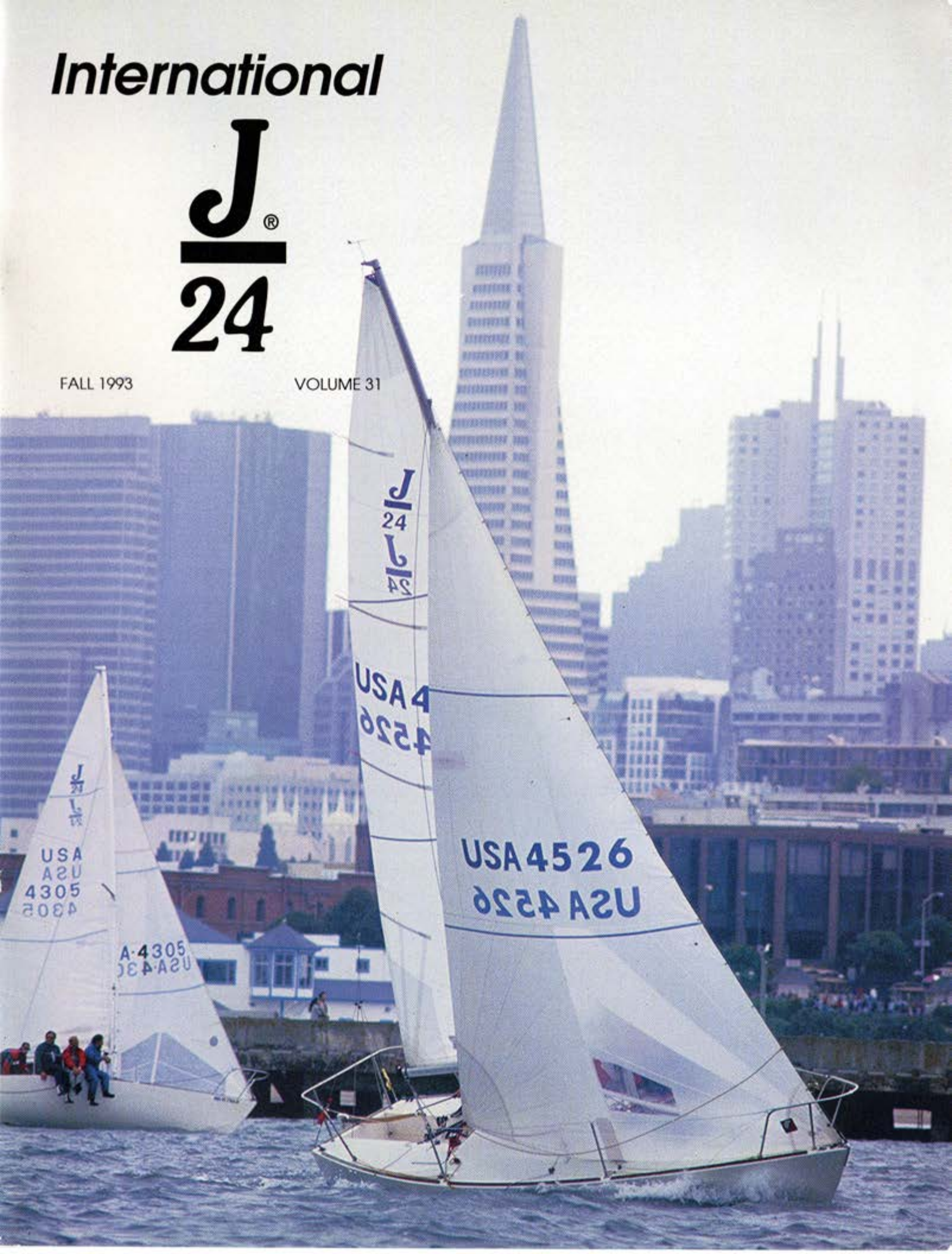


International

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24

FALL 1993

VOLUME 31



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Guillermo Baguiaz	* 3rd 1993 Worlds
Jody Swanson	* 2nd Women's Keelboat Champs.
The Kellys	* 2nd U.S. Nationals
John Roy	* 3rd Canadian Nationals
Leonard Tawastjerna	* 1st Youngstown Levels
Herb Cole	* 8th Mid-winters Champs. Fleet
Roberto Martinez	* 2nd Mid-winters Designer Div.
Tony Parker	* 4th East Coast Championships

* First non-industry finishers at regatta



The Kellys lead the pack at the U.S. Nationals.

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Vince Brun, Chris Snow

North Sails Japan

12-9 Nagai, Yokosuka, Kanagawa-ken
Ph: 814-685-71262 Fx: 814-685-70370
Masamichi Kawashima





Photo by Glen Viguers

District 21 Governor, Don Oliver, and crew on Dave Willke's *Casual Contact 2*, leading up the San Francisco cityfront in the IBM/NOOD Regatta.

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Holding Our Championship Events To The Highest Standards

by Glenn D. Gustafson



IJCA Chairman Glenn Gustafson stops for a moment after lake sailing in the mountains of Colorado.

The International J/24 Class Association is blessed with having the highest caliber of competition at all levels of class racing. Whether it is a week-night "beer-can" or a fleet race or a national and continental championship, we consistently draw not only the top sailors from around the world, but energetic new-comers as well, joining many members who have raced in the Class for over ten years. Our membership continues to grow on an International level, and currently exceeds 3400, about evenly split between the US and other NJCAs.

This success is due to many factors, the two most obvious of which are that not only is the boat a heck of a lot of fun to sail, but you can go to almost any major harbor in the world and find an active fleet racing. Much of our success is also due to the support of J/Boats and dedicated class officials and measurers at all levels. These members work hard to make sure that all J/24 Class sailors enjoy friendly competition conducted with the highest level of race management and regatta organization expertise, and that the boats racing on the race course are as equal as our rules allow. On behalf of all members, I thank you for your dedication to the Class.

Recent Continental and World Championships have pointed out the need for improvements in our Regatta Guidelines, to assure that participants who work so hard to earn a slot get the opportunity to participate with a minimum of hassle and at a reasonable cost. Toward that end, the International Executive Committee is working on re-drafting these guidelines into "Standards" which will set the level of excellence in organization and race management to be expected at all future World and Continental Championship events. Changes under consideration include the need for the IJCA to take a more active role in the administration of the regatta and to retain the final say in all matters, except for protests. In addition, we will require the splitting of fleets when participation exceeds approximately sixty boats and not allow races to be conducted when they are not a true test of skill, such as in light wind conditions. When a site is selected, an IJCA Executive Committee member will visit the proposed site to confirm that it is appropriate for the event, verifying that adequate charter boats will be available at reasonable cost. We also are encouraging selection of an alternate site as a back-up.

To assure our standards are followed for future events, the IJCA will enter into a contract with the local organizing committee and host club requiring use of the IJCA Official Sailing Instructions without modification, require that our regatta standards be followed, and require that specific charter boats, properly measured with certificates, be made available for charter at least six months before the event date for international competitors.

I look forward to seeing many of you at events throughout the coming year and encourage your input as to how the Class can better serve you.

Fair Sailing,

Who Would Have Ever Thought?

by Jim Keesling



Newly-elected USJCA President, Jim Keesling, showing his serious side.

The year was 1983. The time had arrived to buy my very own sailboat. Little did I know the impact it would have on my life. I grew up sailing and racing on Lake Dillon in Colorado with my brothers. Fresh out of college and wanting to sail my own race, I went shopping. Little did I know that *Catch-24* (a 1978 J/24) would lead me down the path to eventually serving as USJCA President. IT IS EASY TO BLAME IT ALL ON THE J/24. Fast and fun sailing, driving all over the country, installing stereos, measuring boats, sailing in foreign countries, late night conversations, tacking duels, wild, out-of-control downwind rides, go-fast ideas, go-slow realities, and learning more than I ever thought. It is easy to blame it all on the J/24, but the boat is only the catalyst. The different people and the diverse levels at which it is sailed are what make the J/24 the boat that it is.

Who would have ever thought that over

5000 boats would be sailing all over the world. Who would have ever thought that "sailing's best" would be hammering it out against each other at the J/24 Worlds, Midwinters, Europeans and North Americans; or that Rod Johnstone would create the largest one-design keelboat in the world? What about the fact that every weekend of the summer thousands of people are having fun racing, sailing and socializing in J/24s at the local club level? Or that so much time, money and effort would have been put into developing the J/24 to the level that it is today?

Who would have ever thought that I would end up where I am now... It's the Harry Durschs, the Jack Christiansens, the Family of O'Briens, the Eric Stelters, Michael Butlers and Kevin Doyles in the world who keep the "new person" interested and enthused. Have clinics to teach the tricks of the boat and go-fast ideas to your local fleet, because the new blood is the future of the J/24 and of the Class. I ask every J/24 owner out there to take a new person sailing and racing. Show that person how much fun it is. Help out the sailors in the back of the pack to sail smarter and faster. Start that water fight when it's 90° with no breeze. Crank the tunes every now and then. Help to show new people how much fun J/24 sailing can be. Help introduce other owners and crews to the J/24 Class and to become members. Because today, the J/24 Class is the most fun and most competitive sailing you can find.

Who would have ever thought?

Fuzz Foster, from Hawaii, and Jim (background) acting as the impartial (?) race committee, as the District Governors battle it out on Lake Dillon.



It's Working

by Steve Podlich

Read the enclosed Notice of Regatta for the 1994 Midwinters (p14) and Nationals (p16) very carefully. There is one substantial change which you have not seen before and which could ruin your whole regatta. Under 'Measurement' it indicates that you are expected to arrive with a Class-produced measurement certificate and that boat measurement will take place only IF you have an appointment.

This should take the tension out of the few days before the regatta. The measurers take no particular pleasure in telling an owner that a newly painted keel that came directly from a speed shop is not legal and the way to fix it is to go to the auto repair store and buy a liter of Bondo. Your local measurer will, hopefully, be given the chance to measure that keel while you are still close enough to the speed shop to get warranty work from them so you can show up at the regatta with a newly-painted legal keel and your psyche intact. And the measurer will be a friend who helped you make your boat right, not an ogre who made you add big red splotches.

There will be spot checks of all boats before the regatta starts and of the top boats in the fleet after each race. But these will be minimal checks of certain key measurements: mast height, forestay length, dry weight and all-up weight with optional and required equipment.

A majority of the boats at the Rolex International Women's Keelboat Championship arrived at the regatta with measurement certificates. Those measurement days were some of the easiest and most enjoyable I have ever experienced. With a little effort by both measurers and boat owners, we will rarely see the assembly line measurement process used again except at the Worlds where the Technical Committee plans to continue to fully measure every boat.

Measurement and certification is not just a process which helps the top guy in your fleet who goes on the road to attend these regattas. It helps all of the fleet. When your whole fleet is measured, everyone is more aware of the maximums and minimums which make a boat fast. When all of the sailors in your fleet cut their masts off to be near minimum and add link plates to their headstays so they are near maximum, you will find the fleet in a tighter pack rounding marks. That's the One-Design idea!

There are other measurement advances on the horizon. As I write this, there are ten new sets of keel templates being prepared for shipment. Some of these are going to NJCAs in Europe and in the Asia-Pacific area and some will remain in the US. Another advance is the upcoming publication of a Measurement Manual. John Peck and his US Technical Committee are presently completing this monumental task. This document will not only detail the tricks of the measurement trade, but it will also eventually contain a list of the interpre-



One of the most rewarding parts of Steve's job is to occasionally hand out the goods at the end of regattas. He is shown here at the North Americans with the Radisson Cup.

tations which affect our rules, just as the IYRU Cases affect the IYRR. Watch these pages for the announcement that the Measurement Manual is available for purchase by all Class members.

In the US and in several other nations, the National J/24 Class Association supplies a computer-generated measurement certificate. This is a task which the US Class office has picked up during the past 2 years. We have a high school student, Drew Mutch, who does an excellent job of entering the data sent to us by the measurers. After he has printed the certificates, I proof them and sign them if they are in order. Measurement certificates, the Measurement Manual and measurement tools do not come without some expense. The dues increase for 1994 will continue to allow us to make these types of services available to the membership.

Smooth Sailing,

Copy Deadlines

<u>Waterlines</u> #9	December 15, 1993
<u>International J/24</u> Vol. 32	February 28, 1994
<u>Waterlines</u> #10	April 22, 1994
<u>Waterlines</u> #11	June 10, 1994
<u>Waterlines</u> #12	July 22, 1994
1995 J/24 Wall Calendar	August 15, 1994
<u>International J/24</u> Vol. 33	August 31, 1994

I would like to thank those who generously contributed to this edition of International J/24. If you enjoy writing or feel as though you have an idea, an opinion, regatta results (or **photos**), or in some other way would like to make a written contribution to the members of the class, please put pen to paper, or fingers to the keyboard and let us hear about it, as we accept articles by mail, fax or on disk. When sending copy on disk, please note the program in which the piece was written.

For the Spring magazine, we need 1994 regatta dates for the Calendar of Events. Please let us know the name of the regatta, the host club and a point of contact, with phone number. Also needed are regatta results articles and photographs. If you don't tell us about the regatta(s) you've hosted or competed in, we will have nothing to print.

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New U.S. Fleets

Welcome to Fleet 158 - Rush Creek, Dallas, TX

1994 U.S. Class Dues

USJCA dues for the 1994 calendar year have been raised to \$40. This is the only the second increase in dues since the Class' inception over 15 years ago, and the first increase since 1984. If you have crew members, friends or others who want to join the class, there is a membership application form at the back of this and every magazine which can be filled out and returned to us in Annapolis. Once you receive your membership card, please have it with you when you travel to regattas as proof that you have paid your dues. Remember, if you are an owner, co-owner or helmsperson competing in regattas, you must be a Class member.

'94 Dues for Sailors in Countries Without NJCAs

If you live in a country that does not have an organized, official J/24 Class association, 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 \$52.00 US. The additional \$12 covers the cost of mailing publications abroad.

New U.S. District and Governors

The Mid-Atlantic States have a new district which encompasses all of New Jersey, and parts of New York, adjacent to the Hudson River. This area has its own very active racing schedule, part of which is the Garden State Parkway Circuit, and wanted to be represented as its own district. District 4 was created this summer and Tim Ryan has taken the lead as its governor. Tim is also a class measurer and active in Fleet 148.

Gordon Borges has recently been elected as District 2 Governor, replacing George Wall who will be concentrating his efforts toward Class technical matters (please see his Technical column on page 12). Gordon, who is a class measurer and co-owns a marine repair business in Newport, RI, has generously contributed a very timely article on buying used J/24s which is featured in this volume.

District 18 produced our newly-elected Class President, Jim Keesling, and taking his place as governor is Alan Dille. These two are lucky enough to live where they can sail when it's nice out and ski when it's cold and snowy. No fair.

Office Hours and Location

The J/24 Class office hours are Monday through Friday, 9 am to 5 pm, Eastern time. Our mailing address is: J/24 Class Association, 612 Third St., Suite 4A, Annapolis, MD 21403-3213. Phone: 410-626-0240; fax: 410-280-5423.

1994 J/24 World Championship Qualifiers

The J/24 World Championship XVI will be held in Melbourne, Australia from 12-21 January 1994. Below is a list of those who have qualified:

IJCA QUALIFIERS

Past Worlds Champions

South American Champion - Aldo D'Angelo

Founders - Rod Johnstone, Bob Johnstone

North American Champion - Steve Ulian

IWKC Champion - Betsy Alison

European Champion - Luca Santella

IJCA INVITATIONS

Host Fleet Invitations - To be determined by the host

North American Champion - Alan Adler, Brazil (special invitation to top finisher which was not otherwise qualified)

IJCA Chairman - Glenn Gustafson

USJCA QUALIFIERS

OPEN EVENTS

1. US Nationals
2. Southwest Regional
3. Western Regional
4. District 22
5. By Petition
6. By Petition
7. By Petition
8. By Petition
9. By Petition

QUALIFIER

Vince Brun
Paul Foerster
Melissa Purdy
Steve Thomas
Bear Hovey
Charlie Kelley
Seadon Wijzen
Chris Larson
TBD

1994 International J/24 Wall Calendar

We've got boxes of them so you can order as many as you like. Give them as gifts - they're great for the person who has everything; brighten up your office, your home. And don't forget, we accept photos from anyone and at any time of the year for the next year's calendar. Although the deadline for the '95 calendar is not until August, it's better to get shots to us AS SOON AS HUMANLY POSSIBLE! We need horizontally-oriented, color photos of 1994 J/24 sailing events. When you send material to us (with your name, address and phone number), please note where, when and who regarding the photo, as we want to give proper credit, where deserved. The order form for calendars is on page 80 - on the Membership Application Form.

Back Issues of International J/24

Volume 30 (Spring, 1993) contains a back issue index which lists, by subject, all of the articles that have appeared in the past thirty volumes of *International J/24* magazine. All back issues are available, except #s 6, 13, 17 and 24. However, if you would like a specific article(s) from out-of-print issues, you can order them for \$3.00 US each. To receive an article found in an in-stock volume, you must order the whole magazine. Details on ordering back issues, including cost, are found in the back issue ad on page 49.

Hull Numbers Assigned

5046 - 5055	Italy	5076 - 5085	Australia
5056 - 5065	Australia	5086 - 5095	Argentina
5066 - 5075	Italy	5096 - 5105	Italy

Used Boat Database for the U.S.

Here in the Class office, we are beginning to put together a data bank of used J/24s and need for every Class member to help. We have asked the district governors and fleet captains to have members and themselves be on the lookout for used J/24s that are sitting in backyards, in boatyards, in fields, etc., that are not being used, and to get a phone number of its owner(s) and location of the boat. If you are taking a bike ride or any kind of ride and happen upon a 24 sitting on a trailer or cradle somewhere, anywhere, please take five minutes to inquire as to whether the owner wants the opportunity to sell that boat that doesn't get used anymore. You could make someone happy and, at the same time, help the strength of the Class.

'Careening' Defined

That word, it seems to so often show up in the Notice of Race and Sailing Instructions...surely some of you have, at some point in your sailing career, wondered what the term 'careening' means and what it has to do with sailing. We have had some inquiries as to the proper definition of this term and would like to take this chance to clarify it. According to our Webster's New World Dictionary, careening is defined: to lean or cause to lean sideways; tip; tilt; lurch. So when you read in the Sailing Instructions that careening by any means for the purpose of cleaning or inspecting the hull is prohibited, you may swim the bottom but you may not lean, tip, tilt or lurch the boat while doing so.

Junior NAs in Hawaii

Waikiki Yacht Club in Hawaii will be hosting the Junior North Americans on November 23-27, 1994. It is over the Thanksgiving holiday, making for fewer days of lost school time. The Junior program at Waikiki has been growing steadily, giving them access to many J/24s. Check the Calendar of Events for the point of contact and get your crew ready to go!

Last, but Not Least

Here is the part I like the least and have saved for writing last. It's supposed to be about me and the words just don't want to flow. Cass Mairs held the Editor / Administrative Assistant position with the Class and in the Spring decided to move on, which is where I came in, literally. Although I had not held an editorial position before, my degree in American Studies involved a great deal of writing, which I have always enjoyed immensely. And what else can one do with an American Studies degree, except write or go back to graduate school? I chose to write for a while to keep myself out of ten years of student loan debt, as our two year old's nursery school tuition makes a big enough dent in the checkbook.

My introduction to sailing came at age three when my parents bought a Cal 25 and we cruised around the Chesapeake Bay. Racing for me didn't start till after college when I met, and later married, a sailmaker. For quite a few years, we raced together a good deal, however, my sailing schedule has come to a screeching halt, as taking care of a young one cuts into my fun schedule (and sailing for my other half is "not for fun", as he says so often). And for those of you sailing in or racing in the Annapolis area, you may be more likely to find me in the Class office than out on the water, so please stop by to visit when you're in town, as I enjoy meeting the faces behind the phone voices.

Sally Scott, Class Administrative Assistant and Publications Editor

**INTERNATIONAL J/24 CLASS ASSOCIATION
93-94 OFFICIAL MEASUREMENT CERTIFICATE**

OWNER DECLARATION Page #1
P Name of Yacht: SPOT Hull No: 2000 Sail No: 2000
A Owners Name: Steve & Margaret Podlich District No: 6 Fleet No: 8
R Address: 709 Hillcrest Drive. Home Phone: 410-757-8035
T Annapolis MD 21401- USJCA Work Phone: 410-626-0240
 Co-owners Names:

A I undertake to race this yacht only so long as I maintain it in conformity with the Class Rules. I also declare that only sails, spars, etc., which have been measured and found to be in accordance with the rules will be used.
 Date: 7/3/93 Owners Signature: *[Signature]*

REGISTRATION BY THE NATIONAL J/24 CLASS AUTHORITY
 I certify that (a) this yacht has been registered in the Official National (International) Class Register under the owner indicated in Part A above and (b) the builder is in good standing with the copyright holder and the International Yacht Racing Union.
 USJCA *[Signature]* 09/03/93
 (J/24 Class Authority) (Representative Name) (Signature) (Date Signed)

BUILDER MEASUREMENTS

Item	Rule	Measurement (All measurements in kilograms)	Minimum	Actual	Maximum
1	2.7.3	Lead keel weight before assembly	415	433	435
2a	2.7.4	Builder's Weight-Yachts built before 3/1/89-includes rig	1200	1264	1300
2b	2.7.4	Builder's Weight-Yachts built after 3/1/89-without rig	1190	0	1250

BUILDER DECLARATION
P I certify that this yacht has been (a) built in moulds obtained from the source approved by J Boats, Inc., (b) constructed according to the official plans, specifications and J/24 Class Rules, (c) built in accordance with the spirit and letter of the J/24 Class Rules and
T licensing agreement and that the measurements in Part B were taken prior to delivery.
 C Tillotson-Pearson /s/S. Podlich for TPI 09/03/93 02/25/80 2000
 (Builders Name) (Authorized Signature) (Date Signed) Date Built Hull Number

YACHT MEASUREMENTS

Item	Rule	Measurement (All measurements in millimeters / kilograms)	Minimum	Actual	Maximum
1	3.3.3a	Corner of transom to keel trailing edge of keel: at hull	2996	3016	3020
	3.3.3b	at 603mm down (Section IV)	3095	3115	3125
	3.2.7	Radius of corner of transom 2mm or more		Y	
2	3.3.4	Leading and trailing edges of keel +/- 5mm Sec. I to VI		Y	
3a	3.3.2	Width of keel trailing edge: at Section I => 12.8	12.8	Y	
3b	3.3.2	from Section II to VI => 3.6	3.6	Y	
4	3.3.2	Keel complies to min. faired Plan C dimensions Sec I-IV		Y	
5	3.3.2	Keel complies to min. faired Plan C dimensions elsewhere		Y	
6		Hull profile width of moulded keel stub:			
a	3.1.1	at top of trailing edge, 22mm or greater	22	Y	
b	3.1.1	at 19mm below fairbody, 760mm around the contour from 30mm down from corner of the trailing edge, => 185mm	185	Y	
7	3.4.3	Standard weight of rudder with tiller & tiller ext incld	13.5	13.7kg	None
8a	3.4.2	Width of rudder trailing edge 4mm or greater	4.0	Y	
8b	3.4.2	Chord length of rudder between 300mm and 305mm	300	Y	305
8c	3.4.2	Does rudder comply with minimum dimension of Plan D		Y	

To the left is a copy of page 1 from a USJCA Measurement Certificate. The entire certificate includes 3 pages and is produced on a special paper which has a screen of a J/24 in the center. We are reproducing it here because we occasionally get reports from regatta organizers that Class members arrive with Part D of the Measurement Form and present it as their Measurement Certificate. Hopefully, after printing a copy of the real thing all members will understand the difference and will obtain a Measurement Certificate, if necessary. While the presentation of Part D usually works, it is not, in the US, a Measurement Certificate.

In other nations, Italy and Sweden for example, the national authority uses a completed copy of the Measurement Form, Part D, along with a cover page as a Measurement Certificate. And in some other nations, the UK and Germany, a Measurement Certificate is a form which states that the identified boat is, in fact, a J/24 and does not include any portion of the Measurement Form. The procedure for obtaining a J/24 Measurement Certificate is different in each country.

The instructions for obtaining a Measurement Certificate are printed on page 22 of the 1993-1994 Class Rules. This applies to all members from all nations. USJCA members can review the procedure for obtaining a Measurement Certificate in Vol. 28 of International J/24, page 11. This is a service which is provided to members by the Class at no additional charge.

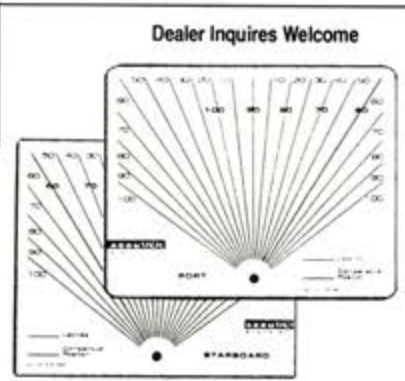
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International Strength

As far as J/24 sailors are concerned, I fall into an unusual category. I sail and race my boat in Weymouth, England in handicap events (there are no other Js within thirty miles), but have done more J racing abroad, primarily in North and South America. I am writing this article in support of IJCA Chairman, Glenn Gustafson's, remarks in the Spring 1993 edition of this magazine, drawing on my recent experiences to demonstrate the international strength of the J/24, and how some of its qualities, perhaps not readily apparent, bode well for a future of international growth.

Having sailed a Westerly J intermittently from 1983 - 1988, I was ready for a hull update, particularly at that stage when the class rules, most importantly over-weight measurement, were open to interpretation. By chance, I was serving on a Royal Navy aircraft carrier, (as Commander Air Group to USA readers), spending much time on the eastern seaboard of the United States. So having ordered a Rogers hull, I set about research of the optimum configuration for deck layout, rigging and fittings, becoming the scourge of J docks between Norfolk, Virginia and Naples, Florida. Armed with full notes and camera, I then arranged a rendezvous with Rick Peper in Jacksonville, Florida, and he kindly gave up some hours of his time in explaining the best way to layout and operate the boat. I should explain at this stage that this was no one-sided deal. Rick came onboard the Carrier and amazed us all by his capacity for testing warm, brown Brit beer, severely damaging my bar bill and brain cell count in the process! But returning to my theme, a lot of people were very helpful in advising me on J techniques, good friends were made and international cooperation enhanced.

Returning home, my crew and I put together the ultimate J. The team was trained, the stage was set...and then...the trimmer's wife most inconsiderately had a baby far earlier than expected, the foredeck man was scrambled to the Persian Gulf for military duty, and the skipper dispatched to Norway to pick up an ice-breaker and head for the Antarctic. This apparent misfortune did, however, reap long-term benefits. Although deprived of J racing in the UK for two summers, I was fortunate enough to catch the regatta season in Chile and the springtimes in North Carolina. This brings me back to international strength. When I realized that the best way to return from the Antarctic to England was via Valparaíso, I was able to pick up my International J/24 magazine and find German Fuchs' (the Chilean JCA President) phone number. He was most surprised to receive my call from Punta Arenas, but on arrival we met and I enjoyed some superb racing and hospitality. Again, the strict one-design nature of the Class meant that I was able to jump straight onto German's boat and race with him and his team, without complex briefings. Our procedures were the same, the layouts standard, and the linguistic cocktail of Spanish, English and universal J language meant that we were able to sail together effectively and with success. At the end of the regatta, and after serious discussions over some bottles of Chilean red rocket fuel,

we determined to do the same the next season. This happened, and on arrival in Valparaíso some months later, I was amazed at how the enthusiasm for the J fleet and German's personal drive had produced exceptional growth in the Class. We, again, had great fun both on and off the water, and I was left with a very clear impression of how the J/24 was meeting the needs of the many sailors in that distant part of the world.

Then, fired by autumn success in South America, it was off through Panama to Wrightsville Beach, North Carolina. The victim of my phone call here was Bill Fuller (that is Bill, Senior, because he owns the boat and buys the beer). We may have missed the major regattas, but much enjoyed ourselves in the northern spring, getting out in the boat (the legendary *Shining Armour*) and practising, practising...in readiness for the season. Once again, it was a pleasure to meet and immediately strike up good friendships with people who not only sail the same boat as I, but who also share many other interests and values.

Thus, although based in England, my J experiences have been primarily in the Americas. Without exception, I have found enthusiasm for the class, met charming people, and enjoyed some great sailing. The bottom line is that people make a class successful, provided that the ingredients of the boat are there in the first place. In the J/24, with its rigid one-design policy, we have a boat that will continue to go from strength to strength, while those who sail it will have fun. Many people are now travelling more in their work, but wherever you pitch up in the world, it seems there are Js to sail, and this magazine is a very useful way to establish initial contacts.

When Bob Turner sent this article to the Class office, he was aboard HMS *Osprey* as part of the Royal Navy.

Healthy Class With A Pervasive Problem

Membership and, I believe, activity in the J/24 Class in Canada has grown during 1993. While total membership has increased, the number of new members is significant. Traditional areas of activity remain and there are a number of pockets of new activity. Of note also is the number of women becoming active in J/24s. There were four all-women crews participating in the recent Nationals and approximately 25% of all participants were women. Two of those crews placed in the top seven.

To some extent, the health of the Class can be attributed to characteristics that have developed over time, based on the design and construction of the boat, the work of the Class committees, the continued refinement of the Class rules and the events that have developed around the J/24, such as true world and continental championships, the Rolex Cup, match and team racing and a network of local and regional regattas.

Regattas are an amazing mixture of professionals, all-star kids, families, pick-up crews, novices and veterans. Our recent

Nationals featured highly competitive racing, while at the same time, due to circumstances and planning, the whole fleet had a great time. While we cannot arrange for specific weather to guarantee that it will be enjoyable to be outside and exposed for much of the day, a number of factors can be controlled to ensure that, while most of us are doing vacation we are, in fact, enjoying it. Some of these factors, I suggest, are: ease of getting organized at the site and into the water and ready to sail; short time to the course and minimum time waiting around; respect for the rules and other competitors' desires to do the same thing you are doing—enjoying time away from it all. And, of course, lots of social activities that get participants together off the water is a major factor.

There is one area where I believe a problem lurks that could undermine our continued enjoyment of our activity. More and more regatta reports talk of disregard for the racing rules, and our recent Nationals was no exception. While our own Class rules have been developed and refined and are effectively applied, the sailing rules appear to be becoming more of a problem. They are not getting simpler or easier to understand and apply, in spite of what we are being told. The problem lies in how they are being used or not used. For one reason or another the rules are, at times, being ignored and competitors are forcing their way around the course, knowing that most of the time no one will initiate a procedure that could consume their whole evening, or at least disrupt post-race enjoyment of activities ashore. I believe juries are contributing to this by letting it be known that they will not call even obvious infractions observed on the water. In the protest room, juries (even the best) will be very reluctant to throw out a boat for rule infringement if there was no significant collision. Although we cannot blame the jury for this, we could, as a start, ask on-the-water juries to change their approach and call infractions that they see and are convinced are clearcut. Why not? They are knowledgeable and usually can be close enough, especially at mark-roundings where a lot of incidents occur. And they can become a deterrent to that thought that seeps in and makes you think in an instant that you can maneuver in there, or that you can cross that other boat when in fact you cannot, and still give reasonable room. Allright, so we should be able to sort this out and police ourselves. But this is not happening, as incidents are abundant and the Class is being called lawless and out of control.

We should all be thinking about the little things that go in to running a regatta that could help to alleviate this problem. In addition to observance for rule violations, things like bow numbers and other effective means of identifying line pushers would help. We accept being over the line early as long as you are not seen—does this approach carry on around the course? First beats that are long enough to create some spread at the weather mark would help. The elimination of reaches, while popular, can contribute to the problem by adding another downwind mark rounding which in large fleets can be a traffic jam. Would small percentage penalties for no contact incidents help? These are all things that we have control over when we organize our regattas. Perhaps by some of these means and any number of others we can eliminate some chipped gelcoat, screamed profanities, evenings spent in hostile environments, or even serious injuries, and at the same time help to ensure a continued level of enjoyment.

Don Williams
President, Canadian JCA

Dear Ned Plumer,

I recently read your column in the spring issue of *International J/24* and thought I would share my views on it with you. I did race in the 1993 Midwinter Regatta, which you refer to, and seeing as I was consistently in the middle to bottom of the pack and was involved in several major collisions, I think I am qualified to make a few observations.

The first issue you stated was that the Class, as a whole, is unruly and needs to be cleaned up. This is not true. If anything, the Class is obsessed with rules and protests and what we do not need is a tightening of the rules. The problem I saw at the Midwinters was not people disregarding the rules, but rather the courses putting people in situations where collisions were unavoidable. The modern trend is to do away with Olympic triangles and use only windward/leeward courses but, in large fleet racing, windward/leeward courses are a problem; the most obvious problem is that the fleet will not spread out and a large pack will converge on every leeward mark. Consequently, there is mass confusion and are usually several collisions resulting in protests. As the race goes on, the windward/leeward courses keep everyone bunched together and each mark-rounding is the same log-jam, resulting in more collisions and more protests.

What needs to be done in large regattas is to spread out the fleet. The way to do this is to continue with Olympic triangle courses. It is true that triangles put an emphasis on starts and first legs, but that's the way it should be. If you get a good start, you should be rewarded for it. It is also said that triangles are parades and the last place boat has no chance of catching up. Personally, I have passed more boats on reaching legs and at gybe marks than I ever have on windward legs. Finally, triangles are just more interesting to sail, especially in light air and when it's hot.

The second issue you brought up was the excessive number of protests at the Midwinters. Again, this was not the fault of the competitors, but rather the use of the Alternative Penalty System, instead of the more traditional 720° Rule. In most cases, protests involved boats from the middle to lower part of the fleet which were hurt much more by percentage penalties than boats near the top. By taking a penalty, they were posted close to last place anyway, so there was nothing for them to lose by going to a protest hearing and possibly getting disqualified. There was always the possibility of winning the protest. If these boats had had the choice of doing a 720° turn, most would have admitted they were wrong and done a 720, rather than take their chances in the protest room.

As you know, a J/24 can do a 360 in a very small space and finding room to do two of them, even in a large fleet, is not a problem. There would just have to be a more liberal interpretation of doing a penalty turn as soon as possible after the infraction occurs.

These are my views and they may sound a bit behind the times, but remember, not all change is good. I thank you for your time.

Sincerely,
Jeffrey Gale
Hope Town, Abaco, Bahamas

Let's Make the Rules Work

In the three years I have been racing a J/24, it has been my observation that the racing rules and protest situations in our class are not working well. I have heard non-J/24 sailors say that our Class protests too much and that J/24 sailors are dirty sailors. Personally, I feel we are probably flying our red flags too little. There are many of us who are not protesting each other for a variety of reasons. The classic situation is a boat approaching the windward mark on the port-tack layline and inserting themselves into the starboard-tack layline parade. Properly done, this is a great maneuver, but all too often, yachts are tacking too close and fouling the starboard-tack yacht. Perhaps knowing looks may pass from boat to boat, perhaps not, but many of these port-tack boats just sail on. There are some of us who are automatically doing 720s when we feel we have screwed up, even when the other boat never cried foul. This is not only honorable, but the essence of Fundamental Rule D. I have informally talked with a number of J/24 sailors and most believe that if they do not see the protest flag, they do not feel obligated to do a 720, no matter how certain they are of their own foul. I suggest we all read Fundamental Rule D in the Yacht Racing Rules.

However, depending upon the boat that fouls, to "do the honorable thing", in most cases, is just not working. And to be fair, sometimes it can be uncertain, from the vantage point of the burdened boat, to feel entirely sure whether you screwed up. Too many times, I have seen regatta standings change because people are not protesting. Some who sailed fairly are finishing out of the running, while some who have blatantly fouled another boat or "pushed the rules" go home with the cup. Even if protesting another boat that has obviously fouled, you may not really make much difference to your own standings; remember, it may substantially affect the other competitors who have sailed fairly. Although it may not seem important to the top competitors, for the bulk of the fleet, finishing several positions higher (i.e. 35, instead of 38 in a 40 boat fleet) is significant. At a regatta I recently attended, a number of not-so-minor collisions occurred and yet not one protest was heard. Those who should have protested did not because it did not materially affect their standings, or they did not wish to get involved in the hassles of the protest room. This may be thought of as a "dereliction of duty" and cheapens the sport. Also, in my opinion, if we are more assertive in using the protest flag, in the long haul, people will behave better and we will need to use it less.

In the future, I am going to make every effort to fly the protest flag when I am fouled. Also, I want and expect my sailing peers to protest me when I screw up. DO NOT wait for the other boat to automatically do their own 720s. This relies too heavily on Fundamental Rule D, and interpretation of the events and is just not working. If I do not agree with your protest, I will gladly work it out in the protest room with absolutely no rancor or residual hard feelings. The racing rules work, if we'd just give them a chance.

Peter Hall
Standish, Maine



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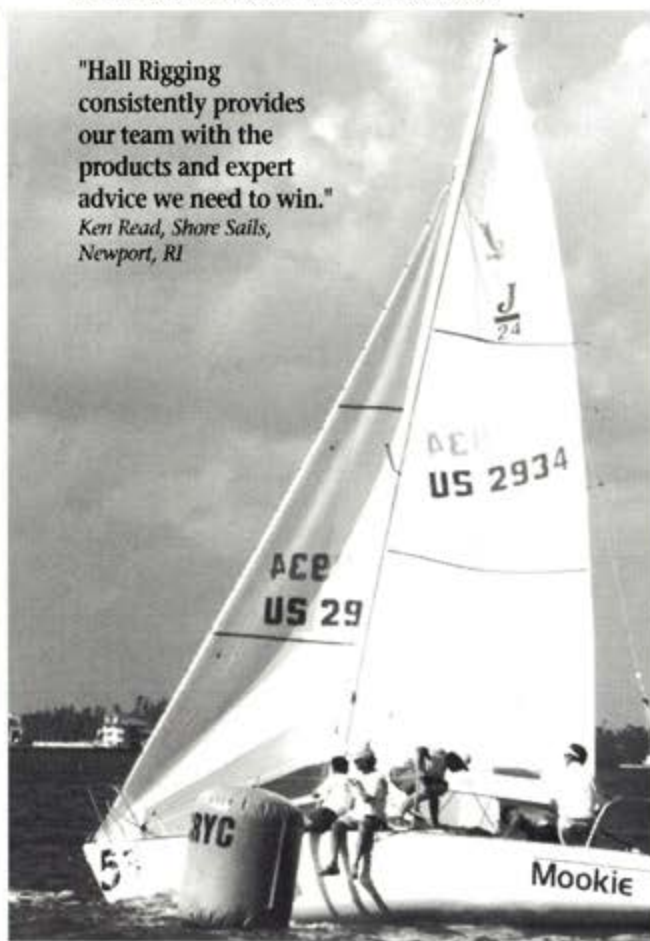


Photo: Sailing Angles

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Category B Sponsorship

Billboards or Bust...Can Sponsorship Work with the J/24? The Ins and Outs of Category B

by Chris Larson

Imagine some day sailing in the J/24 US Nationals, crossing tacks upwind with boats displaying logos such as Timberland, Hall Rigging Co., or Osama Writing Instruments. This is already the case in places like Italy where the Italian J/24 Class Association has approved sailing under Category B. The effects of allowing sponsorship in Italy have been very successful.

Almost all of the J/24 regattas we sail here in the United States are category A, no advertising allowed. Category B is a little different. It allows a yacht to display advertising in specific areas such as the hull, sails, and crew clothing which uses the name, logo, slogan, description, a variation, or distortion thereof, or any other form of communication that promotes an organization, person, product, service, brand or, idea so as to call attention to it or to persuade persons or organizations to buy, approve or otherwise support it. One thing to keep in mind is that the guidelines for Category B are very specific and it's not a free-for-all to see how many logos one can place on his/her boat.

The concept of sponsorship has become well accepted in Italy. Approximately 20% to 25% of the Italian fleet has corporate backing. Sponsored boats are spread throughout the standings, not just the top five or ten teams. It's not a situation where all of the "rock stars" have funding and the rest of the fleet has nothing. It's quite the opposite. For example, there's a women's team that has corporate support allowing them to travel to regattas that would otherwise not be possible.

Companies with products ranging from diapers to clothes have seen the benefit of becoming involved with sailing in Italy. Sailing is a clean, upscale, health conscious sport which lends itself well to companies that are trying to target these demographics. A sponsor does not have to be a Fortune 500 company to take advantage of the opportunity. Business such as travel agencies and car dealerships can realize benefits from being involved with sailing.

The Italian J/24 teams which have taken advantage of the unique opportunity for sponsorship have also realized great benefit. Teams are not becoming rich from the sponsors, but the support does allow a team to cover some of the regatta expenses, including travel. As a lot of competitive sailors know, getting there can be half the battle. At the end of the year, the cost of campaigning a J/24 can be in the thousands of dollars.

The concept of sponsorship is fairly foreign to us here in the United States. The traditional concept of Corinthian sailing is tested by the progressive idea of sponsorship. For example, the 1992 Olympics took an aggressive new stand in allowing Category B sponsorship for specific classes. The US Soling Team took advantage of the Category B opportunity by acquiring Exxon as a sponsor.

Our sport is going through a period of transition due to

several factors, one being the escalating cost of racing sailboats. The lesson of the '92 Olympics can be applied to J/24 sailing on a more individual level. A non-industry supported team could, with corporate funding, pursue a North American, National or even World Championship that would otherwise not be possible.

As the sport of sailing progresses, like many other sports, corporate America will have to become more involved in the way of sponsorship. This same corporate involvement will also help to increase the visibility of sailing, thereby driving more people to the sport. After all, membership is one of the goals we have set to keep the J/24 Class vital.

Category B may not be the best situation for our sport, our class, or even for every regatta, but it may be an important new trend to consider. If nothing more it's something we should think about. New ideas and progressive thinking can help us to reach the next level. One never knows, but maybe in a few years J/24 fleets may garner the same attention as an America's Cup.



Chris Larson sailing upwind in Italy. He works for North Sails One Design and is based in Annapolis.

NOTE: This article does not necessarily reflect the opinion of the Executive Committee or the Editorial staff of the International J/24 Class Association. Your comments on this issue are welcome and should be addressed to the Editor at the IJCA, 612 Third St. #4A, Annapolis, MD 21403, USA.

Technical Update

by George Wall, US Technical Committee Member, Northeast Region

1993 Worlds—Wales, U.K.

The fastest boats in the Class go to the Worlds—along with some of the most innovative Class members. It's a challenge to the measurement process and to the measurers checking these boats, and they were all up to the task. I was responsible for the measurement of keels and rudders. Generally, I think there were fewer problems there than in Annapolis, but we still had a few cases of keels with thin areas, narrow sumps and thin trailing edges between the hull and Section I. Of particular note were several rudders that would not measure in. This appears to be developing as a common problem with more recent rudders and is addressed in detail later in this section.

Clarification of Rule 6.1.4 (a)

From: Dennis Ellis, IJCA Technical Committee Chairman.

The Technical Committee has received a query as to the legality of attaching turning blocks, incorporated in the spinnaker sheeting system, to the stern pulpit, above the deck.

Rule 6.1.4 (a) states that "The type and location of deck blocks and cleats for halyards, mainsail, jib and spinnaker sheets..." are optional.

Rule 1.2 states that "Except where variations are specifically permitted, yachts of this class shall be alike in hull,...and equipment."

Since there are no specific variations that allow blocks for spinnaker sheets to be located above the deck, the location of the turning blocks in question is not legal in the J/24 Class.

1995 Rule Changes

The process of proposal, review, refinement, discussion and finalization for the rule changes that go into effect in 1995 has started. Emphasis will tend to be on clarification of existing rules to prevent unintended "interpretations" that are not in the best interest of the Class. This is a reflection of the maturity of the Class Rules, the desire to maintain a competitive fleet that is not made obsolete by any "advancement", and a response to some specific challenges that have had to be dealt with recently.

Any Class member who would like to propose a rule change can do so by presenting the idea to your national measurement authority for review. In the US, address your correspondence to the USJCA Technical Committee c/o the Class office. Submittals should be made NOW as the process is well underway and to maximize the consideration they receive. Suggestions that have the best chance for consideration are those that promote "...ease of handling, low cost of ownership, safety and comfort.", (Rule 1.1), and prevent departure from "...the intended nature and design of the yacht..." (Rule 2.7.6).

Rudder Measurement Problems

As a result of the addition of more specific measurement items to Part D, a number of problems have surfaced on more recent rudders. They include: trailing edges being too thin, cord

length being under 300mm, section thickness measuring less than 39.4mm and rudder radii not per Plan D Rudder Plan. Don't be surprised at a regatta by a rudder that won't measure in—these are simple checks to make that can avoid a major disappointment—don't put them off.

US Technical Committee Meets

For the first time, the US Technical Committee met as a group during the 1993 North Americans held in Hampton, Virginia. This Committee is made up of representatives of the five regions of the US (see the back of this magazine for names and addresses). As part of the meeting, several hours were devoted to training a group of new measurers. After that, the discussion included: re-certification requirements for measurers, the layout and contents of a Measurement Manual (sections were assigned to each committee member for drafting), rudder problems and possible rule changes. Every member in attendance agreed that the opportunity to discuss technical subjects face-to-face and to benefit from the depth of knowledge and breadth of experience represented by the attendees was invaluable.

Waterlines Measurement Articles

I have agreed to be the editor of a new column to appear in the US publication Waterlines, called "Tape and Templates". As the name suggests, this will be a forum for rules and measurement discussion. Articles, topics and questions are solicited from members, measurers and Technical Committee members. So, if you're having a tough time interpreting a rule or making a measurement, someone else is probably struggling with it as well. Or, if you have a neat new gauge or template that helps simplify the process, share it with the rest of us. Questions of general interest will be answered. With your help, there will be less mystery about what those rules really mean. NOTE THE WATERLINE PUBLICATION DEADLINES ELSEWHERE IN THIS MAGAZINE AND GET YOUR SUBMITTAL IN AT LEAST THIRTY (30) DAYS AHEAD. Submissions should be c/o the Class Office.

Reminder to Measurers

There are a number of instances where the limits and interpretations of the rules are being "pushed" by innovative and creative Class members. Generally, these situations surface during the measurement process. Rule 2.7.6 is intended to provide guidance and a method for recording and reporting unusual situations. If an idea is new or "different", isn't already found on competitive yachts, or you otherwise feel it should be reviewed, be sure you note the situation on the Measurement Certificate. If you feel you need guidance in handling any particular situation before processing the Certificate, contact your national or regional Technical Committee member first.

South American Championship May 14-21, 1994

The Brazilian J/24 Class and host club, Iate Clube Armacao de Buzios, invite all J/24 Class members to the tenth South American Championship in Buzios, Rio de Janeiro, Brazil, May 14-21, 1994. Buzios is located 180 km north of Rio de Janeiro and average winds of ten to twenty knots can be expected everyday, with warm temperatures of 28° C. This championship is open to any current International J/24 Class Association member.

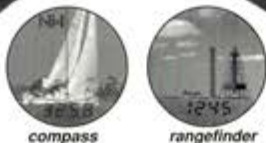
Registration and measurement will take place Saturday, May 14 through Sunday, May 15. A practice race on Monday will be followed by Race 1. Two races will be held each day, except on Wednesday, which is reserved as a Spare Day and for a Surprise Tour. Racing will be on Olympic or modified Olympic courses and a low-point

scoring system shall be used, with one point for first, two points for second, etc.

Entries must be submitted on one entry form found at the back of any J/24 Magazine, accompanied by a check for \$150.00, and must be received no later than March 30, 1994.

Information may be requested from the Brazilian Class: Eduardo Birkeland, telephone: (021) 221 7634; fax: (021) 282 0433, or Gilberto Barreto, telephone: (021) 210 1271; fax: (021) 533 3324.

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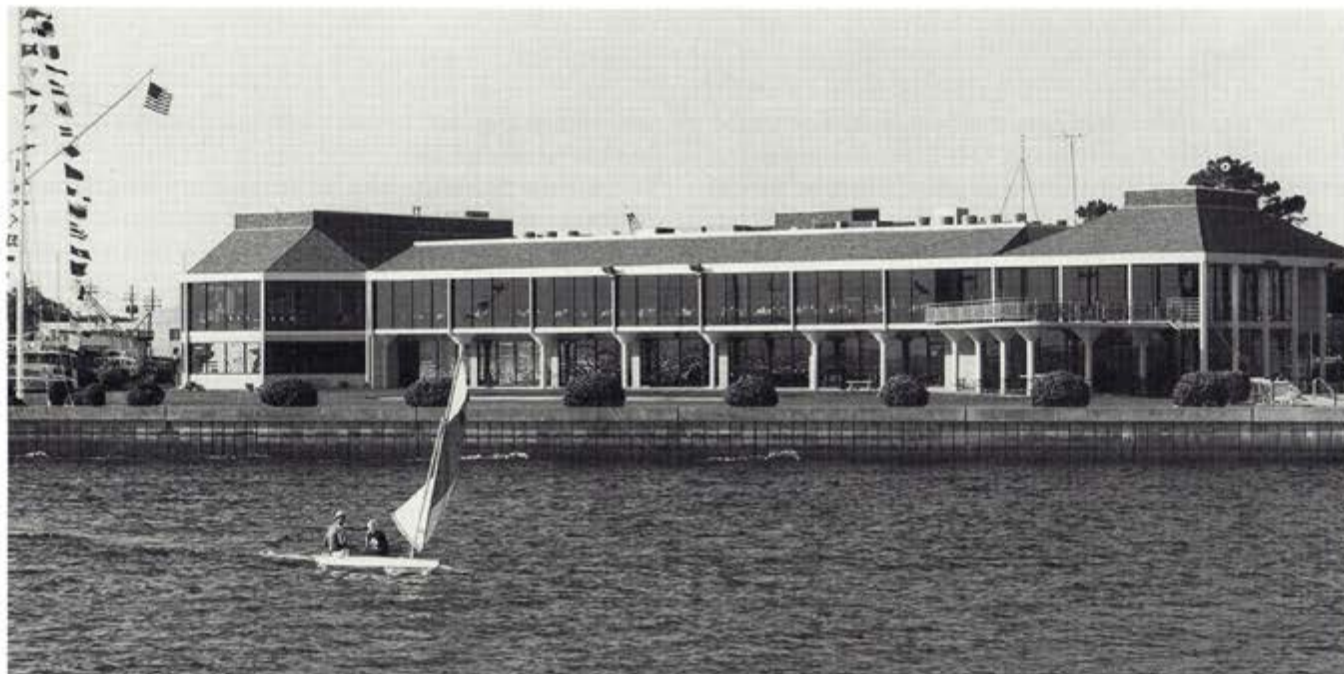
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**Invitation**

Fleet 94 and Southern Yacht Club invite J/24 sailors to the 1994 Midwinter Championship Regatta and the Big Easy. The racing will take place on Lake Ponchartrain. The City of New Orleans, Southern Yacht Club and our sponsors are making a major commitment to the success of this midwinter event.

Site

The 1994 Midwinter Championship will be held on the waters of Lake Ponchartrain. Race headquarters will be at Southern Yacht Club.

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 1994 Midwinter Championship Regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the US Sailing prescriptions to the IYRR, 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. This regatta is classified as a Category A event per Appendix A3 of the IYRR.

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 shall apply.

Schedule	Friday, March 18	1030 - 2000	Boat measurement, registration, launching
	Saturday, March 19	0900 - 1800	Measurement, registration, launching; Skippers' meeting & Bacardi cocktail party
	Sunday, March 20	1000	Warning Signal, qualifying series (up to three races)
	Monday, March 21	1030	Warning signal Race 1 (Race 2 to follow immediately)
	Tuesday, March 22	1030	Warning signal Race 3 (Race 4 to follow immediately)
	Wednesday, March 23		Lay day (planned tour of New Orleans)
	Thursday, March 24	1030	Warning signal, Race 5 (Race 6 to follow immediately)
	Friday, March 25	1030	Warning signal, Race 7, any make-up race, trophy presentation and banquet
Inspection	All participants must present a current measurement certificate form, certified as valid by the J/24 Class, at registration. Boats requiring measurement must make an appointment and measurement will take place only on March 18. Appointments can be made by calling Tom Meric at B: (504) 588-9488 or H: (504) 486-5926. Confirmation to be made in writing. Boats may be inspected and/or measured at any time during the regatta to verify compliance with Class Rules.		
Launch	Boats will be launched free of charge at SYC and New Orleans Yacht Club. Gin poles will be available. Each boat will be assigned a docking space. All boats shall be afloat by 1800h March 19 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 on Friday.		
Entries	Entries will be limited to 110 boats. Each entry must be submitted on an entry form, such as included in this publication (Ed. note: page 79). The entry fee is \$195 US, by check made payable to Fleet 94. Fully-paid entries will be taken on a first-come, first-served basis, until March 8, 1994. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull I.D. numbers, launch and haul-out, mooring, all parties and buses, including the banquet for five persons (extra tickets available at additional cost). Full refunds will be provided prior to March 8, 1994.		
Extra	Fleet 94 and SYC will host the 1994 Gulf Coast Championship (the fourth stop on the Texas Circuit) on March 5 & 6. Boats competing in the GCC will be permitted to leave their masts up and store their boats and vehicles at no charge, if participating in the 1994 Midwinter Championship.		
Accommodations	Special reduced rates have been arranged with the Howard Johnson, 2261 North Causeway Blvd., Metairie, LA 70001, (504) 833-8211. The rate is \$42 per night, regardless of the number of occupants. This hotel is a ten minute drive to the Yacht Club. When making your reservations, remember to identify yourself as a J/24 Midwinter participant for the discounted rate. There is no parking charge at this hotel.		
Prizes	There will be prizes for the skippers and crew of the first ten finishers in both Championship and Designer Fleets, many raffled prizes and participation awards.		
Contact	Mail entires, with check payable to J/24 Fleet 94, to '94 Midwinter Championship, c/o Southern Yacht Club, 105 North Roadway Dr., New Orleans, LA 70124, Attn: Jerry Coogan. For further information or questions, contact: Jerry Coogan, B: (504) 466-3560, or H: (504) 466-0841, or Guy Brierre, B: (504) 585-5152, or H: (504) 866-3874.		

J/24 U.S. National Championship May 27-30, 1994 (Memorial Day Weekend)



Photo - Port of Seattle

Invitation

Seattle Fleet 26 invites all J/24 sailors to the 1994 J/24 U.S. National Championship Regatta to be held in Seattle, Washington, May 27 - May 30, 1994. The race site will be on Puget Sound, north of Shilshole Bay Marina.

Eligibility

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

Rules

This regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the Class Rules of International J/24 Class Association, this Notice (except as any modifications by the Sailing Instructions), and the Sailing Instructions. The top finishing USJCA helmsperson will qualify for the 1995 J/24 Worlds to be held in Rochester, New York.

Measurement

All boats must possess a current measurement certificate to complete registration. For boats without a current certificate, *measurement will take place by appointment only on May 26 and 27*. Boats may be inspected and / or measured at any time during the regatta to verify compliance with Class rules. Sails for all boats must be delivered to the Measurement Committee on Friday before 1100 hours.

Scoring

The low-point scoring system (IYRR, Appendix B2) will be used, with six races scheduled of which three need to be completed to constitute a series. All races shall be scored (no throw-outs). A version of the Scoring Penalty (paragraph 2 of IYRR Appendix B1) shall apply.

Schedule	Thursday, May 26	1400 - 1900	Registration, measurement, and launching
	Friday, May 27	1000 - 1900	Registration, measurement, and launching
		1600	Practice race
		1930	Skippers' meeting and welcome party
	Saturday, May 28	1000	Warning Signal, Race 1 (Race 2 to follow immediately)
		1930	Hosted dinner party
	Sunday, May 29	1000	Warning Signal, Race 3 (Race 4 to follow immediately)
	Monday, May 30	0900	Warning Signal, Race 5 (Race 6 to follow immediately)
			Awards dinner immediately after out-of-town haul out

Additional Events The Seattle One-Design Centerboard and Keelboat Series (SOCKS) regatta will be held May 14-15, 1994 at the same venue. All J/24s are invited to participate. Two-week boat/trailer storage is available. Additional information available upon request.

Launching Launching will be available at any of the Shilshole Marina hoists Thursday and Friday. All boats must be in the water by 1900 hrs, Friday. Boat moorage will be at Shilshole Marina.

Charter Boats A limited number of charter boats are available for out-of-town participants on a first-come, first-served basis. Charter application must be received by May 1, 1994. Please contact Ann Christiansen at (206) 547-5979 for more information.

Housing Housing is also available for out-of-town participants also on a first-come, first served basis. Contact Ann Christiansen.

Entries Each entry must be submitted on an entry form such as included in this publication. The entry fee is \$200 by check made payable to Fleet 26. Any entries postmarked after May 15 must include a \$50 late fee. All entries will be acknowledged by mail. The entry fee includes launching and moorage and participation for five people in all social events. Additional social event tickets are available for an additional fee. This regatta will be limited to the first seventy valid entries.

Contact Mail entries to US National Championships, c/o Frederic and Janet Laffitte, 24140 116th Ave West, Woodway, Washington, 98020. For further information, contact Harry Durschat (206) 747-4065 (evenings).

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European Championship XIII
July 1-8, 1994**Invitation**

On behalf of the Dutch J/24 Class Association, the Royal Yacht Club Hollandia invites sailors to the 1993 J/24 European Championship Regatta to be held on the IJsselmeer off Medemblik, Netherlands, from 1 July to 8 July 1994. The Royal Yacht Club Hollandia has organized over fifty world and continental championships in Medemblik and hosts the yearly SPA REGATTA International Event for Olympic Classes, which has grown to become one of the key European regattas. The racing area on the IJsselmeer off Medemblik is considered one of the finest fresh water venues for major yacht racing events in Europe, and perhaps in the world. Medemblik is a picturesque medieval city, overlooking the IJsselmeer. Once a major port for the Dutch trade with the Far East, it has now become an enthusiastic yachting centre, providing all of the facilities required to support large yachting regattas. Medemblik is located fifty-five km north of Amsterdam.

Site

The regatta will be sailed on the IJsselmeer, approximately four miles off Medemblik. Race headquarters will be at the 'Visafslag' in Medemblik Harbour, and will be opened from 1 July, 10:00h.

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, this Notice of Regatta, except as any of these are altered by the Sailing Instructions, and the Sailing Instructions. Protests and requests for redress will be heard by an International Jury whose decisions shall be final, in accordance with IYRR 1.5a. The International Jury will be appointed by the organizing authority, constituted in accordance with IYRR Appendix C1. This regatta is classified as a Category A event, per Appendix A3 of the IYRR.

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.

Schedule

Friday	1 July	Registration and Measurement
Saturday	2 July	Registration and Measurement
Sunday	3 July	Registration and Measurement and Practice Race at 14:00h.
Monday	4 July	Race 1, 11:00h
Tuesday	5 July	Races 2 and 3
Wednesday	6 July	Race 4
Thursday	7 July	Race 5
Friday	8 July	Race 6 and Prize Giving Ceremony

Racing

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

Scoring

The Low Point Scoring System (IYRR, Appendix B2) will be used. The series will consist of six races, of which four shall be completed to constitute a valid championship. The 720° Turns Penalty (paragraph 1 of IYRR Appendix B1) shall apply.

Prizes

Prizes will be awarded to yachts finishing in the top 10% of the fleet.

- 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. Boats may be inspected and/or measured at any time during the regatta, to verify compliance with Class rules. Participants must present themselves for measurement and inspection before 2 July, 12:00h.
- Launching** Yachts may be launched and hauled free of charge at the Pekelharing Haven. All boats must be afloat by midnight, 3 July, and shall not be hauled out before the end of the series without written permission of the Jury. Careening and dive-cleaning shall not be permitted during the regatta. The services of sailmakers, chandlers and riggers will be available for the duration of the regatta.
- Liability and Insurance** The KZ&RV Hollandia and any other party involved in the organization of the regatta will not accept liability for any personal or material damage (including but not limited to death, injury, consequential damages, etc.) sustained prior to, during or after the regatta. At least a valid third-party liability insurance shall exist for each participating yacht, with a minimum cover of Dfl 400.000 per event, or the equivalent in the currency of the country of registration of the yacht.
- Charter** A limited number of charter boats will be available through the organizing committee, to those who enter from overseas countries. In addition to the charter fee, a refundable damage deposit will be required. Application for charter must be made before 1 May 1994.
- Entry** The completed entry form and racing fee of Dfl 600.000 must be received by the organizing committee by 1 May 1994. Late entries at an additional fee of Dfl 150.000 may be accepted at the discretion of the Regatta Committee, up to the close of registration. A full registration package will be given to each boat on receipt of application and entry fee.
- Other Events** All J/24 sailors are kindly invited to the annual International Spring Cup, hosted by Royal Yacht Club Hollandia from 28 April until 1 May 1994, off Medemblik at the same location as the J/24 European Championship.
- Contact** Requests for information and entries:
 Josée Vincken
 Dutch J/24 Class Association
 JW Brouwersstraat 16
 1071 LJ Amsterdam
 The Netherlands
 phone: (31) 20 664 0551
 fax: (31) 20 676 5138

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J/24 North American Championships
November 13-20, 1994**Invitation**

The St. Petersburg Yacht Club and Fleet 86 invite J/24 sailors to the 1994 North American Championship Regatta, to be held in the waters off of the St. Petersburg Pier in Tampa Bay, Florida, November 13-19, 1994. All off-water activities will be held at the St. Petersburg Yacht Club which is located across the street from the Sailing Center.

Site

The 1994 North American Championship will be held on the waters of Tampa Bay approximately one mile east of the St. Petersburg Pier and within thirty minutes sailing time from the St. Petersburg Sailing Center.

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 1994 North American Championship Regatta will be governed by the 1993-1996 International Yacht Racing Rules, the prescriptions of the U.S. Sailing Association, the Class Rules of the International J/24 Class Association (IJCA) and this Notice, except as any of these are modified by the Sailing Instructions. If there are to be co-skippers, one must be designated as primary helmsperson for World Championship qualification purposes. This regatta is classified as a Category A event, per Appendix A3 of the IYRR.

Schedule	Sunday, November 13	0800-1900	Registration, sail measurement, boat inspection
	Monday, November 14	0700-1900	Registration, sail measurement, boat inspection and launching
		1930	Skippers' meeting and sailors' party - SPYC Pool area
	Tuesday, November 15	0950	Warning signal, qualifying series (up to three races)
	Wednesday, November 16	0950	Warning signal, Race 1 (Race 2 to follow immediately)
	Thursday, November 17	0950	Warning signal, Race 3 (Race 4 to follow immediately)
	Friday, November 18	0950	Warning signal, Race 5 (Race 6 to follow immediately)
	Saturday, November 19	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/his 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 November 13 and 14. 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 the St. Petersburg Sailing Center, 250 Second Ave. S.E., St. Petersburg, Florida. The Sailing Center has two three-ton electric hoists and a gin pole available for rigging and launching boats. After launching, a parking lot will be provided for trailer storage and vehicle parking. Absolutely NO trailers or vehicles will be allowed in the Sailing Center after Monday, November 14 and during the Regatta. All boats shall be afloat by 1900h. November 14, 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 haul-out priority on 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 US, by check made payable to St. Petersburg Yacht Club and postmarked by October 15, 1994. Fully paid entries will be taken on a first-come, first-served basis. Entry fees for boats entered after October 15, 1994 will be \$300 US. Entries will be acknowledged by mail. An attempt will be made to honor special requests for two-digit hull numbers received before October 1, 1994. 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 Friday night for five persons (extra tickets are available at additional cost) and continental breakfasts each race morning. The entry fee also includes five T-shirts to each fully-paid registrant. Full refunds will be provided prior to November 3, 1994.		
General	The Regatta will qualify the winner for the 1995 World Championships. Daily race parties will be provided at the headquarters which will be located at the St. Petersburg Yacht Club.		
Accommodations	Special reduced rates for competitors will be available at several downtown hotels. In addition, hotels on St. Petersburg Beach and Treasure Island are within twenty minutes travel time from the St. Petersburg Yacht Club. For a listing of rates and available hotels, please contact Phyllis Eades (St. Petersburg YC Secretary) at 813-822-3873.		
Prizes	There will be prizes for skipper and crew of the first ten finishers, and participation awards (T-shirts) for all boats.		
Contact	Mail entries, with check payable to St. Petersburg YC, 11 Central Avenue, St. Petersburg, Florida 33701-3998. For further information, contact: Phyllis Eades, SPYC Sailing Secretary, 813-822-3873, or fax 813-895-4779; or Wilson Barnes, SPYC Regatta Coordinator, 813-821-3912 phone / fax; or Ken Carpenter, Regatta Chair, 813-821-2020.		

DE-POWERING

Which Jib To Use When and Should You Move Your Butt?

by Terry Hutchinson

The 1993 International Women's Keelboat Championship was characterized as wet and windy. The first five races were held in eighteen to twenty-three knots of wind with fairly heavy seas. Several of the teams that I coached had a lot of questions after the first few days on how to sail the boat in these conditions. Two of those questions are the subject of this discussion. The first topic is: What factors should be considered when switching from the 150% to the 100%; and secondly: Whether it is worth moving the mast step forward to create a tighter headstay.

First and foremost, the team needs to be at max or as close to maximum crew weight as possible. If your team is light, maybe it is time for the pizza diet. The extra weight is not detrimental in light air conditions and the paybacks in the breeze are quite beneficial.

Once you have made it to the race course, there are three conditions that are crucial for you to evaluate. They are: sea conditions; strength of the breeze; and the amount of shifts in the breeze.

Sea Conditions: There is about a two-knot overlap with the 100% and the 150%, when there are certain sea conditions. From nineteen to twenty-one knots in heavy seas, you will most likely need the genoa. The major reason is that the genoa will give you the necessary power to get through these big waves. The problems that you are going to experience will be that the boat will want to blow over when going over big waves, so work hard to keep the boat FLAT. Secondly, the boat will take a long time to accelerate after a tack which makes it very important that you find flat spots in the waves when you are tacking, and puts a little more pressure on your tactician too. On the average, you will lose about two boatlengths when you tack with the genoa in these conditions. So, the decision to tack has got to be planned and with reason.

Strength of the Breeze: The breeze's strength will obviously control which sail you will use, however, I think that it is very important to know the velocity at both ends of the first beat. For example, several races at the Women's Keelboat saw the need for the 150% at the beginning of the beat and the 100% at the end. The leaders all chose genoas. This worked because they were faster out of the blocks with the bigger sail and were able to establish an early lead. Later in the beat, the leaders could defend the lead they obtained earlier in the leg.

Shifts in the Breeze: The final factor is how shifty the breeze will be for the first leg. The difference between tacking the boat with the 150% and the 100% is about two boatlengths for every tack. Therefore, if the breeze is really shifty and you anticipate a lot of tacking, then I would choose the 100%. This sail will give you a big advantage when tacking against a boat that is flying a 150%.

If this discussion does not seem to help and you still have no idea what sail to use, be a conformist! If the majority of the fleet is using 100s, then you will not be disadvantaged or advantaged by using the 100%. This is the safest and most

conservative method of not losing.

Moving the Mast Step Forward: The second de-powering suggestion I will discuss is whether or not to move the mast step forward in a big breeze. For anyone who does not know what I am talking about, there has been a continual debate as to whether moving the mast butt forward to increase headstay tension is beneficial when it is blowing large dogs off small chains (twenty+ knots).

First, you must understand exactly what happens when you move the mast step forward—the headstay gets significantly tighter and the mast becomes significantly straighter. The latter of which is the reason that I have gone away from moving the mast.

Mainsails are designed with luff curve which is put into the sail to help control draft location and depth of the sail. When you tune your mast and put pre-bend in, you do that to have the luff curve and mast bend match. Too much pre-bend will cause the sail to be flat, and not enough will cause the sail to be too full. When sailing in a big breeze, you are making adjustments to the boat that will flatten the sails. By moving the mast butt forward, you make the mast very straight which definitely increases headstay tension. But when the backstay is applied, the top quarter of the mast is the only part that will have bend. By eliminating the bend, the mainsail takes a shape that is too full and too tight-leached in the bottom half of the sail. The fullness creates an unbalanced helm and makes the boat quite difficult to steer.

The second problem that I have with moving the mast step is that it totally changes all of your shroud tensions, resulting in not having a constant rig tune when sailing. This is a major problem if you are having troubles with boatspeed, because the tensions of the shrouds are now changing and it will be difficult to identify the constant variable within the rig.

Finally, the time you spend moving the mast butt could be spent looking upwind at wind shifts. This is still the most critical part of the race and definitely should never be ignored.



Terry Hutchinson has recently re-located to Newport, RI where he works for Shore Sails. This year Terry placed second in both the North Americans and the Worlds and won the Canadian Nationals for the second year in a row and the Great Lakes Championship for the third time.

Cross-Sheeting To The Weather Secondary Winches

Why Everyone Should Consider Making this Go-Fast Tactic part of their Racing Routine!

by Steven Andre and Rob Johnston

1. Allows the genoa trimmer to trim, ease and prepare for tacks without having to move in from the rail.
2. Allows the genoa to be carried in higher wind ranges, because it is so much easier to play.
3. Makes tacks faster, because it allows the person sitting third to carry a winch handle across and help crank or tail, depending on that person's strength.
4. Keeps wimpy skippers from being distracted by having to crank if the weather primary is being used.
5. Gets all the crew weight to the high side immediately after the tack.
6. Lifts new sheet up out of the way so there is no tangling with the old sheet as it goes out, unlike weather primary cross-sheeting.
7. Helps position weight better for roll-tacking.

Development.

A few years back when Paul Foerster's *Grand Slam* had just been demothballed and we were learning to sail J/24s on the Texas Circuit, we were trying new and different ways to make our yacht go faster through the tacks. As you know, in J/24s the biggest problem in tacking and sailing upwind is minimizing the time spent to leeward adjusting the genoa. Usually the biggest guy is the one who does pit off the primary winches. Unfortunately, this means that the heaviest person spends several seconds on the low side every time the yacht is tacked. **This is not fast!**

Our initial solution to this was to weather sheet directly to the weather primaries. Unfortunately, this means that one sheet must rest on the other and has a tendency to get caught up in the other sheet during the tacks. **This is not fast either!**

Another solution we tried was to put a young, fast, little guy in the pit and run the genoa off the leeward primaries. This worked until Paul decided that we needed to play the genoa upwind, which meant we had to get several wraps on the leeward winch, bring the sheet up and then get several wraps on the weather primary. This method works for many yachts, but on *Grand Slam* the deck is so flexible that when we cranked on the weather primary instead of the genoa coming in, the tops of both winches moved toward each other several inches. **This is definitely not fast!**

This is when we made some crew adjustments and tried weather sheeting off the secondaries. We had watched Doug Kern and Mike Haggerty on *Thunderstar* use this method with quite a bit of success and when we tried it, we kicked ourselves for not trying it earlier. The advantages of this method became immediately apparent, because not only were we getting our weight up to the high side faster, but we were able to play the genoa upwind. Playing the genoa upwind has proved to be one of the method's best features, as we can carry the genoa in much higher wind ranges by easing it out several inches in the big puffs, not having to bring anyone in off the rail.

Tacking Using the Weather Secondaries

Foredeck: Goes under the genoa in upright position, lifting the sail up over his/her head, thereby helping the clew of the sail clear the shrouds.

Skipper: May have to turn the boat a tiny bit slower through the second half of the tack, but fast enough to help the genoa "blow through" the fore-triangle.

Crew member sitting third: Carries winch handle across and places it in the winch when the pit person is ready.

Pit person:

1. Stands above what will be the new leeward genoa ratchet block and takes up slack.
2. Releases old sheet when genoa is



Photos - John Skiles

After collecting most of the sheet after a tack, the trimmer steps down into the pit, under the boom, and wraps the jib sheet on the weather secondary.



The lead to the starboard secondary is not 'clean' if that winch is not installed on a 2" block. A few more gouges on Grand Slam's deck will hardly be noticed.

roughly half-backed.

3. Trim genoa sheet with upward strokes of the arms, grabbing the sheet at the beginning of each new stroke near the ratchet block. This can take anywhere from three to five arm motions, depending on arm length.

4. Holding the sheet firmly (this is where the ratchets are really helpful), ducks under the boom and gets one wrap on the weather secondary.

5. The next step depends on the wind strength.

a. In light to medium air, the pit person can give the tug as is to get the genoa in the rest of the way.

b. "Bow stringing" the genoa sheet by pulling on the center of the part of the sheet that is strung between the block and the secondary, and then taking up the slack at the winch can also be helpful in light to medium air.

c. In heavy air, a second wrap is almost always necessary. After the second wrap the person sitting third can slam the winch handle into position and begin cranking while the pit crew tails, or if the third crew member lacks strength, the pit person can crank and the third can tail.

6. In extremely puffy conditions, the pit person can sit on the rail with legs facing

inward and continuously play the genoa. While this results in the loss of a small amount of outboard weight, we have found that in the above conditions a trimmable genoa is extremely fast.

Suggested Equipment Alterations.

1. Ratchet blocks (necessary in heavy air).
2. Secondary winch location: As aft as possible, and five to six inches from the edge of the cabin combing. Winches that are too far outboard cause large bruises.
3. The starboard winch needs to be mounted on a two inch support. If you don't mind wearing a groove in your cabin combing with your genoa sheet, you can go without the block. The port side doesn't need the block because the sheet leads directly from the ratchet block to the winch.
4. Backing plates: On our secondary winches we have replaced the washers under the deck with some quarter inch thick aluminum plate that extends about an inch on all sides of the winches. This was necessary for us due to the soggy condition of Grand Slam's deck, but your yacht probably needs at least big washers.
5. If you haven't done so already, change your two genoa sheets to a single long sheet that loops through the clew grommet. This gets rid of knots that can get caught on the shrouds.



While tacking, the middle person can lend a hand by cranking the handle. After settling down, the trimmer can sit further forward and on the more comfortable cambered part of the deck. (Editor's note: Before anyone accuses Steven and Rob of sailing an illegal boat, let me point out that these photos were taken with the boat on a trailer in a field. Before sailing again, I am sure that the port primary drum will be replaced and the boat will comply with Class Rules 3.8.3 and 3.1.4.)

Steven Andre and Rob Johnston race on *Grand Slam* with Paul Foerster and have earned a berth to compete in the 1994 Worlds in Melbourne, Australia.

I Didn't Realize This Class Would Run My Life!

The growing pains, achievements and opportunities that have evolved for the J/24 Class' most successful racer.

by Ken Read

November 1, 1992, Annapolis, MD. As the fleet assembled for the World Championships, it was rumored to be one of the most competitive J/24 Worlds ever. I had heard all the scuttlebutt. "Read won in Greece last year but there wasn't much competition." Even the reporters were asking, "Do you think this is winnable?—lots of talent." Oh well, we could play the underdog role again. It became a reason to win, because nobody thought we could. Thanks to the reporters and the scuttlebutt, as a team we came together in those final two days before the Worlds. We were going to win. We all felt it.

November 5, 1993. As the last race began, we sat in a downtown pub nursing our victory hangovers with some huge Bloody Marys. We had won and could use this race as our throwout. We had found that reason to win and all felt pounding heads and mildly upset stomachs because of it.

January, 1993. The championship circuit started right up again with the Midwinters, North Americans and Worlds within the first six months. How do we keep the drive? We needed a new reason. Sure, there is always the goal to make our sails better, but that goes without saying. That's business. The drive to win has to be personal. It has to be inside. Then Steve Podlich said it, "You know, no one has ever won three majors (Midwinters, NAs, Worlds) in a single year." The rest is history.

The Beginning

Obviously, when asked to write about why we have been so successful in our class, I should take you back to the beginning of my J/24 sailing. It is unfair, though, to all of the beginner sailors (kids and adults alike) not going back one step further. My dad was a very good sailor, always having small boats on upper Narragansett Bay. Mom became a sailor

through marriage. She claims I started in the womb. But as a youth in the Barrington Yacht Club Junior program, I became terrified of the water. Everyone who has ever taught sailing knows the kid who is always sick on a windy day or breaks the main halyard (pulls it through) on the Blue Jay to avoid going out on the water at all. That was me. Scared to death. I'll never forget the spring of 1972, sitting on my Dad's bed, begging him not to make me go back to sailing class. We compromised, half season. Then I met a kid named Al Girard; we became buddies and sailed Sunfish doubles together. I sailed the full season.

Barrington also was home to Dr. Carlton's J/24 Smiles. Bright yellow, hull # under 100—I can't remember exactly. The boat was a racing machine. I think it was 1978. There were more cleats and winches, 170% genoas and we sailed with four light people. Oh, how things have changed. Dr. Healey bought *Charisma*, #1927 in 1980. I began sailing *Charisma* with the Doc and his kids and really en-

joyed it. In 1981, he couldn't make a couple of Narragansett Bay regattas and let me sail the boat for him. I was running the Barrington Junior program at the time and anxiously accepted. I got a bunch of college buddies together, including a hotshot I had met the summer before, "Moose" McClintock. We won the first regatta we sailed together, the Memorial Day Regatta in Tiverton, in the spring of 1981. Moose, can you believe how many regattas ago that was?

1982 was also a big year. Through Moose's connection at Shore Sails, I wrote a proposal to campaign their J/24 #2537 for the summer to help try to build a J/24 program for them. They accepted and the boat was renamed *Mama Tried* after a Grateful Dead song which seemed to sum up our life at the time. *Mama Tried* was my first project. We kept it in the water in Barrington. We tried everything on that boat. I think we worked on it everyday. After reading a 470 tuning article by Steve Benjamin that winter at school, I tried to utilize everything that he mentioned. Rig



Project #1 - *Mama Tried*. This was where we really learned in big steps. Notice the two clew rings on the genoa!

tensions, pre-bend, underwater shapes, sag, we really tried it all. We got pretty good and ended the season winning our first major—the Canadian Nationals at CORK. I'll never forget that event. Nine races and two throwouts. We were pretty fast, but there were two Canadians who were awfully good in their own right. I remember that heading into the last race, Terry McLaughlin, Canada's current skipper training for the America's Cup, was a close second and Jeff Boyd, Laser god and McLaughlin's tactician in the America's Cup, a close third. I stayed up a good part of the night trying to figure out all of the potential combinations. My most vivid

Brad leaned on a water spigot on the dock and somehow broke it off. While water was shooting everywhere and his attempt, in vain, to shove the spigot back on were failing, a newspaper photographer walked by. Front page. Boy, was Mom proud.

When we were learning the ropes, it always seemed like a major success was followed by a crushing blow to put us back in place. Welcome to San Francisco, Kenny. The crushing blow of the century was our first Worlds in 1982. From the start, I was in awe and began to doubt everything we had accomplished that summer. Our goal was a cocky top 5. I

write an article, newsletter or tuning guide explaining the new trick. It took a while to feel comfortable in this new role, but it was my job to get others to go as fast as we did.

Since then, so many people have taken advantage of our boat speed advice to help enjoy the boat and increase their learning. Our growing racing success helped with business. But it has also brought to our J/24 lives a great phenomenon—the J/24 sailors calling for advice one day and thanks the next. It helped me decide to commit to sailmaking, and Dan Neri and I bought an ongoing business, Shore Sails, RI in 1987. By brother, Brad, came to work with us, straight out of college, as did Betsy (Gelinitis) Alison—the core group to help this transfer of information for years to come. In developing our theory, we have understood that people have a hard time seeing the difference in sails. By winning, we proved that the sails were fast, but it was the fact that customers could call and ask any of us questions or come over between races that was so much different. Jeff Johnstone calls it “playing tennis with John McEnroe”. We have worked hard to develop an image that you could race against, tune against and ask questions of the best in the class. There aren't many sports, or sailing classes for that matter, which give an average player this option. No way could you call John McEnroe for a game or suggestions on serve and volley technique. This attitude of levelling the playing field has become prevalent, and our class has a major plus going for it.



Atsumi Bay, Japan - Thanks to some fantastic support from our Japanese friends, we were able to win our first World Championships in 1985.

memory, though, was sitting on the john at the Sailing Center the morning of the last race. At the sink were three Canadians conversing. “I wouldn't want to be that Read kid, with all the match-racing McLaughlin and Boyd have been doing.” “Yeah, he's dead, eh?”

Well, we did what any smart, outgunned kid would do—run in the other direction. The breeze was on and we were fast. We used our speed and won. What a relief! And, for curiosity sake, at that time in heavy air we set up our rig with 1500-1600 lbs on the lowers and had the uppers flapping in the breeze at the dock. How time have changed. That was also the week my kid brother became famous.

think we ended up a dismal 16th. Lessons learned. We weren't nearly as good as we thought we were.

Making a Profession out of a Hobby

During the years 1983-1987, there were so many highlights and lowlights. Maggie, US 96, came and went; we won our first North American and World Championships. But the scene changed. Out of school, I was working for Shore Sails and selling sails was a priority. In a sense, I was no longer on my own developing new tricks. It was now my job to help others sail J/24s faster. It was hard at first, coming up with a speed advantage and sail shape tweaks, only to have to

The Present

Class development has always been a hot topic, something that everyone can help address. I feel that although a few of us have wished deep down that the J/24 had become an Olympic Class at some point, it may have destroyed the overall popularity of the boat. Certainly, the flow of information from the top of the class through the ranks would have been much more limited. Olympic classes have a tendency to become cut-throat. Our class has seen a few tedious times without the added pressure of Olympic medals. But, development and its pace is critical for any activity. Mylar laminates in the mid-80s is the perfect example. Just the renewed enthusiasm was worth the switch. The funky new panel layouts brought increased



Maggie's original deck layout - lots of blocks to catch and cut bodies.

numbers to events. That is the key. The measurement certificate and weight limit was probably ten years later than it should have been. But, it may have saved the class, which was regarded at the time as one in which the boats were extremely uneven. Something as simple as the 8:1 boom vang keeps the brain moving and allows us all to, at least, continue to explore new possibilities. Sailors are smart,

and they need to keep thinking.

The Class has allowed change to happen at a rate which has not forced us to break the bank completely. Competition at the local, national and international levels—compared to the expense and upkeep of this boat—is extremely reasonable when compared to other sailing classes. This is where people fail to make the correct comparison. Yes, the level of

boat campaigning is directly determined by our own level of financial commitment. And, the inherent nature of the sport demands a certain financial output. But, keep in mind the boat in which we won the Worlds this past year was a 1981 boat. There are few other classes (or sports) that can make this claim of longevity.

The Future

Success in any venture, sailing or otherwise, depends on commitment, teamwork and opportunity. I can say that after winning five World Championships and four North Americans, having sailed in some amazing situations with teammates I consider to be friends and champions, the most traumatic mental challenge for J/24s and me happened a couple of months back. Dan Neri and I had decided to end the agreement we had with our present sailmaker and join forces with another one. No single regatta experience could match the feelings Dan and I both had going to a new team. But, we felt that it was in the best interest of our business and that of the class to make the move now. It was obvious that we were wanted on board for the sail designs we presently owned and for our J/24 expertise and personnel. Fifteen years of J/24



Maggie, re-born from a checkered past. Dropped from a hoist, sank and was re-built at Tillotson Pearson. We bought the boat, did just a little work to her and she flew. The fastest heavy air boat I ever had. Why? Who knows.

experience and twelve years of sail development are certainly good features for any sailmaking company. We wanted to keep moving forward with a progressive company that holds our views of the future.

This change has been set up to allow me to travel more and help the J/24 Class on a broader level (I know my wife doesn't want to hear this). Last year I did J/24 seminars in Ireland, Sweden, Japan and Chile. People taking advantage of the trickle-down of J/24 knowledge have made this class different than any other. It is now clear to me that I have subconsciously set up my business life to be able to further this quest. It's fun to teach and keep people interested, and I take this pretty personally.

All of the regattas, the friendships and future plans mean nothing if the class doesn't survive and continue to grow. Tuning guides, seminars and simple phone conversations guarantee success. As I have gotten



Our second Worlds win - at home in Newport on 96 - the first new boat that I bought.



First in the Worlds in Greece on the Swedish-owned Yellow M. Sold to an Englishman, re-christened Headcase, and we won again in Wales. The only J/24 to ever win two World Championships!

older, I realize this now.

People continually improving upon or at least meeting sailing goals is what this class is all about. We all go through highs and lows in this sport. I think it is up to some of us to make sure that all J/24 sailors continue to feel that another good race, beat or tack is right around the corner. I realize that this is really my job now. Just a punk kid, terrified to sail Blue Jays, who has happened to get lucky a few times. Lucky that Drs. Carlton and Healey both bought J/24s. Lucky that Moose would be my friend. Lucky that Dan would be my partner and that I had a knack for making these damned boats go pretty quick.

Ken Read is co-owner of Sobstad Northeast and head of Sobstad's J/24 sail development program. Besides winning as many regattas as he has, Ken has done over one hundred seminars and lectures for J/24 sailors over the past twelve years.



My latest boat, and possibly my favorite - Mookie. It's named after the NY Mets baseball player "Mookie" Wilson who broke the hearts of all of us Red Sox fans by hitting the ground ball that went through Bill Buckner's legs - losing the series for the Sox. I hate the Mets and Mookie Wilson, but he has to be the luckiest man on earth.

Hampton Serves Up a Steamy North Americans

by Moose McClintock

What's hot and light and shifty all over? The answer is Hampton Roads on the first week of July. However, this was not enough of a deterrent to dissuade forty-six avid J/24 owners and crews to descend on the host Radisson Hotel in Hampton, Virginia for one of the most hospitable regattas of the year, the 1993 North Americans. Held on the same weekend as the annual Radisson Cup, sailors were confronted with a wide range of conditions in what was one of the tightest regattas of the year. Reigning World Champion, Ken Read, holding off the determined and aggressive push of Terry Hutchinson and Brazilian Alan Adler, managed to squeak out a closer-than-it-looks six-point victory by counting all top four finishes in the seven race, no-throwout series.

One factor that Read used to his advantage was a thorough understanding of the tidal differences, as the course was laid out in the convergence zone of two rivers, with several flats diverting and altering the flow and velocity of the current. Read used a handheld GPS on one of the no-wind practice days to determine the direction and location of the maximum flows and directions. This allowed him to come back from generally disappointing starts and deep positions halfway up the first beat to be in the hunt by the weather mark, or to make gains later in the race, to cut into leads and use good boat speed to maintain high placings.

The first race was a light easterly with a following tide. Hutchinson used a good start near the leeward end to leverage across the right hand side of the fleet, while Steve Ulian and Adler were deep left. A left shift got them across, but Hutchinson used a right phase at the mark to round near the top and grab the lead, which he held most of the way in a battle with Ulian and Adler. The breeze backed a little on the second beat, letting Brad Read get back into the top four momentarily, while Ken generally stayed near the top five the whole way. On the shifty last beat, Ulian hung a little left of Hutchinson and picked him off right at



The Air and Space Museum in Hampton opened its doors for a cocktail party, and shown here are scale models of benchmark aircraft and watercraft, among them, just below center, is a J/24.

the line, closely followed by Adler and Ken Read. Brad just got Ed Adams right at the finish for fifth. Adams ended up sailing just this one race as he rushed back to Newport, RI, just in time to miss the birth of his second child.

The next day offered no more wind than the first, a poor omen. In a foul current and dying southwesterly, the fleet split, with the right side hugging the shore. This was death as first the left side reached into the mark, and then the right side had to set spinnakers to get to the mark. Read, on the right side, rounded thirty-fifth, just ahead of Hutchinson, while Adler was leading. Downwind, Read didn't jibe back to the old right hand breeze, immediately picking up ten boats, and he and Hutchinson escaped a vacuum between the left and right hand breezes. From fifteenth at the leeward mark, Read played shifts up the right side of the reconfigured beat to round fifth, and picked off two more boats on the run. On the long near-fetch to the finish, Read ground down Bear Hovey for second, while Hutchinson suffered an eleventh, despite picking off five boats in the last fifty yards.

The next race was the first with a fairly normal beat. Read started right and went right, while Adler came out of the middle to round first. The runs were tricky all week, and this run proved tough on Adler as Read escaped the right corner of the run, to round just ahead of Doug Clark from the left side, with Hutchinson moving up to fifth and Adler dropping back to seventh. Positions remained somewhat the same as only Hutchinson made gains by getting by Clark on the second run, to end up second to Read.

The final race of the day saw a good breeze for the first time, an easterly that built to eighteen knots by the end. The top players split, with Ulian and Adler left, Brad Read and Hutchinson right, and Ken in the middle. The leeward favor got Ulian and Adler across the majority of the right side, which got a right shift at the end of the beat, allowing Hutchinson and Brad Read to round three-four, with Ulian and Adler seven-eight and Ken Read around twelfth. As the breeze built, Hutchinson and Brad Read moved into first and second, while Ken Read revelled in the breeze to come back to a third after

picking off four boats at the leeward mark.

The first race the next day was similar to the first race the previous day, a light southwesterly that punished the right side boats hoping for less current. Ken Read had a terrible start at the boat, but worked small shifts to the left to round sixth behind leaders Ulian and Adler. Hovey and Ken split with the fleet downwind, sailing in less current as Ulian and Adler looked hung out to dry on the right side of the run as the breeze died. However, a filling

Read worked high and passed a few more boats to round the leeward mark around fifteenth. The next beat saw the breeze go completely flat, with first one side and then the other looking good. Read worked up the middle and, as a southwest breeze filled in, was just able to round the next mark ahead of a huge pack in sixth. Foster, who had rounded the mark first, had to pick which side of a fuel depot to go around, picking wrong and saw the majority of the fleet roll him as he was the last

till the second run, when Hovey rode down the middle of the course to take the lead, which he held to the finish. Saylor hung in at second and Read moved up to third by the leeward mark. However, Read was swept down in light air and current, allowing Hutchinson to get inside and eventually pass him, as both went up the right side. Adlers split left and halfway up the beat looked as if he had the right side easily. However, as the shifts phased back and forth, Read got back across Adler to cross the finish fourth and clinch his fourth NA championship.

After a quick hauling, the fleet reconvened at the Radisson to pass out the loot. Perhaps the happiest person there was Ulian, who was reinstated in the final race after a PMS, because the Race Committee was off on the time at the start. This pulled him back over Hovey to take fifth, less than a point behind Brad Read. While each of the skippers congratulated their crews, Ken Read was quick to praise the RC work in light of incredibly tough sailing conditions. He also gave a lot of credit to his own crew, citing Skip Helme as the glue that held the boat together while keeping the current organized. Jahn Tihansky, as semi-local knowledge and tactician, made a good impression in his first regatta with Read, and bowman Mark Lyons deserved special congratulations after spending three entire races below in the heat.



Brazil's best - Alan Adler and crew, with our bashful Executive Director, Steve Podlich, pause for a moment after placing a close third behind Terry Hutchinson.

southeast breeze dropped right on them, pulling the right back down over the left, except for Hovey and Read. Hovey went on to win the race ahead of Read and Adler, while Hutchinson never quite got back to the top and ended up seventh.

Race six turned out to be the make-or-break race for Ken. Starting in a dying easterly, Read played the right side hard, only to see the left side come in with Mark Foster leading around the top mark with Brad Read, Adler and Hutchinson close behind. Ken Read rounded about thirty-fifth, and things looked grim since this was the only triangle race of the series and there weren't many passing lanes to be had. However, as the breeze died and backed on the first reach, Ken was able to work low and pick off about ten boats at the jibe mark. As the breeze backed more, the second reach became a beat and the leaders, caught low, lost a lot of distance.

to get the breeze. This opened the door for Hutchinson, who went on to win ahead of Adler, Brad Read and Ken Read. Ulian, who had been in the top five the whole race, saw his chances go up in smoke as he was caught out to the north, finishing thirty-third.

Going into the last race, the regatta was very much up in the air between K. Read, Adler and Hutchinson. Fortunately, a good southwesterly greeted the fleet, promising a fairly normal race. Adler had a great start just to weather of Read in the middle of the line, with Hutchinson a little further to leeward. Although Adler rolled Read, he tacked away to stay on top of Hutchinson, who had to clear. With his air clear, Read played shifts up the left side to come back past Adler and round fourth behind local Ken Saylor, Foster and Ulian, while Adler and Hutchinson were just behind. Things stayed the same



Moose, Jahn and Kenny, or maybe just Jahn, getting the boat put together.

1993 J/24 North American Championship Results

Pos.	Helm	Person	Boat Name	1	2	3	4	5	6	7	Total
1	K. Read		<i>Mookie</i>	4	2	1	3	2	4	4	19.75
2	T. Hutchinson		<i>Northern Exposure</i>	2	11	2	1	7	1	2	25.50
3	A. Adler, BRA		<i>Salsa</i>	3	1	7	5	3	2	6	26.75
4	B. Read		<i>Blind Squirrel</i>	5	12	18	2	14	3	7	61.00
5	S. Ulian		<i>American Garage</i>	1	6	4	8	5	33	5	61.75
6	E. Merritt		<i>Freestyle</i>	32	3	5	7	1	23	1	71.50
7	D. Clark		<i>Dusty Work</i>	26	13	3	14	12	14	15	106.00
8	A. David		<i>Crush</i>	14	17	6	4	15	DSQ	8	111.00
9	R. Overton		<i>Speed Limit</i>	25	15	10	17	4	24	16	120.00
10	E. Swietelsky		<i>J.Y.D.</i>	31	5	PMS	10	6	7	18	124.00
11	D. Burger		<i>Hyperactive</i>	24	4	12	21	21	20	17	128.00
12	W. Zaleski		<i>Twins</i>	7	30	26	PMS	10	5	12	137.00
13	E. Williams		<i>Willi</i>	22	28	11	16	13	13	27	139.00
14	C. McKinney		<i>Project X</i>	11	14	21	6	23	DSQ	21	143.00
15	B. Capuco		<i>Show Dog</i>	8	DNF	8	15	20	8	42	146.00
16	P. Bellwoar		<i>H.P.I.</i>	18	16	17	28	32	17	28	156.00
17	M. Foster		<i>Rumline</i>	19	33	14	PMS	19	12	3	167.00
18	D. Scheidt		<i>AJ</i>	20	DNF	DSQ	11	11	19	14	167.00
19	B. Faget		<i>Bad Boys</i>	16	10	PMS	PMS	8	18	26	172.00
20	A. Olsen		<i>Jalapeño</i>	33	8	29	22	35	27	19	173.00
21	R. Helles, MEX		<i>Snake Wake</i>	40	7	23	19	17	35	24	177.00
22	S. Hunt		<i>Bandit</i>	12	21	PMS	12	34	38	10	183.00
23	Y. Teguigoi, MEX		<i>Chimera</i>	9	39	PMS	20	18	40	13	186.00
24	E. Adams		<i>Not To Worry</i>	6	18	9	13	DSQ	DSQ	DNC	187.00
25	B. Sauer		<i>Bay J</i>	37	22	25	30	38	28	11	200.00
26	D. Baird, CAN		<i>Calamity J</i>	35	9	22	PMS	39	16	33	201.00
27	S. Kulp		<i>Hotspur</i>	30	35	30	26	30	34	23	208.00
28	D. Menis		<i>Sweeney Todd</i>	27	31	24	9	36	32	43	211.00
29	S. Welch		<i>Spitfire</i>	21	25	13	25	24	42	39	211.00
30	M. Lytle		<i>Simply Irresistable</i>	10	41	27	18	22	25	25	212.00
31	H. Anthony		<i>JCuzzi</i>	13	29	PMS	PMS	27	41	9	213.00
32	J. Lane		<i>Red Heart</i>	36	42	PMS	24	28	6	32	215.00
33	B. Newell		<i>Sea Hawk</i>	39	26	33	32	20	18	35	215.00
34	D. Rodger		<i>Hattye D</i>	29	DNF	15	31	33	22	31	215.00
35	B. Brunk		<i>Show Time</i>	46	27	32	36	25	21	30	217.00
36	J. Farmer		<i>Party Reptile</i>	28	20	28	DSQ	29	37	20	218.00
37	M. Colbert		<i>More Bad News</i>	23	43	PMS	29	9	39	29	219.00
38	B. Johnson		<i>Rocket J</i>	41	36	19	27	37	11	40	220.00
39	T. Ryan		<i>Racer X</i>	15	19	PMS	PMS	42	9	DNF	225.00
40	L. Alvarez, MEX		<i>Ta'Lento</i>	34	34	PMS	23	25	DSQ	22	233.00
41	M. McGuckin		<i>Screamin' Java</i>	42	24	16	35	44	26	36	235.00
42	J. Holden, MEX		<i>Captain Crunch</i>	44	38	31	34	45	31	34	257.00
43	E. Cliborne		<i>Bandit</i>	45	46	34	37	43	15	44	258.00
44	K. Matsumoto, JAP		<i>Big Dipper</i>	38	23	PMS	PMS	31	29	37	261.00
45	B. Dister		<i>Dismay</i>	43	32	20	33	41	38	41	263.00
46	J. Marron, MEX		<i>Tron</i>	17	37	PMS	PMS	16	36	38	271.00

Our faithful contributor, Moose McClintock, didn't specifically state in this piece the fact that he was part of the crew helping to keep Ken Read in the front of the pack. These two have been racing together for many years, and when not [working] at regattas, Moose can be found at Bainbridge-Aquabatten in Canton, MA.

Buyer's Guide To Used J/24s

by Gordon Borges

While you are virtually guaranteed a trouble-free boat if you purchase a new one, with some careful planning and time invested, a used J/24 can be brought up to current standards very economically. Furthermore, upgrading a used boat can be spread over several seasons so that less of your money is tied up at the start. That extra money in your pocket will also come in handy for things you didn't know you needed such as replacing halyards, a VHF and, of course, regatta entry fees. J/Boats has done a commendable job at keeping this truly a One-Design class. Anyone saying that a new boat is necessary for success should take note that Ken Read wins in a 1981 J/24 (hull #2934), Geoff Moore in a 1978 (hull #456) and recently I was part of the winning crew at the Buzzards Bay Regatta on a 1982 J/24 (hull #3314).



Used J/24s turn up for sale in all kinds of places and from many sources. Boatyards, backyards, publications, friends and strangers. Don't limit your search, as you may miss a jewel.

SET REALISTIC BUDGET

While setting up your budget, start with the price of the boat itself, add a trailer, modifications, (keel, hull, paint, etc.), hardware, electronics and sails. These added together give you the "all-up" price of the boat. Set up a spreadsheet for comparing the all up prices for the boats you see. **THIS ALL-UP PRICE IS THE ONLY ONE WHICH MATTERS.** You are not assured of getting a better boat just because you spend more money.

You should look at as many boats as possible. Look at boats within a plus/minus 50% price range of your budget. In

other words, if you wish to pay \$10,000 for the boat before any modifications, inspect boats advertised from \$5,000 to \$15,000. **YOU CANNOT LOOK AT TOO MANY BOATS.** You might be surprised at the similarity of many boats in the \$8,000 to \$14,000 range. Naturally, a person who has had some work done on the boat, installed a sailcomp and has a reasonably good suit of sails will try to get as much of his/her investment back as possible. Your number one objective as a buyer should be to buy the most structurally sound boat you can find for the price. Re-coring the deck and replacing bulk-

heads is very expensive and can throw your budget out the window.

The first place to begin your search is local fleets and newsletters. These boats will be nearby and will give you a good feel for what is available in your price range. Once you've inspected a few local boats, begin spreading your search area, including the J/24 Class' newsletter Waterlines and, if you go to regattas outside of your area, you can probably see several more boats. As you look at more boats, your initial budget should change. You may find that you want to pay less for the boat and more for modifications or that your budget is unrealistic. As someone in the repair industry, however, I would advise you to spend as much of your budget as possible on the best boat structurally. This will give you the best possible return years down the road. Look beyond cosmetics. There is nothing intrinsically wrong with a faded brown boat with brushed-on bottom paint and a big, ugly name on both sides.

TIME FRAME FOR SEARCH

The more time the better. I cannot emphasize enough that J/24s daysailed two seasons and stored unused for five years are out there for less than \$10,000. You may not be able to find one for two years, but they do pop up. Realistically, allow three to four months for the search and one more month for getting the boat set up and performing modifications.

Look in the spring but don't buy



This boat, found in an Annapolis boatyard, is waiting for a new owner. It appears to have an appropriate name already.

until the fall. If you conduct your search in the fall and winter, as sailing season approaches you will find yourself inclined to buy and get in the water for the races. Whereas if you have narrowed your choices to three or four boats in October, you are not under any pressure to buy, as the season is still months away. The best time to have work done on the boat is the summer, as demand is low. This is not very practical, however. The fall is the next best time and will allow you to do any prep work which you are doing yourself before the spring rush. If at all possible, avoid having work done in the spring or you may pay a premium.

WHAT TO LOOK FOR— NON-RACED

I feel that it is beneficial to buy a boat that has not been raced or has been raced only minimally. First of all, such a boat will probably not have been abused or worked as hard as a raced boat. Secondly, the seller will not be trying to recoup money invested in sails, hardware, etc. Finally, these boats typically are less expensive because the seller does not realize what he or she has. In other words, a person actively sailing a J/24 knows that if it is in average condition, demand has driven the prices up to around \$15,000. Someone who bought a new J/24 five years ago and day-sailed it only and is not a class member will look in the BUC book (similar to the N.A.D.A. car book) and see

a value of \$10,000 to \$13,500. The buyer also stands a better chance of finding a day-sailed boat which hasn't been sailed for a few years, which will benefit the buyer's negotiations. Conversely, someone selling a boat which has won a few regattas will try to use their race results to increase the asking price.

STRUCTURAL/VISUAL INSPECTION—ABOVE THE WATERLINE

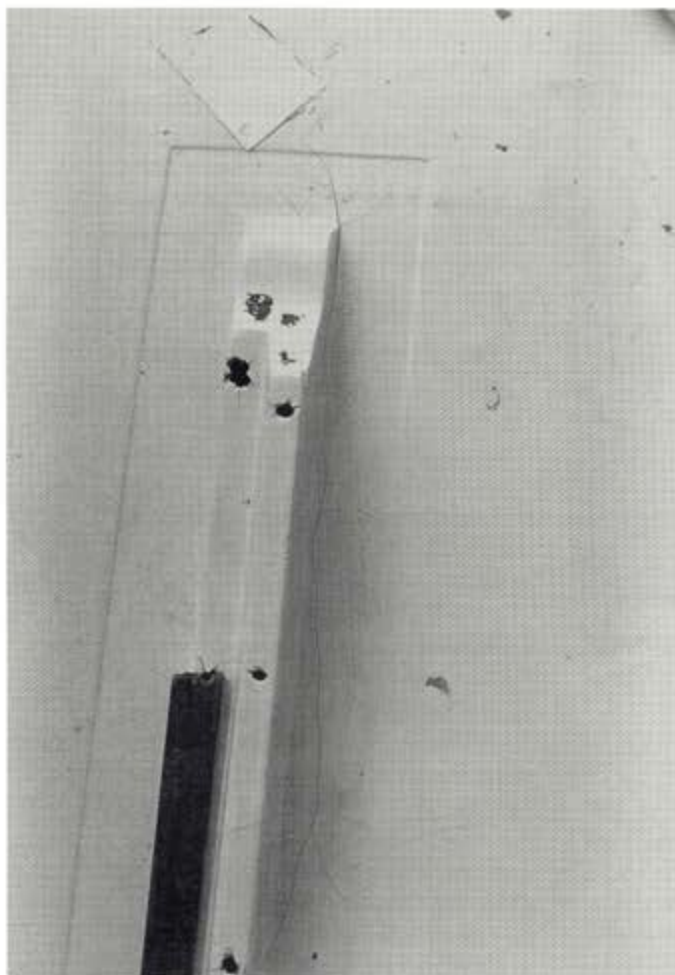
Grasp each stanchion firmly and wiggle it athwartships. Watch the stanchion base as you do this. The play should be minimal. Look out for bases which you can see moving like a loose tooth. This usually indicates wet core under the stanchion. Cracks on deck are fairly common, especially around radii and curves (ie. mast partners, companionway, cockpit, etc.). As a rule of thumb, if the cracks look like light pencil marks, there may not be any core damage. If, however, the cracks are darker and wider, some wet core is likely to be present. Look at the stanchion, pushpit and pulpit bases, they should be flat on the deck and the bases should not be bent (indicating they took a hit). Inspect the area of the deck right around the winch pads. Check that the pads are not compressing into the deck. Finally, while on deck, make sure that all holes (from removing hardware) have been filled properly. Make sure that the holes were filled with gelcoat or epoxy. Silicone should not be used to fill holes on the deck.

Before climbing into the cabin, try to have as much gear removed from the boat as possible. Open all cabinets and lift out

Franco Rodino Wooden Half-Models



Enter into the imaginative world of the wooden boat half model, realized by Old World tradition craftsmanship. We offer this replica J/24 hand-made with precious iroko red, Canadian ash with teak, all varnished and mounted. An object of fascination and adornment to last forever. Boat dimensions: 15" long x 4.5" high. Special introductory price; hand-made in Italy. Please contact Franco Rodino, via Schiaffino, 13 CAMOGLI, Genoa, Italy. Tel: 011-39-337-251-686; fax: 011-39-185-774-187.



During your inspection of the deck, take note of unfilled holes and cracks near radii and curves. These are clues to possible deck-core damage.

the seven bunk boards. Look around the ceiling at the edge of the companionway and foredeck hatch. Look for cracks and yellow or brown discoloration, indicating water absorption. A very minimal bit of rust coloring around fasteners in the ceiling is common and not a concern. However, brown discoloration in the gelcoat is a telltale sign of core damage. Keep in mind that a J/24 is a three piece boat comprised of a deck, hull and interior liner. Bulkheads tie the pieces together. Inspect the tabbing (the strips of fiberglass which holds the pieces together) for cracks and de-lamination. This is relatively inexpensive to repair, but will add to the cost of preparing the boat. The chainplates are through-bolted to the main bulkhead. Inspect the forward face of the bulkhead for signs of wear, softness and discoloration. The forward face of this bulkhead is ma-

rine plywood and wetness of the wood is to be avoided. While in the V-berth, look at the hull for any gelcoat which doesn't match the surrounding area. This is an indication of previous repairs involving holes. The same inspection should be performed in the shelves, cockpit lazarettes, and up on deck.

Finally, while inside the boat, lift off the sump cover (floorboard liftout). Ensure that the stringers (small bulkheads running athwartship) are not cracked. Look for cracks and see if the keelbolts are compressing into the vermiculite or fiberglass.

STRUCTURAL/VISUAL INSPECTION—BELOW THE WATERLINE

Try to look at your prospects out of the water. Normally, boats kept in the

water probably have bottom paint on them. Boats that are dry-sailed (launched and hauled each time they sail) are more likely to have bare gelcoat or epoxy finishes on the bottom. Either way, inspect the whole surface of the bottom. Look for cracks or blisters. Most blisters are very small. If the boat sits on a trailer inspect under the supports, this is a common place for blistering to begin. Bottom paint can hide blisters, so look closely. If you suspect blistering, you should have a surveyor or repair facility inspect it. Next, look at the keel. Does it appear to have grounded? Are there cracks? Any water leaking out? Check around the top of the keel at the keel/hull joint (153mm down the trailing edge). If the boat has grounded, cracks appear on the centerline, in front of and behind the keel. This is not always serious but should be noted as a potential problem. Last, check the rudder. Look for cracks up the leading edge between the pintles. Also, inspect around the pintals, look for cracks or rusty water leaking out from the bolts. The older rudders can be indentified by the bolts on the pintles being in a straight line. Newer rudders have a staggered bolt pattern. Factor in only the overall condition, whether it be

Stanchions and bases are particularly susceptible to damage. Notice the cracks that run under the base of this stanchion—a good clue that there may be some damage. But notice how carefully the holes from old hardware have been filled.



bottom paint, gelcoat or epoxy. Bottom paint can be removed. Gelcoat and epoxy can be coated with bottom paint.

Touch everything you will be buying. Feel every halyard, shroud, sheet and block. Do they feel right? Is the mast straight? A block here, a halyard there and pretty soon you're talking real money. At up to \$90 per halyard, \$500 can go pretty fast. Look at the shrouds where they are swaged to fittings—there should be no frays or kinks. If you have any concerns, make a drawing and take notes. A good rigger has seen it all. He/she will understand what you are describing and will know what is or is not serious.

Naturally, if the owner seems to have taken great care to keep the trailer clean and the woodwork nice, he/she has probably taken good care of other aspects as well.

SAILS

Do not let the sails become a negotiating tool for the seller. If the seller tells you that the sails are worth \$2,000, tell him or her that you do not want the sails and ask if you can deduct \$2,000 from the price. **YOU WILL NEED A NEW SUIT OF SAILS WITHIN TWO YEARS ANYWAY.** If you do feel that the sails on the boat are worth having or if the seller is adamant about the value of the sails, have them inspected by a loft. Ken Read of Sobstad New England points out that most sailmakers offer a sail inspection and picture analysis (in which the used sails are flown and photographed and compared to pictures of a new sail) at a minimal cost. Keep in mind that the sails are of no use to the seller once the boat is sold. But as mentioned previously, your number one concern is the condition of the boat itself. Remain focused on that and don't be swayed by things you will replace anyway.

TRAILER

A new trailer will cost between \$1500 and \$2000, depending on options. Do try to buy a boat with a good trailer, as used J/24 trailers are nearly impossible to find. Remember your spreadsheet and add the cost of a trailer to the all-up price, if needed. If you do not intend to travel more than a few hours to regattas, a single axle trailer

is sufficient. But if you plan to do much interstate traveling, seriously consider a tandem axle. The down side of a tandem axle is that it is nearly impossible for the crew to maneuver without a vehicle.

DRYSAIL vs. MOORED / SALT VS. FRESHWATER

Many people seem willing to pay a premium for a freshwater boat. It is true that salt air will corrode hardware, electronics and the rig faster than fresh water air. However, fresh water may actually cause osmotic blistering on the hull faster than salt water. This is due to the fact that salt water is denser than fresh. Bear with me here. Remember that we are most concerned with the hull and deck (the boat proper if you will), when purchasing. If you race, friction and loading will destroy your hardware before the salt water will. As hard as I tried to get them to, two design firms, two builders and a supplier of fiberglass, cores and resins would not say that salt water attacked the laminates any more aggressively than fresh water. (It should be noted here that I am assuming that the owners of boats in saltwater rinsed the hardware down with fresh water as hardware manufacturers suggest). To sum up, saltwater is tougher on metals but equal to [and possibly less harmful than] freshwater on the hull. Don't pay extra.

More importantly, try to buy a dry-sailed boat as opposed to one which is moored. There are three reasons for this. First, it will cost you to have the bottom paint stripped off or take up at least two of

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your weekends, (if you don't think so, I have several customers who have told me to have you call them). Secondly, the boat will absorb water while moored. If the boat was weighed in the spring, (as is typical) and corrector weights installed, the boat will be several kilos heavier as the season progresses. Contrary to popular belief, the winter is the best season for drying out the boat as the air is drier. If the boat is dry-sailed, it typically will not pick up much weight during the season. Finally, out of sight is out of mind. It is difficult to ignore the condition of the bottom and keel of a dry-sailed boat.

MISCELLANEOUS

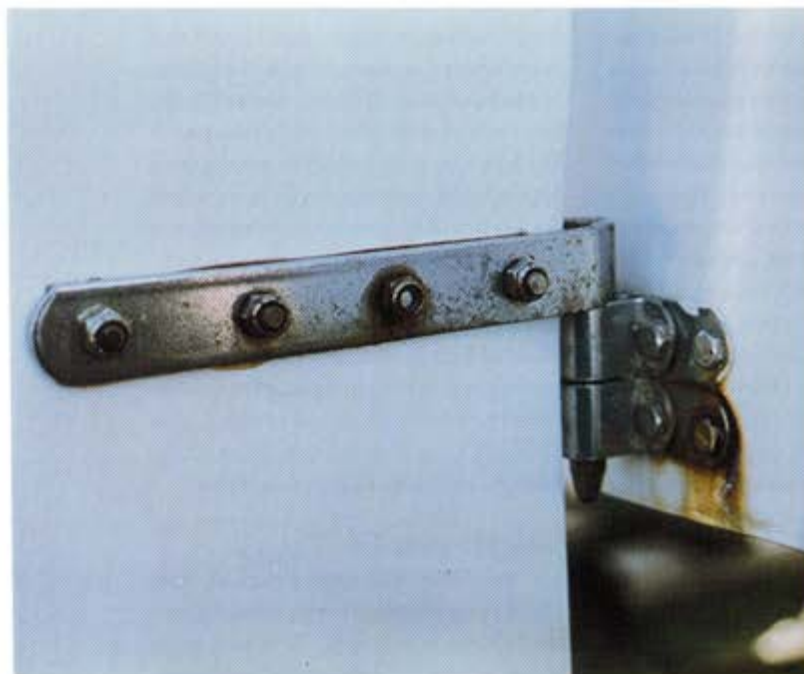
In 1980, Tillotson-Pearson, Inc. (T.P.I.) implemented two major construction changes on J/24s. The new style hatches appeared and vermiculite was removed from the sumps. This occurred at roughly hull #1900. If at all possible, buy a post-vermiculite/old hatches boat. This will save you from making these conversions later, (about \$4500). In my experience as a J/24 measurer, these older boats tend to be heavier and require less corrector weight. This brings up a good



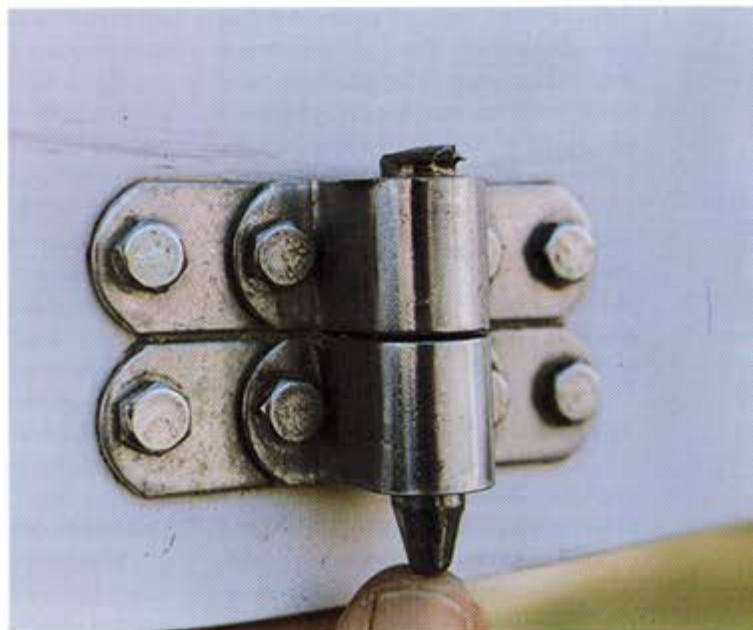
Above: Here is an ugly bottom, but the paint can be removed with relatively little effort. The feature on this keel which causes concern is the crack where the lead keel is bolted to the fiberglass stub, about 153mm down from the hull.



Above: An extreme example of a rudder cracking between the gudgeons on the centerline.



Above: This photo illustrates three problems: The rust stains lead a potential buyer to wonder what the water has gotten into; the in-line bolt pattern of the pintle strap provides a perforation on which the rudder may break; and the pintle/gudgeon method of hanging the rudder on the early boats has been found to be prone to failure. (See photograph at right for result of this problem.)



Need I say more?



Left: This rudder has been retro-fitted with the 'new' improved hardware—three gudgeons in line with a pin through them. And the strap on the rudder has a staggered bolt pattern.

Right: You must decide how important a trailer is to you. In this yard, boats are launched with a huge fork lift. Here, a wooden cradle is great for a local racer, but just try to hit the road with that cradle.



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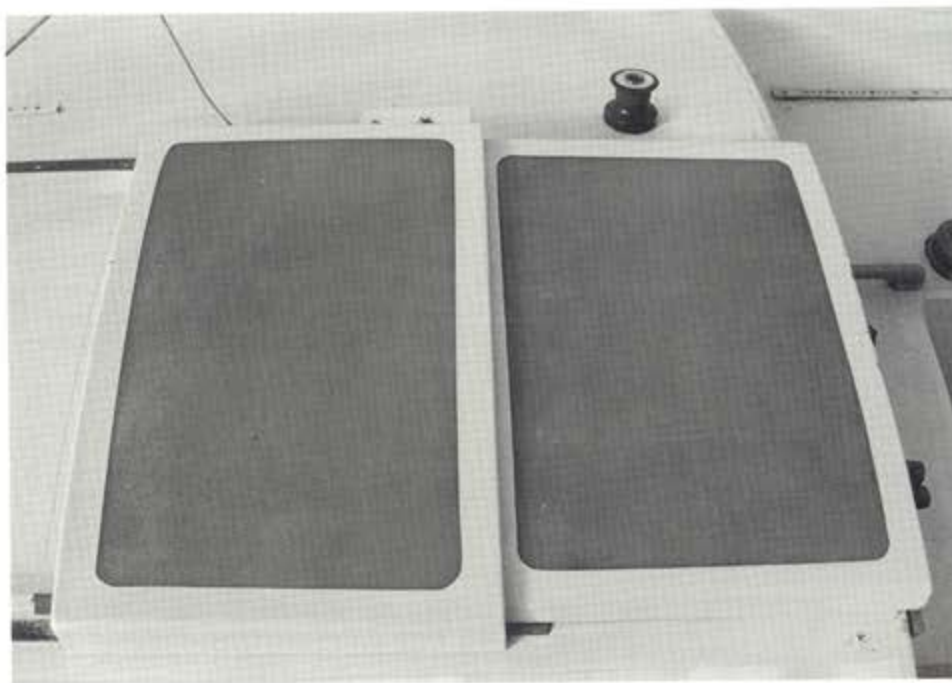
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Above: Hatch-conversion from the old style, shown above, may be in your master plan, but until your budget can afford it, you can win lots of races with that old hatch.

point. As you look at boats, ask the owner if he/she has a measurement certificate. If they do, look at the last three items on the certificate: Dry weight without correctors, weight of correctors and basic yacht weight dry. If two boats are equal all other ways, take the boat requiring the most corrector weight. You should, however, get the complete hull numbers from the transoms and contact T.P.I. and ask for the builder's weights. Use these to verify that one boat is heavier than the other (before correctors are added). Please note that the weight on the measurement certificate and the builder's weight will not be the same but if one boat requires more correctors, it should have a lighter builder's weight.

TYPICAL CHANGES & MODIFICATIONS

Don't be put off by a boat requiring some repair work. Do, however, make sure that the cost of these repairs is included in your spread sheet. I am not going to list prices for spars, hardware, electronics, etc., and I am assuming that

all of the boats have safety gear, engines, etc...

Call your favorite loft and price out a suit of sails. Consider a suit of sails which has been used for one regatta—most lofts have these in stock at very good

prices.

Once repairs are out of the way, you should consider modifications. Remember that these modifications need not be completed all at once. Our most common modifications are Awlgripping (painting) the topsides (waterline to sheer), stripping all bottom paint, fairing keels and hulls, applying bottom finishes (bottom paint for moored boats and epoxy for drysailed boats), removing vermiculite, wetsanding the bottom finishes, filling old through-hulls and compass holes and modifying deck hardware layouts. Add these into the all-up price so that each prospective boat is in equal condition.



Every owner faces the dilemma of doing the modifications or having a yard do the work. The correct tools make the job easy. Be sure to always protect yourself and the environment while making your boat a winner.

CLOSING THE DEAL

Now look at your chart. Once all things have been considered, which is the least expensive boat? Assuming that three or so boats are close in all-up price, ask other J/24 owners to recommend a yard

to perform the modifications. Then, make the yard earn its money. Have the yard representative inspect the final choices with you. Try to have the seller inside his or her house so that you may speak freely. The repairer may notice some things you haven't, and he/she will be able to give you a rough idea of the cost of repairs on the spot. Plug these numbers into your spread sheet. At this point, the all-up price is all that matters. If you have done it properly, the all-up price for each boat implies that they are all in identical condition after necessary repairs and modifications. Therefore, the boat with the lowest all-up price is the one you want.

You may now begin the wonderful process of haggling with the sellers. Assuming you still have more than one boat under consideration, you are in a good negotiating position. Make it clear to the seller that if you do not buy his or her boat, you will buy one of the others. See if the owner of the boat with the lowest all-up price (boat one) will sell for less. See if any other contenders will come down to a price equal to or lower than the all-up price of boat one. Don't rush the final negotiations. Some of your prospects may sell before you make an offer. Don't let this worry you. One of the beauties of this class is that boats are available all over the country. As a result, there are plenty of used boats to choose from. Ask lots of questions, you will be learning a lot. Speak with sailmakers, boat yards and other owners. The contacts you make will be valuable down the road. Good luck.

Gordon Borges is Vice-President of Waterline Systems, Inc., a marine repair business. Waterline Systems operates facilities in Newport, RI and Youngstown, NY. Since its inception in 1988, Waterline has worked on literally hundreds of J/24s. Gordon is active in J/24 Fleet 50, sailing a 1983 J/24 #3314 *Blind Squirrel*. Gordon was recently elected as District 2 Governor and is a certified class measurer.

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Photo: Betsy Alison and Team - Rolex Womens World Champions © Daniel Forester

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1st	1993 WORLD CHAMPIONSHIPS
1st, 3rd, 4th	1993 NORTH AMERICANS
1st	1993 MIDWINTERS

Alison Defends Rolex Women's Title



Photo - Peter McGowan

1989 Rolex Women's Champions. Jody Swanson and crew, finished a close second behind Betsy Alison in this year's event.

Betsy Alison of Newport, RI, has successfully defended her title at the 1993 Rolex International Women's Keelboat Championship. Sailing with fellow Rhode Islanders Nancy Hood, Kristan McClintock, Karen Neri, Cara Read and Hannah Swett, she secured her victory in the five-day event before the final day's race. Alison's team sailed against forty three teams from nine nations on Rhode Island Sound, which served up tumultuous seas and consistently high winds throughout the competition.

"Experience and time spent practicing were the determining factors in the regatta," said Alison, a three-time Rolex Yachtswoman of the Year who not only won the biennial event in 1991, but also won it in its inaugural year, 1985. "Being confident in our boat handling and maneuvers and feeling comfortable with each other—that makes a huge difference," added Alison, pointing out that Hood,

McClintock and Neri were part of her winning crew in '91 and have been the core of her team at numerous national and world one-design sailing championships since.

Alison and her team opted to sail the last race rather than sit out, as did Jody Swanson of Buffalo, New York, another former Rolex Yachtswoman of the Year, who had numerically sewn up second place with the help of crew Kiki Couch, Brenda Crane, Debbie Hopkins, Abby Ruhlman and sister, Jill Swanson. All but Ruhlman had crewed for Swanson when she won the Rolex Women's event in 1989.

"The competition at the Rolex Women's has gotten much tougher over the years," said Swanson, who also sailed in '91 to finish second behind Alison. "This year, there was a different winner in every race. We just tried to avoid making big mistakes and stay in the hunt."

The final race came down to a battle for third between The Netherlands' Berita Van der Werff-Valk, who finished eleventh in 1991, and New Zealand's Leslie Egnot, who finished fourth in 1991 and is a 1992 Olympic Silver Medalist in the Women's 470 sailing class. Over the ten mile course held in twelve-knot breezes, Vander Werff-Valk, from Goes, prevailed to win the race and become the seventh new victor in as many races. Other members of the Dutch team were Josje Dominicus, Caroline Vogelzang, Anneke Vlieger, Petra Verhaar and Klaartje Zuiderbaan.

Swanson finished second in the final race, only a boat length behind the leader, while Egnot finished sixth and Alison "hung back" throughout the race to finish fourteenth. Alison counted the race as her throwout and used a first, four seconds, and a sixth-place finish to accumulate 14.75 points to Swanson's 17.75 and Van

der Werff-Valk's 27.75.

Two races were held on Monday and Tuesday of the event, with one race a day sailed Wednesday, through Friday. Gold Cup and windward/leeward courses of six to twelve miles tested the physical as well as mental skills of the participants in

sometimes grueling conditions, which included confused seas with four-foot waves, combined with winds gusting to twenty-seven knots.

Other countries participating were Canada (five teams), Australia (three), Russia (two), Japan (two), Mexico (one),

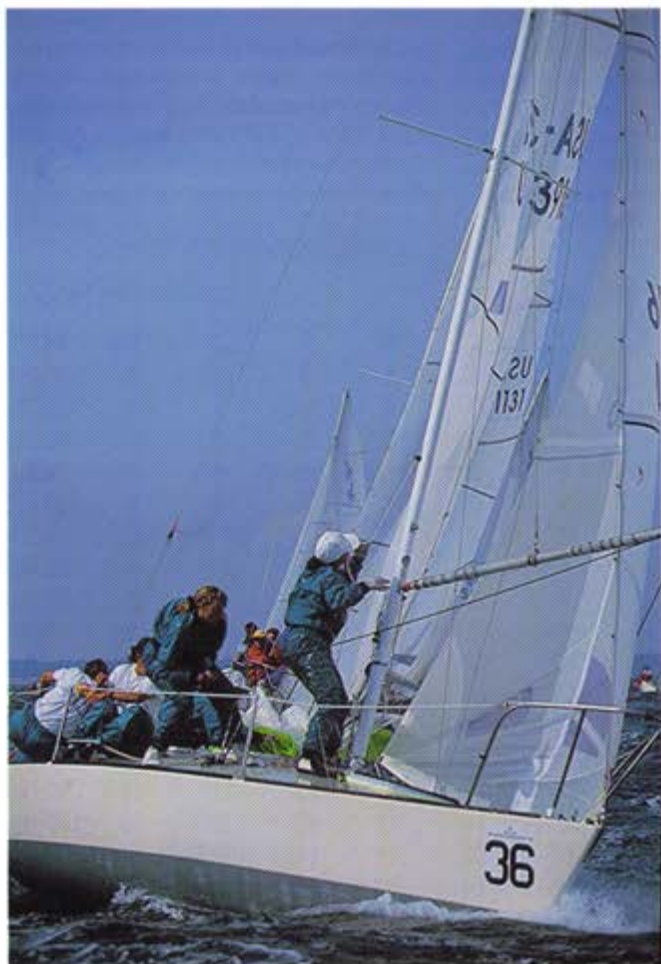
and Norway (one). Among the dozens of national and world champions competing were three additional Rolex Yachtswomen of the Year: Bonnie Shore, Lynne Shore and Heidi Backus Riddle. Lynne Shore is also a 1988 Olympic Gold medalist in the women's 470 class.

Rolex Women's Keelboat Championship Results:

Pl.	Skipper	Hometown	Race Results								Total
1.	Betsy Alison	Newport, RI	1	2	2	6	2	2	(14)	14.75	
2.	Jody Swanson	Buffalo, NY	4	4	3	1	4	(5)	2	17.75	
3.	B. Van der Werff-Valk	The Netherlands	10	3	9	2	(DSQ)	3	1	27.75	
4.	Leslie Egnot	New Zealand	5	12	6	(15)	5	1	6	34.75	
5.	Susan Wallace	Fairfield, CT	11	8	1	(11)	6	8	3	36.75	
6.	Nancy Haberland	Watch Hill, RI	(15)	1	11	9	3	6	8	37.75	
7.	Melissa Purdy	Tiburon, CA	3	9*	4	3	1	(DNF)	10	39.75	
8.	Vicki Sodaro	Tiburon, CA	7	6	15	4	16	(21)	4	52.00	
9.	Pat Raymond	Newport, RI	9	7	10	(14*)	8	13	5	52.00	
10.	Sharon Ferris	New Zealand	8*	13	5	5	9	7	(18)	57.00	
11.	Susan Walters	Australia	2	15	17	13	7	(PMS)	20	64.00	
12.	Cory Sertl	Rochester, NY	6	14	8*	12	(PMS)	4	11	65.00	
13.	Katherine Morgan	Huntington, NY	16*	11	(30)	8	12	10	7	74.00	
14.	Heidi Backus Riddle	Vermilion, OH	13	(DNS)	16	16	19	11	15	90.00	
15.	Ellie Field Ingalls	Little Compton, RI	12	16*	12	7	23	23*	12	92.00	
16.	Heidi Ziegler Benjamin	S. Norwalk, CT	(22)	17	19	21	10	17	16	100.00	
17.	Margaret Bonds Podlich	Annapolis, MD	17	10	22	25*	11	(PMS)	9	104.00	
18.	Faye McKenzie	Australia	30	18	18	10	15	16	(37)	107.00	
19.	Trine Lunde	Norway	19	15	21	23	18	15	(34)	111.00	
20.	Judy Lugar	Halifax, Nova Scotia	14	(DSQ)	31	24	14	12	25	120.00	
21.	Becky Wilson	Newport, RI	26	22	14	29	(PMS)	9	23	123.00	
22.	Gail Rosenke	St. Petersburg, FL	27	19	27	20	13	18	(31)	124.00	
23.	Susan Madrigali	Ros, CA	25	26	7	22	20	(27)	26	126.00	
24.	Jacinta Scott	Australia	24	24	34	(DSQ)	17	14	13	126.00	
25.	Mary Fraser	Kingston, Ontario	20	29	(20*)	19	22	19	21	130.00	
26.	Sherry Welch	St. Petersburg, FL	21	20	(35)	18	24	26	24	133.00	
27.	Molly Hughes	Falmouth, MA	23	21	23	17	26	(DNF)	28	138.00	
28.	Susan Walsh	Manchester, MA	35	23	13	30*	25	(DSQ)	19	155.00	
29.	Victoria Veselova	Russia	32	(30*)	32	31	30	25	17	167.00	
30.	Mikiko Tsuchiya	Japan	29	28	24	(36)	35	24	33	173.00	
31.	Kim Smith-Oricchio	Plattsburgh, NY	18	31	28	33	31	(PMS)	36	177.00	
32.	Sumiyo Kaneko	Japan	36	34	(36)	28	29	20	32	179.00	
33.	Jennifer Holden	Mexico	(37)	33	26	32	34	32	22	179.00	
34.	Kerry Tyson	Newport, RI	34	WDR	25	26	(PMS)	22	29	181.00	
35.	Margaret Hurley	Ottawa, Ontario	31	39	29	27	21	(DNF)	35	182.00	
36.	Ann Acland	Halifax, Nova Scotia	28	(35*)	40	37	27	30	27	189.00	
37.	Ludmila Gorodetskaya	Russia	33	25	33	35	28	(DNF)	40	194.00	
38.	Nancy DeVries	Oakland, NJ	38	37	(41)	39	33	31	30	198.00	
39.	Holly Wolford	Erie, PA	(PMS)	32	43	34	32	29	42	212.00	
40.	Debbie Jeffcoat	Toronto, Ontario	39	DNS	42	42	(DNS)	28	38	234.00	
41.	Adrienne Mendell	Philadelphia, PA	41	38	38	38	37	(DNF)	43	235.00	
42.	Francine Alheid	Hackensack, NJ	40	36	44	43	36	(DNS)	39	238.00	
43.	Karen Lynch	Scituate, MA	42	35	37	40	DSQ	(DNF)	41	240.00	
44.	Rosalie McClintock	Barrington, RI	43	DNS	39	41	38	(DNS)	44	250.00	

() = Throwout race

* = 10 pt. penalty for rule infringement



Betsy Alison and crew showing well-practised form that earned them top honors.



Up from down-under, Faye McKenzie's crew couldn't be missed on the race course.

Photos - Peter McGowan

Postcard shot of Nancy Haberland and crew, not slowing down to pose for the photographer.



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"It Was A Cold and Dreary Night..."

by Moose McClintock

Well, it wasn't night, but it was cold and dreary in Abersoch, Wales, host to the 1993 World Championships. (Ed. note: Hey Moose, it seemed like typical Welsh weather to us.) The conditions did not deter defending champion Ken Read of Newport, RI, from blasting from the gate and then holding off Terry Hutchinson of the U.S. and Georg Bequerizes of Argentina to cap off the most successful individual season ever in the class, Read having also won the Midwinters and North Americans earlier in the year. In winning his third straight World title and fifth overall, Read relied on excellent heavy air boat speed and conservative tactics to continually beat or near the top at the first mark and then opening up off the breeze.

Though the temperatures were not perfect from the comfort point of view, the breeze was generally enough to get the body working up a sweat, as four of the six races were little jib conditions and the lighter races were warm. The race committee of the South Caernarvonshire Yacht Club consistently sets square windward/leeward courses and lines, despite the ever-shifting breeze, which was often pulled thirty degrees one way or the other, as squalls blew by. The hard work of the committee made up for the long hours on the water, and the fleet felt that the racing was extremely fair, given the huge tidal flow (up to nine meters of drop) and the unstable breezes.

Read started fast in the series, overcoming a mediocre start in the middle of

the line to round just ahead of Chris Larson at the weather mark. Larson, who had won the British Nationals on the same water two weeks before, saw his chances go up in shreds as his spinnaker fouled the bow pulpit and split across the middle. Read took advantage and motored off to a huge lead at the leeward mark, going on to win by over two minutes ahead of Britain's Colin Simmonds and Bequerizes. Hutchinson, who had crossed Read halfway up the first beat, got tangled up on the layline but came back strong to finish fifth.

The next day was the exact opposite, a light air nail-biter that saw Hutchinson grab the lead on the second beat and begin to extend. Ian Southworth of Great Britain, who had led much of the way,



The sun did pop out for a few brief moments during the Worlds to show the visitors the beautiful green hills.



Ian Bashford looking like a hero, with no one else in sight.

was hanging tough in second while Read, who had been shut out at the weather mark on the port tack layline, rounded twenty-third and needed to do some climbing. Read used excellent speed on the second beat to get back to the top six, and passed a few more on the run to round third, just behind Hutchinson and Southworth. The three made their way up the beat, with Southworth splitting right while Read went left and Hutchinson played the middle, waiting to see which side would come in. Though the left came in hard, Read was too far out to the side and overstood by enough that Hutchinson and Southworth easily beat him across the line. Southworth, unfortunately, was forced to take an 'I' flag for an early foul, but his showing kept him near the top.

The third race saw conditions go back to cold and windy, with rain thrown on top, as the fleet got to sail the only triangle on the week. With little jibs up, Hutchinson was able to port tack the fleet as a twenty degree back made the line too skewed to cross on starboard. Read started

just behind, while Larson split more left and took the lead as the breeze continued to back. Rounding the weather mark, Larson and Hutchinson had a small lead on Read as the three jib-reached for the gybe mark. Looking for any chance to gain, Read set his chute, quickly followed by the leaders, and all three sagged down as they tried to make the mark. Realizing they were all losing, everyone dropped and went back to jib reaching. Maybe out of sheer boredom, Read set again and just carried low, planing in the big waves as Larson and Hutchinson held high for the mark. When he reached a good angle, Read dropped and rounded the gybe mark just behind the leaders, who set late and rode down to the mark.

With the breeze backed thirty-five degrees, the three took off down the leg on a dead run. Read seized an opportunity by gybing away into a huge puff that blew through to leeward, passing the leaders, and then gybed back across their bows to lead at the leeward mark. As the three made their way up the reconfigured course, Hutchinson split right for leverage and was rewarded when the breeze went back to the prestart direction, lifting him up and over Read and Larson. With the left hand layline approaching, Read was blessed in kind as a small back let him cross just behind Hutchinson near the mark and take the lead at the rounding. The positions stayed the same to the finish as the breeze picked up with rain and fog, making the beers at the yacht club a welcome relief.

The next day was light and shifty, and Read made a statement by grabbing the lead from fellow Newporter Jeff Johnstone on the second beat and holding off a series of attacks from either side of the course, as the wind fluctuated back and forth. With his third win, Read established a twelve-point lead over Hutchinson, who spent the race dueling with Larson before they finished ten, nine. Bequirezes, who had suffered a PMS in race three, slipped into fifth and was looking very tough with a



Ken Read speaking after accepting his fifth World Championship trophy. Standing guard next to the ladies' loo is the author of this article, Moose McClintock. Everytime Ken spoke his name, the spirited crowd echoed "Mooooose". Perhaps Kenny will introduce him as David next time to avoid the interruptions.

MAKING THE BEST BETTER

Bainbridge Sailcloth salutes World Champion Ken Read and his crew for completing the most successful J/24 season ever. With a resounding victory in this year's Worlds, following victories in the North Americans and Midwinters, Read has set a standard that may not be equalled. The question is, how much better can it get?

This was the question proposed to Bainbridge last year, following Read's World Championship in Greece in 1991, his third overall. To retain the edge that keeps the winners in front, Bainbridge looked for any weakness that could be improved.

For last year's Worlds the first step in upgrading overall speed was a switch to Stabilkote 4 for the tri-radial spinnaker. The warp-oriented fabric, the only coated .75 ounce nylon in the industry, provided improved overall strength and shape retention as Read, using Stabilkote 4 for the first time, powered away offwind to win his second straight Worlds.

With the hands on approach of the only sailcloth supplier actively sailing in the class,

Bainbridge's next step was adapting its newly developed DIAX technology to design a strong, light laminate specifically for the J/24 genoa. After several trials to determine the best application, DIAX came into its own at this year's North Americans, winning three of the seven races in conditions ranging from 0 to 20 knots, as Read won with no race less than fourth. Polyester DIAX is the strongest, lightest laminate now available for the J/24.

The final step in speed development was a change to Bainbridge 5.75 NYT for the mainsail. Designed as a balanced weave with excellent threadline strength, 5.75 provides light weight with added shape retention from the NYT finish, a standard in the industry for over twenty years. With the confidence gained from past experience, Read used Bainbridge 5.75 for the first time at Wales, and was rewarded with the most adjustable sail on the water. In breeze from 5 to 25 knots, another incremental gain in overall speed was generated through Bainbridge to help Read to his third straight World title.



Ken Read and crew en route to third straight World Championship

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three, five, five, counting.

With a showdown looming between Hutchinson and Read, the fleet was frustrated by a fog bank that shrouded the harbor. After a five hour wait, the Race Committee let the fleet go home, though most went to the bar, with the promise of two races for the next, and final, day.

Hutchinson was in a situation where he needed to get some boats between himself and Read, and as the fleet lined up with big genoas up, he set himself to the right of Read. With a slightly better start, Hutchinson was able to control Read, pushing him to the unfavored left side. Read was fortunate to get one shift at the end of the beat that left him two boats behind Hutchinson at the weather mark, but he lost distance downwind and more boats right at the leeward mark. Hutchinson legged out to the right side and looked to be opening as Read hung one to the left, looking for clear air.

Converging at the weather mark, Read once again got a small shift that put

him right behind at the rounding. As the two surged downwind in the building breeze, Read continually tried to get to weather of Hutchinson. Finally, as Read parried to weather, Hutchinson went for a wind check, missing Read and wiping out to leeward. Read barely missed the backstay of Hutchinson's boat as he rolled down in a wave and ended up two lengths ahead. With the lead in the heavier breeze, Read went to the small jib for maneuverability and was able to leg out to finish ninth, while Hutchinson hung about five boats back.

With the series apparently won, Read's only worry was a possible PMS from the fifth race. With this in mind, he sailed a conservative final race, trailing Johnstone and Aussie Ian Bashford all the way around as he doggedly, and futilely, tried to pass Larson for third. Hutchinson, meanwhile, had to be wary of Bequerizes, who had scored a fifth in the previous race. In the end, it was fortunate that Hutchinson turned his attention to the

Argentine, as it was Hutchinson who had been over early in the fifth race, and he had to stay ahead to beat him for the series.

At the awards, Read spread the credit for the victory. He pointed out that the boat he sailed was the same one he had sailed to win the Worlds two years' previous in Greece, making it the only boat to win the Worlds twice. The boat was sold from a group of Swedes to a team of Brits, of which Worlds crew Ed Datson was a member. Cockpit crew Karl Anderson sailed with Read in Greece, and foredeck Mark Lyons and ballast Moose McClintock had both sailed with Read in winning the NAs two weeks previous. He also pointed out the competition of Hutchinson, who was also second at the NAs, as pushing him hard to both titles.

World Championship results on page 50



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Who would have thought that Diana Ross and The Supremes and The Beach Boys would accept invitations to perform for a bunch of sailors?...Karaoke night in Abersoch got a little wild.

Results from the 1993 J/24 World Championships, Abersoch, Wales

Pos.	Helm/Person	Boat name	Nat.	1	2	3	4	5	6	Total
1	Ken Read	<i>Mookie</i>	USA	1	3	1	1	(9)	4	9.25
2	Terry Hutchinson	<i>Northern Exposure</i>	USA	5	1	2	10	(64)	8	25.75
3	Georg Bequerizes	<i>Grouse</i>	ARG	3	5	(64)	5	5	18	36.00
4	Chris Larson	<i>Writing Instruments</i>	USA	(29)	9	3	9	13	3	37.00
5	Ian Walker	<i>Boomerang</i>	AUS	7	12	(64)	3	4	13	39.00
6	Ian Southworth	<i>Plastic Bag</i>	GBR	6	14	(16)	8	2	11	41.00
7	Jeff Johnstone	<i>Tom and Jerry</i>	USA	16	17	(22)	2	7	1	42.75
8	Ian Bashford	<i>Chaotic</i>	AUS	8	11	8	(27)	19	2	48.00
9	Luca Santella	<i>Jadine</i>	ITA	11	4	10	14	(64)	10	49.00
10	Colin Simmonds	<i>Joint Venture</i>	GBR	2	21	29	(44)	3	6	61.00
11	Seadon Wijzen	<i>Casual Contact</i>	USA	15	6	6	29	(64)	5	61.00
12	Dan Loven	<i>Rebel</i>	SWE	21	(25)	5	6	10	19	61.00
13	Torkel Borgstrom	<i>Ballistic</i>	ARG	(34)	23	11	11	11	12	68.00
14	Jan Scholten	<i>Completely Hatstand</i>	AUS	(64)	19	18	4	6	24	71.00
15	Tim Spalding	<i>Digeridoo</i>	GBR	12	25	7	15	(28)	15	74.00
16	David Tabb	<i>Zaphod</i>	GBR	(64)	36	9	16	8	9	78.00
17	Flavio Favini	<i>Nembokanezzzer</i>	ITA	4	32	(64)	24	14	7	81.00
18	Roberto Martinez	<i>Baraldi J</i>	ITA	9	46	4	31	1	(64)	90.75
19	Stuart Jardine	<i>Stouche</i>	GBR	20	14	29	(37)	17	21	101.00
20	Ian Johnson	<i>Joe Blob</i>	AUS	13	15	25	28	(35)	22	103.00
21	Fabrizio Eusebio	<i>Cartoncino</i>	ITA	27	28	13	17	22	(30)	107.00
22	Nick Whipp	<i>Convicts On Tour</i>	GBR	30	8	(42)	7	31	32	108.00
23	Jim Beatty	<i>Knickerdropper</i>	CAN	24	10	(34)	13	32	29	108.00
24	Andrew McLelland	<i>Cries of Passion</i>	GBR	35	7	12	(49)	18	39	111.00
25	Peer Koch	<i>BMS</i>	GBR	10	24	33	(54)	33	17	117.00
26	Andy Roberts	<i>Enuff Said</i>	GBR	31	(37)	14	18	24	36	123.00
27	Sten Haeger	<i>Lotus Improv</i>	SWE	14	27	31	(42)	29	23	124.00
28	Gunnar Lindhagen	<i>Dominator</i>	SWE	18	16	37	25	(39)	31	127.00
29	Makoto Nakano	<i>Claris</i>	JPN	19	30	23	(47)	23	37	132.00

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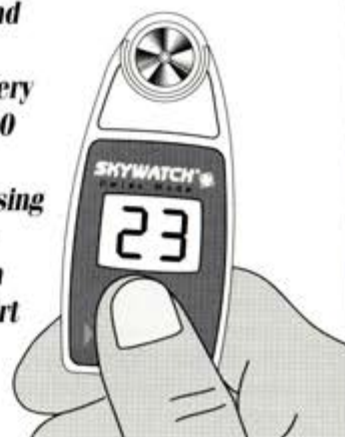


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30	David Bedford	<i>Jeriatric</i>	GBR	17	64	28	(64)	12	14	135.00
31	David Ellis	<i>HHiker's Guide Galaxy</i>	GBR	28	35	24	(51)	32	16	135.00
32	Ernst Sweitelsky	<i>Swift III</i>	USA	(64)	34	41	30	15	26	146.00
33	Beritta Van der Werff	<i>De Gebaksdoos</i>	NED	32	(53)	32	35	20	34	154.00
34	Nobuaki Tani	<i>Manta</i>	JPN	(51)	42	36	19	38	20	155.00
35	Chris Zaleski	<i>Jeepers</i>	USA	26	43	15	(64)	34	38	156.00
36	Josh Kerst	<i>Instant Karma</i>	USA	33	(45)	27	20	36	41	157.00
37	Jan Kaehler	<i>Espresso</i>	GER	41	(47)	38	22	21	35	157.00
38	Manfred Konig	<i>Tally Ho</i>	GER	36	(49)	21	35	35	35	162.50
39	Ward Woods	<i>Jessica</i>	IRL	23	20	63	(64)	30	27	163.00
40	Akira Iwade	<i>Siesta</i>	JPN	40	(44)	30	26	27	40	163.00
41	Clive Probert	<i>Keep Taking Tablets</i>	GBR	25	22	(49)	32	48	43	170.00
42	Anders Adblad	<i>The Bundys</i>	SWE	(64)	33	20	48	47	28	176.00
43	Jonathan Clark	<i>Smokey Joe</i>	GBR	37	41	43	12	(53)	44	177.00
44	Simon Slater	<i>RSJ</i>	GBR	34	(64)	31	40	43	33	181.00
45	Kouban Kuramichi	<i>Siesta GT</i>	JPN	39	29	(64)	33	38	47	186.00
46	John Shorrock	<i>Jessica</i>	GBR	(64)	40	39	43	42	25	189.00
47	Ted McClean	<i>Gossip</i>	CAN	43	26	(51)	38	37	45	189.00
48	Bert Forsberg	<i>Yellow M</i>	SWE	(64)	31	46	21	44	49	191.00
49	Ercole Petraglia	<i>J di F</i>	ITA	46	18	57	39	(58)	51	211.00
50	Claud Rodelato	<i>Toposcatenato</i>	MON	42	52	26	46	(64)	50	216.00
51	Jean Francis Fino	<i>Al Dente</i>	MON	49	(54)	34	52	41	42	218.00
52	Duncan Pease	<i>Legal Alien</i>	GBR	38	38	59	23	(64)	63	221.00
53	Henning Baur	<i>Sinek Raketi</i>	GER	48	39	40	50	49	(52)	226.00
54	Ray Mitchell	<i>Dogs Rollocks</i>	GBR	(64)	58	48	45	40	46	237.00
55	J W van Crevel	<i>V Kleine Kleutertjes</i>	NED	57	56	54	(64)	28	48	243.00
56	Callum Edge	<i>Markab</i>	GBR	64	48	45	41	51	(64)	249.00
57	Enda O'Coinneen	<i>Kilcullen</i>	IRL	(63)	55	44	53	45	53	250.00
58	Bryan Maguire	<i>Joker</i>	IRL	47	(57)	52	55	50	54	258.00
59	Tullio Zanchi	<i>Daiquiri</i>	ITA	64	50	50	34	64	(64)	262.00
60	Penny Aubert		FRA	56	(64)	55	56	52	55	274.00
61	Stephen Hyde	<i>Jeriatric</i>	IRL	50	51	56	(64)	63	56	276.00
62	Roger Bannon	<i>Artful Dodger</i>	IRL	65	65	65	65	65	(65)	325.00

() = Discarded race

District 22 Sends Thomas "Down Under"

by Fuzz Foster

For the first time since 1981, the District 22 Championship winner was given an opportunity to qualify for the world championship. After a very time-consuming measurement process which had never been done to any of the boats, D-day had arrived for Hawaii's best J/24 sailors.

Mother Nature cooperated in her normal tradewind fashion, with clear skies and fifteen to eighteen knot winds, puffing to twenty-two+ knots. Race one saw the lead change quite often between the teams of Steve Thomas/Eric Arndt on *Rattle-N-Hum*, Ken Kaan, sailing his new boat *One Hull of a Cat* (Vince Brun's 1993 Nationals-winning boat), and defending champion Fuzz Foster/Bob Ale with *Cash Flow*. After numerous tacks, *Rattle-N-Hum* got the gun and set the tone for the rest of the regatta.

The start of race two was a painful one for *Cash Flow*, as its foredeck was heard to mumble aft that they were over early and that he would "...mortgage his house..." if they were not. Needless to say, *Cash Flow* returned to restart unnecessarily. *Rattle-N-Hum* sailed extremely well, after a bad start, to gain their second victory. *One Hull of a Cat* finished second for the second time, with the remainder of the fleet all jumbled up.

Race three saw the emergence of *Toy Boat*, sailed by University of Hawaii Sailing Coach Andy Johnson, with All-American John Myrdal as crew. Catching a big shift to the right, *Toy Boat* sailed easily to victory...with one problem—a port/starboard situation with *Rattle-N-Hum*, which caused the Protest Committee to go to work. The end result was a DSQ for *Toy Boat* and another victory for *Rattle-N-Hum*. Day one had come to an end with the standings in this order: *Rattle-N-Hum*, *One Hull of a Cat*, Kiwi, Tom Andrews' *Green Flash*, Dan Doyle's *Actuation* and *Cash Flow*.

Race four saw *Cash Flow*'s world qualifying opportunity disappear. Leading around the bottom mark, heading for the finish, *Cash Flow* tacked to starboard with the next four boats on her weather hip and behind. The wagon-wheel lift arrived and the

fat lady began tuning up. Thomas/Arndt were again in the right spot and gained their fourth victory, with *One Hull of a Cat* again second. The stage was set for a match race between these two boats.

Toy Boat received their just reward and the victory in race five. Coach Johnson gave high-fives to his crew and was seen to consume a well-deserved beverage afterward. Doyle's *Actuation* broke their boom before the start, sailed in to borrow one off of another boat, and returned before the start of race six.

All *Rattle-N-Hum* needed to do in race six was to keep the rig in the boat and, like basketball,...no fouls! However, they did manage to tangle on the upwind leg with *One Hull of a Cat*. After some discussion on the water, Kaan flew the "I" flag. Thomas/Arndt caught a shift to the left, commonly referred to by the crew of *Cash Flow* as the "Thomas lift", and sailed to their commanding fifth victory and a world qualifying spot for Melbourne. *Rattle-N-Hum*'s team consists of bowman Paul Strona, tactician Ken Watts, middleman Steve Marten, trimmer Eric Arndt and helmsman Steve Thomas. They sailed extremely consistently throughout the series and will be very competitive at the Worlds.

Many mahalos go to measurers Dan Doyle and Lloyd Venable for their many hours of work, and to John Peck for his patience in answering every possible question we threw his way.



Author, Fuzz Foster, on the heels of regatta winner, Steve Thomas.

Photo - Betty Clair-Hood

Little Wins Windy San Francisco NOOD

by Bill Worsham

Southern Californians, Bob Little and crew Chris Snow, Kent Pierce, Dave Kurt and Conrad Brown, sailed *Fat Tuesday* to a well-deserved victory in the 1993 IBM/Sailing World National Offshore One Design Regatta, hosted by St. Francis Yacht Club off of the San Francisco cityfront. The five race, no throwout series, held over the three day Labor Day weekend, saw classic Bay conditions, with building afternoon breezes and plenty of current through the Golden Gate Bridge, not to mention nine classes competing for the same clear lanes. Crews from San Diego to Seattle brought twenty-five J/24s to the line, making up the largest fleet in the one hundred twenty nine-boat regatta, and handling the tough conditions well, relative to the heavy weather carnage seen in other classes.

Two races were held each day on Saturday and Sunday. The first race each day was characterized by wind building to eighteen to twenty knots by the final beat. The windward/leeward, twice around courses and flooding tidal currents, aligned with the wind, made for long beats and short runs, making the call to change down to the jib during the run a risky one. The majority of the fleet had to 'gut-it-out' up the third beat to the finish, short-tacking the cityfront, overpowered with genoas and often-flogging mains.

Much to the trimmers' delight, the second race each day began in full-on jib conditions. The prudent call seemed to be to hoist the jib before the start, and not dare going to the bow to lower it during the reaches or runs, leaving it up the entire race. The cockpit had a few extra bodies in residence while the chute was up, and the crew had to take the word of the skipper that he/she was in control of the boat. We sent our lightest crew forward to the mast to drop the spinnaker halyard, while we surfed down one wave and crashed through the back of the next one at a current-assisted double-digit speed toward the bottom mark (Mr. Sulu, there is no warp factor eight, is there?). Wind instruments on the larger boats clocked steady twenty-fours and gusts to twenty-eight knots each afternoon. An unofficial "non-spinnaker fleet" developed on Saturday afternoon, with five boats spending some portion of the runs sans chute (involuntarily). The class flag seemed to be a spinnaker head-patch

flown full-hoist. Monday's single race saw a more modest eight to sixteen knot breeze.

Fat Tuesday sailed an excellent, steady regatta. Their principal competition came from San Diegoan, Craig Leweck, who drove Don Oliver's local *Friendly Skies*, to three dominating wins

in races two, three and four, but could not overcome a first race tenth. The local entry *Electra*, skippered by John Oldham, also earned consistently high finishes to take third overall, with Melissa and Tom Purdy's six-person *Small Flying Patio Furniture* crew managing to hold down the fourth place trophy. Rounding out the trophy collectors was yet another SoCal entry, Chris Winnard, steering Doug Weitz's *Average White Boat*.

Throughout the regatta, 'traffic management' was a key to upwind

success. It was quickly discovered that J/24s, Olson 25s and Hawkfarms do not spread out very quickly when short-tacking the city for current relief. Add a few 11 Meters playing through, and lanes were at a premium. Several boats, including 'best non-politically-correct boat name' winner *Big Blue Blows*, and runner up, *Nixon Was Cool*, stayed just offshore of the pack in clear air and water, which more than compensated for slightly more adverse current in Monday's final race. Bill Fortenberry, driving Joe Steele's *Mudflap Girl*, found their groove in the fifth race, leading nearly wire to wire, but *Fat Tuesday* reeled them in just short of the finish line to cap their strong regatta with a win.

Shoreside activities were not to be overlooked, as additional sponsors Ronstan, Bacardi and Budweiser kept the juices flowing all three days, on top of a fantastic spread of fruits, pastas, cheeses and roast beef and roast turkey. Daily trophies for each race and raffles added to the festivities.

A special personal thank you goes to Neil Weintraut, sailing his just-splashed hull number 5008, *Escalation*, for allowing me to helm *NOB* (Neil's Old Boat) *Lives!* Also, thanks to Andy Parker and crew, who travelled from Seattle.

A great venue, super regatta organization and top-flight competition, ensure the future success of this Labor Day tradition in San Francisco.

Results of San Francisco NOOD on page 55.



Small Flying Patio Furniture and Nixon Was Cool lead this pack in a beat up the San Francisco cityfront.

Photo - Kelly O'Neil Stock Newport

Southwest Championship Draws Crowd from throughout Midwest

by Keith Thompson

The 1993 Southwest Championship Regatta had 46 boats show up to go at it for a world championship berth in Australia and bragging rights for the Southwest. J/24 type yachts appeared May 29–30 at Rush Creek Yacht Club, outside of Dallas, from as far north as Minnesota and Oklahoma, and as far south as New Orleans and Houston.

Julie and William Cantrel did an excellent job of guiding the measurement proceedings, with help from John and Leslie Clark, Zach Troxel and several others, as many boats had adjusted to lower lifelines and 8 to 1 vang, needing to pass inspection.

Race 1 was sailed in conditions that, more often than not, proved the rule throughout—light and shifty. Small thunderheads and rain showers that always seemed to be on the right side of the course caused the breeze to take a hard right turn, as the race started. The yachts that started on the first row, within 20 percent of the boat, and kept going, ended up dominating the race. Those that were forced off onto port early found themselves in a big hole, on what was left of the right side. *Oreo*, sailed by RCYC fleet captain Keith Thompson, along with Mark Foster's *Pressure Drop*, were two of the errant right-tacking yachts.

The first weather mark saw J/24 Class Prez Ned Plumer in the lead, along with Dave Smedley and Doug DeCluitt of *Bon Temps*. Mr. Happy (Nelson/Bartlett) followed closely along with *Jasmine* (Kelson Elam and Rick Schaffer) and *Grand Slam* (that Foerster dude).

The last leeward mark found *Grand Slam* in first by 50 yards, followed by Mr. Happy and *Iced T* (Scott Young). *Iced T* had done a remarkable job of coming back from a third row start and a 20th top mark rounding.

The last 100 yards of the race saw *Grand Slam* lose a commanding lead, due to a 40 degree shift in breeze that both *Iced T* and Mr. Happy sailed into first. They carried the shift into the finish, as *Grand Slam*'s oxygen masks popped down off the lifelines. Charlie Ogletree finished fourth followed by Schaffer/Elam.

Race two opened to a whole lot of breeze, as much as 15–18 knots, and the reason why quickly became apparent, as a large rain shower bore down on the fleet. In fact, for most of the weather leg the windward mark was not visible, due to the large amount of moisture pouring down out of the heavens. Suddenly, the rain stopped and, along with it, the wind. It was quite a sight as forty-six J/24s came down from full speed to a screeching halt, in the space of thirty seconds. The fleet flopped about in zero breeze for five minutes, until the right side began to fill in. The Scow sailors on *Lead Sled* (David Ferguson), down from Minnesota, were the first to get this breeze, along with Kelly Gough and Bill Draheim on *US*.

The race proceeded to drift and shift, as Gough built a hefty lead around the last leeward mark. But, alas for *US*, their lead was not to hold. As they covered most of the fleet on the left side, Mr. Plumer found a 40 degree right shift with breeze. Mr. Happy and *Jasmine* also managed to find this shift. Happy recovered from seventh around the leeward mark, to first at the finish, followed closely by *Jasmine*, *Grand Slam* and *Plum Crazy*. *US* finished a disappointing eighth.

Race 3 was once again very close to being a drifter start.

While the pin end was favored, the breeze was all on the right. Local expert, Hans Hirschberg, finally found the groove, winning the boat at the start and tacking out right. He led at the weather mark, with Rush Creek wizard Jim Anderson on *Graybeard* and *WeBe*, sailed by John and Leslie Clark, in hot pursuit.

The last leg of race three found *Jimmy A* in first, with Hirschberg, Foster, and Tommy Meric of New Orleans on *Carnival Time*, closing in. Unfortunately, the speedy *Graybeard*, with sail and bow number "70" signifying the 70th anniversary of her skipper's birthday, was not able to hold off boats from the right side, as *Whatboat* came from behind to win, followed closely by *Pressure Drop* and *Carnival Time*. Mr. Happy and *Iced T* rounded out the top seven as *US* climbed back to sixth.

The end of Saturday found Mr. Happy with a commanding eight point lead, followed by *Iced T* and *Grand Slam* tied for second.

Saturday evening brought on a couple of very welcome kegs and a short Question and Answer session, keynoted by Charlie Ogletree and regatta leader John Bartlett. The topic of discussion was "How To Sail In Light, Shifty Air." Charlie made the notable comment that sailing in big fleets in light air can be, "...a lot like playing ping pong if you try to sail up the middle all the time." He recommended staying to one side or the other, thereby avoiding the dirty air in the middle. John Bartlett validated this comment, saying that they had picked a side and tried to play the shifts on that side, rather than worrying about the shifts the guys on the other side of the course were getting. The fundamental realization was that there is no way on a large course that you can get to a shift on the other side before another shift has come through, and that yachts must play those shifts which are most available to them.

Rush Creek, as usual, threw a whale of a party Saturday night. The band, *Ann Armstrong and Steve Hughes*, played good old down-home folksy blues well into the night. Hirschberg was seen dancing with wild abandon; Yoyoyo Foster temporarily became the lead singer; Richard the Bartender took a bow for three years of exemplary bartending; Paul Foerster was accosted by a good-looking blond woman. But only a few people ended up in the pool.

Sunday morning was, yup, you guessed it, light air again. After the first general recall, the Z flag went up. After the next general, the black flag went up, but no yachts had been identified as having a penalty. Oops?

Yandell Rodgers and Mike Guerriero on *Baby Doll* won the good start in the middle-left of the line. As the weather leg developed, a pack of seven or eight yachts in the middle seemed to have more breeze than those on the edges of the course. In the meantime, some thunder showers were once again building on the right side of the course. As the leg ended, the right side really paid and the breeze shifted right for several minutes.

The right shift meant that most yachts were jibing after the offset mark, but *Grand Slam* was prevented from doing so, as she rounded outside of two of the boats, in eighth place. This proved to be an opportunity of crystalline proportions, as a large puff on the (upwind) left side of the course propelled Foerster and crew into first place, ahead of *Red October*, sailed by Chandler's Landing YC Jacques Roy, and *Jasmine*. Bill Cantrell on *Lightnin'*

was also hanging in, too close for comfort.

Grand Slam's lead and crystal power was to hold as the thunderstorms to the right continued to grow, causing a massive right shift that allowed Draheim/Gough on *US* to pull into second. Finding *Mr. Happy* on the far left at this time, they (*Happy*) could only salvage a twenty-second place, giving *Grand Slam* the victory and the 1994 World Championship berth, and *US* second in the regatta. *Mr. Happy* ended up third followed by *Pressure Drop* and *Iced T*. Sixth place was taken by *WeBe* and their dog, Davey Jones.

Thanks to Zack and Kathy Troxel, Keith and Linda Thompson, Randy Robinson and his faithful committee, Jon Diggins and his cadre of judges, Julie and William Cantrell for their speedy and efficient measurement techniques, James Davidson for his excellent meals and Rush Creek YC for its continued support of one-design yacht racing.

As a prank for Jim Anderson's 70th birthday, Bill Draheim placed these honorary sail numbers on Grey Beard's new main. His birthday took place during the Southwest Championships and a huge party took place at the awards ceremony in his honor.



Top Ten Results of Southwest Championships

1. <i>Grandslam</i>	Johnston	3	3	12	1	19.00
2. <i>US</i>	Gough	11	8	6	2	27.00
3. <i>Mr. Happy</i>	Bartlett	2	1	7	22	32.00
4. <i>Dashbd. Mary</i>	Ogletree	4	11	13	6	34.00
5. <i>Iced T</i>	Young	1	13	4	21	39.00
6. <i>We Be</i>	Clark	9	10	15	5	39.00
7. <i>Jasmine</i>	Schaffer	5	2	23	12	42.00
8. <i>Pressure Drop</i>	Foster	8	17	2	16P	43.00
9. <i>Baby Doll</i>	Rogers	7	22	14	4	47.00
10. <i>Plum Crazy</i>	Plumer	15	4	11	23	53.00

Top Ten Results of San Francisco NOOD

1. <i>Fat Tuesday</i>	Little	.75	2	2	2	.75	7.50
2. <i>Friendly Skies</i>	Leweck	10	.75	.75	.75	3	15.25
3. <i>Electra</i>	Oldham	4	3	3	5	5	20.00
4. <i>SFPF</i>	T. Purdy	2	14	8	3	4	31.00
5. <i>Avg. White Boat</i>	Weitz	5	11	5	4	8	33.00
6. <i>Big Blues Blows</i>	Branagh	7	4	9	7	7	34.00
7. <i>Mud Flap Girl</i>	Steele	12	7	7	8	2	36.00
8. <i>N.O.B. Lives!</i>	Worsham	13	8	4	6	12	43.00
9. <i>Trust Me</i>	Parker	8	5	11	13	6	43.00
10. <i>Dejavo</i>	Cook	9	13	6	9	9	46.00

2XS Dry-Sails to DNS in District 15 Championship

by Tim Rathbun



2XS taking up some real estate on the busy roads of Chicago.

Many an automobile driver, following a J/24 on its trailer down the highway, has experienced fear and apprehension over the unlikely possibility of the boat falling from its lofty perch on the highway and cascading across areas normally reserved for motor vehicle traffic. On September 8, 1993, J/24 2XS careened off of its trailer across two lanes of traffic to straddle a busy highway on the north side of Chicago, in an incident which brought home the worst fears of those who travel to out-of-town regattas with their boats and the persons who share the highways with them. As the author has related the tale many times, a solemn silence appears upon ashen faces of fellow J/24 owners who think "there for the grace of God go I..." The occurrence probably had less to do with the grace of God than disrespect for a number of common sense trailering techniques. The incident also provided a comforting reminder that even some of one's worst fears can have a successful and happy conclusion. This article examines the accident and its causes and the lessons learned from the successful salvage.

To those familiar with the judgement of the owners and crew of 2XS over the years, the surprise was not so much in the occurrence itself, but that the rough landing had not occurred much earlier. To provide comfort to the magazine from numerous libel laws, the victim/perpetrator/driver of this drama will be fictionally known as "Barney", a name disguised enough for defamation prohibitions, but close enough that you all know the person about whom I am speaking.

Barney and his crew were planning to race at the District 15 Championship at Lake Minnetonka outside of Minneapolis on September 18-19, 1993. They pulled their boat at Chicago's Belmont Harbor, following a typical Saturday Fleet 130 race in Chicago's Monroe Harbor, sponsored by Columbia Yacht Club. Trained observers in the crane area of Belmont Harbor were alternately impressed and horrified by the speed with which 2XS came into the harbor, was secured to her trailer, and headed

off down the highway. Your level-headed author watched in dismay, as Barney was able to pull the boat, secure it and leave the Harbor in half of the time it took him.

As to how the accident actually happened, there is the "official" version supplied by Barney to his partner, who arrived upon the accident scene within an hour and with significantly less humor than other spectators, and the likely version which can provide solid lessons to responsible persons who wish to avoid the same calamity.

According to the official version, Barney was driving down Peterson Avenue in his uncle's Winnebago, when he hit a bump. This caused the trailer hitch to rise a foot in the air above the ball, secured to the frame of the motorhome. The hitch coupling around the ball immediately fatigued as the ball separated from the hitch and the safety chains magically separated from

their secure locations along the frame of the motorhome. While the surge brakes were securely tied to the tow vehicle, they, too, failed to engage. Following his traverse of the bump, Barney looked in his rear-view mirror to watch the boat continue on its trailer down the highway behind the motorhome, separated by an ever-increasing distance. About one hundred feet from the bump, which had mysteriously separated the trailer from the motorhome, the boat and trailer collided with a light post maintained by the City of Chicago and not intended to stop or slow boats travelling down the highway without the use of a tow vehicle. Barney reported watching the J/24 glance off the light pole, "jump" into the air off its trailer (to which it had, of course, been thoroughly tied down), fly across one lane of traffic, narrowly miss a small foreign car occupied by a potential reckless homicide victim, and land on its side in the median between two lanes of Chicago traffic, across the street from a convent. The "official" version is silent on the role of alcohol in the accident.

It is undisputed that loyal friends of the owners and crew of 2XS immediately descended upon the area, offering endless advice, a case of beer and sandwiches. Appropriately attired nuns strolled out to gawk, hiding their amusement, but not their interest. Chicago's Finest agreed to remain on the scene for one-half hour to repeatedly urge Barney to remove his boat and the wreckage of his trailer from the highway. Unless you think that the Chicago Police do absolutely nothing between donut stops, you will be pleased to know that Barney received a ticket for damaging public property, as his unattended trailer had collided with the light pole.

During the evening, we discovered that a land-based J/24 is a poor candidate for a flat-bed trailer. The come-along initially used to pull the boat on the flat-bed caused more damage than bouncing on the highway. Traditional automobile wreckers, though descending on the area like maggots to roadkill, lacked

sufficient crane height to lift the boat in the air. The ultimate savior was a wrecker who caters towards over-the-road truck tractors with a thirty foot boom, which easily picked 2XS by its lifting bridle and was able to place it on a borrowed J/24 trailer, normally used by Mark Gurney's Buzz. Once the truck wrecker appeared on the scene, the rescue proceeded so effortlessly that credit for the obvious solution was taken by every kibitzer.

If the "official" version of the accident sounds like it should begin with "Once upon a time...", it is probably because common sense dictates that a number of traditional trailer safety techniques can go a long way towards keeping a J/24 upon its trailer and off of the highway. First, making sure the ball of your hitch is screwed down tightly upon the ball of the trailer may seem too obvious to state, however, most of us who frequently trailer can all recall an incident where we did not discover this omission until we wondered why the boat and trailer looked odd in the rear-view mirror. Secondly, the mysterious claimed-failure of 2XS' chains argues strongly against the official version. While no chain can be expected to hold the trailer to the tow vehicle indefinitely, properly secured chains (criss-crossed under each other and attached firmly to the tow vehicle frame) would minimize the likelihood of a runaway boat, following a mysterious hitch/ball separation. The third obvious safety technique is to be sure that your surge brake line is firmly attached to the tow hitch. Had the surge brakes properly engaged, 2XS would have come to a quick stop, possibly sparing the City of Chicago its damaged light pole. Finally, any boat which is being towed should be tied down fore, aft and middle, to prevent any surfing away from the trailer in the event of an unexpected impact with an immovable object. Using strong, unfayed lines of $3/8$ inch minimum diameter, you are less likely to suffer the undesirable boat/trailer separation which ended Barney's 1993 sailing season prematurely.

If, despite your best efforts, your boat should land on an asphalt finish line, call a commercial over-the-road tractor wrecker first, to avoid additional damage caused by the salvage. While 2XS suffered \$9,000.00 in damage, more than half was caused in the attempt to drag it onto a flat-bed truck. The J/24 is intended to be lifted by its keel, not dragged by it.

Some excitement this evening for Nick and Ernie, who don't believe they've seen a model 'quite like this' on the streets of Chicago.



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Majic Disappears With Win at Santa Barbara Circuit

by Bill Worsham

Jay Phillips' yellow and white hulled entry, *Majic*, emerged from a wide-open field of thirteen to capture the five-race, no throwout District 21 (Southern California) Circuit #5 in the Pacific Ocean off of Santa Barbara, on September 11-12, 1993.

The Standard J/24 District 21 Sailing Instructions were in place for the event, including the one-minute rule for all starts, and featuring an offset mark in the windward/leeward (twice around) Alternate course, often used instead of the standard Olympic course. After a freshly-moved new weather mark was put in place for the second beat of the first race, the alert crew of race-leader *Firedrill* and quick action by the committee on what would eventually be the finish boat, spared all an evening of redress hearings. The (ahem!) finish line was transformed into a weather mark (committee boat complete with M flag) and accompanying offset mark. Rather than pass through the line and around the single buoy, *Firedrill* left the anchored boat to port, to the astonishment of those on board. With the benefit of a fifty yard gap to the second place boat and a hair-trigger on the M (stands for "M" the mark) flag, the rest of the fleet passed in an orderly fashion around both the powerboat and the buoy, and a great regatta ensued.

With some of the heavy-hitters staying home to recover from the previous weekend's San Francisco NOOD Regatta (three hundred miles north on Highway 101), four different boats won races; six boats included a second or better in their score and only one escaped without a seventh or worse. Five of the lead boats took turns backpedaling during one race each, leaving *Majic* in the forefront to earn the win with consistency.

After three races, *Majic* held the lead with six points, followed by Carl Forsander's *Flying Squirrel* with nine. Five boats were bunched between sixteen and twenty-one points, including Isao Toyama's *Miracle*, and *Fireball*, tied for third at sixteen. Kevin Crane's *Fish Lips* had to swallow an over-early-assisted twelve, sandwiched between two thirds, to spend the night in fifth overall, with eighteen points. Local Pat Toole's *Big Dogs* was feeling rather binary, with a ten-one-ten, a couple of points behind Wally Hollyday's *Gunba*. Baraka's *Pinball Wizard* pushed the group with twenty-three.

Intramural skirmishes between boats in the overnight one-two and three-four positions allowed *Fish Lips* to feast on clean starts and freedom to tack to the favored right side, leading at every mark on Sunday, en route to two bullets. In race four, *Firedrill*, which then had a slim two-point lead on *Fish Lips*, crossed the finish line right behind them in silence, their bright golden boat having pierced the starting line twenty seconds prior to the red cone before reaching down, drawing a PMS.

Flying Squirrel would have just preserved their second place overall status with a seventh in race five, but the I flag alteration at the start affirmed *Fish Lips*' jump to second overall. In the end, only *Majic* was not explaining how they "cuddabenacontenda", winning by four points.

This was the fourth Southern California J/24 regatta to use VHF radio hails of one-minute rule and PMS violations. Although there has been some grumbling about the timeliness and order of the hails, the comments and redress activities have been much more subdued than those under the previous "death by silence" rule. Another subtlety of this rule is that the hails were repeated by the Santa Barbara Yacht Club Race Committee,

giving everyone ample opportunity to hear his or her number. Ask *Firedrill* if their radio was on!

Special thanks to all of the volunteers at Santa Barbara Yacht Club, and to Patagonia, which has been a great supporter of District 21 all year. Congratulations to new Santa Barbara Fleet Captains, Tom and Jody Dolan-Holehouse, who did a great job in the first regatta as hosts.

Boat	Helm	1	2	3	4	5	Total
1. <i>Majic</i>	Klatt	2	3	1	5	5	16
2. <i>Fish Lips</i>	Crane	3	12	3	1	1	20
3. <i>Fly. Squirrel</i>	Forsander	5	2	2	3	7P	22
4. <i>Miracle</i>	Toyama	4	5	7	4	3	23
5. <i>Gunba</i>	Hollyday	7	6	6	7	2	28
6. <i>3 Big Dogs</i>	Toole	10	1	10	2	8	31
7. <i>Firedrill</i>	Bjorkman/Coil	1	8P	4	PMS	4	34
8. <i>Wilbeest</i>	Ferguson	11	11	5	6	9	42
9. <i>Radio Flyer</i>	Underwood	6	10	12	8	10	46
10. <i>Pinball Wiz.</i>	Baraka	8	7	8	10	DNF	47
11. <i>Tiny Dancer</i>	Tabar	12	9	9	9	DSQ	53
12. <i>Grey Fox</i>	Stokke	13	8	11	11	11	54
13. <i>Cool Breeze</i>	Galvez	9	13	13	PMS	6	55

Suncoast FT 86's "End of the Trail II"

by Gail Rosenke

The bow of a J/24 can do a lot of damage, even in light air! If you need proof, just talk to the skippers and crews of *Kickback* and *Energizer*. They had a close encounter of the crunching kind in about eight to ten knots of breeze at the Suncoast Fleet 86's End of the Trail II Regatta at Davis Island Yacht Club, St. Petersburg, Florida, June 5. The encounter left *Kickback* with a softball-sized hole about four feet from her transom. Damage occurred to both inner and outer hulls.

Because the crews had switched foredecks for this regatta, the collision resulted in the odd combination of *Energizer*'s bowperson witnessing her own boat (skipped by her husband) being plowed into by the boat she was on. Weird. There was quite a bit of good natured kidding about divorce court, since *Kickback*'s foredeck was the spouse of *Energizer*'s skipper! Humm...? Any subliminal messages here?

Energizer retired from the race, thinking that she had fouled a yacht that was still beating to windward. However, *Kickback* had rounded with *Liz* about five boatlengths ahead of *Energizer*. Unfortunately, *Kickback* touched the mark, and even worse, did not get clear of *Energizer* to do her 360°. By the time the crew of *Kickback* started yelling, it was too late. *Energizer* tried to bear away and dodge *Kickback*, but NOT.

Meanwhile, *Liz*, skipped by Jeff Linton, was having a great regatta, pulling off 1-2-1 scores. Doug Weatherby's *Hosobad* bombed the last race, but with all the DNFs, still landed in second place. Drew Reichsteiner's *Incredible Hull*'s 4-3-4 scores prove consistency pays, as he finished the regatta in third.

District 12 Championships

by Robert Netkowicz

Hosted by Fleet 19 and the Erie Yacht Club in Erie, Pennsylvania on June 18-20, sixteen skippers and crew enjoyed the racing and parties, provided by many regional and local sponsors. With entrants from Michigan, Ohio, New York and Pennsylvania, the fleet had a good representation of the top sailors that the district has to offer. This was also the second stop of the Lake Erie South Shore Circuit, composed of five of the district regattas throughout the 1993 season. Josh Kerst and crew aboard *Instant Karma* demonstrated consistent speed and boat-handling, to become the first to win the District 12 Championship in back-to-back years. Josh's Lake Erie sailing experience was just what it took to go fast on the flat waters of Presque Isle Bay, and win three of the five races sailed.

Day one of the three day, [proposed] seven race regatta brought fair skies and moderate winds across the Bay waters, to send the fleet off around windward/leeward courses. Race one was won by *Beau Xeau*, skippered by Greg Eiffert. This showed the crew of *Instant Karma* that the competition was going to be tough, if they expected to successfully defend their '92 championship. First place finishes in races two and three gave Kerst and crew a first day lead of 2.5 points to carry them into the following day's races.

With racing scheduled for the open waters of Lake Erie on the second day, the fleet was anticipating a varied set of conditions to test their racing skills. The unpredictable Erie weather sent the fleet back to the EYC basin, when high winds and heavy downpours swept in before any races were started. After the front roared through, the race committee posted notice that the day's racing would again be held in the protected waters of Presque Isle Bay. Once more, the racing was postponed, however, this time due to a complete calm that followed the storm. After a long wait, and the committee persuaded by the chant of "rum-rum-rum", the day's racing was cancelled in favor of the free Mount Gay Rum party held on the deck.

Races four and five were held in close-to-ideal conditions, with steady winds of ten to twelve knots and relatively flat waters. With a disappointing fifth place finish in race four, the crew of *Instant Karma* now found themselves quickly behind by two points when *Beau Xeau* won their second race of the regatta. Race five was going to be the deciding point, if Kerst and crew expected to successfully defend their District 12 championship slot. After a poor start, *Instant Karma* showed their deliberate and persistent speed to work themselves up through the fleet. With *Fast Forward* leading the fleet around the course, it was not until the last leg that Kerst was able to overtake and pass the leader to win the race, and his second District 12 Championship.

The top five finishers were awarded original, personalized J/24 paintings by local artists Kevin Irvin. With many extra "give-aways", including North Sails spinnaker bags and rudder covers, Mount Gay shirts, meal certificates from local restaurants and other sailing related items, all participants left Erie with some form of prize. At the conclusion of the regatta, all who participated spoke of good racing and great parties, with an eye toward 1994 for the Great Lakes Championship which will be held at the Erie Yacht Club. For additional information, contact Bob Netkowicz at 814-866-1730.

Breezy DownEast Regatta

by Peter Hall

I think the best way to describe this year's Downeast Regatta held at the Portland Yacht Club in Falmouth, Maine is to share an anecdote related to me after the first day of the regatta. An experienced big boat and J/24 sailor, not prone to boat-handling problems, told me, over his lobster dinner, that he had lost his windex. Naturally, I asked how this occurred, as everything but the windex has, at one time or another, broken on my 24. He replied, "I broached and it snapped off in a wave!". The reason he and everyone else had such an intense and exciting day is that through the first four races, the wind built to twenty-five to thirty-five knots, with gusts to forty. It was a classic, blustery Northwest wind during this second weekend of September. Those sailors with large brains declined to use their spinnakers, but the bulk of the fleet rocked and rolled their way down the windward/leeward course. More than a few broaches, death rolls, torn sails and broken travellers occurred, but it can be safely said that all boats had one very memorable and stimulating experience.

On Sunday, the second day of the regatta, the winds moderated considerably, with the breezes slowly building from five to twenty-five knots through the day.

Perhaps the most remarkable fact about this regatta was the incredible performance of the Zaleski brothers on board *Twins*. They finished first in all seven races, demonstrating decisively their heavy-air prowess. There were only two times that they did not round the initial windward mark in first. Second place belonged to Win Fowler and Steve Helms on board Steve's newly refurbished boat *Returns*. Perhaps the most hotly contested area was mid-fleet, where not many points separated the bulk of the fleet. For example, fifteenth, sixteenth and seventeenth places all had a total of 112 points. Despite the heavy air and difficult boat-handling, the regatta was sailed cleanly and with only one protest.

I encourage all J/24 sailors eager for competitive sailing, lobster dinners, and the unbeatable beauty of the Maine coastline, to join us next year for what has become, for many competitors, their favorite regatta.

American Heart Association Benefits From Large J/24 Class

by Jack Detweiler

The 1993 Heart Cup, number six on the "Parkway Circuit" for J/24s, was held August 6-8, 1993 at Ocean City, NJ, Yacht Club. The nineteen boat J/24 class was the largest of five classes in this year's regatta, benefitting the American Heart Association. Our class showed the largest turnout, and also provided the top sailor for the regatta in Stu Challoner from Mantoloking, NJ, sailing his 24, *Spoilsport*, and winning the OCYC trophy for Best in Fleet. Finishing second behind Challoner for the regatta was Eric Leitner, helming *Apple Pie*, followed by the top OCYC boat, *HPI*, owned by Harry and Peter Bellwoar, and steered by Peter.

Five windward/leeward races were sailed during the three day event, under mostly sunny skies with winds ranging from eight to twelve knots. Friday was the only day of inclement weather, as a low pressure system moved through the race course on the first windward leg of race two, bringing rain and some higher gusts.

Called "The Heart Cup" in recent years and sponsored by the OCYC, this event was known for fifteen years as Atlantic City Race Week. Brought home this year to the host club, 1993 marks the start of a new era for the regatta. Improvements to the clubhouse planned for this winter will add to the success of the on-shore activities, while our fifty-year beach replenishment project will ensure a navigable Great Egg Harbor Inlet for the future of the event.

1993 Penobscot Bay Championships

by John K. Hanson, Jr.



Perfect sailing conditions in Maine for a postcard shot of Windflower.

On August 21 and 22, fourteen J/24s and crews sailed the 1993 Penobscot Bay Championship and the J/24 State of Maine Championship. The regatta was hosted by Fleet 138 and headquartered at the Camden (Maine) Yacht Club, with launching and measuring held across the harbor at Wayfarer Marine's facility.

Saturday was a beautiful, high-pressure weather day, as the wind howled out of the Northwest at about twenty knots, with considerably higher puffs that came in fifteen to twenty degree shifts. The fleet was split between blades and 150s and the shifts favored the left side of the course. *Local Talent*, from

Northeast Harbor, had good boatspeed to win. *Havoc*, representing the home fleet, finished second, with *True Brit*, of Falmouth, third.

Between races, everyone switched to the 150s as the wind seemed to moderate before the start, but the puffs were as strong as ever. The start was clean, like all the starts at this regatta. The wind alley was still just offshore, and planning the puffs properly was crucial. Port-tack was a lift to the mark. The first rounding did have quite a clump of boats trying to sort themselves out. At the leeward mark of the first go-round, *Guacamole* was fouled by *Blueberry Jam*, who was doing penalty turns close to the mark. They mated at the masthead and then spun around each other, threatening to capsize, until *Blueberry Jam's* mast snapped. Both boats then retired.

The initial finishing order for the second race was, in order of top three, *Synergy*, *Windflower* and *Local Talent*. *Synergy* was protested for hitting a mark and was given an alternative penalty, which dropped her to fourth in that race. At the end of the first day, *Local Hero* was in first place with 6.75 points, *True Brit* in second with 9 and *Ski Tuna*, also from Falmouth, was third with 10.75.

The local fleet fared better at the post-race barbeque. The regatta's sponsor, Sea Dog Tavern & Brewery, had their 1940 Ford pick-up with a couple of kegs of their brew at the Yacht Club—a perfect complement to the chicken.

Sunday was beautiful but windless, forcing a short postponement of the first race. The wind settled in SSE and was very light and shift. *Windflower*, sailed by eventual regatta winner James Flowerdew, won the first race. By the second race, the wind had gone more southerly and had built to eight to ten knots, with some serious oscillations. *Ski Tuna* won this race, with *Windflower* second.

Going into the last race, *Windflower* held a slight lead of .25 points over *True Brit*, with *Ski Tuna* in third. The last race was held in ten to fourteen knots. Two of the Camden boats lead for most of the race, with *Synergy* smoking 'em (sadly, Ed Zanca's *Synergy* caught fire three weeks after this regatta on the way back from the District 1 Championships) and *Baloo*, holding off *Ski Tuna*, to finish second. *Windflower* finished fifth in the last race, but won the regatta by .75

points. Flowerdew and crew sailed a consistent regatta, doing well in both breezy and light conditions. Flowerdew sails for Tufts University and should be a force to reckon with for years to come.

The Penobscot Bay Championship was an extremely well-run regatta, with excellent race committee work, great weather and great sportsmanship. Fleet 138 thanks everyone involved with making the event such a great regatta, and invites all to come sail with us next August. Fleet captain, Ed Zanca, promises that his blazingly hot boat will be back on the starting line by then.

Seattle FT 26 Wraps Up Busy Season

by Ann L. Christiansen

With the last Tuesday evening race and the Freshwater Championship, the "Lake" portion of Seattle Fleet 26's 1993 racing was concluded. The late October Puget Sound Sailing Championship (PSSC) signaled the official end to "Sound" J sailing for this year. It was a busy season for Fleet 26, and already plans have begun for '94.

Again this year, twenty to thirty-five J/24s turned out week after week for Tuesday night competition. The experimental hailing of premature starters via VHF radio was decidedly successful. "That other fleet captain" reported the outcome of the VHF experiment to the District Governors in time for their annual meeting regarding rules additions or deletions for the class.

The Washington State Freshwater Sailing Championship was held on October 11th and 12th on Lake Washington. Guest skipper, Ethan Salkind, was fast out of the blocks, helming Brian Huse's *Pez* to a commanding 8.75 point lead at the end of Saturday's racing. Rounding out the top three at the conclusion of day one were: Carl Buchan's *Suspense* with 14.75 points and Jack Christiansen/John King's *Magic Bullet* with 16.00. Sunday's absolute lack of wind made this one of those regattas where every race counted for more than anticipated, as Saturday's results were the final results.

With an obvious lack of racing, the fleet attending the Freshwater regatta decided to have an initial brainstorming session for the Seattle-hosted 1994 U.S. Nationals. The twenty-five boat raft made for some lively and useful idea-exchange, keeping the ball rolling here as we expect to see a lot of visitors for the U.S. Nationals on Memorial Day weekend.

The grand finale of the season is PSSC. Held on Puget Sound, this regatta is always a well-attended, well-raced event, and this year was no exception. A full regatta report was unavailable at press time, so results and related info will be printed in a later publication.

As all of the boats are wrapped up for a winter's rest, Fleet 26 will be busy reminiscing about the triumphs, laughs and boo boos of the year past. And lest you think we're all tuning up our dinghies or waxing our skis, planning for the Nationals is in full force. We're very much looking forward to that part of our upcoming season.

Great Lakes Championship Sends Hutchinson To Melbourne

by Tim Rathbun

The 1993 Great Lakes Championship, hosted by Chicago's Columbia Yacht Club and J/24 Fleet 130, was held June 25-27 off of Monroe Harbor. Seven races were held in predominantly light air and sunny weather, as twenty-eight boats, from as far as New York and Minnesota, descended on the Windy City. The course was a windward/leeward race course, with three races on Friday, three races on Saturday and one on Sunday. Terry Hutchinson, then of Traverse City, Michigan, secured the world qualifier berth, winning two of the races, and finished seven

points ahead of second place finisher, Josh Kerst, of Ann Arbor, MI. Hutchinson, sailing *North-ern Exposure*, never finished worse than fourth. David Ferguson, of Excelsior, Minnesota, sailing at the helm of *Lead Sled*, won two races, finishing third, slightly ahead of Scott Lammers, Fleet Captain for host Fleet 130, on *Intuit*.

Twenty eight boats sailed in the regatta and enjoyed the hospitality of Columbia Yacht Club's 380-foot converted car ferry/icebreaker club ship. Out-of-town participants arrived Thursday afternoon and boats were placed in the water by use of an eighty foot extension crane, donated for the weekend by a local contractor. Each evening, over \$3000 worth of raffle prizes were distributed among the crew members and participants. The cooperation of the Chicago Park District allowed Columbia Yacht Club to launch boats for the first time in Monroe Harbor, making the scene of numerous national offshore events the venue for a premier one-design event.

The first race, sailed in three to five knots of breeze, was won by Kerst, finishing right in front of Hutchinson and Ferguson. *Lead Sled* also won the second race of the day, narrowly beating out regatta chair, Tim Rathbun, in *Finesse* and Hutchinson. Hutchinson won the final race of the day, with the sun setting behind Chicago's skyline, ahead of Steve Ulrich and Alex Meleney from Winnetka, Illinois.

Saturday saw the winds pick up to ten to fifteen knots, however, being on the right side of thirty-degree shifts determined good or bad finishes for either half of the fleet. In the fourth race, Meleney was aided by a thirty-degree shift in the third upwind leg, where as many as twelve places were lost in twenty seconds, followed by Kerst and Hutchinson. Hutchinson, Kerst and Ferguson topped the fifth race, as the winds increased. The final race of the day was won by Kerst, followed by Hutchinson and Lammers.

Going into the last day, Hutchinson was nine points ahead of his closest competitor and only needed a fourth to finish seven points ahead of Kerst. The last day of racing began with a three-knot breeze from the northwest, which died entirely for fifteen minutes, seeing boats on the perimeter of the fleet roll past those who stayed in the middle. Hutchinson's victory qualified him to sail in the 1994 World Championships in Melbourne, Australia and it was the third time he won the Great Lakes Championship.

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Argentinian Class Growing Fast

by Mercedes Guerrero

It has been a long time since we have provided fresh news to the class, so I will try to make up for it. Through these last three years, we have been slowly but surely growing: until two years ago, there were only two fleets, one in Buenos Aires with about twenty eight boats and a smaller one of ten boats in Mar del Plata. Presently, the Buenos Aires fleet, housed in ten different clubs along forty km of coastline, has grown to about fifty boats, with more on the way. More fleets are forming, making competition rather exciting. As you can see, any "Jlover" wanting to travel through Argentina could do so through contacts with J/24s in our busy fleets.

This past year has been a busy one for the Argentinian Class. We had no fewer than fifteen boats on the starting lines, and up to twenty-five at the more important regattas (World's Selection, the River Platess Fleet Championship, Nations Cup Selection).

Our world qualifier was held during two April weekends. Organized by the Asociación Argentina Clase Internacional J/24 and the Yacht Club Olivios, we had very strict measurement regulations, with a team of people working especially hard to ensure 100% class rule compliance. The first race was scheduled for Saturday, but due to the measurement session going over-

time, had to be pushed back to Sunday. Every team arrived on the starting line knowing that all boats were more even than ever. With twenty six boats racing, and a very competitive fleet, it was difficult to be at the top. On Sunday, we completed three races, each with a different winner. The following weekend, the weather conditions were similar: mild winds and soft tide, making it a championship to be raced with genoas only.

Completing six races for the regatta, the final positions were: (top ten)

1. Fenix	G. Baquerizas	26.40
2. Otro Tadeus	T. Borgstrom	40.70
3. Tadeus	A. Irigoyen	45.70
4. Porca Miseria	D. Contessi	56.00
5. Hydra	J. I. Grimaldi	57.00
6. Jaimanso	Zen Fernandez	60.10
7. Capitan J2	M. Ramos	61.40
8. Alegre	L. Cerrato	76.70
9. Pinche	R. Rigoni	86.70
10. Carnivorous Vulgaris	F. Conte	95.00

Although, throughout the year, women have been steadily racing on the participating boats, we had a Mixed Championship to close the season. The conditions for this event were that the skipper, trimmers and bowperson on all boats must be women, with the other places occupied by men. We had a great deal of fun: three races with thirteen boats competing, then post-race prize-giving, J/24 videos and a cocktail party.

Looks a little too close for comfort at the 1993 World's Selection in Buenos Aires, Argentina.



Photo - Sergio Tantiarian

Hutchinson Repeats as Canadian Nationals Champion

by Don Williams

A strong fleet gathered in Kingston, Ontario, Canada for the second consecutive year the National Championships were to be held as part of Canadian Olympic Regatta at Kingston (CORK), at the site of the 1976 Olympic sailing events.

Measurement, registration, boat preparation and launching were completed quickly, and the crews were ready for the first race of a planned seven race, one drop series, all to take place in the protected harbour area less than ten minutes from the marina. On hand were reigning and past Canadian champions, as well as North American champions and strong representatives from throughout Eastern Canada and the Northern United States.

Day one (August 25) provided clear and warm conditions which continued throughout the Regatta. As part of a large high camped over Lake Ontario, we were also treated to thermal winds developing each day, giving breezes from the south to west in the six to eight knot range and up to fifteen to eighteen for one day. Wind conditions were difficult to predict, however, as the favoured side varied back and forth and starting positions on the line were critical for getting to the favoured side. Because the wind was usually up early and the trip to the course was short, the Race Committee regularly called for the extended course, which meant a lot of racing and still early to the dock for thirst quenchers.

After the first day, 1992 Canadian Champ Terry Hutchinson with a one-five held a slight lead over Chris Larson (four-four) and John Roy (three-six). Jody Swanson, with a thirteenth after a second in the first race, and Gord McIlquham and Katie Nicoll were not far off.

The second day established a pattern as Hutchinson finished with two bullets and Roy and Larson fell off the pace with a second and fourth each. This also gave the leaders breathing room from the pack.

On the third day things became interesting at the top as Larson started off with a third against Hutchinson's seventh and Roy came through with a bullet. This meant that going into the sixth race Hutchinson was counting eight, Roy ten and Larson thirteen. This race, however, was to be the series as Hutchinson took the gun with Larson second and Roy sailing a drop race after a bad start. Terry and his crew could pack up early as their lead gave them the win, by less than a point, over Chris without sailing on the final day. Roy, of Halifax, held an insurmountable lead for third place, winning the Long Trophy as top Canadian. Jody Swanson, in preparation for the Women's Rolex regatta, was to win Sunday's race in light air. Following this race, the boats proceeded to the crane and were trailered and ready to hit the road by mid-afternoon, following a brief prize presentation.

By all accounts, the Regatta was enjoyed by everyone. An early week BBQ at Kingston YC and a rum night at the Sailing Center and visits to downtown pubs and dining spots were highlights. There were also reports of arch climbing (slightly higher than the St. Louis arch), swimming in the marina and pub volleyball, but these were all unconfirmed.

Congratulations to Terry and crew and on behalf of the CJA, I would like to extend our appreciation to the committees and an invitation to attend the Nationals to be held in Montreal in 1994.

Dutch Women Have Successful Season

by J. W. van Crevel

The small, but active, Dutch J/24 fleet enjoyed close racing and a pleasant, friendly atmosphere the first half of this year. Our fleet experienced a setback over the last few years, as some of the "key players" stopped actively sailing their J/24s. Fortunately, several new teams have joined the class, or have stepped up their participation, to form a core of boats that sails almost every weekend throughout the year. We now feel confident that we can keep the class growing at a modest rate and attract more sailors from the small IMS boats and the open keelboat one-design classes.

In the Netherlands we can usually sail all year, although most of us prefer the sheltered inland lakes for the winter, as the open waters can make sailing a very cold affair. Last winter, several boats practised and club-raced all winter at two inland locations. The ice only kept us off the water for three weeks, and we did have one race in a snowdrift. The winter proves a good time to practice with new crew, experiment with trim, and drill boat handling skills.

The rest of the year is spent at the larger inland waters, like the IJsselmeer and Zeeland, and occasionally at the North Sea. The biggest fleet is located at the southernmost tip of the IJsselmeer, close to Amsterdam. This again presents us with good opportunities for joint practice. Like most of northwestern Europe, the Dutch summer provided plenty of wind, but temperatures stayed low and we saw little sun.

The two biggest class events, the Spring Cup, celebrating



Sounds as though these guys had better get used to throwing the women in the water.

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the Queen's birthday, and the Dutch Nationals, were both sailed at Medemblik this year. We pride ourselves in having two permanent all-female boats that have competed successfully for several years in the regular fleet. This year, one of the two teams went a step further and managed to win both of these two major regattas. It is probably the first time that an all-female team won a J/24 National Championship. No doubt, some of the male teams found it difficult to be beaten this way, longing for the days when women were just making the sandwiches. Maybe that is why there was no shortage of help when the women were given the traditional champions' bath!

Distances in Northern Europe are short enough to encourage travelling to events in other countries. Several boats raced the famous Spi Quest in France at Easter; one boat sailed the German Pfingster Bucht and Kiel Week; and two boats travelled to Abersoch for the Worlds. Several teams plan to go to Monaco for this year's European Championships. Participating at those events fills the Dutch sailors with a sense of modesty, and a surprising eagerness to practice harder.

We also enjoyed several match racing events on J/24s. In the winter, our boats are always invited to act as "practice material" for training of match race umpires. Here, the combination of on-the-water exercise and classroom discussions makes for rapid learning. Although some of us do find ourselves a bit dizzy after such a weekend, we usually are praised for the interesting (but stupid) maneuvers we come up with to ameliorate the learning process.

Since the Nations Cup final was sailed in the Netherlands, the Dutch automatically receive a slot in the finals. In August, the qualifiers to select the Dutch representatives were sailed. The two female teams treated spectators to skilled, close racing in nine matches. For the men, a complex series of matches was sailed to select the team that managed to leave most of the competitors feeling as if they had just been tumble-dried. Everybody agreed it was good for rule-knowledge and boat-handling skills. Roy Heiner's team representing the Netherlands went on to win the Nations Cup final in convincing style. Rumour has it that he is trying to trade in his Soling and Finn for a J/24.

Time has now come to concentrate on organizing the Europeans for 1994. We are, of course, very excited to host the European Championships next July 1-8, and have great confidence that the Royal Yacht Club Hollandia and the IJsselmeer will present us with excellent racing.

Sails Windward

by Franco and Augusta Vella

Below, the nervy anchovy swims, zigzagging in the middle of the shoal of fish, taking heed, like her sisters, of the unexpected fishing nets and the thunderbolt diver that goes straight for her flesh. Other fish are being lured by the brilliant and sharp fishhooks, while the Pacific perch stops for a rest in her cave, her mouth wide open, waiting for an absent-minded squid. Further below, the starfish and the sea urchins crawl in the sandy depths, sometimes crashing into an ancient shipwreck. All is silence in the cool water. Only the sea lion dares to disturb this stillness, when he abruptly perches himself on a rock to sunbathe and impress the females.

Above, everything is different. It is the birds' space where they fly in straight line formations, one behind the other, impulsing themselves with the wind produced by the waves, and upon the waves the swift-sailing sailboats, with knife-polished white hulls that cut into the water; the nimble tiller heading the boat in a straight and fast course towards the buoy that can hardly be seen on the horizon.

On deck, the crews are alert to follow the captains' commands to trim sails, adjust the sheets, shift their bodies to vary the weight position to gain more efficiency, leaving their competitors behind. Hours of tension, skill and proven experience go by where you have to take the best course and the maximum wind profit. The winner is the best, the one who makes the fewest mistakes, the one who uses the last hair of his body as a telltale, his right arm like a tension gauge, and his eyes like binoculars to figure out the direction of the wind, according to the flight of the seagulls and the wrinkles on the surface of the salty water.

There are no contaminating or noisy motors altering the water's rumours, only the crew whispering a rustling, and its captain's energetic commanding voice, and the wind increasing its intensity, transforming the decks into dramatic sliding precipices, blood bursting from a perforated skull, ribs crackling as they hit the lines, torn hands, barely able to handle the tensed sheets. This is the regatta world and the description is pale, compared to what the crews enjoyed and suffered from the 23rd to the 30th of January in the Ninth J/24 South American Championship. Held by the Yacht Club de Ancón in the Bay of Ancón, forty km north of Lima, capital city of Perú, a total of eighteen sailboats participated representing Chile, Brasil, Ecuador and Perú, including a Peruvian women's team.

During the week, seven races were held in all types of weather conditions: calm, fog, soft breezes, and, for the most part, winds up to twenty knots. Finally, the Brazilian team in the boat *Veneno* (meaning "poison"), skippered by Luis Lebreiro, won the competition, followed closely by the Peruvian team on the boat *Velia*, skippered by Aldo D'Angelo, and in the third position, the Chilean team on *Nokaoe*, skippered by Pablo Amunategui. The Peruvian team that sailed on *Vanessa*, skippered by Guido Carabelli, had among his crew a special guest, Betsy Alison, from Newport, Rhode Island.

The tenth J/24 South American Championship will be held May 14-21, 1994 in Buzios, near Rio de Janeiro, Brazil, and we are sure the winner's cup shall be full of "Peruvian pisco sour".

Results of South American Championships on page 68.

Larson Tops List at UK Nationals

by Rona Bassett

Ian Southworth is having an excellent year in J/24s. Following several wins earlier in the season, he was second overall at Abersoch in the Nationals, thus becoming the 1993 National Champion. Ian was also top Brit in the Worlds (sixth overall). Congratulations to Ian and his crew who have sailed with flair and impressive consistency, and with none of the disastrous glitches that hit most of us...apart from one mental aberration during the Nationals, when he led fifteen boats over a black-flagged line one minute early! No such problems for Chris Larson of the USA, who put in an almost faultless series of four firsts, backed up with a fourth, to take the Open Trophy. He discarded a tenth!

Congratulations, too to David Bedford who had some very good racing duelling with Southey all week for second place, and being narrowly beaten at the end by $1\frac{3}{4}$ points into third. David Ellis and Tim Spalding had a similar fight for fourth and fifth, both putting in an excellent series of steady and consistent finishes.

The weather was unbelievable for North Wales during the Nationals, with brilliant sunshine, dark blue sparkling water, and almost tradewind-like north and north-easterly three to four all week. Dream weather for holidays. The offshore direction of the wind (apart from the last race) caused some evil shifts at the windward mark under the cliffs and the current was confusing, to say the least. But Abersoch is a beautiful place to sail, with a big expanse of open water and stunning scenery.

The races were all $2\frac{1}{2}$ mile leg marathons, nine hours on the water most days, with the windward/leeward courses for which we have campaigned recently. But...dare I say it...many of us thought it was getting a bit boring by the end of the week, and it did not seem to have the desired effect of closing up the fleet on the run, possibly because of the strong-running spring tides. Most place-changing was on the beat. The separation mark after the windward mark just served to reinforce the starboard approach procession. At the leeward mark, there was a lot of maypole-style weaving in and out of boats coming straight at you from different directions, with many near misses. It was often difficult to see boats coming out of the sun. The sailing seemed slow (just beats and runs) in spite of the force three to four, and was more of a procession than old-fashioned triangles. I personally missed the fun and exhilaration of reaching. We only got over six knots once, and that was on the way out. Maybe windward-leeward only work well with really short legs? Maybe the Olympic course is best after all?

Mike Urwin ran a highly efficient jury from a fast rubadub, spending more hours on the water than even the competitors. He took an aggressive initiative, watched each mark rounding from a few feet away like a hawk, dispensed swift and fair justice, and was backed-up by a supportive race committee who was not afraid to disqualify and fly protest flags as appropriate, which made a welcome change from some pussy-footed race officers we have known. Mike and his two assistants proved that one little jury boat CAN referee a big championship race like a football match. There were far more 360°s and retirements than I have ever known in a UK J/24 major event. Protests were heard fairly and dispatched quickly—no little groups of depressed and disconsolate people sitting on the concrete waiting to be called in, and significantly fewer intimidatory tactics on the water by the known cowboys and bullies. Mike is a top J/24

helmsman, as well as being an International Judge with America's Cup experience, and his stated goal was to judge the racing for the benefit of the competitors. He succeeded beyond anyone's expectations.

Top Fifteen Results:

1. Chris Larson	USA	7.00
2. Ian Southworth	UK	16.00
3. David Bedford	UK	17.00
4. David Ellis	UK	23.75
5. Tim Spalding	UK	25.00
6. Nick Whipp	UK	30.00
7. Seadon Wijsen	USA	35.00
8. Ward Woods	IRL	39.00
9. Stuart Jardine	UK	51.00
10. Duncan Peace	UK	62.00
11. John Shorrocks	UK	67.00
12. Simon Pender	UK	72.00
13. Simon Slater	UK	74.00
14. Clive Probert	UK	76.00
15. Ray Simonds	UK	84.00

UKJCA '93 Round-Up

by Phil Owen

Although American Ken Read established clear superiority over a quality world championship fleet at Abersoch, North Wales in July, underlying his own tenacious grip on big fleet racing over long courses, many personal experiences ensured that 1993 was a year to remember for the UKJCA.

Hurricane force winds in January left Queen Mary's walls looking like downtown Miami, with one or two of the visiting Js found hugging the concrete, after having broken from the moorings. This visit to Queen Mary Sailing Club near London has become an annual event for the Js, January through March, for class and match-racing each Sunday.

During the Easter break from the Warsash Spring Series, many Js travelled to La Trinité in Brittany, France to compete in a fleet of forty-seven J/24s. Heavy winds were again the order for the series, with seven-mile reaches under kites in gale-force winds demanding high levels of sailing skill and commitment. Ian Southworth won the class, with Stuart Jardine second. As in previous years, the winner received his weight in oysters and white wine!

The first world qualifier of the season was held at Hayling Island Sailing Club, near Portsmouth, over the May bank holiday. With seventeen boats having qualified for the Worlds in Abersoch, the event was hotly contested. Early form was shown by David Bedford, Duncan Peace and Southworth, each of whom won races. However, at the end of the three days, it was Southworth who won the event, with Bedford taking second and David Tab third.

This event was followed by the Southern Areas Championship, sailed in the eastern Solent, over the second May bank holiday weekend, with the Royal Thames Yacht Club organizing the event. Again, the winner was Southworth. Between this event and the Nationals in June at Abersoch, to give the opportunity to further develop tactical skills, three weekends of windward/leeward-course racing were organized for the class

by Cowes Corinthian YC. This format is being adopted for J/24 class racing.

More overseas visitors arrived in Abersoch to contest the Northern Area Championship. Ian Bashford and Ian Walker, both from Australia, showed good speed, however, it was Jardine who took this title.

The World Championship, thoroughly reported in this magazine, saw a high quality entry of sixty-one boats at the line each day. Conditions remained good, generally bright and windy, except for one misty day which was to cause Southworth to lose ten places after going too high at the gybe mark, as the leeward mark was not visible. UK sailors were amazed at the evenness of the fleet. After starting on starboard, the fleet would progress for about ten minutes before slower boats had to break onto port and pass behind the fleet. The windward mark was impossible for port approach boats, as a solid line of Js on starboard blocked the way. Ken Read was the winner of the event, with Southworth, as top British boat, finishing sixth overall.

The fleet returned "exhausted" to the Solent to prepare for a complete change, with round-the-cans racing at Cowes Week. Alex Taylor, helming *Headcase*, a Rogers hull in which Read won the Worlds, was dominant all week, winning both the Pusser's Rum Trophy and the overall Cowes Week Trophy.

The August bank holiday took the fleet to the Royal Lymington YC. Fine, sunny weather and light winds with ten windward/leeward races in the western Solent saw the honours taken by Jardine, sailing from his home club.

The Royal Lymington YC, following this racing weekend, then hosted a "Year of Youth" event. Seventy two youngsters—under 21 years—crewed eighteen boats, with the owners on-board, for a weekend of training and short-course racing. Subsequently, some of the girls in the group sailed again in J/24s at the MacBowl event.

The season ended with the Autumn Cup, run from Cowes Corinthian YC. Jardine won the event to end a very successful year for this *Evergreen* helm. For national and international one-design competitive racing, an all-year-round racing program, and with boats available for the price of a new racing dinghy, the International J/24 has no equal.

10th Annual Japan Women's Keelboat Championship

by Aiko Saito

The Women's National Championship in Japan celebrated its tenth anniversary this year. Changing its name two years ago, this landmark regatta is now called the Japan Women's Keelboat Championship, and was held April 30 through May 2 off Sajima Marina, near Tokyo. Total number of entries reached thirteen, including two from overseas: Denise MacGillivray's "Team Newport" from the USA aboard *Lucky Charms*, and Kellie Dickeson's "Team Australia" from Melbourne, being the first team from "down under" to come to Japan, aboard *Cookie Monster*.

During our regatta, a low pressure pattern hung over the Sea of Japan, with skies threatening rain and temperatures dipping to the level typical of early March. On day one, drizzling rain and light winds enabled us to complete race one in four

knots of breeze, but forced us to postpone race two. Denise MacGillivray got the gun, followed by Keiko Nogami on *Tohsei* and Sonoko Miyoshi on *Letissia*.

The temperature on the second day seemed as chilly as winter, with every sailor donning winter clothes and gear. Our schedule that day was tight as we needed to schedule race two after races three and four. The wind picked up at times to six to ten knots but, for the most part, remained light and flukey. Withstanding the volatile conditions, consistency was standard for the top finishers. Tomoko Nakano on *Claris* won race three, with Nogami topping races four and two. After the four races, Mikiko Tsuchiya and MacGillivray were in the position to beat Nogami only if they placed one-two in the last race and Nogami got worse than fifth place.

Competition on day three was held in the rain, but spirits were raised with freshening winds of twelve to fourteen knots, making the final race quite interesting. At the start, there were some boats over the line, but, at the time, it was thought to be undeterminable. MacGillivray certainly had a good start and rounded the top mark in second. At this time, Nogami was struggling at seventh place, but became very aggressive and caught, what seemed like, every beneficial shift to overtake five boats to finish just behind MacGillivray. As no gun was sounded for MacGillivray when crossing the line, Nogami added another first to her results, putting her in first for the regatta.

Before the regatta got under way, there was a big welcoming party in which all of the teams participated in some performance, such as dancing or singing. Everyone enjoyed themselves and made many new friends. So why don't you come to Japan next year for the regatta?



Keiko Nogami and crew receiving their awards.

Aiko Saito is tactician for Keiko Nogami's *Tohsei*.

News from Italy

by Franco Rodino

Last year in Sweden, Flavio Favini won, and later broke, the European trophy, and naturally he continued winning (not breaking) on the Italian seas. Meanwhile, besides some tests in the usual Winter Championships, Favini and his splendid crew also won the National Championship, raced in Palermo, a sea with charming colours, a wonderful nature, a lot of sun and a great success of Favini. His win has been particularly deserving because all of the highest Italian talents were in the regatta: Santella, Recchi, Negri, Lamaro, Nicolini, Dallavecchia. The American presence was a solid one, with such well-known names as Chris Larson, Jim Brady and Tim Mowry making appearances in Palermo. We extend to you a warm welcome to come to Italy, as many boats need tacticians, and next year the Mediterranean Sea will be host to many interesting regattas. We are waiting for you, Franco Rodino in Italy (phone: 337 251689; fax: 185 774187).

As you surely know, the knowledge of the sea never comes to an end, so the Italian Class Association organized a forum with Jim Brady. There were about one hundred young hopes at



Jim Brady, fourth from right, back row, after giving his forum in Anzio.

Photo - Franco Rodino

these talks in Anzio, near Roma and Garda on Lago da Garda (northern Italy). It was exciting to listen to a champion. For two days he spoke about our dear little boat, and revealed all of his deepest secrets. What a pity that Brady forgot to tell us the way to become the champion of the world!

Strengthening Brazil

by Gustavo Pacheco

Held in June, the great success of the Brazilian National Championship was the result of the work of Mr. Eduardo Birkeland, President of the Brazilian J/24 Class. His reorganization efforts have resulted in bringing these boats back to their status as a highly competitive class in the sailing community. Mr. Birkeland assumed the direction of the class in January, 1993, initiating a very objective, bureaucratic plan concerning data and fees updates, and non-conflicting race schedules.

In 1993, two hot series of races heated up the crews that participated in the Brazilian Championship: The J/24 Bacardi Cup, won by Birkeland; and the Comodore Cup, held just one week before the Nationals, won by Marcos Pinheiro's boat, *Bacalha*, with Alan Adler helming. Some high-level skippers participated in the championships: Clinio de Freitas, bronze medalist in the Tornado Class in Seoul; Jose Paulo Dias, World vice-champion in Lasers, Soling sailor in the Olympics and fifth place in last year's Land Rover Match Race in Holland; and Adler, former Olympic FD sailor and 1989 Star World Champion. But, the surprise of the Nationals came from the second place overall boat, *Meio-a-Meio*, skippered by Mauricio Santa Cruz (age 20), former Snipe sailor. He did get third place in the Snipe Junior World Championships, but had had no experience on the J/24.

This championship was organized by the Rio de Janeiro

Yacht Club, with the participation of seventeen boats. Seven races were scheduled, however, due to the lack of wind, the last race was cancelled. This gave us six races, with one throw-out.

On the first day of the competition, the traditional south-southeasterly breeze blew. Adler dominated race one by a half-leg, until the last beat when the wind dropped. Paulo Dias, driving *Euroimport II*, sailed to the right side of the course, caught a wind shift and went straight to the finish line to beat Adler.

Race two brought in the same moderate breezes as day one, although this time, we had an inversion of positions. Santa Cruz was the leader from the start till the last leg. Adler started badly, then made a race of recuperation, rounding the first mark in eleventh place, the third mark in seventh and finishing in fourth.

The third race, beginning at 4:15 p.m. with a rapidly weakening breeze, quickly became slow and confused, but the Race Committee decided not to shorten its course. With running and flash lights illuminating genoas, but not sail numbers, we drifted to the finish in the dark, seeming to create a good deal of anxiety among the competitors. De Freitas placed first, followed by Adler, Ivan Pimental, Santa Cruz, then Paulo Dias.

Local knowledge benefitted Santa Cruz in race four, as he trusted the tide shadow of the small island next to the weather mark. He rounded the mark ahead of the fleet, sailing on the right side of the course in order to protect himself from the strong tide coming into Guanabara Bay. Maintaining his position to the finish, he was followed by Paulo Dias, Ralph Hosa and Adler.

The new moon tide and light breezes made for a tricky race course, with close negative and positive tide spots and many wind shifts. After the first round of races, the championship



The crew of Bacalha smiling for the camera.

Photo - Hector Echebaster, Navtik Photo

became more defined with Santa Cruz in first, Paulo Dias and Adler in a close run for second and third, respectively.

The second week of the races brought a cold front in from the south with stronger southwest breezes of twelve to eighteen knots. The most experienced participants could then explore surf potential and other more risky tactics, gaining positions in the reaching legs. The sixth race was held and won by lucky newcomer, Santa Cruz. However, this lasted for only one day, and the last race of the championship had to be cancelled because of the lack of wind. With the disqualification of Paulo Dias in the last race, the point spread placed him in third for the regatta with 18.5 points. Santa Cruz ended up second and *Bacalha* was sailed to first place. Owner and trimmer Pinheiro explained: "We had a very sharp crew and made an option for using conservative tactics, without running too much risk. Our helmsman—we don't need to speak too much about him—kept us among the group of the first positions regularly, and although we didn't win any race, we had the most consistent results of the fleet. This gave us the title of *champions*."

Pinheiro, Adler, Birkeland, Ricardo Stabile and Carlos Raposa formed the crew of the winning boat, and had been practicing together for many months when they headed to the North American Championships in Hampton, Virginia, in June. They demonstrated that their hard work had paid off, by placing third behind Ken Read and Terry Hutchinson.

Results - IX South American Championship

1.	L. Lebreiro	<i>Veneno</i>	1	3	2	1	4	3	2	12.00
2.	A. D'Angelo	<i>Velia</i>	6	2	3	10	1	1	5	18.00
3.	P. Amunategui	<i>Nokaoe</i>	3	7	18	3.8	3	2	4	22.80
4.	L. Peschiera	<i>Cala di Volpe</i>	2	8	5	2	9	6	8	31.00
5.	M. Antonio Remy	<i>Eupompe</i>	4	6	1	4	7	13	11	33.00
6.	G. de Cossio	<i>Viva</i>	10	1	4	8	6	4	18	33.00
7.	G. Carabelli	<i>Vanessa</i>	7	10	6	3	5	12	6	37.00
8.	F. Bierwirth	<i>Cefiro</i>	5	9	18	12	2	5	7	40.00
9.	R. Peschiera	<i>Eolo</i>	15	4	18	5	8	18	1	51.00
10.	J. Santos	<i>Helga</i>	9	11	7	9	11	7	12	54.00
11.	R. Neumann	<i>Azor</i>	12	12	8	6	12	10	9	57.00
12.	F. Cubillos	<i>Chabu</i>	8	5	18	7	14	8	18	60.00
13.	G. Cappelletti	<i>Resaca</i>	13	13	9	13	10	11	14	69.00
14.	G. Roda	<i>Alcaravan</i>	14	14	18	11	13	9	13	74.00
15.	F. Vella	<i>Tsunami</i>	16	18	18	14	15	14	10	87.00
16.	L. Dias	<i>Petiso</i>	17	15	10	15	16	18	15	88.00
17.	H. Estremadoyra	<i>Tortuga</i>	11	18	18	18	18	18	18	101.00

JANUARY

- 12-21 **World Championship XVI**
Melbourne, Australia

FEBRUARY

- 12-14 **Los Angeles Midwinter Championship**
Santa Monica YC, CA
George Antarr
B: (310) 446-9400
- 19-20 **District 22 Midwinters**
Waikiki YC, Honolulu, HI
Fuzz Foster
B: (808) 949-7141, lv. msg.

MARCH

- 5-6 **Spring Keelboat Invitational**
St. Francis YC, San Francisco
Don Oliver
B: (415) 398-1200
- 5-6 **Gulf Coast Championships**
Southern YC, New Orleans
Jerry Coogan
B: (504) 466-3560
- 20-26 **Midwinter Championships**
Southern YC, New Orleans
Jerry Coogan
B: (504) 466-3560
Guy Brierre
B: (504) 585-5152

APRIL

- 9-10 **Cowtown Stampede**
Ft. Worth Boat Club, TX
Mark Smith
B: (817) 265-0477
- 16-17 **Atlanta Cup**
David Jackson
H: (404) 998-6656
B: (404) 587-8304
- 21-24 **Women's West Coast Championship**
Santa Monica YC
Gwen Abel or Leann Jurczyk
B: (310) 446-9400
- 30-May 1 **J/Daze**
Canandaigua, NY
Frank Maticelli
B: (716) 924-8533

- 30-May 1 **Chandler's Landing Regatta**
Chandler's Landing YC, Dallas
Buck Entrieken
B: (214) 475-2706

MAY

- 27-30 * **US National Championship**
Shilshole Bay Marina,
Seattle, WA
Harry Dursch
H: (206) 747-4065 evenings
- 28-29 * **SW Regional Championship**
Rush Creek YC, Dallas, TX
William Cantrell
H: (903) 455-8606

JUNE

- 25-26 **Trimble/North Sails Race**
Long Beach, CA
George Antarr
B: (310) 446-9400
- 25-26 **Last Stop Regatta**
Corpus Christi YC
Randy Poelma
B: (512) 851-8381

JULY

- 2-3 **Sodus Bay Regatta**
Sodus Point, NY
Lambert Lai
B: (716) 338-4000
- 23-24 * **Western Regional Championship**
St. Francis YC, San Francisco
Don Oliver
B: (415) 398-1200
- 23-24 **Youngstown Level Regatta**
Youngstown, NY
- 29-31 **District 18 Championships**
Lake Dillon, CO
Frank Keesling
B: (303) 790-8033

AUGUST

- 13-14 * **District 19 Championships**
Flathead Lake, MT
Jeff Fisher
B: (406) 862-3687

- 19-21 * **District 7 Championships**
Rochester, NY
Jack DePeters
(716) 342-7751

- 20-21 **Hawaii State Championships**
Waikiki YC
Fuzz Foster
B: (808) 949-7141

SEPTEMBER

- 3-5 **San Francisco/NOOD**
St. Francis YC
Don Oliver
B: (415) 398-1200
- 10-11 **Quebec Open**
Beaconsfield YC, Montréal
Andrew Wiggins
H: (514) 458-7633
- 24-25 **North Sails Lake Champlain District 1 Championship**
Chris Morgan
B: (802) 862-6554

OCTOBER

- 1-2 **Changing of the Colors**
Lake George, NY
Rodger Voss
H/B: (518) 869-9411
- 14-16 **US Sailing International Masters Invitational**
St. Francis YC
Don Oliver
B: (415) 398-1200

NOVEMBER

- 6-7 **Miss Piggy Fall Regatta**
Lake Lanier Sailing Club
Flowery Branch, GA
David Jackson
(404) 998-6656
- 13-19 * **North American Championship**
St. Petersburg YC, FL
Ken Carpenter
B: (813) 821-2020
- 23-27 **Junior NA Championship**
Waikiki YC, Honolulu, HI
Fuzz Foster
B: (808) 949-7141

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Enjoying the sun in Abersoch at the Worlds are members of the International Jury, from left, Bill Cheek of Canada, David Linacre (1994 Chief Judge) of Australia and Stavely Roberts (1993 Chief Judge) of Scotland, along with the driver of the boat.

1994 European J/24 Calendar of Events (partial)

APRIL

9-12	Spi Quest/Easter Regatta	La Trinti sur Mer	France
28-May 1	Spring Cup	RYC Hollandia	Medemblik, Holland

MAY

28-30	Southern Area Championships	HRSC	Hamble, U.K.
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JULY

1-8	European Championship	RYC Hollandia	Medemblik, Holland
27-August 7	IYRU World Championship of Sailing		La Rochelle, France
30-August 6	Cowes Week		Cowes, U.K.

AUGUST

27-Sept. 2	UK National Championship	R Lymington YC	Lymington, U.K.
28-29	Zuiderzee Regatta	R Dutch YC	Muiden at IJsselmeer

SEPTEMBER

2-4	Dutch Championships	R Dutch YC	Muiden at IJsselmeer
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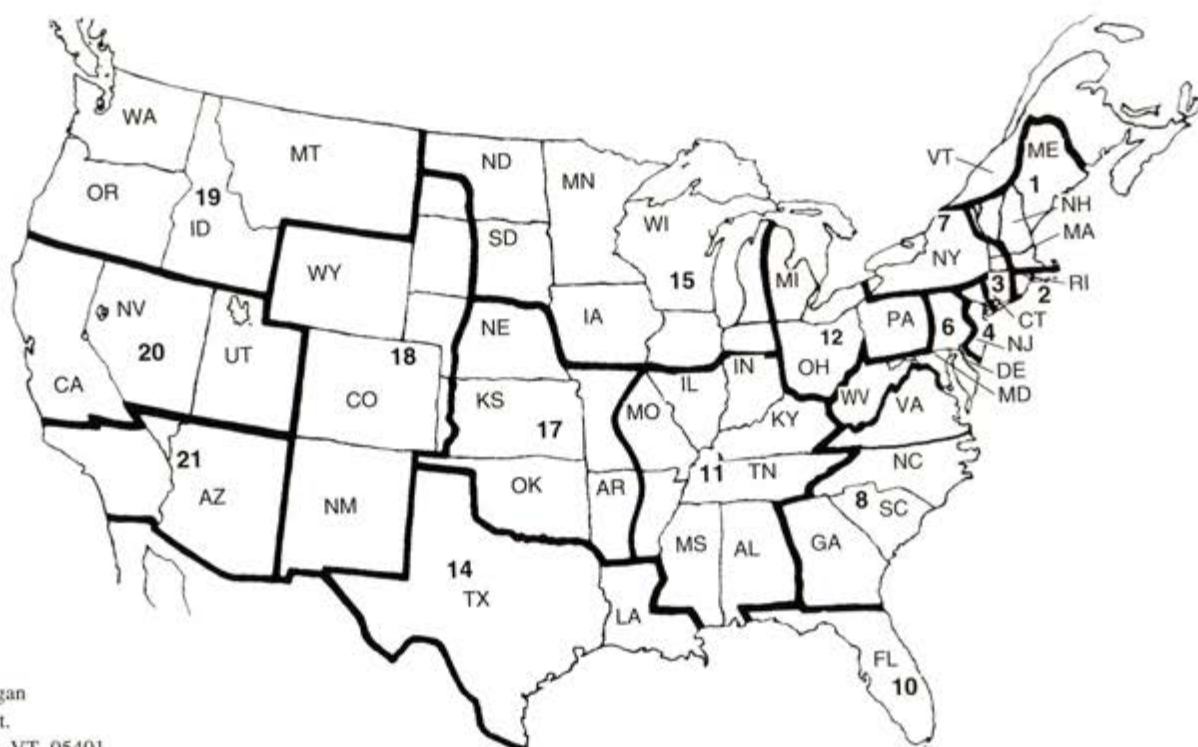
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130	Monroe Harbor-Chicago Scott Lammers 504 N Russell St. Mt. Prospect, IL 60056 H: (708) 259-8868

131	Lake Monroe Lee Jordan 10629 Winterwood Dr. Carmel, IN 46032 H: (317) 844-4167 B: (317) 929-5826
133	Augusta Jim Farmer P.O. Box 514 Augusta, GA 30903 H: (706) 738-0101 B: (803) 279-7620
134	Smith Mountain Lake Ron Rash Jr. 3524 Ridgecroft Dr. Lynchburg, VA 24503 H: (703) 721-2456 B: (803) 948-1273
135	Ocean City-South Jersey Jack Detweiler 14 Chelton Circle Camp Hill, PA 17011 H: (717) 761-5524 B: (717) 761-1910
136	Sarasota Bay Doug Weatherby 3540 Flamingo Ave. Sarasota, FL 34242 H: (813) 349-4977 B: (813) 951-0189

137	Lake Forest Scott Ritson 1084 Old Colony Rd. Lake Forest, IL 60045 H: (708) 234-9120 B: (708) 937-4333 F: (708) 234-9232
138	Camden Edward Zanca P.O. Box 675 Camden, ME 04843 H: (207) 236-6273 B: (207) 236-4356
139	Portsmouth Mark Robinson 279 Marcy St. Portsmouth, NH 03801 H: (603) 436-5260 B: (603) 431-8410
140	Lake Winnepesaukee Ed Philpot 36 McGrath St. Laconia, NH 03246 H: (603) 527-0932 B: (603) 528-4805
141	Paseo Del Norte Rich Strasia 546 Hwy 165 Placitas, NM 87043 H: (505) 867-0026 B: (505) 848-3348 F: (505) 761-3636
142	Sheepshead Bay
143	Solomons Island L. G. Raley Rt. 4 - Box 217 Hollywood, MD 20636 H: (301) 373-5700 B: (301) 863-8181
144	Wrightsville Beach Cothran Harris 201 N. Front St. #302 Wilmington, NC 28401 H: (919) 251-8553 B: (919) 763-3643
145	Ventura County Dave Zumbrun 2104 Doral Ct. Oxnard, CA 93030 H: (805) 988-9123 B: (805) 988-9323
146	Port of Oswego Mike Gagliardi 16 Erregger Terrace Syracuse, NY 13224 H: (315) 446-3454 B: (315) 424-1699
147	Duck Island Lenny Goldberg 173 Old Saltworks Rd. Westbrook, CT 06498 H: (203) 399-4170

148	Manhattan Yacht Club Tim Ryan 20 East 35th St. #3N New York, NY 10016 H: (212) 685-6901 B: (203) 357-3247 F: (203) 357-6426
149	Little Bay de Noc Dan Branson 1616 12th Ave. So. Escanaba, MI 49829 H: (906) 786-0521 B: (906) 786-1884
150	Muskegon Bruce Baty 15251 Cardinal Ln. Grand Haven, MI 49417 H: (616) 842-3466 B: (616) 725-6133 F: (616) 728-7144
151	Western Carolina Sailing Club M. Brooks Gallagher 14 Lake Circle Dr. Greenville, SC 29609 H: (803) 235-2804 B: (803) 233-1511
152	Neenah Nodaway Donald Turner 10 Lake Rd. West Menasha, WI 54952 H: (414) 722-6533 B: (414) 722-7771
153	Great Kills Harbor Paul Scalisi 287 Ramona Ave. Staten Island, NY 10312 H: (718) 356-2069 B: (718) 630-3582
154	Penfield Rick Oricchio 258 Old Spring Rd. Fairfield, CT 06430 H: (203) 254-3912 B: (203) 326-2536
155	Dana Point Joe Steele 27806 Solter Mission Viejo, CA 92718 H: (714) 951-8691 B: (714) 588-9994
156	Maui Bruce Olsten 572 Pio Dr. Wailuku, HI 96793 H: (808) 242-9620
157	Western Lake Erie Lon Ethington 2302 Ottawa River Rd. Toledo, OH 43611 H: (419) 726-5690 B: (419) 241-1277
158	Rush Creek Keith Thompson 6054 Break Point Trail Dallas, TX 75252 H: (214) 248-9341 B: (214) 290-2000

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'S SIGNATURE _____ PRINTED NAME _____ DATE _____

DISTRICT GOVERNOR'S 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 _____

Helmsperson _____

Helmsperson'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 \$ _____.

Helmsperson's Signature _____ Date _____

1994 USJCA MEMBERSHIP APPLICATION FORM

\$40 per Calendar Year for U.S. Residents/ \$52 per Calendar Year for Non-U.S. Residents*

All J/24 owners, co-owners and helmspersons 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, 1994 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, 1994, and agree to abide by all Class Rules. I am a (check one) ☐ J/24 owner; ☐ co-owner; ☐ helmsperson only; ☐ other

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

1994 membership dues: new member _____ renewal _____ (\$40.00) _____

Junior member (not older than 19 on 12/31/94). DOB: ____/____/____ (\$20.00) _____

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

Magazine back issues (refer to form on page 49) _____ (\$8.00) _____

Send _____ 1994 calendars (add \$3.00 for overseas addresses) (\$10.00) _____

(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.

1994 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 1994 publications, at \$14 (or \$26) for each subscription to the following:

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

SIGNATURE OF CLASS MEMBER

PRINTED NAME OF CLASS MEMBER

"The key to our success was boat preparation..."

- Champion Betsy Allison

1st - 1993 World Championship, Abersoch, North Wales / *Head Case*, K. Read
1st - 1993 Women's International Keelboat Championship / *Whatever*, B. Allison

Boat preparation is crucial to every winning program, as testified above. At **Karl's Boat Shop**, we approach our prep work from two directions: 1) Custom Keel, Rudder & Hull Fairing and 2) Rigging & Hardware. This year, one of our prepped boats, *Head Case*, became the first boat to win a World Championship twice ('91/'93).

The winners depend on us and so can you. The top boats at the 1993 Worlds and the Rolex Women's International Keelboat Championships steered to victory with custom tillers from Karl's Boat Shop. Karl's Boat Shop will pick up your new or used J/24, improve it, measure it, and deliver it back to you ready to sail and **guaranteed** to improve your performance.



Stock Newport Chris Van Der Wal

Other services we offer:

- Custom Mast Blocks
- Measurement
- Dual Display Compass Mounts
- Light-Weight Motor Mounts
- Traveler Bars
- Used Boat Sales, including *Whatever*. Call us today...

KARL'S BOAT SHOP, Inc.

47 T. F. Smith Road, South Dennis, Cape Cod, MA 02660 • (508) 394-9526 or 394-4567 • Fax (508) 394-7368



Photos by Onnie Van Der Wal/Stock Newport

Rolex Watch U.S.A. salutes the fifth running of the biennial Rolex International Women's Keelboat Championship and the accomplished sailors who made this year's event in Newport, Rhode Island, among the finest in the world.



• IYC • US SAILING • NEWPORT, RI •

By day, it was a raging battle among top seeds and up-and-coming talent. By night, it was a rich tapestry of cultural exchange, international goodwill, and heart-warming hospitality.

Australia Faye McKenzie Sue Smith Robyn Primrose Athenie Lecke Dee Medhurst Prudence Gregson • Jacinta Scott Nikole Scott Emma Lawrence Jenny Craney Melissa Ford Margaret Makepeace • Susan Walters Kerrie Shimeld Karyn Goinich Alex Murray Jennifer Dunbar Melanie Scott **Canada** Debbie Jeffcoat Norma Grittani Astrid Peterson Joanna Perry Linda Montgomery Carrie Noack • Mary Fraser Debbie McCloskey Kim Dwyer Yvonne Petersen Shauna Fenwick Doris Leopold •

Ann Acland Jessica Brown Sarah Dennis Becky Hardie Janet MacMillan Kathy Thomson • Margaret Hurley Michelle Cimon Carolyn Mackenzie Jeanette Hepburn Lyn Williams Anna Lombardo • Judy Luger Carla Dale Cathy Sapp Mary Filbee Stephanie Barbara Jill Graves **Japan** Mikiko

Tsuchiya Midori Kameyama Tokiko Mori Mami Ogino Kaoru Hiramatsu Mikiko Yagi Satoko Inuzuka • Sumiyo Kaneko Akiko Kohyama Kaoru Igarashi Michiyo Ishimaru Nagisa Tanabe Naomi Tsukinuki **Mexico** Jennifer Holden Sharon Holden Leonor Marron Susana Moreno Susana Moreno, Jr. Graciela Hentschel **New Zealand** Leslie Egnot Michelle Baker Tracy Stanton Jennifer Brooke Keryn McMaster Jacqui Fyfe • Sharon Ferris Kim Arnons Marleen Cleynert Patricia Dudok Van Heel Jerry Armstrong Françoise Broekhof **Norway** Trine Lunde Kristine Schussler Margit Gyllenhammar Lise Landmark Tonje Kristiansen Didgie Vrana **Russia** Ludmila Gozodetskaya Natalia Fzlova Natalia Gay Lidia Boitsova Svetlana Saricheva • Victoria Veselova Nadezda Adamova Elena Lavrentieva Nadezda Chouvalova Tatiana Korobeinikova Olga Sabourova Elena Pospelova **The Netherlands** Berita Van der Werff-Valk Josje Dominicus Caroline Vogelzang Anneke Vlieger Petra Verhaar Klaartje Zuiderbaan **USA** Jody Swanson Debbie Hopkins Jill Swanson Kiki Couch Brenda Crane Abby Ruhlman • Pat Raymond Meredith Adams Louisa Holt Carol Newman Alyce Robinson Jessie Johnstone • Susan Madrigali Anna-Furth Peachy Jan Critchley Stephanie Wondollec Melinda Erkelens • Cory Sertl Donna Corbishley Sandy Sertl

Eve Peck Julie Minahan Amy Moran • Gail Rosenke Mary Rodgers Kathleen O'Neal Marsha Malkin Maggie Liss Anne Picozzi • Francine Alheid Sharynne Wilder Ellen Murphy Susan Benua Susan Fitzgerald • Molly Hughes Heather Bonner Carol Tiernary Susan Storey Marney Hague Sandra Swenson Laura Black • Nancy Haberland Debbie French Amy Iverson Theresa Parker Kathy Romanek Lisa Ryan • Adrienne Mendell Cami Battaglini Courtney King Susan Swenk Luisa Skoble Chris Canham • Sherry Welch Alyson Utter Trudy Bixby Linda Brehmer Didi Plessner Ritchie Sonner • Nancy DeVries Laura Sudarksy Joan Hurban Judy Hanlon Corrine West Lyn Rockhill • Vicki Sodaro Liz Baylis Susie Humphrey Ruth Paulling Sue Thomas Tara Fitz-Gerald • Katherine Morgan Jennifer Ross Courtney Corroon Linda Kaiser Dawn Donoghue Ingrid Christiansen • Holly Wolford Susan Walker Julie Arthurs Janice Smith Aimee Walker Char Mashyna • Margaret Podlich Kim Couranz Joni Palmer Joyce Ferguson Beth Scheidt Jill Sander • Kimberly Smith Mary Boyington Karen Shields Dana Melchar Jean Lambert Donna Flannery • Oricchio Becky Wilson Lise Merrifield Heather Johnson Betsy McClintock Lydia Langston Brooke Harris • Betsy Alison Kristan McClintock Karen Neri Nancy Hood Cara Read Hannah Swett • Melissa Purdy Whitney Connor Dawn Riley Carol Connor Carrie Clifford Carol Vernon • Kerry Tyson Diane McGee Susan Legg Allison Peter Deb Sparks Alex Barton • Susan Wallace Lynne Shore Denise MacGillivray Lori Dobbin Michelle Kirby Joan Touchette • Heidi Backus Riddle Amy Backus Kim Disbrow Betsy Yingling Susan Backus Starr • Heidi Ziegler Benjamin Linda Lindquist Renee Mehl Marie Kropp Wizzy Deans Bonnie Shore • Ellie Field Ingalls Joan Thayer Kate Jennings, **AUSTRALIA** Nikki Claringbold, **AUSTRALIA** Sally Gilder, **AUSTRALIA** Martha Dillon • Karen Lynch Cindy Oben Leah Harris Kiki Zainea Mary Dee Glynn Sara Daily • Susan Walsh Liz Menis Monica Martin Colleen Doyle Bev Leuvte Bruce Ruth Myott • Rosalie McClintock Casey Kirwin Jill Pask Pam Markewicz Liz Walsh Mitzie Wagner Sandy Pillsbury

Top: Betsy Alison of Newport, with her local crew, successfully defends her Rolex Women's title, beating 43 teams from nine nations. **Inset top:** Rolex Watch U.S.A. President and CEO Roland Puton (middle) shares a moment with Rolex Yachtswomen of the Year (from left) Lynne Shore ('88), Heidi Backus Riddle ('85), Jody Swanson ('89), Bonnie Shore ('78), and Betsy Alison ('81, '82, '84). **Above:** Berita Van der Werff-Valk's Dutch team wins race 7 to become the top finishing foreign team.