

***International***

SPRING 1993

VOLUME 30

**J<sup>®</sup>**  
**24**





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Photo by John Rock Photography, 1992

Mark Foster and his crew on *Pressure Drop* catch up on the news and sleep during the 1992 Worlds in Annapolis.

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2	IJCA CHAIRMAN'S REPORT	Glenn Gustafson
4	USJCA PRESIDENT'S REPORT	Ned Plumer
5	EXECUTIVE DIRECTOR'S REPORT	Steve Podlich
6	CLASS OFFICE	
9	TECHNICAL	Dennis Ellis & John Peck
10	PROFILE	Glenn Gustafson
11	MAGAZINE BACK ISSUE INDEX	
16	NOTICE OF REGATTA	'93 North Americans
18	NOTICE OF REGATTA	'93 World Championship
20	NOTICE OF REGATTA	'93 Junior North Americans
21	NOTICE OF REGATTA	'93 Rolex IWKC
22	NOTICE OF REGATTA	'93 European Championship
24	NOTICE OF REGATTA	'94 World Championship
26	ADVANCE NOTICES	'94 NAs & '94 Women's W Coast
27	STORM, SINKINGS & SURVIVAL . .	Art Topilow
30	YOU CAN'T WIN IF YOU DON'T. . .	Geoff Moore
32	WEATHER, TIDE & RACING IN. . .	Clive Probert
33	IT MUST BE THE ROLEX IWKC	
36	ATTACK THAT DOWNWIND BREEZE	Terry Hutchinson
38	MIDWINTERS XVI	
44	"IT'S NEVER LIKE THIS IN ANNAPOLIS"	Cass Mairs
51	HOIST	Chris Larson
53	FIGHT FOR EVERY INCH	Tim Mowry
55	USJCA NEWS	
61	NJCA NEWS	
64	IJCA ANNUAL MEETING MINUTES	
68	CALENDAR OF EVENTS	
70	IJCA ORGANIZATION	
72	USJCA ORGANIZATION/ MEASURERS	
75	U.S. DISTRICT GOVERNORS	
76	U.S. FLEET CAPTAINS	
78	INDEX OF ADVERTISERS	
79	FLEET CHARTER/ REGATTA REGISTRATION	
80	MEMBERSHIP/MAGAZINE SUBSCRIPTION	





*IJCA Chairman, Glenn Gustafson, shows us his more serious side.*

### Looking Ahead With a Special Thanks to My Predecessor

*by Glenn Gustafson*

As I write my first column as your new International Chairman, I want to take this opportunity to thank Hank Killion for his years of service to the Class. Hank has been at the helm during seven of my ten years of J/24 sailing, and has steered an even course as the Class has matured and developed into a truly international organization. He has kept the interests of the average boat owner in mind while allowing enough evolution to keep the Class at the forefront of one-design sailing. I plan to follow his example of fairness and hope to build upon his foundation of good work for the Class.

I'm not going to let Hank escape completely. He has agreed to chair an international level race management committee which I established to assume responsibility for keeping our International Sailing Instructions, Regatta Guidelines and related matters up to date and in line with the wishes of regatta participants. Assisting Hank will be Geoff Evelyn, Steve Podlich and an IYRU judge yet to be named. This committee will report periodically to the IJCA Executive Committee on changes to make events more enjoyable for all participants — the sailors, the race committee and the jury. In the near future, this committee will consider implementation of radio communication to premature starters, alternative course and mark configuration, and methods to fairly penalize those sailors who abuse the rules to their benefit or to the detriment of fellow competitors. Behavior such as Ned Plumer describes in his column cannot be tolerated or we will drive frustrated sailors away from the Class.

Over the last few years, we have seen an increasing number of requests to participate in our World Champion-

ship. The Annapolis Worlds saw 81 boats compete, an all-time record. So that everyone understands the qualification procedures, we have published the Regatta Guidelines in the 1993-1994 Rule Book. The IJCA Constitution was also published so all Class members can be up to date on the organizational structure of the Class. I encourage all of you to take an active role in Class activities at your local fleet level and within your respective NJCA. Whether it be by participating as a national measurer, regatta organizer or volunteer, fleet captain, district governor, NJCA president, or just talking up the fun and excitement of J/24 sailing at your yacht club, our class needs your help to keep us at the forefront of one-design keelboat racing.

Looking forward, I see my role as working to support the following values this class has embraced:

- (1) preserving the strict one-design nature of the Class
- (2) fostering fair international competition in J/24s around the world
- (3) promoting the continued growth and development of the Class to assure that the J/24 stays the premier one-design keelboat class in the world

Towards these goals, I will strive to work with the IJCA Executive Committee, Technical Committees, J-Boats, the licensed builders and IYRU to assure that the building specifications and Class Rules are consistently followed so that J/24s are delivered in as identical a condition as is possible around the world, regardless of builder. Any proposed modifications to specifications should require IJCA Technical Committee review and IJCA Executive Committee or World Council approval before they are implemented. New and old boat owners will then know their boats are just like any other J/24 they meet on the race course. It also ensures that any unauthorized variations from approved design can be easily verified by national measurers. Unfortunately, last year we had to suspend the license of the Australian builder due to illegal modifications to the hull mould. After careful review by the IJCA Tech. Comm. and IYRU, the mould has been corrected and the license reinstated. The approximate 42 boats constructed were modified by applying to the hulls a 10mm transom radius.

International competition is expanding with the growth of the Class in the Pacific Rim and specifically in Singapore. We hope to establish a Pacific Rim continental championship in this region soon.

We welcome your input and suggestions on ways the J/24 Class can improve and expand.

This magazine marks Cass Mairs's last project as Executive Assistant/Editor. Cass has found a position in her chosen field. We all wish her well in her new job (especially Jim Keesling who will no longer have as energetic a dance partner for Saturday evening at the USJCA meeting). Cass has served the Class well and she will be missed.

Fair Sailing,



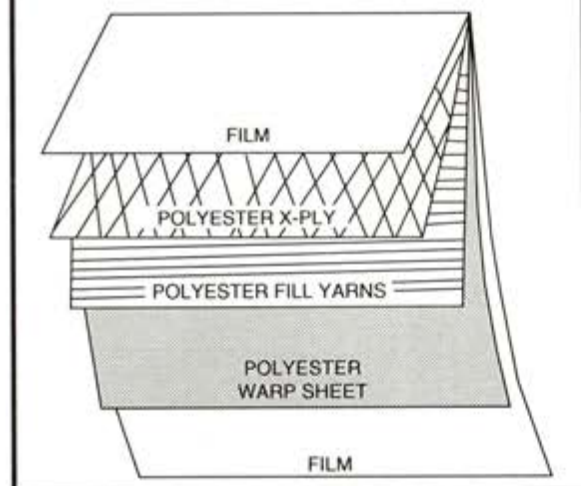
# INTRODUCING POLYESTER FIBERPLEX

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### Learn 'em, Use 'em, Obey 'em

by Ned Plumer

By most accounts, the 1993 Midwinter Championship was a great success. The Florida sun was a little elusive, but when it shone there was a lot of good racing. The judges have raised one disturbing aspect of the regatta -- the high number of collisions and the number of them which were completely ignored by the parties involved.

The jury was busy during the three days of racing between rainstorms. There were six Qualifying races, six Championship races and six Designer races. Two juries spent 14 1/2 hours hearing protests and requests for redress. Of the 54 protests heard, 45 were upheld; of eight requests for redress, four were upheld. 37 alternative penalties were accepted which works out to 5.5 hearings or "I" flags per race. The most informative statistic is that 83% of the protests heard resulted in DQs. Most of these protests involved collisions, and someone had to be disqualified if there was contact.

This subject was also on the mind of the jury. In his Certified Judges Report of an Event, Arthur "Tuna" Wulschleger stated, "A meeting was held with the J/24 Committee. It was explained to them that in the opinion of the judges the class was extremely undisciplined and if the J/24 Class is to survive they should immediately attempt to clean up the Class."

In that meeting, Tuna informed Steve Podlich that if the jury started to bring a Rule 33 protest against every boat seen to be involved in an unreported collision, the effect on the results would be significant. He went on to say that most of these collisions were not "minor and unavoidable", and in his opinion could not have been considered such by the parties involved. He asked if the Class desired the jury to change its attitude toward unreported collisions. Steve told the jury to continue to operate the way they had started and not to disrupt the rhythm of the regatta.

A race committee member reported to me that one trophy recipient approached a weather mark, hit the mark,

hit another boat and proceeded to sail down the next leg without performing a 720 nor displaying a protest or "I" flag. That maneuver and the fact that no one protested him allowed him to maintain his position in the race and the series. Had he performed a 720 for hitting the mark, he would have lost places in both the race and the series. Had he filed a protest against the boat he collided with, they would have gone to the room and someone would have been disqualified. Had another competitor filed a Rule 33 protest against him, he would have finished out of the trophies.

An informative recent article in Santana magazine (Feb. 1993) entitled "Bumper Cars", addresses the development of the J/24 and the Class. Only in the opening and closing paragraphs did they use the phrase which was also the title.

"In journalistic jargon, we call them bumper cars. The 'bumper cars' moniker originated from the commonly aggressive starts and mark roundings in these small, highly maneuverable vessels. Officially, they are called J/24s and represent what may be the most successful boat design and marketing program ever conceived in the recreational sailboat industry."

Where am I going with this commentary? We have a reputation for being extremely competitive with tight racing. The sailors know it, the magazines know it and the judges know it. Since racing in a tight fleet is fun and very exciting both to participate in and to watch, many sailors are attracted to our class. Is this reputation good for the continued growth and strength of our class? I think yes, if we live by the rules while we race around the course. Close, competitive racing does not necessarily mean lots of collisions.

When contact between two boats is ignored, everyone behind those boats in that race loses at least one point. How many times have you lost a position in a regatta by one point? When those two boats choose between themselves not to protest, they cheat all the other regatta participants because their scores do not truly reflect their performance.

The protest room is not a nice place to spend an evening, but there are alternatives. 1) One boat can fly an "I" flag. If you are wrong then admit it. 2) If you decide not to protest the other guy when there has been no contact then it is between those two boats only. If there is contact, then Rule 33 is applicable, and if no one files or flies an "I" flag, then both boats should be disqualified.

Where do we go from here? I believe there is general agreement that the rules provide fair racing and that Rule 33 in particular is fair. We must encourage our sailors to sail fair, protest or fly an "I" flag when involved in a collision, and to protest as a third party when they observe a foul which is not reported. We can also request that the race committee and the jury keep notes of collisions observed and file Rule 33 protests against all boats in unreported collisions. If we continue to ignore this problem, the result will be a continued bad reputation and an uncertain future for the Class.

The solution is in your hands. Tell us how you feel about this subject in a letter addressed to the Class office.



## Controversies: Rule 33 and Premature Starters

by Steve Podlich

Over the past year, I seem to have found myself embroiled in a couple of controversies. At the NAs in Long Beach and again at the Midwinters there was considerable discussion about what the Class's policy on general recalls should be. And at the Midwinters, the judges asked me for the Class's policy on Rule 33. I tried to allow the US SAILING procedure to apply, but in both cases I can see an argument for the Class to change its policy.

The question of Rule 33 is discussed in Ned Plumer's USJCA President column. At the Midwinters, after the judges noted the number of unreported collisions, I asked them not to change the tempo of the regatta. If you have strong feelings about this, talk to your fleet captain, set the pace at the local level, and your expectations will migrate up to our upper level regattas.

The other controversy I have observed is the race committee's attitude toward calling a general recall at a start. The class has a policy of not hailing premature starters, either by hail or by radio. The normal way to do this is to hoist an X flag when the Principal Race Officer (PRO) is confident that the spotters have observed all the early starters. The First Substitute is raised to signal a general recall only when there are boats which have started early and could not be identified by the spotters. This sometimes results in a large number of premature starters sailing the course and only learning at the end of the race that they started early. At the NAs, as much as 25% of the fleet was scored as PMS in one race. The PRO's side of the story is that to call a general recall when all early starters have been identified is not fair to everyone who starts properly. The burden of starting properly is on the sailors and a PMS is a fair score for those who were premature.

There's another side to this subject. The policy of not hailing early starters and of calling a general recall only when there are unidentified premature starters leads to some boats being prejudiced. These prejudiced boats start properly, but then sail some portion of the first leg in the bad air of a premature boat who has no idea that he started early. According to that boat sailing in bad air, the PRO's proper recourse is to call a general recall or hail PMS boats. This would get the premature starter off his air.

My job at these regattas is not to make Class policy, but to help the hosts run the type of event in which we enjoy to sail. These policy issues will be discussed extensively at the spring U.S. Executive Committee meeting and the fall District Governors' meeting.

If you would like to express your feelings about how our regattas should be run, contact your fleet captain and district governor. This is your Class, and you should participate in



*All those sailing clothes work well on the slopes, too (Squaw Valley, 1993.)*

the type of racing you enjoy. If you, the J/24 Class member, feel there should be a change, the mechanism is in place to make the change.

There is some sad news from the Class Office. Cass Mairs, our Administrative Assistant/Editor, is moving on to accept a position with the Child Welfare League of America. Child advocacy is Cass's passion, and she is lucky to have found a position in the field. I know the feeling of finding a job in a field which I love, and I know she will excel when she combines her vast talents and her passion. I thank her on behalf of the J/24 Class for her efforts and wish her only the very best.

And Cass, I wish you fair winds and following seas. I hope we will continue to see you frequently on a J/24 in Annapolis.



### Copy Deadlines

<u>Waterlines</u> #7	April 23, 1993
<u>Waterlines</u> #8	June 11
<u>Waterlines</u> #9	July 23
<u>International J/24</u> Vol 31	September 1
1994 Calendar	September 15

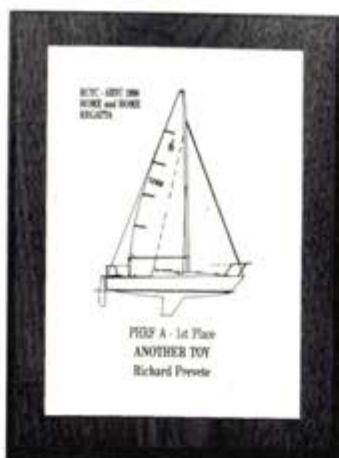
I thank everyone who contributed photos, articles, race results, advertisements and/or advice to Volume 30. Since I broke my thumb in December while skiing in New Hampshire (I didn't have it X-rayed until February — teach me to listen to my mother just because she's a nurse), I especially appreciated receiving so many articles on disk. Reminder: you don't need to be a "rock star" to write an article, particularly a humorous or cruising article.

### New U.S. Fleets

Welcome to Fleet 155-Dana Point, Fleet 156-Maui, and Fleet 157-Western Lake Erie.



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### 1993 U.S. Class Dues

USJCA dues for the 1993 calendar year remain \$30.00. If you somehow got hold of this magazine without being a current J/24 Class member, use the membership form found at the back of this and every magazine to renew or register as a new member. Once you receive your membership card, please keep it with you when you travel to regattas. It's one of those essentials without which you shouldn't dare leave your home.

### '93 Dues for Those in Countries Without NJCAs

If you live in a country without its own NJCA or you are a foreign individual who wants to be a USJCA member, complete the form at the back of this magazine and send it to us along with \$42.00 U.S. The \$12 additional covers the cost of mailing publications abroad.

### Office Hours & Location

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

### New U.S. District Governor

Chris Morgan takes over for Michael Harding in District 1. We thank Michael, who left the mountains of the Northeast for the mountains of Colorado, for his years of hard work. Welcome to Chris who is also a Class measurer.

### Back Issues of International J/24

This volume contains a **back issue index**. Aside from being a ploy to get you spend more money, we hope it helps you turn your J/24 into a cruising vessel, rid your boat of vermiculite, or perfectly start a race. All back issues are available (some in limited numbers) **except 6, 13, 17, and 24**. If you want an article found in one of these out of stock issues, you can order it for \$3.00 (to cover the cost and time of photocopying). To receive an article found in an in-stock volume, you must order the whole magazine. Details on ordering back issues, including cost, are included in the back issue ad found on page 54.

### Hull Assignment Update

5000-5020	TPI	5031-5035	Italy
5021-5030	Austria	5036-5045	Argentina



## Used Boat Ads

Our list is growing longer as sellers realize that the J/24 Class is a good place to advertise their J/24s. We publish this list in the U.S. Class newsletter, *Waterlines*, four times a year. Classified ads cost \$10 for members and \$40 for non-members. Please include hull #, year built, major particulars (please don't send more than a few lines), name and phone number. Ad copy and payment must be sent by mail to meet the copy deadlines found above.

## 1993-1994 J/24 Class Rules

The new copy of the official J/24 Class Rule Book went to the printer the first week of March. 1993 USJCA members should have recently received their books. Members of other NJCAs should speak to their respective class presidents about getting copies.

## Corrections

You always keep us on our toes. In Vol. 29, we ran an ad from Allis Racing which stated that their traveler bar weighs two pounds. Several readers have reminded us that the minimum weight of a traveler bar is 1kg or 2.2046lbs (Class rule 3.8.2). Allis assures us that their traveler bar does weigh 1kg.

As I lay out this magazine, the office calendars (all of them 1993 J/24 Wall Calendars, of course) are turned to the month of March. The boat pictured is not carrying a complete outboard motor bracket (Class rule 3.8.10). Our editorial policy is to avoid printing photos of J/24s that are not racing in compliance with Class rules. We'll admit that we made a mistake. But why didn't the Newport fleet member who pointed this mistake out to us protest the illegal boat? Or better yet, find the skipper at the Friday evening party and ask him to carry his bracket in the proper position the rest of the weekend. We all need to pull together to ensure compliance with Class rules.

## 1993 J/24 Wall Calendar

Don't worry about ordering too many. After all, we have THREE hanging in the office. All the photos are from 1992 events and all of them are stunning. Purchase your calendars at the rock bottom half-year price of **only \$5.00** (\$8.00 for overseas addresses).

## 1993 J/24 World Championship

We're still cleaning 1992 Worlds paraphernalia out of our office, yet it's time to look ahead to the 1993 World Championship in Abersoch, Wales. The event will take place July 8-16 (refer to the official Notice of Regatta) and will be preceded by two other events open to J/24 sailors, the UK J/24 National and Open Championship, June 18-25 and the UK J/24 Northern Area Championship on July 3-4.



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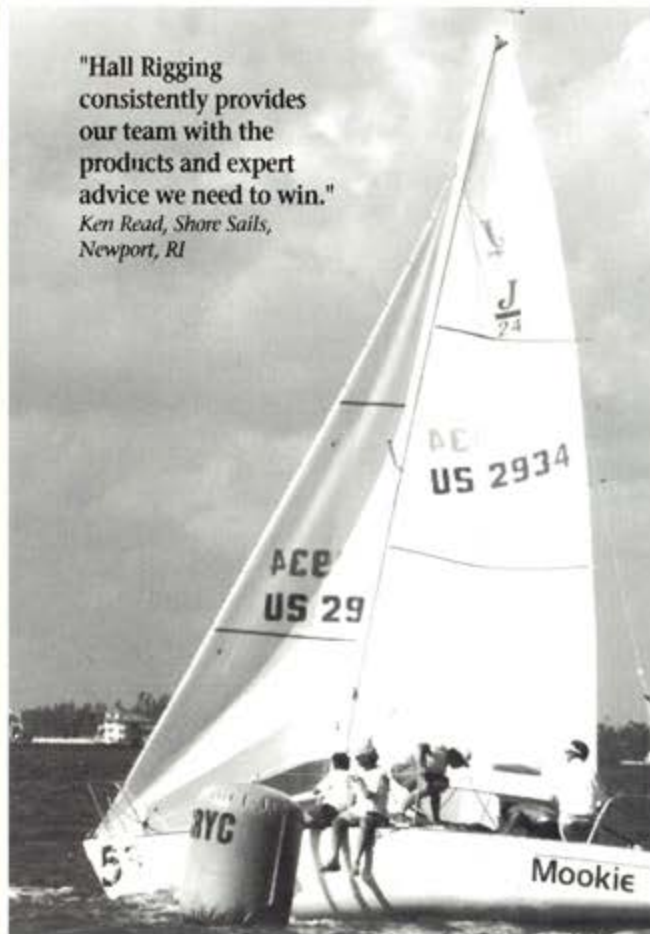


Photo: Sailing Angles

**CALL FOR OUR 1993 PRICE SHEET!**

## Future Seattle Fleet 26 Captain?

Dear Steve, Cass & Danforth,

Mom and I stayed very horizontal while Dad was in Annapolis, and I managed to wait until November 13th to make my appearance. It's a good thing we took it easy during Dad's trip, cuz the doctor said I was about two weeks overdue. . . if I were on time I would have been a true "Worlds baby". I controlled my PMS, now we need to get Dad to work on his.

Thanks for monitoring messages and faxes so well. I felt sure my Dad would be promptly informed if I appeared.



Peter Christiansen

Editor's note: The author of this letter is the son of the current Seattle fleet captains, Jack and Ann Christiansen. Could he be the "fleet captain in training" they referred to in a recent phone conversation?!

## New Int'l Yacht Racing Rule

Sails **measured** after April 1, 1993 must use the new three letter country designations. This will be enforced at J/24 championships.

# At Your Request



## 2 NEW IMPROVED MAST BOOTS FOR J/24

Both are now made from heavy, tough yet flexible special UV-resistant TPR rubber for durability in all weather conditions.

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## 1993 Worlds Qualifiers

### IJCA QUALIFIERS

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South American Champion  
Founders-Rod Johnstone, Bob Johnstone  
North American Champion-Mark Laura  
European Champion-Flavio Favini  
IJCA Chairman-Glenn Gustafson

### USJCA QUALIFIERS

USJCA President-Ned Plumer

### OPEN EVENTS

North Americans  
U.S. Nationals  
Midwinters

### QUALIFIER

Chris Larson  
Terry Hutchinson  
Jeff Johnstone

### REGIONAL EVENTS

SW Championship  
Great Lakes Championship  
Michelob Regatta  
San Francisco NOOD  
Stone Crab Regatta

Paul Foerster  
Josh Kerst  
Brad Read  
Allen/McLean  
Bob Dockery

## Good-Bye

In last spring's International J/24, I introduced myself to all of you. I had only been working for the J/24 Class a few months, and I hadn't met many of you, either over the phone or in person. One year later I'm writing again, this time to say good-bye (news travels fast, especially in some parts of the U.S., so bear with me if this is old news).

When you read this, I'll be working in Washington, D.C. as an employee of the Child Welfare League of America. This is a national membership organization consisting of public and private agencies that help abused and neglected children and their families. Those of you who read my profile last spring will remember all the resumes I dropped with social policy non-profit groups. Well, the idealist in me continues to win out over the cynic.

I leave the J/24 Class smiling but with a few tears in my eyes. I never imagined this job would teach me so much or would bring me into contact with so many entertaining individuals. How can I leave a job that flies me to Miami in January?! There are some of you I'll never forget and others with whom I've established lasting friendships. Others of you may hear a knock on your door when I visit my numerous West Coast relatives. And I'm certainly not abandoning the sailing community — I'll be out racing this summer on the Chesapeake Bay.

Steve deserves a special good-bye. When you work on a daily basis with only one other person, you either laugh a lot or go home searching for the bottle of Excedrin. The laughs have definitely outnumbered the headaches. [Steve - no hard feelings about driving that J/24 on Lake Dillon to a **second place** when you could only manage **last place** - OK???

I guess that's that. Now that you've learned how to sneak around deadlines, you better hope the next editor is as understanding.



## Technical Committee WARNING

by Dennis Ellis, Chairman, IJCA Technical Committee  
& John Peck, Chairman USJCA Technical Committee

If the Class Rules are going to be pushed to the limit by the masses, it will be at a World Championship where we are annually presented with ingenuity from the most competitive sailors on the planet. The Worlds in Annapolis were no exception.

Measurement was conducted by an international team of members from Australia, Canada, Chile, Monaco, Singapore, the U.K., and the U.S.A. Most competitors were right on the fine line of the desired minimum/maximum that the rules allow, and for the most part, there were no problems. The exceptions were disturbing because there was gross disregard for the fundamentals relating to molded components and measurement points. After serious debate as to whether to allow those involved to compete at all, violators were permitted to make corrections (restoring contours to the original shape and adding new material to restore misplaced measurement points) and were then remeasured.

There may be a few bad apples in the barrel, and they will be removed to preserve the good. We intend to use all the resources available to expel those who have little or no respect for the rules.

The 1993-94 Rule Books were delayed at press to add information relating to building specifications and measurement checks for molded components that are not allowed to be altered (primarily in the keel sump area). Tip weights of spars have been added for compliance to the building specifications. The new book should be read carefully and Plan A studied for changes.

The following explanations will help clarify the intent of some of the new rule changes:

\* **Rule 2.5.2** requires that a yacht's sail number match her hull number unless otherwise prescribed by the owner's national authority. In the case of a chartered yacht, the sail number shall be either the hull number belonging to the individual to whom the yacht is chartered or the hull number of the yacht chartered. The country designation shall be that of the helmsman.

\* **Rule 3.1.4** requires that all equipment shall function for its intended use. For example, your outboard motor must start, run and propel your yacht.

\* **Rule 3.2.5** allows lifelines to be lowered to not less than 500mm vertical of the sheerline. The stanchions may be shortened, but the pulpit and pushpit must not be altered to remove the original attachment rings. However, additional attachment rings may be added.

\* **Rule 3.5.4 (d)** now allows for the kicking strap (vang) to use 8mm Kevlar or equivalent in a power ratio not exceeding 8:1. We expect to see many variations, some of which will be double ended.

\* **Flotation marks are no longer required on the bow or the rudder.**

\* **Interior Layout (Plan A):** All yachts built in the U.S.A. prior to 1992 have locker doors which slide in teak moldings with mahogany cleats. Removal of the doors and/or the wood trim is prohibited by Rules 1.3 and 1.4. Since the new U.S. built yachts have been delivered without the molding or doors, some owners have assumed they are no longer required. NOT TRUE! If you find a yacht that has removed these components, there are two remedies:

1. Replace the teak and mahogany trim, marine plywood end, and sliding doors as were originally installed.

2. Bolt a 2kg corrector weight to the top of each shelf, centered fore and aft as well as athwartships. These two corrector weights may only be a temporary "fix", and must be so noted on the Measurement Form. The owner will be notified by the Class Office as to its permanence.

Note that the IJCA Technical Committee is studying this variation in building specifications worldwide, and will make a recommendation as to a uniform solution.

Please direct comments and/or suggestions IN WRITING to the J/24 Technical Committee c/o the Class Office.

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## From Golf, to J/24 Sailing, to IJCA Chairman

by Glenn Gustafson

In October of 1992, I was elected by the IJCA World Council as your new World Council Chairman for a two year term. I am honored to hold this position and look forward to meeting more of my fellow international J/24 sailors in the coming years.

A Chicago-ian my entire life, my introduction to sailing was in Sunfish and Hobie Cats sailed off the beach at our family's summer home in southwestern Michigan. Summers during college, I ran the waterfront program at a camp in New Hampshire and conducted introductory sailing classes.

An avid golfer during my early and mid-twenties, my interest in sailing was put on hold until I met my wife, Elsa. Her infectious enthusiasm for sailing rekindled my interest in the sport, and my golf clubs have since seen little use!

Although Elsa and I met through our mutual member-

ship in the National Ski Patrol, I soon realized that if I was to see her during the sailing season, I was going to have to take up sailboat racing. Elsa had grown up at Jackson Park Yacht Club and had been sailing since she was 12. Her father had 47 Chicago Macs under his belt, and Elsa had crewed on winning boats since she was 16, at a time when it was unusual for women to participate in racing. I owe all of my sailing and racing skills to her excellent teaching.

We had our own beach boat, a Taser we sailed out of Wilmette, but they did not have a well organized racing program, so we continued to crew for others on offshore yachts out of Chicago. It wasn't very long before we tired of big boat racing, realized we wanted our own keelboat, and started looking around for the best boat and most active and competitive fleet. It didn't take very long to find, and in 1982 we bought our first J/24, hull #1680 *Gopher Baroque*, and joined Chicago Yacht Club Fleet 12 racing out of Belmont Harbor, Chicago. We upgraded to hull #4297 in 1987 and continue our Wednesday night and weekend racing. We trade off positions, with Elsa on foredeck when I steer, and I usually pull jib when she drives.

In the early 1980s, the Chicago Yacht Club J/24 fleet had 25 boats on the starting line every weekend, and District events drew 50 boats. It wasn't long before I become active in fleet and Class activities, serving as fleet captain from 1983 to 1985, and District Governor from 1985-1988.

I was regatta chairman for the 1986 North American Championship held at Chicago Yacht Club. This event drew 90 boats from around the country and became famous for a 50 knot white squall that required boats to sail back from the practice race on Sunday under jib alone. I'll never forget one Texan, a little green around the edges after battling Lake Michigan's famous 4-6 foot chop, who commented, "This can't be a lake- I can't see the other side."

From 1987 through 1990, I served as CYC's One Design Racing Chairman and on their board of directors, and continue active in club matters as a judge, a member of their long-range planning committee, and regatta chairman of CYC's North American Challenge Cup, an invitational regatta for sailors with disabilities.

From 1988 through 1991, I served as U.S. J/24 Class President; I developed the measurement certificate database system in use today. Elsa and I also had the occasion to travel to two North Americans, three Midwinters and one World Championship in Kingston. Out of town major regattas are a very enjoyable experience, and we hope to continue our travels in the years to come. J/24 sailors are friendly and just plain fun to be around.

To support our sailing habit, I work as vice president of commercial real estate lending for a major Mid-western bank holding company, and Elsa is a catalogue merchandising buyer. We hope to see you at various events this season.

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### International J/24 Back Issue Index

(organized by volume order within the subjects of CREW, CRUISING, FLEET BUILDING, HUMAN INTEREST, HUMOR, JUNIOR SAILING, MAINTENANCE, RATING/SCORING, REGATTA REPORTS, RACE MANAGEMENT & MISC REGATTA ASPECTS, SAFETY, TECHNICAL, TRAVEL, TUNING/TRIM/TACTICS, WOMEN IN SAILING)

#### CREW (A)

- A1. Getting the Family Organized. By Jim Mead. V5: 22.  
— proper crew organization can make you competitive
- A2. A Crew That Works. By Bill Menninger. V10: 23.
- A3. World Class Techniques for Club Level Racing. By Skip Evans, Bill Price, Steve Treece. V12: 38.  
— crew development on the local level
- A4. Jibman Techniques. By Charlie Robinson. V17: 25.
- A5. Team Recognition. By John Alofsin. V20: 51.  
— each member of a crew needs to feel part of the team
- A6. Foredeck Techniques. By Nancy Haberland. V21: 32.
- A7. Crew Responsibility Checklist. By Jim Brady. V22: 32.
- A8. Information and Communication Is the Key. By Steve Ulian. V23: 55.  
— the top crews concentrate and communicate

#### CRUISING (B)

- B1. From Flameout to Candlelight and Wine. By Bill & Nancy Jorch. V5: 50.  
— planning: boat and personal items, galley supplies
- B2. Can This Be Cruising? By Rod & Joyce Brimhall. V5: 50.  
— overnighting in Annapolis area
- B3. South of the Border. By John Bright. V8: 36.  
— cruising in Mexico
- B4. Cruise in Comfort. By Henry Reath. V9: 40.  
— a J/24 outfitted for comfort and convenience
- B5. A Heavy Weather Cruise. By Rhona Neuwirth. V10: 55.  
— two week cruise to Nantucket
- B6. Cruising on Lake Michigan. By Ned Lockwood. V11: 29.
- B7. The Saga of *Minor Threat*. By Anne Wahlen & Paul Spurlock. V15: 41.  
— living aboard the J/24, *Minor Threat*
- B8. Head to Wind (Sails Noisy). By Ken Read. V17: 36.  
— a sailmaker cruises for relaxation
- B9. Go Cruising. By Laurie Parlee. V20: 48.  
— summer cruising in the Northeast
- B10. Getting Hadley to Hadley Harbor. By Peter Johnstone. V25: 35.

#### FLEET BUILDING (C)

- C1. Organizing a J/24 Fleet. By Bill Tate & Ted Prush. V5: 76.  
— Annapolis Fleet 8 shares their experiences
- C2. Burned Out With Too Much Racing. By Bob Johnstone. V6: 75.  
— an area's fleets attempts to keep racing fun
- C3. Building a Good Local J/24 Fleet (or Perfecting a Class Act). By Stan Anderson. V9: 36.  
— Atlanta Fleet 20 outlines crucial factors for success
- C4. Formula for Fleet Success. By Bob Johnstone. V14: 61.  
— every fleet captain should read this popular article

- C5. A Star Is Born (the Story of Fleet 1). By John Gjerde. V16: 24.
- C6. Desperately Seeking Sailing. By Erla Zwingle. V21: 48.  
— Manhattan YC creates a new fleet

#### HUMAN INTEREST (D)

- D1. My Husband Crews for Me. By Mary Clark. V5: 56.
- D2. Surfing in a Wheat Field? By Frank Tapp. V5: 75.  
— sailing in Kansas
- D3. Why Key West? By Alice Turner. V5: 17.  
— Key West as new hot spot (reprint from *New York*)
- D4. *Amy J's* Second Season. By Al Ferlazzo. V10: 40.  
— moving from a Columbia 26 to a J/24
- D5. *Run for the Roses*. By Fred Helsel. V12: 30.  
— *Run for the Roses* is the name of the author's boat
- D6. Tying the Knot on a J/24. By Scott & Julie Morgan. V12: 43.  
— tying the knot = marriage
- D7. Inner Sailing. By Dave Perry. V13: 40.  
— conquering mind obstacles such as concentration
- D8. The Sailing Maher Family. By Rene Maher. V14: 39.
- D9. Why I Love My J/24. By Lew Gunn. V14: 37.
- D10. Such Clever Names! V15: 50.  
— a list of boat names
- D11. Thoughts on Sportsmanship. By David Dellenbaugh. V16: 27.
- D12. Anniversary Time at USNA. By John Bonds. V17: 30.  
— J/24s complete first year of Naval Academy service
- D13. The Danes of New Orleans. By Andrea Kingsmill. V17: 33.  
— a father and son team race J/24s
- D14. The No Lose Approach. By David Dellenbaugh. V17: 20.  
— as long as you're learning and having fun, you can't lose
- D15. Anniversary Time in Ireland. By Michael Clarke. V18: 43.  
— tenth birthday of the J/24 coincides with birthdays of world's first one design class and the fin keel
- D16. Our Family Crew. By Mike Staniforth. V18: 42.
- D17. The Convert. By Andrew Craig. V18: 34.  
— the author reminisces on what brought him to the J/24
- D18. The J/24 Turns 10. By Chris Hufstader. V18: 38.
- D19. The Making of Championship Sailing. By J World. V18: 32.  
— the making of the "Championship Sailing" video
- D20. Break a Leg, *Rake 'n' Scrape*. V19: 37.  
— a J/24 becomes a movie star.
- D21. J-Venti Cuatro. By Hank Brady. V19: 35.  
— Hank and brother, Jim, visit Peru
- D22. J/24 Solo. By Louis Iturra. V20: 34.  
— single-handing a J/24
- D23. Targets. By Ed Baird. V20: 42.  
— pick a goal (target), like beating one particular boat



- D24. Getting Smarter Faster. By Jane Watkins. V22: 56.  
— a J World weekend clinic in Santa Barbara, CA
- D25. Fog! By Justin Topilow. V24: 32.  
— fog hinders transport of J/24 along New Jersey coast
- D26. Team Racing. By William Cantrell. V24: 42.  
— sharing expenses and crew through joint boat ownership
- D27. Boat Names. By Linda & Dick Tillman. V27: 32.
- D28. For the Record. By Ted Laurentius. V28: 27.  
— capsizing during Provincial Keelboat Championship
- D29. Don't Get 'Lost' in Your Music. By Terry Bowdish. V29: 22.  
— the effects of speakers on compasses

## HUMOR (E)

- E1. *Contrasts Scams Scam*. By Henry Stanley. V8: 48.  
— inter-boat rivalry antics
- E2. Dear Mum. By Sandy Peacock. V8: 38.  
— the author's first sail on a J/24 is a thrilling ride
- E3. Bringing Up the Rear. By Don Buell. V9: 38.  
— an Annapolis sailor regularly sails at the back of the fleet
- E4. The Big Name Rip-Off. By Robert Leaver. V10: 32.  
— picking a boat name
- E5. Unverifiable Matter. By Harold Calahan. V11: 50.  
— an amusing look at the racing yachtsman
- E6. Crew Tips (or, Hints to Stick in Your Ears Along with the Cotton). By Neal Yonover. V16: 40.
- E7. Freud on the Water. By Andrew Craig. V21: 45.  
— one's true personality surfaces while sailing
- E8. How to 'Tune' Your J/24. By Jim Keesling. V23: 48.  
— 'tuning' refers to tuning a stereo on a J/24
- E9. A Nautical Vocabulary. By Reid Stava. V24: 34.
- E10. The Meaning of Sailing. By Eric Stelter. V26: 44.  
— a philosophical approach to the sport
- E11. Anything to Win. By Ken Read. V27: 36.  
— "this isn't your basic tuning article"

## JUNIOR SAILING (F)

- F1. J/24 Junior Sailors. By Robert Melrose. V16: 38.  
— Fleet 89 recruits junior sailors to crew
- F2. A Junior Sailor's Viewpoint. By Brandon Flack. V22: 34.

## MAINTENANCE (G)

### Blister

- G1. TPI's Policy on Gelcoat Osmotic Blistering. V13: 13.
- G2. Blisters, I'd Rather Be Sailing! By Linda Lindquist. V20: 20.  
— author works for Baltic Inc.; steps for blister repair

### General

- G3. Spring Maintenance. V6: 16.  
— an overview of equipment to review
- G4. In General from TPI. V9: 15.  
— a general report along with reprints on various parts
- G5. Updates on Parts/Reprints. V11: 17.  
— keel, chainplates, mast leaks, traveler, rudder pintles
- G6. Protect Your Investment- Introduction to Marine Coatings. By R. Cai Svendsen. V13: 14.
- G7. Tilt Goes High Tech. By Bob Melrose. V13: 24.  
— installing a Sailcomp digital compass
- G8. Taking Care of Business- Guide to Spring Maintenance. By John Maxwell. V14: 25.
- G9. J/24 Upgrades- Info from TPI. By Greg Putnam. V16: 16.  
— step box, spars, traveler, hatches, pintles, gudgeons
- G10. J/24 Parts List from TPI. V17: 13.
- G11. Class Legal J/24. By J World staff. V19: 16.  
— measurement and equipment checklist

- G12. Rudder Pintles. V19: 14.
- G13. Hatches, A New Idea. By Mickey Caldwell. V20: 21.
- G14. J/24 Upgrade Information. V20: 21.  
— parts list with prices
- G15. TBT, Out or In? By Linda Lindquist. V20: 45.  
— the pros/cons of Tributyltin instead of lead in paint
- G16. Common Problems and Solutions. By John Custer. V22: 22.  
— chainplates, vermiculite, hatch conversions, retail repairs, rudder
- G17. Where Do You Start? By Jay White. V22: 40.  
— author buys a used J/24: water in hull, painting, etc.
- G18. Minor Gel Coat Repair. By John Custer. V24: 19.
- G19. Wood-Work. By John Custer. V25: 16.
- G20. Fiberglass Repair. By Brian Barer. V26: 16.
- G21. Exploring the Mysteries of Boat Construction. By Brian Barer. V27: 9.  
— balsa core sandwich construction

### Keels

- G22. Up to Speed. By Guy Brierre. V20: 29.  
— keel observations at a Fleet 94 measurement party
- G23. An Introduction to Keel Variables and Fairing, copyright Larry Leistiko, 1992. By Larry Leistiko. V29: 12.

### Spars

- G24. An Update. V8: 19.  
— part updates: spreader attachment problems, turnbuckles, etc.
- G25. One Design Spar Maintenance. By Rick Lyman. V10: 21.
- G26. Maintaining Your Mast. By Tysen Gross. V15: 14.

### Sails

- G27. Care and Feeding of Sails. By Steve Helms. V16: 16.
- G28. Sail Care and Maintenance. By Jim Brady. V20: 21.

### Vermiculite

- G29. Soggy Sole Repair. By Gary Smith. V16: 18.
- G30. Retrofitting Vermiculite in Early Boats. By Greg Putnam. V19: 15.
- G31. From Tillotson-Pearson. By Mark Edwards. V21: 14.  
— vermiculite repair and observations
- G32. The Mushy Vermiculite Problem. By John Custer. V23: 15.

## RATING/SCORING (H)

- H1. United We Sail; Divided We Fail. By Bob Johnstone. V5: 73.  
— combination handicapping (reprint from *Yachting*)
- H2. J/24- Benchmark for PHRF Success. By Bob Johnstone. V11: 35.
- H3. MVP Scoring. V12: 29.  
— "monthly variable performance" scoring
- H4. Fleet 28's IPSS- Improved Performance Scoring System. By Arthur Topilow & John Quinn. V26: 42.  
— one fleet's attempts to keep every racer involved

## REGATTA REPORTS

- Vol 5:** JJ Wins J Mid-Winters (1980).
- Vol 6:** Melbourne YC Inaugurates Match Race Series (1980).  
Diaz Wins 1981 Midwinters.  
"Masters" Yankee Cup Regatta (1980).  
Italian Connection Wins Worlds.  
Prince of Wales Bowl (1980).  
A Breezy North Americans (1980).  
J/24 Antidote Overall Winner of C.O.R.T (1980).  
Block Island Race Week (1980).  
Brown Alumni Regatta.  
Yeomanry in San Francisco (1980 NAs).
- Vol 8:** Midwinters V (1982).



- Championship of Champions (1981).  
Stone Crab (1981).  
1981 World Championship.
- Vol 9:** Takarabune Regatta (1982).  
Read Sweeps Block Island Week (1982).  
Seventy-Seven on C.C. Bay (1982).  
U.K. Nationals at Poole (1982).
- Vol 10:** 1982 World Championship.  
Baird Wins J/24 Midwinters VI (1983).
- Vol 11:** Sailing in the Pan American Games (1983).  
1983 Range Rover J/24 European Championship.  
1983 J/24 World Championship.  
A Good Time in San Diego (1983 NAs).
- Vol 12:** 1983 J/24 Invitational Regatta Valle de Bravo, Mexico.  
Two Man Race Around Oahu.  
Curtis Tops 88 on Biscayne Bay (1984 Midw).
- Vol 13:** The Tortuga Islands, Rx for Olympic Course Blues ('84).  
1984 Macnamara Bowl.  
Read Is Tops at North Americans (1984).  
1984 European Championship.
- Vol 14:** Curtis Wins the Worlds (1984).  
Midwinters VIII: Hot Competition, Light Air (1985).  
Golf Yachting at Sanremo (1984).
- Vol 15:** Read Wins NAs Again (1985).  
Mahaney's Repeat at Canadian Championship (1985).
- Vol 16:** Martini Golf Yachting (1985).  
On Top of the Worlds (1985).  
Kostecki Tops Curtis in Midwinters IX (1986).  
1985 European Championship.  
Swedish Surprise at Women's Championship (1985).
- Vol 17:** Curtis Wins Michelob NAs (1986).  
96 Degrees in '86 (Read Wins Worlds Again).
- Vol 18:** Warwick Wins Europeans (1986).  
Kostecki Takes Midwinters (1987).
- Vol 19:** The Worlds at Capri (1987).  
First J/24 Junior NAs (1987).  
Isler Team Wins '87 Rolex IWKC.  
Kostecki Wins '87 NAs.
- Vol 20:** Capparelli Wins South Americans (1988).  
The Bitter End Yacht Club Invitational.  
Ed Baird Wins Midwinters (1988).  
The Worlds Down Under (1988).
- Vol 21:** Creighton's European J/24 Championship (1988).  
Thunderstar Takes '88 NAs.  
1988 J/24 Junior North Americans.
- Vol 22:** Brady Takes Tough Midwinters (1989).  
10th Annual Masters Regatta (1988).
- Vol 23:** Staniforth Takes Juniors (1989).  
Klein Wins Worlds by Tiebreaker (1989).  
Aussie Tops NA Field of 77 (1989).  
Swanson Team Victorious at '89 Rolex IWKC.  
Regatta Time in Abaco (1989).  
Americans Win Europeans (1989).
- Vol 24:** Foerster Wins Midwinters XIII (1990).
- Vol 25:** Brady Wins Irish Worlds (1990).  
Moore Is NA Champion (1990).  
1990 Europeans Draws 49.
- Vol 26:** 77 at Midwinters XIV (1991).
- Vol 27:** Read Repeats Worlds Win (1991).  
Mugged with the Russians.  
Bedford Top European at Cowes (1991).  
Read Earns 3rd NAs Title (1991).  
Alison Wins Rolex IWKC (1991).

- Vol 28:** Making the South American Connection (1992).  
Miami Midwinters Highlights (1992).
- Vol 29:** 1992 European Championship.  
PMS Plagues North American Championship (1992).

## **RACE MANAGEMENT & MISC REGATTA ASPECTS (I)**

- I1. The New Racing Rules. By Dave Perry. V15: 23.  
— a discussion of IYRU rules
- I2. Race Management- Key to a Healthy & Growing Sport. By Scott Stokes. V18: 18.
- I3. A Case for Local Campaign Sponsorship. By Barby Lyon MacGowan. V22: 38.  
— '87 IWKC is used as an example
- I4. A Successful Regatta Formula (Case Study: The 1990 Midwinters). By Guy Brierre. V24: 35.
- I5. The Room. By John Alofsin. V26: 30.  
— tips while in the protest hearing room

## **SAFETY (J)**

- J1. Flotation for a J/24. By Guy Scrivner. V6: 70.  
— how to sinkproof a J/24
- J2. Think Safety. By Bob Johnstone. V6: 65.  
— reports of sinkings, causes, preventive measures
- J3. An Unsinkable J/24. By Bob Melrose. V11: 26.  
— flotation bag installation
- J4. Five Rules of Good Seamanship. By Scott Stokes. V14: 24.  
— safety is the central concern

## **TECHNICAL (K)**

### **Certificates**

- K1. Securing a Measurement Certificate. By John Peck. V22: 18.
- K2. Update on Measurement Certificates. By Glenn Gustafson. V25: 14.
- K3. Measurement Certificate Database to be Transferred to Annapolis Class Office. By Glenn Gustafson. V28: 11.

### **Measurement, Organized**

- K4. 1985- A Banner Year. By Rick Peper. V15: 12.  
— '85 NAs as a good example of measurement process
- K5. And the Measurement Goes On... By John Peck. V19: 13.  
— D14 as example of measurement organization
- K6. Regatta Measurement. By Dennis Ellis. V26: 14.  
— do your homework before reaching the regatta site

### **Meeting Minutes**

- K7. LJCA Technical Committee Meeting Minutes. By Rod Johnstone. V20: 16.
- K8. LJCA Technical Committee Meeting Minutes. V22: 16.
- K9. LJCA Technical Committee Annual Meeting Report. V24: 16.

### **Miscellaneous**

- K10. International J/24 Class Keel Measurement. By Tony Watts. V13: 12.
- K11. U.S. Technical Committee Report. By Rick Peper. V14: 12.  
— mylar; process for rule changes/interpretations
- K12. The Importance of the What Ifs and Why Nots. By Rick Peper. V17: 11.  
— how to maintain one design racing
- K13. New Weight Rule: How It Affects Building New Boats. By Jeff Johnstone. V22: 20.
- K14. USJCA Technical Committee Report. By John Peck. V23: 9.
- K15. USJCA Technical Committee Report. By John Peck. V24: 15.



- K16. Weight Is Still the Issue. By Rod Johnstone. V24: 18.  
— comprehensive look at crew weight
- K17. USJCA Technical Committee Report. By John Peck. V26: 13.
- K18. Technical Report. By John Peck. V27: 8.
- K19. 1992 Preparations for the '93/'94 Rule Book. By John Peck. V28: 10.

#### **Rule Analysis**

- K20. US Technical Committee Report. By Hank Killion. V13: 11.  
— tack horns; traveler
- K21. IJCA Measurement and Rules Interpretation. By Rodney Johnstone. V16: 12.  
— frequent questions on interpretation of Class rules
- K22. Interpretation of IJCA Rule 4.1.3. By Rodney Johnstone. V18: 16.  
— does the Sailcomp PC103 fit within the rule
- K23. Movin' On, Progress in the USJCA. By John Peck. V18: 15.  
— rules 5.1 (crew), 3.6.2 (sail cloth), and 3.2.5 (lifelines)
- K24. Putting Teeth in the Rules. By John Peck. V20: 19.  
— emphasis on boat weight and keel measurement
- K25. Rules Made Simple. By John Peck. V21: 16.  
— rules 2.7.4, 3.5.3 (b), 3.7.1, 3.7.3 (boat weight, headstay)
- K26. USJCA Technical Committee Report. By John Peck. V25: 12.  
— analysis of possible change to rule 5.1 (crew weight)
- K27. So You Want to Optimize Your J/24 All-Up Sailing Weight?? By Bill Worsham. V29: 32.  
— special attention paid to required, optional equipment
- K28. When Repair Becomes Necessary. By John Peck. V29: 11.  
— keeping minor restoration/repairs within class rules

#### **Sails**

- K29. Mylar. By Neal Fowler. V9: 21.  
— the author concludes mylar's advantages are minimal
- K30. Mylar. . . Is It Time? By Win Fowler. V14: 13.  
— the basis for district governors' decision to allow mylar
- K31. Why Mylar? By John Beckman. V14: 15.  
— the author explains his now positive feelings for mylar
- K32. Mylar: Food for Thought. By Andreas Josenhans. V14: 19.  
— how to decide on mylar without disturbing class growth and quality
- K33. Mylar Genoa: A Realistic Appraisal. By Dave Curtis & Hale Walcott. V14: 17.  
— how mylar fared in other one designs
- K34. Kevlar Laminates: Another Alternative. By Rich McGhee. V16: 14.
- K35. Living With Laminates. By Dan Neri. V20: 31.
- K36. Longer or Full Length Mainsail Battens. By Dan Neri. V21: 30.
- K37. Sail Shapes: Mainsail and Headsail. By Jim Brady. V22: 54.

#### **TRAVEL (L)**

- L1. Short Tacking Thrills on San Francisco Bay. By Keith Milne. V15: 46.  
— what makes racing here so challenging
- L2. Get Ready for San Francisco Bay. By John Kostecki. V18: 30.  
— tips for the '87 NAs
- L3. Championship Chartering. By Ed Baird. V19: 26.  
— tips for chartering boats
- L4. Hit the Road, Jack! By Jim Keesling & Eric Stelter. V24: 49.  
— tips for traveling: cars, trailers, etc.
- L5. Tips for Annapolis Worlds. By Terry Hutchinson. V28: 25.

#### **TUNING, TRIM, & TACTICS (M)**

##### **Compass**

- M1. Using a Digital Compass While Racing. By Martin Kits van Heyningen. V19: 28.
- M2. Using a Digital Compass While Racing. By Jim Brady. V26: 29.

##### **Downwind Strategy & Spinnaker Trim**

- M3. Heavy Weather Reaching. By Bill Menninger. V8: 23.
- M4. Going Downhill on a J/24. By Mark Sertl. V12: 18.  
— proper sail trim and crew weight placement maximize downwind speed
- M5. Spinnaker Techniques. By Drake Johnstone. V14: 41.
- M6. Staying on the Edge. By Ed Baird. V24: 30.  
— spinnaker trim (reprint from *Yachting*)
- M7. Life in the Fast Lane. By Terry Hutchinson. V27: 26.  
— beginning with the mark rounding, tips on reaching
- M8. Downwind Pressure. By Ken Read. V29: 27.  
— Read concentrates on both sails and tactics

##### **General Overviews**

- M9. From the Experts- J/24. By Mark Ploch. V5: 23.  
— reprint from *Yacht Racing/Cruising* examines most every J/24 aspect
- M10. J/24. By Hale Walcott & Dave Curtis. V13: 26.  
— preparation, tuning, sail trim, boat handling
- M11. How to Win in a J/24- Part I. By Ken Read & Dan Neri. V24: 38.  
— deck layout, rig
- M12. How to Win in a J/24- Part II. By Ken Read & Dan Neri. V25: 32.  
— sail trim, backstay, crew, course tactics/priorities

##### **Light Air**

- M13. Light Air J/24 Racing. By Jeff Johnstone. V15: 28.
- M14. Those Light Air Days. By Scott Ferguson. V19: 30.
- M15. Light Air Magic. By Chris Larson. V28: 23.
- Mark Roundings & Tacking Techniques**
- M16. Tacking for Maximum Performance. By Bill Menninger. V9: 17.
- M17. Organizing and Handling the J/24. By Jeff Johnstone. V13: 35.  
— tacking, spin sets
- M18. Rounding the Leeward Mark. By Scott Ferguson. V27: 30.

##### **Miscellaneous**

- M19. Consistent Adequate Speed. By Bill Shore. V5: 20.  
— rig, sail trim
- M20. Making Your J/24 Competitive. By Bill Whitmore. V5: 19.  
— crew, hull preparation, tuning, sail trim
- M21. Why Is Charlie So Fast? By John Potter, Jr. V5: 28.  
— Charlie Scott's techniques
- M22. Details Make a Difference. By Rick Grajirena. V8: 26.  
— rig, bottom, sailing tactics
- M23. Tips From the Top. By Jim Brady. V19: 32.  
— rig, crew weight, depowering the genoa
- M24. The Total Approach. By Scott Young. V21: 43.  
— team goal organization, planning make up for talent
- M25. The Dividends of a Conservative Policy. By Chris Larson. V29: 23.  
— Larson outlines the benefits of conservative sailing at each point in a race

##### **Preparation**

- M26. Notes on Commissioning a J/24. By Alan Adelkind. V6: 19.  
— bottom preparation, rigging, mast stepping
- M27. The Super Tuned J/24. By Stuart Johnstone. V11: 23.  
— underwater factors, deck layout, rig



- M28. Basic Rigging Ideas. By Jim Brady. V14: 20.  
— deck layout, rigging, traveler
- M29. No Rigging Mortis on *Magic Bullet*. By Jack Christiansen. V21: 26.  
— fine tune your rigging for more productive sailing
- M30. Major Regatta Preparation. By Larry Klein. V23: 50.  
— bottom, deck layout, rig, crew, sails
- M31. Thinking Your Way to Winning. By Andy Hemmings. V26: 46.  
— thought out preparation leads to success on the course
- M32. Tips from the Top. By Jim Brady. V27: 38.  
— rigging, cleaning winches, lifelines

#### Rig

- M33. Tuning Guide. By Bruce Golison. V8: 24.
- M34. Tuning Demystified. By Dave Curtis. V10: 24.
- M35. A J/24 Tuning System. By Larry Klein. V11: 19.  
— wide range of effectiveness makes for successful tuning
- M36. Centering the Mast. By Ned Lockwood. V11: 19.  
— lateral location of mast plays a critical role
- M37. Family Racer Gone Olympic. By Ken Read. V12: 17.  
— mast position and height, headstay, spreaders
- M38. The Super Tuned J/24, Part 2. By Stuart Johnstone. V12: 40.  
— general tuning guidelines
- M39. Understanding Prebend. By Larry Klein. V18: 46.  
— author demystifies rig tuning process
- M40. Tune Up to Win. By Chris Larson. V26: 34.  
— shroud tension, backstay length, spreader angle, mast butt placement

#### Strategy

- M41. Big Fleet Racing. By Stu, Drake & Jeff Johnstone. V10: 36.  
— avoiding bad air, blockers, laylines, off the wind
- M42. The Land of Opportunity. By Bill Gladstone. V19: 34.  
— what to do when you're at the back of the fleet
- M43. Don't Be a Hero—Just Qualify. By Ken Read. V26: 32.  
— making the championship fleet cut

#### Starts & Finishes

- M44. Starting Preparation. By John Kostecki. V17: 22.
- M45. Finishing Tactics. By Bill Gladstone. V18: 40.
- M46. Front Row or Peanut Gallery? By John Alofsin. V22: 36.  
— tips for starting in a large fleet
- M47. Bad Start! By John Alofsin. V23: 39.  
— how to recover from a bad start
- M48. Starting Defense. By Jim Brady. V24: 48.  
— reprint from *American Sailor*
- M49. In the Beginning There Was Darkness. By Geoffrey Clifford. V25: 38.  
— teaching a crew starting tactics

#### Upwind Techniques

- M50. Tuning for Windward Performance. By David Barrow. V5: 21.  
— rig, sail trim
- M51. Upwind Techniques. By Charlie Robinson. V16: 29.
- M52. Don't Let Heavy Air Intimidate You. By Terry Hutchinson. V29: 30.

#### WOMEN IN SAILING (N)

- N1. Crash Course in Confidence; Women's Race Clinic. By Gail Anderson. V5: 53.  
— a North Sails clinic in Annapolis (reprint from *Sail*)
- N2. WYRA. By Beverly McFarland & Fay Regan. V13: 32.  
— WYRA = Women's Yacht Racing Association of Miami

- N3. Women's Racing Clinic Scores. By Margee Ryder. V14: 35.  
— Coral ReefYC's WYRA J World Women's Race Clinic
- N4. J.J. Isler and the IWKC. By Gail Scott Sleeman for Media Pro Int'l. V20: 66.  
— an interview with J.J. Isler
- N5. Sticking With Her Own Kind. V25: 50.  
— an interview with Betsy Alison
- N6. Postcards from the Rolex IWKC. V28: 34.  
— interviews with Susan Milnes Wallace, Trish Yeoman, Heather Miles, Susan Backus Starr, Leslie Egnot

\* Complete ordering information found on page 54 of this magazine.

Vol	Spring (S) or Fall (F)/ year	Article numbers
5	S '80	A1, B1, B2, C1, D1, D2, D3, H1, M9, M19, M20, M21, M50, N1
6	S '81	C2, G3, J1, J2, M26
8	S '82	B3, E1, E2, G24, M3, M22, M33
9	F '82	B4, C3, E3, G4, K29, M16
10	S '83	A2, B5, D4, E4, G25, M34, M41
11	F '83	B6, E5, G5, H2, J3, M27, M35, M36
12	S '84	A3, D5, D6, H3, M4, M37, M38
13	F '84	D7, G1, G6, G7, K10, K20, M10, M17, N2
14	S '85	C4, D8, D9, G8, J4, K11, K30, K31, K32, K33, M5, M28, N3
15	F '85	B7, D10, G26, I1, K4, L1, M13
16	S '86	C5, D11, E6, F1, G9, G27, G29, K21, K34, M51
17	F '86	A4, B8, D12, D13, D14, G10, K12, M44
18	S '87	D15, D16, D17, D18, D19, I2, K22, K23, L2, M39, M45
19	F '87	D20, D21, G11, G12, G30, K5, L3, M1, M14, M23, M42
20	S '88	A5, B9, D22, D23, G2, G13, G14, G15, G22, G28, K7, K24, K35, N4
21	F '88	A6, C6, E7, G31, K25, K36, M24, M29
22	S '89	A7, D24, F2, G16, G17, I3, K1, K8, K13, K37, M46
23	F '89	A8, E8, G32, K14, M30, M47
24	S '90	D25, D26, E9, G18, I4, K9, K15, K16, L4, M6, M11, M48
25	F '90	B10, G19, K2, K26, M12, M49, N5
26	S '91	E10, G20, H4, I5, K6, K17, M2, M31, M40, M43
27	F '91	D27, E11, G21, K18, M7, M18, M32
28	S '92	D28, K3, K19, L5, M15, N6
29	F '92	D29, G23, K27, K28, M8, M25, M52



### 1993 North American Championship June 28-July 3, 1993



#### Invitation

Fleet 71 and Tidewater Sailing Club invite J/24 sailors to the 1993 North American Championship Regatta, to be held on the waters of Hampton Roads, Virginia, from June 28 through July 3, 1993. All off-water activities will be at or within walking distance of the Radisson<sup>®</sup> Hotel Hampton and the Hampton Visitors Center. The city of Hampton and the Radisson are making a major commitment to the success of the regatta.

#### Site

The 1993 North American Championship will be held on the waters of Hampton Roads, near Hampton Flats. Race headquarters will be at the Radisson Hotel.

#### Eligibility

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

#### Rules

The 1993 North American Championship Regatta will be governed by the 1993-1996 International Yacht Racing Rules, the Class Rules of the International J/24 Class Association (IJCA), this Notice, except as any of these are modified by the Sailing Instructions, and the Sailing Instructions. If there are to be co-skippers, one must be designated as primary helmsman for World Championship Qualification purposes. This regatta is classified as a Category A event per Appendix A3 of the IYRR.

#### Schedule

Sunday	June 27	0700 - 1900	Early-bird measurement
Monday	June 28	0700 - 1900	Measurement and Launching
		1400 - 1900	Registration, Radisson Hotel
		1900	Skippers' meeting and cocktail party, Radisson Pool
Tuesday	June 29	0950	Warning Signal, Qualifying Series (up to 3 races)
Wednesday	June 30	0950	Warning Signal, Race 1 (Race 2 to follow immediately)
Thursday	July 1	0950	Warning Signal, Race 3 (Race 4 to follow immediately)
Friday	July 2	0950	Warning Signal, Race 5 (Race 6 to follow immediately)
Saturday	July 3	0950	Warning Signal, Race 7
			Trophy presentations immediately after out-of-town haul out.

#### Courses

All courses will be Olympic or variations thereof, as described in the Sailing Instructions. Course length will be determined based on sailing conditions.

#### Scoring

The low point scoring system will be used, except that in the Championship Series, each boat's score shall be the sum of her scores for all races (i.e., no throw outs). The percentage penalty will apply.



## Inspection

All participants must present a current measurement form, certified as valid by the J/24 Class, at registration. Additional measurement and inspection may be required before participants may register. For boats without a current measurement certificate, measurement will take place by appointment only, on June 27 and 28. Boats may be inspected and/or measured at any time during the regatta, to verify compliance with Class rules.

## Launch

Boats may be launched and hauled free of charge at Tidewater Sailing Club (TSC), at the foot of Armistead Avenue, Hampton, VA. At TSC, a 5-ton hydraulic hoist and gin poles will be available. After launching, boats are requested to proceed immediately to the Hampton City dock, adjacent to the Radisson Hampton Hotel, a distance of about half a mile. All boats shall be afloat by 1900 June 28, and shall remain in the water until the conclusion of the regatta, unless specific permission is granted by the Jury. Out of town boats will be given priority on haul-out Saturday.

## Entries

Entries will be limited to 100 boats. Each entry must be submitted on an entry form such as included in this publication. The entry fee is \$250 U.S., by check made payable to Fleet 71. Fully paid entries will be taken on a first-come, first-served basis, until June 18, 1993. Entries will be acknowledged by mail. An attempt will be made to honor any special requests for two-digit hull numbers, received before May 1. Following that date, entrants will receive hull numbers in the order in which paid entries are received. The entry fee includes participation in the regatta, hull identification numbers, launch and haul-out, mooring, and parties, including a banquet Thursday night for 5 persons (extra tickets are available at additional cost), and continental breakfasts each race morning. Full refunds will be provided prior to June 18, 1993.

## General

The regatta will qualify the winner for the 1994 World Championships. A hospitality room and race headquarters will be set up for the week at the Radisson Hotel.

## Accommodations

Special reduced rates for competitors are available at the Radisson, 804-727-9700. Most national motel chains have establishments within easy driving distance of the Radisson; free parking will be available at the Hampton City parking garage at Radisson Landing. Note: The Hampton Jazz Festival will run through Saturday, June 26, so accommodations may be hard to obtain before Sunday night.

## Prizes

There will be prizes for skipper and crew of the first ten finishers, and participation awards for all boats.

## Contact

Mail entries, with check payable to Fleet 71, to North Americans Organizing Committee, 4624 Hermitage Road, Virginia Beach, VA 23503. For further information or questions, contact:

Bert Johnson,

(804) 460-3823

OR

Rob Overton,

(804) 496-9650 (h)

(804) 727-7700 (w).

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**J/24 World Championship XV**  
**July 8-16, 1993****Invitation**

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 15th J/24 World Championship to be held in the part 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 Llyn peninsula in the northwest 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 South Caernarvonshire Yacht Club has a great tradition for 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 Dragon Edinburgh Cups, three Merlin Rocket Nationals, three Squib Nationals and many other events. They have developed a reputation for extremely well run regattas.

**Additional Events**

The 1993 U.K. J/24 National & Open Championships and the 1993 U.K. J/24 Northern Area Championships will be held at the same venue from 18th June to 25th June and 3rd and 4th July respectively. Crews intending to take part in the World Championship will be welcome at both these events. Details can be obtained from Clive Probert (see "Contact").

**Site**

The 1993 J/24 World Championship will be held in Cardigan Bay with the centre of the racing area located approximately four miles east of South Caernarvonshire Yacht Club clubhouse.

**Rules**

The event will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the 1993 Class Rules of the International J/24 Class Association, this Notice of Regatta and the Sailing Instructions.

**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 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	July 8	Measurement and registration
Friday	July 9	Measurement and registration
Saturday	July 10	Measurement and registration
		Practice race at 1400hrs
Sunday	July 11	Race one at 1100hrs
Monday	July 12	Race two at 1100hrs
Tuesday	July 13	Race three at 1100hrs
Wednesday	July 14	Race four at 1100hrs
Thursday	July 15	Race five at 1100hrs
Friday	July 16	Race six at 1100hrs

**Courses**

Will be as per sailing instructions.

**Scoring**

The Low-Point Scoring System, Appendix B2.2 of the IYRR will be used, with six races scheduled of which three shall be completed to constitute a series. A version of the "alternative penalties" rule shall be used.



## Prizes

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

## Inspection & Measurement

Inspection and measurement will take place on each yacht before registration is complete. Yachts must be made available for measurement at Pwllheli marina prior to launching. Boats should be available for measurement no later than 0900 on Friday 9th July.

## Launching, Hauling & Mooring

Craning in will take place at Pwllheli Marina. All boats must be afloat by 1600 Saturday 10th July and shall not be hauled out before the end of the regatta without prior 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. A sufficient number of swinging moorings will be available in Abersoch Bay. During the regatta yachts may be required by the jury to be available at Pwllheli marina for measurement purposes. At other times when not sailing all yachts shall be on their allotted moorings. A launch service will be available to transport crews between the moorings and SCYC. Chandlery will be available at Abersoch Boatyard situated at the Abersoch Harbour and at Firmhelm, and Partington's Boatyard in Pwllheli. A sail collection and overnight repair service has been arranged with J.K.A. Sailmakers, Glan-y-Don, Pwllheli.

## Protests

There will be an International Jury appointed in accordance with IYRR 1.4(d), 1.5(a) and Appendix A5 whose decisions will be final and not subject to appeal.

## Charters

Charter boats will be available through the organising committee for those entering from outside the British Isles. Applications for charter must be received before 1st April 1993.

## Entries

The completed entry form and fee of 300 pounds per boat must be received by the organizing committee by 1st April 1993. After that date a late fee of 50 pounds will be levied.

## Contact

Requests for information should be sent to Dr. C.B. Probert, Braeton, 12, West Park Rd., Blackburn, Lancashire, England, BB2 6DG. Tel: 0254 51687, Fax: 0254 695161.

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## Junior North American Championship August 7-8, 1993

### Invitation

As a commitment to junior sailing, District 7 and Sodus Bay Yacht Club invite eligible competitors and encourage all J/24 sailors to support and promote this championship. Junior sailors are the lifeblood of our class.

### Site

The 1993 J/24 JR North American Championship will be sailed Saturday and Sunday, August 7 and 8 on the waters of Lake Ontario and/or Great Sodus Bay at Sodus Bay Yacht Club in Sodus Point, New York.

### Rules

The regatta will be governed by the 1993-1996 International Yacht Racing Rules, the class rules of the International J/24 Class Association, this Notice, and 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 have reached their 20th birthday in the calendar year in which they compete. All skippers and helmsmen must be or become Class members prior to the start of the regatta.

### Schedule

Friday	August 6	1300-1900	Registration and measurement
Saturday	August 7	0900	Skipper's Meeting
			Races 1, 2, 3
Sunday	August 8		Races 4, 5
			Resail and Awards

### Racing

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

### Courses

Courses will be windward-leeward or variations thereof, course length and number of legs to be determined by the race committee based on sailing conditions. The race committee reserves the right to sail within Great Sodus Bay if open water conditions preclude sailing on Lake Ontario.

### Scoring

The Low Point Scoring System will apply (without throw-outs).

### Prizes

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

### General

Launching and haulout included in the entry fee. Participants are allowed to sleep on their boats, some local sleeping bag accommodations are available as are bunk spaces on yachts berthed at SBYC. An ADULT advisor must accompany each entry and will be responsible for the crew's actions. Alcohol consumption by any member of any entry's crew will result in the removal of that entry and crew 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 inspection will result in disqualification from all races up to that point in time 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 this magazine and send to Carl Lundgren, 7692 Rockledge Dr., Ontario, NY 14519; H (716) 288-7995. An entry fee of \$75 must accompany your entry and be received by August 1, 1993. Fleet 110 of SBYC looks forward to hosting you.



## Rolex International Women's Keelboat Championship September 10-17, 1993

<b>Objective</b>	To provide women keelboat and offshore sailors throughout the world with high quality racing competition in keelboats against the top women sailors in the world.
<b>Host National Authority</b>	United States Sailing Association
<b>Organizing Authority</b>	The International Women's Keelboat Championship Organizing Committee of the United States Sailing Association.
<b>Host Club</b>	Ida Lewis Yacht Club
<b>Dates</b>	September 10-17, 1993
<b>Registration &amp; Measurement</b>	September 10-11, 1993 (Fri. and Sat.) Boats and sails will be measured. Competitors will be weighed. Competitors' meeting Sunday, September 12, 0930 hours.
<b>Races</b>	Practice Race—September 12, 1300 hrs. Seven (7) races scheduled Sept. 13-17 (Mon.-Fri.).
<b>Eligibility</b>	Open to women sailors (skippers and crews) each of whom is a member of a yacht club, or a class association or a national federation. Membership in US SAILING is required for US participants for this sanctioned event.
<b>Entry Fee</b>	\$350 U.S. per boat payable to Ida Lewis Yacht Club by August 1, 1993.
<b>Rules</b>	The regatta will be governed by the International Yacht Racing Rules, the rules of the International J/24 Class Association, and the Sailing Instructions. Class rules concerning class membership are waived. One additional spinnaker for advertising may be permitted. An amended version of Appendix B1.2 (Scoring Penalty) will be used. Decisions of the International Jury will be final in accordance with IYRR 1.5(a).
<b>Advertising</b>	This is a Category B event, as specified in Appendix A3, with these additional restrictions: <ol style="list-style-type: none"> <li>1. No advertising will be permitted on hulls or spars.</li> <li>2. No advertising will be permitted on sails, except on spinnakers when not racing.</li> <li>3. The advertising permitted on crew clothing shall fit within a 900 sq. cm rectangle.</li> </ol>
<b>Scoring</b>	Low-Point Scoring (Appendix B2.2)
<b>Courses</b>	Traditional Olympic, modified Olympic and Windward/Leeward courses on Rhode Island Sound and on Narragansett Bay.
<b>Prizes</b>	First for each race and 1-10 places overall.
<b>Boats</b>	J/24s on bring-your-own-boat basis. Some boats available for charter. Priority given to overseas entries prior to August 1, 1993.
<b>Housing</b>	Lodging information for motels/hotels available on request. Housing in homes of local members available to contestants only. Number limited.
<b>Contact</b>	Mary C. Johnstone, 7 Thurston Ave., Newport, RI 02840-1728; Phone (401) 849-6229, Fax (401) 846-4723.

**Editor's Note:** This regatta is not a championship of the International J/24 Class Association. Modification of Class Rules is never permitted at Class championships. However, the interest to our members and the visibility to our Class has convinced us to make an exception and print this notice.



### XII J/24 European Championship October 22-29, 1993

#### Invitation

The Monaco J/24 Class Association, under the burgee of the Yacht Club de Monaco, invites International J/24 owners to enter the European Championship to be held in the waters of the Principality from Friday 22nd to Friday 29th October, 1993.

#### Rules

The Championship will be governed by the current International Yacht Racing Rules (IYRR), the International J/24 Class Rules and the Sailing Instructions which will prevail. Protests and requests for redress will be heard by an international jury who will have final authority on all matters.

#### Eligibility

The Championship will be open to any member of any J/24 class association. All owners and helmsmen must be registered as full members of their National J/24 Class Association and will be required to produce evidence to this effect at registration.

#### Measurement Certificate

All entrants shall produce at registration a valid certificate of measurement and the inventory of the Required and Optional equipment.

#### Liability & Insurance

All parties involved in the organization and the running of this Championship shall not accept any liability for any accident, injury, damage or loss of personal material or otherwise to yachts, third parties and participants before, during or after the Championship. The safety of a yacht and its entire management including full insurance for third party liabilities, shall be the sole responsibility of the owner/competitor racing the yacht and a declaration to this effect will be required to be signed at registration.

#### Accommodations

The Championship Secretary will mail a leaflet of accommodation addresses upon request.

#### Launching & Berthing

Launching and berthing at Monaco from Friday 22nd October to Friday 29th October inclusive is included in the entry fee. Yachts may not haul out after midnight on Sunday 24th October except with the written permission of the race committee.

#### Registration

Registration will take place at the official race desk in Monaco from 0900 to 1800 on Friday 22nd October, Saturday 23rd October and until 1300 on Sunday 24th October. Entrants wishing to register and measure on Sunday 24th October must apply to the Championship Secretary in writing no later than 30th September and may have to miss the practice race.

#### Programme

Friday	22nd October	0900-1800	Registration and Scrutineering
Saturday	23rd October	0900-1800	Registration and Scrutineering
		1930	Opening Reception
Sunday	24th October	0900-1300	Registration and Scrutineering
		1400	Practice Race
		1800	Skipper's Briefing
Monday	25th October	1100	Championship Race 1
		ASAP	Championship Race 2
Tuesday	26th October	1100	Championship Race 3
		ASAP	Championship Race 4
Wednesday	27th October	1000	Championship Race 5
			Long Distance Race
Thursday	28th October	1100	Championship Race 6
Friday	29th October	1100	Championship Race 7
		1930	Presentation of Awards
			Finishing Reception

Notes: -Race 1 will be the first race sailed irrespective of the time and day held.  
 -The above schedule of races is subject to alteration in the final programme but Race 1 will not start before the day and time scheduled above.  
 -ASAP: As soon as possible after the previous race.



## Crew

Including the helmsman, the total crew shall not be less than three persons and shall not, at weigh-in, have a combined weight of more than 400 kg whilst wearing swim wear. During the periods of registration all the crew shall present themselves together for check weighing and the recording of names. The organizing committee reserves the right to check crew weight at any time during the Championship.

## Scrutineering

All yachts will be subject to comprehensive check measurement both in and out of the water. Only one set of measured sails for each yacht will be permitted for the Championship. These sails will be checked and stamped. Checks on the weights listed in the inventory of Required and Optional equipment and the all up weight for racing will take place throughout the Championship.

## Courses

Racing is planned to be held in the Bay of the Principality on Olympic type courses or other courses designated by the race committee. The Long Distance Race 5 will be planned ulteriorly.

## Championship Scoring

Each yacht that finishes in a race shall score points equal to his place. The number of races to count will be one less than the number of races completed except that when four races or less are sailed all shall count but three races must be completed for the European Championship to be valid.

## Alternative Penalties

The 720 degree Turns penalty, paragraph 1 of Appendix B1 of the IYRR will apply.

## Social Events

In addition to the opening and closing events scheduled above, other social events will be arranged and advised in the programme available at registration. Some of these events will require yachting jacket and tie.

## Advertising

The 1993 European Championship will be a Category A event as defined in IYRR Appendix A3.



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### J/24 World Championship XVI January 12-21, 1994

#### Invitation

The J/24 Class Association of Victoria, in conjunction with the Royal Brighton Yacht Club invites entries for the 1994 J/24 Class World Championship to be held on the waters of Port Phillip.

The 1994 World Championship will be held from 12 January to 21st January, 1994 in Melbourne, Victoria, Australia. The regatta will be co-hosted by the Royal Brighton Yacht Club (RBYC) and the J/24 Class Association of Victoria, in cooperation with the Victorian Yachting Council (VYC) under the authority of the Australian Yachting Federation (AYF).

The 1994 World Championship will be preceded by the 1994 Australian Championship. This regatta will be held from 29th December 1993 through 7th January, 1994 and will also be sailed from the RBYC. Crews intending to take part in the World Championship will be welcome at this event. The Notice of Race and Entry Form are available from the RBYC.

#### Programme

Wednesday	January 12	0900-1700	Inspection/Measurement
Thursday	January 13	0900-1700	Inspection/Measurement
Friday	January 14	0900-1200	Inspection/Measurement
		1400	Practice Race
		1900	Opening Ceremony
Saturday	January 15	1400	Race 1 Warning Signal
Sunday	January 16	1400	Race 2 Warning Signal
Monday	January 17	1400	Race 3 Warning Signal
Tuesday	January 18	1400	Race 4 Warning Signal
Wednesday	January 19	1400	Race 5 Warning Signal
Thursday	January 20	1400	Race 6 Warning Signal
Friday	January 21	0000	Spare Day
		2000	Dinner/Closing Ceremony

#### Rules

The regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the Class Rules of the International J/24 Class Association in force on 1st November 1993, the Notice of Regatta except where altered by the Sailing Instructions to be issued by the Royal Brighton Yacht Club.

#### Eligibility

The World Championship is open to yachts/helmsmen nominated by their National Authority whose entry is accepted by the race committee. The number of entries per country shall be decided in accordance with the International J/24 Class Association regulations.

Helmsmen shall be full members of the National J/24 Class Association of the country they represent and be either nationals or residents of that country.

Owners shall be in possession of a valid J/24 Measurement Certificate, a copy of which shall accompany the entry form. A Helmsman sailing a yacht which is not his own registered yacht shall supply a copy of the valid Measurement Certificate for the yacht he is helming.

#### Entries

The completed Entry Form and Fee of \$500 (Aust.) per boat must be submitted to: The Manager/Secretary, ROYAL BRIGHTON YACHT CLUB, 253 The Esplanade, Middle Brighton 3186, Victoria, Australia, by Friday 3rd December, 1993. After that date an additional late fee of \$100 (Aust.) will be assessed.



<b>Sailing Instructions</b>	The Sailing Instructions and Schedules for Inspections will be available to competitors at the RBYC Regatta Office from Wednesday, January 12, 1994.
<b>Scoring System</b>	The Low Point System, Appendix B2.2 of the IYRR will be used and B2.1 in accordance with rule 74.5(d). "When only 4 (four) or less races have been completed, all races shall be counted. A minimum of three races is necessary to constitute a series."
<b>Prizes for World Championship</b>	<p>The World Championship Trophy shall be engraved with the winners' name(s).  Trophies shall be awarded to the top 10% of entries and crews.  Trophies shall be awarded for 1st in each individual race of the series.  BENGT JULIN CHALLENGE CUP - Awarded to the boat with the lowest score after three races.  PRESIDENT'S CUP - Awarded to the highest placing boat whose helmsman is over 40 years of age.  JOHN ADAMS DECANter - Awarded to the highest placing helmsman from the nation which will next host the World Championship.</p>
<b>Presentation of Trophies</b>	All trophies (with exception of firsts in individual races which shall be awarded on the day of the race) shall be presented at the Presentation Dinner to be held on Friday 21st January.
<b>Measurement &amp; Inspection</b>	Inspection and measurement will be performed on each yacht before its registration is complete. All yachts must present the endorsed and signed J/24 Measurement Certificate by 1200hrs Friday 14th January to the Regatta Office, RBYC. Additional checks may be made at the discretion of the Racing Committee before, during and immediately after the series. All yachts, sails, fixed fittings and equipment shall be in accordance with Class Rules. Only 4 (four) sails will be measured for use in the regatta.
<b>Courses &amp; Course Area</b>	Races will be sailed on Port Phillip Bay in the vicinity of the RBYC. The courses will be as in the Sailing Instructions. The approximate distance will be 11 nautical miles. The Race Committee may shorten courses, depending on conditions.
<b>Alternative Penalties</b>	A version of Appendix B1, Alternative Penalties for Infringement of a Rule of Part IV of the Yacht Racing Rules shall apply.
<b>Jury</b>	For the World Championship an International Jury has been appointed in accordance with IYRU Rule 1.4(d) and 1.5(a) and Appendix A5.
<b>Safety Equipment</b>	The equipment listed under Class Rule 4 shall be carried.
<b>Crew List</b>	Each yacht shall submit a Crew List on the form supplied for the purpose. Additional copies may be obtained from the Regatta Office. Completed Crew List forms shall be lodged at the Regatta Office by 1200hrs Friday 14th January. Subsequently, any requests for substitutions in accordance with Class Rule 5 shall be made in writing to the Race Committee.
<b>Berthing</b>	Yachts shall be kept at the RBYC in the water in areas designated by the RBYC. All boats must be afloat by 1400hrs Friday 14th January, 1994 and shall not be hauled out before the end of the series without prior written permission of the Jury. Neither careening nor the use of underwater breathing apparatus for the purpose of cleaning or inspecting the hull shall be permitted during the regatta.
<b>Weather Conditions</b>	The Bureau of Meteorology will supply a weather chart on a daily basis.
<b>Yachts or Trailers for Charter/Hire</b>	Charter boats will be available through the organizing committee to those who enter from outside of Australia. Application for charter boats must be received before Friday 3rd December, 1993. In addition to the charter fee, refundable damage deposits and proof of insurance will be required. Please direct inquiries to: J/24 Regatta Committee, 15 Cardigan Place, Albert Park 3206, Victoria, Australia; Fax: 61 3 696 2576
<b>Liability</b>	<p>No responsibility will be accepted by the Royal Brighton Yacht Club or the Australian J/24 Class Association or the Victorian J/24 Class Association or the International J/24 Class Association.</p> <p>Each yacht owner or charterer must carry an insurance policy covering Third Party Liability for both property, damage and personal injury to the value of at least Five Million Dollars (Aust.) A copy of the Certificate of Currency for such insurance shall accompany each entry form.</p>





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### 1994 J/24 Midwinters: Southern Yacht Club, March 20-26

Imagine, if you will, pulling into the gates of the yacht club and receiving a personal welcome. Local fleet members give you a hand unhitching your trailer and offer to walk you to the registration room and get you a tall, cold one. The yacht club restaurant, bar, locker rooms and drydock facilities are yours to use freely for the whole week. The sailing area is a short half mile sail from your reserved docking spot. Your \$195 entry fee entitles you and your crew to four free parties and free beer and soft drinks after every race.

The Twilight Zone you say? NOT SO!

The 1994 J/24 Midwinters will once again be hosted by

New Orleans' Southern Yacht Club. For the first time, the Midwinters will be held outside of January to avoid conflicting with the 1994 Worlds to be held in January in Australia. According to *Fodor's Travel Guide*, March is the best month to visit one of the most exciting cities in the world, New Orleans. Plan now to attend! *Laissez les bon temps roulez!*

For advance information, contact Guy Brierre (H: 504-866-3874; B: 504-561-1993) or Jerry Coogan (504-466-3560) or write to Lake Pontchartrain J/24 Fleet 94, c/o Southern Yacht Club, 105 N Roadway, New Orleans, LA 70124.

### Women's West Coast Championship Set for April 1994

Dates for the second biennial Women's West Coast Championship have been set for April of 1994. The regatta will be sailed in the waters of sunny Santa Monica Bay and will be hosted by Santa Monica Yacht Club. The national organizing authority will be the United States Sailing Association (formerly U.S. Yacht Racing Union).

Olympic and modified olympic courses will be used. Prizes will be awarded for each race as well as overall skipper and crew trophies for the top seven finishers.

1992's inaugural event was praised by competitors as being a top notch regatta. Carol Buchan of Seattle, WA captured the first Women's West Coast Championship title and competitors included reigning Rolex International Women's Keelboat Champion and former Yachtswoman of the Year, Betsy Alison.

Entry deadline is March 1, 1994. This regatta will be 'bring your own boat'; however, some J/24s will be available for charter on a first come, first served basis.

Interested sailors should contact the J/24 District 21 office, 10850 Wilshire Boulevard, Suite 811, Westwood, CA 90024; Phone (310) 446-9400 or Fax (310) 446-9404.



Photo by Greg Wenger



# Storm, Sinkings, and Survival: Lessons from Sandy Hook Bay

by Art Topilow

There they were, the diehards of our racing fleet. In spite of a poor weather forecast for the evening of Wednesday, July 15, the weather appeared rather ordinary early that evening, when twelve of our fleet of seventeen boats ventured beyond the breakwater into Sandy Hook Bay to do battle. Little did they know that Mother Nature had a surprise in store for them. Soon they would be battling for their boats, and even for their lives.

The race started around a quarter to seven in light winds and dark clouds. It was a humid and rather gloomy twilight. A thunderstorm was expected, but since this was a rather common occurrence during evening races for this time of year, no one thought of canceling or, later on, abandoning, the race. An hour later many boats were on the fourth leg, a westerly spinnaker run, while others were on the last leg beating upwind on a dying easterly breeze. The breeze quit entirely as it became quite dark in the west. It was not raining, but the "sky was like ink," as one competitor later described it. As the boats came to a halt in the calm and increasing darkness, a sudden serious prolonged blast of cold air from the west hit the fleet.

Bob Slook aboard *Jib'rish* saw the storm but was doing so well in the race he did not want to stop racing. "We should have seen the signs of the upcoming storm," said Bob. "We had just rounded the mark and were in third place. The finish line wasn't that far away." When the wind died he asked his crew to look for "a wall of wind". The crew did not see anything unusual. The westerly wind began to blow, and "it quickly crescendoed", recalled Bob.

"All at once the race became secondary. I yelled for the crew to get the 150% down. I thought, however, that we might be able to finish under the main alone. After the initial blast, I felt that the worst had passed us. I saw other boats bailing out of the race, but I tried to keep *Jib'rish* driving forward downwind. We very quickly became

overpowered, rounded up, and began to capsize. We got the main halyard released, but the main wouldn't come down because of the force of the wind on the luff of the sail. The boat just blew over onto its side. The main cabin hatch was shut, but the board was not in. I saw the companionway take a few gulps of water. This started to be a real concern to me," Bob recalled, "but I knew my lazarette hatches had been firmly locked, and I felt the boat would remain afloat. My natural reaction was to slide up to the high side of the boat, and try to get onto the keel, just as I had done in my younger years when sailing Comets. I found out that where the skipper sits, the hull is very round, and the keel is pretty far away. The boat rocked a few times. I tried to grab the toe rail, and missed it. I tried to grab the trailing edge of the keel, and missed that too, falling right into the water in the process. When I came to the surface, the boat was being blown away from me at a rapid rate. I took a few strong strokes through the water, but stopped quickly when I realized that the boat was being blown away from me faster than I could swim towards it."

"It was a very interesting view from the water, as I remember it," recalled Bob. "The base of the keel was floating about a foot above the surface of the water. The tip of the keel was just at the water level. The mast never really hit the water. I was pretty convinced that the boat was going to slide right into Dave Tschaen's *Jitterbug*." Bob lost sight of his boat in the driving rain. "I thought right away that I should conserve my energy, as it looked like I was going to be in the water for a while. I turned over onto my back to rest. I tried to wave to *Double Trouble*, but realized they had big problems of their own." The rain slowed, and Bob saw his boat and Mark Segal's *Grumpy* at least a hundred yards downwind. Aboard a now upright *Jib'rish*, Andy Posista called the Coast Guard, and told them that Bob Slook had fallen overboard.

Mark on *Grumpy* had heard the crew of *Jib'rish* screaming and pointing to an object in the water. He realized that it was Slook, and he motored over to him after gaining control of his own boat. "I learned several important lessons," said Bob. "First, make sure your crew knows how to operate everything. My new crew didn't know the combinations to the padlocks on the lazarette hatches, and because of this couldn't get to the outboard motor. Make sure you're holding onto a rope if you go over the side to stand on the keel. Once you're on the keel, you can no longer reach the toerail to hold on, so you need the rope. And you know," he said, "the keel is very slippery because it's wet, having just recently been in the water! Also, if you go for the keel, get forward, since that's where it is. The boat is very round in the back. Lastly, remember to get everyone as high and as to windward as possible in a capsized boat. That will keep the mast out of the water."

Mark had had his own troubles aboard *Grumpy*. Since he was sailing on leg four going west, he could see the sky turning black a mile ahead. Mark told his crew, "We need to go in," and was greeted with, "Mark, shut up and drive." Their jib had been lowered no more than halfway when the boat was flattened to a completely horizontal position by the wind. Mark immediately glanced at the flag halyard clips he had put on the lazarette latches and was reassured when he saw the hatches had remained closed. He then called the Coast Guard and wound up in a frustrating circular conversation.

"This is the sloop *Grumpy*. Mayday! Mayday!" called Mark.

"What is your location?"

"We're racing on the J/24 race course."

"What is your location?"

"We're racing on the J/24 race course."

After this occurred several times, the Race Committee boat cut in and gave the Coast Guard the LORAN coordinates. On *Grumpy*, Peter Bates climbed up the now vertical companion-



way which helped to right the boat. Bob Folk and Tom Jones got the mainsail down and put the engine on the transom. They were then able to rescue Bob Slook. As things settled down, Mark looked around and spotted *Double Trouble*. All he could see was the bow and the foredeck. The boat seemed to be true to its name, in a great deal of trouble and in immediate danger of sinking.

Charlie Boeddinghaus, Jr., at the helm of *Double Trouble*, was rounding the leeward mark when the wind died. Charlie Sr. recalled, "We tacked over to port and were hit by a big blast. As the wind began, we released the jib halyard. We let the main out, but we went over anyway. I expected us to come right up, but it never happened. The kids and I fell into the water. It was so dark that the visibility was zero. The wind was howling. It was pouring. The water was all white caps, and there was continuous thunder and lightning. Either the mainsail which was filling with water, or the wind on the upturned hull prevented the boat from coming up," recounted Charlie. "Water started coming in the companionway. I'm not sure if my lazarette hatches opened or not." He told the boys to hold on, and he swam around to the high side and righted the boat by standing on the keel. "When I got the boat upright I could see that it was full of water," said Charlie. "Two guys in a Boston Whaler drove by, and we attracted their attention. They picked the three boys up out of the water, and I stood up on the righted boat. They threw me a line and we started towing the nearly submerged boat through the water. I was standing on the bow, when the Coast Guard in a big forty-foot rescue boat found us. They hailed us to stop. When we slowed down, the air pocket in the bow was lost, and the boat sunk right under my feet."

Aboard the Coast Guard boat, Charlie could not understand why they were not going directly back to the dock. He then realized other boats had sunk. "It seemed like a mini-tornado, a very localized phenomenon," said Charlie. "Later I found out that trees were downed in the immediate yacht club area. Windows were broken in Atlantic Highlands. In other places there had been little or no damage. The calm before the storm might not be just an old expression," Charlie told me. He later added pensively, "You know, the J/24 may not right itself as well as previously thought." *Double Trouble* was

racing again in about four weeks. "The boat sustained more damage from the salvage than it did from the sinking, but it's OK now," said Charlie.

Bob Cole had come out early that evening to set up his boat *Catatonic*. While putting things together he listened to NOAA weather radio. Two fronts had already come through, and a local tornado watch had been called off at 4:45 PM. An hour later he sailed to the dock to pick up his crew, when another front came through. The wind gusted to 20 knots and then slowed down to 10 to 15. "I thought that by the start of the race things were fairly routine," said Bob. "I thought the fronts had blown themselves through."

By the time *Catatonic* was on the fourth leg, the wind had increased and backed to the north somewhat, making the leg a genoa reach. As *Catatonic* approached the leeward mark just behind *Double Trouble* and *Mixed Signals*, Bob and his crew decided to drop out of the race. Bob's wife, Melanie, went below to get life jackets. Two other crew lowered the genoa and were securing it to the deck when the big gust hit. Bob let the mainsheet run and turned the boat slightly into the wind. The main was fully luffing, but as Bob would later describe, "it dragged the boat over in a slow motion capsize." Crew Ray McGowan pulled Melanie out of the cabin just as they went over. "I was now in shock," said Bob, recalling the event. "The wind pushed against the bottom of the boat, and the boat slowly went all the way over until the mast hit the bottom of the bay and stayed there." The wind finally subsided and the boat started to right itself. *Catatonic* was full of water, and Bob felt it would surely sink. It took about five minutes in shock, and came to rest on the bottom in about twenty-five feet of water, with the top of its mast just sticking out.

Bob and his crew were in the water for about fifteen minutes. One of the group found the horseshoe buoy while another held the moving mast. The rest of them just treaded water. "It was black as night, pouring rain, and blowing like a hurricane," said Bob. All of a sudden there was *Vamp*, a spectating J/44, to the rescue. The gust had registered 70 knots on *Vamp's* knotmeter and had heeled *Vamp* well over while under bare poles. "I tried to bring *Vamp's* bow into the wind under motor," helmsman, Tim Sigfried, recalled, "but the wind and seas wouldn't let me."

Bob recalled, "I couldn't believe that we just couldn't get to the five float cushions and the life jackets we had on the boat. We now secure our lazarettes, keep the companionway hatch board on a rope where we can easily reach it from the deck, and keep all our life jackets in a little plastic bag which we bring on deck at the slightest sign of bad weather. All of our jackets have whistles and strobes," he said. *Catatonic* was sailing again in three weeks. "In retrospect, I am glad that this happened during a race when I was with a bunch of other boats, rather than out on a long day sail with a skeleton crew. There was definite safety in numbers," recalled Bob.

Dave Sawyer aboard *Mixed Signals* saw the blackness and decided to drop out of the race about three minutes before the big wind. In the calm before the storm, he had drifted around the leeward mark while his crew prepared for whatever was coming. They dropped the jib and put the engine on the outboard bracket. The fuel line had not yet been connected to the engine. A knotted halyard prevented them from lowering the main more than a few feet. "By the time the halyard was uncoiled," said Dave, "the wind was upon us. The mainsheet and vang ran free, but the sail was pinned on the spreaders." Just as he turned the boat towards the wind, it started to go over.

Crew Patti Bell was in the cabin looking for life jackets and got out just as the starboard rail hit the water. The boat continued to roll past ninety degrees, and Dave watched the windex, sail, and mast disappear underwater. The boat eventually rolled 140 degrees and stopped when the mast tip hit the mud at the bottom of the bay. His lazarette latches, which had been turned to the shut position, probably opened on the knockdown. All five sailors wound up in the water holding onto their boat. "We lost our sense of where we were," Dave recalled. "If we had decided to swim for it, we would have gone in the wrong direction." As the boat filled with water, it turned right side up and came to rest keel down, stern down in about 20 feet of water. About five minutes later Art Phair on *Hot Icicle* picked the crew out of the water. Though the boat was racing again in less than two weeks, the psychological scars took a little longer to heal. Dave returned to work, but reported being unable to concentrate for several days.

Aboard the *Doctor*, Mike Busch was



at the helm as they approached the mark. Mike recalls, "We saw the storm, and decided that in spite of being short-handed, we would not shorten sail, but would ride it out. We put on foul weather gear, but not our lifejackets. The big wind hit us. I called to our jib trimmer to release the jib sheet. The halyard was released instead, and because the sheet was still fastened, the sail refused to come down. We got knocked down, and my foredeck person, Dana Koscs, slid right into the water." Dana had been knocked hard in the arm by the boom but managed to hold onto the lifelines. Mike's jib trimmer froze, not knowing exactly what to do.

Mike continued, "I decided that I had to get the jib sheet undone, so I came off the rail. That's when the boat went all the way (over), and the mast hit the water. I held onto the lifelines for a while, but decided to swim for the keel so I could right the boat. Just then the boat came up and Dana popped right back on the deck. I climbed on as well. Everything was flapping in the wind. I couldn't see a thing and became quite disoriented. The mainsheet was tangled, and the mainsail was still up. It was very dark. Water on my glasses prevented me from seeing the compass. I asked Dana to crawl forward and read the compass for me. The weather started to clear up, and we were able to untangle the mainsheet. We noticed *Vamp* nearby, and heard people yelling for help. We let *Vamp* go for them, and headed for the harbor. We hadn't taken on any water. Nothing had shifted below. We were lucky, but I give Dave Thompson all the credit. Dave had warned me to keep my lazarette hatches locked. I usually don't do it, but that night I had, even though the weather hadn't looked too bad."

Art Phair and crew were sailing upwind on *Hot Icicle* when they saw the "storm get serious". They got the jib down and the main half way down when the big gust knocked them over about fifty degrees. They secured the mainsail and got into lifejackets. As they were heading in, they came upon the crew of *Mixed Signals* holding on to the bow of their submerged boat. They threw lifejackets and lines and brought them onto *Hot Icicle*. Art was particularly pleased with the performance of his SEAID, made by Survival Technologies, which he had mounted on the sternrail. "I threw it like a baseball to Dave Sawyer, and it inflated right away.

The crew of *Priority*, with Bob Wilson at the helm, was able to get their jib down, but the wind caught the mainsail and knocked the boat flat. Bob and his grinder, Lee Hope, were thrown in. They held on to the lifelines which were then under water. After about 30 seconds, which Bob says felt like an eternity, they were able to pull themselves into the boat. Neither was wearing a lifejacket or harness. Bob reported that in spite of an 850 pound crew, his main hatch opening remained at least ten inches from the water, and there seemed to be no danger of taking on water.

Denis Farley was skippering Bob Kinsey's *Frenzy*. He later recalled, "We all knew that the weather was going to be bad. It was on television, and NOAA weather was predicting it. They were right on." Denis and crew saw the storm coming. "After a quick conversation we elected to drop out immediately," said Denis. "The sky was so black, it was obvious that there would be big trouble. When the easterly wind dropped, we lowered the genoa immediately. The wind went west, and I headed up into the light breeze. I called to lower the main. Five seconds after it was down the big westerly wind hit us. We heeled 60 degrees while under bare poles. I kept the helm down, and Jeniffer (crew) threw out the anchor. The boat pointed right up into the wind, and we all went below after securing the sails. When we came on deck, we saw a number of boats in trouble. We put the new engine on the bracket, but we were unable to start it. *Vamp* came along, threw us a line and just towed us in."

Dave Tschaen on *Jitterbug* thought the weather was fairly nice when he approached the starting line. Sometime during the twenty seconds of calm before the big blast, he looked over his shoulder to see a "wall of blackness". They were one minute from the finish line when they got their jib down, and then were knocked over by the wind. "The sea was quite flat in spite of the wind, since it came up so fast and was from the west," reported Dave. "The wind came from behind, where people were just not looking. It went from 0 to 50 knots in about 10 seconds. My custom is to lock my lazarette hatches." His wife, Patti, had just started to go for the lifejackets when the boat was knocked flat.

Art Olsen was in the lead aboard *Jalapeno*, about fifty yards from the finish, when the wind died. Art later

related, "When the wind swung to the west, I could see no reason to continue to race. We immediately got down the jib, and fifteen seconds later, as the wind increased, we got down the mainsail." Art, who could no longer see the finish line, ran bare poles before the wind, fired up his engine, and motored in. He had not known any problems existed until he heard the launch drivers talking about boats that had sunk.

Aboard *Elvis*, Steve Lopez was steering on a reach towards the finish line when he looked back and saw the oncoming wind. As Steve recounted, "The wind built to twenty-five knots, so I figured we'd get the jib down, and just sail with the mainsail alone across the finish line. The wind just kept increasing. It knocked us over, and blew the jib back up the forestay." Everyone scrambled for the windward rail.

"We were past vertical," recalled Steve. "All of us were hanging on the windward rail and the lifelines. No one fell to leeward. I think that's what saved us. The wind was blowing the bottom of the boat. We must have been doing about a quarter of a knot, on our sides, towards the mast. The lazarette hatches were not locked, but the hasps were old and do not move well. They just stayed shut. We stayed over at least forty-five seconds. It seemed like forever. When the boat righted, we took the genoa down for the second time, and crossed the finish line under mainsail alone. We started in for the club, but realized that some boats had sunk. We headed back out towards the leeward mark, saw that everyone was accounted for and then turned back for home.

"Mike Polowski (one crew) was a guy we had picked up from the dock just that evening. It was his first time sailing. He was supposed to come out with us again, but we haven't seen nor heard from him since. I guess he had enough sailing to last a lifetime during that evening. I understand that TPI no longer builds the J/24s with lazarette hatches that open. You lose a lot of space, but it's probably a good idea."

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



# You Can't Win if You Don't Show Up

by Geoff Moore

At the 1991 Buzzards Bay Regatta I found myself on the morning of the second day without a crew. The situation was grim. All four of my teammates were missing. One by one every J/24 left the harbor. It was a half hour motor to the start and I was near the point where if the boat didn't leave then we would never make it. I was waffling between concern and anger, and anger was definitely winning. I knew those guys far too well. Given the generous hospitality of the Marion Yacht Club, I began to suspect that they had been over-served the previous evening.

Finally, I set off alone with my boat (appropriately named *Not to Worry*). When I reached the starting line I was still crewless. It soon became more than a little embarrassing as thirty some boats began to test their equipment for the upcoming race. Maybe it wouldn't have been so bad if we hadn't been winning. I rigged up and tried my best to stay hopeful. They were so late that if they did show up I couldn't be angry. In fact I was willing to forgive their tardiness altogether.

Bang! The white shape went up. I glanced once more in the direction of the yacht club. Much to my surprise, a very slow moving fishing boat was headed in my direction. My crew boarded seconds before the blue shape. We traversed the line just once, took the pin end, and won the race and the weekend. It was the stuff legends are made of.

Their story, at least the one they stick with, is that they missed the highway exit. They then paid off a young lad in an undersized Boston Whaler which then ran out of gas in the middle of Buzzards Bay. A fishing trawler was flagged down and the boy and his Whaler were set adrift. I do seem to remember that just prior to the awards ceremony one of my crew spotted the boy, so it appears he did survive.

Later that year in Milwaukee, with the same crew, we won the North Americans under similar conditions. A broken trailer spring held us up in Chicago



Once the butt of the mast is made fast by the 'Doyle' line, the process of raising the mast is a simple task if you have the muscle.

until after the practice race.

The 'experts' tell everyone that "in order to do well, you have to be there early". I think, first, you have to be there. Obviously we all want to be there early. However, not everyone can afford the additional time off. Part of boat preparation should be devoted to making travel easier.

I believe it is much more important to sail in many events than to train hard for just a few. The following are some things I have picked up over the past fifteen years traveling with J/24s.

- 1) Travel with one large eight cylinder Chevy van or Suburban. You can use something smaller, but one big truck is cheaper than two or three Jeeps or mini-vans.
- 2) Single axle trailers work just fine if well packed and maintained. Always grease up the bearings before long trips and you will never have a problem with them. A trailer that sways is very dangerous and usually means the tongue weight is too light.
- 3) Leave the rudder on for short trips,

but tie it off and don't back into anything.

4) Leave the mainsheet attached to the boom. Release the sheet to the knot and stow the boom below with the washboard on top of the sheet.

5) Always wind on the turnbuckles when the mast is down. A lost turnbuckle is usually a miserable experience. Keep extra pins handy because crew members only drop them when there aren't any spares. The same goes for screwdrivers, wrenches and winch handles.

6) Try to reduce the need for extra tools (i.e. Phillips versus slotted, adjustable versus box wrenches).

7) Use split rings instead of cotter pins on pieces like turnbuckles that are removed from time to time. Make sure they are taped.

8) Use cotter pins on fittings that aren't removed during transport such as the main sheet ratchet and spinnaker blocks. [Cotters will never come out without the use of tools whereas split rings will always fall out if given enough time. However, rings don't require tools





In this photo, the 'Doyle' line can be seen going through the cleat to the block on the base of the mast. After passing it through the block, the line is fed through the partners and then up through a hole in the collar. The key to this method of stepping a mast is to eliminate the possibility of the mast butt moving... until you want it to move.

to remove.]

- 9) Don't use a set screw to hold in your Windex. Use plastic tape so it can be removed quickly when the mast is lowered.
- 10) Store standing rigging away from the mast and the deck. Even slight tapping can cause a lot of damage.
- 11) Store cushions off the boat. They are expensive accessories that easily grow mildew.
- 12) Never raise the propeller higher than the engine head. Water can enter

the cylinder through the exhaust valve (I learned this the hard way).

13) Always tie the mast to the boat with the knowledge that the mast can bounce up and down. Don't just hang it from the pulpits.

14) Always tie the boat to the trailer in a spring type configuration. The boat won't levitate, but it will slide fore and aft.

15) Mark with a hack saw your mast butt position.

16) Use model paint to mark adjustments like lead positions. 'Permanent' as in a permanent magic marker fades very quickly in sunlight. Also mark the rotation of your turnbuckles on the deck.

17) Only use nylon webbing lifting bridles. They work better.

18) Always rinse with fresh water everything that touches salt water.

19) There is now a better and safer way of raising and lowering your mast. I came up with this very clever idea the way I usually do — I stole it from someone else. In this case it comes from Kevin Doyle of Buffalo, NY.

A bullet cheek block is installed in the aft base of the mast. A hole is then drilled through the raised portion of the deck surrounding the partners. A line is passed through the hole and a knot is tied in the end. With the line dead-ended in this manner, the free end is passed through the cheek block on the mast and then through the foreguy padeye and cleat.

To step the mast, place the spar with the butt on top of the hole. Tighten the described line (we call it the 'Doyle' line after Kevin). The mast butt will now be held securely in place by the

Doyle line. Next, tie a spinnaker sheet to the headstay toggle. Pass it through the tack snap-shackle or the tack hook and lead it back to a winch. Now with one person taking up slack on the winch and two people lifting, raise the mast to a vertical position. Then the person on the winch moves forward to the Doyle line and eases the mast onto the eye beam.

This system works very well. It is inexpensive to install, it is a lot safer to use, and it only requires three people. The mast can also be lowered by the same method.

Good luck and I'll see you at the skippers meeting if we get there that early.

Geoff Moore owns Doyle Sails/Rhode Island. He is the 1991 USYRU Open Match Racing Champion, a two time winner of the J/24 Class at the Volvo Newport Regatta, and a two time winner of the Buzzards Bay J/24 regatta.

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# Weather, Tide and Racing in Abersoch Bay

by Clive Probert

Abersoch Bay is a part of Cardigan Bay. Seventy miles across at its entrance, this bay is the outstanding feature of the western coastline of Wales. It is bounded by Dyfed peninsula to the south and Lleyn peninsula to the north. The main part of the Bay faces west, but its northern part is formed by Tremadoc Bay which faces southwest and the small Abersoch Bay which lies on the east side of a short southerly projection of Lleyn peninsula. This land configuration provides shelter from the prevailing westerly winds, enabling Abersoch to provide sheltered moorings during normal summer conditions. It also provides splendid views across the Bay to the Snowdon and Berwyn mountain ranges.

The climate is generally mild, and palm trees are a feature of the local vegetation. Compared to the remainder of the British Isles, Abersoch has a higher than average level of sunshine and correspondingly lower rainfall. Temperatures in July normally range between 18 and 24 degrees centigrade, 66 to 76 degrees Fahrenheit during the day, and around 12 to 15 degrees centi-

grade, 54 to 60 degrees Fahrenheit at night. Having said that, it is not unusual to have episodes when the temperatures go considerably higher up to 30 degrees centigrade, 90 degrees Fahrenheit, or more. A single sweater usually suffices in the evenings.

The prevailing winds in July are west to southwest being generated mainly by the normally fairly weak depressions which pass to the north of the area. Fronts associated with these depressions cause occasional episodes of increased wind and some rain. Winds tend to veer slowly as these fronts cross the area. Wind direction and strength generally remain stable over long periods with small irregular shifts and no significant pattern. Wind strength will vary mostly from eight to 24 knots when this type of weather pattern occurs. Rarely, a deeper depression will produce a short lasting gale.

In settled anticyclonic weather, winds are generally light and variable from a south to southeasterly direction with fairly large shifts. The land mass to the north is too small to provide

reliable thermal winds. The whole of Cardigan Bay is ringed by mountains, and the cold catabolic air flows from high ground tend to prevent the formation of any substantial sea breezes. When sea breezes do occur, they are very light and south to southwesterly, very fitful in nature and strongest around the beaches. They usually begin in the early to mid-afternoon.

Further out in the Bay, these breezes usually amount to no more than a few zephyrs. Occasionally, a stronger 12 to 18 knot breeze sets in briefly late in the afternoon from the west to northwest. This is the thermal wind from the eastern side of the Bay which has formed on that shore and has stretched the fifteen miles across the Bay, having eventually overcome the weaker local sea breeze. Although stable, this breeze is frequently of short duration, one to one and a half hours or less.

Tides within the bay are slight except around the headlands, and even here would rarely reach one and a half knots. In the racing area, flows at most will be three quarters of a knot on spring tides and a quarter of a knot on neaps. The tide floods northeasterly and ebbs in the opposite direction turning about one hour before high and low water. The flows are even across the racing area and there will be no advantage with respect to tide in favouring one side of the course or another. With the exceptions of the start and of judging laylines at marks, the tide can virtually be ignored.

The area is essentially free of commercial shipping and the constant flow of power craft through the race course. Abersoch is an almost perfect place to hold a major sailing championship.

Clive Probert is the Chairman of the 1993 World Championship. For further information, please refer to the Notice of Regatta on page 18.

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# Tough competition, international flair, and down-home charm. . . It Must Be the Rolex Int'l Women's Keelboat Championship



Photos this page by Onne Van Der Wal/Stock Newport

*The cockpit crew on Coal Pile Express keeps busy during the 1991 Rolex IWKC.*

It has been called the Grand Matriarch of women's sailing events; the catalyst for the crusade for women's divisions at the Olympics; and the yardstick by which a steadily growing number of all-women's events measure themselves. Yet for all the reverence paid it, the Rolex International Women's Keelboat Championship — scheduled for its fifth biennial running in Newport, RI, September 10-17 — steps as lively and provocatively as it did in 1985 when it first unveiled itself to a sailing world unaccustomed to women racing in anything larger or more complicated than dinghies.

As the goals of women's sailing events and women's divisions in our sport undergo constant redefinition, the Rolex Women's always seems to endear itself to two types of competitors. The first is the worldliest of female sailors, who view the regatta as a stepping stone to other prestigious, traditionally co-ed competitions. The second is the type who views the Rolex Women's itself as the pinnacle of international competition. Indeed, the enticement of sailing against the world's best women

sailors co-exists comfortably with the event's down-home welcome to any woman who can put a team and boat together and make it to the starting line. As a result, 31st place is as hotly contested as 1st in a fleet that has tradi-

tionally numbered upward of 45 boats.

The event's boundless, youthful energy comes in large part from it being sailed in J/24s, a boat that has found an easy fit with teams of five to six women who relish the opportunity of working together and toward a common goal. Not only has the Rolex Women's changed mindsets in a sport originated by and for "gentlemen" by giving women complete control over every aspect of their racing experience, but also the event has provided much of the color that makes the tapestry of women in sailing so rich. Personal profiles indicate that Rolex Women's competitors are as dynamic off the race course as on. Only an elite few are full-time athletes; most are business professionals who juggle jobs and families. Olympians, sailmakers, lawyers, CEOs, housewives — no one is ineligible to compete in the week of intense competition.

The international perspective on the Rolex Women's event is equally as brilliant. In 1989, the Soviet Union sent its first non-Olympic team to travel outside of their country. Representing Moscow and Odessa, the women ath-

*The winning team of Playtime celebrates on deck.*







Foredeck crew on Windward jibes the pole during the 1991 Rolex IWK.

Photo by Onnie Van Der Wal/Stock Newport

letes arrived with rubles in their pockets and gifts in their duffels that they would exchange for needed sailing clothing and equipment. Three Moscow teams returned for the 1991 event. During the competition, the Soviet government fell and the teams returned to Mother Russia. The same year, five Japanese teams arrived with huge entourages that included coaches, husbands, children, even babysitters.

By day, the battle for the international Rolex Women's title will rage on the waters of Rhode Island Sound and Narragansett Bay; by night, sailors and their families (in brushes with reverse chauvinism, husbands and boyfriends have been called "racer chasers" at this regatta!) will participate in unique dining experiences with their counterparts from other countries; a back by popular demand Nautical Gear Show; and the

With an every other year schedule, the Rolex Women's works to accommodate working class pocket books as well as accumulation of vacation time, which figures greatly into the schedules of the business professionals and family women who compete. Pregnancies have even been planned to accommodate baby deliveries in the event's "off" years. In 1991, members of Ida Lewis Yacht Club, the event's gracious host since the Rolex Women's inception, housed nearly half the competitors. Several of the families already have dibs on returning teams for this year. With many international teams expected, social plans and cultural exchanges are taking top priority in the organizing committee's master planning.

extremely popular Rolex gala and awards ceremony at Marble House, a social affair to rival any of Newport's famous soirees in Bellevue mansions. Other special touches are to be resurrected as well — a helpful booklet with bios on each of the teams competing; coupons and maps to make getting around town a bit easier; and an abundance of local, friendly volunteers to help out and make each team's visit to Newport special.

According to the regatta's two-time Chairman Mary Johnstone, who has recently released the official Notice of Race (page 21), teams from New Zealand, Australia, Ireland, and two teams each from Russia and Nova Scotia have inquired about competing. "The organizers," said Johnstone, "and virtually the entire Narragansett Bay sailing community, which takes such a personal interest in this regatta, are excited about the return of many teams and the prospect of making new friends of sailors testing the waters here for the first time."

As in years past, boats will be launched and docked at the expansive sailing facility at Fort Adams, and a number of race-ready charter boats will be made available.

For more regatta information, contact Mary Johnstone, 7 Thurston Ave., Newport, RI 02840; phone (401) 849-6229, fax (401) 846-4723. A sailor's fundraising/sponsorship package, which includes a regatta media report, sample press coverage and helpful background information, is available through Media Pro Int'l, Box 1093, Newport, RI 02840 (\$10 covers printing, handling and mailing).



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**SHORE SAILS**



# Attack That Heavy Downwind Breeze

by Terry Hutchinson

This past fall we were sailing in the Milford regatta. It was quite breezy, about 25 knots, and the waves were big. The conditions were ideal for planing downwind, and we knew that by being extremely aggressive we would out-sail our competition. On the second downwind leg of a windward/leeward course we sailed up to the biggest wave on Long Island Sound. What I thought was going to be a plane from 4th to 2nd turned into a broach to weather. As we lay flapping on our side with the mast in the water, I tried to figure out where we had gone wrong. I still don't have a clue, but if I had to do it over again, although I obviously would not want to flip, I would push as hard as possible to get the boat planing.

The first lesson of this story is to not fear broaching as it happens to the best of us. The worst that can happen is that you lie on your side until the boat rights. Secondly, you need to push in these conditions with the disadvantage being that sometimes you push too hard.

Heavy air downwind can provide for some of the most exhilarating sailing you'll ever experience on a J/24. Nothing beats flat out planing in 25 knots of breeze with the boat completely in control. As the Class slowly moves away from reaching courses toward windward/leewards, downwind speed and technique will become even more crucial. I geared this article towards heavy air technique downwind, and how to best sail a J/24 under control when everybody else is out of control. Boat balance, trimming and steering, and gybing are the three most important areas of concentration.

Boat balance in big breeze is critical. You will often see a boat broach to weather because the crew is not on their toes. I mean literally on their toes. The crew plays the most important role in balancing the boat. In a normal controlled situation, the bowman stands right behind the mast ready to move side to side, the twingman hikes out to leeward, the tactician crouches to lee-



Photo by John Rock Photography 1992

The heavy, northwest breeze on the last day of racing at the '92 Worlds provided for some exhilarating downwind sailing.

ward ready to move to weather or hike with the guy in his hand, and the spinnaker trimmer stands to weather. As helmsman, I stand ready to move from side to side to also contribute with my body weight.

The bowman is the first to respond as the boat rolls. Since he is standing, he jumps to the side of the boat to counteract the roll. If the boat rolls to leeward, the twingman and tactician are ready to go to weather to help flatten the boat. It helps for the twingman to be holding both twings so he can pull and get to one side of the boat faster. The key to keeping the boat balanced is the crew's agility and anticipation. By anticipating the roll, the crew can sail the boat and the helmsman will have to use the rudder only a little bit to counteract the rolling.

Trimming and steering are essential in getting the boat to plane. Understanding when to pump and when to ease to keep the boat moving will help

promote and sustain planing. Knowing when to head up and down to keep the boat under control will help avoid broaching. We got into trouble because I didn't tell the trimmer to over-trim and stop the spinnaker from rotating. The broach to weather is most commonly caused by the spinnaker rotating and pulling the boat over. This is the big danger of running.

It's simple to always stay in control. As the boat slows down, head up. This increases the apparent wind and will get the boat moving fast again. Make sure the tactician has the guy in his hand because heading up also requires easing the guy forward a few inches. As the boat speeds up bear off. Pull the guy back and rotate the spinnaker. Don't be afraid to sail by the lee — as long as the boat is going fast you are in no danger of broaching. At the slightest hint of slowing down, head up five degrees to get the spinnaker back in front of the boat.



The most important goal here is to maintain your speed. We normally steer through a fifteen degree range to keep the boat planing. Even if it means not heading directly at the mark, you gain so much while planing that you can afford to steer all over. Pumping works well here though timing is critical since you only get one. When a wave lifts the boat, the trimmer should pump. But I suggest the helmsman communicate exactly when to pump and when not to pump. If not done properly, pumping the sails will hurt more than it will help.

To prevent deathrolling, try choking the spinnaker with the twing lines. This prevents the spinnaker from oscillating which is the major contributor to the boat rocking. For extra stability, keep the mainsail over trimmed. The tighter the trim the more the boat wants to head up. This will counteract any roll to windward the spinnaker may cause.

Gybing in the breeze can be and is easy. The most significant aspect of gybing is speed. The faster you are going, the easier the gybe. Since the helmsman can feel the load, he/she needs

to communicate to the crew exactly when the gybe will take place. The crew always needs to be ready to go on a moment's notice. As soon as the helmsman feels the boat lift, he/she should start turning down the wave to start the gybe. The ideal time to gybe is planing down a wave when there's the least amount of apparent wind on the sails. The worst time to gybe is in between waves when the boat will become extremely difficult to control. If you find yourself in this situation at a gybe mark, I recommend the slam gybe. This completes the gybe but also establishes your position high for the next reach.

Heavy air downwind is the most rewarding time for any sailor. The best piece of advice I can offer is not to be afraid of the breeze. Attack it! If you are limited in your practice time, leave the dock an hour early and put the spinnaker up on the way to the race course. Practice the techniques I've described, and I know you will find the J/24 much easier to sail.

I also recommend that if you have a chance to practice broaching, do it. As

crazy as this sounds, it will get the crew over their fears and will give everybody a better understanding of what to do in the most difficult of circumstances. Have fun and be safe.

Terry Hutchinson works for Shore Sails in Traverse City, MI. He is the 1992 Congressional Cup winner, he won the 1992 J/24 Canadian Championship, and he recently placed fourth in the 1992 J/24 World Championship.



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Ken Read, Winner  
1992 World Championship  
Photo: Dave Fowler, Black Seacon



Chris Larson, Runner-Up  
1992 World Championship

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# Midwinters XVI - Competitors Head Home Wet and Weary

*Photos by Cass Mairs*



*Left: Chris Larson and his crew of Moose McClintock, Tom Hill Jr., Ward Blodgett, and Joe Fordney near the mark.*

*Below: After spending Tuesday morning at the mercy of a line of squalls that canceled racing for the day, competitors came in off the water to a Coral Reef YC parking lot that looked a lot like a swimming pool.*



*Above: Leading the Designer Fleet are Chris Morgan (bow 48) and David Ashcroft (bow 41).*





## 1993 J/24 Midwinter Championship XVI -- Championship Fleet Results

Place	Sail	Bow	Boat	Helmsman	1	2	3	4	5	6	Total
1	2934	53	<i>Mookie</i>	K. Read	8	2	.75	3	.75	6	20.5
2	4906	05	<i>49ers</i>	Kostecki	2	.75	17*	.75	9	2	31.5
3	3379	70	<i>American Garage</i>	Curtis	3	4	9	6	8	3	33
4	4467	08	<i>Love Shack</i>	Larson	13	9	5	2	2	11	42
5	4922	14	<i>Benbow</i>	Brady	4	10	16	8	7	.75	45.75
6	3324	28	<i>Blood Vessel</i>	Johnstone	9	6	8	12	5	9	49
7	4109	15	<i>Northern Exposure</i>	Hutchinson	7	3	4	9	14	14	51
8	226	09	<i>Oathead</i>	Cole	.75	7	11	17	22	5	62.75
9	4339	47	<i>Houdini. . .NOT</i>	Arndt	14	20	3	4	15	8	64
10	3314	54	<i>Blind Squirrel</i>	B. Read	11	PMS	7	5	3	4	67
11	456	67	<i>Not To Worry</i>	Rey	6	5	13*	11	DSQ	7	79
12	KC4457	72	<i>Plan B</i>	Ulian	5	11	24	7	16	19	82
13	4526	55	<i>Casual Contact</i>	Wijzen	23	18	14	13	11	12	91
14	2537	04	<i>Bad Boys</i>	Coogan	10	13	2	37*	17	15	94
15	4448	10	<i>Magic Bullet</i>	Christiansen	15	14	13	10	12	30*	94
16	1073	38	<i>Freestyle</i>	Hovey	21	8	25	25	4	18	101
17	2278	71	<i>Dashboard Mary</i>	Ogletree	20	16	12	21	10	22	101
18	F2171	43	<i>Tundra Rose / Jail Bait</i>	Laffitte	12	25	17	26*	25	10	115
19	K4242	42	<i>Hitch-Hikers Guide. . .</i>	Ellis	19	19	18	14	18	29*	117
20	2705	24	<i>Buzzkill / NOT</i>	Flack	27	27	21	20	13	13	121
21	4802	35	<i>Twins</i>	Zaleski	33	33	19	27	6	17	135
22	1241	26	<i>Johnny Lambs</i>	Nicolini	25	15	PMS	18	21	24	140
23	535	22	<i>Snake Eyes</i>	Price	17	12	22*	16	PMS	DNC	142
24	3769	45	<i>Jalapeno</i>	Downey	16	17	23	26	PMS	26	145
25	196	64		Hobson	26	28	30	22	20	20	146
26	1557	11	<i>Girard</i>	Milnes	28	22	29	15	19	PMS	150
27	4301	61	<i>Color Blind</i>	Fortenberry	22	26	20	23	PMS	25	153
28	3290	63	<i>Elvis</i>	Lopez	30	21	33	29	23	30	166
29	1197	56	<i>Paolillo</i>	Favini	18	29	PMS	36	DNC	16	174
30	4013	59		Amthor	37*	23	27	24	DSQ	27	175
31	438	12	<i>Fred</i>	Deane	24	24	26	PMS	PMS	29	177
32	2350	39	<i>Eraserhead</i>	Matthews	29	30	32	28	PMS	28	184
33	799	57	<i>Color Me Gone</i>	Dockery	34	32	28	33	28	DNC	193
34	3223	33	<i>Simply Irresistible</i>	Lytle	PMS	35	34	35	24	31	196
35	444	16	<i>Hyperactive</i>	Berger	35	37#	35	34	26	33	200
36	4071	52	<i>Star and Star</i>	Nishimura	PMS	36	31	32	DNF	DNC	210

All sail numbers are US unless otherwise noted.

\*denotes 20% penalty

#denotes 50% penalty

Enjoying the barbequed chicken after the skippers' meeting, Pat and Kent break up the Peters.







I wonder how many times Melissa and Tom Purdy have had to answer the question, "Where did you come up with that boat name?"

## 1993 J/24 Midwinter Championship XVI -- Designer Fleet Results

Place	Sail	Bow	Boat	Helmsman	1	2	3	4	5	6	Total
1	4439	07	<i>Chimera</i>	Snow	4	.75	3	3	21#	.75	32.5
2	1186	27		Martinez	5	14*	7	2	.75	4	32.75
3	K4241	41	<i>Jeriatric 3</i>	Ashcroft	3	2	.75	.75	PMS	2	46.5
4	GR4862	29	<i>Erniki IV</i>	Andreadis	12	14	6	8	4	19	63
5	J4729	62	<i>Siesta</i>	Kuramichi	2	3	2	13	DSQ	8	66
6	1330	13	<i>Skeleton Crew</i>	Hull	.75	PMS	5	15	2	6	66.75
7	4269	65	<i>Speed Limit</i>	Overton	15	10	10	9	10	13	67
8	3310	23	<i>Eurythmic</i>	Coumantaros	9	11	4	6	16*	25*	71
9	323	66	<i>'Ho So Luscious</i>	Weatherby	11	22	16	21	5	5	80
10	2404	50	<i>Intuit</i>	Lammers	19	4	21	11	14AVG	15	84
11	533	21	<i>Sm Flying Patio Furn</i>	Purdy	PMS	12*	8	12	13	3	86
12	J4740	51	<i>Tohsei</i>	Nogami	7	PMS	20	7	6	10	88
13	1066	60	<i>Electric Pumpkin</i>	Elliott	21	19	13	17	12	7	89
14	KC2623	19	<i>Knicker Dropper</i>	Beatty	10	9	DSQ	10	14*	11	92
15	KC2593	30	<i>Calamity J</i>	Baird	17	6	19	19	14	20	95
16	2901	48	<i>Ring Fish</i>	Morgan	8	PMS	16*	4	21	9	96
17	3703	02	<i>Karl's Boat</i>	Anderson	6	PMS	11	5	DSQ	14	112
18	3688	18	<i>Crack of Noon</i>	Scott	14	15	19*	27*	16	24	115
19	4279	68	<i>Impulse</i>	Davis	28	16	18	22	25	22	131
20	3697	73	<i>Peggy</i>	King	18	13	14	38#	29#	23	135
21	1257	37	<i>Finesse</i>	Rathbun	16	20	26	31	15	29	137
22	1161	32	<i>Hattie D</i>	Rodger	26	8	27	18	29*	30	138
23	109	74	<i>One Night Stand</i>	Downey	13	DSQ	DSQ	21*	18	12	140
24	4594	17	<i>Trying to Reason</i>	Ahrens	38#	12	24	33	8	27	142
25	MX4905	36	<i>Ta' Lento</i>	Alvarez	20	PMS	35#	16	26*	21	156
26	3602	34	<i>Hank's Bus</i>	Zangerle	22	27	25	34	20	32	160
27	2271	49	<i>Loose Cannon</i>	Kearns	25	21	22	26	35*	31	160
28	3471	31	<i>Bright Finish</i>	Davis	PMS	24	29	23	24	26	164
29	3876	01		Fleckenstein	PMS	17	PMS	24	PMS	17	172
30	840	25	<i>Rocket J</i>	Johnson	PMS	18	PMS	32	23	28	177
31	2315	40	<i>No Sweat</i>	Kane	PMS	PMS	23	27	38#	16	180
32	KC1169	69	<i>Rumpas</i>	McKenzie	PMS	25	PMS	28	26	25	180
33	KC2577	03	<i>Hang 50</i>	Scott	DSQ	23	15	30	PMS	DNC	182
34	4463	58	<i>Valhalla</i>	Hellerquist	29	PMS	28	36	31	33	195
35	294	46	<i>Sirus</i>	Maggio	24	PMS	PMS	35	29	34	198
36	BA1373	20	<i>Blind Pig</i>	Gale	27	PMS	DSQ	37*	27	DSQ	205
37	KC4595	44	<i>Still Superb</i>	Still	PMS	26	30	37	PMS	DNC	207

All sail numbers are US unless otherwise noted.

\* denotes 20% penalty

# denotes 50% penalty



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Above: Though not particularly attractive, the water damaged Coral Reef dining room provided an ideal setting for sail measurement.



Above: Skip Elliott, on Electric Pumpkin, battles the light air of the qualifying series.

Left: Half of this Japanese team appears to be enjoying the awards party.

Below left: During this regatta, competitors, including H. Amthor driving bow 59, became accustomed to menacing skies.

Below: Two of the West Coast contingent, Herb Cole on Oathead and Seadon Wijsen on Casual Contact, head toward the Miami skyline moments after a mark rounding.





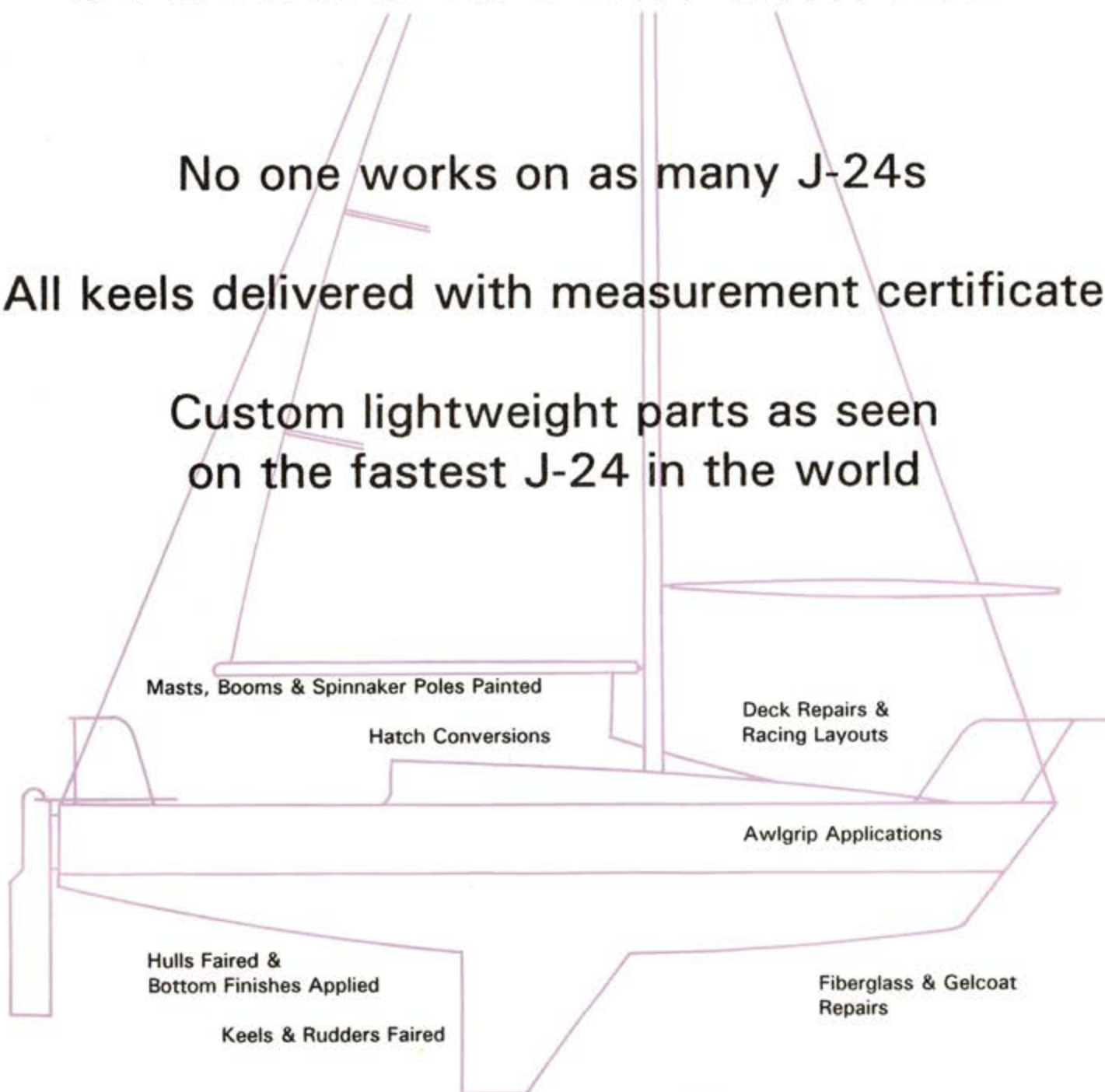
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# "It's Never Like This in Annapolis"

by Cass Mairs



Photo by John Rock Photography, 1992

Keith Whittemore, helming bow 21, sails just ahead of Addamsson (bow 28) during the windy conditions of race six.

"So, what's the weather going to be like?" As the daughter of a meteorologist, I knew the dangers inherent in answering such a loaded question. I'm glad I kept my mouth shut since the weather and wind conditions during the 1992 XIV J/24 World Championship ranged from 60 °F and 0 knots to 30° F and 18 knots of breeze.

81 boats from 17 nations competed in six races held during the first week of November in Annapolis, Maryland. J/24 Fleet 8, Severn Sailing Association, and Eastport Yacht Club, with assistance from Annapolis Yacht Club, hosted the event.

Although the last of the Olympic course races was sailed Friday, November 6, the winner claimed victory on Thursday, making him a four time World champion. Ken Read, with crew Josh Belsky, Moose McClintock, Skip Helme, and Chuck Brown, finished the first five races in the top six, allowing him to use the sixth race as a throwout. Read and crew were packing up *Mookie* as the rest of the fleet battled it out on the coldest and windiest day of the week.

Event organizers had brainstormed creative solutions to every on and off-the-water problem. Brightly colored baseball caps distinguished "Yacht Po-

lice" from the "Fun Team". Pre-race measurement was engineered by Jim Capron, a former

J/24, now J/35, sailor. Boats were tracted in and out of a tent tall enough to accomodate J/24s with their masts on deck. Sail measurement was facilitated by competitors dropping their sails off at the club, where they were then transported by van load to local sail lofts. With activity proceeding so smoothly, only the weather could hamper Saturday's practice race.

Cold, drizzly skies and a major collision marred the practice race. 81 boats on one starting line was going to



require sharp vision and constant concentration. After two general recalls had the race committee preparing for a long and frustrating week, no one chose to finish the race. Crews were all too ready to come in off the water for that evening's opening night festivities. The measurement tent had been transformed with lights, heaters, and a stage for the party sponsored by Finlandia vodka and T.G.I.Fridays.

Race one took place under cloudy, wet skies with a northeast wind of 8 to 12 knots. Current played a significant role, favoring the boats on the right. Jim Brady and Steve Schmidt led the fleet until Read managed to overtake both of them and hold the lead from the final leeward mark to the finish.

The week's only general recalls occurred on Monday, the second day of racing. Once the race committee chairman returned his hat to Sunday's inside out status, the recalls mysteriously stopped. The wind and weather conditions hadn't changed considerably from the previous day. Terry Hutchinson led from the start with Read on his tail. Also on the right were the two Italian entries, Flavio Favini and Giovanni

Cassinari in third and fourth, positions they kept to the finish.

The skies cleared and the temperatures warmed for day three. Unfortunately, the wind had disappeared. While waiting for a breeze to fill in, sailors donned shorts and suntan lotion and J/24s congregated at the spectator boat until the race committee postponed race three for the next day.

That evening's seafood and chicken feast featured a fashion show and crab races. West Marine singled out competitors and even a visiting spouse to model their latest in foul weather gear. A few brave souls then cleared a dance floor area before the crab races closed the festivities. By this time, one of the Puerto Rican teams had already headed back to the home of their host family. They wanted to experience sitting in front of a roaring fire—fireplaces aren't too common in Puerto Rico.

On Wednesday, the southeasterly wind filled in to 12 to 18 knots for the third and fourth races. While Read was sailing on the left side of the course en route to a second first, the rest of the fleet maneuvered around the regatta's second major casualty. A port tacker

had crashed into Jon Wright, demasting the boat just ahead of the windward mark. Larry Klein and Mark Foster escaped the confusion to finish second and third in race three. Wright, unfortunately, was out for the regatta.

The persistent current again hindered the fleet in race four. Lee Morrison, Chris Larson, and Brady, the first three to round the weather mark, recognized the potential for trouble and gave the mark plenty of room. Read, in sixth, hit the mark; Klein was the next victim of the current and then became the victim of the fleet as he fouled more J/24s than he could count. Withdrawing from the race became Klein's best option. Larson and Brady finished first and second with Morrison hanging on to third.

Thursday's 15 knot northeast winds dropped to 10 knots by the finish. After restarting last to clear an over early, Steve Ulian ventured to the far right, found less adverse current and a favorable shift and established an unbreakable lead. While Larson sailed in second, Read and Brady tacked back and forth and played the shifts. Read pulled out ahead at the finish to earn both a sixth for race five and the option not to compete in the last race.

On Friday, the sun emerged for only the second time of the week. Unlike Tuesday's windless conditions, frigid temperatures and a blustery 15 to 18 knot northwest wind blew throughout race six. Larson followed one of the English entries, David Bedford, around the course. Unbeknownst to either of them, Bedford would not receive the gun due to a PMS. Larson thus won the race and second place in the regatta. Brady turned out not to be much of a threat with a 15th in race six which left him 7.5 points behind Larson in the regatta standings. Hutchinson earned a second in the last race to place fourth in the regatta.

Most faces were smiling at Friday night's awards presentation. Yes, the regatta had been very wet and very cold, but these drawbacks were compensated by well organized measurement and challenging racing. Every day except Wednesday, competitors had beers in their hands and dry clothing on their bodies by 2pm. I did hear a lot of mumbling about the lack of palm trees, but no one ever tried to compare Annapolis to Miami.

*Hull 5000, helmed by Bob Johnstone, was launched for the Worlds.*



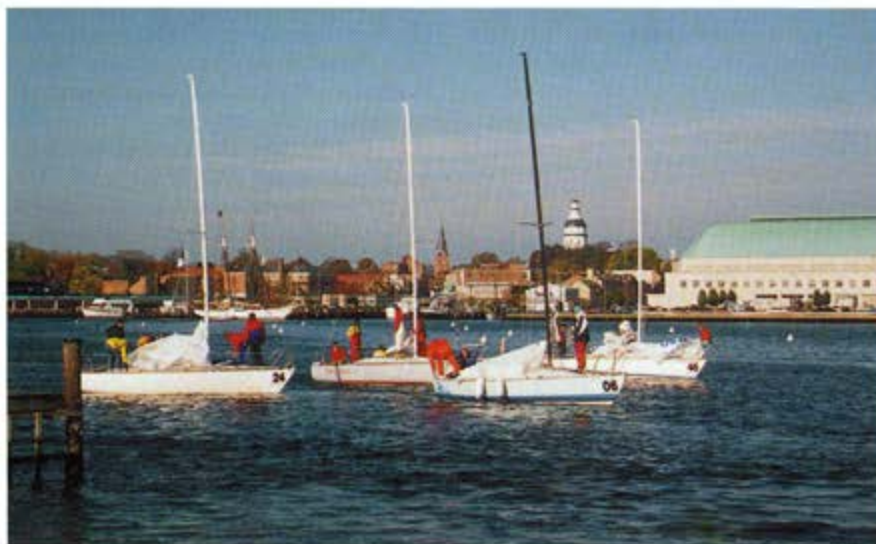




Above: This competitor found time to shop the streets of Annapolis for that perfect momento.

Right: With the Chesapeake Bay Bridge in the background, Jim Brady and crew on Benbow sail under spinnaker.

Below right: Margaret Podlich takes a break from applying bow numbers to become a member of the "Yacht Police".



Above: The fleet looks out on the Maryland State House and the U.S. Naval Academy as they head out for the final day of racing.

Right: Former Puerto Rican Class President, Hector Jimenez (second from l), poses with fellow teammates.





# Valet Measurement

by Jim Capron

Barbara Vosbury walked past my car after a Wednesday night race in late May. "Hi, Jim. Nice race. How'd ya like to be Measurement Chairman for the J/24 Worlds? Great! See you at AYC."

What'd she say? Measurement Chair? I'd been through measurement at the J/24 Midwinters in my previous life (before I bought a J/35). I tried to picture the meandering lines of cars and boats on trailers waiting to launch in Miami, superimposed at Severn Sailing Association in Annapolis. Probably just have to weigh the boats and try to minimize the anarchy this class is famous for. Can't be too bad. Lots of time before the event. OK, I'll do it.

At a June Worlds Committee meeting, I was introduced as the new (new?) Measurement Chairman. 97 boats were possible, but only 50-60 expected. All boats were to be measured (all boats?) and weighed, inside a tent (tent?) at tiny Severn Sailing Association, in two and a half days. Let's see, 21 hours divided by 60 boats meant about 20 minutes per boat. Tricky. The SSA lot would be emptied of members' boats, no cars would be allowed on the lot during measurement, and the trailers would be stored offsite. "Good start, but if we have to allow one hour for each hull..."

By July, the measurement process had been broken into specific steps and loaded into sophisticated project scheduling software. The computer confi-



Teal and Saro Caine prepare to face the measurement team.

dently predicted that measurement would be complete by the warning signal of the second race. Hmmmm... not good. We would measure some local boats the weekend before the regatta; an additional measurement station would be set up in the tent. Sail measurement would move offsite and start in the evening.

A J/24 with its mast on deck consumes a lot of space. Computer Aided Design (CAD) software couldn't fit 60 boats, the 70 by 90 foot tent, and the necessary driveways on the SSA lot. We would have to remove J/24s and trailers

as they were measured. Once the boat was dropped off, jeeps would move and park trailers. After measurement and launching, the trailers would be tagged and moved offsite for storage. The time of transport and the approximate storage location, by bow number, would be logged. The last two trailers would be kept at SSA, ready for an emergency haul-out of a holed boat, and a spare local boat would stay on site in the event of a major failure of a chartered boat. Of major concern was our ability to reunite each trailer with its cold, tired, and always understanding owner immediately after the last race. On the last race day, we would deliver each trailer to one of three preassigned haul-out sites. So far, so good. The computer agreed.

By August, I had enlisted the help of my crew and some of the local J/35 class. Tim Bowen would become Chief of Yacht Police, in charge of keeping boats moving through the tent. He had been Measurement Chairman at the 1991 J/35 North Americans, and as an ex-police officer, could use his powers of persuasion (if he was suitably armed). Gayla Campbell, who untangles sail changes on my J/35, would control the Central Measurement Desk (she consented after the computer and I agreed she could also supervise the crew weighing station). At this desk we would post a board monitoring each competitor's status in the measurement process.

In late August the entry forms continued to trickle in with about 55 boats anticipated. The passage of J/24s

With those hats on, Hank Killion and Jim Capron actually look official.





through the tent was still the critical path. But with two measurement stations and one weighing station, we could fudge the scheduling numbers enough to make it work. A lifting crane would not fit inside the tent, so we located a gantry normally used for lifting heavy air conditioning equipment. Back up equipment was reserved; jeeps for jockeying trailers were abandoned in favor of tractors (we ended up with three). We planned electrical power requirements for the hoists, and volunteers were assigned to different tasks.

By September, backup systems were in place for all steps except the single gantry. We assumed we could optimally measure two boats per hour through the tent. Four Annapolis sail lofts had volunteered space for sail measurement, double our anticipated floor space. We would have two hoists for launch, three for haul, a backup electric hoist with specific wiring diagrams, and a crane on call if the area lost power. We were ready. We sent out a letter to each of the now 57 confirmed entries outlining the process they should expect.

In mid-October, the measurement, social and race committees were dividing up the time of 90+ volunteers. The original estimate of 55 boats had mushroomed to 81, the largest J/24 World Championship in Class history. No amount of data manipulation could entice the computer into endorsing the current measurement plan. Our only hope was to measure many local boats on Saturday, October 24, the day we had set aside to test the process. The tractors worked, but the gantry was about two feet too short, with five days to go. We borrowed a Travellift from Bert Jabin's Yacht Yard and weighed and measured twelve boats.

That Monday, we were feverishly modifying the gantry by adding leg and boom extensions. The gantry was now about three feet wider and four feet taller than its original design, so on Tuesday I worked through the load bearing calculations with a local structural engineer. Let's see, 21 hours divided by 80 boats, divided by the cosine of... hmmm... should be OK.

The tent was put up on Wednesday. Funny, the tent brochure hadn't showed all those poles. Tim grabbed the disoriented Measurement Chair and convinced him to completely abandon months of strategic planning by reversing the flow through the tent. The tent openings were modified, and the newly

reworked and untested gantry was erected at the new downstream end of the tent. The computer locked up.

A major dilemma we faced throughout planning was how to assign measurement slots in a fair and logical order. Should a slot be assigned in advance, on arrival, or on a first available basis on the initial measurement day? While it would be highly appealing to preassign slots, it would require considerably more precision than we could anticipate. We decided to maintain a list as competitors arrived of guaranteed positions (not times). To eliminate everyone hitting us at once, we made signing up on the "ready" list contingent upon preparing the boat for measurement. When we saw that the hull and spar were ready, the boat was added to the list. Tractors added trail-

to Dennis. Hank Killion set up the sail measurement stations, and in two hours the first day's batch of sails was measured and back to the club.

This was the scenario: you arrived and pulled into the unloading area. Volunteers unhooked your vehicle. A tractor whisked your trailer to an open parking spot. You dropped off your sails at the clubhouse. Your smiling crew readied your boat for measurement. The Bow Number Fairy, Margaret Podlich, applied your bow numbers. Right side up and the same number on both sides! A tractor delivered your boat to the measurement line. Grinning volunteers weighed your crew! Once the "mast down" measurement bay opened up, another tractor appeared to pull your boat into the tent. The boat moved to the weigh station. It passed and the



*Bring on the gale force winds, rain, or snow—boats WILL BE MEASURED.*

ers to the measurement line in the listed order. Once Tim fired warning shots across a couple of bow numbers, this proved workable.

Thursday, October 29, "The First Official Measurement & Registration Day of the 1992 World Championship XIV", started out a tad slow. I watched in horror as the first boat took 90 minutes to clear the tent. By noon, the measurers were in a groove and the process was catching up to plan. We used business band radios to coordinate staff efforts. We tied a radio to Dennis Ellis, Chief Measurer, and we stopped losing him. By the end of the day we were ahead of schedule. Tim's job was reduced to controlling site access, while I was determining how to attach a GPS

gantry didn't collapse! The boat was redeposited in the parking space. The crew stepped the mast and the "mast up" measurement team quickly (make that hopefully) showed up. The spar passed! Your sails reappeared! If they didn't pass, they had little red tags attached, gently explaining the problem. The boat was delivered to the launch crane. Other volunteers in little red jackets drove away with your trailer. You raced in the regatta. The wind was fair. Maybe you won. On the last day, you sailed to a preassigned haul-out location. Your trailer magically appeared as your boat was hoisted out. You had a pleasant drive home.

Exactly as we had planned.



# 1992 J/24 World Championship XIV

Place	Sail	Bow	Boat	Helmsman	1	2	3	4	5	6	Total
1	US2934	02	<i>Mookie</i>	Read	.75	2	.75	6	6	DNC	15.5
2	US4467	29	<i>Love Shack</i>	Larson	12	34	8	.75	2	.75	23.5
3	US4922	04	<i>Benbow</i>	Brady	2	39	5	2	7	15	31
4	US4109	37	<i>Northern Exposure</i>	Hutchinson	PMS	.75	20	5	9	2	36.75
5	US4357	16	<i>Aja</i>	Schmidt	3	9	7	20	14	PMS	53
6	US456	31	<i>Not to Worry</i>	Moore	9	7	34	17	16	6	55
7	US4041	35	<i>Ice-9</i>	Young	10	17	32*	8	15	7	57
8	US2810	17	<i>Shadow</i>	Morrison	57	43	4	3	3	5	58
9	US3379	01	<i>American Garage</i>	Curtis	5	8	11	12	29	26	62
10	US2901	15		McKegney	13	10	6	18	30	25	72
11	KA173	41	<i>Convicts on Tour</i>	Bashford	37	20	DSQ	4	5	14	80
12	US4457	08		Ulian	14	PMS	23	19	.75	27	83.75
13	I201	71	<i>Saro Caino</i>	Cassinari	21	4	22	33	33	8	88
14	US3136	45	<i>Dusty Work</i>	Clark	15	PMS	9	10	32	31	97
15	K4175	67	<i>Enuff Said</i>	Roberts	16	18	82#	14	10	41	99
16	I205	56		Favini	17	3	36	PMS	11	34	101
17	US4906	03		Klein	6	22	2	DNF	26	49#	105
18	US2854	09	<i>Snake Wake</i>	Lutz	11	12	45	25	47	12	105
19	US4448	10	<i>Magic Bullet</i>	Christiansen	PMS	40	19	15	28	4	106
20	KC4558	75	<i>Reprobate &amp; Ringers</i>	Roy	25	57	26	32	18	10	111
21	US2967	30	<i>Why Ask Why</i>	Grillon	22	13	33	23	20	50	111
22	F52	36		Pahun	48*	6	32	22	43	11	114
23	US3843	21	<i>Tundra Rose</i>	Whittemore	29	PMS	35	11	23	22	120
24	K4242	68	<i>Hitchhiker's Guide...</i>	Ellis	40	38	13	16	22	33	122
25	J4584	59	<i>Manta</i>	Tani	63	29	18	24	24	30	125
26	US176	05	<i>Teal</i>	Alison	45	32	16	54	13	21	127
27	US3342	44	<i>Latent Defect</i>	Spettel	41	25	55	29	48	3	146
28	US2933	20	<i>Pressure Drop</i>	Foster	28	PMS	3	30	56	29	146
29	K4237	33	<i>Fancy That</i>	Whipp	26	44*	21	36	PMS	20	147
30	US3894	13	<i>Lucy</i>	Sertl	39	47	29	21	49	13	149
31	S17	64		Lindhagen	32	PMS	41	27	4	47	151
32	K4226	40		Bedford	52	5	41*	13	41	PMS	152
33	I271	70	<i>Puzzola</i>	Martinez	7	PMS	12	82#	12	40	153
34	US1023	12	<i>Bandit</i>	Hunt	18	52	DNF	39	40	17	166
35	US1983	18	<i>Blind Squirrel</i>	Doyle	49	16	60	35	44	24	168
36	S112	28	<i>Yellow M</i>	Adamsson	36	35	PMS	26	59	18	174
37	US226	14	<i>Oathead</i>	Cole	19	50	38	28	45	PMS	180
38	X1983	74	<i>Milk Mustache</i>	Amunategui	51	19	40	46	25	58	181
39	US1557	11	<i>Sugar Plum</i>	Milnes	35	DSQ	31	51	8	59	184
40	KA181	51	<i>Stockcar on Vacation</i>	Brewer	34	31	27	34	DSQ	59#	185
41	KA179	53	<i>Haywire</i>	Hagan	64	36	14	38	68*	36	188
42	K4230	66	<i>Didgeridoo</i>	Spalding	38	PMS	10	49	46	48	191
43	KC4046	26	<i>Tickled Pink</i>	Pearson	46	64	52	41	19	38	196
44	A4674	82		Iragoyen	48#	15	DSQ	49#	42	44	198
45	IS1	81	<i>Wandering J</i>	Tordjman	48	28	53	37	38	PMS	204
46	US1946	42	<i>Rainbo</i>	McBee	24	45	45*	62	31	60	205
47	KA140	52	<i>Blood, Sweat &amp; Tears</i>	Waterhouse	DSQ	55	DSQ	7	34	28	206
48	IR4628	57	<i>Salsa</i>	Woods	PMS	23	17	53	36	DNC	211
49	KC1943	27	<i>Party Shoes</i>	Wiggins	20	53	43	44	63	52	212
50	MX2988	78	<i>Predator</i>	Ortiz	54	24	57	45	62	32	212
51	MX222	77	<i>Trinquete</i>	Vielasquiez	65	21	64	55	21	54	215
52	US555	19	<i>Oyster Pie</i>	Cockcroft	55	14	46	66	35	PMS	216
53	US3256	46	<i>Bunky's Boat</i>	Carr	44	51	59	47	61	16	217
54	PR1	76	<i>Blitz</i>	Hill	67	11	PMS	43	37	65	223
55	X40	73		Zuazola	DNC	42	70#	50	27	42	231
56	US5000	50	<i>5000</i>	Johnstone	62	58	37	40	PMS	37	234
57	A4677	49	<i>Porca Miseria</i>	Contessi	43	26	44	42	DSQ	PMS	237
58	J4082	61	<i>Boomerang</i>	Yamauchi	DNC	49	48	56	54	35	242
59	X4938	72	<i>Thunderstar</i>	Silva	53	59	50	58	39	45	245



60	A2748	47	<i>Peace Frog</i>	Baquerizas	4	DSQ	25	DSQ	PMS	53	246
61	K4206	65	<i>The Kanembe...</i>	Kearns	42	48	49	63	55	56	250
62	US3942	43	<i>Bangor Packet</i>	Parker	27	PMS	39	DSQ	DSQ	23	253
63	CR645	34	<i>Kukal</i>	Mandic	56	61	65	59	17	61	254
64	MX4905	79		Alvarez	23	71*	PMS	31	53	PMS	260
65	KS3	63	<i>Arnold Goes To...</i>	Tan	59	33	61	67	67	43	263
66	KC2594	32	<i>Tardis</i>	Duff	33	30	68	72	66	67	264
67	KC3887	23	<i>Primitive People</i>	Setchell	50	44	62	57	DSQ	57	270
68	J4077	62	<i>T.M.I.</i>	Yamaguchi	66	62	56	48	DSQ	39	271
69	KB10	55	<i>Riff Raff</i>	Boyce	58	68	42	82#	58	46	272
70	KA176	54		Schaffer	30	56	82#	PMS	57	49	274
71	KB4	69	<i>Twisted Sisters</i>	Emory	71	65	58	64	60	55	302
72	PR1738	48	<i>Ship of Fuels</i>	Lopez	73	66	54	70	50	63	303
73	US3764	07	<i>Plum Crazy</i>	Plumer	60	37	PMS	69	64	DNC	312
74	MX4017	80		Escheverria	70	46	69	68	70	62	315
75	J4063	60	<i>Olive III</i>	Hagiwara	61	60	PMS	82#	65	51	319
76	KC4270	24	<i>IDunno</i>	Rizopoulos	68	41	DSQ	DSQ	52	DNF	325
77	KC3288	25	<i>Wild Card</i>	Koch	72	63	67	77*	69	64	335
78	KC3849	22	<i>Min Headroom</i>	Williams	47	PMS	63	PMS	68	DNC	342
79	K4062	58	<i>Jamais II</i>	Smith	74	67	70	71	72	66	346
80	US2331	06	<i>Sea Monster</i>	Killion	75	69	82#	PMS	71	68	365
81	US1391	38	<i>Kadamar</i>	Wright	69	PMS	DNF	DNC	DNC	DNC	397

\*denotes 20% penalty

#denotes 50% penalty



Above: Annapolis area merchants sold quite a bit of fleece and foul weather gear to out of town sailors.



Above: Ken Read was smiling before the racing even began!

Left: Geoff Moore (right) and crew (l to r), Paul Grenauer, Will Harris, and Art Dufresne appear pleased with their sixth place trophies.



# Hoist!

by Chris Larson

There are an infinite number of variables that go into winning races. Spinnaker sets contribute more than you might think to your position on the race course. Preparation, communication, and boat handling are key ingredients in successful sets.

In the 1991 Nations Cup, a World Championship match racing regatta sailed between nations in J/24s, our spinnaker handling, especially our sets, helped us win. Throughout the regatta we hoisted the spinnaker forty-three times. After reflecting on this, I realized there were only two sets that were less than perfect. Both times, the spinnaker did not properly feed out of the boat thus resulting in poor sets and lost distance on the course.

The consistent execution of a smooth spinnaker hoist contributed a great deal to our success. A lot of the time we were playing catch-up, but we knew we could always cut the distance and out-manuever the boat just in front of us at every weather mark.

As with any boat handling maneuver, there are many things which can be done before you're on the race course to help make your sets fast and clean.

## BEFORE THE START

**Mark the control lines.** I believe strongly in marking the topping lift, foreguy, spinnaker halyard, and spinnaker guy with a magic marker. This gives you a reference mark when ex-



*Chris practices his own tips at the 1993 Midwinters.*

ecuting hoisting maneuvers. By pulling the topping lift and spinnaker guy to the existing marks on the line, there can be no question as to whether the pole is up all of the way, or if the guy is in proper position.

**Invest in a companionway spinnaker bag.** These bags dramatically help in launching and lowering the sail. The bag easily stores the spinnaker, and reduces the friction of the sail as it is hoisted; running the tapes after a douse can be done easily from the rail. The bag also doubles as a great place to store tools and sailing instructions.

**Hooking up the spinnaker.** I

prefer not to use shackles when attaching the halyard and sheets to the sail because shackles have a tendency to open during a hoist. Instead, tie a bowline when attaching the halyard to the head of the sail. The sheets should be secured to the clews of the sail by passing the sheet through the pressed grommet and tying a figure eight at the end of the line. Be sure to pass the line through the sail so that the figure eight is on the outside of the sail. This will prevent the clew from hanging up on the headstay and the pole from jamming at the clew.

**Keep the spinnaker dry.** It's not a mystery that dry chutes fly better than wet ones. Always make sure the sail is dry for the first race of the day especially if it is light air. If the sail gets wet during a race, hoist it before the next race so that it will have time to dry.

**Pack the spinnaker.** Always make sure the spinnaker is not twisted. This can be done by starting at the starboard clew and running the leech tape up to the head. If the leech tape is clear, the sail will hoist cleanly and there is no need to run the other tape. After running the tape, pull the starboard clew out of the bag and then repack it. This will aid the pre-feed because the sail will exit the bag freely.

**Pre-set lines and controls.** Before the start, check to see that the tweakers are set on both sides. The guy twing should be pulled tight and the sheet twing should be eased. Also, fig-



ure out if the ratchet blocks are turned on or off. I prefer the ratchets to be set on unless the wind is very light.

#### **Practice a hoist before the start.**

It's a good idea to set the spinnaker before the first start every day. This will do two things. First it will help you make sure that everything is led correctly. I can't count how many times this has saved us from a disaster at the weather mark. Second, it gets everyone on the boat geared up for racing.

### **THE WINDWARD MARK**

#### **Approach on starboard tack.**

When planning the approach to the weather mark, always try to set yourself up coming in on starboard tack at least three to four boat lengths away. This will give you time to pre-set the pole and pre-feed the guy. Planning out the approach so that there are no last minute tacks will increase your chances of a smooth rounding.

#### **Call the distance to the mark.**

The person calling the maneuvers is like a cruise director. It is his or her job to guide the crew through the procedures as if they are blindfolded. This job is usually performed by the helmsman because he or she has the best view of the situation. When approaching the mark the crew should be informed how far away the mark is. Approximately two to three boats lengths away the pole should be hoisted. At the mark the helmsman should then say "hoist". Good communication will allow the crew to judge how quickly they need to perform their jobs.

**Executing the hoist.** On the approach to the mark, the first thing that should be done is to pull in slack on the windward genoa sheet. This will allow

the pole to be raised without difficulty. If there is a lot of vang on, it should be released slightly so the boat will be able to bear off around the mark. Next, slide the hatch forward and pre-feed the guy so that the clew of the spinnaker is around the back side of the genoa. A good trick is for the foredeck crew to pull on the genoa skirt line while he is hoisting the sail. This will help prevent the spinnaker from becoming pinned underneath the genoa. While the spinnaker is being hoisted the foredeck crew should be aware of the pole and make sure it stays forward against the clew of the spinnaker.

**Clean up after the mark.** When rounding the mark ease the genoa only about a foot. As soon as the spinnaker is up and drawing the genoa can be dropped. Then, free the sheet and pull the genoa forward. If it is heavy air wait until it is a good time to go to the bow. Since the sail is hanked on, it's not a problem for the sail to drag in the water for a few seconds. Simultaneously adjust the mainsail outhaul, cunningham, and vang for the conditions. Coil the spinnaker halyard and prepare any lines that will be used for the next maneuver.

**Compensate for crew movement.** It's important to keep crew weight outboard as far as possible in medium and heavy air. This can be done by having just one person move from the rail at a time. Today's deck layouts allow for most jobs to be done from the rail. The only people who should move are the foredeck crew when he connects the pole and raises the halyard and the cockpit crew when he slides the hatch forward and feeds the spinnaker out.

As with any maneuver on the race course, hoisting the spinnaker is another example of how teamwork and communication can make the procedure smooth, clean and fast. With a little practice and preparation, you and your team can improve your sets and end up with the perfect hoist almost every time.

Good luck and good sailing!



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 at the 1987 Pan American Games. This past year Chris competed in the J/24 class placing second in the J/24 Worlds, North Americans, and Canadians.

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# Fight for Every Inch

by Tim Mowry

I raced my boat in the J/24 Worlds last year — first time. WOW, what a tough regatta! After a somewhat painful reality check into my sailing ability, I picked myself up by my dinghy boot laces and accepted an invitation to do the cockpit for Jim Brady at the J/24 Midwinters. Jim is one of the legends in the J/24 class, and the reason why finally sank in 2/3 of the way up the first beat of the last race. He asked us to lean our heads out a little further so he wouldn't have to pull on any more backstay for the puff coming in three, two, one. It was blowing 13 knots, and we already had our arms over the lifelines and our legs extended, but he asked us to hike just a little harder. Jim was also hiking hard, sitting far forward with his rear end sticking out over the side of the boat! This guy was fighting for every inch of race course.

Fighting for that extra inch could mean you'll get across the approaching starboard tack and the pack on their hip (the '92 Worlds gave new meaning to the word "pack"). It's the inch that will gain you a mile in a good one-design fleet. Those who refuse to give up inches are at the top. The others finish tenth (or 27th in my case). I believe each of us at every level of racing can improve our scores if we focus on fighting for inches around the race course. The following are a few suggestions based on my observations from sailing with those at the front - and back - of the pack.

## Prepare Your Boat

There have been plenty of good articles written on how to prepare your boat so, with two exceptions, I'll refer you to the back issues of *International J/24*. First, get your stanchions outboard to the limit. Getting the crew's weight further outboard will be worth several lengths around the race course. How many boats finished just a few lengths in front of you last year?

Second, make your sail control lines run as friction free as possible and easy to adjust WITHOUT coming in from the

rail. For example, the new class rules allow an 8:1 vang with no restriction on cleats. For the Midwinters we installed a double-ended 8:1 vang with Harken cam cleats mounted on the corner of the sea hood next to the main cunningham cleat. With this setup the vang becomes a very useful control and the person adjusting it doesn't have to lean inboard to make adjustments. We also increased the purchase on the main outhaul from the factory 4:1 to 6:1 so we can flatten the sail without easing the main sheet to relieve the pressure. These changes don't require big expenditures, just some careful planning.

## Sailing the Course

I've observed many striking differences in the way the top J/24 sailors sail their boats around the course from those in the middle and back of the pack. While many aspects of racing take some time to master (e.g. starting in a crowd), a few small changes in other areas can result in immediate gains.

There is a large gap in speed between the top and the middle of the fleet at the upper ranges of the genoa. The top sailors seem to be able to keep the boat moving better by more effectively de-powering the sailplan. This allows them to keep the bow down without heeling over too much. Others tend to pinch too much; the boat doesn't heel over but it loses a lot of speed. The net gain will always be to the faster boat. There are a few reasons for this which are not difficult to correct.

First, pay close attention to your mast tune. If you're not adjusting your shrouds, start. Follow your sail maker's tun-

ing guide. Also, many of the top guys move their mast butts forward one notch in these conditions. This allows them to get more headstay tension (flatter genoa) without completely inverting the main when the backstay is on hard. On Jim's boat, *Benbow*, we have five sets of holes (about 3/8" on center apart) in the mast bearing beam, and we use an Allis Racing removable mast butt adjuster (permanently attached devices are prohibited). This device is inexpensive, very quick, and allows changes to be made with the shrouds tensioned. If you don't want to invest in one of these devices, loosen the shrouds, throw a line around the mast and around both winches and slowly grind and kick the mast butt into position.

The second key to speed is to de-power before the boat heels and the helm loads up. Someone has to call the puffs which, in these conditions, are easy to see. On Jim's boat we try to give him a verbal countdown. It sounds something like this — "more breeze in 10 seconds...puff in 3, 2, 1." This gives him the opportunity to pull the backstay just before the puff hits. Both the main and genoa flatten, and he is able to keep the bow pointed for speed. As the boat straightens up, he releases the backstay to keep the pedal down. When done correctly (and you'll know it) it's inspir-

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The author, shown here in the cockpit, aids Jim Brady in the fight for inches at the 1993 Midwinters.

ing how much distance can be gained.

Another difference is how hard the top people work their boats sailing downwind. If you were a fly on the backstay while sailing downwind with Jim Brady, you would see the foredeck and number two crew facing aft and crouched on their toes, moving from side to side to steer the boat up and down so Jim doesn't have to use the rudder.

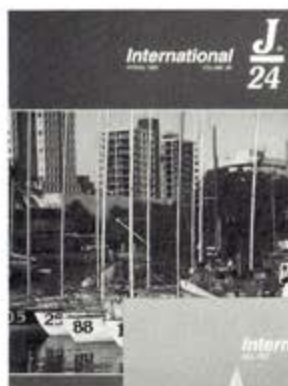
To head up you must heel the boat to leeward. Have the foredeck and number two crew move to leeward. As

the boat accelerates, flatten by moving weight aggressively outboard to weather and give the main and spinnaker sheet a pump. In marginal planing/surfing conditions this is incredibly fast because the rudder won't act like a brake just as you are about to pop loose on the waves. Also, by facing aft these two crew have an excellent view of approaching puffs and waves and can give the helmsperson the timing, just like when sailing upwind. The key here is to keep a neutral rudder and make sure the

helmsperson communicates the feel so the crew can make adjustments.

These suggestions don't require a great deal of practice or big changes in the way you sail your boat, but they are valuable ammunition in the fight for inches. Its amazing how much fun you'll have and how hard your team will work when they can see for themselves how those inches can add up.

Tim Mowry lives in Annapolis, MD and co-owns the 1978 J/24, *latent DEFECT*. He's been active in J/24s since 1987. He spends as much time crewing for some of the top J/24 sailors as he does campaigning his own boat.



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## Johnston/Foerster Hit Grand Slam in '93 Gulf Coast Championship

by Guy Brierre

Rob Johnston, Paul Foerster and crew on *Grand Slam* proved consistency counts as they won the 1993 Gulf Coast Championship without winning a race. Hosted February 27-28th by Southern Yacht Club in New Orleans, Lake Pontchartrain's challenging conditions left many traditional "hot shots" scratching their heads while *Grand Slam* never finished worse than sixth. The third stop on the '92-'93 District 14 Championship "Texas" Circuit hosted 35 boats to another rendition of southern hospitality N'Awlins style.

Saturday dawned slightly chilly but beautiful with shifty light winds from the North. The fleet followed Scott Young's *Ice Tea* around the course with locals Benz Faget and Jerry Coogan's *Bad Boys* and *Grand Slam* finishing second and third. The breeze got lighter as the fleet ghosted around the course for race two. The most eager to get to the French Quarter party, the crew of Tom and Melissa Purdy's *Small Flying Patio Furniture*, rebounded from a first race 25th to take the cannon. Equally eager but slightly behind were the *Bad Boys* and team Gluek/Schultz on *Saddle Tramp*.

After a few rounds of post-race free beer, the fleet freshened up and boarded the charter bus for the 'DWI-free' trip to and from the French Quarter party at the newly opened, Jimmy Buffet owned, Margaritaville Cafe. Prior to the great rock and blues of Lenny McDaniel, sailors were treated to the now famous sponsor giveaways including cellular phones, Kevlar duffel bags, spinnaker launch bags, hats, T-shirts, foul weather gear, sailing shorts, shelled fleece jackets, etc. The thirsty sailors downed — what else — margaritas, as well as other libations as they danced the night away. Gravity took a vacation as the fleet finally poured themselves up the bus steps at night's end for the ride back to the yacht club.

The 0900 warning gun came awfully early, but the brisk breeze and nasty chop woke the sailors quickly. Charlie Ogletree on *Dashboard Mary* made a move for the lead by winning race three to *Grand Slam*'s second and *Ice Tea*'s third to put all three boats within a point of each other going into the fourth and final race. The breeze had lightened and would eventually die, but not before *Grand Slam*, covering *Ice Tea*, finished third to *Tea*'s fifth to become the Gulf Coast Champ. *Bad Boys* took the bullet, recovering from a third race 14th, to finish third overall. *Dashboard Mary* fell from the hunt to fourth with a 16th in race four. Locals Hank Saurage et al of the *Dubious Decision* syndicate rounded out the top five with a second in the final race.

Special thanks go to ex-meteorologist turned Race Committee Chairman, Tootie Barnett, and his assistants, Head Judge, Harry Chapman, and his assistants, the staff of Southern Yacht Club, and the volunteers of Fleet 94 for their usual stupendous job.

Congratulations to Rob Johnston, Paul Foerster, Steve

Andre, Hank Kleespies and John Slicks for another job well done. They should now be considered favorites to repeat their 1990 New Orleans Midwinters victory and win the 1994 Midwinters in these same waters. Hope to see y'all there.



Rounding the mark are Hull on Wrecking Krewe (bow 88) and Bolyard/Morrow (06) just behind on No Excuses.

### 1993 Gulf Coast Championship (top 20 of 35)

1.	Johnston/Foerster	<i>Grand Slam</i>	3-6-2-3	14
2.	Young	<i>Ice Tea</i>	1-8-3-5	17
3.	Faget/Coogan	<i>Bad Boys</i>	2-2-14-1	19
4.	Ogletree	<i>Dashboard Mary</i>	6-4-1-16	27
5.	Saurage	<i>Dubious Decision</i>	5-16-7-2	30
6.	Rogers	<i>Baby Doll</i>	9-14-5-6	34
7.	Bolyard/Morrow	<i>No Excuses</i>	7-9-8-10	34
8.	Meric/Barrett	<i>Carnival Time</i>	4-11-13-9	37
9.	Beatty/Elliott	<i>Knickerdropper</i>	16-10-11-7	44
10.	Purdy	<i>SmFlyPatFurn</i>	25-1-10-15	51
11.	Hull	<i>Wrecking Krewe</i>	12-7-18-14	51
12.	Gough/Hillard	<i>US</i>	10-12-16-13	51
13.	Plumer	<i>Plum Crazy</i>	28-20-4-8	60
14.	Elliott	<i>Electric Pumpkin</i>	20-21-15-4	60
15.	Peck/Merrifield	<i>Monster Fish</i>	19-13-19-11	62
16.	Roy	<i>Red October</i>	24-15-17-12	68
17.	Gluek/Schultz	<i>Saddle Tramp</i>	DNS-3-12-DNF	69
18.	Foster/Flynn	<i>Pressure Drop</i>	8-5*-6-WD	71
19.	Priester/Elam	<i>Shanghai Split</i>	11-17-9-WD	72
20.	Hain	<i>Tabooma</i>	13-19-26-17	75

\* denotes 20% penalty



# Scow Sailors Win Shootout at Great Racing Regatta

by M. Kurzawa

As in 1989, John Loomis and his lone Minnetonka entry, *Lead Sled* (helmed by David Ferguson) dominated an increasingly competitive 42 boat fleet. Not only Ferguson, but also Brian Porter and Jim Gluek, all Scow sailors, took top honors, and along with Eric Hood, won all five races. Consistency paid off as the *Sled's* lowest finish was a rallying 5th in the fluke finale, *Tramp* counted an 11th in race two as sails failed and changes went awry, *Fear & Loathing* improved from an early 9, 6 as everyone on board got acquainted. The other top ten counted two or three unhappy races.

Further back, Wilmette's Alex Meleny and Doug Nestler garnered respectable finishes but each finished ugly once too often (some due to breakdown). Jan Soderberg and Perry Lewis showed promise (maybe more so in '93). And there were other tales, mostly from Saturday as one low pressure system after another swept through. A premium was placed on precise steering (*Lead Sled*) and in knowing when to genoa. Maximum crew weight was nearly a must to win. The pulsating puffs blasted the mental mites away, and the rock-and-roll frolicking (hopefully only downwind) jarred many into consciousness from wherever they thought they were.

Most were ready for more of the same (and one last chance for the season) on Sunday but couldn't repair the first day's three race "could have been better" performance. They wanted more but got less as Sunday progressed, yet the racing continued always good (if not great).

Race One/Saturday: W-NW at 12 to 25 building. *Tramp* starts most leeward carrying weight to genoa and wins. Loic Fock proudly claims 2nd, then *Sled*, Ed Leslie (without Ralph), and Steve Trippe with the Lockwood guys.

Race Two/Saturday: W-NW at 15 to 30. *Tramp* and *Sled* mix it up before the start, but it is *Sled* with the edge. Meanwhile, RC fouls propeller towing Timberland windward mark, and although one could confuse the behavior of that first mark with a UFO, the competitors make the best of it and continue racing without protest. Ferguson wins; Mike Dow plugs in *Flying Toaster* for her best regatta finish while Scott Lammers does likewise for third.

Race Three/Saturday: NW 12 to 22, mostly lighter. Ferguson wins again starting to leeward, sailing along the south shore and then a long lifting port north across the lake into the mark. Genoa weather. Porter and Gluek follow with Meleny and *Sweet Jane* taking another fourth, Nestler fifth.

Race Four/Sunday: NW 8-15, sunny. Top mark in Williams Bay. Shifts more random than usual. Hood jumps out early and leads all the way. [Buddy bent his ear overnight.] Roundings are crowded, noisy, but no reported deaths. Porter second, then Gluek, Ferguson and Lammers.

Race Five/Sunday: NW 5-15, getting light. Start in front of yacht club. Sail toward Observatory. Soderberg leads at first mark and hangs on for fourth. Gluek wins it almost overtaking Porter for regatta second by one boat. Ferguson recovers by going right on last leg, protecting his regatta win. *Rum Rapture* (alias *Coal Pile Express*) smiles home second finally breaking in new hull finish.

Special thanks to our competent and enduring race committee headed by Gloria Melges and Jane Pegel. Thanks to competitors for their cooperation in our Zebra Mussel delousing. Thanks...and remember our sponsors: Bainbridge

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## Great Racing Regatta (top 21 of 42)

1.	Ferguson/Loomis	<i>Lead Sled</i>	3-1-1-4-5	14
2.	Porter/Schultz	<i>Saddle Tramp</i>	1-11-2-3-3	20
3.	Gluek/Kracht	<i>Fear &amp; Loathing</i>	9-6-3-2-1	21
4.	Trippe/Lockwood	<i>Rum Rapture</i>	5-10-6-12-2	35
5.	Leslie/Fisher	<i>Party At Ralphs</i>	4-5-8-14-6	37
6.	Dow	<i>Flying Toaster</i>	7-2-13-10-10	42
7.	Hood/Gaylord	<i>Jade II</i>	12-13-11-1-7	44
8.	Lammers	<i>Intuit</i>	8-3-21-5-12	49
9.	Fock/Waller	<i>Hindsight</i>	2-9-23-6-17	57
10.	Kaiser/Ward	<i>Wild Oats</i>	6-23-16-8-13	66
11.	Lewis	<i>Ineeda</i>	11-8-12-7p-16p	70
12.	Boemer	<i>Alpha Wave</i>	17-12-14-16-11	70
13.	Ulrich	<i>StirredNotShak</i>	10-20-10-11-20	71
14.	Sabotta	<i>Taxi</i>	18-18-15-15-8	74
15.	Meleny	<i>Sweet Jane</i>	14-4-4-9-DNF	74
16.	Nestler	<i>City Slicker</i>	23-7-5-31-9	75
17.	Mick	<i>Spot</i>	19-17-7-20-15	78
18.	Soderberg		22p-15-9-17p-4	83
19.	Schalk	<i>Passion Play</i>	21-16-26-19-14	96
20.	Gustafson	<i>Gopher Baroque</i>	20-27-18-13-29	107
21.	King	<i>Tough Crowd</i>	15-22-28-18-32	115

## East Coast Championship Results

### September 18-20 (top 19 of 35)

1.	<i>Dusty Work</i>	Clark	7-4-6-3-.75	20.75
2.	<i>Kadamar</i>	Wright	3-2-9-10-4	28
3.	<i>Bandit</i>	Hunt	.75-14-8-6-2	30.75
4.	<i>Love Shack</i>	Larson	16-3-10-.75-3	32.75
5.	<i>JYD</i>	Skelley	20-.75-2-2-15	39.75
6.	<i>Twins</i>	Zaleski	2-12-15-5-11	45
7.	<i>Blitz</i>	Constants	22-11-3-7-5	48
8.	<i>Spoilsport</i>	Challoner	5-9-12-9-18	53
9.	<i>Rainbo</i>	McBee	4-7-5-23-16	55
10.	<i>Blind Squirrel</i>	Borges	6-36-.75-8-7	57.75
11.	<i>Hot Ticket</i>	Applin	8-5-18-14-13	58
12.	<i>Apple Pie</i>	Leitner	15-8-17-11-10	61
13.	<i>Minimum Wage</i>	Mahoney	18-18-4-22-17	79
14.	<i>HPI</i>	Bellwoar/Baer	10-10-24-28-12	84
15.	<i>Elvis</i>	Lopez	35-23-7-13-8	86
16.	<i>Bald Eagle</i>	Lord	9-19-36-4-21	89
17.	<i>U2</i>	Morrison	25-6-11-15-36	93
*18.	<i>White Rushin</i>	Clarkson	28-13-16-29-14	100
19.	<i>Anna</i>	Johansson	13-15-27-21-24	100

\*denotes mid-fleet award



## Fleet 41 Rochester Yacht Club

by Jack DePeters

The Rochester Yacht Club J/24 fleet completed one of its most active racing seasons to date. Despite the poor summer weather, the fleet scheduled forty-four races for the twenty boat fleet. There was a total of three hundred ninety three starts.

Fleet Captains, Houghty and Carol Wetherald, introduced a fall mini-series. The racing was great, and the day ended with a clam bake for crew and families organized and hosted by Peter Davidson and Bob Lasser. Because of its success, two mini-seasons have been scheduled for the 1993 racing season.

RYC J/24 racers were active in other regattas including J Days at Canandaigua YC, The Levels at Youngstown NY, Changing of the Colors at Lake George NY, The Great Lakes in Cleveland, and the 1992 J/24 Worlds in Annapolis.

Cory Sertl, in *Lucy*, captured overall RYC J/24 fleet honors. Cory also qualified for the 1993 Worlds by winning the 1992 Great Lakes Championship in Cleveland.

"Cups and Flags" was hosted by the Harts, and the annual Christmas party was held by the Dauntons. Special thanks is given to Ann Faust, fleet treasurer, and Tom Rockwell, scorekeeper, for tending the numbers.

The fleet would like to give special thanks to Houghty and Carol Wetherald for two great years of service as Fleet 41 Captains.

### 1992 RACING RESULTS

#### Scratch Finish

- |                             |          |
|-----------------------------|----------|
| 1. <i>Lucy</i>              | Sertl    |
| 2. <i>Slapshot</i>          | Tovey    |
| 3. <i>Bateau Blanc</i>      | Stava    |
| 4. <i>Fast Lane</i>         | Nahmias  |
| 5. <i>Jack Be Nimble...</i> | DePeters |

#### MVP Handicapping

- |                            |          |
|----------------------------|----------|
| 1. <i>Plan B</i>           | Peck     |
| 2. <i>American Express</i> | Rockwell |
| 3. <i>Sting</i>            | Faust    |
| 4. <i>Bored Feat</i>       | Fields   |

## District 12 Championship in Erie, PA

J/24 Fleet 19 of Erie Yacht Club in Erie, PA is pleased to announce we will be hosting the 1993 District 12 Championship from June 17 to 20 on Lake Erie and Presque Isle Bay. This regatta will provide a combination of Olympic and windward-leeward courses on Friday, Saturday, and Sunday (if needed). Thursday is reserved for registration and boat measurement.

Erie Yacht Club has a long history of yachting on the Great Lakes and has hosted a variety of yachting events and national regattas. Our facilities are among the finest and with excellent sailing conditions, EYC offers the best combination of sailing and fun in the area.

We look forward to seeing you in June!!! For more information, contact Bob Netkowitz at (814) 866-1730 or Pat Huntley at (814) 734-8804.



Melissa Purdy and crew accept their second place awards from District 21 Governor, George Antarr.

## The Inaugural West Coast Women's Championship

by Ann Christiansen

The first ever (and in the future, biannual) J/24 Women's West Coast Championship was hosted by Santa Monica Yacht Club, September 24-26. The event was a terrific draw, attracting participants from as near as California and as far as New Mexico, Colorado, Washington, and Rhode Island.

Light to moderate winds predominated in the closely contested seven race series. The battle for the championship between Carol Buchan of Seattle, Newport, RI's Betsy Alison, and Melissa Purdy of San Francisco raged through the final race. In the end, the Buchan team's consistency locked up the series.

Many organizers and sponsors contributed to this event's success. Special kudos to regatta organizers, George Antarr and Gwen Abel, SMYC liaisons, Laurie Peterson and Alice Price, race officer, Jerry Maddox and chief judge, Gary McPike. These workers and the numerous sponsors' support should ensure even greater participation in the next Women's West Coast Championship in 1994.

### 1992 Women's West Coast Championship

- |                 |                  |    |
|-----------------|------------------|----|
| 1. C. Buchan    | 1-5-1-1-2-1-1    | 12 |
| 2. M. Purdy     | 3-2-3-3-1-2-2    | 16 |
| 3. B. Alison    | 2-1-2-2-3-4-4    | 18 |
| 4. V. Sodoro    | 5-4-5-6-11-3-3   | 36 |
| 5. K. St. Amant | 4-9-6-4-4-5-6    | 38 |
| 6. S. Strasia   | 6-6-8-9-11-7-7   | 53 |
| 7. S. Spangler  | 8-10-10-5-11-6-5 | 54 |
| 8. A. O'Mahony  | 10-3-9-10-7-8-8  | 55 |
| 9. J. Klose     | 9-7-4-10-5-10-10 | 55 |
| 10. C. Bates    | 7-8-7-11-6-9-9   | 57 |



## US SAILING Awards Sportsmanship Trophy to George Antarr

George M. Antarr III of Marina del Rey, CA received the 1992 W. Van Alan Clark, Jr. Trophy, US SAILING's national sportsmanship award, at the US SAILING Spring Meeting in Chicago, IL. The trophy is presented annually to the American sailor who best exemplifies the ideals and traditions of good sportsmanship. It was inaugurated in 1986 as part of US SAILING's program to encourage sportsmanship at every level of the sport.

Antarr, 30, is an active J/24 sailor. He was nominated by Southern California J/24 District 21 and Marina del Rey Fleet 49 for his integrity on the race course and willingness to sacrifice personal gain to assist a fellow competitor, as well as his initiative in promoting and building the class.

His friends say, "George will always go the extra distance for a fellow sailor." They point to his readiness to round up crew, parts for a competitor or spend time bringing new sailors up to speed, and they credit him with the energy and commitment that built the J/24 fleet in Marina del Rey from two to 20 boats. Having accepted governorship of a district as perhaps the best opportunity to promote the Class, Antarr works with race committees in District 21 to give J/24s their own start and publishes both a fleet and district newsletter. The Southern California Standard Sailing Instructions that he adopted brought West Coast racing into national conformity, helping to draw world class J/24 events, including the 1993 U.S. Nationals. The inaugural Women's West Coast Championship, which he created in September '92 was highly successful and will have its second running in April, 1994.

Nominators also cited an instance of Antarr's sportsmanship, at the 1992 IBM/Sailing World National Offshore One-Design (NOOD) Regatta in San Francisco. Following the fourth of five races, *Iceman*, a J/24 sailed by Richard Allen and Doug McLean, who were trying to qualify for the '93 Worlds in Wales, was struck by a port-tack Ericson 38 and was damaged beyond hope of repair for the final race. Enter *Cool Breeze*, sailed by George Antarr with Bill Fortenberry. An old friend of McLean's, Antarr had had an erratic series, with a second and a fifth but also two PMSs. They were in 13th place when he made the extraordinary offer to Allen — "Take our boat!" As Antarr observed, "They had a chance to win... we'd blown it." Despite the unfamiliar boat, Allen and McLean eked out a second place finish in the finale, good enough to win the series by a point and qualify for the Worlds.

On learning of the award, Antarr said, "I am totally awed at this honor. It's great to be recognized by US SAILING, though I wouldn't do what I do if I didn't love it. I appreciate that US SAILING is out there helping us encourage sportsmanship on a local level, where most of us do our sailing. For our part, we know that if the Class is strong and events are well managed, it makes the sport enjoyable for everyone competing — let's face it, we really are out here to have fun!"

Antarr won the national award over an outstanding field of more than 80 sailors who were commended by their yacht clubs or sailing associations for making significant contributions to the quality of the sport.

## Stone Crab World Qualifier

by Gail Rosenke

For the second year in a row, Bob Dockery's, *Color Me Gone*, won November's Stone Crab Regatta. This year, however, Dockery's win qualifies him to go to the 1993 J/24 World Championship to be held in July in Abersoch, Wales.

"We won through consistency and my secret weapon," said Dockery. His "secret weapon" was not really a secret. Many in the fleet knew that Chris Larson, the current rock star in the J/24 class, was brought on board from Annapolis to ensure Dockery's win.

There are those that disapprove of hiring rock stars. "That's part of the strategy," said Dockery in defense of his action. "You get the best crew you can."

The Stone Crab Regatta was named after the tasty crustaceans that are the main course at the regatta dinner. The event is sponsored by St. Petersburg Yacht Club and the local J/24 Fleet 86 and is sailed east of The Pier in Tampa Bay.

This year, 20 teams raced in moderately heavy winds which ranged from 15 to 20 knots. On Saturday, *Color Me Gone* placed 1-5-1. Second place finisher Michael Robertson sailed *Rip Lips* to scores of 3-2-10 and first time J/24 skipper Howard Miller placed 8-7-2 on *Uncle Wayne*. Sunday, the top three finishers placed 1-4, 4-2 and 7-1 respectively.

### Stone Crab (top 10 of 20)

1.	B. Dockery	1-5-1-1-4	11.25
2.	M. Robertson	3-2-10-4-2	21
3.	H. Miller	8-7-2-7-1	24.75
4.	J. Jennings	5-3-7-3-8	26
5.	J. Kinsey	2-1-PMS-2-3	28.75
6.	J. Taylor	4-10-5-5-7	31
7.	D. Mendelblatt	6-9-3-10-5	33
8.	S. Boe/S. Page	7-6-6-9-9	37
9.	D. Weatherby	10-11-8-8-6	43
10.	K. Clark	DNF-4-4-6-15	50

## District 21 Influx

by Lean Jurczyk

1993: The activity continues in the southern California district. This year's calendar has added a sixth regatta to the Southern California Circuit hosted by newly formed Fleet 155 in Dana Point. District 21 has also joined with northern California's District 20 and instituted a California Circuit which consists of five regattas including the Los Angeles IBM/NOOD Regatta which is a new event to the Los Angeles area. The Circuit was created to help increase turnout at events and to reward people who travel.

The Los Angeles IBM/Sailing World NOOD Regatta will be held at Los Angeles Yacht Club, May 20-23. The yacht club is located at Cabrillo Marina in San Pedro. The area provides outstanding and consistent sailing conditions, with winds in the 15-18 knot range all summer long. As stated by John Burnham, Editor of *Sailing World*, "The high concentration of offshore one-design classes in the greater LA area plus the excellent sailing conditions available at the Los Angeles Yacht Club should make this an outstanding regatta."



## Southern California Midwinters - A Weekend of Smooth Sailing (except for the chop)

by Gwen Abel

If the headline sounds contradictory, it's only because while Santa Monica Bay was choppy, the event ran smoothly. Santa Monica Yacht Club hosted a twenty-six boat fleet for this five race, no throw-out series. Dire weather conditions were forecast but fortunately didn't materialize. Instead there was sunshine, warmth, and wind (hooray!) but alas, big roller waves from distant storms which made for very choppy (or "challenging", as one competitor gamely put it) conditions.

Although I didn't race, I heard from the racers that it was one of the most fun events we've had in awhile around here. This came from not only the top competitors but also from some less accomplished fleet members which reassures me that we will continue to have a happy, healthy fleet.

Here are some of the individual stories of the weekend:

\*Cool Breeze co-skippers, Bill Fortenberry and Joe Steele, spent their regatta 'pulling a rabbit out of the hat'. Sometimes plagued by bad starts, sometimes plagued by unfortunate choices in their path to the first weather mark, they were often seen in the middle or back of the fleet but always ended up with a top ten finish. Under those circumstances they felt they earned their fourth overall position for the regatta.

\*Doug McLean and Steve Hathaway on *Hat Trick*, and Stuart Scott and Bob Little on *Fat Tuesday* both 'could have been somebody' had they not PMSd in the first race. Hathaway/McLean's subsequent races were 3-3-3-4 and Little/Scott's were 4-4-5-3. 27 points for a PMS cost them; should there have been a throw-out or a radio call involved?

\*Sailing *Casual Contact* - a top San Francisco boat - Don Oliver, District 20 Governor and Seadon Wijzen had some moments of frustration choosing which way to go in the shifty Santa Monica Bay conditions, but they improved their performance from Saturday's 2-12-9 to 4-2 on Sunday which landed them in third overall.

\*Whiteout co-skippers, Howard Chesley and Suzanne Tenfelder, sailing with a crew of only four, were sitting in first overall on Saturday night with a 3-1-6. On Sunday, however, they ended up 19th in the first race due to an altercation at the start from which they didn't recover. Their second race on Sunday was better with a 9th place finish, but Sunday's racing knocked them back to fifth overall.



Photo by George Antarr

Vince Brun sails *We Do* to victory in the Southern CA Midwinters.

\*A surprise was *Ziaphod* (what does that mean?) also known as *Why Ask Why*, sailed by Dave Tabb and Hassan Cheloché of England. They came to CA to practice for events back home and impressed the locals with consistent finishes of 4-9-7-2-5 for a second overall. They were gracious visitors and George Antarr thought they were great charterers since they even fixed the spreaders on his boat.

\*To the surprise of probably few, Vince Brun, sailing *We Do*, won the regatta by a significant margin. Other than a tough second race, he came out on top Sunday with 1-10-2-1-1.

At the trophy presentation, Vince had a lot of praise for the organizers in conducting a well run event. What he didn't even know was that this year's Santa Monica Yacht Club race management team had little experience running J/24 events and went to a great deal of time and effort to achieve high standards. Many thanks go to the Santa Monica team of Laurie Peterson, Bernice Russell, John O'Mahony, Alice Price and others too numerous to name. Thanks go also to North Sails for providing the beer on Saturday night.

I've come away from this regatta feeling confident in the health of the local fleet due to enthusiastic sailors and competent race management. I think we'll continue to see smooth sailing on Santa Monica Bay.

### 1992 District 14 Texas Circuit Results

8 regattas, 3 throw-outs (top 16 of 32)

1. <i>Pressure Drop</i>	Foster/Flynn	2-2-1-1-6-7-3-6	9
2. <i>Grand Slam</i>	Foerster/Johnston	6-1-2-5-7-1-9-1	10
3. <i>Thunderstar</i>	Young/Haggerty	1-4-DNC-2-3-8-2-2	10
4. <i>Bad Boys</i>	Faget/Coogan	5-6-3-3-2-2-1-13	11
5. <i>Jasmine</i>	Draheim	3-3-4-8-4-15-DNC-DNC	22
6. <i>No Excuses</i>	Morrow/Bolyard	7-DNC-6-11-8-5-5-DNC	31
7. <i>Monster Fish</i>	Hallman/Peck	DNC-7-7-9-18-6-DNC-4	33
8. <i>Mr. Happy</i>	Nelson/Bartlett	18-17-17-12-9-3-8-5	37
9. <i>Plum Crazy</i>	Plumer	17-11-8-17-15-13-10-8	50
10. <i>Snakewake</i>	Schaeffer	9-14-25-7-DNC-DNC-20-3	53
11. <i>Red October</i>	Roy	15-13-DNC-28-14-27-13-7	62
12. <i>Dubious Decision</i>	Baker	DNC-DNC-12-10-13-11-16-DNC	62
13. <i>Instant Karma</i>	Elliott	12-6-16-19-DNC-48-28-10	63
14. <i>We Be</i>	Clark	13-10-DNC-32-16-23-6-DNC	68
15. <i>Graybeard</i>	Anderson	19-12-DNC-23-25-24-7-9	70
16. <i>Rainmaker</i>	Livingston	10-22-DNC-14-20-DNC-11-17	72



## Sixth Season of Corporate Racing in New York Harbor

The 1992 Blue Chip Challenge ended with Marsh & McLennan winning the spring and summer series and Continental Insurance winning the fall series. Corporations field teams of employees ranging from corporate presidents to associates who race in New York harbor one evening a week on J/24s provided by the Manhattan Yacht Club. The course is between the skyline of lower Manhattan (with Wall Street and the World Financial Center) and the Statue of Liberty.

The Blue Chip Challenge began in 1987. Since then, the roster of participating teams reads like a Who's Who of business in New York. In addition to being a great recreational program, the Blue Chip Challenge raises money for the South Street Seaport Museum. Corporations contribute \$450 for each series they race. This year, the challenge raised \$7,650 for the Museum.



Continental Insurance may be leading here, but Marsh & McLennan pulled out wins in both the spring and summer series.

Headed by Joe Donovan, a Lightning sailor from Buffalo, NY, this was the first year Marsh & McLennan participated in the challenge. Despite their inexperience in the tricky currents of New York Harbor, they edged out Continental Insurance by one point to win the spring series. In third was Chubb & Son.

Marsh & McLennan started out strong in the summer series with four first place finishes. Then Chubb & Son, winner of last year's summer series, put together a string of firsts to take the lead. Marsh & McLennan roared back the last two evenings with four first places in five races to capture their second series in a row. The Chubb & Son team, led by Ann Wilson and Tom Moorman, finished second with Daiwa Securities in third.

In the fall series, last year's fall champion Reuters jumped out to a quick lead but fell back. Continental Insurance and Marsh & McLennan took over the battle for first. Continental's team, headed by John LaGrassa and Doug Walters, held on to an early lead to win by one point. In third was Reuters.

This season, the racing conditions in New York Harbor were again excellent. 21 race evenings consisting of two or three races were scheduled. Of these 21, only two were canceled, both due to lightning. The harbor benefits from a southwest sea breeze which comes up from the Atlantic at about 15 knots. The harbor has tricky and sometimes strong currents which range from 0 to 3 knots and often shift in the middle of a race. This usually benefits experienced teams.

### Forbes Yacht Cuts Off Daiwa

The Forbes yacht is a fixture in New York Harbor. It was built by the late Malcolm Forbes who entertained advertisers in the evening while cruising around New York Harbor. This tradition is being continued by Steve Forbes, Malcolm's son.

Every Thursday in 1992, the yacht departed its slip at 6:15 pm and motored through the race course at 6:45. On July 9, the Forbes yacht was right on time, although she must have had a new captain. The winds were southeast; the running leg was set perpendicular to the Forbes course. The downwind leg was being sailed just when the Forbes yacht passed. Normally, she would take the stern of the J/24s, but it seemed the inexperienced captain didn't understand the sailboats were racing to the leeward mark on the other side of his path. As the Forbes yacht neared, so did the Daiwa Securities and Chubb & Son teams, both flying their corporate spinnakers in a neck-and-neck race. The Forbes yacht altered course slightly, but was still going to cross the J/24s. Daiwa and Chubb headed up to take the yacht's stern. The Forbes captain gunned the engines and the advertisers on the aft deck got the closest view of the Daiwa spinnaker ever. Let's just say it was less than three feet.

### 1993 Plans Underway

The resurgence of interest among corporations this past season and inquiries from potential sponsors indicate that 1993 should be another successful year. In addition to the normal corporate racing, the Manhattan Yacht Club expects to organize a "President's Cup" to raise money for charity. This will be a one day event with two races in the evening. Each team must race with a senior executive from their firm.

Another corporate program which began successfully last year was the Corporate Regatta. Rather than racing against other firms, a company uses between five and twelve boats to hold its own intra-company sail or race. Participating companies were Bankers Trust, Bollinger Champagne and Composite Construction.

For more information, please contact Michael Fortenbaugh at (212) 619-3656.

### 1992 Blue Chip Challenge Spring Series

1. Marsh & McLennan	1.64 (average)
2. Continental Insurance	1.71
3. Chubb & Son	2.83
4. Reuters	3.79
5. McKinsey & Company	4.07
6. KPMG-Peat Marwick	5.60
7. Willkie Farr & Gallagher	6.3

### Summer Series

1. Marsh & McLennan	1.36
2. Chubb & Son	1.64
3. Daiwa Securities	3.07
4. Reuters	3.46
5. KPMG-Peat Marwick	4.33

### Fall Series

1. Continental	1.5
2. Marsh & McLennan	1.58
3. Reuters	2.75
4. McKinsey & Company	3.42
5. KPMG-Peat Marwick	4.4



### Supporting the Local Community

by Hugo Ottoway

Australia has a very active J/24 class divided between several cities. Our city, Melbourne (host to the 1994 J/24 Worlds), has four yacht clubs sailing J/24s, J/35s and J/44s. The J members from one of these clubs, Royal Brighton Yacht Club (site for the '94 Worlds), have come up with a positive idea to help the Class as well as the local Firbank Girls Grammar School.

The school has a sailing program for 13 to 16 year old students, but it was difficult for the girls to identify with the sport after they left school. The Class has always held a philosophy that women are a major growth area for the sport (particularly in J/24 sailing). With the assistance of the school and several J/24 owners, the association has been able to take out nine girls per Wednesday night race for over eighteen months.

This school sailing program has benefitted both students and the Class alike. The students have been introduced into

Sailing from our club are two all women J/24 crews, both of which have sailed in previous Rolex IWKC events in Newport, RI. The students have been able to identify with these women and their achievements, and it is hoped that their exposure to J/24s will encourage them to become further involved in the sport.

From a class association view, the program has had other spin-off advantages. Through our exposure to the school we have been promoted in local press, council, and school magazines. A J/24 was the centerpiece of the school fete, positioned in the middle of their grounds for all to see. Many parents of students, some who live locally and some who sail from our club, have begun to take an interest in our initiative. The Victorian Yachting Council (VYC), which governs the sport in our state, has cited the program in their reports and in committees within our club.

J/24 associations must not ignore their future after a

World title has come and gone. Our local association is keen to have the J/24 chosen as the boat for match racing, Nations Cup selections, women's regattas and much more. By demonstrating our ability to manage and run a school sailing program, we have shown that our class is the best one for these events. Over the past season the VYC has requested that J/24s be used in all their major match racing and state representative selection series. This alone would make the J/24 the most desirable boat in the state.



Students of Firbank Girls Grammar School learn to sail on Vertigo.

the community of sailing away from their school environment. They have been shown skills in skippering a J/24 and in contributing as part of the crew. From an original group of 18, the student numbers have grown to a pool of more than 30 rotated on a nine person (three per boat) ratio.

I would like to thank all the members who have made their J/24s and crew available as well as the Firbank Girls Grammar School and their sports coordinator who had the foresight to see benefits in what we believe is a most rewarding sailing program.



## News from Japan

by Michio Tachibana

Forty five J/24s converged on Hakata Bay off Fukuoka City in western Japan to compete in the 1992 All-Japan Championship held November 26-29. The championship was won by Akira Iwade who placed ninth in the 1991 World Championship held in Greece.

Of the competitors, two were Korean. This was the first time Koreans participated in a J/24 race anywhere in the world. The Korean teams had sailed their J/24s across the Sea of Japan, and Oh Jong Yeol took seventh overall.

For race one, the weather looked bad, with a low pressure system passing over the area. Strong winds exceeding 30 knots swept over the sea all day long. Occasional gusts caused crew to fall overboard one after another.

Iwade rounded the second windward mark first, but lowered a spinnaker to save a crew member who had fallen into the water. Masato Ihara finished first, followed by Iwade and 1991 Champion, Nobuaki Tani.

In race two, Takafumi Kuramichi, making a good start, led from beginning to end. Second place went to President, Makoto Nakano, and third to Seisiro Fukumoto. However, the race was not as smooth as this sounds. All but the winning boat were unusually close to each other, resulting in confusion.

Race three on the second day was favored by fair winds, but the order changed rapidly due to shifting breezes. Nobuhiro Utada won a close race, followed by Sumio Shimoyama and Iwade. Women's champion, Keiko Nogami, attracted attention by finishing fourth.

Race four saw the wind die down after the first windward rounding. Three boats struggled for the top position and eventually finished with Iwade, Ihara, and Kuramichi taking the top spots in that order. Oh Jong Yeol took fourth despite this being his first entry in a J/24 championship.

On the third day, there was no wind for race five. The start was delayed until the afternoon to wait for some wind. After the start, Kuramichi caught shifty winds and held the unquestioned lead. Shigeki Mori finished second and Tani third. Race six, scheduled for that afternoon, was canceled.

Race seven on the final day was not able to start as scheduled due to a lack of wind. To top it off, the breeze that

eventually enabled the race to begin died down as the boats were rounding the top mark. This led to a confused race around the side mark. Nevertheless, Yeol somehow managed to suddenly slip out of the pack and finish first at the second windward mark, to which the race committee had shortened the course. Tani took second and Iwade third.

The 1992 championship had its ups and downs. But all things considered, it was exciting to be a part of it. And we expect more thrills this year.

Note that the 1993 All-Japan Championship will be moved up from November to August because the 1994 World Championship in Melbourne is scheduled for January.

### 1992 All-Japan Championship (top 30 of 45)

1.	A. Iwade	2-4-3-1-6-3	12.75
2.	M. Ihara	1-7-5-2-8-12	22.75
3.	N. Tani	3-5-PMS-12-3-2	25
4.	T. Kuramichi	18-1-12-3-1-29	34.5
5.	M. Nakano	7-2-14-15-7-10	40
6.	K. Nogami	11-8-4-35-9-8	40
7.	O. Jong Yeol	8-12-18-4-19-1	42.75
8.	S. Shimoyama	20-RET-2-5-5-15	47
9.	M. Murayama	14-10-11-17-4-18	56
10.	Y. Ishida	13-6-7-30-14-19	59
11.	K. Hashiba	12-13-20-11-13-11	60
12.	A. Nakane	9-21-13-14-10-16	62
13.	S. Eishin	19-25-9-7-25-4	64
14.	S. Fukumoto	5-3-8-21-PMS-36	73
15.	K. Sakata	10-9-PMS-10-24-20	73
16.	S. Mori	25-31-16-23-2-13	79
17.	S. Uematsu	4-16-25-19-16-30	80
18.	M. Hayashi	27-14-6-6-28-38	81
19.	N. Utada	23-22-1-25-12-27	82.75
20.	P. Gi Cheol	17-15-28-8-18-PMS	86
21.	A. Sugano	15-19-19-9-29-26	88
22.	T. Ikeda	32-18-31-27-11-6	93
23.	T. Ninomiya	RET-17-10-16-17-33	93
24.	S. Suwa	29-24-21-33-23-9	106
25.	K. Koi	26-20-30-22-15-23	106
26.	S. Kubota	RET-27-17-31-22-14	111
27.	M. Tsuji	34-34-15-26-21-17	113
28.	K. Sugiyama	6-11-PMS-29-46-31	123
29.	T. Omori	22-28-22-32-26-25	123
30.	M. Tsuchiya	28-23-39-18-31-24	124

A crowded starting line at the 1992 All-Japan Championship.





## Croatian Story

by Emil Zgur

We are not sure who was the first one to say "Navigare necesse est", but we surely are among those who believe in it.

In June 1992, two J/24s were delivered, one was ordered in Croatia, and now in February 1993, we have 13 boats registered for our Croatian association. Although we would like to have such an increase every year, it is hard to believe that our wishes will follow from our financial realities. Maybe when "the well known reason" calms down. . .

It is so nice to no longer have a problem in explaining where I come from. Since two years ago everyone knows of Croatia. I still remember how many words I had to use to help people locate small Croatia on Europe's map, sometimes without success, and never mentioning the other features of my country.

We decided to show the world that besides defending our country, we also know how to sail. Based on our results at the European and World championships, it is obvious we still have a lot to learn.

When I recall all the problems we had at the Europeans (by the way, it was the first time we had sailed on a J/24), I can't stop laughing. If we had not had the help of Steve Podlich, Dennis Ellis, Erich Hagen, my friend C. Savastano and many others, we would still be working on our J/24. We were the last to be weighed and our boat was the last to be launched. On the other hand, if we had not had so many problems, we may not have been able to start. Even after two days of hard work, our weight did not go under 399.90kg.

Since we now have 13 J/24s in Croatia, thanks mostly to the enthusiasm and great help of a big sportsman like Mr. V. Petricic, I hope that our learning process will be accelerated. We plan to organize a sailing school for the J/24 with a calendar full of regattas. Unfortunately, this calendar is not yet defined. But we do hope not only to make the J/24 popular, but also to build a really competitive racing crew.

We can't be sure that our international results will improve this year, but all our efforts give us the hope that at least one of our crews could achieve better finishes than the "Kukul's" did with Mr. Mandic last year.

Hoping that our competitors will not be frightened by our preparations. . .

## 'Kieler Woche' - the Biggest Sailing Event in Germany!

by Manfred Konig

With more than 1400 entered yachts, the popular Kiel Week will be held every June. In 1992 we probably had the hottest and nicest sailing since the event began 103 years ago. Every single one of those six days, and this is rare for any area in the world, we had a smart breeze of 10 to 15 knots and almost no clouds in the sky. It was like paradise for all the sailing teams. But I was the happiest person. My old crew, now owner of the 12 year old Contessa J/24, *Tally Ho*, asked me to helm the yacht in this event. After one and a half years of sailing abstinence because of a family break (son, Mortitz, three years old, and daughter, Philippa, four months old), I

was glad to be asked. But nobody could know how well things would work out. We had a splendid series and were very surprised to win the 'Kieler Woche' for the second time.

Unfortunately, the final CORUM Match Race, held at the end of the week for the winners in all classes, ended badly for us. We lost in the first flight against a Norwegian team. 'Winner of the Winners' became the American Olympic Soling team.

In 1993, the Kieler Woche is split in half — June 19 to 22 for the international classes, including J/24, and June 22 to 27 for the olympic classes. So we will have six races in a nice area with splendid organization. For more information, please call the German Class Association or contact the Kieler Yacht Club, Hindenburgufer 70, 2300 Kiel 1, Tel: 0431/85021. It's worth it to come to Kiel!

*Pictured is the crew of Tally Ho, winner of Kieler Woche (l to r: Manfred Konig, Jurgen Peters, Hauke Kruss, Michael Peters, Martin Jastorf.)*



### Kieler Woche 1992

1.	G28	M. Konig	5-1-2-3-1-12	18.7
2.	G15	J. Kahler	1-2-3-11-3-5	24.4
3.	G3	P. Kock	3-10-4-2-2-4	27.7
4.	G9	K. Tamm	7-4-10-1-5-3	36.7
5.	G38	T. Cramer	2-5-17-5-DSQ-2	49
6.	G7	K. Born	8-6-6-17-17-1	60.4
7.	G18	H. Baur	DNF-8-7-8-4-6	60.7
8.	G16	H. Rieckborn	DNC-9-5-7-8-7	65
9.	G31	T. Ross	9-12-9-4-7-10	67
10.	G29	A. Vincon	14-14-1-10-16-8	70
11.	G19	N. Masch	6-7-8-6-PMS-15	71.4
12.	G33	N. Wohren	4-DNC-18-16-6-9	80.7
13.	G27	J. Meyer	11-15-16-14-10-11	91
14.	H32	Q. Kuiper	10-3-PMS-18-13-DNC	94.7
15.	G34	Y. Paulmann	15-13-13-9-15-18	95
16.	G1	H. Zels	17-DNC-12-15-9-13	96
17.	G24	A. Bruhns	13-11-15-13-14-20	96
18.	G11	H. Bock	18-16-14-19-11-14	103
19.	G4	V. Klinger	16-17-11-20-18-17	109
20.	G315	K. Schutt	12-DNF-PMS-12-12-19	109
21.	G10	Piwi	DNC-18-DNC-21-PMS-16	133
22.	G20	R. Kallawe	19-DNC-DNC-DNC-DNC-21	142



### IJCA Annual Meeting Severn Sailing Association, Annapolis, MD, USA October 27, 1992

- I. The 1992 Annual Meeting of the IJCA World Council was called to order by Chairman, Hank Killion, at 0910 on Tuesday, October 27 at Severn Sailing Association in Annapolis, MD, USA. National Class Associations and their respective votes were represented by the following: Australia, Stephen Hunter (1); Canada, Don Williams (1); Chile, German Fuchs (1); Ireland, Michael Clarke (1); Italy, Giuseppe "Pinetti" Masini (1); Japan, Mr. Shimaoka (1); Monaco, Kathy Manasse (1); Singapore, Alan Barnes (1); Sweden, Erich Hagen (1); United Kingdom, Clive Probert (1); United States, Ned Plumer (3). Erich Hagen also held one proxy vote for Germany; Rod Johnstone, Designer/Technical Chairman, held one vote; Jeff Johnstone, Copyright Holder, held one vote for a total of 16 votes. Also present were Denis Woods, Vice Chairman; Glenn Gustafson and Geoff Evelyn, Council Members; John Adams, Councilor of Honor; Steve Podlich, Executive Director; Dennis Ellis and John Peck, IJCA Technical Committee; Cass Mairs, Publications Editor/Administrative Assistant. Hank encouraged everyone to stay in Annapolis for the World Championship.

On behalf of the IJCA, G. Gustafson presented H. Killion with an artist's rendering of his J/24, *Sea Monster*, in appreciation of seven years of dedicated service as IJCA Chairman. Hank received a standing ovation.

- II. The minutes of the '91 World Council Meeting were approved.

### III. Reports

#### A. NJCAs

1. Australia: Although no new boats have been produced (due to the length discrepancy), there continue to be good feelings about the J/24. Tasmania has formed its own fleet.
2. Canada: Activity is strong throughout the country (148 members) with particular growth on the east coast, in Ontario, and in Vancouver. Canada will host some of the Nations Cup racing; USD-19 has planned its '93 District Championship for British Columbia.
3. Chile: The country has experienced phenomenal growth in J/24s. Possible reasons for the boat's newfound popularity are that the boat handles well in the sea conditions and well organized racing follows strict rules. Sailing occurs on two bays and one lake.
4. Ireland: The Class remains stable with some growth. A clinic by Ken Read began their very windy sailing season. Dublin used Olympic course racing. Two boats capsized during the summer.
5. Italy: Regardless of high turnover rates, the Class continues to do well. Sailing on the country's 252 boats continues throughout the winter. The Italian navy would like to purchase a large number of J/24s.

6. Japan: 22 J/24 fleets are divided into five blocs with a total membership of 773 split into 253 regular members and 520 associate members. About 80 of the 315 boats actively engage in racing. Three races of the all Japan level are held annually—the All Japan Championship, the Japan Women's Keelboat Championship, and the All Japan Match Race Championship.

7. Monaco: The number of J/24s remains constant at 20 with 15 sailing regularly. The class is more organized and active with events scheduled every weekend between September and June. Activities have been planned to bring French sailors into Monaco.

8. Sweden: 70 boats are active. Links with Holland and Germany continue. The European Grand Prix is planned again for 1993.

9. United Kingdom: The country has 201 members with 143 boats registered. 37 J/24s entered the UK Nationals. Though entries for World Championship qualifying regattas have been about the same, it is felt that the quality of racing has been higher than at any other time in the history of the UK J/24 Class.

10. United States: The USJCA is very healthy with 1704 '92 members and five new fleets. Annapolis looks forward to hosting the 81 boat World Championship.

B. Steve Podlich, Executive Director, urged everyone to stay for Worlds measurement or simply to watch the racing. Back to everyday business, he asked the NJCA representatives to submit calendar photos for 1994.

Steve pointed out that US news occupies many more pages in Volume 29 than NJCA news. Both publications need more international flavor. Since magazines and '93 membership materials were on hand, Steve encouraged everyone to place their orders then to save on shipping.

C. Jeff Johnstone, Copyright Holder, announced that both Asia and South America have increased their number of J/24s. He observed that the J/24 market represented in the room was a mature one and the Class's main focus now should be how to keep people active. Jeff added that new markets, like those in Singapore and Ecuador, will still require IJCA support. Hull 5000 will be launched during the Worlds.

The J/24 will be used in many more prestigious events in 1993. The Nations Cup dates have been announced with the grand finale occurring August 18-21 in Holland. There is talk of an IYRU Women's Nations Cup. The Rolex Int'l Women's Keelboat Championship will once again take place in Sept., with 45-50 teams expected.

#### D. World Championships

1. 1992, Annapolis: S. Podlich reported that because of Annapolis's very generous residents, the housing chairperson placed 100% of those teams who had requested housing prior to August 15. Although the quality of charter boats was high, the charter chairman had encountered some problems with competing sources outside of the Worlds committee. These brokers made it difficult to monitor compliance with



charter restrictions on teams from countries within the host continent. S. Podlich urged organizers of future Worlds to watch for teams from countries within the host continent trying to charter boats. The Race Committee will be using the SIs prescribed by the World Council. A special thanks went to the chairperson of the '92 Worlds, Barbara Beigel-Vosbury.

2. 1993, Abersoch: C. Probert reported plans are advancing well. The Notice of Regatta was published in the fall magazine. Chief Judge, Staveley Roberts, is studying the draft SIs. Both the SCYC and the marina have quoted lower prices than budget for running the event. The UK Nationals and the Northern Area Championship will be at the same venue just prior to the Worlds so mooring costs can be split. Worlds competitors are welcome at these events. A few companies have expressed sponsorship interest with event organizers keeping their options open. The Manchester 2000 Olympic Organizing Committee may contribute funds. Princess Anne was invited and has responded positively. In the area of chartering, 15-20 boats built within the last two years will be available. D. Ellis will review the site's measurement facilities before year's end. For accommodation, competitors will have a wealth of affordable choices within a short walk of the club. In addition to bringing a poster to advertise the event, C. Probert said both he and his wife would be available during the '92 Worlds to talk to prospective entrants.

3. 1994, Melbourne: S. Hunter thanked past organizers for the helpful minutes of their meetings. Regatta facilities are very good with the club looking after on-the-water activities. Though not yet approved, the Jury Chair has been chosen. Sponsorship and jury are being worked on. S. Hunter hopes that charter boats won't be a problem now that the Bashford boat problem has been addressed. The Australian Nationals will occur immediately prior to the Worlds; event organizers are considering a condition of entry be that one's boat will be available for charter.

4. 1995, Rochester: The chairpeople have been chosen and the regatta will be sailed the second or third week of August. Three international companies based in Rochester have all made verbal sponsorship commitments. The sponsoring club has committed to house all competitors free of charge.

5. 1996, Site Selection (Europe): P. Masini presented Costa Smeralda, a renowned vacation site with a history of good race organization. The event would take place in late May or early June. The club would honor Class desires, arrange transportation, and numerous boats would be available for charter.

E. Hagen presented Marstrand on the west coast of Sweden (host of the '92 Europeans). The event would occur at the end of July or into August.

After discussion, the event was awarded to Italy.

6. 1997, Site to be determined at 1993 World Council Meeting (all locations other than Europe or North America are open for submission). Both South America and Japan expressed interest in hosting the '97 Worlds. J. Johnstone advocated that South America be considered as a whole. H. Killion suggested mailing regatta site presentations one month ahead of the meet-

ing date. S. Podlich urged presenters to follow the standard regatta proposal format (forms available from IJCA office). A motion that regatta proposals for world and continental events 1) be provided one month ahead of time to all NJCAs and 2) follow a standard format was approved as an amendment.

#### E. European Championships

1. 1992, Marstrand, Sweden: E. Hagen reported that numerous countries were represented. An old shipyard facilitated measurement.

2. 1993, Monte Carlo: Monaco intends to race four boats leaving 15 for charter. Some Italian boats will be available. K. Manasse asked for advice as to how to limit entries. Major sponsorship is not necessary since the yacht club is partially government funded.

3. 1994, Medemblik, the Netherlands

4. 1995, Site Selection: M. Clarke put in a proposal for Ireland to host in July. Ireland last hosted the Europeans ten years ago. The yacht club has a history of hosting well run regattas, including the '90 Worlds. The UK would provide some charter boats.

P. Masini proposed Anzio, Italy. Since Italy ended up receiving the Worlds in 1996, Ireland was awarded the 1995 Europeans.

#### F. North American Championships

1. 1992, Long Beach, CA: 47 boats participated in the July regatta. Although the event turned into a one man show, good weather and competitive racing made for a fun event.

2. 1993, Hampton, VA: Preparations are well under way.

3. 1994, Southern U.S. (or Mexico): Site will be determined in April '93 by the US Executive Committee.

4. 1995, Canada: Site will be determined in October 1993. Regatta proposals should be submitted to N. American JCA representatives by Sept. 1, 1993.

#### G. South American Championships

1. 1992, Chile: The well run regatta was sailed on Lake Rappel.

2. 1993, Peru: The event will take place one week after the Nations Cup Area Elimination.

3. 1994, Chile

H. Killion expressed concern that Asia/Pacific Rim JCAs do not hold a continental or regional championship. He asked for input from the Asian nations. A. Barnes described Singapore as having ideal sailing conditions but not enough boats (it's cost prohibitive to import boats for an event). Hong Kong currently has only one J/24. H. Killion suggested that S. Podlich work with Asian nations to set up a regatta. J. Adams added that the Class should take advantage of the interest brought to the class by Nations Cup publicity.

H. H. Killion presented the financial report. In spite of the poor economy, the Class account has a positive balance. He passed out a simplified copy of the budget.

The price of '93 IJCA dues will remain \$6 US. A new scale was bought for Europe. H. Killion explained that the Class experienced an increase in office expenses due to transition costs between Florida and Annapolis which should not reoccur. Though funds are available to cover travel expenses for the chief judge to go to the prior Worlds and for technical committee representatives, reimbursement is appreciated when the Worlds budget permits. Since the office purchased new computer equip-



ment, H. Killion would like to see a worldwide Class member list housed at the Annapolis office. D. Woods proposed adoption of the budget which was approved. I. Rod Johnstone, Technical Committee Chairman, initiated discussion on the proposed rule changes. The voting was as follows:

- |  |   |
|--|---|
| 1. Rule 2.5.2-Measurement Certificate  | passed  |
| 2. Rule 3.1.4-General  | passed  |
| 3. Rule 3.2.2-Hull   | passed  |
| 4. Rule 3.2.5-Hull   | passed  |
| [Discussion focused on location of attachment points. It was decided this could be addressed in Class publications and not noted specifically in the rule change.]   |   |
| 5. Rule 3.4.4-Rudder and Tiller  | passed  |
| 6. Rule 3.5.3(d)-Standing Rigging  | passed  |
| 7. Rule 3.5.4(d)-Running Rigging   | passed with the following amendment (in italics), "... not less than 4mm diameter and not longer than 305mm in length may be used. . ." |
| [G. Gustafson questioned the need of kevlar.]  |   |
| 8. Rule 3.6.2-Sails  | passed  |
| 9. Rule 3.6.5-Sails  | passed  |
| 10. Rule 3.6.5-Sails   | passed  |
| 11. Rule 3.6.10(i)-Mainsail  | passed  |
| 12. Rule 3.6.11-Jib  | passed  |
| 13. Rule 3.7.3-Weight for Racing   | passed  |
| 14. Rule 3.8.4-Fixed Fittings  | failed (7-9)  |
| Equipment to be Carried When Racing  |   |
| [Discussion centered on variance in cushion weight and the division between racers and cruisers on this change. There are two issues involved: 1) should they be standard equipment or not, and 2) should they be optional for racing or not. It was suggested that manufacturers work on creating waterproof cushions.] |   |
| 15. Rule 3.8.4-Fixed Fittings &  | withdrawn   |
| Equipment to be Carried When Racing  |   |
| [Although most representatives liked the amendment suggested by the USJCA to add "as prescribed by the NJCA of the owner", the rule changes had to be voted on as they were. R. Johnstone made a proposal to remove items 15 and 16 and instead simply change Plan A. This was seconded and approved.]                   |   |
| 16. Rule 4.1.2-Safety Rules when Racing  | withdrawn   |
| 17. Rule 6.1.3-Optional Equipment  | passed  |
| 18. Rule 6.1.24-Optional Equipment   | failed  |
| 19. Rule 7.1.10-Prohibitions   | passed  |
| 20. Rule 9.1.1-Rules Governing Continental and World Championships   | passed  |
| 21. Plan A (Deck Layout)   | passed  |

#### The meeting was reconvened at 1pm following lunch.

H. Killion brought up the Australian boat issue. Building can restart after certain conditions are met. These are: 1) add a plug to the back end of the mold, 2) measure the mold after modification, 3) build one boat with the new mold and then measure that boat, 4) if that one boat passes measurement, building may continue.

The boats built from the "long" mold will receive dispensation after modifying the radius between the hull and transom. It was questioned whether or not 10mm was the right number. According to those who have sailed both Bashford and other boats, the longer boat

enjoys no speed advantage. The decision was then made to go to 4mm. D. Ellis noted other differences between Bashford and other boats including a narrower transom. He agreed to write a letter to the IYRU Executive Committee expressing the desires of the World Council. It's in the best interest of the Class to recertify these boats as quickly as possible. S. Hunter expressed his satisfaction with the decision. The motion to accept the aforementioned conditions was approved.

A discussion followed about the need for JBoats and the J/24 Class to closely coordinate new builders and new molds to prevent a reoccurrence of this type of situation. With any new mold, the first boat built should be inspected by a certified measurer. Approved was a motion that the cost to do this would be shared by JBoats and the Class. [There is currently a proposal at the IYRU requiring builders to undergo inspections.]

N. Plumer reported that there has been some concern within the USJCA regarding the new deck layout. It was questioned whether the diagrams within the Rule Book need to be altered to provide standard guidelines for people repairing old boats.

J. Peck described rule changes which had been discussed but not presented. They concerned the use of spectra and primary winch location.

D. Ellis suggested limiting the number of sails an owner could buy per year. This already occurs on a local basis within the US. Another suggestion was that only measured sails could be brought to a regatta. These options would reduce the vast amount of time spent on sail measurement at major events (no action was taken on these issues). At the '92 IJCA Tech. Comm. meeting, Hauke Kruess advocated sailmakers taking the role of sail measurers as well as using sail buttons instead of sail royalties (royalties will continue to be used).

The Class is becoming more and more expensive. One solution is to make the J/24 a four person boat.

J. Adams urged the Class to promote team racing.

It was suggested that the Class establish a minimum boom weight.

#### IV. Old Business

##### A. Changes to the Regatta Guidelines

1. It was suggested that a subcommittee consisting of S. Podlich, J. Peck, and a few others come up with a set of requirements for making changes.
2. A proposal to insert the Regatta Guidelines into the Rule Book was approved.
3. Entries to the Worlds
  - a. D. Ellis suggested Europe is too broad to inflict charter restrictions on teams coming from within the same continent. No action was taken.
  - b. A proposal that any past World champion can come to the 1993 Worlds was approved.
  - c. It was proposed that Japan and Singapore should get additional entries to the Worlds in Melbourne. This was approved.
  - d. It was agreed that very late registrants should have to pay an additional punitive entry fee. This would prevent last minute confusion for the Worlds organizing committee.
  - e. Concerning charter boats, mandatory inspection was suggested as a possible subject within the Re-



gatta Guidelines. S. Podlich agreed to formulate a check list. Charterers deserve to have a good idea of what they are getting.

**B. Changes to the Sailing Instructions:** S. Podlich introduced Phil Richmond, Race Committee vice chairman for the Worlds. They distributed recommended changes to the SIs for World Championships. Included on the handout were the following suggestions (summarized).

1. Item 9-Checking in: The penalty for not checking in prior to the start should not be a DNS but instead should be "receiving a score for the place worse than her actual finishing position by 20% of the number of starters but not less than three places".

2. Item 10.2, 10.3-The Start (new): Added to the end of 10.2: "... and (description of mark) at the port end unless superseded by 10.4." New 10.3 reads "The start shall be to leeward of Mark 3. Mark 3 is not a rounding or passing mark on the first leg of the course."

3. Item 10.4-The Start (new item): "A mid-line boat may be used by the Race Committee. If used, the starting line will be between the staff of an orange flag on a Race Committee boat at the starboard end and the flag staff on the mid-line boat, and between the staff displayed by the mid-line boat and the mark which defines the port end of the line. The mid-line boat may not be on a straight line between the starboard end Race Committee boat and the starting mark. For the purposes of IYRR 52, the mid-line boat shall be considered to be a starting mark. For the purposes of IYRR 51.1 (b) and 51.1 (c) the extensions of the starting line are the extensions beyond the Race Committee boat at the starboard end and the starting mark at the port end."

4. Item 10.5-The Start (new item): "After one or more general recalls code flag "Z" may be flown accompanied with a sound signal before the Preparatory signal. Code flag "Z" will be lowered at one minute before the starting signal. Thereafter, if any part of a yacht's hull, crew, or equipment is in the triangle formed by the starting line and Mark 3 she shall receive, without a hearing (modifies IYRR 71.1) a penalty equal to 20% of the number of competitors registered for the series, if she properly restarts that race."

5. Item 10.6-The Start (renumbered): Replace "Code Flag Z" with "Black Flag".

6. Item 11.2-Recalls (new item): IYRR 8.2(b), 12(a), and 12(c) is modified so that a yacht identified as being in the triangle formed by the starting line and Mark 3 during the one minute period before a start that is recalled, or abandoned, will be penalized on the subsequent restart of that race. The penalty for being premature in two or more restarts of the same race under the "Z" flag shall be the sum of the penalties, however, no yacht shall receive a score worse than the number of points awarded for DSQ.

J. Peck moved that these changes be accepted as written. They were all approved following a vote.

## V. New Business

**A.** S. Podlich proposed inserting the IJCA Constitution, Regatta Guidelines, and the SIs into the '93/'94 Rule Book. To avoid paying an additional cost for all copies, some could appear with the inserts and some without.

**B.** Since the IYRU may be moving up the effective date of their new rules to Jan. 1 (instead of March 1), J. Peck proposed that IJCA rule changes should also go into effect on Jan. 1. This was approved (a typewritten sheet of the rule changes should be mailed by Dec. 15).

**C.** It was decided by the World Council that the IJCA Executive Committee exercises decertification authority.

**D.** J. Johnstone advocated team racing whereby each country would receive three boats. Negotiation of an IYRU World Team Match Racing Championship will occur with J. Adams.

**E.** It was questioned whether the Class should continue to use reaching legs or standard windward/leeward courses. One problem with Olympic courses is the first leg is overemphasized. It was suggested that both Olympic and windward/leeward courses should be allowed, but regatta organizers should be provided with guidelines as to when each type of course is favorable. J. Peck described the Texas Circuit policy of permitting competitors to round one of two leeward marks to port or to starboard. A proposal to allow windward/leeward courses with an offset mark was approved. World Championships should consist of one race a day for a total of six races.

**F.** A memo from G. Gustafson was distributed regarding proposed changes to the IJCA Constitution. In it he suggested that the IJCA Chairman and Vice Chairman should be elected in the same year to provide orderly transition. This would require that Item 9.91 in the IJCA Constitution be amended by changing the word "odd" to "even". In the memo G. Gustafson also encouraged the IJCA to adopt the USJCA practice of making the past chairman a voting member of the Executive Committee. Both changes were approved.

## VI. Elections

**A.** G. Gustafson and G. Evelyn were nominated for the position of IJCA Chairman. After short speeches by both candidates, G. Gustafson was elected.

**B.** D. Woods withdrew his nomination as Vice Chairman due to commodore responsibilities at his home club. The World Council nominated E. Hagen and P. Masini. E. Hagen declined his nomination. C. Probert indicated Chris Torrens may be interested. G. Gustafson nominated G. Evelyn who was elected after a vote.

**C.** Council members generally come from the host countries of the next three World Championships. Consequently, C. Torrens (UK), a yet to be named Australian, and N. Plumer (US) will hold these positions.

**D.** Before the election of a new Technical Committee Chairman, R. Johnstone announced that Marshall Lytle, a fleet captain and measurer from Connecticut, would be taking his place on the committee. D. Ellis, J. Peck, G. Evelyn, H. Kruess were all accepted by acclamation. The members who were present all nominated D. Ellis to act as the new TC Chairman. He accepted.

**E.** S. Podlich will continue on as Executive Director.

**VII.** The 1993 World Council meeting will take place after the Europeans in Monaco on Saturday, October 30.

**VIII.** The meeting was adjourned at 5:35pm.

Respectfully submitted,  
Cass Mairs, Secretary to the Meeting



### APRIL

- 17-18 Pink Moon Regatta**  
Havre de Grace, MD  
Tim Winger  
H: (717) 898-0856
- 17-18 District 21 Regatta #2**  
Santa Monica Yacht Club  
George Antarr  
B: (310) 446-9400
- 24-25 Chandler's Landing Regatta**  
Chandler's Landing YC  
Mike Hardick  
H: (214) 270-0634
- 29-May 2 \*U.S. National Championship**  
California Yacht Club  
Marina del Rey, CA  
District 21 Office  
B: (310) 446-9400

### MAY

- 15-16 District 18 Championship**  
Elephant Butte, NM  
Rich Strasia  
H: (505) 867-0026
- 21-23 IBM NOOD Regatta**  
Los Angeles Yacht Club  
George Antarr  
B: (310) 446-9400
- 29-30 Raritan Bay Championship**  
Perth Amboy, NJ  
Eric Leitner  
H: (908) 442-4168
- 29-30 \*SW Regional Championship**  
Rush Creek Yacht Club  
Zach Troxel  
H: (214) 446-0989
- 29-31 District 6 Championship**  
Southern Maryland Sailing Assoc.  
David Raley  
B: (301) 863-8181
- 29-31 San Francisco Memorial Day Regatta**  
St. Francis Yacht Club  
Don Oliver  
(415) 398-1200

### JUNE

- 12-13 BYC Spring Regatta**  
Team Racing vs Bermuda  
Bob Bell  
H: (508) 748-2659
- 12-13 Jersey Coast Spring Regatta**  
Corinthian YC of Cape May  
Jack VanDalen  
B: (609) 292-1559

- 12-13 District 17 Championship**  
Oklahoma City Boat Club  
Mark Foster  
H: (405) 745-9010
- 17-20 District 12 Championship**  
Erie Yacht Club  
Bob Netkowitz, (814) 866-1730  
Pat Huntley, (814) 734-8804
- 19-20 Ocean City Regatta**  
OCYC  
Jack Detweiler  
(717) 761-5524
- 19-20 \*J Fest -Western Regional**  
Seattle, WA  
Bob Ross  
H: (206) 720-2962
- 21-25 Block Island Race Week**  
Storm Trysail Club  
Larchmont, NY  
(914) 834-8857
- 25-27 Trimble/North Race Week**  
Long Beach/Golisons  
Bruce Golison  
(310) 598-3545
- 25-27 \*Great Lakes Championship**  
Columbia Yacht Club  
Chicago, IL  
Scott Lammers  
(708) 259-8868
- 26-27 Last Stop Regatta**  
Corpus Christi YC  
Shawn Messer  
(512) 992-3287
- 28-July 3 \*North American Championship**  
Tidewater Sailing Club  
Hampton, VA  
Bert Johnson  
(804) 460-3823

### JULY

- 9-16 World Championship XV**  
Abersoch, North Wales  
Clive Probert  
F: 0254-695161
- 10-11 District 19 Championship**  
Royal Vancouver Yacht Club  
Lorne Chapman  
(604) 926-6153
- 10-11 District 21 Regatta #3/Texaco Starport Regatta**  
Cabrillo Beach Yacht Club  
Tim Kearns  
B: (714) 890-0532

- 10-11 District 7 Championship**  
Ithaca Yacht Club  
Bradley Buell, (607) 272-3976  
Frank Flannery, (607) 272-8017
- 16-18 District 2 Championship/ Michelob Regatta**  
Newport, RI  
Sail Newport  
(401) 846-1983
- 17-18 J-Fest**  
Charleston, SC  
Peter Davis  
H: (919) 395-5512
- 17-18 Richmond Cnty. YC Regatta**  
Staten Island, NY  
Paul Scalisi  
B: (718) 630-3582
- 24-25 New England J/24 Double Handed Championship**  
Falmouth, ME  
Peter Hall  
(207) 642-5050
- 30-Aug 1 Squan Tri-Sail Regatta**  
MYC  
Stu Challoner  
(908) 286-9580

### 1993 J/24 Garden State Parkway Circuit best 5 of 8 regattas

- May 29-30**  
Raritan Championship
- June 12-13**  
Jersey Coast Championship
- June 19-20**  
Ocean City Regatta
- July 17-18**  
Richmond County Regatta
- July TBA**  
Tom River Regatta
- July 30-Aug 1**  
Squan Tri Sail Regatta
- Aug 6-8**  
Heart Cup
- Aug 14-15**  
MAYRA Regatta



## 1992-93 Texas Circuit (last 3 events)

**April 24-25**  
Chandler's Landing Regatta

**May 29-30**  
SW Regional Championship

**June 26-27**  
Last Stop Regatta

## 1993-94 Texas Circuit (first 3 of 8 events)

**September 18-19**  
Beasley Cup

**October 23-24**  
Halloween Regatta

**November 20-21**  
Texas Circus

**30-Aug 1** **Race Weekend**  
Wilmette, IL  
Greg Mack  
(312) 988-7171

## AUGUST

**6-8** **Buzzards Bay Regatta**  
New Bedford, MA  
Bob Bell  
H: (508) 748-2659

**6-8** **Heart Cup**  
OCYC  
Jack Detweiler  
(717) 761-5524

**7-8** **District 21 Regatta #4**  
Ventura Yacht Club  
Dave Zumbun  
(805) 988-9123

**7-8** **Junior North Americans**  
Sodus Bay Yacht Club  
Carl Lundgren  
H: (716) 288-7995

**14-15** **MAYRA Regatta**  
OCYC-CMCYC  
Jack Van Dalen  
(609) 428-9351

**21-22** **\*District 22 Championship**  
Fuzz Foster  
H: (808) 949-7423

**26-29** **Canadian Championship**  
Kingston, Ontario  
Rob Lambden  
B: (416) 408-0717

**28-29** **Manhattan Race Week**  
Manhattan Yacht Club  
Laura Christopherson  
(212) 818-9070

## SEPTEMBER

**4-6** **IBM/NOOD Labor Day Regatta**  
St. Francis Yacht Club  
Don Oliver  
(415) 398-1200

**10-17** **Rolex Int'l Women's Keelboat Championship**  
Ida Lewis Yacht Club  
Newport, RI  
Mary Johnstone  
(401) 849-6229

**11-12** **Downeast Invitational**  
Falmouth, ME  
Chris Joyce  
(207) 839-6670

**11-12** **District 21 Regatta #5**  
Santa Barbara Yacht Club  
Jody Holehouse  
(805) 962-5910

**18-19** **Beasley Cup**  
Houston Yacht Club  
David Hinrichsen  
H: (713) 480-7488

**18-19** **J Jamboree North/NH State Championship**  
Lake Winnepesaukee  
Ed Philpot  
H: (603) 527-0932

**18-19** **District 15 Championship**  
Lake Minnetonka, MN  
Sandra Becker  
H: (612) 470-6760

**25-26** **North Sails Lake Champlain District 1 Championship**  
Lake Champlain, VT  
Chris Morgan  
B: (802) 862-6554

## OCTOBER

**2-3** **Changing of the Colors Regatta**  
Diamond Point, NY  
Rodger Voss  
H: (518) 869-9411

**2-3** **Milford Fall Regatta**  
Milford, CT  
George Desrosiers  
H: (203) 261-6369

**9-10** **Noroton Columbus Day Regatta/ Dist 3 Championship**  
Noroton, CT  
Lee Morrison  
(203) 655-7769

**9-10** **The Great Racing Regatta**  
Lake Geneva Yacht Club  
John Mick  
B: (414) 275-5815

**22-29** **European Championship**  
Yacht Club de Monaco  
F: 93-50-80-88

**23-24** **Halloween Regatta**  
Austin Yacht Club  
Kirk Livingston  
H: (512) 328-4704

**23-24** **District 21 Regatta #6**  
Dana Point Yacht Club  
Joe Steele  
(714) 588-9994

**29-31** **East Coast Championship**  
Severn Sailing Association  
Mike Colbert  
B: (202) 767-5381

## NOVEMBER

**6-7** **Beaver Moon Regatta**  
Havre de Grace, MD  
Tim Winger  
H: (717) 898-0856

**6-7** **Miss Piggy Fall Regatta**  
David Jackson  
H: (404) 998-6656

**20-21** **Texas Circus**  
Canyon Lake  
John Thomas  
H: (512) 492-5429

*\* indicates the event is a USJCA World qualifying regatta*

## 1993 California Circuit (last 4 of 5 regattas)

**May 21-23**  
IBM NOOD Regatta

**May 29-31**  
Memorial Day Regatta

**June 25-27**  
Trimble/North Race Week

**September 4-6**  
IBM NOOD Labor Day Regatta

## Southern CA Circuit (last 5 of 6 regattas)

**April 17-18**  
District Regatta #2

**July 10-11**  
Texaco Starport Regatta

**August 7-8**  
District Regatta #4

**September 11-12**  
District Regatta #5

**October 23-24**  
District Regatta #6



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\*non voting

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The IJCA World Council poses on the steps of Severn Sailing Association in Annapolis. (Why couldn't the weather have been this nice for the soon to follow World Championship?!)

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Fax: 03-666 5474

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Class Capt: Kate Williams  
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## 1993 European J/24 Calendar of Events (partial)

**APRIL**

9-12  
 29-May 2

\*Spi Quest  
 \*Spring Cup

La Trinti sur Mer  
 KZRVH

France  
 Medemblik, Holland

**MAY**

8-9  
 15-23  
 20-23

Swedish World Qualifier #1  
 \*Open Italian Nationals  
 Open Swedish Nationals  
 (Swedish World Qualifier #2)

BSL  
 TSS

Malmo, Sweden  
 Mondello, Italy  
 Varberg, Sweden

**JUNE**

18-20  
 18-25  
 19-20

Open Dutch Nationals &  
 IJsselmeer Week  
 UK J/24 National & Open Championship  
 Rutgerson Cup  
 (Swedish World Qualifier #3)

KRZVH  
 SCYC  
 MSS

Medemblik, Holland  
 Abersoch, U.K.  
 Marstrand, Sweden

26-29

\*Kieler Woche

KYC

Kiel, Germany

**JULY**

3-4  
 9-16  
 13-18

\*UK J/24 Northern Area Championship  
 J/24 World Championship  
 Open German Nationals

SCYC  
 ASV

Abersoch, U.K.  
 Abersoch, U.K.  
 Warnemunde, Germany

**AUGUST**

1-8  
 13-15  
 18-21

Cowes Week  
 Nations Cup Qualifier  
 Final Nations Cup Match Racing

KRZVH  
 KRZVH

Cowes, U.K.  
 Medemblik, Holland  
 Medemblik, Holland

**SEPTEMBER**

11-12  
 18-19

1994 Swedish World Qualifying Regatta 1  
 1994 Swedish World Qualifying Regatta 2

HSS  
 HSS

Hjo, Sweden  
 Hjo, Sweden

**OCTOBER**

22-29

European Championship

YCM

Monaco

\* indicates European Grand-Prix event



### USJCA Executive Committee

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Even at the District Governors' meeting in Dillon, CO, Texas Circuit regulars, William Cantrell, Ned Plumer, John Peck, and Mark Foster take their sailing seriously.



Photo by Michael Harding

### USJCA Technical Committee

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*No wonder 1992 Worlds participant, Harry Dursch, is smiling -- he feels like he never left Seattle!*







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## INDEX OF ADVERTISERS

A. G. A. Correa.....	6
Allis Racing Ltd.....	31, 52
Bainbridge Aquabatten .....	37
Barry Cordage .....	25
Computer Keels.....	53
Dimension/Polyant Sailcloth .....	3
Doyle Sails .....	Cover 3
Eclipse Trophies.....	9
Franco Rodino .....	34
Hall Rigging Co.....	7
J/24 Magazine Back Issues.....	54
Karl's Boat Shop.....	41
Ken Gardiner Modelmaker .....	17
KVH (Sailcomp).....	19
Layline .....	10
North Sails .....	Cover 2
Performance Boat Services .....	32
Rolex .....	Cover 4
Shore Sails .....	35
SSI (Mast Boots) .....	8
Waterline Systems .....	43

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## U.S. FLEET CHARTER APPLICATION FORM

(Minimum of three boats with current membership required)

FLEET CAPTAIN'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

TELEPHONE H: \_\_\_\_\_ B: \_\_\_\_\_ FAX: \_\_\_\_\_

I do hereby apply through my District Governor for registration of the \_\_\_\_\_ fleet.

NAME	ADDRESS	HULL NUMBER
1 _____	_____	_____
2 _____	_____	_____
3 _____	_____	_____
4 _____	_____	_____
5 _____	_____	_____
6 _____	_____	_____

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

FLEET CAPTAIN SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT GOVERNOR SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

## J/24 REGATTA REGISTRATION FORM

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

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

(Type or print:)

Regatta \_\_\_\_\_ Date of event \_\_\_\_\_

Boat Owner \_\_\_\_\_ Co-owner \_\_\_\_\_

Helmsman \_\_\_\_\_

Helmsman's Address \_\_\_\_\_ Tel. (res.) \_\_\_\_\_

Tel. (bus.) \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Sail No. \_\_\_\_\_ Hull Color \_\_\_\_\_ Yacht Name \_\_\_\_\_

\_\_\_ I am a current J/24 Class Association member. \_\_\_ I am not now a Class member but will join at

\_\_\_ Measurement Certificate enclosed time of registration.

Enclosed is my regatta entry fee of \$ \_\_\_\_\_.

Helmsman's Signature \_\_\_\_\_ Date \_\_\_\_\_



# **INTERNATIONAL** **CLASS ASSOCIATION**

## 1993 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, 1993 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, 1993, 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:**

1993 membership dues: new member \_\_\_\_\_ renewal \_\_\_\_\_ (\$30.00) \_\_\_\_\_

Junior member (not older than 19 on 12/31/93). DOB: \_\_\_\_/\_\_\_\_/\_\_\_\_ (\$20.00) \_\_\_\_\_

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

Magazine back issues (refer to form on page 54) \_\_\_\_\_ (\$8.00) \_\_\_\_\_

Send \_\_\_\_\_ 1993 calendars (\$10 prior to April 1; 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.

## 1993 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 1993 publications, at \$14 (or \$26) for each subscription to the following:

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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





# Ascent of a Woman

**Nancy Haberland**

This September Nancy will coach the women using Doyle sails in the Rolex International Women's Keelboat Championship.

And she knows how to teach. She was J World's Chief of Instructors for four years, racing J/24's.

Last year she took second place in the J/24 Nationals, went to Barcelona as a member of the U.S. Sailing Team and was the first woman finisher in the Sunfish Worlds.

This year she became the first woman consultant to our Design-Development Team.

Women, join Nancy this fall. Call Doyle RI now and ask about Doyle's Deal No. 2.

Hoo-wa.



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Mary Johnstone  
Event Chair, RIWKC  
7 Thurston Ave.  
Newport, RI 02840