); 2. *Wind Ward*, Nanako Kouyama (9); 3. *Lull*, Midori Ohkubo (11); 4. *Pink Kiss*, Mikiko Tsuchiya (18); 5. *Athena*, Kei Isogai (19); 6. *Lettisia*, Hikaru Suzuki (21); 7. *Harakara*, Michiyo Ishimaru (25); 8. *Mamacita*, Ritsuko Hidaka (26); 9. *M.S.*, Hiroko Inaoka (28); 10. *SS*, Kazumi Yoshida (30).

The winning crew of *Tohsei*, skippered by Keiko Nogami, accept awards at presentation party.



Idunno Tops at 1991 J/24 Ontario Championship

by Dave Moores

The Oakville Yacht Squadron hosted the 1991 J/24 Ontario, Canada, Championship over the weekend of June 1-2. John Rizopoulos, co-helming *Idunno* with Peter Schell, proved that the form which had already won him a spot to represent Canada at the 1991 Worlds in Greece was still there in full force. They took the championship from Sarnia Yacht Club's Jim Pearson by two points in the final race. Dave Tawaststjerna's *Three Speed* and Katie Coleman-Nicoll's *Quick Nick* kept the local Toronto area sailors in the picture with a third place tie.

Light air and a 180 degree progressive wind shift during the first day provided a challenge for Mark Maunder's race committee and a busy time for the mark boat drivers. *Idunno* pulled away from the fleet on the first leg of Race 1 and kept that lead to finish ahead of Pearson's *Tickled Pink*. Rob Charuk's *A.K.A.* was third. Race 2 found *Idunno* in first place at Mark 1, but much too close to it. The ensuing 720 put Pearson in the lead, which he held all the way to the finish.

At day's end, the 30 boat fleet returned to dinner and the party at the OYS Clubhouse with two good races run, and Rizopoulos/Schell tied with Pearson for the lead, with a first and second place apiece.

With at least one more race needed, Sunday dawned dead calm, and for two hours the fleet drifted on a glassy Lake Ontario, with the loudest sound the local church bells calling the faithful to prayer. The regatta organizers offered prayers of their own, and around noon, these were answered by a light and shifty onshore breeze which hung in, allowing Rob Englis, in *Cahoots*, to take the third and final race ahead of Tawaststjerna and Nicoll.

Saturday's leaders, enjoying a comfortable lead in points overall, raced conservatively, with Rizopoulos steering *Idunno* past *Tickled Pink* on the last downwind leg to finish sixth, two places ahead of Pearson.

Haulout went fast with the club's newly extended crane (finished the day before the regatta by local J-sailors Howard Hanford and Ole Johnsen!) and at the awards ceremony, trophies were presented to the top five boats by Gord Burt, Toronto fleet captain. Dave Moore, the OYS fleet captain, wished the winners all the best at the Worlds, thanked the host club and the Ontario Sailing Association for their sponsorship and, most important, thanked all who turned up, raced, didn't win, but had a good time anyway.

Results: 1. 4270, *Idunno*, Rizopoulos/Schell, 1-2-6 (9) 2. 4046, *Tickled Pink*, Jim Pearson, 2-1-8 (11) 3. 3913, *Three Speed*, David Tawaststjerna, 4-9-2 (15) 4. 3307, *Quick Nick*, Katie Coleman-Nicoll, 5-7-3 (15) 5. 3887, *Primitive People*, Chris Setchell, 9-4-4 (17) 6. 3248, *Cahoots*, Rob Englis, 6-17-1 (24) 7. 4106, *Full Tilt Boogie*, Kathy Pask, 8-3-13 (24) 8. 2728, *A.K.A.*, Rob Charuk, 3-13-9 (25) 9. 3524, *Toxic Avenger*, Kevin Armstrong, 10-11-5 (26) 10. 4416, *Rasputin*, Ted Reilly, 11-6-10 (27) 11. 2248, *Blade Runner*, Frank Stewart, 13-10-7 (30) 12. 2594, *Tardis*, Ron Schultz, 7-8-19 (34) 13. 2604, *No Frills*, John Callum, 17-5-18 (40) 14. 2241, *Hot Ticket*, Russ Severnak, 12-13.5 ymp-15 (40.5) 15. 2561, *Showdown*, Ken Houldsworth, 14-18-12 (44) 16. 2577, *Hang Forty*, Bruce Scott, 19-12-22 (53) 17. 1169, *Rumpus*, Bill MacKenzie, 15-15-24 (54) 18. 2219, *ADG*, Stuart Wilson, 21-14-20 (55) 19. 4294, *Generation Gap*, George Will, 18-25-14 (57) 20. 2768, *Sail Naked*, Blair Davies, 24-23-11 (58) 21. 2709, *Justine*, Brian Schmidt, 23-19-17 (59) 22. 3886, *Muffin*, Peter Crompton, 22-16-23 (61) 23. 2130, *Free Agent*, Graham Moss, 16-31-16 (63) 24. 2345, *Dan Horchik*, 20-

22-21 (63) 25. 831, *Limelight*, Ole Johnsen, 25-21-28 (74) 26. 341, *Blue J*, Dave Moores, 26-24-26 (76) 27. 54204, *Fubar*, Allan Kozun, 27-26-27 (80) 28. 2976, *I*, Peter Powles, 28-29-25 (82) 29. 2659, *Old Superb*, Terry Still, 30-27-29 (86) 30. 2763, *Cheeks*, Stuart McFarland, 29-28-30 (87).



Francoise Nieto from *LeMonde*, Lasse Winroth, Jan Nylander from *Dagens Nyheter* and, up front, Ingmar Hesslefors from *Volvo Media*, on their way to victory in the Tjorn Runt Press Cup.

J/24 Chosen Activity Boat in Key Scandinavian Race

by Ingmar Hesslefors, Volvo Media

The annual yacht race around the island of Tjorn, on Sweden's west coast, is one of the key events for sailing enthusiasts in Scandinavia. More than one thousand yachts participate, from 12 meter and maxi raters to veteran yachts with tarred planking and cotton sails.

Volvo Penta, despite being a manufacturer of marine engines, is the main sponsor of the competition, and this year had chosen the J/24 yacht as its activity boat. For in this gigantic competition, sailed every year on a pre-set Saturday in August, there are many races within the overall race.

Volvo Penta challenges the top management of other companies within the Volvo Group, for example, as well as inviting international yacht journalists to participate in the competition. So, ten J/24s of the 25 competing, found themselves fighting to be the fastest "Volvo Boat," the speediest press boat for just being the first across the finishing line.

Lasse Winroth, President of the Swedish Association of J/24s, laughed louder than usual when his yacht *High Flyer* (S-181) sailed across the finish line as winning press boat. On the other hand, his time certainly won't enter the history books as one of the fastest. Weak winds saw to it that the closing nautical mile took an hour or more to complete, despite the fact the race had gotten underway in a stiff breeze some seven hours earlier.

It was Lasse's 25th entry in the Tjorn Runt (Round Tjorn), which meant he was able to hand out some useful hints to a crew that comprised a reporter from the French daily *Le Monde*, a journalist from Sweden's morning newspaper *Dagens Nyheter*, a PR man from Volvo's French partner, Renault, and the writer of these lines.

For the French contingent of the crew, it had proved a nerve wracking experience at times, sailing at fender's width from other competitors while just a hair's breadth from rocky islands on the lee. Sailing with spinnaker set, through a narrow sound, watched by thousands of onlookers standing on the rocky coastline, tested the mettle of crews unwilling to follow the fate of one competitor who made the mistake of sailing a half boat's length too far before tacking and, as a result, ended up firmly aground.

"But that's what makes this competition so much fun," noted Lasse Winroth with a chuckle.

Spi Ouest France 1991

by Loic Madeline

The 13th edition of the Spi Ouest France was a real success. Three hundred eighty-eight sailing boats raced outside La Trinite, including 29 J/24s. The best English boats are now used to joining the French ones every Easter. The newcomers were the Dutch and German entries. The overall victory of the German boat *Expresso* came as a surprise, but was achieved without contest in a dazzling, long series. The wind, usually strong in April in Brittany, was a bit too light the last two days of the Spi.

In 1992, strong breezes will surely be back, along with sun and fun. Remember, the winner receives his own weight in

oysters and white wine! Reserve April 16-20, 1992 for this main French event to be hosted by the Societe Nautique de la Trinite sur Mer, with races sailed in the Quiberon Bay.

Another event will take place one week before the Spi Ouest France. The J/24 French National Championship will be held April 11-12, organized by the Yachting Club le Crouesty-Arzon, just a few nautical miles from La Trinite, and sailed in the Quiberon Bay. This will be the best way to start the 1992 sailing season.

Melbourne, Australia Reports

by Hugo N. Ottaway

The sailing season for 1990-91 is drawing to a close in Melbourne, and as the weather is now beginning to get colder, it is time to bring the J world up to date with what is and has been going on in Melbourne, the site of the 1994 Worlds.

To begin with, our local state championship has just been sailed, with the eventual winner being *Bit-O-Red*, sailed by Ian Bashford. Ian, who had placed third in the Irish Worlds, won four of five heats but was pushed all the way by a very competitive local fleet who made up the next four places.

The most notable performance this year came from former Australian Champion, Murrey Walters, who Chinese jibed his boat in 30 knots plus, hitting the water so hard he broke off the spreader. Then taking three on the keel to right the boat, ten out of ten Murrey!

It is very important to us that we get J/24s from other states to sail in our regattas, and this year three boats had interstate crews on board. A meeting was held during the State Championship with the builder, Ian Bashford, and all the local owners, where questions were raised and answered. We were intro-

Waiting for the wind at the 1991 Spi Ouest France.

Photo by Loic Madeline



duced to a representative from Quarter Deck Marine, who has been appointed local agent for J's in Melbourne. With the Worlds coming up, this is a major step forward, with two new boats already sold by him as well as having a demonstrator for the local area.

Action has started in Melbourne with active fleets in two new locations, Sandringham and Seecong. The most notable new owner is Lex Bertrand, brother of John Bertrand and a State sail training coach. Lex has run two training regattas for the Melbourne fleet this year, and his purchase is a great endorsement.

J's continue to dominate outside of class racing, with an all J team from Royal Brighton Yacht Club winning a J.O.G. team event, and two J's coming in second and third in the J.O.G. State Championship.

The Victorian Committee has begun preliminary action on the 1994 Worlds, and we all feel that an early start on organizing the regatta is imperative. For the first time in several years, Quarter Deck Marine has taken over from the association the promotion of the J/24 at this year's National Boat Show. This, along with the Worlds coming up, should bolster fleet numbers.

Finally, the Australian Championship is to be held during Christmas of 1991, in Melbourne. Last year, crews from Japan and New Zealand attended. So, a warm invitation is extended to anyone who would like to sail in Melbourne at the site of the 1994 Worlds, Royal Brighton Yacht Club. Make enquiries to Mark Long, 173 Marks Point Rd., Marks Point, NSW 2280; tel: H: 049-453160.

J/24 Activity on Increase in Sweden

by Peter Eklund

Spring Tune-up in Marstrand

The Swedish J/24 Class Association and the Swedish J Boats distributor, J Boats Scandinavia, jointly organized a Tune-up Weekend in Marstrand, May 9-12, 1991.

Brought over from the UK was Andy Hemmings, from Jim Brady's 1990 World Champion crew, as well as famous measurement guru, Dennis Ellis.

Under clear and sunny skies, with light to moderate winds, Andy chased the fleet around an intensive training schedule with hundreds of tacks and gybes, numerous starts and roundings, as well as very useful tips and hints on boat trim and handling. "Triangle-sausage-triangle!", "Butts forward!", and "Everybody do 10 press-ups!" echoed over the Fjord of Marstrand for hours every day, and are now part of the Swedish J/24 vocabulary.

In the meantime, Dennis Ellis had established his own court at the Marstrand shipyard, where a large part of the Swedish fleet were closely scrutinized, weighed and measured. The measurement procedure was organized as a "drive-thru," making it possible to drop out from the sailing practice for a few hours to have the boat measured, and then go back to sea again.

Turning out as a complete success, the organizers have promised to do the whole thing over once again next spring.

Fantastic J/24 Summer in Sweden

During the summer, the J/24 Class has been the biggest class at almost every regatta. Two cups have been raced this



Two Swedish J/24s work on upwind speed during Tune-Up Weekend.

season: the Swedish Cup and the West Fleet Cup. Both have had at least 30-35 participants at each race. With one race remaining in each event, it looks like Team Lotus, with helmsman Sten Heager, will win both.

Sweden has been well represented at international events this year, with two boats at the Midwinters in Miami, three at the Worlds in Greece, ten at the Europeans at Cowes, and one in the Dutch Championship at Medemblick. Many of these crews have done very well, with Mattias Wilson finishing 10th in the Worlds and Per Pettersson in 12th place.

We are looking forward to seeing you in stiff competition at the Europeans in Marstrand, Sweden, next summer.

Short courses with plenty of mark roundings made perfect practice for both helmsman and crew, under the direction of Andy Hemmings.



Greece Reports on Worlds

by Venetia Coussia

The Thirteenth World Championship is now a past event among the numerous events that make up the history of the famous J/24 Class. The races were hosted in Greece, in the Saronic Gulf nearby Athens, and the host club was the Nautical Club of Paleon Faliron. For nine days, 13-21 June, 1991, forty boats from 13 countries (U.S.A., Italy, the United Kingdom, Canada, Australia, Japan, Argentina, U.S.S.R., Monaco, Switzerland, Ireland, Sweden and Greece) enjoyed the Greek sun and the light wind races. The American crews prevailed once more, with Ken Read being first and Jim Brady, second.

Looking closer at the first ten boats, we find three from the U.S.A., three from Australia, three from Italy, and one from Japan. We do not know what would have happened if the Americans had participated with more than four boats.

Certainly, the organization could have been much better, but we should not forget that during the critical preparatory period, the Gulf War took place, and as Greece is located very close to the dangerous area, everybody (public authorities, private companies and individuals) have focused their attention to the war.

It is a commonly known secret that the event would be cancelled if the war would continue. The Eurolymp event was cancelled because of the war. The prospective sponsors rejected our proposals at the very last moment, and all expenses for the Worlds were covered by the Greek Sports Ministry, along with the Hellenic Sailing Federation. Because of this, the Hellenic J/24 Class Association and the organizing club found themselves in a very difficult position.

A brief accounting of the XIII Worlds Calendar is presented herein:

1. June 13-15, the boat measurement took place. This was a quite difficult task for the measurers, as boats were built in the U.S., Australia, Japan, Italy and the U.K., from 1977 through 1991. Despite the fact that the organizing club was wrong in their estimations, the measurement proceeded smoothly and finished within time limits, thanks to the exceptional patience and work of Dennis Ellis, John Adams and the Pecks. The Hellenic J/24 Class Association cannot find the appropriate words and phrases to express its gratitude to all four of them.

2. June 16-21, the races took place with winds varying from 5-15 mph, and with minor but sudden changes. The first race was cancelled following two recalls, due to the wind change and decrease in force. The Race Committee, headed by Stelios Bonas, a well known Soling Champion, performed quite satisfactorily, taking into consideration the weather conditions.

3. The Protest Committee, headed by Mr. V. Leonidopoulos, performed in an excellent way.

4. The prize awarding took place on an old warship, *Averof*, famous for her participation during World War I, the Balkan Wars and World War II and now used as a museum moored next to the organizing club. Apart from the perpetual trophies, the first three winners were awarded the following pure silver prizes:

Ken Read - a sailboat made of silver
Jim Brady - the Acropolis Trophy
F. Ascoli - The Hellenic Sun Trophy.

Their crews were awarded nice plates. The fourteen women members of the participating crews were awarded one "Gouri" (it brings luck), each sponsored by the Hellenic J/24 Association. The winner of each of the five races was awarded a silver plated copy of the Benakion Museum. All skippers were presented plates with the name of their boat and crew.

This was, in brief, the unlucky history of the thirteenth World Championship that started on the 13th of June and was joined by 13 different countries. However, by the end of this championship, the Greek fleet was not only increased by three almost-new boats, but also by the interest of Greek sailors, vis-a-vis the J/24 Class activities.



Notice posted at Worlds.

The World Championship fleet reaches at different angles in the variable winds in the Saronic Gulf at Athens.



Photo by John Adams

1991 Esso Women's Open Keelboat Championship

by Susan McKeag

More than 200 ladies gathered in Lymington, England, over the weekend of June 7-9, for the annual Esso Women's Open Keelboat Championship. Sailed in two divisions, J/24s for the Macnamara's Bowl and Channel Handicap for the Caulcutt Cup, there were five races scheduled in each.

The J/24 division attracted 23 entries and was won by Rona Bassett, who received the much coveted Macnamara's Bowl. Just two years ago, Rona won the Wooden Spoon at the same event.



The handicap division for cruiser races, sailed for the Caulcutt Cup and run under CHS (Channel Handicap System), was won by Titch Blachford, sailing a Contessa 33, *Smokey Four*. A five time winner of the Macnamara's Bowl, this was her first win in this recently reintroduced event. Sailing with Titch as a member of the crew was Her Royal Highness the Princess Royal, who is President of the Royal Yachting Association, the national governing body of the sport of racing in Britain. Her Royal Highness presented the prizes at the end of the championship.

The races were held in the club's home waters of the western Solent. The three day event saw mixed weather. Light winds began the competition on Friday, with one race being sailed. Two races were sailed on Saturday, with the first start delayed for almost two hours waiting for wind but the breeze steadily built during the day. On Sunday, with the breeze now 18 knots and still building, only one race was sailed; by the time it was finished, the breeze was gusting over 25 knots and forecast to increase further.

Competitors in the J/24 division came from all over Britain and Europe, with, as usual, a strong contingent from Holland. With three of the four races sailed being counted for the final points tally, the margin of victory for Bassett and her crew was just 1.25 points from Mimie Currey.

Bassett sailed consistently, following her win in the first race with a third and two fourths. Currey, a former Firefly national champion and last year's runner-up, gave herself too much to do, with an uncharacteristic seventh in Friday's race. Despite finishing second on Saturday and on Sunday morning, she had to count a fifth in Saturday afternoon's race. The Dutch team on *Cracker Jacks*, skippered by Kim Amons, attained third place overall with two fourths and a fifth.

Consistency, keeping out of trouble and avoiding mistakes were, as so often, what brought success. The internationally crewed *European Ladies*, skippered by French trans-Atlantic sailor Beatrice Facque with Marie-Claude Kieffer, who parted from Tracy Edwards on *Maiden* just days before the start of the '89-'90 Whitbread, was fourth, but could so easily have won.

They began promisingly with a third place on Friday, but then found themselves involved in a protest as a result of a mark-rounding incident on Saturday morning, a protest they eventually lost. Keeping the pressure on, they sailed well in the Saturday afternoon race - until they hit the finish line distance mark. They had to unfinish, do a 720 degree penalty turn, and then cross the line legitimately. On Sunday, knowing they had to discard Saturday morning's disqualification, they were still in the running for an overall win provided they could win their final race. They sailed well, but their third place was not quite high enough.

Results: 1. Rona Bassett, *Autumn Leaves*, 7.75; 2. Mimie Currey, *Gossip*, 9.00; 3. Kim Amons (H), *Crackerjack*, 14.00; 4. Beatrice Facque (F), *European Ladies*, 14.00.

Above: Majella Bushe, of Ireland, sails *Academy* (K4193) to leeward of Lucy Kennedy, of the UK, in *Animal* (K4066).

Below: Overall winner, Rona Bassett and crew charge to weather in *Autumn Leaves*.



Photos by Max



Modern Motors ENNISKILLEN



Lough Erne Yacht Club's Commodore, Charles Golden, his wife Vena, with Paul and Geraldine McMulkin of Modern Motors, surrounded by the crews at the Third Irish National Ladies J/24 Championships 1991. Winning crew, with the Watson Trophy, back left, are Jill Sommerville, Anna Walsh, Louise Geoghan, Susie Coote, Ashling Murphy and Elaine Malcolm. Second overall, with the Irish Banks Trophy, center back left, are Denise Lyttle, Geraldine Moran, Sandra Kinane, Adrienne German and Mags Moran. Third, front center, are Elaine Firth, Gillian Guinness, Aoibheann McNally, Sally Watson and Louise Firth. Fourth, and best local LEYC crew, Foxrock Cup, right back, are Sally Livsey-Davis, Trudy Mannion, Karen Fitzsimmons, Gillian Hogg and Alice Higgins. Fifth, front right, are Charlotte Moreton, Barbara Rippey, Patricia McLoughlin, Susan McGovern and Aedin O'Donovan. Sixth, front left, are Diane Andrews, Heather McClure, Vicki Murray and two others. Seventh, back center, are Maureen Millar, Kirsty Rennie, Kelly-Anne McConnell, Jackie Spence and Catherine Doran; and eighth, Helen Craig, Vivienne Cahill, Niamh Cullen and Oisín Hannon.

Modern Motors Irish Ladies Championship

by Michael Clarke, Irish NJCA Vice President

The third Irish National Ladies J/24 Championship, sponsored by Modern Motors of Enniskillen, was hosted by Lough Erne Yacht Club, on a large lake in County Fermanagh, Northern Ireland, over a hot sunny weekend in early September. It attracted 40 women sailors from Belfast, Lough, Dublin Bay, Howth, Strangford Lough and the host club, to compete in J/24s, each with all female crews. The overall winner, and new 1991 Irish Ladies J/24 Champion, was Jill Sommerville from the Royal Irish Yacht Club, Dunlaoghaire. The best LEYC helmswoman was last year's champion, Sally Livsey-Davis, who came fourth.

Four races were planned and three sailed, on Olympic courses set on the Broad Lough by Race Officer Fred Ternan. Saturday's two races were held in perfect yachting weather, warm sunshine and a moderate southeasterly breeze. Both were won by Jill Sommerville, helming *Janus*, a Dublin Bay boat loaned by Dave Coote and Dave Constant. 1992 Olympics hopeful, Denise Lyttle, helmed *Kilcullen*, loaned by Michael Boyd and Edna O'Coineen, of the Irish Ocean Racing Club. She was second in both races, very close, and several times ahead of *Janus*. Elaine Firth, Ballyholme Yacht Club, Belfast Lough, with two thirds, was third overall after the first two races. In June, she had come seventh overall in a 27 boat fleet at the Macnamara Bowl, British Women's J/24 Championship.

This year there was a new trophy, the Foxrock Cup, for the best LEYC helmswoman and crew, bought with the money left over from a kitty kept by the LEYC crews who stayed together

in a rented house in the posh Dublin suburb, Foxrock, at the 1990 J/24 World Championship. In the first race, *Jamais*, owned by Trudy Mannion and helmed by Sally Livsey-Davis, came from sixth place at the first mark to make up two places under spinnaker into fourth place, and held it to the finish. Meantime, Charlotte Moreton in *Jeriatrix*, loaned by Michael Clarke, worked up after a late start, gaining places on the beats to finish fifth. Fortunes reversed in the second race. *Jeriatrix* was fourth, *Jamais* fifth, making a tie, so Sunday was critical for the LEYC folk.

Sunday morning came, misty and calm, until a light southerly wind filled in and Fred Ternan started the third race in early afternoon. *Jamais* was fifth round the first windward mark and *Jeriatrix*, sixth. Both set spinnakers and when they came to the gybe, demanding good crew work, *Jeriatrix* just got the inside overlap and passed *Jamais* on the next leg. To windward again, the wind fell lighter and lighter. *Jeriatrix*, still ahead by one place at the windward mark, set spinnaker and sailed into a long calm. The wind came light from different directions; some boats got it, some did not. As the winners, with wind, were finishing, those at the leeward mark began a patient beat to the line—over an hour to go little more than a mile. *Jamais* finished fifth and *Jeriatrix*, seventh, so the Foxrock Cup went to Sally Livsey-Davis, with finishes of 4-5-5 and fourth overall. Charlotte Moreton's finishes were 5-4-7 for fifth overall.

Meantime, Elaine Firth, helming *Jealousy*, loaned by Joey Kelly, had won the final race, for third overall. Denise Lyttle got another second place, giving her a 2-2-2 record and second overall. At prizegiving she got the Irish Banks' Trophy, a fine Tyrone Crystal decanter. Jill Sommerville's championship prize was the Watson Trophy, a fine metal model with spinnaker.

Diane Andrews and crew from Strangford Lough Y.C.

were sixth overall (6-6-6) in *Tenacious*, loaned by Fred and George Ternan. Maureen Miller and crew from Ballyholme Y.C. took *Jasper*, loaned by Robin and Sue Hogg, into fourth place in the final race, after waiting becalmed for three quarters of an hour to make the last 20 yards to the finish line, for seventh overall (8-8-4). Helen Craig of Royal St. George Y.C. in Dunlaoghaire, sailing *Jeton* loan from Tim and Barbara Rippey, was twice in first place at the first windward mark, but fell back, retiring in the final race and placing seventh in the first two.

Lough Erne Yacht Club, founded in 1818, is the oldest yacht racing club in Ireland. Women have been full members since 1893, almost a century ago. As participants departed, there was much enthusiasm for an even bigger turnout to the 1992 Ladies J/24 Championship next season.

Grundig Irish J/24 National Championship

by Michael Clarke

The Grundig Irish J/24 National Championship was held on Lower Lough Erne, in Co. Fermanagh, during Northern Ireland's August bank holiday weekend. The top places were all taken by crews from Dublin Bay, with Ward Woods of National Yacht Club becoming the new 1991 Irish Champion and holder of the Dunhill Trophy. The Northern Trophy went to Trudy Mannion, whose *Jamais* was helmed by Chris Smith of Newcastle Yacht Club, with crew Karen Fitzsimmons of Omagh and Kenneth Halliwell from Bangor making a representative Northern mixture.

The event was organized by Hugh Mahon, Northern J/24 Fleet Captain, and sponsored by Grundig, a major European electronics company, by arrangement with Alistair Carruthers of Enniskillen. With additional assistance from Fermanagh District Council, the event attracted 16 boats with 80 crew, and another 100 friends and family supporters, in the fine summer weather of the Fermanagh Lakelands.

Five races were planned and four sailed, controlled afloat by Race Officer Roy Howard. Saturday's two races were held in a moderate westerly and occasional light rain. Sunday's first race started on time but, as the leading boats began the third leg, the wind fell very light. Roy Howard signalled cancellation, frustrating for Marshall King in *Kilcullen*, Stephen Hyde in *Jeratrix*, and others well placed. They waited an hour and when a firm breeze developed in the afternoon, two more races were successfully sailed on full Olympic type courses. However, on Monday morning, after the fleet had sat becalmed on the lower lake for several hours, the fifth and final race was abandoned, leaving the championship to be decided by the results of the four races held. It was a great relief to Ward Woods, whose lead position on a resolved tie with Marshall King could well have been lost should others have done well, such as Tim Goodbody, in *White Mischief*.

The overall winner, Ward Woods, from the National Yacht Club in Dublin Bay, works and lives in Tenerife and had flown to Fermanagh to compete. He now qualifies for one of two places allocated the Irish in the 1992 J/24 World Championship in the USA in October, 1992. Woods and his crew on *Jessica* had won the corresponding event last Autumn on Lough Erne, in windier and colder weather and went to the 1991 Worlds in Greece. Second overall, and likewise qualified for the 1992 Worlds, was Marshall King in *Kilcullen*, owned by Michael Boyd and Edna O'Coineen of the Irish Ocean Racing Club. Third was Tim Goodbody in *White Mischief*, a Dublin Bay sailor who has often competed on Lough Erne in the past ten years.

Results: 1. *Jessica*, Ward Woods, 1-5-1-2 (9); 2. *Kilcullen*, Marshall King, 4-1-3-1 (9); 3. *White Mischief*, Tim Goodbody, 2-2-4-4 (12); 4. *Janus*, David Constant, 3-4-2-7 (16); 5. *Jewel Purpose*, Martin Byrne, 7-7-6-3 (23); 6. *Joker*, Bryan Maguire, 6-3-10-6 (25); 7. *Jaws*, Peter Stapleton, 8-8-9-8 (33); 8. *Jamais*, Chris Smith, 10-9-7-11 (37); 9. *Jeratrix*, Stephen Hyde, 21-6-5-9 (41); 10. *Jealousy*, Michael McCaldin, 8-21-8-5 (42); 11. *Tenacious II*, Fred Ternan, 11-10-14-10 (44); 12. *Jade*, Dick Martin, 13-13-12-13 (51); 13. *Be Japers*, Paul Burke, 9-21-11-12 (53); 14. *Jasper*, Robin Hogg, 14-11-14-14 (53); 15. *Jet*, Tim Rippey, 12-12-15-15 (54); 16. *Bandit*, Hugh Mahon, 15-14-16-16 (61). **Note:** I Flag=place plus 3. DSQ=place plus 5. PMS=place plus 5.

At a start at the Irish Nationals is Tim Goodbody, in *White Mischief*, just out of mischief at the limit buoy near the committee boat, with Gregory O'Brien, in *Jewel Purpose*, just ahead, and Peter Stapleton, in *Jaws*, astern.

Photo by Michael Clarke



1991

NOVEMBER

1-3 East Coast Championship & District 6 '92 Worlds Qualifier
Severn Sailing Association
Annapolis, MD
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

9-10 Stonecrab Regatta
St. Petersburg Yacht Club
St. Petersburg, FL
Gail and Mark Rosenke
H: (813) 895-7771

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

30- Thanksgiving Regatta
Dec. 1 Augusta Sailing Club
August, GA
Gil Samuelson
H: (404) 860-9682

30- Thanksgiving Regatta
Dec. 1 Davis Island Yacht Club
Tampa, FL
Gail and Mark Rosenke
H: (813) 895-7771

DECEMBER

21 Mistletoe Regatta
St. Petersburg Sailing Center
Gail and Mark Rosenke
H: (813) 895-7771

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
(305) 858-1733 (0900-2000 EST)

12-18 South American Open Championship VIII
Club Universidad Catolica de Chile
Lake Rapel, Chile
Germán Fuchs
(562) 2330674

FEBRUARY

9 Dead of Winter Regatta
St. Petersburg Sailing Center
Gail and Mark Rosenke
H: (813) 895-7771

15-16 Gulf Coast Championship
Southern Yacht Club
New Orleans
Doug Gordon
H: (504) 866-0409

22 Mardi Gras Regatta
New Orleans Yacht Club
Jerry Coogan
(504) 466-3560

MARCH

21-22 Cowtown Stampede
Fort Worth Boat Club
Robert Freedman
H: (817) 236-1520

APRIL

11 Spring into Summer
St. Petersburg Sailing Center
Gail and Mark Rosenke
H: (813) 895-7771

17-19 District 8 Easter Regatta
Columbia, SC
Tom Waters
(803) 534-6420

18-19 District 11 Championship
Nashville, TN
Charles Trotter
H: (615) 399-2130

25-26 Texas Chute Out
Lake Ray Hubbard, TX
Martin Minot
H: (214) 475-8309

25-26 Puget Sound Spring Regatta
Seattle, WA
Jack Christiansen
H: (206) 547-5979

25-26 District 21 '92 Worlds Qualifier
Santa Barbara, CA
Jeanene Lucas
H: (805) 566-0103

MAY

2-3 Spring Championship
Charleston, SC
Randall Carr
H: (803) 763-4205

9-10 J-Daze
Canandaigua Yacht Club, NY
George Ulrich
(816) 381-5356

23-25 Southwest Championship
Lake Ray Hubbard, TX
Marty Minot
H: (214) 475-8309

23-25 San Francisco Volvo Regatta
St. Francis Yacht Club
Phil Perkins
H: (415) 776-0613

23-25 J/24 Championship
Raritan Bay Yacht Club
Perth Amboy, NJ
Eric Leitner
H: (908) 442-4168

JUNE

6-7 2nd Annual Regatta
Ithaca Yacht Club
Glenwood Point
Ithaca, NY
Bradley Buell
(607) 272-3976

6-7 Jersey Coast Spring Regatta
Cape May, NJ
John VanDalen
(609) 292-1559

13 Couple's Race
St. Petersburg Sailing Center
Gail and Mark Rosenke
H: (813) 895-7771

13-14 Seawanhaka Invitational
Corinthian Yacht Club
Wayne Marciano
H: (516) 626-3437

13-15 **Beverly Yacht Club Spring Regatta**
Buzzards Bay
Robert Bell
H: (508) 748-2659

19-21 **District 15 Championship**
Milwaukee, WI
Russ Sobotta
H: (414) 352-0662

20-21 **J-Fest Northwest**
Seattle, WA
Jack Christiansen
H: (206) 547-5979

20-21 **District 3 Championship**
Atlantic Highlands Yacht Club, N.J.
Wolfgang Kornweibel
B: (908) 752-7600

25-27 **1992 Great Lakes Championship & '93 Worlds Qualifier**
Edgewater Yacht Club
Cleveland Ohio
Bill Grant
H: (216) 486-6339

JULY

3-5 **Radisson Cup & District 8 Championship**
Hampton Roads, VA
Bert Johnson
H: (804) 460-3823

10-17 **North American Championship**
Long Beach Yacht Club, CA
Ken Larson
(714) 675-8053

11 **Dog Days Regatta**
St. Petersburg Sailing Center
Gail and Mark Rosenke
H: (813) 895-7771

11-12 **Casco Bay Interclub Regatta**
Casco Bay, ME
Geoffrey MacLean
H: (207) 839-4032

17-19 **Northeast Regional Worlds Qualifier & Volvo Newport**
Newport, RI
George Wall
H: (203) 453-1001

18-19 **Beasley Cup**
Houston Yacht Club
Stuart Lindow
H: (713) 332-3603

31- **District 2 Championship & Aug. 2 Buzzards Bay Regatta**
Beverly Yacht Club
Marion, MA
George Wall
H: (203) 453-1001

AUGUST

5-7 **San Francisco Nood Regatta**
Phil Perkins
H: (415) 776-0613

22-23 **Penobscot Bay Championship**
Camden, ME
Donald Gross
H: (207) 236-2968

29-30 **District 1 Championship**
Marblehead, MA
Robert Kraemer
H: (508) 249-3522

SEPTEMBER

12-13 **Downeast Invitational**
Falmouth, ME
Geoffrey MacLean
H: (207) 839-4032

19-20 **Western Open**
Corpus Christi Yacht Club
Randy Poelma
H: (512) 993-2999

19-20 **J-Jamboree North**
Lake Winnepesaukee, NH
Paul Teem

19-20 **Jersey Coast Fall Regatta**
Ocean City, NJ
John Detweiler
H: (717) 761-5524

26-27 **Long Island Sound Championship**
Duck Island Yacht Club
Fleet 147
Lenny Goldberg
H: (203) 669-3301

26-27 **Lake Champlain Championships**
Burlington, VT
Randy Kruger
H: (802) 878-8006

OCTOBER

3-4 **Changing of the Colors Regatta**
Lake George Club
Diamond Point, NY
Ed Concikowski
(518) 668-3206

3-4 **Fall Regatta**
Milford Yacht Club
George Wall
H: (203) 453-1001

10-12 **Columbus Day Regatta**
Noroton Yacht Club
Lee Morrison
(203) 655-7769

17-18 **Puget Sound Championship**
Seattle, WA
Jack Christiansen
H: (206) 547-5979

22-29 **World Championship XIV**
Severn Sailing Association and
Eastport Yacht Club
Annapolis, MD
David Jackson
H: (301) 377-0028

NOVEMBER

28-29 **Thanksgiving Day Regatta**
Augusta, GA
William D. Thompson
H: (404) 860-2563

1991-92 Texas Circuit (8 regattas, 3 throwouts)

October 26-27, 1991
Halloween Regatta
Austin Yacht Club
Eric Nelson
H: (512) 331-7983

November 16-17, 1991
Texas Circus
Canyon Lake
San Antonio, TX
Greg Buxbaum
H: (512) 699-6281

February 15-16, 1992
Gulf Coast Championship
Southern Yacht Club
Doug Gordon
H: (504) 866-0409

March 21-22, 1992*
Eagle Mountain Lake
Ft. Worth Boat Club
Robert Freedman
H: (817) 236-1520

April 25-26, 1992*
Texas Chute Out
Chandlers Landing Yacht Club
Tim White
H: (214) 771-1909

May 23-25, 1992*
Southwest Championship
(Regional Worlds Qualifier)
Rush Creek Yacht Club
Marty Minot
H: (214) 475-8309

July 18-19, 1992
Beasley Club
Houston Yacht Club
David Hamp
H: (713) 486-0218

September 19-20, 1992
Western Open
Corpus Christi Yacht Club
Randy Poelman
H: (512) 993-2999

***Metroplex Series**



Larry Klein, '89 Worlds



Jim Brady, '90 Worlds



Dornberg/Kennedy, '90 Jr. NAs



Ken Read, '86 Worlds

YEAR	NO.	LOCATION	HELMSMAN	YACHT	HOMEPORT
World Champions					
1979	I	Newport, RI	Charlie Scott	<i>Smiles</i>	U.S.A.
1980	II	San Remo, Italy	John Kolius	<i>San Brandano</i>	U.S.A.
1981	III	Sydney, Australia	Mark Bethwaite	<i>Bandit</i>	Australia
1982	IV	San Francisco, CA	John Kolius	<i>Cheap Sunglasses</i>	U.S.A.
1983	V	Maalmo, Sweden	Ed Baird	<i>Laissez Faire</i>	U.S.A.
1984	VI	Poole, England	David Curtis	<i>HJ</i>	U.S.A.
1985	VII	Atsumi Bay, Japan	Ken Read	<i>Maggie-San</i>	U.S.A.
1986	VIII	Newport, RI	Ken Read	<i>96 Degrees</i>	U.S.A.
1987	IX	Capri, Italy	Francesco de Angelis	<i>Le Coq Hardi</i>	Italy
1988	X	Sydney, Australia	John Kostecki	<i>Pee Wee</i>	U.S.A.
1989	XI	Kingston, Ontario	Larry Klein	<i>Fly Mo J</i>	U.S.A.
1990	XII	Dublin, Ireland	Jim Brady	<i>Just More Fun</i>	U.S.A.
1991	XIII	Athens, Greece	Ken Read	<i>Maxx</i>	U.S.A.

North American Champions					
1978		Newport, RI	Charlie Scott	<i>Smiles</i>	Annapolis, MD
1979		Corpus Christi, TX	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1980		San Francisco, CA	Ed Adams	<i>Shazamm</i>	Providence, RI
1981		Rochester, NY	Buddy Duncan	<i>HJ</i>	Marblehead, MA
1982		Corpus Christi, TX	David Curtis	<i>HJ</i>	Marblehead, MA
1983		San Diego, CA	David Curtis	<i>HJ</i>	Marblehead, MA
1984		Kingston, Ontario	Ken Read	<i>Maggie</i>	Newport, RI
1985		Marion, MA	Ken Read	<i>Maggie</i>	Newport, RI
1986		Chicago, IL	David Curtis	<i>HJ</i>	Marblehead, MA
1987		San Francisco, CA	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988		Corpus Christi, TX	Scott Young	<i>Thunderstar</i>	Austin, TX
1989*		Rochester, NY	David Curtis	<i>American Garage</i>	Marblehead, MA
1990		Milwaukee, WI	Geoff Moore	<i>Not To Worry</i>	Newport, RI
1991		Toronto, Ontario	Ken Read	<i>Maxx</i>	Newport, RI

* Won by Ian Bashford (Australia).

North American Designer Fleet Winners*					
1981		Rochester, NY	Moose McClintock	<i>Obstreperous</i>	Newport, RI
1982		Corpus Christi, TX	Bob Johnson	<i>Class Action</i>	Corpus Christi, TX
1984		Kingston, Ontario	Glenn Darden	<i>Thunderstar</i>	Fort Worth, TX
1985		Marion, MA	Chris Field	<i>Brain Damage</i>	Groton Long Point, CT
1986		Chicago, IL	Bennet C. Taves	<i>Yellow Snow</i>	Rochester, NY
1989		Rochester, NY	Al Russell	<i>Slippery</i>	Waitsfield, VT
1991		Toronto, Ontario	Ron Schute	<i>Tardis</i>	Ottawa, Ontario
7878		FALL 1991			

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

YEAR	NO.	LOCATION	HELMSMAN	YACHT	HOMEPORT
------	-----	----------	----------	-------	----------

Jr. North American Champions

1987	I	Abino Bay, Ontario	John Swanson		Eggertsville, NY
1988	II	Oakville, Ontario	Andrew Smith		Oakville, Ontario
1989	III	Rochester, NY	Sean Staniforth		Montreal, Quebec
1990	IV	Santa Barbara, CA	Yumio Dornberg/Sean Kennedy		Santa Monica, CA

South American Champions

1982	I	Buenos Aires, Argentina	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1984	II	Ancon, Peru	Alberto D'Angelo	<i>Black & White</i>	Peru
1986	III	Rio de Janeiro, Brazil	Marcos Soares	<i>Linha D'Aqua</i>	Brazil
1987	IV	Ancon, Peru	Luis Lebreiro	<i>Alcaravan</i>	Brazil
1988	V	Ancon, Peru	Ricardo Capparelli	<i>Rocoto</i>	Argentina
1989	VI	Buzios, Brazil	Luis Lebreiro		Brazil
1990	VII	Buenos Aires, Argentina	Alejandro Irigoyen		Argentina

U. S. Midwinter Champions

1978	I	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1979	II	Key West, FL	Mark Ploch/Jim Brady	<i>Tchau</i>	Clearwater, FL
1980	III	Key West, FL	John Jennings	<i>Black Star</i>	St. Petersburg, FL
1981	IV	Key West, FL	Augie Diaz	<i>I'll Go</i>	Miami, FL
1982	V	Miami, FL	Charlie Scott	<i>Viva 40</i>	Annapolis, MD
1983	VI	Miami, FL	Ed Baird	<i>Impulse</i>	St. Petersburg, FL
1984	VII	Miami, FL	David Curtis	<i>HJ</i>	Marblehead, MA
1985	VIII	Miami, FL	Morgan Reeser	<i>Sea Sharp</i>	Miami, FL
1986	IX	Miami, FL	John Kostecki	<i>Terminator</i>	Pt. Richmond, CA
1987	X	Miami, FL	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988	XI	Miami, FL	Ed Baird	<i>Monster Fish</i>	St. Petersburg, FL
1989	XII	Miami, FL	Jim Brady	<i>Slap and Tickle</i>	Annapolis, MD
1990	XIII	New Orleans, LA	Paul Foerster	<i>Grand Slam</i>	Dallas, TX
1991	XIV	Miami, FL	Jim Brady	<i>Fine 4wd</i>	Annapolis, MD

European Champions*

1982	I	La Trinite, France	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva, Switzerland
1983	II	Neuchatel, Switzerland	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva, Switzerland
1984	III	Naples, Italy	Francesco deAngelis	<i>Le Coq Hardi</i>	Naples, Italy
1985	IV	Cork, Ireland	Laurie Smith	<i>Ghost</i>	England
1986	V	Scheveningen, Holland	Ed Warwick	<i>Sanjola IV</i>	London, England
1987	VI	Athens, Greece	Ed Warwick	<i>Sanjola IV</i>	London, England
1988	VII	Cowes, England	David Bedford	<i>Take Them to The Cleaners</i>	England
1989	VIII	Sardinia, Italy	Ian Southworth	<i>Plastic Bag</i>	England
1990	IX	Kiel, W. Germany	Aurelio Dalla Vecchia		Naples, Italy
1991	X	Cowes, England	David Bedford	<i>R.S.J.</i>	England

*1989 event won by John Kostecki/Vince Brun (U.S.); 1990 event won by Jim Brady (U.S.); 1991 event won by Ian Bashford (Australia).

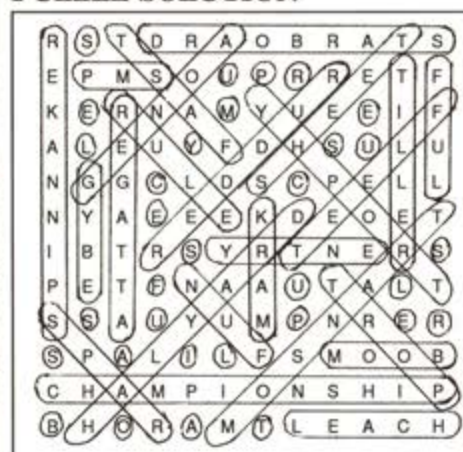


Dave Curtis, '84 Midwinters; Lew Gunn, '84 Designers Fleet



John Kolius, '82 Worlds

PUZZLE SOLUTION



Remaining letters spell: SUPREME SUCCESSFUL SUPER SAILBOAT

IJCA Executive Committee

Chairman

Hank Killion
146 Jamesville Rd.
DeWitt, NY 13214
H: (315)446-2871
B: (315)487-4279
Fax: (315)947-6289

Vice Chairman

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

Council Members

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

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

Technical Committee

Rod 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: 0983-93548
Fax: 0983-295329

John Peck*
P.O. Box 12652
San Antonio, TX 78212-0652
B: (512)732-9264
Fax: (512)735-9844

Councillors of Honor*

John Adams
9 Albert Bridge Rd.
London SW114X
England
Tel: 01-622-8998

Bengt Julin
Sjalagardsgata m, 21nb
11131 Stockholm
Sweden
Tel: 8-100358

Copyright Holder

Jeff Johnstone
557 Thames St.
P.O. Box 90
Newport, RI 02840
B: (401)846-8410
Fax: (401)846-4723

Executive Director*

Steve Podlich
612 Third St., Suite 4A
Annapolis, MD 21403
B: (301) 626-0240
Fax: (301) 280-5423

*non voting

Chile

Pres: Germán Fuchs
Asociacion Chilena J/24
Av. 11 Septiembre 2155-C
OF.409 SANTIAGO, Chile
Tel: (562) 233-0674
Fax: (562) 232-5245

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, W. 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, Ireland
Tel: Dublin 805961
Fax: 353 1 808302

Italy

Pres: Giuseppe "Pinetti" Masini
Via Sacchi, 3
20121 Milano, Italy
Tel: (02)86463165
Fax: (02)86463487

Japan

Pres: Makoto Nakano
Sec: Michio Tachibana
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
Gabriel Mancera #728-A
Col. Del Valle, Mexico City
03100 Mexico D.F.
Tel: 682 73 59

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 De la 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
J/24 Swiss Class Association
Case Postale 733
CH - 1227 CAROUGE/
GENEVE, Switzerland
Tel: (41.22) 43.44.42
Fax: (41.22) 43.50.63

U.K.

Pres: Chris Torrens
All Correspondence:
Sec: David Colman
18 Bath Road
Cowes, Isle of Wight
PO31 7QN England
Tel: (0983)291572
Fax: (0983)292962

U.S.A.

Pres: Ned Plumer
815 Layton
Henderson, TX 75652
H: (214) 657-4167
B: (800) 950-3375
Fax: (903) 657-3911

National J/24 Class Associations

Argentina

Pres: Siegfriedo Spitzky
Sec: Roberto Authier
Yacht Club Argentino
Darsena Norte
1107 Buenos Aires
Argentina

Australia

Pres: Stephen Hunter
J/24 Class Assoc. of Austr.
P.O. Box 238
Albert Park 3206
Victoria, Australia
Tel: 03-699 9655
Fax: 03-696 2576

Bermuda

Pres: Michael Butler
1 Rockaway Rd.
Southampton SB02
Bermuda
H: (809) 295-3232

Canada

Pres: Geoff Evelyn
214 Lichen Crescent
Oshawa, Ontario L1J 7K8
Canada
H: (416) 725-2173
B: (416) 433-6245
Fax: (416) 433-6583

USJCA Executive Committee

President

Ned Plumer
815 Layton
Henderson, TX 75652
H: (214) 657-4167
B: (800) 950-3375
Fax: (903) 657-3911

Vice President

Jim Keesling
1812 E. Girard Pl., #1532
Englewood, CO 80110
H: (303) 781-7077
B: (303) 321-2400

Past President

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

Technical Chairman

John Peck
P.O. Box 12652
San Antonio, TX 78212-0652
H: (512) 735-9855
B: (512) 732-9264
Fax: (512) 735-9844

Finance Committee Chairman

Douglas J. Kracht
441 E. Cedar Lane
Mequon, WI 53092
H: (414) 241-9283
B: (414) 347-2249

Governor-At-Large

Peter Young (Distr. 20)
245 Water St.
Pt. Richmond, CA 94801
H: (415) 236-5559
B: (415) 442-0200
Fax: (415) 235-0558

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

Steve Podlich
612 Third St., Suite 4A
Annapolis, MD 21403
B: (301) 626-0240
Fax: (301) 280-5423

USJCA National Measurers

District 1

Steve Helms, Fleet 43
6 Forest St.
Freeport, ME 04032
H: (207) 865-3201
B: (207) 846-6400
F: (207) 846-6088

District 2

Vin Bitel, Fleet 4
24 Lisa Lane
Middletown, CT 06457
H: (203) 347-6433
B: (203) 346-8648

George Wall, Fleet 4
42 Arrowhead Dr.
Guilford, CT 06437
H: (203) 453-1001
B: (203) 386-4542
F: (203) 386-3566

Marshall Lytle, Fleet 31
244 Flanders Rd.
Stonington, CT 06378
H: (203) 535-2035
B: (203) 441-2672

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
F: (401) 849-8168

Gordon Borges, Fleet 50
39 Concord Dr.
Middletown, RI 02840
H: (401) 847-2356
B: (401) 848-0069

Jeff Johnstone, Fleet 50
7 Thurston Ave.
Newport, RI 02840-1728
B: (401) 846-8410
F: (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

Paul Romanos, Fleet 99
21 Harriet Lane
Darien, CT 06820
H: (203) 655-2907
B: (203) 655-2907

District 6

Sandy Grosvenor, Fleet 8
312 Washington St.
Annapolis, MD 21403
H: (301) 263-8568
B: (800) 336-3066
F: (703) 534-6138

David Jackson, Fleet 8
6718 Sherwood Rd.
Baltimore, MD 21239
H: (301) 377-0028
B: (301) 338-6505
F: (301) 338-6526

Tim Mowry, Fleet 8
29 Jeremy's Way
Annapolis, MD 21403
H: (301) 280-2281
B: (301) 268-8897
F: (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
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

USJCA Technical Committee

Chairman

John Peck
P.O. Box 12652
San Antonio, TX 78212-0652
H: (512) 735-9855
B: (512) 732-9264
Fax: (512) 735-9844

Northeast (Districts 1, 2, 3, 6)

Scott Ferguson, D-2, Fleet 50
56 Burnside Ave.
Newport, RI 02840
H: (401) 846-1677
B: (401) 946-9491
F: (401) 846-0657

Great Lakes (Districts 7, 12, 15)

Reid Stava, D-7, Fleet 41
144 Shaftsbury Rd.
Rochester, NY 14610
H: (716) 288-7183
B: (716) 422-2423

Southeast (Districts 8, 10, 11)

James Klosowski, D-10, Flt. 10
3981 Loquat Ave.
Coconut Grove, FL 33133
H: (305) 770-1193
B: (305) 445-6749
F: (305) 770-1559

Southwest (Districts 14, 18, 19)

Jim Anderson, D-14, Fleet 29
121 James Dr.
Forney, TX 75126

West Coast (Districts 19, 20, 21, 22)

Bill Worsham, D-21, Fleet 57
98-1B West 18th St.
Costa Mesa, CA 92627
H: (714) 548-3464

Hank Killion, Fleet 42
146 Jamesville Rd.
DeWitt, NY 13214
H: (315) 446-2871

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 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
22621 Woodside Dr.
Duluth, GA 30136
H: (404) 447-0739

District 10

Dave J. Asabene, 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

Doug Wilson, Fleet 10
191 W. Enid Dr.
Key Biscayne, FL 33149
H: (305) 361-6565
B: (305) 361-4352
F: (305) 361-4582

Mark L. Rosenke, Fleet 86
3252 17th St. N.
St. Petersburg, FL 33713
H: (813) 895-7771
B: (813) 893-7566

District 11

Kevin Manner, Fleet 80
524 Belle Pointe Ct.
Nashville, TN 37221
H: (615) 646-7517
B: same

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) 332-3601

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
F: (512) 735-9844

Stephen L. Andre, Fleet 29
26 Lakeway Dr.
Rockwall, TX 75087
B: (214) 954-2520
F: (214) 954-2514

William Cantrell, M.D., Flt. 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
H: (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
F: (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 4th
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, Flt. 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

From left, Mark Rosenke, new District 10 National Measurer, assists Ken Carpenter, Measurer Jim Klosowski and Rich Gahn with keel template.

Michael J. Kurzawa, Fleet 96
P.O. Box 415
Fontana, WI 53125
H: (414) 275-5938

District 19

Jack Christiansen, Fleet 26
1022 N. 47th
Seattle, WA 98103
H: (206) 547-5979
B: (206) 284-3730
F: (206) 284-2932

District 20

Stu Eddings, Fleet 17
P.O. Box 941
Newark, CA 74560
H: (704) 422-2229
B: (415) 793-2123
F: (415) 793-3728

David Wilke, Fleet 17
36 Sotelo Ave.
Piedmont, CA 94611
H: (415) 547-4488
B: (415) 522-0545
F: (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
F: (805) 966-6846

James E. Britsch, Fleet 63
2525 Bath St.
Santa Barbara, CA 93105
H: (805) 687-9953
B: (805) 564-5300 x4386

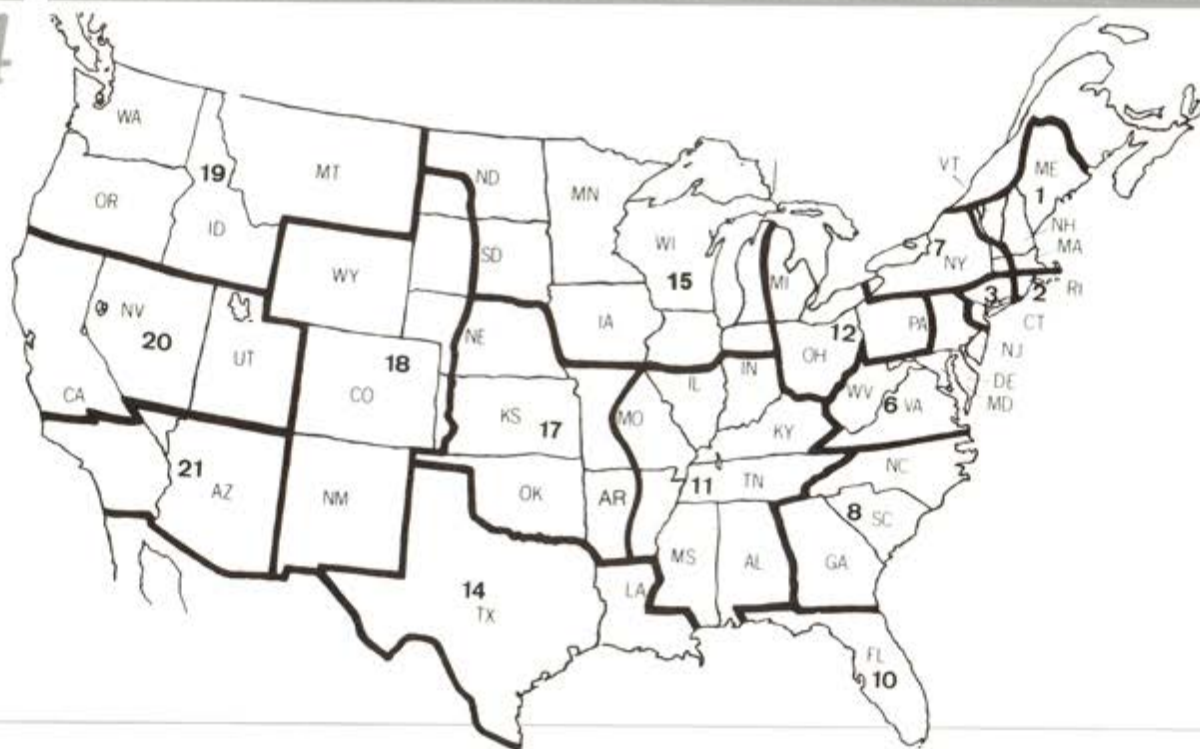
Dan L. George, Fleet 63
161 Santa Isabel Ln.
Santa Barbara, CA 93108
B: (805) 969-3621
F: (805) 565-1549

Jefferson H. Wilkes, Fleet 63
P.O. Box 23056
Santa Barbara, CA 93121
H: (805) 965-3304
B: (805) 969-5803
F: (805) 565-1327

Richard A. Rychlik, Fleet 145
15020 Calle Artigas
Thousand Oaks, CA 91360-6808
H: (805) 523-9728
B: same

Jeff Thorpe, Fleet 145
1332 Seafarer St.
Ventura, CA 93001
H: (805) 644-3451
B: same





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 2

George Wall
42 Arrowhead Dr.
Guilford, CT 06437
H: (203) 453-1001
Fleets: 4, 16, 31, 47, 50, 89,
104, 147

District 3

Al Ferlazzo
30 Silver Spring Rd.
Ridgefield, CT 06877
H: (203) 438-5121
B: (203) 968-3577
Fax: (203) 968-3188
Fleets: 2, 22, 60, 61, 99,
106, 128, 142, 148

District 6

David Scheidt
45 Gentry Ct.
Annapolis, MD 21403
H: (301) 280-2164
B: (301) 731-8894
Fleets: 8, 15, 66, 69, 79,
135, 143

District 7

Mike and Pam Nahmias
30 Steele Rd.
Victor, NY 14564
H: (716) 425-4046
B: (315) 986-5126
Fleets: 11, 24, 41, 42, 51,
78, 88, 108, 110, 146

District 8

Britt Drake
2308 Croix Dr.
Virginia Beach, VA 23451
H: (804) 496-3332
Fleets: 7, 40, 67, 97, 107,
115, 133, 134, 144, 151

District 10

Doug Wilson
191 W. Enid Dr.
Key Biscayne, FL 33149
H: (305) 361-6565
B: (305) 361-4352
Fax: (305) 361-4449
Fleets: 10, 14, 55, 68, 86,
136

District 11

Kevin Manner
524 Belle Pointe Ct.
Nashville, TN 37221
H: (615) 646-7517
B: same
Fleets: 74, 80, 131

District 12

Greg Swetka
8080 Helen
Centerline, MI 48015
H: (313) 754-9757
Fleets: 6, 19, 75, 102, 129

District 14

Ned Plumer
815 Layton
Henderson, TX 75652
H: (214) 657-4167
B: (800) 950-3375
Fax: (214) 657-3911
Fleets: 3, 5, 9, 21, 29, 54,
92, 94, 105

District 15

Douglas J. Kracht
441 E. Cedar Lane
Mequon, WI 53092
H: (414) 241-9283
B: (414) 347-2249
Fax: (414) 347-0739
Fleets: 1, 12, 37, 62, 96,
100, 123, 126, 130, 137,
149, 150

District 17

Leroy J. Patton
500 W. Main St., #500
Oklahoma City, OK 73102-
2275
H: (405) 840-3133
B: (405) 272-9241
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 19

Harry Dursch
5562 Kenwood Pl. N.
Seattle, WA 98103
H: (206) 632-2534
B: (206) 773-0572
Fleets: 25, 26, 27, 81, 90,
121

District 20

Peter Young
245 Water St.
Pt. Richmond, CA 94801
H: (415) 236-5559
B: (415) 442-0200
Fax: (415) 235-0558
Fleets: 17, 116

District 21

George Antarr, III
4139 Via Marina, #101
Marina del Rey, CA 90292
H: (213) 821-9961
B: same
Fax: (213) 306-4643
Fleets: 49, 57, 59, 63, 65,
70, 145

District 22

James E. "Fuzz" Foster
1125 Ala Moana Blvd.
Honolulu, HI 96814
B: (808) 523-1092
Fleets: 73

- 1 **Minnetonka**
Sandra Becker
19155 Lake Ave.
Deephaven, MN 55391
H: (612) 476-4937
B: (612) 853-5692
- 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
306 Naples St.
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**
Stuart Lindow
2517 Drummer
League City, TX 77573
H: (713) 332-3603
- 6 **Lake St. Clair**
Robert P. Landgraf
1762 Alton Circle
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**
James M. Klosowski
3981 Loquat Ave.
Coconut Grove, FL 33133
H: (305) 445-6749
B: (305) 770-1193
- 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 94105
H: (415) 776-0613
B: (415) 765-7460
- 19 **Presque Isle**
Robert J. Netkowicz
322 Greenhurst Dr.
Erie, PA 16509
H: (814) 866-1730
B: (814) 453-5014
- 21 **Austin**
Kirk Livingston
3102 Mistyglenn Cir.
Austin, TX 78746
H: (512) 328-4704
B: (512) 891-2249
- 22 **Greenwich**
Dave Lovelace
195 Rowayton Woods
S. Norwalk, CT 06854
H: (203) 838-5092
B: (212) 736-4433 x4762
- 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
B: (518) 482-7524
- 25 **Flathead Lake**
Jeff Fisher
P.O. Box 55
Whitefish, MT 59937
H: (406) 862-3687
B: (800) 243-7547
- 26 **Seattle**
Jack and 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
4318 Duck Pond Lane
Rowlett, TX 75088-6841
H: (214) 475-8309
B: (214) 952-2245
- 31 **Eastern Connecticut**
Marshall Lytle
244 Flanders Rd.
Stonington, CT 06378
H: (203) 535-2035
B: (203) 441-2672
- 37 **Milwaukee Bay**
Russ Sobotta
626 W. Fairy Chasm Rd.
Bayside, WI 53217
H: (414) 352-0662
- 38 **Grand Lake**
David A. Bond
Box 1900
Broken Arrow, OK 74013
H: (918) 355-1460
B: (918) 258-9688
- 39 **Oklahoma City**
Mark Kuehling
5900 N. Grand Blvd.
Oklahoma City, OK 73118
H: (405) 843-7166
B: (405) 840-5900
- 40 **Lake Norman**
Fred Sampson
102 Starboard Ln.
Stanley, NC 28164
H: (704) 483-4817
B: (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
- 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
- 51 **Cayuga Lake**
Frank Flannery
1157 Taughannock Blvd.
Ithaca, NY 14850
H: (607) 272-8017
B: (607) 272-6291

- 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., Ste 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**
Ken Hey
4727 6th St.
Long Beach, CA 90814
H: (213) 438-0308
- 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**
Terry Hutchinson
10285 Cherry Bend Rd.
Traverse City, MI 49684
B: (616) 941-1222
- 63 Santa Barbara**
Jeanene Lucas
4515-H Carpinteria Ave.
Carpinteria, CA 93013
H: (805) 566-0103
B: (805) 963-3889
- 65 Lake Mead**
Sean F. McCarthy
7000 Oakhurst Ave.
Las Vegas, NV 89128
H: (702) 363-0464
- 66 Riverton Yacht Club**
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**
John Landry
3535 Heritage Ln.
Ft. Myers, FL 33908
- 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
4638 Delmar Ave.
San Diego, CA 92107
B: (619) 226-1415
- 71 Hampton Roads**
Bert Johnson
4624 Hermitage Rd.
Virginia Beach, VA 23455
H: (804) 460-3823
- 73 Honolulu**
Dan Doyle
27 Pueohala Pl.
Kailua, HI 96734
H: (808) 263-6375
B: (808) 949-2999
F: (808) 943-6637
- 74 Chattanooga**
Mike Hester
3712 Wiley Ave.
Chattanooga, TN 37412
H: (615) 622-4519
B: (404) 861-1070
- 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**
Jerry Coogan
3300 Galan Dr.
Kenner, LA 70065
H: (504) 466-3560
B: (504) 466-3560
Fx: (504) 466-9553
- 95 Scituate Harbor**
Christopher Sullivan
182 Bulrush Farm Rd.
Scituate, MA 02066
H: (617) 545-5702
B: (617) 749-4141
- 96 Lake Geneva**
Steve Schalk
Rt. 3 - Box 139
Fontana, WI 53125
H: (414) 275-2871
B: (414) 275-5791 x248
- 97 Hilton Head**
Brad Durham
1317 Abercorn St.
Savannah, GA 31401
H: (913) 897-6493
- 99 Noroton**
Al Ferlazzo
30 Silver Spring Rd.
Ridgefield, CT 06877
H: (203) 438-5121
B: (203) 968-3577
- 100 Wilmette Harbor**
John Turney
854 Boal Pkwy
Winnetka, IL 60093
B: (312) 915-2702
- 102 Cleveland**
Bill Grant
1663 Ridgewich Dr.
Wickliffe, OH 44119
H: (216) 944-1663
B: (216) 486-4200 x4274
- 104 Nantucket Sound**
Thomas E. Leach
224 Pleasant Bay Rd.
East Harwich, MA 02645
H: (508) 432-0268
- 105 Lake Texoma**
Kenneth Hartin
925 Spring Brook
Allen, TX 75002
H: (214) 727-5241
- 106 Oyster Bay**
Wayne Marciano
963 Ripley Ln.
Upper Brookville, NY 11771
- 107 Fishing Bay**
Dave Train
3029 Bradwill Rd.
Richmond, VA 23225
- 108 Skaneateles**
Jeff King
325 Barrington Rd.
Syracuse, NY 13214
H: (315) 685-5827summer
B: (315) 455-5671
- 110 Sodus Bay**
Rick Gietzen
P.O. Box 92610
Rochester, NY 14692
H: (716) 865-4565
- 112 Split Rock Flat**
Jerry Williams
25 Elm Terrace
Burlington, VT 05401
H: (802) 658-5532
- 113 Northeast Harbor**
Mia Thompson
P.O. Box 644
Northeast Harbor, ME 04662
H: (207) 288-5651

INDEX OF ADVERTISERS

A. G. A. Correa	3
Allis Racing Ltd.	10
Baltek Corporation	42
Computer Keels	5
Dimension Polyant	2
Easy Nav	37
Eclipse Trophies	11
Hall Rigging Co.	14
Harken	4
J/24 Calendar	6
J/24 Magazine Back Issues	13
JSI Discount Sailing Source	7
Karl's Boat Shop	27
KVH (Sailcomp)	21
Layline	7
Massachusetts Maritime Academy	12
North Sails	Cover 2
Red Herring Clothing	29
Rolex Watch U.S.A.	Cover 4
Sea Slide Speed Coating	40
Shore Sails	Cover 3
Sport Silver	31
Triad Trailers, Ltd.	14

115 Lake Lanier
David Jackson
9825 Summer Oaks Dr.
Roswell, GA 30076
H: (404) 998-6656
B: (404) 587-8304

116 Monterey Bay
David Whitlock
213 Via Novella
Aptos, CA 95003
H: (408) 662-3474

121 Lake Pend O'Reille
Stanley R. Schultz
S. 425 Alpine Dr.
Liberty Lake, WA 99019
H: (509) 255-9461

123 Gull Lake
Blair Holden
1720 Willow Creek Dr.
Lansing, MI 48917
H: (517) 321-9475
B: (517) 351-8000

126 Waukegan Harbor
R. James Strid
451 S. St. Marys Rd.
Libertyville, IL 60048
H: (708) 367-0881
B: (708) 367-0882

128 Atlantic Highlands
Wolfgang Kornweibel
100 E. Garfield Ave.
Atlantic Highlands, NJ 07716
B: (908) 752-7600

129 Mentor Harbor
Alan F. Bethell
8400 Markwood Dr.
Mentor, OH 44060
H: (216) 974-1858
B: (216) 621-4041

130 Monroe Harbor-Chicago
Timothy J. Rathbun
2455 Glenwood Ave.
Joliet, IL 60435
H: (815) 723-2640
B: (815) 729-4800

131 Lake Monroe
Mark & Jean Gehlhausen
7444 S. Shadyside Dr.
Bloomington, IN 47401-9652
H: (812) 824-7444
B: (812) 854-1808

133 Augusta
William D. Thompson
3504 Wakefield Ct.
Martinez, GA 30907
H: (404) 860-2563

134 Smith Mountain Lake
Edgar A. Cliborne
203 Windmere Trail
Moneta, VA 24121
H: (703) 721-3164
B: (703) 632-6222

135 Ocean City-South Jersey
Jack Detweiler
14 Chelton Circle
Camp Hill, PA 17011
H: (717) 761-5524
B: (717) 761-1910

136 Sarasota Bay
Jay Meyer
1827 Hibiscus St.
Sarasota, FL 34239
H: (813) 953-5060
B: (813) 951-6878

137 Lake Forest
Scott Ritson
1084 Old Colony Rd.
Lake Forest, IL 60045
H: (708) 234-9120
B: (708) 937-4333

138 Camden
Donald A. Gross
20 Knowlton St.
Camden, ME 04843
H: (207) 236-2968
B: (207) 236-4378

139 Portsmouth
Mark Robinson
P.O. Box 4331
Portsmouth, NH 03802-4331
H: (603) 436-5260
B: (603) 431-8410

140 Lake Winnepesaukee
Paul Teem
RR 1, Bayberry Farms
Ashland, NH 03217

141 Paseo Del Norte
Rich Strasia
P.O. Box 698
Corrales, NM 87048
H: (505) 897-0876
B: (505) 848-3348

142 Sheepshead Bay
Richard Prevete
62 N. King St.
Malverne, NY 11565
H: (516) 596-0120
B: (718) 629-6200

143 Solomons Island
L. G. Raley
Rt. 4 - Box 217
Hollywood, MD 20636
H: (301) 373-5700
B: (301) 863-8181

144 Wrightsville Beach
Peter Davis
5613 Greenville Loop Rd.
Wilmington, NC 28409
H: (919) 395-5512
B: (919) 395-5131

145 Ventura County
Dave Zumbun
3031 Keel Way
Oxnard, CA 93035
H: (805) 984-9411
B: (805) 984-9411

146 Port of Oswego
Mike Gagliardi
16 Erregger Terrace
Syracuse, NY 13224
H: (315) 446-3454
B: (315) 424-1699

147 Duck Island
Lenny Goldberg
34 Leffingwell Rd.
Clinton, CT 06413
H: (203) 669-3301
B: (203) 669-0767

148 Manhattan Yacht Club
Timothy Ryan
155 Riverside Dr. - #3A
New York, NY 10024
H: (212) 721-0299
B: (212) 370-8039

149 Little Bay de Noc
Dan Branson
1616 12th Ave. So.
Escanaba, MI 49829
H: (906) 786-0521
B: (906) 786-1884

150 Muskegon
Steve Ulrich
16653 Lakeview Dr.
Spring Lake, MI 49456
H: (616) 846-7622
B: (616) 842-7440

151 Western Carolina Sailing Club
Brooks Gallagher
6 Lake Circle Dr.
Greenville, SC 29609
H: (803) 235-2804
B: (803) 233-1511

INTERNATIONAL CLASS ASSOCIATION

U.S. FLEET CHARTER APPLICATION FORM

(Minimum of 3 boats with current membership required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

I do hereby apply through my District Governor for registration of the _____ fleet.

(Name of Fleet)

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

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

FLEET CAPTAIN SIGNATURE

PRINTED NAME

DATE

DISTRICT GOVERNOR SIGNATURE

PRINTED NAME

DATE

J/24 REGATTA REGISTRATION FORM

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

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

(Type or print:)

Regatta _____ Date of event _____

Boat Owner _____ Co-owner _____

Helmsman _____

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

_____ Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

☐ I am a current J/24 Class Association member. ☐ I am not now a Class member but will join at time of registration.

Enclosed is my regatta entry fee of \$ _____.

Helmsman's Signature _____ Date _____

1992 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, 1992 Spring and Fall issues of *International J/24 Magazine*, periodic issues of *Waterlines* newsletter, 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, 1992, 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, 1992). 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 _____ 1992 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.

1992 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 1992 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 1992 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 • 612 Third St., Suite 4 A • Annapolis, MD 21403 • (301) 626-0240

Shore Sails Win Worlds and North Americans

Worlds
1st
North Americans
1st
4th
5th
U.S. Open
1st
3rd
Western Regional
1st
4th
Southeast Regional
1st
Great Lakes Champs
1st
Central American Games
1st
District 3
1st
District 15
1st
District 19
2nd
3rd
4th
5th
Midwinters
2nd



The success of Shore Sails is good news for the J/24 Class. We share everything we learn, and our computer design and laser cutting guarantee that you get the same sails used by Shore champions. That means customers like Jens Hookanson finish fourth at the North Americans (top non-sailmaker) and Carl Buchan is third at the U.S. Open, and Pete Milnes can be the only non-sailmaker to win a race at the Midwinters. If you demand proven sail designs, durable sails, and the most knowledgeable salespeople, call Shore Sails first.



J/24 TEAM

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

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

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

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

**How To
Win
In A
J/24**

*Call for our free
tuning guide*

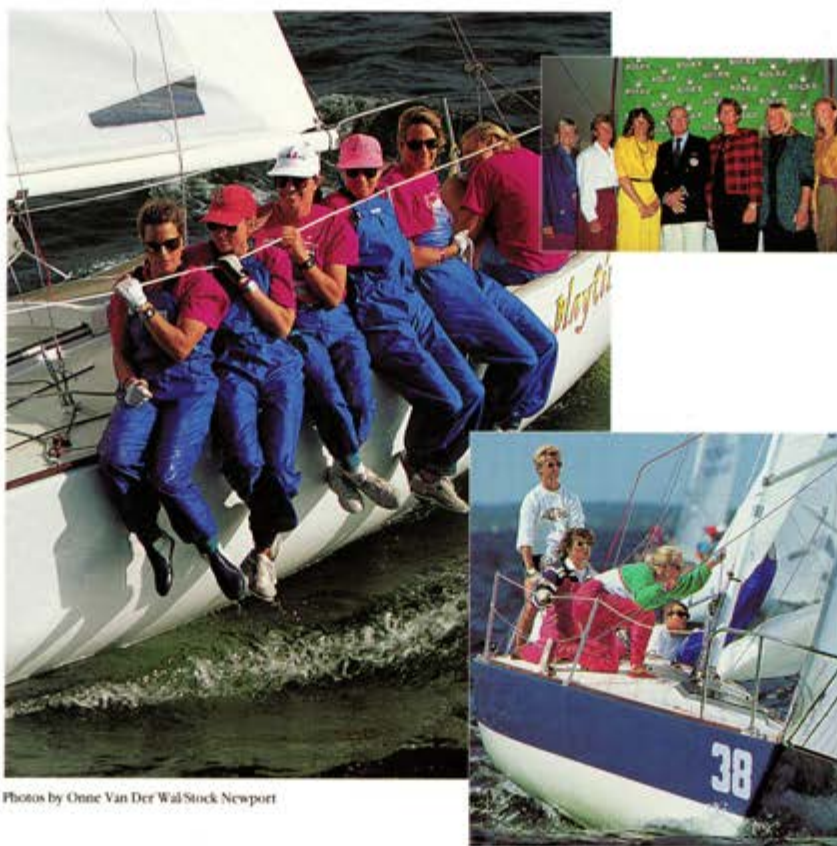
Shore Production Lofts: Annapolis, MD • Burlington, VT • Cleveland, OH • Houston, TX • Huntington, NY • Miami, FL • Newport, RI • S. Norwalk, CT • Point Pleasant, NJ • San Francisco, CA • Seattle, WA • Traverse City, MI • Yarmouth, ME • Brazil, Finland, Italy, Japan, International



Rolex Watch U.S.A. congratulates the teams at the 1991 Rolex International Women's Keelboat Championship for their outstanding achievements on the race course and for perpetuating goodwill among the world's finest sailors.

Nancy Phillips • Lois Dioro • Tara Rowe • Elizabeth Hefti • Kathleen Cahill • Chris Webster • Linda Lisk • Kitty Ing • Cathy Kehoe • Debbie Jeffcoat • Donna Scott • Francine Hewitt • Pat Pape • Patricia Flynn • Ann Ritterbusch • Lisa Moses • Norma Grittani • Mary Fraser • Allison Morgan • Carolyn Moss • Yvonne Kooter • Shauna Fenwick • Gail Haberlin • Margo Haberlin • Gail M. Haberlin • Diane Haberlin • Vicky Stebbins • Colleen Bassett • Raewyn Bennett • Christine Brennan • Dot Roodbeen • Joanne Tee • Pip Todd • Susan Madrigali • Anna Peachy • Vicki Sodaro • Stephanie Wondollock • Jan Dorland • Leslie Egnot • Celia Dodson • Jan Shearer • Joy Allen • Elizabeth Menzies • Jennifer Brooke • Nanako Koyama • Noriko Nishimura • Mika Ashikawa • Misako Nagata • Maki Maeda • Mika Yamada • Cory Sertl • Dina Kowalshyn • Susan Taylor • Nancy Haberland • Donna Corbishley • Amy Iverson • Mary Ann Coleman • Susan Tuff • Maryann Glynn • Lee Lee Lloyd • Suzanne Malloy • Sally Sharp • Kim Ferguson • Karen Holt Fletcher • Kerry Tyson • Suzanne Aubois • Heather Miles • Allison Peter • J.J. Isler • Pamela Healy • Louisa Heer • Martha MacKechnie • Margie Fetter • Giselle Camet • Jody Swanson • Debbie Hopkins • Jill Swanson • Kiki Couch • Brenda Crane • Kathryn Josenhans • Keiko Nogami • Aiko Saito • Mitsue Hirots • Kyoko Shirai • Ayako Nakajima • Sanae Okada • Hiroko Inaoka • Keiki Fujitani • Seiko Yamada • Yoko Tomoda • Tomoko Terakawa • Shoko Aoyama • Mikiko Tsuchiya • Midori Kameyama • Makiko Nikaido • Yumi Aoyagi • Fumiko Sakai • Mikiko Yagi • Julia Razakova • Lilian Selukova • Natalia Sarkisian • Olga Solnzera • Irina Chunihovskia • Marina Denisenko • Ludmila Gozodetskaya • Orsana Sazonova • Svetlana Sazicheya • Natalie Fzolova • Lidia Boitsova • Elena Pahlchik • Victoria Vesslova • Nadejda Adamova • Anna Olhovskaya • Maria Grigorin-Riabova • Tatyana Burtseva • Larisa Moskalenko • Carole Bates • Barb Wilkinson • Marcia Mowery • Pat Scarlotti • Leslie Dreier • Susan Lindsay • Kerry Anne Goudge • Kate Holz • Donna Sykes • Lindy Hardcastle • Jenny Gillott • Michelle Scarff • Barbara Beigel-Vosbury • Sandy Grosvenor • JoAnne Schram • Debbie Holt • Ronda Wohlgenuth • Dorian Goldberg • Carol Fernandez • Georgie Otero • Dee Spear • Ruth Allen • Jeanine Watkin • Karin

Forty-six teams from nine countries competed in the fourth biennial running of this prestigious event, hosted by Ida Lewis Yacht Club in Newport, RI. The fleet fielded national and international champions, including Olympic hopefuls, a reigning gold medalist, and six former Rolex Yachswomen of the Year. Betsy Alison of Newport, RI — herself a three-time Rolex Yachswoman — sailed an impressive series to recapture the Rolex crown she won at the inaugural event in 1985.



Photos by Onne Van Der Wal/Stock Newport



• ILYC • USYRU • NEWPORT, RI •

Olsen • Andrea Olsen • Michelle Olsen • Melissa Moore • Beth Joosten • Julie Mattison • Faye McKenzie • Jacqui Tribe • Sharon Pledge • Gabriela Verdon • Kate Jennings • Sally Hogan • Pat Raymond • Meredith Adams • Louisa Holt • Carol Newman • Missy Taylor • Alyce Robinson • Betsy Alison • Kristan McClintock • Karen Neri • Nancy Hood • Liz Merrifield • Wendy Lotz • Gail Rosenke • Sherry Welch • Alyson Utter • Linda Brehmer • Robbin Sayre • Sue Dawson • Yumiko Takano • Hiroko Imoto • Mayumi Ozaki • Sumiyo Kaneko • Noriko Nishio • Tomomi Kanamori • Becky Wilson • Lise Merrifield • Dru Slattery • Betsy McClintock • Linda Epstein • Brooke Simpson • Joan Thayer • Carol Christopher • Jennifer Chaisson • Martha Quigley • Ellie Schnabel • Leslie Marquette • Stephanie Schmidt • Liz Shumway • Christy Evans • Julie Starkweather • Disa Nourjian • Meg Lucas • Francine Alheid • Ellen Murphy • Veronica Daley • Eileen Tulipan • Patti DeBruyn • Sharon Wilder • Kimberly Smith-Oricchio • Karen Shields • Angelina Cande • Dawn Fleming • Janna Pederson • Dana Melchar • Amanda Bader • Barbara Gold • Linda Lindquist • Christina Maurillo • Sarah Bullard • Ellen Lockwood • Berita Van der Werff-Valk • Saskia Valk-de Jong • Caroline Vogelzang • Anneke Vlieger • Kathrin Ginsberg • Ellen Dewolf Field • Debbie French • Lucinda Goff Muther • Lee Parks • Suzanne Menard • Deborah Sparks • Mary Brigden • Ruth Paulling • Carol Robinson • Cathy Ripley • Gwen Abel • Pam Moes Gregory • Tricia Yeoman • Beth Sertl • Nancy Rutsch • Erin Harrington • Judi McKay • Kathy Irwin • Reda Veitas • Liz Menis • Colleen Kelly • Cindy Olsen • Gail Rastonis • Katherine Zainea • Leslie Deardorff • Jeanene Lucas • Melissa MacGillivray • Jennifer Draheim • DeLoris Petty • Laura Wilson • Susan Milnes Wallace • Michelle Milnes Kirby • Lori Milnes Dobbins • Lynne Shore • Joan Touchette • Sharon Bernd • Katherine Morgan Delfosse • Dawn Donoghue • Linda Kaiser • Courtney Corroon • Jennifer Ross • Mary Meyer • Heidi Backus Riddle • Susan Backus • Amy Backus • Gretchen Backus Loper • Betsy Yingling • Allison Rese • Karen Benjamin • Kerry Byerley • Karen Portch • Paola Vittoria • Julie Evans • Alexandra Berl • Marcie Ridenour • Colleen Bidus • Barbara Pease • Rebecca Morris • Marilyn Scott • Lisa Pence

Betsy Alison and crew show their fine form on a windward leg. Inset bottom: Berita Van der Werff-Valk's Dutch team prepares for a mark rounding. Inset top: Rolex Yachswoman of the Year with Roland Puton, President and CEO of Rolex Watch U.S.A. Left to right: Jody Swanson, Bonnie Shore, Lynne Jewell Shore, Mr. Puton, Heidi Backus Riddle, Betsy Alison, J.J. Isler.