

International

SPRING 1992

VOLUME 28

J[®] 24



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Photo by George Antarr

Japanese sailors enjoy a moment of serenity at the 1992 Midwinters in Miami.

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Hank Killion at the November 1991 International J/24 Class Association meeting in Ireland.

some exciting times for the class right from the Nations Cup all the way to our junior events.

Good sailing,

Hank Killion

Seven Years as IJCA Chairman

by Hank Killion

As I begin my seventh year as Chairman, I'd like to reflect on two items that have been instrumental in class stabilization.

First, the implementation of a minimum hull weight has protected the investment by the owners of our older boats. Although the weighing process at times has been a lengthy process, the benefits have been well worth it. Those of you that have taken the time to obtain a full measurement certificate know what a pleasure it is to no longer have to go through the process of measurement when arriving at a regatta.

The second item is rule changes on a two year basis. Through the efforts of a great many people, our rules are now to a point that any changes should be only minor.

As we proceed into the 90s, we must decide where to put the emphasis for our continued growth. From my viewpoint, I feel we have to concentrate on the continued involvement of the new and mid-level sailors. Although it was the top sailors who were instrumental in the early years of the class, it is our weekend sailors that comprise today's backbone of the class. I think back to the 1984 Boston meeting where with Bob Johnstone's help we developed the "Formula for a Fleet's Success" and how those values are still true today. Our new Executive Director, Steve Podlich, has picked up the ball running and has been a pleasure to work with.

At our recent international meeting, we took some informal votes relating to the type of courses we sail. One thing that came out of this discussion was that we use fewer Olympic courses than in previous years. As we go forward, look for



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Ned's boat, Plum Crazy, at the 1991 Midwinters. (Don't you think it's time you sent us a current photograph of yourself, Ned?)

How We Can Remain the Premier One-Design Class

by Ned Plumer

The One Design Class Council has listed ten commandments for a **totally** successful one-design class (*American Sailor*, January 1992, p. 39). They are as follows:

1. Communicate
2. Use local fleets as building blocks
3. Balance continuity and new blood
4. Create enforceable rules and enforce them
5. Treat your builder as a partner
6. Raise money
7. Let the world know you exist
8. Make your championship events outstanding events
9. Get everyone involved
10. Make one-design sailing fun

In **my** opinion, the J/24 Class has done an excellent job in the areas of #3, #4, #5, #6, and #8. With the continued excellence of the magazine and the addition of *Waterlines*, strides have been made on #1. The new class brochure, the calendar, and promotional video leave little to be desired in the area of #7. This leaves #2, #9, and #10 for strengthening.

The changes at the Class office should help strengthen communication and help local fleets grow. We are currently developing a piece of literature to help all fleets put on a first class regatta, regardless of experience level. No one can control the weather but when everything else is well planned, all contestants come away feeling good about the regatta.

This leaves us with #9 and #10. These two areas are where District Governors need input from you. Any ideas or suggestions you have which require national attention need to be passed on to your fleet captains, so they can give input to the governors for the annual meeting. Everyone's views are valued and can be used to make the Class stronger.

However, member involvement and fleet fun does not usually require attention at such high levels. It just needs to happen. Share your formula for success with others by submitting a short piece for the USJCA News section of the magazine, or pass it along by other means.

It is my desire to see that the J/24 Class remains the **Premier One-Design Class**. To do this, we must **excel** in all ten categories. Please communicate any input you might have on these issues. Each one is important by itself, but together they create a winning combination for everyone from the world class sailor to the first time crew.

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.



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This is the first Executive Director's column. In this column I plan to address issues which affect all of us who sail J/24s.

In this volume, the issue I wish to point out is the wonderful opportunity we have this year to introduce ourselves and our boats to a huge group of sailors with tremendous benefits to our race results, our class, and also to this other group. The group I speak of is the junior sailors at our clubs.

This year is unique because the US SAILING/Rolux Junior Sailing Championship Committee has chosen the J/24 to be used in the Sears Cup finals. The Sears Cup is the U. S. Junior Sailing Championships, held annually, in boats using three or more crew. It has been held in many different class boats in the past, from Thistles to Echells 22s. Three of our past world champs rose through the junior ranks and won the Sears Cup on their way to winning the J/24 World Championship.

	Won the Sears	Won the J/24 Worlds
Charlie Scott	'71	'79
John Koliis	'68	'80 & '82
John Kostecki	'81	'88

So what is this wonderful opportunity? Our class can recruit the hottest young sailors just by helping them in five different ways. 1) Invite your club's juniors to crew with you. 2) Get involved with the local and area Sears Cup championships. 3) Help your fleet give a J/24 seminar for the juniors. 4) Allow your boat to be used in the local and area championships. 5) Follow up by encouraging these new class participants to remain involved in racing J/24s.

These young folks make great crew. They want to learn about our boats, how to make them go fast and how to do maneuvers well. The knowledge you give them will allow them to be more competitive in their eliminations and will get them hooked on the J/24 class!

Get involved. The local Sears Cup organizers are always looking for help to run the race committee, to drop marks, to orchestrate boat swaps, pass out lunches, and house visiting competitors and officials. At all levels of the Sears Cup ladder they will be running a seminar before the regatta. Who would be better to speak or go out on a boat at one of these seminars than the best sailors the local fleet has to offer. The seminars help the kids get more familiar with the boats they are going to borrow and also allow the instructors to solve potential problems off the race course before they become protests on the race course. If you cannot be "hands on" involved then allow a youngster to use your boat both in preparation for the various events and in the championships themselves. This does have some risk involved with it, but the Sears Cup organizing committee attempts to mitigate the risk by organizing and helping to fund the seminars before the regattas, by using the 100% jibs and by using the US SAILING borrowed boat insurance. The risk is worth it when the payoff is good crew and excitement in our class.

Finally, after the local and area Sears Cup championships



Steve Podlich, Executive Director, helms a boat (the next best thing to sailing a J/24) at the 1992 Midwinters as Fleet 1 Captain, Sandy Becker, takes race notes.

are over don't let these kids slip away. They are good crew. And they will be looking for other opportunities to sail J/24s in competition. The J/24 Jr. North Americans are scheduled in upstate New York the weekend before the Sears Cup finals are being held in Newport. This regatta will be a great tune up for the kids going to Sears Cup and it will give the others a chance to race against the best junior sailors our class has to offer.

I recall during my days as a junior I was recruited to crew aboard a Comet. I raced faithfully with the same guy for about two years, until I outgrew (read "got too heavy for") the boat. It was in a Comet that I earned my first non-junior trophy in a regional regatta. To this day I still have a soft spot in my heart for Comets. And, you know, of all the trophies that I have culled from the trophy shelf and stored away, that 3rd place crew trophy from the 1973 Comet Territorials is not one of them.

The US SAILING/Rolux Junior Championship Committee consultant is Joni Palmer. She can put you in contact with the people in your area who are organizing the Sears Cup local and area championships. She also keeps a data base of junior sailors and junior sailing organizers. If you or one of your new young crew members is interested in being included in this data base, contact Joni at 1780 Beachfield Road, #1, Annapolis, MD 21401 (Tel) (410)757-9586 or (Fax) (410)626-8423.

About six paragraphs ago, the international readers started to wonder what was in this article for them. Junior sailors are the future of our sport and our class. We all benefit when we help our future competitors and crew members. There is a unique opportunity this year for USJCA members to include juniors in our class and provide those kids with a great boost toward their own personal goals. All J/24 sailors can benefit by including juniors in their crews and the junior sailors will benefit from sailing on our boats. You may just find a life time J/24 sailor or even a future J/24 World Champion.

Standard NJCA Shipping Policies

We have developed a standard set of price guidelines for merchandise going to NJCAs. You can find these on page 71 of this magazine (above the regatta registration form).

Credit Card Orders

As announced in *Waterlines* #2, we can now accept credit card payments on phone orders. Because we receive relatively few credit card orders, we charge a fee of 3.9% on each transaction to cover additional costs. That extra dollar or so you see on your monthly bill went to the bank, not to the pub around the corner.

Sales Tax on Maryland Orders

If you live in Maryland, please add an extra 5% to merchandise orders. This **does not include** membership dues payments. Sales tax applies to phoned-in, mailed, and face-to-face transactions. In other words, there's no way to get around this one.

New District Governors

Welcome to Brendan Benson and Matt Cieski. Brendan replaces Mike and Pam Nahmias in District 7 and Matt replaces Peter Young in District 20. We look forward to meeting and working with Brendan and Matt, and we thank the Nahmiases and Peter for all the time and effort they put into the class.

Used Boat Ads

We've been receiving many inquiries about used boats for sale. If you place an ad in *Waterlines* this summer, prospective buyers **will** respond. Classified ads cost \$10 for members and \$40 for non-members. Please include hull #, year built, particulars, name, and phone number. Ad copy and payment must be received by mail—we won't accept phone orders with IOUs.

Measurement Certificates

Glenn Gustafson, past USJCA President, is handing over the job of measurement certificate data entry and issuance to the class office. Since the spring of 1990, he has volunteered to complete this monumental project. Thank you Glenn! Now that we operate off a new computer with enough memory to hold both the membership and the measurement databases (our old computer shivered at the thought of that much data), Steve and I will be the people to contact with measurement certificate questions. Please bear with us as we muddle through an as yet unfamiliar task. Read Glenn's letter on page 11 and look for updates on our progress in upcoming issues of *Waterlines*.

1992 J/24 Wall Calendar

Your nearest and dearest friends and relatives would **still** love to have one. And at the recently reduced price of only **\$5.00 each** (\$8.00 for overseas addresses), you can order two for only \$10.00 (the pre-April 1 price). This edition of the calendar has each week designed traditionally (i.e. the week starts with Sunday and ends with Saturday). And, yes, December is correct this year.

Magazine Back Issues

Our new members must be eager to start winning regattas. They know that back issue articles answer their questions pertaining to maintenance, tuning, and having fun. Consequently, our stock of back issues continues to dwindle—we have run out of Volumes 17 and 24. For more information on prices and availability, refer to the ad on page 7.

Greek Worlds Video

There is one copy of the Greek Worlds video available. It costs \$28 + postage. If you want it, contact us here at the office.

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Notice to International Members in Countries without NJCAs

To cover the cost of shipping class publications abroad, we have raised the cost of 1992 dues for those who live outside the U.S. to \$42.00. This cost applies to members living in countries without their own NJCAs and to foreign individuals wishing to be USJCA members. A crew subscription for a person living outside the U.S. now costs \$26.00. The class arrived at this price based on \$3 minimum shipping for each magazine and \$1 for each newsletter.

1992 U.S. Class Dues

1992 USJCA dues for the calendar year remain at \$30.00. If you somehow misplaced the shocking orange renewal form enclosed with your fall magazine, use the membership application found in the back of this and every magazine.

J Boats Europe

J Boats Europe has moved to a new office. The contact there is R. Stuart Johnstone and he can be reached by mail at: P.O. Box 22, Lymington, Hants, ENGLAND, S0419WY; PH (44)590670907, FAX (44)590670893.

J/24 Class Ties

The UKJCA had a handsome J/24 tie produced. U.S. members may obtain these ties from the class office for \$24.00 apiece. Members of NJCAs in NON-EUROPEAN COUNTRIES may also order ties from the Annapolis office for \$29.00 each (postage included-check drawn on U.S. bank only). Europeans should order ties from the UK class office (see page 64 for address) for 12.50 pounds each.

USJCA Annual Meeting Minutes

Yes, they are already late, but we hope you can wait just a little while longer. They will be published in our next issue of Waterlines, due out in May. If you are dying to get your hands on them, contact us here at the office.

Office Hours

J/24 Class office hours are Monday through Friday, 9:00 am to 5:00 pm, Eastern Time. Address mail to J/24 Class Association, 612 Third St., Suite 4A, Annapolis, MD, 21403-3213. Telephone (NOTE NEW AREA CODE): (410) 626-0240; Fax: (410) 280-5423.

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Worlds Qualifier Update

We remind you again that the new dates for World Championship XIV are October 29-November 6, 1992 here in Annapolis, Maryland. For a World Championship held in the U.S., the USJCA is allotted 20 entries determined at 3 open, 5 regional, and 11 district events (largest according to 1990 membership figures), plus a slot for the USJCA President. Invitations have been extended to:

IJCA QUALIFIERS:

Past champions—Scott, Koliuss, Bethwaite, Baird, Curtis,
Read, de Angelis, Kostecki, Klein, Brady
South American champion—Alejandro Irigoyen
Founders—Rod Johnstone, Jeff Johnstone
IWKC champion—Betsy Alison
North American champion—Geoff Moore
European champion—David Bedford
IJCA Chairman—Hank Killion

USJCA QUALIFIERS:

USJCA President—Ned Plumer

OPEN EVENTS

North Americans (Toronto)	Steve Ulian	Aug. 16-23, '91
Midwinters (Miami)	Jay Lutz	Jan. 5-11, '92
U.S. Open (San Francisco)	Jack Christiansen	July 13-14, '91

REGIONAL EVENTS

Northeast (Noroton, CT)	Peter Milnes	Oct. 12-14, '91
Southeast (Hampton, VA)	Steven Hunt	July 5-7, '91
Great Lakes (Rochester, NY)	Cory Serfl	Aug. 9-11, '91
Southwest (Dallas)	Scott Young	May 25-26, '91
Western (Seattle)	Carl Buchan	June 8-9, '91

DISTRICTS (TOP 11)

1-Downeast Invitational Portland, ME	Tim McKegney	Sept. 6-8, '91
2-Milford Fall Regatta Milford, CT	Steve Schmidt	Sept. 28-29, '91
3-District Championship Seawanhaka, NY	Lee Morrison	June 22-23, '91
6-East Coast Championship Annapolis, MD	John Wright	Nov. 1-3, '91
7-District Championship Fair Haven, NY	Kevin Doyle	July 5-7, '91
8-Easter Regatta Columbia, SC	TBD	April 17-19, '92
10-District Championship Miami	Chris Larson	May 25-26, '91
14-Texas Circuit Texas, Louisiana	Paul Forrester	1990-91 Circuit
15-District Championship Wilmette, IL	Terry Hutchinson	July 12-14, '91
19-District Championship Flathead Lk., MT	Herb Cole	Aug. 10-11, '91
21-District Qualifier Santa Barbara	TBD	Apr. 18-19, '92

UKJCA QUALIFIERS:

John Greenwood 80 Halford Rd. Fulham London W8 6QR	Chris Kearns 6A Matthews St. London SW11 5AB	Tim Spalding 80 Marine Parade East Lee On Solent PO139BJ
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Andrew Roberts The Malthouse High St. Brockenhurst SO427YA	Nick Whipp Sandbed Farm Cottage Sandbed Ln. Delph OL3 2SU	(Reserve) David Ellis 28 Caledon Rd. Parkstone Poole Dorset BH149NN
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Copy Deadlines

Just to remind all of you:	<u>Waterlines #3</u>	April 15
	<u>Waterlines #4</u>	June 1
	<u>Waterlines #5</u>	July 15
	<u>Int'l J/24 #29</u>	Sept. 1
	<u>1993 Calendar</u>	Sept. 15

PLEASE, whenever possible, send us your articles and race results on 3.5 inch disks. And, if you think this magazine issue is heavy on copy and light on photos, SO DO WE. Don't forget to assign someone in your fleet to NEVER leave home without his/her camera. And, one more thing-- if all of you who sent in your copy LATE were testing out the new editor to see how far she could be pushed, you pushed far enough. NO MORE MS. NICE GUY.

An Acceptable Excuse for Late Dues??

"Dear Sirs:

Here's my 1992 Dues. Sorry they're so late, but as you can see, I married one of my crew. I lost track of my priorities for a while, but I'm OK now though!

Thanks,
Dave Brandt"

(Dave and his new bride sail hull #40 out of Fleet 132 in Ohio)



Readers' Column

You've probably noticed there isn't a very big one. We hope this doesn't mean no one reads International J/24 anymore. Maybe it just means you've all had boring winters. Regardless, we'd love to hear from you. Your summer is bound to bring something exciting.

A Letter from a Reader

"This letter is a personal commentary on the status of enforcement of measurement rules already in place. The inclusion in the class rules of maximum crew and minimum boat weight along with the requirement to have a valid measurement certificate have gone a long way towards equalizing boats and making sure that the best sailor wins. There are, however, some problems I see creeping up again and again that I feel must be addressed.

Class members have had several years to get used to the idea of needing a measurement certificate. During this time there have been numerous opportunities to get boats measured at no cost. Yet there are still many owners who have not gotten their boat measured because "it is too much trouble". This has led to several problems.

The requirements of having a certificate and of meeting the maximum crew weight limit have not been well enforced at local and regional regattas. With the exception of one event, I have never been asked to produce my certificate or weigh in in order to validate my registration. Several boats have won regattas without having a certificate or with overweight crews yet no one knew. When this was discovered no one protested because they did not want to cause "trouble".

Five problems need to be addressed:

Problem 1: Not requiring proof of a certificate or crew weight at registration.

Problem 2: Not following up when it becomes known a rule has been broken.

In the one regional regatta that did require proof of a certificate, I discovered another disturbing trend. If you didn't have a certificate or if your crew didn't weigh in you could still race but not be eligible for a trophy. This was done, I suppose, so as not to discourage participation by all those owners who found it "too much trouble" to get a certificate in the past three years.

This approach would allow me to race with a keel that is too big/small, a mast that is too short/long, a boat that is too light, or a crew that is too heavy.

In my opinion, there is no difference between allowing a person to race with a keel that is one millimeter too long and allowing a person to race with a 160% genoa. J/24s are meant to be one design. In the past, the class experienced a lot of problems when the rules did not insure this. This caused the adoption of rules meant to solve these problems. If we don't enforce them we will end up back where we started.

Problem 3: Allowing an illegal (unmeasured boat or crew) boat to participate with the provision that they are not eligible for a trophy.

I also see the attitude that the rules are only meant for the rock stars. If a world champion doesn't have a measurement certificate everyone complains and says it is unfair and "people in his position should really set an example". But an average local sailor in the same situation is often forgiven so as not to discourage participation.

This was highlighted at a regatta this summer when it became known that the winner had sailed without a certificate (his keel and bottom had just been worked on and there was "no time" to have the boat measured). Many people called for his disqualification until it was brought to their attention that if we

disqualified the winner (rock star) we would have to disqualify about twenty other boats (average fleet sailors) who also didn't have certificates. The idea was quickly tabled so as not to discourage participation by the average sailor.

Problem 4: The rules should apply to everyone evenly regardless of standings in the results.

Often people turn to measurers to enforce the rules. My opinion as a class measurer is that if I am at a regatta and I am called upon by the jury or organizers to rule on a measurement protest, I will even if this means recommending that someone be disqualified. It is up to the sailors, jury, and organizers to lodge a protest if a rule has been broken. It is not the responsibility of a measurer to play detective and hunt down violations or to act on rumors.

Problem 5: It is everyone's responsibility to enforce the rules. You are not playing dirty if you protest for a measurement violation.

The J/24 Class is the best in the world. Many people have spent a great deal of time to make it what it is. It is time for the class to enforce the rules it has adopted and to no longer allow the excuse that the rules are "too much bother" and there only for the rock stars.

At a minimum, every regatta should require a certificate and crew weight to complete registration. Anything less and we are taking a step backward.

John Alofsin"

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Photos by George Artarr

And to think that Cass was nervous about meeting the Pecks. . .

1992 Preparations for the '93/'94 Rule Book

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

1992 is a year when rule change proposals will be considered for implementation in the 1993/94 Rule Book. The International Technical Committee met March 7-8 at the new Class Office in Annapolis to review suggestions received from national authorities and to draft formal proposals which will be circulated to the general membership for approval later this year. This was the first meeting of the newly expanded committee which is now comprised of Rod Johnstone (Designer) and delegates from Canada, Germany, the U.K., and the U.S.

You can relax, there are no major changes under consideration for the hull, only minor details for further clarification of existing rules and ease in measurement. Optional and required equipment may be shuffled a little to help the heavier yachts come down to the 1375 kg "all up sailing weight", and to allow more freedom for personal preference in comfort items.

After reviewing solicited input from sail makers and suppliers of sail cloth, we have drafted proposals that should increase the life of most of your sail inventory by allowing greater flexibility in corner reinforcements and longer battens in the 100% jib. It was also clarified that spinnakers must be made of nylon. There have been experiments with spinnakers made of new polyester materials, and the committee decided to let the "industry" continue its development, outside the J/24 Class. It may be a consideration in the future, but not until more

uniformity in the fabrics can be assured, and these new fabrics are readily available worldwide.

Consistency in measurement methods and techniques continues to be a concern. Members of the IJCA Technical Committee will continue to conduct measurement seminars at the North American and Midwinter Championships, and new this year will be seminars at the European and World Championships. If you are interested in becoming a certified measurer, contact the Class Office for more details.

Money generated from sail royalties is one of the major factors in holding the annual class dues at the present level. "The more you play, the more you pay" has been the philosophy that works. At the last Midwinter Championship, seven sails (four from the same boat) were presented for measurement with royalty tags that had been removed from another sail and reused. The tags were confiscated and the owners purchased new ones. NOTICE that the Class intends to pursue protests under IYRR 75 for any violation of royalty tag applications.

If you are planning to make repairs or improvements to your yacht, take a few minutes to re-read Class Rules 3.1.2, 3.1.3, and 3.2.8. There are a few yachts that are suspected violators of altering hull profiles or contours. A yacht found in violation (using the random sample of ten yachts method) will have its measurement certificate revoked and not re-issued until corrections have been made and re-inspected. Depending on the extent of the alteration and related circumstances, the owner may be subject to protest under IYRR 75.

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.

Measurers John Peck and Doug Wilson demonstrate sail measurement techniques at the Miami Midwinters.



Measurement Certificate Database to be Transferred to Annapolis Class Office

by Glenn Gustafson

U.S. boat measurement continues to move forward with over 750 boats now in our database, over two thirds of which are completely measured and hold official measurement certificates. Thanks go out to all U.S. measurers for their efforts to bring our class into compliance with the measurement rules.

Effective April 10th, the J/24 Class Office in Annapolis will start issuing all measurement certificates for U.S. members. By the time you read this, all measurers should have received revised forms reflecting the new address to submit information.

We ask that measurers follow the recommended procedures listed below to assure timely issuance of certificates. This includes sending in information on partially measured boats. One of our largest areas of confusion occurs when a boat has not been fully measured. Over time, the owner may think he has complied with all the measurement requirements, but he has nothing to show for it. If measurers send in incomplete information, the class office will enter the available information into the database and advise the owner of what remains to be done.

Measurers are now allowed to charge a reasonable fee for measuring, not to exceed \$25 per hour, including travel time and expenses plus the cost of shipping measurement tools and scales. Fees will not be charged at national events in the U.S.

There has been some confusion over what is and what is not a measurement certificate. When a boat is measured and weighed, the measurer should give the owner a signed copy of the measurement form. This is not a valid measurement certificate. If your boat has been fully measured and weighed, and you do not receive an official measurement certificate within 30 days, please call the measurer who measured your boat and ask that he send the information on to the class office so your certificate can be issued. Note that certificates are sent to the owner named on the form we receive from the measurer, so if you have co-owners, check with them first before you call the class office or the measurer. Also note that certificates are only sent to current members.

As of this writing, all submitted information has been entered into the database, and either a complete measurement certificate or an incomplete measurement notice has been sent to the owner. If your boat has been fully or partially measured, and you have not received either of the above from the class, please call the last person who measured your boat for help in tracking down the missing information, or call the class office to check on the status of your certificate.

As you know, I have been maintaining the measurement certificate database on a volunteer basis since the spring of 1990. Now that the new class office is up and running and a new computer has been purchased, Steve and Cass have the

capacity to handle this function. I thank all of you for being patient in receipt of your certificates, but I especially thank my wife Elsa for her patience with the hundreds of hours I've spent away from her banging out the certificates on my computer.

Procedures for obtaining a measurement certificate

Builder Procedures:

1. The licensed builder shall obtain a hull number (consecutive worldwide) from the copyright holder, J Boats Inc.
2. The licensed builder shall complete "Part B Builder Measurements" and "Part C Builder Declaration" of the measurement form and deliver one copy with the yacht and one copy to the International J/24 Class Association (IJCA) at the class office.

Owner Procedures:

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

National Measurer Procedures:

1. The national measurer shall take the weights and measurements required on Part D of the measurement form. The dry weight of the yacht shall be recorded on a weight certificate form. The original weight certificate and the original Part D of the measurement form should be signed by the national measurer and delivered to the NJCA, with one copy delivered to the owner, one copy to the IJCA, and one copy retained by the measurer. The measurer shall report on the measurement form and weight certificate anything which is considered to be a departure from the intended nature and design of the yacht in accordance with Rule 2.7.6.

Issuance of Measurement Certificate:

1. Upon receipt of completed Parts A, B, C & D by the NJCA, and upon verification that all current class membership requirements have been met, a measurement certificate may be issued. This may be done by endorsing the measurement form. In the U.S., this is done by issuing an official computer generated measurement certificate, which is printed on buff colored stock, pictures a J/24 line drawing in the background, and bears the official seal of the J/24 Class Association, Inc.
2. It is the current practice of the USJCA to issue an initial measurement certificate at no charge to a boat owner. Replacement or updated certificates will be issued at a cost of \$20. When a boat is sold, the new owner will be issued a new certificate at no charge provided he is current in his class dues.

Change of Ownership:

1. Change of ownership shall invalidate the measurement certificate and shall require re-registration with the NJCA and the issuance of a new measurement certificate.
2. To obtain a new measurement certificate, the new owner shall complete and submit Part A to his NJCA (with a copy to the IJCA) along with his current year's dues and a copy of the previous owner's measurement certificate, along with a "Change of Ownership Declaration" form signed by the old and new owners indicating that no changes have been made to the yacht since it was last measured. If alterations have been made to the yacht, the yacht must be remeasured.



Cass and Danforth take a break from working on the magazine.

Was I the Only One who Agreed to Work with a Bassett Hound?

by Cass Mairs, Class Administrative Assistant & Publications Editor

During the spring of my senior year at Duke University, you'd have had more luck finding me at the dentist than in a job interview. To my parents, who had just spent \$60,000 on my education, I explained that the employers I wanted to work for didn't interview on campus. Of course, they weren't too pleased to learn that I aspired to work for a non-profit (i.e. no money) children's rights group in Washington D.C. If I had known then that I'd be spending a hot and humid Maryland summer dressed like a penguin in my waitress uniform and smiling at people who called me "Honey", I'd have slept in that sensible navy blue interview suit.

Flipping through the classifieds in both the local Annapolis paper and *The Washington Post* became a nightly ritual. I had temporarily stopped my search for a research assistant position and was working full time as a waitress. Since I was desperate to find a job where I used my mind for more than remembering what kind of salad dressing diners wanted, the ad for an administrative assistant with the J/24 Class Office caught my attention. I figured since I knew what a J/24 was, I stood a better chance at getting the job than someone who thought "J/24" was

some weird math term. In my cover letter, I highlighted summers spent racing on my dad's 30 foot sailboat (sailing experience was an advertised job requirement) and two summers spent as a sailmaker with Shore in Annapolis. Though I possessed computer, writing, and administrative abilities from college and prior jobs, I hoped to offset my scanty Macintosh training with my sailing background.

I quit waitressing because I no longer had the energy to look for a better job and because I really disliked being nice to people who complained about things like the temperature of their green beans. One morning after the lunch rush, I gave my two weeks notice not knowing whether I'd be able to afford October's car insurance payment. That same afternoon, Steve called me to schedule an interview. His name sounded familiar, but it wasn't until he said, "You may recognize me when you come in. I think you were our waitress last weekend," that I realized I remembered his name from the credit card he had used to pay for dinner. Steve had seen me at my worst (in a bow tie and smelling like french fries) so I counted on making a much better impression the next time we met.

The office attracted me to the job the moment I walked through the door. Late afternoon sun streamed through sliding glass doors which open onto a deck overlooking Back Creek and hundreds of resident boats and marinas. Steve emerged from a corner of the office and made some waitressing wise-crack which immediately made me (a fellow sarcastic) feel comfortable. Although my cum laude graduation honors and staff experience on a college magazine probably impressed Steve a little, I think it was my agreement to work with a basset hound that led Steve to eventually offer me the job. I was enticed by the chance to design and edit publications, travel, write, meet lots of new people, and stay in Annapolis.

Steve phoned me a few days later and offered me a job as administrative assistant and publications editor. Since then I've researched the cheapest way to mail 135 calendars to Japan, learned how to change the sound on our Macintosh from "clang" to "boing", and grown to appreciate our electric letter opener. Perhaps more importantly, I've mastered PageMaker (our desktop publishing software) and put together a newsletter. If this article reaches you, Steve and I will have distributed the first magazine to follow the quality tradition established by the Tillmans.

I enjoyed meeting some of you in Florida (I also enjoyed getting a suntan!) and I look forward to talking with more of you over the phone and at upcoming regattas. Unless a little dog slobber offends you, please visit us in our freshly painted office whenever you're in Annapolis. The J/24 insignias stencilled on the walls convey our purpose here pretty well.





Hauke with the scenic background of the Annapolis class office.

Right: The entire JCA Technical Committee on the class office deck.

Working within the Technical Committee to Attract New Sailors

by Hauke Kruess

Somewhere in the North Sea there is a very small island (1 square km) called Helgoland. This isolation from the continent and the pure nature produces a special kind of people. That's where I grew up until the age of 16 when I had to leave to continue school.

I went to Hamburg, where I'm now studying naval architecture. Hamburg was the city where I was introduced to the J/24. I started in the job of "Secretary of Interior", often searching for the sherry. In those days, we had about six Js racing in summer and our primary goal was to develop the class. This made the racing very familiar, and so I stayed with the Js.

In 1989, I had to do a course of practical work, which I did with Jeremy Rogers in Lymington, England. That winter we had to face the rule changes about boat weight and mast length. That gave me the opportunity to assist a measurer. I became interested and went to Dennis Ellis at Cowes who taught me what to do. Apart from the incredible experiences I got as a measurer in Germany and Holland, I was quite fortunate to have measured at the 1990 European and World Championships at Kiel and Dun Laoghaire.

At present, the competition for the J/24 from other classes is getting tougher and in Europe, sailors are facing toward the East. To attract new sailors, the class must be a strict one-design but open to modern ideas. I am looking forward to working on this within the International Technical Committee.



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612 Third St. Suite 4A
Annapolis, MD 21403-3213

J/24 North American Championship July 12-17, 1992

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HARKEN

Invitation

The Long Beach Yacht Club and the J/24 Class Association, Fleet 59 cordially invite you to attend the 1992 J/24 North American Championship to be held on San Pedro Bay off Long Beach, July 12-17, 1992. The Long Beach Yacht Club was founded in 1929, is the home of the Congressional Cup, and has been host to many national and international regattas. This championship is being sponsored in part by North Sails, Harken, Patagonia, and the Port of Long Beach.



Site

The 1992 J/24 North American Championship will be held on the waters of San Pedro Bay, south of the Long Beach Break water. The regatta will be hosted by the Long Beach Yacht Club in cooperation with the J/24 Class Association—Fleet 59 under the authority of the United States Sailing Association.

Rules

This Class IV regatta will be governed by the 1989-92 International Yacht Racing Rules, 1991 Revision, the prescriptions of the United States Sailing Association, the 1991-92 Class Rules of the International J/24 Class Association, this Notice of Race (except as any of these are altered by the Sailing Instructions), and the Sailing Instructions. Protests and requests for redress will be heard by an international jury appointed by the organizing authority in accordance with Appendix 8. The jury will have final authority on all matters. This regatta is classified as a Category A event in accordance with rule 26, Event Classification; Advertising, and Appendix 14.

Eligibility

This regatta is open to all J/24 yachts as defined by the International J/24 Class Rules. Competitors must meet all ownership, class membership, and yacht measurement requirements.

Schedule

Saturday	July 11	1700-2030	Early Bird Check In
Sunday	July 12	0800-2000	Registration, Measurement, Launching
Monday	July 13	0800-1530	Registration, Measurement, Launching
		1530	Skippers Meeting
		1700	Practice Race
		1900	Skippers Welcoming Party
Tuesday	July 14	1030	Warning Signal, Qualification Series, Races 1, 2, and 3
		1800	Post Race North Sails Fleet Qualifier Party
Wednesday	July 15	1030	Warning Signal, Championship Series
			Race 1 followed by Race 2
		1630	Pizza Bash
Thursday	July 16	1030	Warning Signal, Race 3 followed by Race 4
		1630	Harken Block Party
Friday	July 17	1030	Warning Signal, Race 5 followed by Race 6
		1630	Post Race Trophy Party and Presentation

Inspection & Measurement

A valid measurement certificate must be presented at registration. Inspection and measurement will be carried out on each yacht before its registration is complete. Specific requirements will be provided with the registration information. Yachts will be subject to random inspection at any time during the regatta. Inspection and launching schedules for entrants will be assigned on the basis of when the completed entry and fees are received.

Racing

The 1992 North American Championship will consist of as many as nine races including the qualification series. Entrants will be divided into groups to sail up to three qualification races. The fleet will be divided into divisions based upon the results of the qualification series. The top division will constitute the Championship Fleet and the other division, the Designer Fleet.

Course

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

Scoring

The Low-Point Scoring System, Appendix 5.2 of the racing rules, will apply, except that first place shall score 1 point. The percentage penalties, Appendix 3.2 of the racing rules, will apply.

Prizes

Prizes will be awarded in accordance with the 1991-1992 International J/24 Regatta Guidelines for World, Continental, National, and District events as set out in Section A8 of same. Prizes will also be awarded by Harken for the "Most Tricked Out" J/24, and by Patagonia for the "Worst Dressed" crew. Other appropriate awards will be made and announced in the registration packets.

General

This regatta will qualify the winner for the 1993 World Championship. Decisions of the jury that affect World Championship qualifications will be final in accordance with racing rule 1.5(b)(i). The official J/24 Class Sailing Instructions will be used and available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1730 hours on July 13, 1992, and shall remain in the water until the end of the series, unless specific permission has been granted by the jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. Yachts shall neither make radio transmissions while racing nor receive a special radio communication not available to all yachts. Yachts shall refrain from listening to race committee communications. Launching, hauling, and mooring information will be available at the Long Beach Yacht Club upon registration.

Housing

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

Social Events

Daily social events and entertainment are planned for competitors. Participants will have visiting yachtsmen privileges of the Long Beach Yacht Club facilities and dining room which will offer daily breakfast special buffet to racers and boxed lunch selections at reasonable prices.

Entries

Entries must be submitted on a J/24 Regatta Registration Form or facsimile thereof as printed in the J/24 Class magazine and must be accompanied by a check for US\$240.00 made payable to J/24 Fleet 59. Entry will be limited to the first 100 entries received prior to June 12, 1992. In the event that 100 competitors have not registered by that date, additional entries will be accepted until July 12, 1992 at 1700 hours. Entries postmarked after June 12, 1992 must include US\$35.00 late entry fee. Entries will be acknowledged by mail with a registration/information package. The entry fee includes participation in the regatta, bow numbers, launching, haulout, trailer storage, mooring, welcoming party, and all post race events for skipper and four crew. Full refunds will be provided prior to June 12, 1992. No refunds will be made after that date.

Contact

Mail entries to: Mr. Kenneth Larson, Chairman
J/24 North American Championships
c/o Long Beach Yacht Club
6201 Appian Way
Long Beach, CA 90803

Inquiries may be made to Ken Larson between 9 and 5 at (714) 675-8053 or by fax at (714) 675-0584.

****This Notice of Regatta is for informational use only. If it is in conflict with the official Notice of Regatta, the notice sent by the regatta organizers will take precedence.**



NOTICE OF REGATTA

1992 Junior North American Championship August 8-9, 1992

Invitation

by Hank Killion

As a commitment to junior sailing, District 7 and Fairhaven Yacht Club will be hosting this year's Junior North American Regatta. All J/24 owners are urged to promote and support this championship as our young sailors are the lifeblood of our class.

Site

The 1992 J/24 JR North American Championships will be held on Saturday and Sunday, August 8 and 9 on the waters of Lake Ontario at Fairhaven Yacht Club in Fairhaven, New York.

Rules

The regatta will be governed by the 1989-1992 International Yacht Racing Rules, the class rules of the International J/24 Class Association, this notice, and by the Sailing Instructions.

Eligibility

The competition is open to J/24 Class members as defined by the International J/24 Class Association. Competitors must not exceed the age of 20 before December 31, 1992. All skippers must be or become members of the J/24 Class Association before the regatta begins.

Schedule

Friday	August 7	1300-1900	Registration & Measurement
Saturday	August 8	0900	Skippers Meeting
			Races 1, 2, 3 to follow
Sunday	August 9		Races 4, 5
			Resail and Awards

Racing

The regatta will consist of as many as five races. Only Class (100%) jibs, main, and spinnaker will be used (NO GENOAS). Outboard motor must remain on the transom of each yacht.

Courses

Racing will be windward-leeward. Course length and number of legs will be determined by the race committee based on the sailing conditions.

Scoring

The Low Point Scoring System will apply (no throw outs).

Prizes

Awards will be given to the top three finishers and crews.

General

Launching and haul-out are available at Fairhaven Marine and the cost is included in the entry fee. Participants will be allowed to sleep on their boats. Some local housing (sleeping bags and cushions) will be made available. An adult advisor must accompany each entry and will be responsible for the crew's actions. Alcohol consumption by any member of a crew will result in their removal from the regatta.

Inspection & Measurement

Participants are subject to measurement and inspection of hull, sails, and required equipment at any time during the regatta. Failure to pass such inspection will result in disqualification of all races up to that point at the discretion of the jury. Particular attention will be paid to the completeness of safety equipment requirements.

Entries

Please complete the entry form in the back of the magazine or contact Lonny Palmieri, H (315) 947-5381 or FAX (315) 947-6289; Box 1, Fairhaven, NY 13064. An entry fee of \$70 must be received by August 1, 1992.

J/24 European & European Women Championships August 7-14, 1992

- Invitation** The Marstrand Yacht Club (Marstrands Segelsallskap) and the Swedish J/24 Class Association invite you to the 11th J/24 European Championship and the first J/24 European Women Championship. Marstrand has the finest sailing waters, the experience and resources to make these truly memorable events. We all welcome you.
- Site** The championships will be sailed at Marstrand (about 50 km north of Gothenburg).
- Rules** The championships will be governed by the IYRU Racing Rules (1989-1992), the International J/24 Class Rules 1992, this Notice of Race and the prevailing Sailing Instructions. This event is classified as category "A" in accordance with IYRR appendix 14. The organisers may require yachts to display the sponsor's advertisement. The decision of the International Jury will be final.
- Eligibility** The championships are open to all J/24 yachts with valid measurement certificates. All obligations towards the International and National J/24 Class Associations must furthermore be fulfilled by the competitors before registration. The number of Swedish entries in the European Championship will be limited.
- Liability** The organising parties of this championship shall not accept any liability whatsoever for any accident, injury, or damage to yachts, participants, or third parties. It is the sole responsibility of the owner/competitor to be insured and to have a full third party coverage.
- Schedule**
- | | | | |
|-----------|-----------|-----------|----------------------------------|
| Friday | Aug. 7th | 0900-1800 | Registration and Measurement |
| Saturday | Aug. 8th | 0900-1800 | Registration and Measurement |
| | | 1300 | Practice Race |
| | | 1900 | Briefing and Welcome Party |
| Sunday | Aug. 9th | 0900-1200 | Measuring |
| | | 1400 | Start Race 1 |
| Monday | Aug. 10th | 1000 | Start Race 2, Race 3 thereafter |
| Tuesday | Aug. 11th | 1300 | Start Race 4 |
| Wednesday | Aug. 12th | 1000 | Start Race 5, Race 6 thereafter |
| Thursday | Aug. 13th | 1100 | Start Race 7, Prize Giving Party |
| Friday | Aug. 14th | | Spare Day |
- Racing** The races will be sailed on open sea west of Marstrand and the courses will be Olympic, or variations thereof. The 720 degree turn, Appendix 3.1, and the Low Point Scoring System, Appendix 5.2 (except for: 5 or more races shall be completed before a discard) in the IYRR will be applied. The championships are scheduled for 7 races and a minimum of 3 shall be completed to make the championships valid.
- Prizes** The traditional trophies and prizes will be given together with daily prizes. The JRF Adams trophy will be awarded to the first European crew. The Bengt Julin European Women Championship trophy will be awarded to the first women crew.
- Entry and
Inquiries** All entries, made on the standard J/24 entry form, shall be addressed to:
Championship Secretary, Annette Castana
Kyrkogatan 16C
S-44030 Marstrand, SWEDEN
The entry fee of sek 2.200, and in Swedish crowns only, is to be paid to the following or sent to the above address:
Postgiro no 160180-6
S-E banken account no 50011015608
Entries and entry fees must be received no later than June 30th, 1992. Launching, mooring, and some social events are included in the fee. For inquiries, please contact Erich Hagen, Nygatan 48, 44030 Marstrand, SWEDEN. Phone: (H) 4630360688; (B) 4630361060; (Fax) 4630360889.

J/24 Canadian Championship August 23-28, 1992

Invitation The Canadian J/24 Class Association, Canadian Olympic-Training Regatta Kingston (CORK) and Kingston Yacht Club extend an invitation to join us in Kingston during CORK Sail Week 1992 for the J/24 Canadian Championship. CORK is one of the largest multi-class regattas in the world, hosting yachts ranging in size from 14 to 60 feet.

Site The J/24 Canadian Championship will be held from August 22 to August 28 on the waters of Lake Ontario. The fleet will be moored in Portsmouth Olympic Harbour, site of the 1976 Sailing Olympics and 1989 J/24 World Championship.



Schedule	Friday	August 21	0900-2100	Registration and Measurement
	Saturday	August 22	0900-1700	Registration and Measurement
			1300	Practice Race
			1800	Opening Ceremony
	Sunday	August 23	1000	Race 1 and 2
	Monday	August 24	1000	Race 3 and 4
			1900	Reception
	Tuesday	August 25	1000	Race 5 and 6
	Wednesday	August 26	1000	Race 7
	Thursday	August 27	1000	Race 8
	Friday	August 28	1000	Race 9

Social Events Evening social events will be held in conjunction with CORK 92 and will include a sailors reception on Monday evening. As well, the Canadian Class will organize a dinner on a week night for a nominal fee. Participants will have full use of KYC facilities for the duration of the regatta.

Rules The regatta will be governed by the 1989-1992 International Yacht Racing Rules, the prescriptions of the CYA, the rules of the International J/24 Class Association (except as any of these are modified by the sailing instructions), this notice and the Sailing Instructions. The Jury will have final authority on all matters.

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

Racing The Canadian Championship will consist of as many as nine races sailed southwest of Snake Island in Kingston Harbour. Other fleets sharing the course will include Sharks sailing their Canadian Championships and Solings sailing a National Team Qualifier. A minimum of three races must be completed to constitute the Championship.

Courses Racing will be on Olympic courses or variations thereof as specified in the Sailing Instructions. Course length will be determined by the Race Committee as sailing conditions permit.

Scoring The Low Point Scoring System, Appendix 5A (with option 2) of the International Yacht Racing Rules will be used. A version of the percentage Alternative Penalties (Appendix 3 Part 3) shall apply for infringement of a rule of Part IV of the racing rules.

Prizes

Prizes will be awarded to the top five finishers.

Inspection & Measurement

All entrants are responsible for insuring that their yachts and sails have a valid measurement certificate. Yachts and sails will be inspected as part of registration and at any time during the regatta. Specific requirements for measurement prior to launch will be provided with registration information.

General

This regatta will qualify the top Canadian finisher for a berth at the 1993 J/24 World Championship. Launching, hauling, and mooring will be available at Portsmouth Harbour. A list of local accommodations and campsites will be sent upon request.

Entries

Entries must be submitted on an entry form as found in this magazine and must be accompanied by a check for \$175.00 CDN payable to CORK. Entries mailed after July 31 must add \$25.00 CDN as a late registration penalty. Entry fees include participation in the regatta, launching, haulout, mooring, a reception for skipper and crew (total of five). Sailing Instructions will be distributed at registration.

Contact

Mail entries to CORK
Portsmouth Olympic Harbour
53 Yonge St.
Kingston Ontario
CANADA K7M 6G4
Tel: (613) 545-1322
Fax: (613) 548-3752

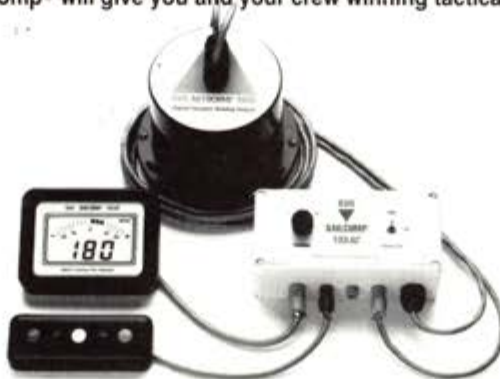
For additional information, call Ken Low, B: (613) 545-2905, H: (613) 542-0861

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1992 World Championship XIV October 29-November 6, 1992

Site

The 1992 J/24 World Championship will be held from 29 October through 6 November, in Annapolis, Maryland, USA. The regatta will be co-hosted by Severn Sailing Association (SSA) and Eastport Yacht Club (EYC), with assistance from the Annapolis Yacht Club (AYC), in cooperation with the United States J/24 Class Association (USJCA), under the authority of the United States Sailing Association (US Sailing).

Rules

The regatta will be governed by the International Yacht Racing Rules (IYRR), 1991 version, the current class rules of the International J/24 Class Association (IJCA), this notice, except as any of these are altered by the Sailing Instructions, and the Sailing Instructions. Liability for damages to competing boats as a result of infractions of the IYRR shall be the responsibility of the penalized boat. Protests and requests for redress will be heard by an international jury appointed by the organizing authority constituted in accordance with IYRR Appendix 8. This regatta is classified as a Category A event per Appendix 14 of the IYRR.

Eligibility

The World Championship is open to yachts nominated by their national authority whose entry has been accepted by the race committee. Helmsmen must be registered members of the National J/24 Class Association (NJCA) of the country they represent and be either nationals or residents of that country. The number of entries per country shall be decided in accordance with the International J/24 Class Association regulations.

Schedule

Thursday	October 29	0900-1800	Measurement & Registration
Friday	October 30	0900-1800	Measurement & Registration
Saturday	October 31	0900-1200	Measurement & Registration
		1300	Practice Race
		1800	Opening Ceremonies
Sunday	November 1	1000	Race 1 warning signal
Monday	November 2	1000	Race 2 warning signal
Tuesday	November 3	1000	Race 3 warning signal
Wednesday	November 4	1000	Race 4 warning signal
Thursday	November 5	1000	Race 5 warning signal
Friday	November 6	1000	Race 6 warning signal
		1930	Prizegiving

Racing

Racing will take place on the Chesapeake Bay (chart number 12270), south of the Chesapeake Bay Bridge and north of Poplar Island. The regatta will consist of as many as six races, with three races required to constitute a championship.

Courses

Races will be sailed on Olympic courses.

Scoring

The Low Point Scoring System (IYRR, Appendix 5.2) will be used except that all races shall be counted if only three races are completed. The last sentence of Appendix 5.2.3 of the IYRR is modified to read: "When the tie still remains, it will be broken in favor of the yacht which finishes ahead of the other yacht in the final race." A modified version of the "Percentage Alternative Penalties" (IYRR Appendix 3, Part 2) shall apply.

Prizes

In addition to the perpetual Worlds trophies, there will be prizes for the helmsmen and crew of those yachts finishing in the top 10% of the fleet and for the winner of each race.

Inspection & Measurement

Inspection and measurement will be carried out on each yacht before its registration is complete. Boats should be available for measurement no later than 0900 on October 30, 1992.

Launching, Hauling & Mooring

All boats must be afloat by 1800, October 31, and shall not be hauled out before the end of the series without the prior written permission of the Jury. Rudders shall remain affixed. Neither careening nor the use of underwater breathing apparatus for the purpose of cleaning or inspecting the hull shall be permitted during the regatta. Docking and mooring facilities at SSA and EYC will be available from October 29 until November 7. Boats shall be moored in assigned slips during the regatta.

Charters

Charter boats will be available through the organizing committee to those who enter from outside North America. Additional charter boats may be available. Application for charter must be received before July 15, 1992. In addition to the charter fee, refundable damage deposits and proof of insurance will be required.

Entry

The completed entry form and fee of US\$375.00 per boat must be received by the organizing committee by July 15, 1992. After that date, a late fee of US\$50 will be assessed.

Contact

Requests for information may be sent to:

1992 J/24 Worlds Committee
612 Third Street, Suite 4A
Annapolis, MD 21403-3213, USA

Telephone (410) 626-0240,
Fax (410) 280-5423.

**For an up-to-date list of 1992 Worlds qualifiers from the U.S. and the U.K., please refer to page 8.



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Photo by Onnie Van Der Wal, Stock Newport

Gale warning flags fly outside of Ida Lewis Yacht Club.

Dates Set for 1993 Rolex International Women's Keelboat Championship

Dates for the fifth Rolex International Women's Keelboat Championship (Rolex IWKC) have been set for September 10-17, 1993. Though the biennial event is more than a year and a half away, women sailors from the U.S. and abroad have awaited the announcement anxiously. The regatta has become the most prestigious international championship for women in keelboats and draws the world's top sailors.

As in previous years, the Rolex IWKC will be sailed in J/24s on Rhode Island Sound and Narragansett Bay and will be hosted by Ida Lewis Yacht Club of Newport, Rhode Island. The national organizing authority for the event is the United States Sailing Association (formerly the U.S. Yacht Racing Union).

"Since its inception in 1985, this regatta has consistently gained momentum," said the event's Organizing Committee Chairwoman, Ann Connor. "We are setting the dates earlier than ever before, because so many teams begin practicing for the next event as soon as the last one is completed."

Connor added that registration is open to all women sailors (skippers and crews) who are members of a yacht club, a class association, or a national federation.

Rolex Watch U.S.A. will continue as the title sponsor for the 1993 event. "We are proud to work with the U.S. Sailing Association in presenting such a fine regatta," said Roland Puton, Rolex President and CEO. "Not only is the competition

some of the fiercest in the world, but also the camaraderie among teams at the regatta is unparalleled."

In the past, teams from Australia, Bermuda, Canada, England, France, Germany, Holland, Italy, Japan, New Zealand, Russia, South Africa, Sweden, and the Virgin Islands have participated. The foreign teams again are expected, along with teams from across the United States. In 1991, 46 teams from nine countries competed.

Olympic and modified Olympic courses will be used. Prizes will be awarded to the winner of each race and for first through tenth places overall. Previous winners of this event are former Rolex Yachtswomen of the Year, Betsy Alison of Newport, RI (1985, 1991) and Jody Swanson of Buffalo, NY (1989), and reigning Rolex Yachtswoman, J.J. Isler of San Diego, CA (1987).

Entry deadline is August 1, 1993. The regatta is a bring-your-own-boat event; however, some J/24s will be available for charter, with priority given to overseas entries.

Interested sailors should contact Event Chairwoman Mary Johnstone, 7 Thurston Ave., Newport, RI 02840; Phone (401) 849-6229, Fax (401) 846-4723.

Invitation to 1993 World Championship in Wales

On behalf of the U.K. J/24 Class Association, the South Caernarvonshire Yacht Club invites J/24 sailors from around the world to enter the fifteenth J/24 World Championship to be held in the port of Cardigan Bay east of Abersoch, North Wales from 9th July to 16th July 1993.

Abersoch has grown from a tiny Welsh fishing village to a still small, and totally unspoilt holiday resort. For accommodation purposes, small hotels, guest houses, rented houses, camping and caravan sites abound. It lies on the south side of the Lleyn peninsula in the north-west corner of Cardigan Bay. The area enjoys a particularly mild and dry climate with spectacular views across the bay to the Snowdon and Berwyn range of mountains. Clear blue waters, superb sandy beaches, safe bathing, small tidal flows, and sheltered moorings from all directions except the east have led to Abersoch developing as a leading sailing centre in the U.K. The splendid club premises on three deck levels are situated in a commanding position on a rocky headland dividing the two one mile long golden sandy beaches. The host yacht club has a great tradition of holding open events. Apart from the 1983, 1987, and 1990 U.K. J/24 Nationals, they have hosted Tornado and Flying Dutchman European Championships, four Edinburgh Cups, three Merlin Rocket Nationals, three Squib Nationals and many other events. They have developed a reputation for very well run regattas.

A complete notice of race will appear in an upcoming issue of *International J/24*. For further information, please contact Clive Probert (Regatta Chairman) at: 12 West Park Rd., Blackburn, Lancashire, BB2 6DG, England; Tel: 0254 51687, Fax: 0254 695151

Light Air Magic

by Chris Larson

How many times have you been sailing upwind in light air only to find that the breeze has filled in on the other side of the course? Now, instead of being in third place, you are in twenty-third. There are several techniques which can be utilized to make light air conditions as much fun as surfing down a wave in 25 knots of air. Here are a few steps I take before and during every regatta I sail which can help light air performance.

There are several important points which should be addressed when it comes to boat preparation. Before every major J/24 regatta we spend some time going over the boat. This insures that we're not going to have a careless breakdown. There's nothing worse than driving 17 hours to a regatta and then breaking the spinnaker halyard in the first race of a no throw out series.

Our standard routine covers everything from checking all of the ring dings to cleaning the winches. A lot of time is spent on the bottom of the boat. Just for starters, we make sure the bottom is smooth. It should be sanded to 400 grit (we've gone overboard and after a lot of sore backs, the underneath portion of the hull was sanded to 1200 grit). In addition to the hull, we've faired the keel. It's important for the keel to be fair, moved as far forward as possible, and extended to maximum depth. This will help create much needed weather helm. Today's trend is to shape the keel so that the thickness is shaped to class minimum cords.

The next key element is to make sure the hull weight is at the minimum 1270 kgs. and the all up sailing weight is 1375 kgs. There's no sense dragging extra weight around if it isn't necessary. It's great to watch crews filtering down the dock with big, heavy, duffle bags in one hand and cups of coffee in the other. You'd be amazed at the excess weight that can be accumulated. We have a rule of only allowing what each person is going to wear on the boat that day (ie. one pair of shoes and one spray suit). Duffles, beer, ice etc. are not welcome.



Photo by Andrew Sims

Chris Larson and crew on Love Shack battle light air during the 1992 Midwinters.

Now that we're at the starting line and ready to race, there are a few key elements which should be addressed. We all know that the object of the game is to get to the weather mark first. To do this, you have to go the right way and sail fast. The idea of "keeping your head out of the boat" is the key to rounding first instead of 21st. There are many instruments on the water helping you decide which way to go. Generally, flags and smoke stacks line the shore giving indications of major shifts that are about to

work their way across the water. Closer to home, boats around can give an indication of whether the wind is shifting or if the wind velocity is changing. The best way to determine the wind velocity is to compare the heel of boats that are around you. A heeled boat usually represents good wind velocity while a boat standing upright means one should be looking upwind trying to find the next puff.

One thing to remember is that a change in velocity is not usually a change in direction. This is commonly called a

velocity shift. A lot of times when sailing into a hole the first thought is that you're headed, but actually the boat has slowed, moving the apparent wind forward simulating a header. It's best to wait 30 seconds to make sure it's a true header and not a temporary velocity change.

times it's advantageous to sail on a slight knock but in better breeze. This is called "sailing around a shift". The difference lost sailing to the mark can be made up with more boat speed. This also allows us to get to the next shift or puff first.

Another area we concentrate on is

whenever turning the boat we use our crew weight to induce heel, making the boat automatically turn the direction we're trying to go. This reduces the amount of rudder (less drag) that is needed and helps maintain the speed of the boat coming out of the tack or jibe.

There are two things that I frequently check when sailing upwind. The key to making a J/24 powerful upwind is headstay sag. This is done with loose rig tensions, proper mast butt placement, proper spreader angles, and eased backstay turnbuckles. A powerfully tuned rig translates to more weight on the rail which leads to more boat speed. It's best to consult with your sailmaker for the proper settings for your sails. Another key element that is commonly overlooked is traveler position. To be able to point well, it's important to keep the traveler all the way to weather. Don't start dropping it until the boat becomes overpowered and then ease it down slowly. This will help the boat track to weather and is especially important when there is a boat just below you.

These are some ideas on how we approach the J/24 in light air. Of course there is no substitute for time on the water, so try some of these ideas the next time you're out. Good luck!

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Once it's been determined what's up on the race course, the key is to sail on the tack which is closest to the mark. This is a fairly simple concept to understand, but also just as important is to be sailing in the strongest wind velocity. Some-

keeping the crew weight out of the ends of the boat and as low as possible. Any time it's light air and bouncy, we send at least two people below to help reduce the boat's pitching movement. The less the boat pitches, the faster you'll go. Also,



Chris Larson works for North Sails Marblehead and is based in Annapolis, MD. He is the 1988 College Sailor of the Year and won a Gold Medal in the 1987 Pan American Games. He is also the 1991 Prince of Wales champion and the 1992 J/22 Midwinter champion. Chris has been sailing J/24s for over ten years and most recently placed second in the 1990 J/24 North Americans and third in the 1991 J/24 Midwinters.



Tips for Annapolis Worlds

by Terry Hutchinson

The 1992 J/24 World Championship is to be held in Annapolis, Maryland in the fall. Annapolis at this time of year will be beautiful. About the only thing you can guarantee is that the leaves will be changing colors. The sailing conditions, on the other hand, will vary from race to race.

The first scenario will be a thermal breeze. The competitors will see this if the air temperature is quite warm. The thermal breeze comes from the southwest and begins filling in around 10:00 in the morning as the land begins to heat. It will start at 140 degrees and veer to 170, with slight oscillations to 180. I would not anticipate this breeze. Generally, it only occurs if it is unseasonably warm and the land can get hot enough to start the thermal effect.

The second scenario, and one that we will probably see, is a three day frontal system that usually brings cold air. Day one of a strong system will see the wind at 350 to 20 degrees and the breeze about 25 to 30 knots. This breeze is very shifty, and very frustrating. The reason being that the race course is set fairly close to land. This makes the wind shift with the contours of the land.

Day two of this system will see the

breeze roughly from the same direction, but with not near the velocity. This breeze is very inconsistent and full of speed changes. These changes will guarantee huge windshifts. As the day wears on, the holes will get bigger and the velocity shifts will be smaller.

Day three will be a nightmare! The morning sail out will be in about 15 knots of breeze. By the start of the race, one of two things will happen. Option #1: the wind will die completely and then the thermal breeze will fill. Option #2: the breeze will be light and very shifty from the same direction as the previous two days. This will most likely occur if it is cold and slightly overcast. If it is a very sunny day, expect the unexpected.

The final point that I have not discussed is the current. The racing area will be in a part of the bay that varies in depth. Part of the course will be in 80 feet of water with the other part in 25 feet of water. At the same time, you have a river that meets a side of the course. Although this sounds like a lot of changes, it seems to be less of a factor during normal tides. If we are in an increased tide, then you may want to purchase a chart to find the shallow spots on the race course.

As in any regatta, there are locals

who have opinions on the conditions. I hope this article gave you some insight on what to expect in Annapolis. Like in any regatta, I would expect the worse and hope for the best. Good luck and fair sailing!



Terry Hutchinson grew up sailing around Annapolis and consequently, is quite experienced with the area's variable conditions. He currently has an impressive record in the J/24 Class. In 1991, he won the Southeast Regional Championship, the District 15 Championship, the Great Lakes Championship, and the East Coast Championship. He now lives in Traverse City, Michigan, where he works for Shore Sails Great Lakes.



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Editor's note: Additional reading on the sailing conditions expected in Annapolis can be found in a book by Dr. Stuart Walker, *Wind and Strategy*, published by W.W. Norton, is rarely carried on bookstore shelves, but we at the class office have worked with the publisher to provide copies. If you would like a copy(s), please send your request in writing. The cost per copy is U.S. \$20.00+ postage (U.S. residents add \$4/copy; Europe add \$17/copy; Pacific Rim add \$24/copy). Payment can be accepted by check (drawn on U.S. bank only), Visa, or Mastercard.

Dr. Walker is an Annapolis resident and a member of Severn Sailing Association. He has tentatively agreed to present material found in his next book to J/24 Worlds competitors before the regatta.



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For the Record

by Ted Laurentius



Linda Tillman, always on the search for an unusual shot of a J/24, had requested the author to get a picture of a "berg". The author apologizes, "This is only a baby iceberg, but it is the best I could do this year because of other commitments." (Ed. note: We think it's too cold for swimming.)

I have been asked many times what actually happened when my J/24 capsized during the Provincial Keelboat Championships. Well, here is the story as reconstructed by discussions with the crew and with sailors on other boats.

We were leading on the second weather leg of the first race with the wind in the 30+ knot range. This particular day we had six aboard since keeping the boat flat seems to make the J/24 go well in those conditions. I called for a tack from starboard to port but some of the crew did not hear me in the howling wind. As the bow came through the wind, the weight was not shifted in phase from one side to the other. I had not released the mainsheet before the tack as I have since developed the habit of doing.

The boat heeled to leeward and a

gust hit making matters worse. I could not release the mainsheet to reduce the angle of heel but the pitman did manage to get the jibsheet off. We slid sideways in the water until the lower rail caught a wave and dug in. At that point the spreaders were in the water. The crew was scrambling to higher ground, but the boat continued to roll to leeward until the sails were in the water. There was nowhere else to go except for a swim when the roll continued until the boat was completely inverted.

My immediate concern was for the safety of my crew. A short swim and some shouting soon revealed that all were safe and in no danger. The water was surprisingly warm and nobody seemed to be too uncomfortable. One of the crew climbed onto the hull and I got a

grip on the keel. With the help of another crew on the rudder, we were able to bring the boat back to an upright position. This was an instinctive reaction because of my many years sailing dinghies as a teenager. Air had been trapped inside while the hull was upside down, but when we flipped it back up, the cabin filled because the washboards had been left out.

While all this was going on, two calls for help had been relayed to the IRB. The RCMP crash boat was nearby setting a mark and when our capsize was spotted, she responded immediately. A tow line was thrown to us which I secured to the bow cleat. Approximately 14 minutes after the capsize, the Coast Guard arrived on the scene and four of the crew were taken aboard. I and one other crew

member stayed in the water and removed the mainsail and generally secured the boat for the tow back to shore. We then got into the crash boat and stood by as the RCMP towed the submerged hull towards Long Pond. Tom Harris on Eclipse also stayed nearby with a long line and large float ready to attach should the hull sink. Clar Dwyer rigged a tackle to pull us from the water if it had become necessary and recovered our fuel tank and fenders that floated away.

The tow went smoothly and the RCMP cast off the hull alongside the tuna wharf at the entrance to Long Pond. The hull sank by the wharf with five feet of water and they were able to attach a line to the bow and stern. With the help of the now assembled crowd on the wharf, we raised the hull so that the deck was awash.

The Coast Guard obtained a pump and in short order we had the cabin pumped out and were soon on our way back to our slip. In fact, it was less than two hours from capsize to the security of the slip. As it happened, the race was abandoned because the marks would not stay put. We spent the rest of the afternoon drying things out and were out on the race course the next morning.

There were some valuable lessons learned from my mishap, and I would like to share these with you. First of all, it was quite a shock to many that a keelboat could capsize. In general, any keelboat that relies on the external ballast in its keel will not capsize in similar or even more severe conditions. The J/24, although considered to be a keelboat, is similar to a dinghy and thus relies on the shape of the hull for stability. The keel only weighs 900 pounds as compared to a total displacement of 3100 pounds. Treated properly, the hull should slip sideways instead of capsizing. This leads me to my second point.

I now release the mainsheet before each tack and make sure that it can be thrown off quickly. The call to tack is given clearly and in time with a count-down called to ensure the weight is shifted at the same time. This was tried the next day in similar conditions and worked very well.

A few comments about the boat itself and prevention of loss of buoyancy might be of some use to other small keelboats and even larger ones. We now sail in rough weather with the washboard pinned in position and the cockpit lockers fastened shut. The hatch is kept closed. No matter how big or small the boat,

water must be kept out of the cabin at all costs.

Life jackets are no longer an option but a rule. Many of us are negligent in this regard and I hope we all can learn a lesson from my experience. Internal positive buoyancy will be installed in the near future. I do not think it will take too much to make the boat impossible to sink. We had a liferaft on board but did not have to use it this time. At least it was there.

The J/24 came through the disaster with flying colours. It is one tough little boat and not one piece of gear failed. Of course, the engine and the electronics

took a bath but because the hatch was closed, relatively few items were lost.

I would like to thank all those who helped us that day. The Coast Guard and the RCMP have already been written and my appreciation conveyed. We are lucky to have the services of these organizations so close at hand. I do hope we all have learned something and it does not turn off potential J/24 owners. They are great boats and I still hope to see a strong fleet over the next several years. Remember, it is rough side up.



A Note About the Author. . .

"I have the only J in Newfoundland and race it in PHRF against a Kirby 25, C & C 29s, 30s, and 27s and win more than my share of races. I have also the distinction of capsizing the boat in 40 knots while tacking.

I have raced the boat internationally in St. Pierre, a French island off the South coast of Newfoundland. I had a first and a second and was the smallest boat out of nine much larger ones.

The boat was purchased in Ontario and I had hoped that I would attract more into the class but no luck in the past three seasons.

My background is Snipes, F.J.s, OK Dinghies, 420s, and I owned and raced a C & C 26. The J is a lot less to operate than the 36 and I have had it planing at 15 knots. I now do my cruising on other people's boats and do deliveries—Transatlantic Double-Handed, etc.

A Notice to our Readers:

We'd like to run more articles by our readers on the "light side of things". If you have experienced something out of the ordinary while racing or cruising your boat, write an article about it and send it in. If it makes us laugh, or gasp, or get chills up our spines (did any of you see the movie "Dead Calm"?), there's a good chance we'll print it. We look forward to reading your stuff (and looking at the photos that accompany it).

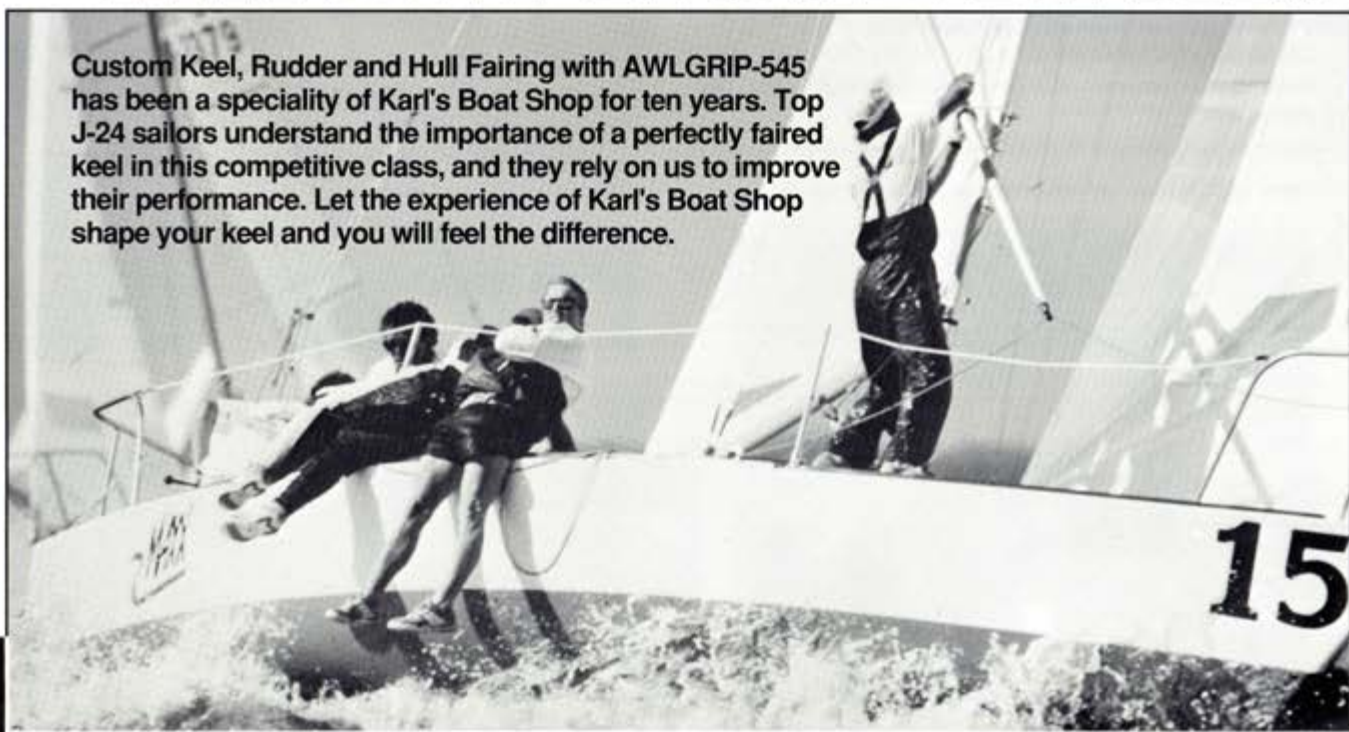
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Miami Midwinters Highlights

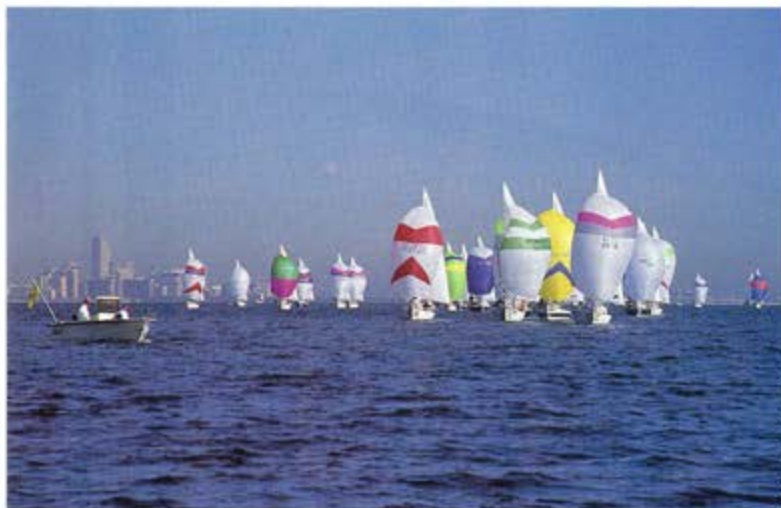


Photo by George Antarr

The fleet heads downwind with the Miami skyline in the background. Below: Class newcomer, Andy David, can't be missed in his bright orange boat.

Right: Properly dressed for Florida weather (except for the boots).

Below right: No one can argue that the "X" ray flag was late.



Photo by Andrew Sims



Photos by Andrew Sims



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Jay Lutz and the crew of *Snake Wake* winning the 1992 MidWinters. Shore Sails were used by three of the top five finishers; the top non-sailmaker; and top non-industry professional. Shore Sails won the Designers Division and the qualifying series (taking five of six firsts). Bill Wilson photo.

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Photo by Andrew Sims

1992 Midwinter Championship XV: Championship Fleet Results

POS	BOW	HELMSMAN	1	2	3	4	5	6	7	TOT
1	54	Jay Lutz	2	13	12	17	11	11	4	70
2	72	Dave Curtis	6	4	5	3	20	13	19	70
3	06	Faget/Coogan	4	31	2	20	4	10	5	76
4	37	Philip Garland	19	14	8	4	3	17	11	76
5	07	Terry Hutchinson	11	26	3	11	14	5	10	80
6	31	Chris Larson	15	3	17	8	25	12	2	82
7	61	Larry Klein	1	37	28	12	2	4	1	85
8	66	Jeff Johnstone	25	5	4	1	31	20	3	89
9	05	Geoff Moore	10	24	7	15	10	8	17	91
10	57	Ken Read	26	35	6	10	1	3	14	95
11	47	Andrew David	13	27	11	9	16	2	27	105
12	43	Herb Cole	5	1	21	32	32	1	21	113
13	59	Dave Himmel	14	6	9	2	26	34	23	114
14	26	Kirk Reynolds	3	17	22	39	8	9	24	122
15	50	Doug Clark	21	15	15	28	5	23	16	123
16	88	George Gsell	29	8	16	5	27	19	33	137
17	14	Sten Haeger	7	33	18	21	26	30	6	141
18	45	Frederick Laffitte	39	11	20	16	9	21	26	142
19	19	Lars Sparrmark	39	16	14	14	15	31	15	144
20	25	Peter Allen	8	18	1	29	19	32	39	146
21	64	Tom Treat	20	20	25	30	21	22	12	150
22	38	Bolyard/Morrow	17	12	34	25	30	29	7	154
23	04	George Andreadis	34	32	30	6	6	26	22	156
24	08	Ward Woods	39	7	29	18	39	18	8	158
25	41	Ralph Fisher	23	25	19	27	17	28	20	159
26	15	A. Sodo Migliori	31	39	18	13	12	16	31	160
27	44	Max Skelley	27	23	23	7	39	33	13	165
28	40	Zaleski	33	34	32	31	7	15	17	169
29	11	Peter Milnes	9	19	31	27	22	35	32	175
30	02	McKegney/Landry	16	2	39	39	39	6	39	180
31	60	Perry Lewis	30	10	35	24	39	7	39	184
32	51	Jim Gluck	24	22	24	35	39	24	18	186
33	21	Steve Schmidt	26	36	13	39	21	14	39	188
34	58	Tim Regan	32	21	27	30	33	25	29	197
35	71	Peter Young	28	9	37	34	24	37	34	203
36	42	Graham Moss	30	28	33	23	23	36	35	208
37	55	Johan Setterberg	39	29	26	33	34	35	30	226
38	23	Bjorn Osterberg	39	30	36	26	39	39	25	234

The winning Championship Fleet crew (from left to right): Denise Sheaffer, Jay Lutz (helmsman), Paolo Sheaffer, Todd Hoefner, and Joe Caropepe.

Left: Tom Treat and Bjorn Osterberg enjoy the breeze that finally arrived on Friday.



1992 Midwinter Championship XV: Designer Fleet Results

POS	BOW	HELMSMAN	1	2	3	4	5	6	7	TOT
1	24	Rob Overton	1	1	2	1	7	13	8	33
2	67	Roger Tordjman	4	8	8	2	9	1	6	38
3	10	Akira Iwade	33	9	4	6	2	3	2	59
4	36	Gunner Lindhagen	3	11	17	20	3	7	4	65
5	53	J. Coumantaros	2	5	12	10	19	9	13	70
6	65	Steven Hunt	5	7	11	15	10	10	16	74
7	63	John Fallon	14	4	5	22	4	12	14	75
8	56	John Greenwood	14	14	22	4	13	6	3	76
9	32	Marshall Lytle III	12	10	7	17	6	17	11	80
10	35	L.E. Williams	6	2	6	14	12	15	36	91
11	39	Bill Draheim	36	13	1	36	1	4	5	96
12	17	Jeffrey Gale	19	12	23	13	11	8	15	101
13	27	Jim Englert	21	19	20	11	16	14	7	108
14	01	Peter Downey	36	3	9	5	15	16	36	120
15	52	K. Nishimura	10	36	17	18	18	21	9	129
16	09	Arne Larssen	17	25	13	36	36	5	1	133
17	30	Steve Lopez	16	36	14	12	15	19	21	133
18	46	Ian McNeice	20	6	24	8	28	22	29	137
19	48	VanDalen/O'Keefe	8	36	3	7	24	30	30	138
20	69	Elpidio Perez	26	17	34	9	5	26	22	139
21	12	Peter Davis	25	16	21	29	21	20	10	142
22	13	Art Ahrens	11	22	27	24	25	11	24	144
23	18	Robert Matthews	13	24	15	21	22	28	25	148
24	33	David Burger	36	15	18	16	14	36	17	152
25	34	Robertson/Irving	18	18	25	26	27	27	18	159
26	16	Ian Scott	23	36	36	19	17	24	12	167
27	28	Nicholas Hamblin	16	20	36	36	36	9	19	172
28	03	Chris Nimmer	27	23	29	27	26	23	20	175
29	22	Joey Kelly	22	26	26	23	29	25	26	177
30	70	Steve Wells	36	36	19	25	20	18	23	177
31	68	John Smoak	29	36	36	3	36	36	31	207
32	20	Terry Still	31	36	28	28	23	29	36	211
33	29	Geoffrey Pierini	28	21	30	36	36	36	28	215
34	49	Steve Alexander	36	36	36	36	36	36	36	252
35	62	Mark Bellerma	36	36	36	36	36	36	36	252

Postcards from the Rolex International Women's Keelboat Championship



Photo by Onne Van Der Wal, Stock Newport

Aboard *Sugar Plum*, skipper Susan Milnes Wallace has proven you don't need a spanking new boat or a crew that has sailed together for years to take home some silver at the Rolex Women's event. She finished third in 1991.

With dates set earlier than ever for the biennial Rolex International Women's Keelboat Championship (see page 22), women from around the world have begun organizing their J/24 teams and consolidating plans for a 1993 assault on Newport, RI. Join us for conversations with past competitors **Susan Milnes Wallace** of E. Norwalk, CT, a veteran Rolex IWKC skipper who consistently fares well without maximum organization; **Trish Yeoman** of Annapolis, MD, who, once a crew and twice a skipper in the event, maintains that a fun approach is the best approach; **Heather Miles**, of Newport, RI, a college student who has returned to crew for three different teams; **Susan Backus Starr** of Springfield, OH, a member of a cohesive crew of sisters; and **Leslie Egnot**, New Zealand's Olympic gold-medal hopeful, who interrupted her 470 campaign to compete

against the best in the world.

All of these women have experienced the Rolex Women's in different ways, but they agree on one thing: the event provides an experience of a lifetime.

Where do you normally sail and what has your competitive experience been nationally and internationally?

Milnes Wallace: I sail out of Cedar Point Yacht Club in Westport, CT. I've won the Thistle Nationals three times as skipper and twice as crew; crewed in several national J/24 championships; and skippered in the Rolex Women's since its inception (1985), always finishing in the top nine.

three times now. For my first one, I was 16 and in the cockpit, which was a lot of pressure for being so young. Two years later, I was at the mast, and most recently I was on the bow. The teams I've sailed with have placed anywhere from mid-fleet up to 13th.

Backus Starr: My three sisters and I have sailed our J/24 out of the Vermilion Yacht Club and in all kinds of regattas for what seems like forever. In 1990, we started sailing a Tartan 10 and won the nationals for that class in '91. We've returned to the Rolex Women's three times now. Our best finish was a second in 1985.

Egnot: We practice in the waters off Auckland and sail all over with our Olympic 470 campaign. Prior to the Rolex Women's, I sailed a 32-foot Farr MRX, with 7-8 crew. That boat has been used

Yeoman: My husband and I race our J/24 on Chesapeake Bay; I crewed in a J/24 World Championship, and in a J/22 I skippered in the Adams finals and to 11th at the Worlds. First, I crewed in the Rolex Women's, then skippered in the last two events. I was happy with a mid-fleet finish in '91.

Miles: I sail off Newport on various J/24s, but I've only competed once in a World championship other than the Rolex Women's, which I've done

in two national women's keelboat competitions here, which we won both in 1990 and '91.

How important is it to enter the Rolex Women's event with a crew that sails together regularly?

Milnes Wallace: It cuts down on practice, of course, but I've really had a mixed crew at the event each of the four times I've competed—except for my youngest sister who always has been my tactician. For me, the most important thing is my steering time. I don't regularly skipper a J/24, so I try to steer in two or three big regional regattas the summer before the event. All of us sail other boats, and good women sailors can crew on the J/24 effectively without tons of practice.

Yeoman: It's great if you can. You act as one, and you know each other's comings and goings. But it's also fun to get other people involved. This last time, my crew had never sailed together before. One crewmember came last-minute from

Texas, and she was great. It's six of one, half dozen of another.

Miles: We practiced the season preceding the event. As an individual, I've improved with each Rolex Women's, but the best also have gotten so much better.

Backus Starr: Critical. Gone are the days when you can just show up and do well.

Egnot: The longer you sail together, the better you become as a team. There are no J/24s to train on in New Zealand, so we used the MRX and worked hard on boat handling before we came. It made things that much easier.

How has your crew set up the boat so that it's more efficiently sailed?

Milnes Wallace: We set up like the best guys—I'm not shy about asking a national or world champion to give us pointers. But there are some things that work for a

stronger all-male crew that don't work for us. We've been told we don't need the winch on the cabin top for the spinnaker guy, but we've always needed it. Most of the guys haul the jib halyard straight from the mast but we use a ratchet at the base of the mast for a little extra help. I think even the men's teams appreciate a quick-release vang.

Yeoman: Our boat is always pretty up-to-date, but I don't update everything all the time. For instance, there are no adjustable spreaders—it's just one more thing to do. You can certainly get by on a boat that isn't perfect.

Miles: Over the years, we've changed things, like where we lead the jib and spinnaker halyards or how we stow things. It doesn't have so much to do with making it easier for women to sail as it does with making the J/24, in general, an easier boat to handle.

Backus Starr: Well, Heidi (the skipper) tells us to drill a hole and move something and we do it (laughs). My sisters have sworn me to secrecy on halyard leads and cross-sheeting techniques, but I can say we try to attend a national-level regatta every year just so we can stay current.

Egnot: We chartered a boat, so it was already well set up. Jim Brady (J/24 champion and 1990 Rolex Yachtsman of the Year) spent two hours with us. In that time, we learned so much. I'd recommend to anyone in our situation to arrange something similar.

Just how important is physical strength in sailing the J/24?

Milnes Wallace: You need a good strong person handling the jib sheets, but other than that we don't go into a weight lifting program or anything to sail the boat. The bow person has to have the most finesse and technique, but she can have a backup person for handling the pole in extremely high wind conditions.

Yeoman: Strength is important, especially for the foredeck person and the jib trimmer. When it's windy, it's going to be better if the pole can be muscled around by one person, and I give a lot of credit to the girl on the sheets who can go for days back-to-back without losing time on the tacks. If you're going to make top five, you've got to get that baby in.

Miles: Weight and coordination of efforts is more important than physical strength, since we're sailing with six crew instead of five. If you have a good skipper and the timing is right on the crew work, everything is relatively easy. It's when you make mistakes that things get hard.

Backus Starr: On the Tartan 10, we have tremendous purchases, but not on the J/24. We've always felt we've had the strength to handle it.

Egnot: Physically, none of us are particularly big, so we depend on having

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Photo by Onne Van Der Wal, Stock Newport

"Always look at what you've learned," says Trish Yeoman of the Rolex Women's event. In 1991, she skippered Fancy That to 23rd.

the boat up to speed and good boat handling. Also, I don't think everyone realizes how weight conscious the J/24 is, that it's somewhat like a dinghy.

How do you prepare mentally for the Rolex IWKC?

Milnes Wallace: I ask the best J/24 sailor I know to coach us for a week or two before the event—someone else to say to each crewmember, "this is your job, and this is how you do it." For instance, Lynne Shore was a last-minute replacement on our team. She's an Olympic 470 gold medalist, but she had never done a J/24 bow before. We had the coaching, and we watched J World videos that explain each crew position in detail. As a good woman sailor, Lynne picked it right up. We even videotaped ourselves doing each job and compared it to the J World videos.

Yeoman: I'm excited about visualization. At the Adams semifinals, I visualized all five races and won four straight. I wanted

to do it at the Rolex Women's, but I didn't take the time.

Miles: Our crew tried to spend time together socially, like having dinner parties to get to know each other better. If we were doing badly in practice regattas, we would do something fun to raise our spirits; if there was a conflict on the boat, we would attack it right away.

Backus Starr: We develop a strategy for practice at the beginning of the season, so the team is really together by September. At the regatta, we take every competitor seriously.

Egnot: We try to be together as much as we can off the boat. We're all good friends, which psychologically helps, because when the chips are down someone will say something funny to bring us all back down to earth.

What is your one tip for sailing in women's regattas that you would like to share?

Milnes Wallace: Don't do it too often; it's a lot more fun to have guys around (laughs). But if you're going to do an all-woman regatta, the Rolex Women's is the one to do. Husbands and boyfriends are always present in full force, and it's well rounded socially.

Yeoman: Nothing that is that different from a regular regatta. I'm a real "up" person, and I believe that you can be very serious and still have fun. As the skipper, you set the tone. Don't get down on people, and always look at what you've learned.

Miles: Do it so you can expand your mind. My experience has been that when men are on a boat, women tend to not do as much or not be heard. With women's teams, usually there is not a single hot shot in the back of the boat, shouting orders.

Backus Starr: Don't sail with your sisters . . . just kidding.

Egnot: Keep trying. Persevere, and things will work out well eventually.

What are your tips for sailing in the Rolex Women's regatta?

Milnes Wallace: To be competitive, you've really got to have new sails, so you've got to get out and round up some money or work out a deal with a sailmaker. My bottom-line is \$5,000 for sails and about \$600 for entry fees to the Rolex Women's and a few big regattas prior. I might add that I've sailed all the Rolex events with a relatively old boat.

Yeoman: Don't start near J.J. Isler at the pin end (laughs). Really, good starts are essential. You must stay clear at the line. And remember, you always get out of the regatta what you put into it. Everyone has illusions of grandeur, but you have to ask yourself, "did I pay the price to be at the top?"

Miles: Practice. And enjoy the atmosphere, which is so different than a normal regatta. The event really caters to women, right down to the type of food that is served.

Backus Starr: One, set realistic goals, according to your competition level. Two, don't be afraid to go. And three, don't take your family. Of course, going by ourselves is going with family (laughs), but we see husbands tuning the boats and cousins faring the keels. You must be focused, and with all those extra people, you get drawn away from the competition. We do everything ourselves, so we know the boat. Or maybe this is a pet peeve, because we don't know anyone who'll do it for us!

Egnot: Especially for teams that charter, get there early and make use of the local sailors who are willing to help you.

For further information on the 1993 Rolex International Women's Keelboat Championship, refer to the advance Notice of Regatta on page 14. The event will take place September 10-17, 1993 in Newport, Rhode Island.



Making the South American Connection

by Betsy Alison

It was a cold winter day in Newport. There I was, busily working away on the floor at Shore Sails when the fax came through, "Come sail with us in the J/24 South Americans". I pinched myself to make sure that it wasn't a dream (and faxed back to Tito to make sure he was serious), then I headed south of the equator to the VIII J/24 South American Championship at Lake Rapel, Chile.

Seventeen boats from four countries (Chile, Brazil, Peru, Argentina) converged on the regatta site, a lake resort called Punta Verde, about 115 km south of Santiago City, to compete in the seven race, no throwout series. The regatta was graced by warm weather and challenging breezes on a pristine lake nestled in the heart of a desertlike region. The organizers, the J/24 Class Association of Chile headed by German Fuchs and the Club Deportivo Universidad Catolica (the biggest sports organization in Chile, especially known for soccer) in conjunction with the Yachting Federation of Chile, did a tremendous job in coordinating all aspects of the regatta from sponsorship, to shipping boats from Brazil and Peru, to excellent on and off water events. But when the final scores were tallied, one boat rose far above the rest to lay claim to the title. Defending South American Champion, Alejandro Irigoyen, despite a slow start of fourth in race one, dominated the rest of the series with five bullets and a second. (And I thought the temperature in Chile was hot!)

The opening ceremonies were held on Sunday, with officials welcoming all competitors. Luis Montalbetti, an IYRU judge who flew in from Spain for the event, chaired both the protest and race committees. The courses were seven leg modified Olympics (finish on the run) scheduled to start at 4 pm daily as there usually is no wind before then.

Monday brought with it a low pressure system, northwest 8-12 for race one. Rodrigo Zuazola led to the left, and although boats inside were lifted, they did not gain much. This phenomenon

occurred most of the week. The Argentines hit the right shore, and at the top it was Zuazola, Tito Gonzalez, Irigoyen, Pablo Amunategui, Brazilian Luis Lebreiro, and Guido Carabelli of Peru. Gonzalez got past Zuazola, and left proved the way to go. Though Lebreiro had good speed as the breeze increased, Gonzalez was able to hold him off. At the finish, it was Gonzalez, Lebreiro, Carabelli, Irigoyen and Zuazola.

The breeze increased for the second race (12-15) and went 5 degrees right. The Brazilians tacked right while the majority of the fleet went left. Lebreiro led around the triangle, but Irigoyen nipped him out at the top. Some jibing action downwind saw Amunategui slip past Gonzalez. The big leftie paid off as the crafty Argentine pulled away from the fleet. Amunategui did some fancy footwork on the final run to pass Lebreiro for second, with Gonzalez and German Fuchs rounding out the top five. The day wrapped up with a cocktail party featuring ethnic performers from the south of Chile, singing and dancing to traditional folk tunes.

Tuesday morning dawned and with it came the first of two clinics for

competitors co-sponsored by Shore Sails Newport and Fibermold (a leading boatbuilder in Chile). In our discussion, we focused on boat preparation, deck layouts, crew assignments, and sail trim for the J/24. As time for the races approached, it was clear that the low pressure was moving out. The northerly was fighting the westerly sea breeze. We started in a 3 knot northwesterly with the pin favored. The fleet split as the wind died, with most of us floundering in the dead zone between two breezes. Irigoyen managed to get hard right, while Amunategui and Birgit Von Appen (the only female skipper) went hard left. The left won out and Amunategui led Von Appen to the first mark; Irigoyen, Lebreiro, and Gonzalez were 4th, 7th and 8th after being on the right. As the breeze increased and shifted left (almost 80 degrees total), the fleet played the oscillations and places shuffled. In the end, it was Amunategui followed by Irigoyen, Lebreiro, Von Appen and Gonzalez.

Wednesday was a lay day, RODEO DAY. The town of Las Cabras ("The Goat's Town") hosted a typical Chilean barbeque with wines from local vineyards.



South American Champion, Irigoyen, on Shadow followed by Gonzalez and Lebreiro.

A free-for-all soccer game commenced (50 on 50) followed by the rodeo, which tested the skills of the local cowboys. The most interesting event was the bull riding (locally referred to as cow riding), in which the bowman of "Aloha", Andres Lioi, decided to give it a go. Well, he ended up tied for first and it went to a tiebreaker; they rode two more cows. Unfortunately, or maybe fortunately, he lost the tie. (The winner had to ride a wild horse!) Three rodeo queens were crowned, Alexandra and Martina Fuchs, and Vanessa Carabelli, and they took a high speed ride around the ring on the back of a horse behind the cowboys.

Back to the races. Thursday we motored out to find a lack of breeze, and a postponement. Water fights raged on as we waited for almost two hours. When the race started, the breeze was southeast 0-5. Irigoyen port tacked the fleet, but the strength of breeze was right, where Gonzalez was positioned. The two shot out into the lead followed by Carabelli and Lebreiro. The breeze shifted right with more shift to come. At the jibe, Irigoyen forced Gonzalez to the wrong side of the mark, and had to do turns. The fleet caught up. The shifting breeze caused many mark and position changes. Race four was all Irigoyen, then Fuchs, Gonzalez, Zuazola, and Lebreiro. Amunategui was DSQ'd to take him out of contention for top three.

On Friday, the second of the two Shore Sails/Fibermold clinics took place. We talked about tactics and strategy, and with four races to go, there would be plenty of opportunity for application. For races five and six, the northwest wind was back and it was the go left show for everybody but Irigoyen. After fouling Gonzalez at the start of race five, he did a 720, tacked right and got a private 20



The winning crew of B. Spitzky, H. Vrigoyen, M. Caputo, G. Neredia, and skipper, A. Irigoyen.

degree lift all the way to the mark. The gods were smiling on him! Once again the Argentine pulled out to win the race. A left shift at the top allowed Amunategui to nip Gonzalez for second with Lebreiro coming fourth.

For race six, the breeze came on to 15-18. It was still go left but the fleet was close and boats frequently crossed tacks and changed positions. Boatspeed was key. The Argentines sped away with their fourth win, but the battle behind raged on. With Irigoyen so far ahead in series points, Lebreiro and Gonzalez played with each other finishing second and third, while Amunategui and Zuazola battled it out for fourth and fifth.

With a formidable lead going into race seven, it was hard for Irigoyen to lose unless he fouled out. He just needed a clean race. Lebreiro had a one point lead over Gonzalez, but if they tied, Gonzalez won the tiebreaker. The middle

of the fleet was close in points, so there would be a lot of action on the course.

Same northwesterly, different day. Gonzalez squeezed off Lebreiro at the start and quickly made the move to cover. Irigoyen, having no one bothering him, once again bolted into the lead. Around the triangle and onto the run, Gonzalez had all the points he needed to secure second, then the breeze filled from behind and shifted. The Brazilians rounded right on the tail of Gonzalez, and several quick tacks later, by going to the right, Lebreiro gained the advantage. Once ahead, Lebreiro tightened the noose to protect second place for the series. The battle between those two opened the window of opportunity for a few other boats in the race. The top five in race seven were Irigoyen, Zuazola, Roberto Peschiera, Amunategui, and Lebreiro.

Irigoyen had a charmed series; it seemed that he could do no wrong,

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surviving two protests and two 720s during the week long regatta. In spite of it all, he and his crew were the model of consistency. He credited his win "to experience", and to the excellent teamwork among his crew. It certainly was a job well done.

ONE FINAL NOTE: Many things impressed me during my short stay in Chile. It was amazing to see how the Chilean J/24 fleet has grown in such a short time. Two years ago, there was only one J/24 racing in Chile, German Fuchs' "Atocc." She was raced in IMS and trailer sailor events, winning by BIG margins. This attracted many good sailors to the class: National IOR Champion Carlos Gil, the two Gonzalez brothers and Rodrigo Zuazola all Lightning World Champions, Fernando Boher the National Cruising Class Champion. In two short years, the fleet has grown to 25 boats. The efforts of German Fuchs to promote and establish the J/24 in Chile have been tremendous, and the large number of high quality sailors now racing J/24s is a credit to those efforts.

In a country where it is unusual to see many women racing, the J/24 in Chile has attracted quite a few women to the sport; six or seven women competed in the South Americans either as skippers or crew.

And last, but not least, the South

American people were some of the most friendly and gracious people I have met (and very patient with my limited Spanish).

The goodwill they extended to me has made me eager to make "the South American connection" again next January at Ancon Beach, Peru for the 1993 S.A. Championships.

Betsy Alison is the One Design Production Manager at Shore Sails Newport. She is the 1991 Rolex International Womens Keelboat Champion, and actively races J/24s out of Fleet 50 in Newport, RI. She crewed for third place finisher, Alberto "Tito" Gonzalez in the 1992 South Americans.

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1992 South American Championship

POS	HELMSMAN/ COUNTRY	FINISHES								TOT
1	Alejandro Irigoyen, Argentina	4	1	2	1	1	1	1	1	11
2	Luis Lebreiro, Brazil	2	2	3	6	4	2	5		24
3	Alberto Gonzalez, Chile	1	4	5	4	3	3	6		26
4	Pablo Amunategui, Chile	6	3	1	18	2	4	4		38
5T	Rodrigo Zuazola, Chile	5	18	7	5	9	5	2		51
5T	Guido Carabelli, Peru	3	6	14	7	6	7	8		51
7	German Fuchs, Chile	9	5	13	3	5	13	7		55
8	Roberto Peschiera, Peru	11	7	9	10	7	9	3		56
9	Ricardo Garib, Chile	10	13	6	12	8	10	12		71
10	Federico Bierwirth, Chile	7	8	11	8	18	11	13		76
11	Birgit Von Appen, Chile									77
12	Jorge Zavala, Chile									78
13	Fernando Magnasco, Chile									82
14	Enrique Vallejos, Chile									95
15	Mauricio Zuleta, Chile									98
16	Carlos Gil, Chile									99
17	Fernando Carlin, Chile									115

Pressure Drop Wins Gulf Coast Championships

by Guy Brierre

The team of Mark Foster and Terry Flynn sailed consistently in difficult conditions to win the 1992 Gulf Coast Championships held in mid-February at Southern Yacht Club in New Orleans, Louisiana. The GCC is the third stop of the eight regatta District 14 championship series known as the Texas Circuit. Thirty-four teams from Louisiana, Texas, Tennessee, Illinois and Minnesota competed in the fluky conditions which shortened the scheduled five race series to three races.

Saturday's first race was sailed in light shifty breezes with local fleet champions Benz Faget and Jerry Coogan on *Bad Boys* battling with *Mr. Happy's* John Bartlett and Eric Nelson for the top spot around the first triangle. Shifts and light spots dropped them back during the second round, however, with Rob Johnston on *Grand Slam* making the right calls to get the gun followed by local team *Wrecking Krewe* driven by George Gsell and the Minnesota team of Gluek, Fisher and Romanek on *Lynch B McIlwain*. Numerous position changes during the race occurred due to significant differences in wind speed and direction which could quickly move one up or down at a moment's notice.

Conditions were even uglier in the second race with spinnakers appearing on some "upwind" legs and genoas on the "runs". Foster & Flynn's *Pressure Drop* read the crystal ball better than anyone to win in the dying breezes followed by Shaeffer & Draheim on *Jasmine* and J Class President Ned Plumer on *Plum Crazy*. Everyone was more than happy to get off the water to head to the French Quarter Party.



Easy Come (#2910) in race three of Gulf Coast Championship.



The crews of Rum-N-Reggae and No Excuses appear to have recovered from the previous night's festivities.

Lucky Pierre's on Bourbon Street was the place to be Saturday night. Free booze in 32 ounce cups quickly heightened the party atmosphere and before you could say "Milli Vanilli", a number of the staid sailors were on the stage singing for the crowd assisted by the Karioki machine. Particularly memorable were Kelson Elam and crew - the "Flaming Idiots" and locals Jerry Coogan and Glen Morrow as the "Less Than Righteous Brothers".

Sunday morning dawned foggy in more ways than one. Both the internal and external fog finally began to burn away by 10 AM allowing an 11:00 start for the final race. Utilizing the hangover theory to the fullest, the crew of Guy & Pam Brierre's *Rum-N-Reggae* cruised the first triangle in the lead politely followed by *Pressure Drop*, and *Grand Slam* in fifth. All *Pressure Drop* had to do was beat *Slam* boat for boat to win the regatta so they didn't want to get involved in a slow luffing match. On the second beat, *Mr Happy*, Chris Larson's *Love Shack* and David Bolyard and Glen Morrow's *No Excuses* played puff cards perfectly on the right side of the course to take first through third positions followed by the *Drop*, *R-N-R* and *Grand Slam*. The positions held for the rest of the race and awarded *Pressure Drop* its first Gulf Coast Championship title.

The first ten skippers and crew received beautiful trophies for their performance. Thanks were bestowed on judges John Diggins, Jane Sherrod, Harry Chapman and Walter Chamberlain as well as the race committee ably headed as always by Tootie Barnett who received a racing watch in thanks for his many years of service to the local J/24 Fleet.

There's no better place to travel for a regatta, so come and join the fun for next year's Gulf Coast Championships!

1992 Gulf Coast Championships (top 33 of 34)

POS	YACHT	HELMSMAN	FINISHES	TOT
1	Pressure Drop	Foster/Flynn	5 1 4	10
2	Grand Slam	Johnston/Foerster	1 6 6	13
3	Bad Boys	Faget/Coogan	6 5 7	18
4	Jasmine	Schaeffer/Draheim	12 2 10	24
5	Lynch B McIlwain	Glueck/Fisher/Romanek	3 17 8	28
6	No Excuses	Bolyard/Morrow	9 18 3	30
7	Monster Fish	Hallman/Peck	15 4 11	30
8	Plum Crazy	N. Plumer	20 3 12	35
9	Rum-N-Reggae	G. Briere	8 22 5	35
10	Bon Temps	Smedley/Decluit	4 9 24	37
11	Carnival Time	T. Meric	10 12 15	37
12	Dubious Decision	T. Baker	11 8 19	38
13	Wrecking Krewe	G. Gsell	2 30 9	41
14	More Grief	L. Conger	22 7 13	42
15	Love Shack	C. Larson	DSQ 11 2	48
16	Instant Karma	Elliot/Elliot	19 10 20	49
17	Mr. Happy	Bartlett/Nelson	DSQ 14 1	50
18	Shadowfax	Wellman	16 13 26	55
19	Warpath	Trotter/Eaves	24 15 17	56
20	Lightnin	W. Cantrell	7 23 27	57
21	Easy Come	Church/Skrmetta	18 16 25	59
22	Intuit	S. Lammers	25 19 16	60
23	Valhalla	C. Hellerquist	21 21 18	60
24	J-Meister	E. McMurphy	14 32* 14	63
25	2XS	DeSanto/Soya	17 28 21	66
26	Snakewake	Shaeffer/Shaeffer	13 20 DSQ	68
27	Crap Shoot	T. Twaalfhoven	23 26 22	71
28	Finesse	T. Rathbun	28 24* 23	80
29	Siren	D. Loeb	26 25 31	82
30	Bandana Dog	B. Snyder	29 27 28	84
31	Shanghai Split	S. Priestner	31 29 30	90
32	Hacque	L. Nicholson	DNS 31 29	95
33	Jammin	Harrison/Manner	30 33 32	95

Mass. Bay Championship/ Marblehead Race Week*

by Bob Kraemer

The first annual Massachusetts Bay J/24 Championship was held in 1991 in conjunction with Marblehead Race Week. The spirit of this event is to encourage boats to participate and to offer people the chance to enjoy the experience of regatta racing and socializing. The addition of the perpetual half-hull team trophy really helped draw people together, and especially helped recognize and encourage the less experienced racers.

Traditionally, Marblehead supports some of the best one-design racing to be found anywhere. Throughout the summer, two races are held each Saturday afternoon for over a dozen fleets. Race Week, now over 100 years old, attracts over 200 one-design boats, and many fleets chose to designate this regatta as a championship event. While many areas seem to experience the mid-summer doldrums, this regatta's good sun, winds, and partying highlight the season.

The Marblehead team, Fleet 28, came from behind with a sweep in the last race to edge out the visiting folks, Fleet 95 from Scituate. Scituate will try to capture the trophy on their waters in 1992 (tentatively scheduled for the last weekend of June). The Marblehead Mid-Summer Regatta (Race Week) will again be held the last weekend of July. We hope more J/24s will join in the fun at both of next season's events.

* Refer to the last issue of *Waterlines* for regatta results.

Fleet 79: Revival in Barnegat Bay

by Art Topilow

After a long period of inactivity, Fleet 79, the Barnegat Bay Fleet of New Jersey, has recovered and held a racing series!

The fleet, founded in 1980, was very active in the early 80s, racing out of the Toms River Yacht Club. In 1991, the Metedeconk River Yacht Club Fall Series had five J/24s sailing in its PHRF A fleet. Fleet 79 decided to declare a separate J/24 fleet winner. This series within a series was won by *Hollywood Homeboys*, sailed by Pete Staagard and Jim Gelenitis. Also participating was Stu Challoner in *Spoil-*



sport, Kate Thropp and Bob Silverman in *Promised Splendor*, Mike Schoen in *Nebula*, and yours truly, Art Topilow in *Tops'l*. While we New Jersey sailors have always known that the J/24 is a perfect boat for Barnegat Bay, fleet 79 is proving this to the entire local sailing community by winning in PHRF, and reviving the camaraderie and challenge of one-design, keelboat sailing in our area.

1991 Fleet 79 Racing Series

POS	HELMSMAN
1	Staagard/ Gelenitis
2	Schoen
3	Challoner
4	Topilow
5	Thropp/ Silverman



The *Tops'l* crew prepares to take on the Barnegat Bay competition. Above photo: Art Topilow in a cruising mode.

Cleveland Fleet 102 Measures 21 Boats

by Bob Rosenbaum

Fleet 102 has begun a campaign to certify 21 boats in preparation for the 1992 Great Lakes Championship, to be held in June at the Edgewater Yacht Club.

The aggressive certification project, begun at haul-out time last year, is an effort to weigh and measure boats that sail out of Edgewater, Cleveland Yachting Club, a number of other downtown Cleveland facilities, and neighboring Fleet 129 (Mentor Harbor YC).

Reid Stava, a certified measurer out of District 7, came to Cleveland on a rainy, cold weekend last October to help Kevin Graf, District 12's only measurer, begin the project. Plans called for the second measurement and weighing session to be held April 11-12, with final measurements set for May 30-31.

Fleet 102 wants to thank all the boat owners who participated, and especially Stava and Graf, for their commitment to this project and to the quality of racing on Lake Erie.

The J/24 sailors in the area stretching from Mentor (20 miles east of Cleveland) to Sandusky (90 miles west) also resurrected a trophy for the 1991 season that had not been awarded in several years. Called the Lake Erie South Shore Championship, the award was given to the J/24 with the best overall performance in the Lorain Yacht Club Regatta, the Mentor Harbor Yacht Club Regatta (hosted by Fleet 129), Cleveland Race Week, and the District 12 Championship at the annual Put-In-Bay Regatta. With a blue flag in each of those events, Fleet 102 champion Bob Seidel (*Trouble*) brought the trophy back to Edgewater.

With about 21 members, Fleet 102 is the largest fleet on Lake Erie and in its district. It will host the Great Lakes Championship on June 25-27 (Thurs.-Sat.) — the first time the regatta has been in Cleveland since 1985. A qualifier for the 1993 World Championship, the Great Lakes will consist of seven races (3-3-1) with no throwouts. It will be held out of Edgewater which is home to a fleet of well over 100 boats in PHRF, MORC, and several one-design classes; and annual host of the successful Cleveland Race Week.

Information and regatta applications are available from Great Lakes Chairman Bob Seidel (14572 Superior Rd, Cleveland Heights, OH 44118; (216) 391-5100, FAX (216) 391-5104). Entry is \$95 before June 12 and \$125 thereafter.

Fleet 130 News

by Timothy Rathbun

J/24 Fleet 130, sailing out of Chicago's Monroe Harbor, experienced its sixth consecutive year of growth and increased participation in 1991. Of thirteen boats associated with the fleet, more than half participated each Saturday in an eighteen race series beginning in May and concluding the first week of October. Scott Lammers, sailing *Intuit*, won the overall fleet champion trophy at the dinner held December 6, 1991 at Chicago's Columbia Yacht Club. Lammers and Elise Teske's *Rudolph* traded first and second place honors in the June/July and August/September series.

In addition to the regular series racing, Fleet 130 sailors raced as part of the second annual Columbia Yacht Club COLORS Regatta (Columbia Offshore Level Racing Series) with a number of other classes off of Monroe Harbor. While the North Americans were being held in Toronto, Fleet 139 sponsored a race at Chicago's Jackson Park Harbor, eight miles south of Monroe, highlighted by a three boat collision between *Intuit*, Bernie Soya's *2XS*, and *Rudolph*. Mark Gurney, skipper of a Jackson Park boat which regularly sails with Fleet 130 organized the Jackson Park Regatta and the barbecue held following the race.



Fleet 130 sailors relax after a long day of racing on Lake Michigan.

Fleet 130's sailors do not limit their racing to their home venue in front of Chicago's skyline. Fleet 130 boats participated in regattas in Annapolis, Lake Canadigua, NY, Gull Lake, MI, Lake Geneva, WI, Toronto, and New Orleans.

For 1992, Fleet 130 plans another series of Saturday racing followed by the usual party on the Columbia Yacht Club pier each weekend. Each day of racing will feature a moveable marks course off of the Adler Planetarium facing the most beautiful skyline in the world. On Wednesday nights Fleet 130 sailors will participate in the summer long "Beer Can" series, racing PHRF with the Winnebago Fleets from Columbia and Burnham Harbor Yacht Clubs.

Top 6 Finishers in Fleet 130 June/July series

POS	YACHT	HELMSMAN
1	Intuit	S. Lammers
2	Rudolph	E. Teske
3	Finesse	T. Rathbun
4	(tie) Scammin'	D. Anderson
	2XS	B. Soya
6	Buzz	M. Gurney

August/September series

POS	YACHT	HELMSMAN
1	Rudolph	Teske
2	Intuit	Lammers
3	Finesse	Rathbun
4	Scammin'	J. Mrzlack
5	2XS	D. DeSanto
6	Ineeda	C. Griner

Beaver Moon Regatta Goes Down to the Final Race

by Tim Winger

Late fall regattas at this latitude are always subject to their little weather quirks, and I suppose that 1991 brought more than a fair share to Fleet 15 in Havre de Grace, MD. Both spring and fall regattas were cold and rainy, but both also delivered good racing wind (there's a price for everything). Saturday was overcast, 40ish with a nice 10-15 knots out of the Northeast. Sunday showed rain and drizzle off and on, still 40ish with 5-30 knots, also out of the Northeast. Being in-phase with the wind here meant having the right sail up at the right time rather than just hitting the shifts correctly.

Starts were nice and tight, but Steve Wood and Rich Brown's *Tasmanian Devil* from West Kingston, RI usually led the fifteen boat fleet to the favored left corner. At the start of the last race, the *Devil* got just a bit too hot and was over early. The PMS took them from first to fifth, allowing the first place trophy to fall into the well-positioned, open arms of *Gangster* and crew from City Island, NY.

Local boats took three of the top six spots for a pretty good showing. Besides the boats already mentioned, hailing ports included such exotic places as Saratoga Springs, NY and Highland Park, NJ. Several of the out-of-towners are regulars at these regattas and several more said they would return in spite of the weather. We really have experienced some great weather and almost always good wind for the Beaver Moon Regatta. So come join us for our early spring (Pink Moon) and late fall (Beaver Moon) regattas in Havre de Grace, land of fair breezes and flat water!

1991 Beaver Moon Regatta

POS	YACHT	HELMSMAN	TOT
1	Gangster	R. Weir	15
2	Junk Yard Dog	R. Eckman	18.75
3	Street Gang	M./ B. Donovan	20
4	Anna	B. Johansson	24
5	Tasmanian Devil	S. Wood/ R. Brown	24.25
6	Hot Spur	S. Kulp	29.75
7	Air Jordan	J. Jordan	38
8	Racer Head	R. Matthews	38
9	Whistler	K. Henry/ R. Shephard	42
10	Magpie	T. Winger	43
11	Mr. Mojo Risin'	J. Snyder	48
12	Rascal	P. Phillip	59
13		N. Staikos	63
14	Civil War	T. Iacono	70
15	Balls	Eggleton	80

Galveston Bay Fleet 5 Plays Hard During 1991

by Paulo and Denise Mitrano Sheaffer

The Fleet 5 Championship served as the focal point for local racing during 1991. The Championship consisted of five designated local regattas with one throw out.

Greg Garrett on *Dump Truck* won the first regatta with three bullets at the HYC Mid-Winters; Stuart Lindow's *Tropical Aggression* won the three-way tiebreaker for second. Denise and Paolo Sheaffer's *Snake Wake* was the top Fleet 5 boat in the fickle Beasley Cup Circuit Regatta with Tom Meeh in second on *Top Gun*. The Foleys/Sperry Regatta was sailed in heavy air with a battle right down to the wire between *Snake Wake*, *Dump Truck*, and Kyle Mullins on *Top Gun*. *Snake Wake* pulled it out at the end with *Top Gun* taking second. *Snake Wake* won the GBCA Summer Series with *Tropical Aggression* in second. The NOOD Regatta was the final championship event and Greg Garrett dominated it from start to finish. Overall results—Denise and Paolo Sheaffer won the Fleet Championship, Greg Garrett took second, and Stuart Lindow third.

Other 1991 racing included Ray Bentele's victory on *Wave* at the LYC Winter Regatta, Dave Hinrichsen's *Low Rent* winning the HYC San Jacinto Regatta, Tom Meeh won the GBCA Single-Handed Race, Paolo and Denise Sheaffer won the GBCA Double-Handed Race, Greg Garrett won the First Interstate Bank Regatta and HYC's Turkey Day.

Galveston Bay J/24 racing just keeps getting better and better! The "Rowdy" crew started with a bang in 1992 by winning the GBCA Frostbite Regatta. With Jay Lutz driving, *Snake Wake* won the 1992 J/24 Midwinters in Miami with all local crew—Todd Hoepfner, Joe Caropepe, Denise and Paolo Sheaffer. In the Texas Circuit 1992 season opener in Austin, Fleet 5 boats took two of the top ten positions—Greg Garrett placed fourth and *Snake Wake* placed ninth. *Pressure Drop*, regularly crewed by local sailors, is currently leading the Texas Circuit standings. The just sailed HYC Mid-Winters (opener for Fleet 5's 1992 Championship), was won by Tom Meeh on *El Rayo X*. Stuart Lindow made the leap from bow to helming look easy with a second place finish.

Round and Round the Olympic Circle: Fleet 128 to Host the Districts in June; Runs 48 Races in 1991

by Art Topilow

Fleet 128 has been gearing up all winter to host the District 3 Championships the weekend of June 20-21. The regatta will be held at the Atlantic Highlands Yacht Club, the home of Fleet 128. Fleet members have been busy scrubbing the decks in preparation for the event. We are counting on local TV coverage, and videotapes will be available for purchase after the event. Fleet Captain Wolfgang Kornweibel of *Photofinish*, leads the pack and has brought many of the heretofore hidden talents of our fleet members to the surface in preparation for THE event. Bob Wilson of *Priority*, as the liaison with the town of Atlantic Highlands, has the councilmen psyched. Steve Lopez of *Elvis* has commandeered a committee boat. Art Topilow of the *Tops* has shanghaied five chase boats, among them his own powerboat the "Blood Vessel" (Art is a hematologist). Art Olsen of *Jalapeno* has recruited sponsors, and David Sawyer and Patti Bell of *Mixed Signals*, have hoisted the notice of regatta. Barbara Gold of *Elvis* and Mark Segal of *Grumpy* have sewn together the regatta brochure, and are preparing the sailing instructions. Weighing and measurement certificates

will be required. Our U.S. SAILING judges and race committee members are ready, and the starters cannon is loaded! SO C'MON OVER AND SAIL WITH US!!



Bob Wilson, Art Topilow, and Wolfgang Kornweibel at the fall Fleet 128 pizza and beer party.

Our 1991 season featured 48 races! Dave Tschaen on *Jitterbug* took bullets in most of them. He sailed in 45 races and sailed to a win in the Spring Opener, the Friday night series, the Double-handed series, the Moon-light series, the Bay Tower Race, the Autumn night series, and the Governor's Cup. Steve Lopez and Barbara Gold took THE BIG ONE, the Blue Water Regatta, which had 16 entrants. Congratulations also went to *Elvis* for sailing in the Midwinters in January! Filling out the rest of the fleet were Art Phair on *Hot Icicle*, Bob Kinsey on *Frenzy*, Charlie Boeddinghaus on *Double Trouble*, Bob Cole (our treasurer) on *Catatonic*, and Jay Maney on *Sunshine*. Michael Busch on *The Doctor*, sailed nearly all the races.

The fleet initiated a most improved award, but was not able to use the Improved Performance Scoring System (IPSS). IPSS was described by Art Topilow and John Quinn in the Spring 1991 issue of *International J/24*, but it was not implemented because we failed to calculate the handicaps in a prospective manner for each race. It's planned to correct this in 1992. A most improved award was given anyway for each month, calculated by a less scientific method. David Sawyer received it in June. His average finish in the first five June races was 4.0, but his average in the last four June races was 2.7. In July it was too close to call, several boats having equal improvement. The author, Art Topilow, was the most improved in August with an average finish of 5.8 in July and 3.9 in August. Art Olsen was clearly the most improved in the fall, with an August average finish of 5.2 and a fall average of 1.8.

In our home waters of Raritan and Sandy Hook Bays, we have set up a permanently installed Olympic circle (see the article by Sylvia McGriff in the Spring 1990 issue of *International J/24*). In the nineteenth century John F. Kensett painted our domain and in the fifteenth century Henry Hudson described the area as "a faire and goode lande". Its banks "were so pleasant with grass and flowers—and goodly trees—as ever we had seen". The area is protected from the ocean by Sandy Hook, and our sea breezes are reliable. We have a fine view of Manhattan, the Verrazanos Bridge, and Brooklyn, and the water is getting cleaner every year. You can have the tropics. We like Jersey best!!

Fleet 63 Annual Trophy Presentation

by Jeanene Lucas

The Santa Barbara Fleet celebrated another year of successful fleet racing at their annual celebration. This year's event was held at the Santa Barbara Yacht Club on January 25th. The decorated club proved to be a perfect venue for the Fleet 63 members, their families and friends.

The new officers for the 1992 season—Jeanene Lucas, Fleet Captain; Tom Holehouse, Vice President; Jody Dolan, Secretary/Treasurer—presented the following perpetual and commemorative swards to all winning skippers and crew:

AWARD	YACHT	SKIPPER
1st Overall in Fleet	Three Big Dogs	Pat Toole
2nd Overall in Fleet	Ice 9	Berkus/Wilkes
3rd Overall in Fleet	Miracle	Isao Toyama
1st "A" Wet Wed.-1st half	Los Locos	Deardorff/Wilson
		Attlessey/Yox
1st "B" Wet Wed.-1st half	Shebop	Leslie Foss
1st "A" Wet Wed.-2nd half	Three Big Dogs	Pat Toole
1st "B" Wet Wed.-2nd half	IO	Freeman/Liggett
1st S.B. Districts "A"	Ice 9	Berkus/Wilkes
1st S.B. Districts "B"	Miracle	Isao Toyama
1st Semana Nautica	Chimera	Chris Snow
1st Doublehanded Regatta	Los Locos	S./L. Deardorff
Most Improved 1991	Miracle	Isao Toyama

Fleet 63 hopes to have another great year of racing with our regularly scheduled events and the upcoming District 21 World Qualifier and District Circuit Regatta.

Rum-N-Reggae Rolls to Mardi Gras Regatta Title

by Guy Brierre

A myriad of conditions faced the nine competitors in the 1992 Mardi Gras Regatta sailed from New Orleans Yacht Club on February 22-23, 1992. Guy and Pam Brierre's *Rum-N-Reggae* handled the conditions best to win its first Mardi Gras title. The multi-class regatta featured winds from 5 - 20 knots with heavy rains to beautiful sunny skies.



Bad Boys and Dubious Decision round mark under gray skies.

Saturday, the fleet met strong breezes in the first race with the majority of the fleet opting for jibs. Herb Summerall's *Dubious Decision* blasted up the beat and led everyone around the course closely followed by Scotty Barrett and crew on *Carnival Time*. *Rum-N-Reggae* found the proverbial "God help me" on the left side of the second beat to move up from 7th to salvage a third. With the rain pelting even harder, the J/24 class proved its intelligence by opting to head in and have two races on Sunday. As the parades were rained out, rumor has it that the video stores were busy, microwave popcorn was bursting and electric blankets were cranked. Gamblers may want to wager on increased birth rates nine months from that night.

Sunday dawned with soft, southerly breezes, temperatures in the high 60s and the first tanning sun of the new spring. *Rum-N-Reggae* led around the course in the shifty breezes closely followed by David Loeb's *Siren*. Barbara Skrmetta, skippering her *Easy Come* for the first time this season, came from behind to finish a strong third.

Going into the last race, it was a match race between *R-N-R* and *Dubious Decision* for the regatta. There were numerous lead changes and crossings on the first leg with *R-N-R* getting a shift at the end of the leg to grab the lead. *Dubious* became entangled with Jerry Coogan and Ward Pitard's *Bad Boys* to drop back into fifth. As the race wore on, however, *Dubious* picked its way through the fleet and rounded just behind *R-N-R* going into the final beat. An exciting tacking duel ensued and meanwhile, Glen Morrow, also skippering his *No Excuses* for the first time this season, blazed past the involved duo to the thunder of the victor's cannon. *Rum-N-Reggae* was just able to hold on to claim the regatta. Congratulations to Guy, Pam, Rene Dupaquier, Robin Roeling, Peter Sladovich and Martine Faget.

The Mardi Gras Regatta is usually held within two weeks of the District 14 Circuit Gulf Coast Championships which makes it a great double trip regatta for those within plane range. Hope to see you next year!

1992 Mardi Gras Regatta

POS	YACHT	HELMSMAN	FINISHES	TOT
1	Rum-N-Reggae	G/P. Briere	3 1 2	5.75
2	Dubious Decision	H. Summerall	1 4 3	7.75
3	Carnival Time	S. Barrett	2 6 4	12
4	No Excuses	G. Morrow	7 5 1	12.75
5	Easy Come	Skrmetta/Church	DNF 3 5	18
6	Siren	D. Loeb	8 2	DNF 20
7	Bad Boys	Coogan/Pitard	4 7	DNF 21
8	Finesse	T. Rathbun	5 8	DNF 23
9	Wrecking Krewe	G. Gsell	6 DNS	DNS 26

District 21 News

by George M. Antarr III

When we look back on 1991, we see a year of tremendous growth in the Southern California J/24 district. All of our circuit regattas had in excess of twenty boats participating, capped off with a record 37 boats on the line at Turkey Day. This year we expect to see lines of thirty plus at every regatta. It's clear that Southern California is an up-and-coming force in J/24 sailing.

District 21 will be hosting two major events this year, a Worlds qualifier in Santa Barbara and the North Americans in Long Beach, along with five circuit regattas and respective local

events. It has become clear in our minds that uniformity and organization are a must to insure the success of these events. For this reason, a planning committee was developed in December consisting of all local fleet captains, measurers, and district officials. The planning committee meets to discuss challenges we see in the district and various solutions which we feel will make our district a better place to race. For example, this year we have instituted a set of standardized Southern California Sailing Instructions, so that all regattas are run the same. We'd like to thank John Peck for his help in assisting us with these.

District 21 is approaching the apex of a growth curve. The North Americans are expected to draw a crowd of over sixty boats, and locally, we could approach the forty boat mark.

On behalf of District 21 we'd like to take this opportunity to recognize Gary Harden and Chris Snow of San Diego for capturing the 1991 District 21 overall position. Second place went to Ken Kieding and third place to Jeff Berkus and Jeff Wilkes. Both Kieding and Berkus/Wilkes have been past overall winners. Congratulations on a great racing season!

1991 District 21 Overall Rankings (top 20 of 46)

POS	HELMSMAN	FINISHES					TOT
1	Harden/Snow	24	1	2	2	4	9
2	Ken Kieding	2	4	1	3	7	10
3	Berkus/Wilkes	3	2	5	1	9	11
4	Richard Allen	24	9	4	5	1	19
5	Robert Kunicki	6	6	21	13	13	38
6	Cheda/Levy	7	7	15	11	37	40
7	Carl Forsander	5	13	11	14	17	43
8	Dane Kalsa	24	23	6	10	11	50
9	Ken Hey	12	5	7	26	37	50
10	Greg Lowe	1	23	22	26	5	51
11	Doug Weitz	24	23	22	6	2	53
12	Ted Gerike	11	16	14	25	14	55
13	Wally Hollyday	14	8	15	24	23	60
14	Hulme/Weir	17	16	13	15	24	61
15	Blair Francis	24	23	3	26	15	65
16	Madsen/Rowlands	18	17	12	22	30	69
17	Bill Worsham	24	23	8	26	15	71
18	Dean Shipman	10	14	22	26	30	72
19	Winnard/Fortenbury	24	23	22	26	3	72
20	Chesley/Tenfelder	23	23	22	5	27	74



A crowded starting line sequence at the February Midwinter Tune-Up.



"I'm tired of sailing, and I want to go play in my treehouse."

1991 Change of Colors Regatta

by Harvey Davis, Fleet 24 Secretary

The autumn in the Adirondacks not only attracts thousands of foliage tourists, but also fifty J/24 racing teams from as far away as Toronto. The Lake George Club, our Change of Colors host, requested a limit of fifty entrants because of the size of the facility. Our organizing committee decided to limit the regatta to the first fifty boats registered. Mailings went out early urging people to preregister, and they did — all fifty.

Launching began Friday noon. The parking directors and the lift operating team, all volunteers, provided arriving competitors only a short wait to float their boat. There was even time to measure one boat. All Js were in the water by 10:00 pm. A party hosted by Fleet 24 and the Lake George Club was held in the Grotto. With a hot buffet, cold beer, and a wide screen TV, old friends were greeted and the season's sailing stories exaggerated. The partying and antics went on into the night.

Saturday morning came much too early. The docks were busy with last minute preparations. The race committee was introduced at the skippers' meeting and informed us that we would start on time. The scramble began—the taxi boats were full of sailors dressed in brightly colored foul weather gear. Rigs were adjusted, sails were hoisted and all enjoyed a sail to the starting area in a light but steady southwest breeze.

The line was long and square with the race committee posted at both ends. This was typical for the regatta which limited the normal starting problems associated with an aggressive fifty boat fleet. Just after the start, the fleet on the left made out rounding in front of the boats who went right. At the end of the first race, Al Russell on *Slippery* had line honors with Tim McKegney and Kevin Doyle rounding out the top three.

During the second race the shift happened. The downwind leg turned into a close reach and the race committee had time to reset the windward mark in the west. The wind continued to go north. This turned the leg to the new mark into a starboard close reach. The race committee had run out of time and lake

to reset the finish line. The wind had picked up a little so things happened fast. The front half of the fleet rounding the new windward mark ended up on port tack laying the finish line with the rest of the fleet heading directly at them. There were many near misses except for *Splash* who suffered hull damage and was forced to retire. Bill Perillo on *Split Decision* was first across the line, McKegney on *Sly* with another second, and Don Brush rounded out the top three.

The north wind continued. There was a first for McKegney, second for Perillo, and a third for Brandon Flack on *Serious Suds* in the third race. The fourth race finished out the day with Kirk Reynolds on *P.T. Blister* getting the gun, followed by McKegney and Bill Fastigi on *Flamingo* in third.

The Saturday evening party started early with 250 dinner reservations (another sell-out). The Lake George Club's chef outdid himself with an outstanding all-you-can-eat buffet and dessert table. Dancing, celebrating and eating continued late into the evening. Stepping away from the three roaring fireplaces revealed that the temperature was falling.

Sunday morning brought temperatures in the high twenties and everybody was ready to sail. . . back to the fireplaces and another cup of coffee. Saturday's racing had ended with McKegney on top, Perillo in second followed closely by Doyle. McKegney and Perillo held onto their positions in the regatta by racing consistently in the fifth and sixth races. Reynolds took a first in race five and a fourth in race six, and moved his boat and team into third overall.

Haul-outs were completed by late afternoon. Awards were given to the top five finishers along with the best local boat trophy to Rodger Voss on *Spirit*. Fleet 24 trophies were also handed out for the season. Voss took first place, Harvey Davis on *Impulse* came in second, and Richard Drake on *Dynamite* scored third.

1991 Change of Colors Regatta (top 30 of 50)

POS	SAIL	YACHT	HELMSMAN	FINISHES	TOT
1	4	Sly	McKegney	2 2 1 2 3 1	11
2	481	Split Decision	Perillo	10 1 2 9 4 3	29
3	1580	P.T. Blister	Reynolds	12 21 5 1 1 4	44
4	4123	Flamingo	Fastigi	18 8 4 3 10 2	45
5	1983	Chinchilla Buck	Doyle	3 12 8 6 2 19	50
6	3259	Snow Bird	Brush	24 3 19 5 5 13	69
7	4014	Air Jordan	Jordan	6 10 13 24 12 7	72
8	4259	Kantagree	Flannery	4 13 11 17 17 14	76
9	4008	Slippery	Russell	1 15 9 26 24 5	80
10	3330	Remark	Kraemer	5 34 20 16 6 8	89
11	3149	Blazing Saddles	Benson	9 7 32 10 8 25	91
12	1916	Spirit	Voss	26 5 14 25 18 12	100
13	2705	Serious Suds	Flack	27 20 3 20 22 9	101
14	1938	Seaweed	Crylo	22 6 16 15 19 28	106
15	4454	Synchrocity	Benson	28 16 12 22 14 15	107
16	4507	Fly Boy	Dressill	7 36 25 4 15 21	108
17	4600	Poultry in Motion	Constantino	20 14 15 7 45 16	117
18	3782	Varmint	Osborne	17 18 6 12 37 31	121
19	4279	Impulse	Davis	8 9 44 28 11 22	122
20	4145	Cheers	DeSantis	16 32 17 11 30 20	126
21	3244	Magic	Kruger	21 28 10 30 27 11	127
22	1228	Dynamite	Drake	35 4 23 35 16 17	130
23	2780	Tenspeed	Underhill	19 41 30 13 9 33	145
24	2727	Brew Ha Ha	Evans	36 22 21 23 7 39	148
25	4173	Peggy	King	13 37 35 32 32 6	155
26	4177	Significant Other	Cook	30 24 27 21 41 18	161
27	4457		Allen	15 40 31 8 21 DF	166
28	2331	Sea Monster	Killion	44 23 18 33 46 10	174
29	3288	Wild Card	Koch	43 30 7 27 31 38	176
30	23	Defiant	McCloskey	41 11 29 18 28 DF	178

Rain, Rain Go Away and Let the Js Come Out to Play!!!

by Leann Jurczyk

After four consecutive days of rain and a forecast that called for even more, the rain gods took pity on our souls. They delayed the worst weather we've seen here in Southern California for years just long enough for us to race the first annual Midwinter Tune-Up Regatta. Santa Monica Yacht Club hosted the event on February 8th and 9th—and what an event it was! Racing a total of seven races with various courses and all kinds of conditions, the race management was superb!!

Saturday's skippers' meeting introduced the new Southern California J/24 Sailing Instructions and with them came changes unfamiliar to our local racers and an experimental course which featured a leeward gate. So with grumbles from the crowd, racers headed to the water amidst sunny skies and about six knots of breeze. Races were postponed until noon to give the breeze a chance to fill in.



McLean and Kajita enjoy the long lost sun and lead the pack.

It was becoming apparent in everyone's minds that this weekend might just belong to Doug McLean, who after the first two races was sailing flawlessly in his own "Private Idaho", extending his margin at every mark rounding. It was back to reality in races three and four as McLean had problems at the starts and finished the day securely in first with finishes of 1-1-3-3. In second place after Saturday's races was newcomer to the Marina del Rey fleet Tom Kajita, who proved once again that consistency is the way to win regattas as he finished Saturday with a 5-5-5-1. The biggest surprise of the weekend and certainly the forerunner for most improved was Wally Hollyday sailing superbly and sitting in third place with finishes of 2-3-10-13 (the 13th reflects a 20% penalty).

Sunday presented a totally different picture—the sun was gone and replaced with dark, stormy skies, the temperature had dropped significantly, and at 10:00 am, the winds were already blowing 10-12 knots. In fact, if one didn't know better,



Photos by George Antarr

"Hollyday leads the fleet" seems to be a slight understatement.

they would have thought they were sailing somewhere else . . . say San Francisco or perhaps Seattle, but definitely not "sunny" Southern California. As winds increased and temperatures dropped, boats began to retire, so at the first start our numbers had thinned to fourteen boats.

The difference in conditions from Saturday to Sunday didn't seem to affect the leaders as McLean, Kajita, and Hollyday held on to the top three positions. Other boats had their share of problems—fourth place finishers Chesley/Tenfelder raced the third race on Sunday with Suzanne Tenfelder sailing with a serious cut on her head which later required several stitches; fifth place finisher Tom Leweck had his problems in Sunday's first race when he hooked the weather mark on his rudder and had difficulty freeing himself.

After the racing, festivities were provided by Santa Monica Yacht Club and skipper and crew trophies were awarded to the top five boats. All in all, despite the uncharacteristic weather conditions, the regatta scored very high with everyone who raced. On behalf of everyone who participated, we'd like to extend our thanks to Santa Monica Yacht Club and George Antarr for providing a great event.

1992 CA Midwinter Tune-Up Regatta

POS	HELMSMAN	FINISHES								TOT
1	McLean	1	1	3	3	2	1	2		13
2	Kajita	5	5	5	1	6	4	5		31
3	Hollyday	2	3	10	13*	1	3	6		38
4	Chesley/Tenfelder	9	PMS1	6	4	5	4			47
5	Leweck	3	DSQ2	2	RET	7	1			49
6	Worsham	4	2	13	8	3	12	RET		54
7	Weitz	11	PMS4	5	7	8	3			56
8	Kunicki	11*	8	7	10	5	6	12		59
9	Potter/Shep	10	4	8	13	8	9	9		61
10	Kinney	12	10	12	7	12	2	7		62
11	Forsander	6	7	6	4				DNC	77
12	Rowland	17*	9	9	15	11	11	8		80
13	Moore	14	14	11	12	9	10	10		80
14	Cheda/Levy	8	6	14	11				DNC	93
15	Scott	16	11	17	18	10			DNF	103
16	Ferguson	15	12	18	16	RET			DNC	112
17	Kearns	DNS	13	15	17				DNC	118
18	Gerike	PMS	PMS	16	14				DNC	120

* Reflects the "I" Flag 20% penalty.

Rochester Fleet 41 Winds Up an Active 1991 Racing Season

by Carol Wetherald

The fleet celebrated the end of the 1991 racing season at a traditional Fleet 41 "Cups 'n' Saucers" party at Jack and Donna DePeters' house prior to the "Cups 'n' Flags" awards ceremony at Rochester Yacht Club in November. Over 90 J/24 racers, crews, and friends gathered to recall the glories of the season. A total of 23 yachts competed in five series comprised of 36 races with 440 starts (1 start = 1 yacht starting a race).

Our winter party at Bob and Sue Bayley's house gathered the brave and healthy sailors to the shore of Lake Ontario again during a good lake effect snow storm.

The fleet greatly appreciates Tom Rockwell's computations of our standings. He provides analyses of individual and series performances as well as Fleet 41 activity history.

Rochester will host the Firecracker Regatta on July 4-5 and the New York Centrals on July 11, 12. We hope that J/24 skippers will come take advantage of a "Race Week" on Lake Ontario and vacation in the surrounding Finger Lakes region.

Scratch Finals

POS	YACHT	HELMSMAN
1	Javelin	Wetherald
2	Fast Lane	Nahmias
3	bateau blanc	Stava
4	Kingfisher	Moran
5	Jack Be Nimble	DePeters

MVP Finals

POS	YACHT	HELMSMAN
1	Impulsif	Daunton
2	American Express	Rockwell
3	Aragorn	Texter
4	Amanda	Lawless
5	Sting	Faust

Bad Boys Sweeps Sugar Bowl Regatta

The 1991 Fleet Champions started the new season with a bang, winning every race of the 1992 Sugar Bowl Regatta. Benz Faget, Jerry Coogan and crew left little doubt that they intend on winning in '92 in the first regatta of the Fleet Championship series.

Race 1 began in 12 knots of breeze with the Boys jumping to a big lead and continuing it around the course. On the first beat, George Gsell's aptly named *Wrecking Crew* chickened out on a port tack crossing, electing to duck *Carnival Time*. Unfortunately, the 3G turn spun their brand new mast to windward causing the masts to lock and initiate a true "dance of the lead bottomed money gobblers". The new stick lost its enthusiasm and came tumbling down, ending their series and putting *C'Time* out for the remainder of the race. The race for second through sixth was intense with numerous position shifts. The *Dubious Decision* gang finished second followed by *Rum-N-Reggae*, *Intuit*, *Lead Sled* and *No Excuses*.

Rather than race the second race on Saturday, everyone repaired to the TV to watch the Saints' futile attempt to win in a

big game. The consensus on Sunday was that we should have sailed instead!

Sunday brought similar conditions and like results for the BBs. The Boys led around the course but this time was chased, albeit unsuccessfully, by the retuned *Carnival Time*. Lake Minnetonka Minnesota's own *Lead Sled* slid into third followed by *Dubious*, *Intuit*, and *R-N-R*. Barring something stupid, the fleet champs had this one wrapped, leaving a battle for second.

The final start was tight as five of the eleven boats were called over early with at least a couple more admitting to getting a break. The Bad Boys lived up to their name by acting like a duck hunter in a blind, using camouflage to disguise their exceptional start. They blazed around the course in the dying breeze, winning again by a large margin. *Rum-N-Reggae* crossed in second to the strains of "The Sounds of Silence" not realizing their premature start. Tommy Meric et al's *Carnival Time* scored second followed by *Dubious*, the *Sled*, and guest skipper Robert Wientjes on *No Excuses*.

Second and third places were undecided as Meric attempted redress for the breakdown and Brierre for the PMS. Unfortunately for them, they were as successful as the Saints. Deservedly earning second was Sunfish wiz Hank Saurage and *Dubious Decision*. Third place went to the team earning "Furthest Traveled", Team Gluek/Loomis on the *Lead Sled*.

Helping to fill out the fleet, three boats also came down from the land of "Da Bears"—our winter compatriots Tim Rathbun's *Finesse*, Bob McElwin and Bernie Soya on *2XS* and Scott Lammers' *Intuit*. Fleet 94 thanks them for their continued support.

Faget and Coogan on their way to scoring three straight bullets.





Photo by George Antarr

Ted Gerike illustrates how he earned his top 15 ranking in District 21.

Fleet 49 News

by Leann Jurczyk

"... And things they are a changin'..." to quote a familiar Bob Dylan song. Fleet 49 is holding at 22 boats—some boats have moved, owners have changed hands and new boats have been added—but with all that commotion, we haven't lost any numbers. Now that we have a steady number of boats racing, our main focus has shifted to maintaining our fleet by enhancing race management.

Fleet Captain and District Governor George Antarr has chartered his boat for the season to devote his efforts to managing race committee and elevating the quality of our events. Just recently, we hosted our first annual Midwinter Tune-Up Regatta in anticipation of 45 plus boats for the SCYA Midwinters. Eighteen boats raced a total of seven races and the event was one of the best run regattas we've seen here in Marina del Rey in a long time. What we've found is that having a lot of boats is great, but if you can't guarantee quality racing no one participates.

On a whole, Fleet 49 has become the most active fleet in the district. At every circuit regatta the boats from Marina del Rey outnumbered every other fleet. Our overall results have improved as well, so on behalf of Fleet 49, we'd like to congratulate our top finishers!

Top Fleet 49 Finishers in District 21

POS OVERALL	HELMSMAN
6th	Mike Cheda/ Mark Levy
7th	Carl Forsander
8th	Dane Kalsa
11th	Doug Weitz
12th	Ted Gerike
13th	Wally Hollyday
14th	Tom Hulme/ Kim Wier
20th	Howard Chesley/ Suzanne Tenfelder

1992 Hawaii Midwinter Championships

by Dan Doyle

Changing conditions were the order of the day and weekend in the first regatta for 1992 sailed off Waikiki. Our normally reliable and predictable NE tradewinds that give us a steady 15-20 knots year round were noticeably absent. Instead, the fleet had to contend with a myriad of conditions ranging from a relatively steady 10-15 knot easterly, to a 0-5 knot northerly with large holes and monumental wind shifts. All in all, it made for a happy day for some and a frustrating day for others.

This year's winner is no stranger to either J/24s or competitive sailing. Former Olympic silver medalist (Tornado class), Mike Rothwell, sailed a consistent series of 4-.75-2-3-5-2 for a total of 11.75 points. Last year's runner-up, Fuzz Foster, and co-owner, Bob Ale, finished in fourth place aboard "<CASH FLOW>", while the Waikiki Yacht Club's Vice Commodore and Cal 20 national champion finished in third place. Second place went to the team of Nakanishi and Johnson aboard the well sailed "ARASHI". Interestingly enough, the six possible first place finishes went to six different participants, in a real testament to the weekend's fluky conditions.

As usual, the "de rigueur" post race activity got started with a bang poolside, at the sponsoring Waikiki Yacht Club. With well spent fleet funds going to purchase a keg of beer for all participants, we had a very happy group of J/24 sailors (should we raise the local fleet dues for this important activity?). Our poolside BBQ went into the evening with all participants, including the dunked and dripping new Midwinter Champ, Mike Rothwell, enjoying the fun food and festivities!



"Whoops!"

International Yacht Club Challenge

by Joe Williams

The third International Yacht Club Challenge was held September 19-22 in the crystal clear waters of the Mediterranean Sea. The event was sailed on J/24s underneath the skyline of the Principality of Monaco. Nineteen countries sent teams to this unique regatta, which pits yacht club teams from all corners of the globe against each other in true Corinthian fashion. The Soviet Union, Poland, Bulgaria, Switzerland, England, Germany, Norway, Ireland, Sweden, Monaco, Finland, Japan, New Zealand, Holland, Gibraltar, and Italy each sent one team with France and the U.S. sending two teams each. In addition, an all-woman crew made up of members from several of the attending clubs rounded out the fleet.

The regatta was originated by the Manhattan Yacht Club and the Yacht Club de Monaco, and was first held in New York City in 1988. The Challenge was again sailed off Manhattan in 1989 when the Royal Belgium Sailing Club took the cup. This year, the Yacht Club de Monaco hosted the event for the first time and chose the theme "International Goodwill through Friendly Competition". As expected, they proved to be a most gracious host with superb post-race functions each night.

With 22 active boats, the small principality of Monaco boasts the largest per-capita J/24 fleet in the world. In the nearby Mediterranean, there is racing to be had from Genoa to St. Tropez and beyond in some of the most beautiful scenery in the world.

Most of the area boats are built by J-Boats Italy. While the construction of the Italian boats is to JBoat rules, the interior layout and trim are quite different. The race committee equalized the well-prepared boats so that everything from racing compasses to deck hardware and kite launchers was nearly identical. In addition, each boat had a full set of new sails from either North or Ullman. The Yacht Club de Monaco keeps a dozen or so sets of new sails on hand for this type of regatta — crews needed to bring only their shorts, sunglasses, and enthusiasm.

After boat drawing had been completed, the fleet left the harbor for a practice race although conditions were very light. The lead switched often, with one side looking like heroes for a while then looking like scrubs when the breeze vanished and appeared on the other side of the course. Kenichi Koi from the World Link Yacht Club in Osaka, Japan sailed well to the left side and squeezed across for the gun.

That evening, Monte Carlo's mayor, Anne-Marie Campora, welcomed the teams at an opening ceremony at Monaco's Jardin Exotique (Exotic Garden), a botanical museum boasting plants, trees, flowers and cactii from all over the world.

Race day one brought sunshine, very light wind, and surprisingly strong current from the west. The race committee waited until the wind settled, and set the fleet off on a light

southwester. After numerous lead changes, the Swiss team from the Societe Nautique de Geneve crossed first, with Sweden, Monaco, and US-Manhattan close behind. Manhattan looked very strong in race two as well, as they steadily moved away from the fleet after jumping out at the start. However, a PMS robbed them of the win, and in the dying breeze it was Norway who would get the gun. France-St. Malo finished second, with the surprising Bulgarians crossing third. The Swiss team finished fourth, and led the standings at the end of the day.

Back at the dock, the results showed that six other boats were ruled PMS in race two, including the second PMS of the day for US-Seattle. An evening filled with margaritas, Texas-style chili, and cornbread from Monaco's famous restaurant "le Texan" capped the evening.



Photo by Joe Williams

World Link Yacht Club (Japan) crosses behind New Zealand.

Sunshine and less wind opened race day two, and after several hours of waiting, the third International Yacht Club Challenge water fight began with the Monaco team leading the attack. No tactic was off-limits, as boardings, high speed Avon passes and six boats-on-one attacks left everyone soaked. A little breeze filled in to spoil the fun, and race three began. US-Manhattan was again very fast off the line and led to the weather mark with the Germans, US-Seattle, and France-St. Malo close behind. Downwind, the fleet was shuffled in the light and dying breeze with US-Manhattan holding on to win the shortened race at the leeward mark in front of the Irish team. Again, the Bulgarian team finished third just ahead of the French team from St. Malo. The Swiss team fell to their worst finish of tenth, dropping them to second for the regatta behind the Irish.

A soiree at Monte Carlo's exquisite Oceanographic Museum followed with cocktails among the aquarium displays, a full sit-down dinner, and more partying and dancing running late into the night.

Race day three promised better wind with a fresh southeasterly filling in after a short wait at the dock. The Italians showed that they knew how to race by winning race four, finishing ahead of US-Seattle and the ever tough Swiss. France-St.Malo threatened downwind on the inside under the towering Oceanographic Museum, but settled for their second of three fourth place finishes. The race committee, sensing the chance to run three races in the freshening breeze, started the fleet for race five immediately. The Italians used their excellent boatspeed and aggressive starting tactics to win again. This time, the German team finished second, with a closing US-Seattle team third. The English notched their best finish of the regatta by finishing fourth—a nose ahead of France-St. Malo with another consistent finish in fifth.

The standings were now quite tight with Switzerland, Italy, and St. Malo all very much in contention for the cup. With Olympic scoring, anything could happen. At the start, US-Seattle, Switzerland, Germany, and St. Malo led the fleet to the right (and favored) side, with Italy having to restart. At the weather mark, it was Switzerland leading followed by US-Seattle, with St. Malo and Germany close behind. Downwind work was very tight, with the top six boats clustered together. At the leeward mark rounding, the order remained Switzerland in first, US-Seattle second, and Germany and St. Malo vying for third.

The Swiss took the gun (and the regatta), US-Seattle was second (recovering well from two PMS races to finish 2-3-2 on the last day to secure seventh overall), Germany third, and the ever-consistent French team from St. Malo in fourth place to secure third for the regatta. The Italians recovered to finish ninth, and were just able to keep second place (0.3 points ahead of St. Malo!) for the regatta. The Bulgarian team finished fifth in the final race, and ended up with finishes of 3-3-11-8-5 to take sixth for the regatta—testimony to the J/24 and how easy it is to learn how to make 'em go. The Bulgarians had never sailed Js before, and they tuned their rig by sound (like tuning a piano!).

Hats off to the Yacht Club de Monaco for hosting this incredible event. All teams are no doubt looking to Manhattan in 1992 for the fourth International Yacht Club Challenge.

1991 International Yacht Club Challenge

POS	COUNTRY/ YACHT CLUB	TOT
1	Switzerland-Societe Nautique de Geneve	28.7
2	Italy-Yacht Club Costa Smeralda	36.7
3	France-Societe Nautique de la Baie de St. Malo	37.0
4	Germany-Kieler Yacht Club	43.7
5	Ireland-Irish Ocean Racing Club	46.1
6	Bulgaria-Yacht Club of Bulgaria	52.4
7	USA-Seattle Yacht Club	53.7
8	USA-Manhattan Yacht Club	59.0
9	Norway-Kongelig Norsk Seilforening	64.0
10	England-London Corinthian Sailing Club	68.0
11	Sweden-Kungl. Svenska Segel Sallskapet	78.0
12	Monaco-Yacht Club de Monaco	84.7
13	Finland-Merenkavijat Yacht Club	87.4
14	Japan-World Link Yacht Club	93.0
15	New Zealand-Royal Akarana Yacht Club	94.0
16	Poland-Akademicki Klub Morski Azswsm	99.0
17	USSR-Travel for Peace and Environment	102.0
18	France-Yacht Club de France	104.0
19	Holland-Konink. Watersport Vereniging Loosdrecht	104.0
20	Gibraltar-Royal Gibraltar Yacht Club	107.0
21	The Spirit of Friendship	128.0

Canadian National Team Skippers Top the Fleet in Canadian Nationals

by Gavin Flinn

The Air Nova 1991 National J/24 Championships were held July 19-21 in Halifax Harbour. The event attracted 18 entries from five provinces who raced the six race series in light to medium conditions.

The first day the race committee gave the competitors their money's worth by running three races at 10:30. The conditions were light to medium and produced the most tactical racing of the series. The wind was from the typical southwest sea breeze direction, but lacked the usual punch. This placed an emphasis on smooth boat handling, clear lanes and minimum tacking. The leaders at the day's end were two Canadian National Team skippers, Paul Thomson and Eric Kopernaes, who traded firsts, with Thomson taking two bullets to Kopernaes' one. On points, the lead was solidly Thomson's, who had a 1-2-1 to Donnie Williams, the local Halifax J/24 veteran, with scores of 2-3-3.

If a comeback award was to be given out on Friday, it would have gone to John Roy and Chris Megaffin's boat whose two consecutive individual recalls in the first two races had them starting last. Roy and Megaffin persevered to sail through a tough fleet and record two sixth place finishes. By the day's end, the top five places had begun to shape up with Thomson leading and Kopernaes, Williams, Roy, and Toronto's Andy Wiggins following.

The racers were treated every evening to great hospitality at the Royal Nova Scotia Yacht Squadron where the management and staff headed up by Eric Shields did all they could to make the on-shore festivities enjoyable. The first night was an Oland Brewery sponsored BBQ and beer reception; a boat tour of the Garbour and BBQ afloat and a Bacardi rum reception during the awards presentation were the entertainment on subsequent evenings.

The second day of racing looked similar to day one with a light to medium southwest to west breeze, except that it was to be a day of the 'great holes'. Due to the proximity of the course to Chebucto Head and the hot day, the leeward and windward marks enjoyed 8-10 knots of breeze all day while a truly huge hole swallowed the fleet less than a half mile into the course. This led to some competitors complaining that they felt as if they had sailed off the "edge of the earth".

The racing placed a premium on patience and on the corners, where more than a few boats found themselves sailing around the leaders. Of the two races, the first proved less a problem for the regatta leaders than the second. The first race was won by Eric Kopernaes who showed some great perseverance in the lumpy seas while at times sailing at 120 degrees to the windward mark! The others in the top five found themselves doing well in the trying conditions with Thomson in third, Williams second, and Wiggins salvaging an eighth. Roy/Megaffin sailed their drop with a fifteenth.

The second race of the day was a duplicate of the first with slightly more pressure at the ends of the course but a similar lumpy no-air condition in the middle. This race proved very difficult for the leaders as Andy Wiggins banged the right hand corner to take the only race that neither Thomson or Kopernaes won. The leaders all sailed their drop races except Roy/Megaffin who saw a bullet disappear as Wiggins led two boats

from the right corner.

Day three was sailed deeper into the eastern corner to take advantage of the sea breeze from the southwest and to get away from the geographical effect of the Chebucto Head. The only race of the day, however, turned into a one-tack affair as the fleet boat sped to the right corner to take advantage of a starboard tack lift. It was a duel between Thomson and Roy/Megaffin with Thomson driving more aggressively to the right corner to gain the advantage and the regatta win.

The final results had Thomson and crew of Chris MacDonald, Andrew Oland, Giles Oland, and Rob Barbera winning convincingly by 12.25 points. Kopernaes, Williams, and Roy/Megaffin finished log-jammed, with Eric Kopernaes eking out a half point margin to take second place.

1991 Canadian Nationals

POS	HELMSMAN	1	2	3	4	5	6	TOT
1	P. Thomson	.75	2	.75	3	12	.75	7.25
2	E. Kopernaes	7	.75	5	.75	7	6	19.5
3	D. Williams	2	3	3	2	14	10	20
4	Roy/Megaffin	6	6	2	15	4	2	20
5	A. Wiggins	5	4	7	8	.75	8	24.75
6	G. Moss	3	10	4	13	5	7	29
7	S. McDermott	4	5	6	9	11	19	35
8	P. Crompton	8	8	9	4	6	13	35
9	Roy/Patterson	13	13	8	7	3	5	36
10	R. Schute	10	11	11	10	2	4	37
11	P. Walker	9	7	13	14	13	3	45
12	G. Winhan	16	9	12	12	8	11	52
13	A. Gillard	11	12	15	11	9	9	52
14	K. Rowe	12	14	19	6	15	14	61
15	N. Hamblin	14	15	10	19	19	12	70
16	A. Murphy	15	19	14	17	10	15	71
17	Chadwick/Shannon	19	16	19	5	16	16	72
18	P. Martin	17	17	19	16	17	17	84

Keneth Porter and "S" Wins Mexican Nationals

by Salvador Jimenez

Club Nautico Avandaro, founded in 1962 by German sailors, hosted the 1991 Mexican J/24 National Championship. The event was sponsored by Operadora de Bolsa (a stock market company) and was held in the beautiful Valle de Bravo, Mexico. Keneth Porter from Mexico, together with his brother Walter, family and gang, showed that consistent clean sailing and good starts pay off and win championships.

Thirty boats from Valle de Bravo showed up to set a record in attendance for a J-class regatta in Mexico. Since the Mexican team led by skipper Humberto Ortiz with "Clam Digger" and crew of Jimenez, Moreno, Mendoza, and Suarez (premier support given by J-team coach Mickey Caldwell from San Francisco) won the gold medal during the November 1990 Central and Caribbean Games, the J-class in Mexico has increased from 14 to 25 active boats.

Club Nautico Avandaro together with Commodore Pepe Marron did a great job hosting the event. Dr. Alejandro Sauter and his wife, Inge, were the race committee. Pancho and Martin Becker were in charge of the few protests held during race week. We received great support from our good friends John

and Carla Peck who came down weeks prior to the event to check and measure all the boats. Everyone's help, together with an excellent ambience, lots of free Tecate beer, and parties every night made this regatta one to remember.

The opening ceremony was held in the open air restaurant "El Vegetariano" which is famous for sponsoring the carbo dinner of the International Valle de Bravo Triathlon. Javier Velasquez and Walter Porter (secretary and treasurer of the J-class) made up the "Calcuta". Vince Brun and Chris Snow from North Sails showed up to our event and sailed with veteran skipper Billy Chavez and "Juglar". Chris Larson and Mickey Caldwell sailed with brand new skipper Salvador Jimenez, president of the Mexican J/24 Class and organizer of the event together with old friend and crew Mario Mendoza. All competitors received polo shirts and caps and some presents from title sponsor Operadora de Bolsa.

The favorites in the regatta included last year's champion, Yon Belausteguigoitia, a veteran and Laser silver medalist in the Central and Caribbean Games sailing with Olympic 470 sailor and wife Eliane Fierro. Another favorite was Keneth Porter, a former 470 sailor for the past Goodwill Games and Panamerican competitor with brother Walter as crew. Charlie and Luis Alvarez, winners of numerous championships and J/24 regattas, Humberto Ortiz, a gold medalist at the 1990 Central Games, and Javier Velasquez, a former One Tonner champion in Acapulco, rounded out the list of top competitors.

A total of seven races with one throwout were held in winds that ranged from 9-12 knots. In the first race's shifty conditions, Jimenez with Larson and Caldwell took the early lead after a great start and excellent tactics sailing *Aguila O Sol* (heads or tails). Porter and Billy Chavez with Vince Brun followed them. The winds at 12 knots persisted during the first race. Jimenez stayed in the lead until the last run when suddenly Chavez and Brun passed him. In the last beat Chavez and Jimenez had a close tacking duel but at the end Chavez caught weeds in his rudder which cost him the race.

The second race was only for Chavez and Brun who had an excellent start and kept the lead at all times.

Porter stayed in the first four places at all times. This gave him low points and the ability to sail alone for the first two days. On day three, Porter showed that consistent sailing is the way to win, finishing the day with a first and a third.

Belausteguigoitia sailing in *La Eta* also had very low points and great races. Before the last race held on Saturday, he was tied in points with Porter.

Saturday was a deciding day for everyone. Chavez was third and Jimenez in fourth was very close on points with the leaders. Neither Ortiz with new crew nor his father sailing in *Blue Demon* had a very good series. Jimenez took an early lead in the race followed closely by Belausteguigoitia. It was almost a tacking duel and by the last run Yon passed Jimenez and Larson after doing a novice error at the last buoy. In the last beat, Yon committed a fatal mistake. He left Jimenez uncovered who then took the advantage with his speed and the tactics of Larson and Caldwell. Porter sailed conservatively and finished third in the final race. That was enough to win the Mexican Championship.

The awards dinner was held in Club Nautico Avandaro with great food and plenty of ambience. We hope to see more sailors in our next national championship to be held again in Valle de Bravo from May 1-5, 1992. To all sailors interested in racing in the Mexican Championship, call us at (011 525) 6-82-73-59 6-82-73-98 and ask for Salvador.



Photo by Japan

Siesta and Hangover in race five's less than 1 knot breeze.

News from Japan

by Michio Tachibana

The 11th All Japan J/24 Championship held from November 1-4 was a special one in that ex-President of the Japan J/24 Class Association, Nobuaki Tani, won his third Japanese championship, while ex-President Shigekazu Hagiwara took second overall, followed by ex-Vice President Tsuyoshi Kato in third. Thus, the presidents beat their mostly younger competitors and proved that life can indeed begin at 40.

Thirty-nine teams, including some women sailors, converged on Shinkawa Port in Mikawa Bay of central Japan. The participants had to leave port before 6:30 am to be in time for the 9 am starts as it took about one and a half hours to reach the race area more than seven miles away.

The start of race one was delayed for two and a half hours due to a high pressure system over Japan that created virtually windless conditions. The 3 knot breeze that eventually began to blow died down to nothing after Tani, Masayo Ueno, Makoto Nakano, and Takashi Fukuda finished, in this order.

Thirty-four boats did not finish within the three hour time limit even though the race committee shortened the course to improve everyone's chances. Race two scheduled for that afternoon was not to be a race at all. It was cancelled because of a dead calm.

Race three on the second day got off to a reasonable start. But the breeze dropped off suddenly, causing nine boats to receive DNFs. Still, Tani won again. He was followed by Masayuki Obara and Mikio Tokano.

Race four, held in a 1-2 knot wind in the afternoon, went to Kato, with Hagiwara in second and Takashi Ogawara in third.

On the third day, race five began in a breeze below 1 knot. And things got even worse right before Shuji Eishin, Hagiwara, and Kato rounded the windward mark—the breeze dropped off. Nevertheless, the other boats were able to narrow the gap. At the same time, the three race leaders were being bothered by wind-free spinnakers, but they managed to hold on to the lead to finish in the positions they held at the windward mark.

There was no wind for race six in the afternoon, so it almost got cancelled. But that would have meant no throw-out race. Therefore, the race committee decided to postpone race six to the final day and advance the starting time to 8 am.

The last day was a good one. There were breezes of 2-2.5 knots before 8:00, which later rose to 3-3.5 knots. Akira Iwade took the race and was followed across the finish line by Obara and Fukuda. The final race, seven, saw the wind at 3.5-4 knots

prior to the start, and occasionally 5 knots, creating white-crested waves. Iwade and Obara quickly pulled ahead of the others, with Iwade leading Obara by the first leeward mark. But Obara passed Iwade on the windward leg by repeatedly doing short tacks and finished first, followed by Iwade and Tokano.

1991 All Japan J/24 Championship

POS	YACHT	HELMSMAN	TOT
1	Manta	N. Tani	22.5
2	Olive III	S. Hagiwara	27
3	Boomerang	T. Kato	33.75
4	T.M.Y.	T. Fukuda	39
5	Fer de Font	A. Nakane	47
6	T. Spirit	M. Obara	49.75
7	Siesta	A. Iwade	56.75
8	Siesta J	M. Tokano	57
9	Sun Luck	K. Sugiyama	65
10	K & K	M. Ueno	71
11	Handsome	T. Ikeda	73
12	Esmeralda	M. Uematsu	75
13	Chove Chuva Jr.	N. Ishikawa	75
14	Wave Dancer	A. Kanno	77
15	Hangover	S. Eishin	77.75
16	Tohsei	K. Nogami	82
17	Clariss Blue	M. Nakano	85
18	Akkochan	S. Aoyama	93
19	Big Dipper	K. Matsumoto	96
20	Wind Seller	K. Koi	98
21	Wonder Woman	S. Suwa	107
22	Ha-Fu	T. Ohmori	108
23	Estrager	S. Kubota	110
24	Butler	T. Ogawara	111
25	Big Shot	T. Ishikawa	115
26	Viva	M. Goto	123
27	Juggler	S. Yamazaki	124
28	Red Star & Yakushimaru	Y. Nagasaka	130
29	Pink Kiss	M. Tsuchiya	132
30	Lull	S. Kaneko	133
31	Kohshu IV	T. Oka	143
32	Hasedon	T. Saito	146
33	Up Wind	N. Hamada	154
34	Surfmaid	S. Mori	154
35	Ms.	H. Inaoka	157
36	Clariss Yellow	T. Nakano	166
37	Athena	K. Isogai	171
38	Hornet II	T. Nakamura	192
39	Pico Japan	T. Kokubu	197



Photo by Japan

The winning crew of MANTA skippered by Nobuaki Tani.

European J/24 Grand-Prix

The idea:

In 1992, we will hold a trial run of "The European J/24 Grand Prix". This will be an exciting series of regattas in eight different countries across Europe.

The regattas:

EVENT	DATE	YACHT CLUB	LOCATION
Primo Cup 1992	February 1-2	YCM	Monaco
Genoa Week	March 19-22	YCI	Alassio, Italy
Spi Quest	April 17-20		La Trinite, France
Spring Cup	April 30-May3	KZRH	Medemblik, Holland
Rutgersen Cup	June 12-14	MSS	Marstrand, Sweden
Open U.K. Nationals	June 20-26	CYC	United Kingdom
Open German Nationals	July 9-11	Ostsee	Gromitz, Germany
Open Irish Nationals	Sept. 4-6	NYC	Dun Laoghaire, Ireland

Rules:

Every GP regatta shall consist of at least four races to qualify for the European J/24 Grand-Prix final standings. With more than four races, one throw-out will be allowed. The winner of the 1992 European J/24 Grand-Prix will be the one with the best results in three regattas. The Grand-Prix will be, if possible, a Category B event.

Prizegiving:

The winner of the 1992 European Grand-Prix will receive his/her prize at the annual IJCM meeting in Annapolis.

Regatta results:

Result lists shall include sail number, helmsman, boat name, and yacht club. All regatta results will be sent to: Swedish J/24 Class Association, c/o Erich Hagen, Nygatan 48, 440 30 Marstrand, Sweden; Fax: +946 30360889.

1992 European J/24 Calendar of Events*

April

DATE	EVENT	CLUB	SITE
3-5	Trofeo Zegna	YCI	Genoa, Italy
4-5	Challenge Inter Banques	YCM	Monaco
11-12	Open France Nationals (ON)	YCCA	La Trinite, France
11-12	Elbe Auftakt		Hamburg, Germany
17-20	Spi Quest (GP)		La Trinite, France
17-20	Elberegatta	MSC	Hamburg, Germany
25-26	Northern Championships	LEYC	Lough Erne, Ireland
30-May 3	Spring Cup (GP)	KZRH	Medemblik, Holland

May

1-3	Challenge Dewailly	YCM	Monaco
1-5	Int. J/24 Week	YCI	Genoa, Italy
2-4	Spring Cup (UK)	SC	Hayling Island, U.K.
9-10	Spring Regatta I (S1+2)	KSSS	Stockholm, Sweden
9-10	Elbe Pokal		Hamburg, Germany
9-19	Spring Cup II	KZRH	Medemblik, Holland
16-17	Bjorlanda Cup (S1+2)	BKSS	Bjorlanda, Sweden
23-25	U.K. Southern A.C. (UK)	CYC	Cowes, U.K.
23-24	Gluckstad Regatta		Hamburg, Germany
28-30	Elbe Damm		Hamburg, Germany

June

6-8	Goldener Pfingstbuch		Kiel, Germany
12-14	Rutgersen Cup (GP/S1+2)	MSS	Marstrand, Sweden

June--cont.

13-14	N.A. Championship (UK)	H.S.C.	Holyhead, U.K.
13-14	IJsselmeer Week (IMS)		Holland
13-14	E.C. Championship	RSTGYC	Dun Laoghaire, Ireland
15-20	Open Italian Nationals (ON)		Italy
19-20	IJsselmeer Week (IMS)		Holland
20-26	Kiel Woche	KYC	Kiel, Germany
20-26	Open U.K. Nationals (ON/GP/UK)	CYC	U.K.
27-28	La Fete de la Mer	YCM	Monaco
27-July 3	John Brown Club (IMS)		Holland

July

4-5	Gromitzer Woche		Gromitz, Germany
5-8	Marstrands Regatta	GKSS	Marstrand, Sweden
9-11	Open German Nationals (ON/GP)	Ostsee	Gromitz, Germany
11-18	Delta Week		Holland
13-17	Cork Week		Cork, Ireland
24-30	Open Dutch Nationals (ON)	KZRH	Medemblik, Holland
25-29	Open Swedish Nationals (ON/S2)	BSYC	Bastad, Sweden

August

7-15	1992 Open J/24 & Women J/24 European Championships	MSS	Marstrand, Sweden
21-23	Flevo Race		Muiden, Holland
22-23	Tertius Regatta		Nordsee Busum, Germany
22-23	Marstrands Weekend	MSS	Marstrand, Sweden
22-23	Sanduhr	Elbe	Hamburg, Germany
?	Saro Regattan	SBK	Saro, Sweden
29-31	Bangor Weekend		Bangor, Ireland

September

4-6	Open Irish Nationals (ON/GP)	NYC	Dun Laoghaire, Ireland
5-6	Zuiderzee Regatta		Holland
5-6	McNamara Bowl		U.K.
5-9	Hamburger Meisterschaft	Elbe	Hamburg, Germany
11-13	Breskens Race		Holland
12-13	DM Bjorlanda	BKSS	Bjorlanda, Sweden
12-13	Kieler Meisterschaft	KYC	Kiel, Germany
12-13	DM Saltsjobaden "Hostcup"	KSSS	Saltsjobaden, Sweden
12-13	Open Irish Women J/24 (ON)	LEYC	Lough Erne, Ireland
26-27	Muziek Cup		Hoorn, Holland

October

2-4	Camp. Autunnale	YCI	Portofino, Italy
3-4	Autumn Cup (UK)	CYC	Cowes, U.K.
5-10	La Nioularque		St. Tropez, France
17	Mille Vele		Genoa, Italy
24	Alster Clocke	HSC	Hamburg, Germany
29-Nov. 6	World Championship		Annapolis, MD, U.S.A.

November

7-8	Vaterchen Frost	HSC	Hamburg, Germany
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December

11-13	Frost Bite	FBYC	Marstrand, Sweden
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*Key to Codes in Parentheses:

GP=European J/24 Grand Prix

ON=Open National Championships

UK=U.K. World Qualifying Regatta

S1=Swedish European Qualifying Regatta

S2=Swedish World Qualifying Regatta



"An example of the places where we sail in Italy. Even among the mountains (here we are at Riva del Garda on Garda Lake)."

News from the Italian Fleet

by Franco Rodino

We have been a little stingy on news about the great Italian fleet, but you, dear friends of ours in the world, can imagine our behavior after Fabio Ascoli's third place at the World Championship in Athens. We have stopped to take a rest.

The Baraldi brothers took third in the "William Lawson" (it's the name of a good whiskey that in Italy we like very much) and Ciferri won the Lanza Trophy in Genoa. Anyhow, we have continued to sail and to train, and we even sent a crew to the Miami Midwinters. We didn't get much done, but we learned a lot and don't worry, you'll see us in Annapolis. In the meantime, enjoy some photos.



"Here is a group of friends of J/24 at Key West. You can recognize Francesco De Angelis (Capri 87), Ken Read (Newport 86), our Franco Rodino, Ed Baird (soon he will send a phot of his baby to us) and John Kolius (J/24 World Championship with Giorgio Chiarva in San Remo). Jim Brady and Larry Klein were around the piers. As you can see, to be a J/24 champion means to have a very successful career. Get on boys!"

Below: "This beautiful lady in stars and stripes is Elisabeth. She is an American and sailed on a J/24. Now, she is a mother of two children and has become an Italian, and unfortunately, she doesn't go out on a J/24 anymore."



Photos by Franco Rodino

The Inaugural Asia/Pacific 'J' Championships: A Down Under Perspective

by Hugo Ottaway

Sixteen Australians, ranging in age from six months to 70 years old, flew Gulf Air Business class for the inaugural "Asia/Pacific J/24 Championships". The following are members' renditions of what took place.

By the grace of God, Allah, Mohammad, etc. . . . we all managed to meet at the Sydney airport. Some had come from as far away as Cairns 1500 miles away, others brought families, girl friends, and fathers. We occupied nearly the entire business class, and in true Australian spirit, proceeded to drink the plane dry. Upon arrival in Singapore, our crew appeared somewhat incoherent but jolly nevertheless!

After four hours sleep, we woke to the shouts of "howzat!!!" (an Australianism for "would one consider that one's cricket opponent is struck out of the game/match?"). To my amazement, I saw Ian Bashford, Larry Eastgate (who is old enough to know better), and Bruce and Bradley Anson playing cricket in the morning sun. A short walk to the Asian food market for breakfast, then beers at 10:30 am with Basho and Bruce to find out what we were actually doing in Singapore and to sort out some crews and boats. Bruce and Ian were to sail with the Singapore team whilst local Singapore sailors were mixed with Australians to make up the Australian team with five boats for each country.

Our yachts were gathered for us to practice, but none left the dock that day. The long flight over had taken its toll on some, some went shopping with Lyn Hall and Sue Goddard, and the serious sailors stayed in the lovely bar of the Changi Sailing Club to discuss tactics and practice for that night's welcoming party.

DAWN—RACE DAY

As I woke to a scene reminiscent of the opening of "Apocalypse Now", I heard the crazy sounds of another ball game. Mad Australians!! We were staying in bungalow accommodations on the beach in the yacht club grounds which is probably the only reason that half the group was able to find its way home after the previous night's festivities.

The race course to the north of Singapore was surrounded by Malaysia and Indonesia, with strong tides, flat water, and a t-shirt and shorts only temperature. Two races and two wins to Bashford. To the Australian team's surprise, the opposition was right on the pace. The local fleet is only six months old with ten new boats supplied by Bashford Boats Australia.

We parked the boats and headed for town. Singapore's Chinese community was celebrating Chinese New Year with fireworks and festivities throughout the night. The Satay Club was a big must, then China Town.

RACES 3, 4, AND 5

Australians are prone to attacking each other, even in team situations, but things were bad—a closing of the ranks and the competition heated up. Steve Hunter for Australia looked like he would get second in heat three to Ian Bashford, but very aggressive covering allowed a Singapore boat through for the gun followed by Ian and Steve.

Joe Blaney won heat four with Hugo Ottaway third. Going

into the last heat it was anyone's regatta. Hunter led all the way, but it turned out this was due to a PMS and once again Basho took the honours with Ottaway second and Jeffrey Leow third.

Singapore had won the inaugural Asia/Pacific Championship with individual places being Bashford first followed by Blaney and Leow. With two days to go before we headed home, a bunch of Lasers were liberated for an impromptu regatta, the results of which will no doubt be seen in another publication. As far as we know, Steve Hunter is still over there trying to keep his boat upright long enough to complete the first lap of the first heat. Those not involved in this regatta spent the time as tourists or looking for that elusive gift that would prove to those left at home in Australia that they were greatly missed.

The day before we left, the local J/24 association organized a race to a nearby island for a great fish lunch accompanied by some strange liquid that made it necessary to rig trapezes on the Js for the return trip. Fully an hour after finishing lunch (albeit a long lunch), our hosts were offering us satay dinner and more of the strange liquid back at the Changi Sailing Club.

Our flight left at 10:00 am the following morning, and most would consider that things might and should draw to a close. This time we really did drink the plane dry with the encouragement of our wonderful cabin crew, Larry Eastgate and Ian Bashford. Dressed in full Arab air hostess costume, they served the entire business class drinks and food. As Gulf Air has just started flying to Australia, our hostesses told us they've never been involved in anything like this before. Neither had I!

The members of the Singapore J/24 Association and the Changi Sailing Club were truly great hosts and special thanks go to class president Jeffrey Leow, Morgan Tan and Edward Scott Goodchild of Bashford Boats here in Australia organized the rabble and the rabble thank him.

Thanks also to six month old George who behaved himself impeccably, all parents will know what I mean.

P.S. We are available to visit your local area. Our rates are quite reasonable and bookings may be made through the Australian J/24 Association.

Larry and Ian—born to serve.



J/24 News from Ireland; Universal J/24 Quotes

by Michael Clarke

The calendar of J/24 activity in Ireland for 1992 is particularly full. It started with our AGM in March, a Race Training Clinic with World Champion Ken Read and the Northern Championships in April, Cork Week, Europe's biggest amateur regattatakes place in July, and the National Championships in September, which with the Northern Championship results will decide which seven Irish helmspersons will be in Abersoch, Wales for the Worlds in 1993.

Cork Week, July 13-17, is to be held at Royal Cork Yacht Club on the South coast and is to be sponsored by Ford. With enough J/24s, we may have a separate start in the fleet which could total 400 boats. RYC wrote to all J/24 owners in Ireland seeking J/24 charters for visitors from the UK, mainland Europe, and the US. Of all events in Europe this season, Cork Week is the one to attend.

Another new event for J/24s will be Bangor Keelboat Weekend in August. This is a gathering of one-design keelboats on Belfast Lough in Northern Ireland run by Royal Ulster Yacht Club, an ancient club which was Thomas Lipton's base when he challenged for the America's Cup earlier in the century. Bangor Keelboat Weekend has a series of races with starts for keelboat one-designs. Since they are so numerous in the UK and Ireland, it is surprising that while J/24s have been listed in past programmes, none have ever taken part in this event. We hope to change that this year, to show off the J/24's qualities; and to encourage a new J/24 fleet on Belfast Lough.

In other news, Denis Woods has decided to stand down as Irish President of the J/24 Class. He is due much thanks from us for his hard dedicated work on behalf of J/24 sailing in Ireland over the past four years. At the Annual General Meeting in early March, Michael Clarke, skipper of *Jeratrix* from Lough Erne Yacht Club in Northern Ireland, became Irish President for 1992.

The International J/24 Committee, after the success of the 1990 World Championship, presented the Irish class with two J/24 half models. One is on the wall of the library, pride of place in the Royal Irish Yacht Club, which hosted the Worlds. The other is presented to the Irish helmsperson who does the most for the class each year travelling to international events. This year it went to Ward Woods—well deserved, for he took part in the European Championships, the Worlds in Greece, and the US Midwinters in both January 1991 and 1992.

J/24 Quotes --Compiled by the new Irish president

The J/24 is an international class and therefore, gets frequent mention in yachting journals worldwide. Here are some J/24 quotes noticed by Michael Clarke. The first comes from a monthly UK magazine, which featured the J/24 when it came to the UK back in 1979.

"... one designs are in vogue, none more so than Westerly's American-designed J/24 moulded under license in Poole. She might even make it as an International class, who knows?" (*Practical Boat Owner*, January 1979).

Today, thirteen years later, the J/24 is international in a big

way—the world's largest one design class. The Westerly builders are gone, but lots of their boats are still sailing.

"When it is considered that the cost of a J/24 and its entire campaign for a year must be around one fifth, or perhaps less than, the cost of a competitive Half Tonner, is it surprising that the J/24 and other one-design classes are becoming more popular at the expense of the IOR racer?" (*Yachts and Yachting*, December 1987).

"Rod Johnstone's J/24 has been around so long now that it hardly needs an introduction. Undoubtedly one of the real success stories of one-design classes, there are now more than 5000 J/24s worldwide and over 180 racing regularly in the UK with a very active class association. . . they represent good value and obviously give some of the closest racing possible" (*Yachts and Yachting*, October 1991).

"Over the past 12 years, the J/24 has sailed its way into the hearts and minds of thousands of sailors worldwide. J/24s have established a reputation for harvesting the best sailors: more than half the Admiral's Cup and America's Cup skipper/tacticians have raced J/24s. What's more refreshing is the continued widespread participation by the likes of mum, dad and kids." (*Yachting World*, December 1991).

Yachts and Yachting is published fortnightly with a circulation throughout the UK and Ireland. It concentrates mostly on the racing side of yachting. *Yachting World* is a major UK monthly yachting magazine and it carried an excellent J/24 tuning article in the December 1991 edition along with lots of advertisements for sailing craft much more expensive than the J/24!

"In truly competitive international terms, the J/24 is something of a worldwide cult. As Tim Goodbody forcefully demonstrated with his helming of the Fastnet winner Irish Independent last summer, if you are a good J/24 helm then you can confidently anticipate being able to transfer successfully to any other high performance craft." (*Ireland Afloat*, April 1988).

Afloat is published monthly in Ireland and like the others regularly features J/24 news. A final quote comes again from *Yachts & Yachting*, June 1986, and tells another tale of different sport:

"... and that reminds us of the story involving a J/24, an amorous couple, an open forehatch, and a bucket of water. . . "

Perhaps International J/24 sailors in other fleet areas could send in more J/24 quotes for mention in *International J/24*—especially welcome in languages other than English since this would emphasize the genuine international character of the J/24's following.

IJCA Annual Meeting Royal Irish Yacht Club Dun Laoghaire, Co. Dublin, Ireland November 3, 1991

1. The 1991 Annual Meeting of the IJCA World Council was called to order by Chairman Hank Killion at 0944 on Sunday, November 3, 1991 at the Royal Irish Yacht Club, Dun Laoghaire, Co. Dublin, Ireland. National Associations and their number of votes were represented by the following: Canada, Geoff Evelyn (1); Germany, Stephen Kessenich (1); Greece, Apostolos Georgopoulos (1); Holland, Ivo Kok (1); Ireland, Denis Woods (1); Italy, Giuseppe "Pinette" Masini (1); Monaco, Kathy Manasse (1); Sweden, Erich Hagan (1); Switzerland, Michel Glaus (1); United Kingdom, Chris Torrens (1); United States, Glenn Gustafson (3); Copyright Holder, Jeff Johnstone (1); plus proxies from Mexico, and Puerto Rico held by John Peck and Technical Committee Chairman, Rodney Johnstone held by Jeff Johnstone; a total of 18 votes. Also present were Steve Podlich, Executive Director; Bengt Julin, Councilor of Honor; Dennis Ellis, IJCA Technical Committee; John Peck, IJCA Technical Committee; Carla Peck; Donald Schotel, Holland JCA past president; Venetia Georgopoulos, Secretary of the Greek JCA.
2. Minutes of the 1990 IJCA World Council Meeting were approved.
3. Reports
- 3.1 NJCAs
 - Canada* - 150 active members. Taxation hurts efforts to add new boats. The Vancouver, B.C. fleet has been reactivated and is growing. The No. American Championships at Toronto drew 55-60 competitors.
 - Germany* - 40 members who travel a lot especially to Sweden and Holland.
 - Holland* - The fleet has 40 active boats including 4 or 5 women's crews. One crew placed 11th at the IWKC. Further expansion is being slowed by the lack of inexpensive used boats. Pressure is being felt from the J/22 fleet.
 - Ireland* - The fleet is stable at about 35 boats and a new fleet is forming north of Dublin.
 - Italy* - 252 members which race frequently. Races are scheduled nearly every weekend throughout the year.
 - Mexico* - John Peck reported that 30 boats have been sailing on a lake about 30 miles north of Mexico City. The boats are racing locally without some of the class required equipment and using lead to get the boats up to the sailing weight.
 - Monaco* - 25 boat fleet which is active from October through the winter sailing nearly every Saturday. Training seminars are scheduled with a local sailor and the usual bar talk has been replaced with an extensive debriefing session while enjoying a pint.
 - Puerto Rico* - John Peck reported that there are 15 members and about 25 boats on the island.
 - Sweden* - Seven new boats have been added to the fleet. Many of the members travel outside of Sweden to regattas as well as within the country.
 - Switzerland* - Present fleet size is 35 boats with one new boat entering the country since last year. The fleet is spread out among 6 lakes. Many members cruise their boats. Boats from the Italian builder are difficult to get into the country.
 - United Kingdom* - Present membership is 255. 40-45 boats were present at the Nationals. 73 boats attended an excellent European Championship Regatta at Cowes. Seven new boats have been imported from Australia.

United States - 1953 active members. Good participation in events at all levels. Preparations for the 1992 Worlds in Annapolis are well under way. A newsletter has been added to improve communication with the membership.

- 3.2 Steve Podlich reported that the class office had moved from Florida to Annapolis, MD and that it had opened for business on October 28. The new Administrative Assistant/Magazine Editor, Cass Mairs, has been hired and started working on the 28th. Apologies were made for the lack of fall J/24 magazines, one box was shipped to Ireland as luggage and was lost in route.
- 3.3 A. Copyright holder Jeff Johnstone reported that the recent Rolex International Women's Keelboat Championship has drawn 46 boats, including 3 Soviets (best was 18th), 5 Japanese (best was 7th), 1 Dutch (11th), 2 Kiwi (best was 4th), 2 Australians (best was 24th), 1 Puerto Rican (41st), and 2 Canadians (best was 28th). He stressed that this was truly an international regatta with depth from all continents.
 - B. The Nations Cup was held in J/24s in Barcelona this past summer. Won by American Ed Baird. Over 80 countries have expressed interest in the '93 event. The prospect of having this event in J/24s in the future is driving some countries (Cyprus and Bulgaria) to investigate new fleets. The Italian builder provided the boats and because an attempt to use these boats to seed a fleet in Spain failed, the boats were returned to Italy and are now being sold. Jeff urged any country interested in hosting the '93 event to submit a bid.
 - C. It was reported that hull number 4860 has been assigned to the Australian builder. There is new interest in the Pacific Rim countries. In South America the Chilean fleet is growing fastest. The British molds have been transferred to a new company, J Boats Composites, in Austria, and the boats are being constructed in Yugoslavia under guidance from Jeremy Rodgers. First reports are that the boats are as good as a Rodgers but at about 1/2 the price, \$19,000. The first boat is to be delivered to England and will be measured immediately by Dennis Ellis.
 - D. For the Technical Committee Jeff reported that they are developing repair procedures for damages which commonly occur. February 15 is the deadline for proposing rule changes. All rule change proposals should be routed through appropriate NJCA technical committees.
 - E. Questions posed to Jeff.
- 3.4 1991 Worlds Report. Apostolos Georgopoulos reported that 40 boats from 13 countries participated including participants from Argentina, Monaco and the Soviet Union for the first time. Unfortunate events in the Mediterranean and the Middle East during the preparations hindered both the organizing committee and the J/24 association. No multinational sponsor was disposed to give money to an organization with debatable promotional results. The organizing committee managed to find the money needed to successfully host the event and even provide 20% of the finances of the freight for boats coming from nations outside Europe. Participants seemed to be satisfied both with the racing and social programme. The Hellenic Association expressed their gratitude for the invaluable contributions of Dennis Ellis, John Adams, John Peck and Carla Peck during the measurement days. The Greek JCA gained 3 boats due to the Worlds and are motivated and enthusiastic about the future.
4. World Championship Reports
- 4.1 1992, Annapolis, Maryland, USA, Steve Podlich--Due to the job transfer of the Sponsorship Committee Chairman a slow start was achieved. An insurance company has expressed some

interest in being the name sponsor. The Facilities, Social, and Measurement Committees plan to use a large tent for measurement and activities. Co-host Eastport Yacht Club is breaking ground in early November on their new club house and it should be completed by early summer. Charter boats are being organized. Hank suggested a May 1 deadline for distributing charter boat information.

- 4.2 1993, Abersoch, UK, Chris Torrens--The organizers plan to make this a self-financed regatta and submitted a budget based on 18,000 pounds. The team has prior experience with events of this caliber. Tentative dates are mid-July (7-15). The launch and recover area will be 6 nm from the club, and hoist facilities will be available at the club for use by the inspection team for mid-week spot checks. Hank expressed concern that the local community be able to absorb 500 visiting sailors. Donald Schotel suggested a 300 pound entry fee was excessive. Chris assured the council that the search for sponsorship would continue.
- 4.3 1994, Melbourne, Australia, report submitted by letter from Stephen Hunter. A small committee has been set up and has met several times to consider budget, dates and fund raising
- 4.4 1995, North America
 - A. The policy of sight selection was reviewed. Each nation in the host continent may present a single sight for consideration at the World Council meeting.
 - B. The US proposed to hold the '95 Worlds at Rochester Yacht Club. The proposal indicated that there is preliminary sponsorship with several multinational corporations with home offices in Rochester. No entry fee is expected and housing in private homes will be offered to all competitors. No other NJCA proposed a site. The World Council approved the Rochester proposal unanimously.
 - C. Some council members expressed that for future Worlds in the US, a venue on the West Coast would be desirable.
- 4.5 Future World Championships Rotation 1996 through 2000

1996	Europe
1997	Other (Japan, Australia, S. America, or new NJCA)
1998	North America
1999	Europe
2000	North America

The Council approved this rotation
- 4.6 Pinetti Masini presented a proposal to host the '96 Worlds in Italy, hosted by the Yacht Club Costa Smeralda at Porto Rotondo. It was the consensus of the Council to delay the selection of the '96 site until next year to allow other NJCAs from Europe to present proposals.
5. European Championships
 - 5.1 1991, Cowes, UK, Chris Torrens--The 73 boat fleet hosted at Cowes Corinthian Yacht Club was the largest European Championships fleet ever. The sponsorship fell through late in the planning process but despite the lack of sponsorship the organizers were still able to obtain a 40% discount on ferry transportation for boats and crews from the continent. After a ballot by the competitors supporting a long distance race, the race was run and enjoyed by the sailors.
 - 5.2 1992, Marstrand, Sweden, August 8-15, Erich Hagen--An invitation was distributed. There is no sponsor for this regatta. Chris Torrens recommended that the last day be Fri. Aug 14 and that the 15th not be held in reserve as a spare day. There was agreement from all European NJCA presidents that Saturday was most valuable as a travel day. Erich agreed to schedule the prize giving for Friday. A notice of race will be published in the spring magazine.
 - 5.3 1993, Monte Carlo, Monaco, Kathy Manasse--This was the only proposal offered for 1993. The proposed time frame was October. This is the best time to expect a good breeze, and is shortly after a regatta in St. Tropez. There will probably be some sponsorship from the government. Accommodations can be arranged through hotels or one of the "National Clubs". The proposal was accepted unanimously.
 - 5.4 1994--Presentations were made by Donald Schotel in behalf of the Royal Yacht Club Hollandia, by Apostolos Georgopoulos on

behalf of the Yacht Club of Athens, and by Pinetti Masini in behalf of the committee's choice of three Italian yacht clubs. The Dutch proposal was accepted and the event is scheduled for July 2-9 in Medemblik. The sailing sight is on the IJsselmeer, a body of diked-in fresh water in the center of the Netherlands.

- 5.5 1995--Proposals are expected from at least Greece, Italy, and Ireland at the World Council Meeting next year.
6. North American Championships
 - 6.1 1991, Toronto, Canada, Geoff Evelyn--53 Boats participated. Little sponsorship was obtained. The measurement seminar prior to the event qualified 10 new Canadian measurers.
 - 6.2 1992, Long Beach, California, USA, July 10-17, Glenn Gustafson. Glenn reported that regatta organization chairman Ken Larson has plans well under way for this event.
 - 6.3 1993, Hampton, Virginia, USA, Glenn Gustafson--Glenn reported that Hampton Yacht Club has been chosen to host the 1993 NAs.
7. Financial--Hank reviewed the attached statement. Additionally he pointed out that a sponsorship video had been produced at the IJCA's expense and that it is available at the class office. A new Macintosh IICI computer was purchased, this new tool should help to keep production costs down. There was some discussion about purchasing another load cell for Europe, there was no resolution on this item (ed note. This scale was purchased in Feb. 1992). It was pointed out that US sail royalty income may be slightly inflated at the expense of foreign NJCAs because US sailmakers are selling sails throughout the world. The Executive Director was asked to investigate how to credit the proper NJCA when a US sailmaker sells a sail to a foreign owner.
8. Old Business
 - 8.1 Sponsorship Video--It was suggested that the video may be stronger and more universally useful if there was more demographic information and if it were possible to voice over the visual and music audio with a different language (ed note. A version with music only is now available for nations wishing to voice over in other languages).
 - 8.2 Regatta Guidelines
Bengt Julin suggested that some of the automatic world qualifiers were inappropriate; since there seems to be no abuse there was no action.
Donald Schotel suggested that the World Council should produce guidelines for Continental and World Championships only. John Peck argued that all events would be stronger if these guidelines were used.
Donald Schotel recommended that Continentals be allowed to be Category B.
Chris Torrens suggested that World Qualifier spot pass down should not be limited to the top 10% of the fleet.
There were frequent mention that these are guidelines and not necessarily binding.
Donald Schotel proposed we use these guidelines "as modified here" and revisit this subject next year. All present agreed.
 - 8.3 Sailing Instructions--Hank recalled that item 7.3 in the SI distributed at the meeting had been excluded from the SI by a vote in 1990. There was a proposal to accept 7.3 as written for Continental Championships, Passed unanimously. Proposal to accept 7.3 as written for World Championships, passed 10 for, 4 against. Straw vote on time limit.
Those favoring a limit of 4 hours - 11
Those favoring a limit of 5 hours - 3. No need for additional discussion.
Donald Schotel proposed we eliminate 17.3 (1 point for first) and that we amend the Regatta Guidelines, passed unanimously.
Bengt Julin suggested that there be only one race per day to allow for breakdowns in chartered boats without putting the charterer out of the series. This is already the practice on the first day of racing in the Worlds.
Straw vote on course configuration.
Those favoring a leeward leg as leg 2 of the race - 6
Those favoring a reaching leg as leg 2 of the race - 7.
Proposal to accept the Sailing Instructions for the Worlds as

- modified above was accepted unanimously.
9. New Business
- 9.1 Dennis Ellis presented a paper concerning criteria for World Championships. No official action was taken. Summary.
- The IJCA inspect venues that bid for the privilege of holding the World or Continental Championship.
 - That the organization of a selected venue be vetted by the IJCA.
 - That a qualified member or appointee of the IJCA be elected to attend 2 or 3 Committee meetings of the build up by the organizing body of a championship.
 - That all yachts offered for charter be inspected and approved or rejected by an IJCA or qualified measurer.
 - That spare places for a Championship be awarded only to helmsmen that have a genuine chance of placing. To prevent the event being ruined for some by the inclusion of 'no hoppers'.
- 9.2 Constitutional Changes--Glenn Gustafson and Geoff Evelyn were members of a working party which presented proposed changes to 6.1, 10.6.4, 13.3, and 13.4 to bring this document into agreement with present practices. Dennis Ellis proposed a change to 2.1 to read "The IJCA shall have sole authority worldwide for the conduct and management of the J/24 Class". There was a discussion of what a full (or regular) member is and how they relate to the IJCA. In 6.1 the words "regular member" were changed to "full member". The Constitution was unanimously accepted with the changes noted above.
- 9.3 Bengt Julin noted that the Land Rover Nations Cup was a great success and suggested that we look at the Atlanta Olympics as a final venue for the Nations Cup. Jeff Johnstone added that matched boats provided by the organizer would allow participation without an arms race. Bengt clarified that he does not mean to suggest making the J/24 an Olympic class. Jeff Johnstone encouraged all national federations to use the J/24 as a Nations Cup elimination boat and to bid for the 1993 Nations Cup finals.
- 9.4 Donald Schotel questioned the validity of the boats built by the Australian builder because of transom abnormalities. Dennis Ellis stated that he measured an Australian boat and found no balsa in the transom but that the overall hull shape was within tolerances. After consultation with the IYRU it was agreed to attach a 1 kilo weight to the transom to compensate for the missing balsa. Donald asked, "Is it a J/24 or not". Dennis stated that he is still investigating, Bashford does not include Builders Certificates, and the boats seem light (less than 1190 kg when weighted without corrector weights). Jeff Johnstone added that Bashford has taken a partner who is responding very positively to requests. Jeff also stated that if a boat is not built to correct builders weight it is not a J/24. Dennis Ellis is scheduled to perform a full inspection and have a report by mid March. Chris Torrens encouraged multiple builders to increase competition and lower the price. Bengt Julin stated that if builders do not build class legal boats that the solution is to remove the license and the builder will fall in line quickly. Jeff reported that in the past 3 years builders have received temporary suspensions in their builders licenses. Glenn Gustafson suggested and Dennis Ellis agreed that the builders should provide a rule book with the completed Builders Certificate in it.
- 9.5 Glenn Gustafson suggested that an IJCA Boat database be developed. The chairman asked the Executive Director to work on such a database.
- 9.6 Denis Woods reported that a meeting of the European NJCAs was held on Nov 2.
- It was agreed to coordinate schedules to avoid conflicting regattas and to encourage traveling. Erich Hagen will hold the calendar. Additionally, the Europeans are creating a European Circuit where each country will appoint one event and points from each boat's top 3 events will be used to determine the winner. Bengt Julin offered to put up a perpetual trophy.
 - There is a European interest to have an additional member of the Technical Committee. Hank recommended Geoff Evelyn of Canada to be a 5th to avoid deadlocks. All members of this committee must be able to travel. Glenn Gustafson proposed a motion to increase the Technical Committee to five members by

adding a European (to be chosen by the European NJCAs) and Geoff Evelyn. 12 for. None against.

c. There will be an award at the European Championships for the top all women crew. It was suggested that a similar award be made for the Worlds.

- 9.7. Technical Committee. Proposed subjects of rule changes.
- Lifejackets - definition of
 - Navigation Lights - Requirements vary between countries.
 - Lifelines
 - Bunk Cushions - specs and need to have while racing.
 - Spars - specs and tip weight
- Glenn Gustafson recalled that it was the consensus last year to put away a subject after that subject had been settled and that a resolution had already been made about bunk cushions and lifelines. Geoff Evelyn reported that sailmaker quality was not always good or within class standards. Logos are misplaced, sailcloth specs are not adhered to, and reef points are often not functional. Erich Hagen suggested we increase the minimum weight of the mylar genoas to match the dacron weight in order to increase the life of mylar sails. This subject was referred to the Technical Committee.
- 9.8 The World J/24 Match Racing Regatta has been postponed until the EC decides if tobacco companies can sponsor sporting events. Decision is expected early in 1992 and the regatta will not be held until 1993 at the earliest or maybe 1994 to avoid a conflict with the Nations Cup.
- 10 Elections--The advantages and disadvantages of staggered chairman and vice chairman elections were discussed. Staggering avoids a radical change. By staggering it is difficult for the Vice to move up. In the US the past president stays on the Executive Committee. Constitutional change is needed in order to elect both on the same year and to make the past chairman a member of the executive council. There will be a proposal along these lines at the next World Council meeting.
- 10.1 Chairman--Hank Killion was nominated by Geoff Evelyn and seconded by Glenn Gustafson. Elected by acclamation.
- 10.2 Technical Committee Chairman--Rodney Johnstone was nominated by Hank Killion and seconded by Geoff Evelyn. Elected by acclamation.
- 10.3 Technical Committee Members--John Peck, Dennis Ellis, and Geoff Evelyn were nominated by Hank Killion and seconded by Denis Woods. Elected by acclamation. European to be appointed by European NJCAs at later date. (24 Jan. - European member has been identified as Hauke Krues of Germany.) Next Technical Committee Meeting is proposed for March 8th in Stonington, CT, USA. (24 January - Rescheduled for 7-8 March in Annapolis, MD.)
- 10.4 Council Members
- US NJCA member because they host the next Worlds. Glenn Gustafson will represent Ned Plumer.
 - Chris Torrens was nominated by Denis Woods, seconded by Geoff Evelyn.
 - Geoff Evelyn was nominated by Glenn Gustafson, seconded by Denis Woods.
- All were elected by acclamation.
- 10.5 Appointment of Executive Director--Steve Podlich was appointed the new Executive Director of the IJCA. David Jackson was thanked for his contribution as Search Committee Chairman. Geoff Evelyn and Ned Plumer were also recognized.
- 10.6 The IJCA recognized and thanked Dick and Linda Tillman for their years of service to the class.
11. 1992 IJCA Meeting and Adjournment
- 11.1 Glenn Gustafson moved that the 1992 IJCA meeting be held in Annapolis Maryland, USA on October 31 1992 (ed note. Date changed to Oct. 25). Seconded by Denis Woods. Approved by acclamation
- 11.2 The meeting was adjourned at 1642.

Respectfully submitted,
Steve Podlich
Secretary to the Meeting

1992 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
Roger Dougal
H: (803) 781-5011
- 25-26 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
- 2-3 J-Daze**
Canandaigua Yacht Club, NY
George Nix
H: (716) 223-1782
- 9-10 Gull Lake Spring Regatta**
Richland, MI
Art Riley
H: (616) 629-5713
- 23-24 J/24 Championship**
Raritan Bay Yacht Club
Perth Amboy, NJ
Eric Leitner
H: (908) 442-4168
- 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

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 Kornwebel
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
- 10-12 Northeast Regional Worlds Qualifier & Volvo Newport**
Newport, RI
SAIL NEWPORT
B: (401) 846-1983
- 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
- 12-17 North American Championship**
Long Beach Yacht Club, CA
Ken Larson
(714) 675-8053
- 18-19 District 7 Championship**
Port of Oswego, NY
Mike Gagliardi
H: (315) 446-3454
- 25-26 Beasley Cup**
Houston Yacht Club
Stuart Lindow
H: (713) 332-3603
- 31-Aug2 Squan Tri-Sail**
Manasquan River Yacht Club
Joe DeAmicis
(908) 295-8623
- 31- Aug. 2 District 2 Championship & Buzzards Bay Regatta**
Beverly Yacht Club
Marion, MA
Bob Bell
H: (508) 748-2659

AUGUST

- 1-2 District 19 Championship**
Portland, OR
Richard Giles
H: (503) 661-4043
- 6-8 Heart Cup**
Trump Castle, A.C.
Jack LeFort
(407) 286-4596

7-14 European/European Women Championships
Marstrand, SWEDEN
Erich Hagen
H: 46-303-60688

8-9 Junior North Americans
Fair Haven, NY
Hank Killion
H: (315) 446-2871

8-9 Manhattan Race Week
New York Harbor
Laura Christopherson
H: (212) 818-9070

15-16 Mass. Bay J/24 Championship
Scituate Harbor Yacht Club
Chris Sullivan
(617) 749-4141

15-16 M.A.Y.R.U.
(tentative dates)
Ocean City Yacht Club

22-23 District 1 Championship
Marblehead, MA
Robert Kraemer
H: (508) 249-3522

29-30 Penobscot Bay Championship
Camden, ME
Donald Gross
H: (207) 236-2968

SEPTEMBER

4-7 San Francisco Sailing World Nood Regatta
Phil Perkins
H: (415) 776-0613

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

18-20 East Coast Championship
Cape May, NJ
Jim Forrester
H: (609) 468-7494

19-20 Western Open
Corpus Christi Yacht Club
Randy Poelman
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
Charlanne Ryan-McDonough
(518) 793-3827

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

10-11 Great Racing Regatta
Lake Geneva YC
Steve Schalk
H: (414) 275-2871

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

29-Nov6 World Championship XIV
Severn Sailing Association and
Eastport Yacht Club
Annapolis, MD
Barbara Beigel-Vosbury
H: (410) 923-2063

NOVEMBER

7-8 Beaver Moon Regatta
Havre de Grace, MD
Tim Winger
H: (717) 898-0856

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

1992 J/24 Garden State Parkway Circuit (must complete 5 of 7 regattas)

May 23-24
Raritan Championship
Raritan Bay Yacht Club
Eric Leitner
H: (908) 442-4168

June 6-7
Jersey Coast Championship
Corinthian Yacht Club of Cape May
John VanDalen
(609) 292-1559

June 20-21
District 3 Championship
Atlantic Highlands Yacht Club
Wolfgang Kornwebel
B: (908) 752-7600

July 31-Aug. 2
Squan Tri-Sail
Manasquan River Yacht Club
Joe DeAmicis
(908) 295-8623

August 6-8
Heart Cup
Trump Castle, A.C.
Jack LeFort
(407) 286-4596

August 15-16 (Tentative Dates)
M.A.Y.R.U.
Ocean City Yacht Club

September 19-20
Jersey Fall Regatta
Ocean City Yacht Club
John Detweiler
H: (717) 761-5524

1991-92 Texas Circuit (remaining 4 of 8 regattas)

April 25-26, 1992*
Texas Chute Out
Chandlers Landing Yacht Club
Martin Minot
H: (214) 475-8309

May 23-25, 1992*
Southwest Championship
(Regional Worlds Qualifier)
Rush Creek Yacht Club
Marty Minot
H: (214) 475-8309

July 25-26, 1992
Beasley Cup
Houston Yacht Club
Stuart Lindow
H: (713) 332-3603

September 19-20, 1992
Western Open
Corpus Christi Yacht Club
Randy Poelman
H: (512) 993-2999

*Metroplex Series

1992-93 Texas Circuit (first 2 of 8 events)

October 31-Nov. 1, 1992
Halloween Regatta
Austin Yacht Club
Kirk Livingston
H: (512) 328-4704

November 21-22, 1992
Texas Circus
Canyon Lake
John Peck
B: (512) 732-9264

IJCA Executive Committee

Chairman

Hank Killian
146 Jamesville Rd.
DeWitt, NY 13214
H: (315)446-2871

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)831-7757

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: 983-293548
Fax: 983-292962

Geoff Evelyn
214 Lichen Crescent
Oshawa, Ontario L1J 7K8
Canada
H: (416) 725-2173
B: (416) 433-6245
Fax: (416) 433-5433

Hauke Kruess
Rothenbaumchaussee 71b
2000 Hamburg 13 Germany
Tel: 040-418797

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 SW11 4PX
England
Tel: 44-71-622-8998

Bengt Julin
Tyska Skolgrand 3
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: (410) 626-0240
Fax: (410) 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, 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: Michael Clarke
Ardlougher
Irvinestown
Co. Fermanagh, No. Ireland
Tel: UK STD 03656-21436
Fax: 0365-621945

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

Pres: Jean Francois Bourelly
Sec: Kathy Manasse
26 Blvd. D'Italie
Monte Carlo
98000 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: Hector X. Jimenez
Concordia No. 5
Ponce, PR 00731
Tel: (809) 840-0090
Fax: (809) 848-0090

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: Don Williams
1101 Tower Rd.
Halifax, Nova Scotia B3H 2Y7
Canada
(902) 421-1048

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
11234 E. Caley Ave. #D
Englewood, CO 80111
H: (303) 781-7077
B: (303) 790-8033
Fax: (303) 790-8021

Past President

Glenn Gustafson
687 Green Bay Rd.
Highland Park, IL 60035
H: (708) 432-1062
B: (708) 831-7781
Fax: (708) 831-7757

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 (Dist. 20)
245 Water St.
Pt. Richmond, CA 94801
H: (510) 236-5559
B: (415) 442-0200, ext 208
Fax: (510) 235-0558

Designer

Rodney Johnstone
RD 1, Box 107
Stonington, CT 06378
B: (203) 535-2680
Fax: same (call first)

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 21403-3213
B: (410) 626-0240
Fax: (410) 280-5423

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) 445-6749
B: (305) 770-1193
F: (305) 770-1559

Southwest (Districts 14, 18, 19)

Jim Anderson, D-14, Fleet 29
121 James Dr.
Heath, TX 75087
H: (214) 771-6823

West Coast (Districts 19, 20, 21, 22)

Bill Worsham, D-21, Fleet 57
981-B West 18th St.
Costa Mesa, CA 92627
H: (714) 548-3464

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

John Alofsin, Fleet 50
P.O. Box 1500
Newport, RI 02840
B: (401) 849-5492
F: (401) 849-8168

Gordon Borges, Fleet 50
c/o Waterline Systems
305 Oliphant Ln.
Middletown, RI 02840
H: (401) 847-2356
B: (401) 848-0069
F: (401) 848-0001

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 02584
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
Darlen, CT 06820
H: (203) 655-2907
B: (203) 655-2907

Martin Amedeo, Fleet 106
35 Baldwin Blvd.
Bayville, NY 11709
H: (516) 628-1440
B: (516) 643-3443

Timothy Ryan, Fleet 148
131 West 85th St., #LA
New York, NY 10024
H: (212) 721-0299
B: (212) 370-8039
F: (212) 983-8767

District 6

Sandy Grosvenor, Fleet 8
312 Washington St.
Annapolis, MD 21403
H: (410) 263-8568
B: (800) 336-3066
F: (703) 534-6138

Tim Mowry, Fleet 8
1038 Cedar Ridge Ct.
Annapolis, MD 21403
H: (410) 280-6286
B: (410) 431-1224

Steve Podlich, Fleet 8
612 Third St., Suite 4A
Annapolis, MD 21403-3213
B: (410) 626-0240
F: (410) 280-5423

District 7

Rodger Voss, Fleet 24
11 Venezia Ave.
Albany, NY 12203
H: (518) 869-9411
B: (518) 482-7524

John Peck and Steve Podlich measure a keel at the 1992 Midwinters.



Photo by George Anis

Robert B. Bayley, Fleet 41
100 Ontario Blvd.
Hilton, NY 14468
H: (716) 225-4625
B: (716) 277-1296

Earl T. Chapman, Fleet 41
260 N. Creek Crossing
Rochester, NY 14612
H: (716) 225-7533
B: (716) 588-5982

Mike Nahmias, Fleet 41
30 Steele Rd.
Victor, NY 14564
B: (716) 425-4046

Mark Sertl, Fleet 41
478 Oxford St.
Rochester, NY 14607
H: (716) 442-7511
B: (716) 248-5490

Bennet C. Taves, Fleet 41
4861 Culver Rd.
Rochester, NY 14622
H: (716) 333-1896
B: (716) 248-9426

Hank Killion, Fleet 42
146 Jamesville Rd.
DeWitt, NY 13214
H: (315) 446-2871

Carl Lundgren, Fleet 110
7692 Rockledge Dr.
Ontario, NY 14519
H: (716) 288-7995
B: (716) 475-6174

District 8

L. Edward Williams, Fleet 71
202 Porter Ave.
Hampton, VA 23669
H: (804) 723-6830
B: (804) 864-6989

James Howard, Jr., Fleet 115
2621 Woodside Dr.
Duluth, GA 30136
H: (404) 447-0739

District 10

Dave J. Asaibene, Fleet 10
137 Commodore Dr.
Jupiter, FL 33477
H: (407) 744-6039
B: (407) 845-3321

Jeff Dahl, Fleet 10
9289 Dickens Ave.
Surfside, FL 33154

Doug Wilson, Fleet 10
191 W. Enid Dr.
Key Biscayne, FL 33149
H: (305) 361-4352
B: (305) 361-6565
F: (305) 361-4582

Stephen Moon, Fleet 10
10401 SW 99 St.
Miami, FL 33176
H: (305) 598-9575
B: (305) 271-8282
F: (305) 595-9776

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

William R. Wiggins
3480 Creek Circle Dr.
Guntersville, AL 35976

District 12

Kevin Graf, Fleet 102
1055 Rosalie Ave.
Lakewood, OH 44107
H: (216) 521-6277
B: (216) 784-1251

District 14

Stuart P. Lindow, Fleet 5
2517 Drummer
League City, TX 77573
H: (713) 332-3603

Kyle J. Mullins, Fleet 5
5850 Beltline Rd. #110
Dallas, TX 75240
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: (903) 455-8606
B: (903) 455-5680

Julie Cantrell, Fleet 29
4 Nobhill
Greenville, TX 75401
H: (903) 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

Dean A. Drevlow, Fleet 1
622 1st Ave. SE
Long Prairie, MN 56347
H: (612) 732-2548
B: (612) 831-4991
F: (612) 831-4724

Chris Shining, Fleet 1
109 Central Ave. S. #1
Wayzata, MN 55391
H: (612) 473-2253
B: (612) 933-6262

Glenn Gustafson, Fleet 12
687 Green Bay Rd.
Highland Park, IL 60035
H: (708) 432-1062
B: (708) 831-7781
F: (708) 831-7757

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

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

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

Richard Giles, Fleet 27
3407 S.E. 11th St.
Gresham, OR 97080
H: (503) 661-4043
B: (503) 661-4043
F: (503) 661-4043

District 20

David Wilke, Fleet 17
2018 Bash St.
San Francisco, CA 94115
H: (415) 547-4488
B: (415) 522-0545
F: (415) 522-0641

District 21

Robert J. Kunicki
25634 Bellerive Rd.
Valencia, CA 91355-2504

Jeffery Berkus, Fleet 63
1346 Estrella
Santa Barbara, CA 93110
H: (805) 687-2346
B: (805) 966-2441
F: (805) 966-6846

Dan L. George, Fleet 63
161 Santa Isabel Ln.
Santa Barbara, CA 93108
B: (805) 969-3621
F: (805) 565-1549

Jeff Wilkes, Fleet 63
1235-2 Franciscan Ct.
Carpinteria, CA 93013
H: (805) 965-3304
B: (805) 969-5803
F: (805) 565-1327

Richard A. Rychlik, Fleet 145
1520 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) 846-5143
Fleets: 23, 28, 43, 95, 112,
113, 138, 139, 140

District 2

George Wall
42 Arrowhead Dr.
Guilford, CT 06437
H: (203) 453-1001
B: (203) 386-4542
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: (410) 280-2164
B: (301) 731-8894
Fleets: 8, 15, 66, 69, 79,
135, 143

District 7

Brendan Benson
P.O. Box 242, Fancher Ave.
Fair Haven, NY 13064
H: (315) 947-5629
B: (315) 589-4511
Fax: (315) 483-8402
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) 361-4352
B: (305) 361-6565
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
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

Dr. William Cantrell
4 Nobhill
Greenville, TX 75401
H: (903) 455-8606
B: (903) 455-5680
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
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
11234 E. Caley Ave. #D
Englewood, CO 80111
H: (303) 781-7077
B: (303) 790-8033
Fax: (303) 790-8021
Fleets: 46, 141

District 19

Harry Dursch
5562 Kenwood Pl. N.
Seattle, WA 98103
H: (206) 632-2534
B: (206) 773-0527
Fleets: 25, 26, 27, 90, 121

District 20

Matt Ciesicki
860 Second St.
San Francisco, CA 94107
H: (415) 752-8180
B: (415) 495-7507
Fax: (415) 495-8873
Fleets: 17, 116

District 21

George Antarr, III
10850 Wilshire Blvd., Suite
800
Westwood, CA 90024
H: (310) 821-9961
B: (310) 446-9400
Fax: (310) 446-9404
Fleets: 49, 57, 59, 63, 65,
70, 145

District 22

James E. "Fuzz" Foster
1125 Ala Moana Blvd. (NS)
Honolulu, HI 96814
H: (808) 949-7423
B: (808) 523-1092
Fax: (808) 536-8159
Fleets: 73

- | | | | |
|---|--|---|---|
| 1 Minnetonka
Sandra Becker
19155 Lake Ave.
Deephaven, MN 55391
H: (612) 476-4937
B: (612) 853-5692 | 11 Niagara Frontier
Tom Chapman
64 Doncaster Rd.
Kenmore, NY 14217
H: (716) 874-4835 | 23 Lake Champlain
Randy Kruger
22 Orchard Dr.
Colchester, VT 05446
H: (802) 878-8006
B: (802) 655-2621 | 39 Oklahoma City
Mark Kuehling
5900 N. Grand Blvd.
Oklahoma City, OK 73118
H: (405) 842-7166
B: (405) 840-5900 |
| 2 Raritan Bay
Eric Leitner
113 Water St.
Perth Amboy, NJ 08861
H: (908) 442-4168
B: (908) 442-8948 | 12 Belmont Harbor - Chicago
Mark Gannon
3321-B N. Racine
Chicago, IL 60657
H: (312) 549-0045
B: (312) 663-1307 | 24 Lake George
Rodger Voss
11 Venezia Ave.
Albany, NY 12203
H: (518) 869-9411
B: (518) 482-7524 | 40 Lake Norman
Fred Sampson
102 Starboard Ln.
Stanley, NC 28164
H: (704) 483-4817
B: (704) 483-4817 |
| 3 Corpus Christi
Oliver Byington
306 Naples St.
Corpus Christi, TX 78404
H: (512) 883-3668
B: (512) 883-3668 | 14 West Palm Beach
John J. Kearns
2406 24th Ct.
Jupiter, FL 33477
H: (407) 743-0416
B: (407) 796-4422 | 25 Flathead Lake
Jeff Fisher
P.O. Box 55
Whitefish, MT 59937
H: (406) 862-6861
B: (406) 862-3687 | 41 Rochester
Houghty & Carol Wetherald
281 Shoreham Dr.
Rochester, NY 14618
H: (716) 461-1454
B: (716) 475-2444 |
| 4 Milford
George Desrosiers
1181 Daniels Farm Rd.
Trumbull, CT 06611
H: (203) 261-6369
B: (203) 384-0047 | 15 Havre de Grace
Tim Winger
1280 Fawnwood Dr.
Lancaster, PA 17601
H: (717) 898-0856
B: (717) 392-1128 | 26 Seattle
Jack and Ann Christiansen
1022 N. 47th St.
Seattle, WA 98103
H: (206) 547-5979
B: (206) 284-3730 | 42 Fair Haven
Hank Killion
146 Jamesville Rd.
DeWitt, NY 13214
H: (315) 446-2871 |
| 5 Galveston Bay
Stuart Lindow
2517 Drummer
League City, TX 77573
H: (713) 332-3603 | 16 Buzzards Bay
Bob Bell
20 Giffords Corner Rd.
Marion, MA 02738
H: (508) 748-2659 | 27 Portland
Richard Giles
3407 SE 11th St.
Gresham, OR 97080
H: (503) 661-4043 | 43 Casco Bay
Sue Hall
46 Dow Rd.
Standish, ME 04084
H: (207) 642-5050 |
| 6 Lake St. Clair
Jim VanDeVelde
14410 Debbie Dr.
Sterling Heights, MI 48313 | 17 San Francisco Bay
Phillips Perkins
1865 Sacramento - #1
San Francisco, CA 94109
H: (415) 776-0613
B: (415) 765-7460 | 28 Marblehead
Robert Kraemer
318 Vaughn Rd.
Athol, MA 01331
H: (508) 249-3522 | 46 Lake Dillon
Lee Stelzer
11605 Quivas Way
Westminster, CO 80234
H: (303) 466-1532
B: (303) 861-3606 |
| 7 Charleston
Randy Carr
46 Fenwick Dr.
Charleston, SC 29407
H: (803) 763-4205
B: (803) 792-4374 | 19 Presque Isle
Robert J. Netkowicz
322 Greenhurst Dr.
Erie, PA 16509
H: (814) 866-1730
B: (814) 453-5014 | 29 Dallas
Marty Minot
4318 Duck Pond Lane
Rowlett, TX 75088-6841
H: (214) 475-8309
B: (214) 995-8081 | 47 Mt. Hope Bay
Chuck Borge
126 Maple St. - #1
Somerset, MA 02726 |
| 8 Annapolis
Steve Hankin
142 Market St.
Annapolis, MD 21401
H: (410) 268-2411
B: (202) 662-3119 | 21 Austin
Kirk Livingston
3102 Mistyglenn Cir.
Austin, TX 78746
H: (512) 328-4704
B: (512) 891-2249 | 31 Eastern Connecticut
Marshall Lytle
244 Flanders Rd.
Stonington, CT 06378
H: (203) 535-2035
B: (203) 441-2672 | 49 Marina del Rey
George Antarr III
10850 Wilshire, Suite 800
Westwood, CA 90024
H: (310) 821-9961
B: (310) 446-9400
F: (310) 446-9404 |
| 9 Canyon Lake
Greg Buxbaum
12706 Pathfinder
San Antonio, TX 78230
H: (512) 699-6281 | 22 Greenwich
Dave Lovelace
195 Rowayton Woods
S. Norwalk, CT 06854
H: (203) 838-5092
B: (212) 736-4433 x4762 | 37 Milwaukee Bay
Russ Sobotta
626 W. Fairy Chasm Rd.
Bayside, WI 53217
H: (414) 352-0662 | 50 Newport
Robert Connermey
66 1/2 Third St.
Newport, RI 02840
H: (401) 847-2917
B: (401) 841-2151 |
| 10 Key Biscayne
James M. Klosowski
3981 Loquat Ave.
Coconut Grove, FL 33133
H: (305) 770-1193
B: (305) 445-6749 | | 38 Grand Lake
David A. Bond
1502 So. Boulder
Tulsa, OK 74119
H: (918) 587-6168
B: (918) 258-9688 | 51 Cayuga Lake
Frank Flannery
1157 Taughannock Blvd.
Ithaca, NY 14850
H: (607) 272-8017
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<u>Item</u>	<u>Cost Each</u>	<u>Shipping charge? (yes or no)</u>
Magazines	\$10	no
Calendars		
- prior to April 1	\$10	yes
- after April 1	\$5	yes
Int'l memberships	\$6	yes (cards and decals)
Rule books	\$5	yes

*These are **not** price guidelines for foreign or American **individuals**. Refer to the membership application, magazine back issue, and calendar order forms enclosed separately in this magazine.

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 per Calendar Year for U.S. Residents

\$42 per Calendar Year for Non-U.S. Residents*

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, four issues of **Waterlines** newsletter, and be eligible to participate in J/24 racing at all levels.

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____ FAX: () _____

TEL (H): () _____ (B): () _____ YACHT NAME _____

HULL NO. _____ FLEET NO. _____ ARE YOU A FLT CAPT? _____ DISTRICT NO. _____

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

Enclosed is my check, payable to "J/24 Class Association" for:

1992 membership dues: new member _____ renewal _____ (\$30.00) _____

Junior membership (not over 19 years of age on 12/31/92).

Date of birth: ____/____/____ (\$20.00) _____

Crew magazine subscriptions (refer to form below) (\$14.00) _____

Magazine back issues (refer to form on page) _____ (\$8.00) _____

Send _____ copies of the 1992 calendar (add \$3.00 for overseas addresses) (\$5.00) _____

(add 5% sales tax in MD, on everything except dues) TOTAL _____

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 & NEWSLETTER 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** and **Waterlines** for his crew and/or friends, at a total cost of \$14 per U.S. subscription. A \$26 overseas subscription can also be ordered. 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 publications, at \$14 (or \$26) 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 21403-3213 • (410) 626-0240



Stock Newport/Daniel Forster photo

Geoff Moore¹ winning the 1991 Volvo-Newport Regatta using the new V-Edition sails.

We're looking for a few good women

Join our sail Design/Development Team. If you are an active J/24 racer, interested in performance sailmaking, you could become a member of our research program.

Your racing experience can make our winning J/24 sails even faster.

At Doyle, Rhode Island, we know our most critical research tools are our customers, and we are trained to listen to what they tell us and to act on that input.

If selected, we'll train you.

Our computer models, our engineers and our successes at the forty or more regattas we attend each year, teach us a lot. But, to stay ahead of the fleet, we need your continuous input.

Our Design/Development Division has given us the responsibility of forming a consumer system for evaluating J/24 racing performance in North America.

If you are interested in joining the growing Doyle family, we would like to hear from you.

For details and an application please call: 401-683-6899.

P.S. We're also looking for some good guys.

¹ Geoff is the 1990 N.A. J/24 Winner, Two-time Volvo-Newport and Buzzard's Bay J/24 Winner, 1st 1991 U.S.Y.R.U. Match Racing Open, 1989 East Coast Champion (J/24).





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 Page • Patricia Flynn • Ann Ritterbusch • Lisa Moses • Norma Grittani • Mary Fraser • Allison Morgan • Carolyn Moss • Yvonne Kooter • Shauna Fenwick • Gail Haberman • Margo Haberman • Gail M. Haberman • Diane Haberman • Vicky Stebbins • Colleen Bassett • Racyn 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 • Namako Koyama • Noriko Nishimura • Mika Ashikawa • Misako Nagata • Maki Maeda • Mika Yamada • Cory Sertl • Dina Kowalshyn • Susan Taylor • Nancy Haberman • Donna Corbushley • 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 Solnzer • Irina Chumilovskia • Marina Denisenko • Ludmila Gozodetskaya • Orsana Sazonova • Svetlana Sazichaya • Natalie Pzlova • Lidia Boitsova • Elena Pahkolchik • Victoria Vesslova • Nadejda Adamova • Anna Ollhovskaya • 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 Grossvenor • 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.



Photo by Chris Van Der Wal Stock Newport



• ILYC • USYRU • NEWPORT, RI •

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 Yachswomen 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.

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-Oriechio • 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 Paulding • 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 • Gaile 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