



International
SPRING 1994

VOLUME 32

J[®]
24

Real winners

NORTH SAILS 1993-94 J/24 CHAMPIONSHIP RACING RESULTS

Event	Skipper	Overall Position	Non-industry Position
1994 Midwinters	Guillermo Baquerizas	2nd overall	1st non-industry
1993 Women's Worlds	Jody Swanson	2nd overall	1st non-industry
1993 East Coasts	Tony Parker	4th overall	1st non-industry
1993 US Nationals	The Kellys	2nd overall	1st non-industry
1993 Midwinters	Herb Cole	8th overall	1st non-industry
1993 North Americans	Doug Clark	7th overall	1st non-industry
1993 Worlds	Guillermo Baquerizas	3rd overall	1st non-industry
1993 Europeans	Luca Santella	2nd overall	1st non-industry

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619-226-1415 Fax: 619-224-7018...Vince Brun & Chris Snow
North Sails Japan, 3-23-25 Nagai, Yokosuka, Kanagawa-Ken, Japan
814-685-71262 Fax: 814-685-70370...Masamichi Kawashima (Shima)



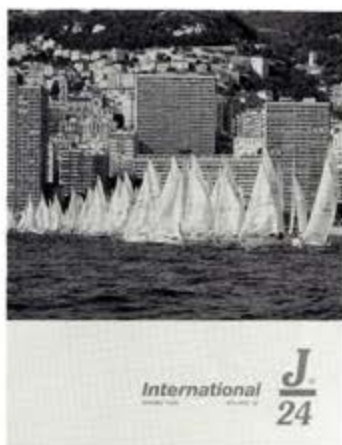


Photo by G. Martin-Raget

With the dramatic backdrop of the Principality of Monaco, the 1993 European Championship competitors line up for a start.

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Promotion of the J/24 is Everyone's Responsibility

by Glenn D. Gustafson

At last fall's World Council meeting, we devoted time to discussion about the future of the J/24 Class. Several issues surfaced that I would like to share with you.

We focused on why members are attracted to our Class now and where we expect growth in the future. We also discussed how to more effectively promote the Class as we see potential competition from new designs like the J/80 and the Melges 24.

Over the last several years, a transition has taken place in the Class, with most of our new members coming into the Class by buying a used boat, as opposed to making a new boat purchase. This transition has taken place as there is an established fleet of good quality used boats which are reasonably priced. It has also happened as a result of the rigid one-design standards we continue to adhere to, which not only assures a person that he/she can easily purchase a competitive boat, but also that he will have a boat which has a ready market should he choose to move up to a new boat. In fact, the price of "entry" into the J/24 Class is less today than it was when the Class was first getting established, taking inflation into consideration.

This "value" advantage is one we must promote over the higher-priced new designs. Combined with the established fleet network of quality racing, it will be our most effective marketing tool.

To help promote the boat to potential members, the Class office has started a database of used boats for sale. This listing is available now, by mail or fax, to anyone interested in buying a used boat.

The Class is fortunate to have an active and supportive copyright holder, J/Boats, which provides the marketing muscle to help the boat get established in new areas with fleet purchase programs. They also provide major regatta support when new boats are required to be available for use by competitors. The Class is the benefactor, as these boats are usually made available at reduced prices to new owners, as is the case with the Voiles '94 in France. We also are fortunate to have active builders in the United States, Italy, Australia, Japan and Argentina.

Members are attracted to the J/24 most importantly due to the high quality racing available to sailors in our Class. The J/24 has some of the best competition available around the world, and sailors know that since the boat is a consistent performer in all conditions, the more they sail the boat the better chance they have of moving up in the standings.

The key ingredient to our continued success will clearly require that we take a more aggressive role in promoting ourselves and the J/24. Unfortunately, we do not have the financial resources to engage in a flashy advertising cam-

paign to mass-market the Class. Nor do we believe this to be our primary job. This responsibility is best handled by the copyright holder and dealer network who stand to gain the profit from new boat sales. Our job is to continue to support the highest quality level of racing to all our members and to promote the boat at the grass-roots level, encouraging sailors to get in the boat and go sailing. Whether it be local fleet participation at local one-design boat shows, or just inviting interested sailors out for a race or two, getting idle boats into the hands of active racing sailors is everyone's responsibility, not just that of the fleet captains, district governors or NJCAs.

We welcome your input and suggestions on how we can more effectively promote the boat and the Class.

Fair Sailing,




IJCA Chairman Glenn Gustafson and former Irish JCA President Michael Clarke share some thoughts at the '92 IJCA Meeting in Annapolis.

This Old Boat

by Jim Keesling



Photo - Gail Conser

USJCA President Jim Keesling at the helm of Catch-24.

The J/24 is seventeen+ years old and still going strong, thanks to the strength of the Class Association. A good one design, and one fun boat to sail! We (the Executive Committee) try to do our best to keep the boats equal and to develop rules to help out on the race course. Currently, the Technical Committee is putting together interpretations of the measurement rules so that everyone will know what works and what doesn't. A copy of the Standard Sailing Instructions is distributed to fleet captains annually, and to any regatta chairpersons requesting a copy. They are available from the Class office on paper or disk. A modification to the Standard Sailing Instructions allowing use of VHF to notify premature starters is a good example being "tested" presently. Now on to "This Old Boat"...

The U.S. Nationals are in Seattle this year over Memorial Day Weekend. From this year forward, we will award the "This Old Boat" award. A few rules apply: the hull must be built in 1978, must be well-maintained and in great condition. The winner will not necessarily have kept the original deck layout and need not have original hatches. Until J/24s turn twenty years old, only 1978 hull numbers will be eligible. Starting in 1999, more boats will

be eligible to earn this honor. The complete deed of gift will explain everything. The more we travel, the more we see J/24s in all types of conditions, and it is wonderful that the oldies and goodies are out there having fun and trying their best.

This Old Class... Last year at the North Americans, Steve Podlich held a membership meeting for all to express any thoughts concerning rules and the regatta they may have. Steve had the same type of meeting in New Orleans during the Midwinters (see page 36 for details of the meeting). We will continue with this at the Nationals and at every major event to get feedback from you, the membership. It is your Class Association and we work for you. I don't want the Executive Committee to be some "group" that makes decisions with the membership not knowing why. When you have concerns with the Class or with the rules, write them down so that you can raise your issue at your next major regatta. If you are not attending a major event, write us a letter (c/o the Class office) with your concerns, and send a copy to your fleet captain and district governor. We want to make J/24 racing enjoyable for you, our membership.

See you on the road with This Old Boat!

Jim

Caution: Do not attempt to tow your boat with its mast rigged as the bridges and power lines you will come upon may slow down your ability to make it to the starting line on time.



How does Kenny Keep Winning?

by Steve Podlich



Steve and Danforth on the deck at the Class office. Danforth is the one with the long ears.

I wish I had a nickel for every time someone asked me how Kenny Read has won so much in this Class. I've heard the question so often that I have an answer ready to give.

In 1993 in Abersoch, the one aspect of his sailing that impressed me most was his consistently conservative strategy. He knew he had adequate boatspeed and he never panicked. He did not always round the first weather mark in the top of the fleet, but he always passed two or three boats on every leg to claw his way back to the top. He never lost boats on a leg and he NEVER threw the "knock out punch" which would have allowed him to pass everyone in front of him but also would have risked a big loss. After five races he had five keepers and did not need to race in the sixth.

At the 1994 Worlds in Melbourne, the aspect of Kenny's program that impressed me was his preparation. Everyone on Kenny's crew had a job, they did it well, they did it on

schedule and they had fun while doing it. Robbie Hartnett from Melbourne sailed with Kenny and he and his wife Leisa had everything ready for the crew when they arrived. The boat was chartered and the accommodations were arranged. Karl Anderson, Kenny's genoa trimmer and owner of Karl's Boat Shop, arrived early and faired the keel and made other modifications to the boat. When Kenny (and Kathy), Moose McClintock and David Moffatt arrived they could concentrate on practice and not be distracted by other details. Each person had his own job and the whole program worked.

I measured Kenny's keel at the 1992 Midwinters. Karl was under the boat double-checking our every move while Kenny was bouncing a basketball around and joking that, "It is now Karl's turn to sweat; my turn comes when the warning signal is made." Kenny does help with the boat preparation. John Adams from England has a knack of snapping a photo of Kenny washing the bottom of the boat just before each regatta (see vol. 30, p. 50).

I hope Ken is not mad at me for giving away some of his secrets. Everyone can use Kenny's example to improve their own sailing and we can apply the same ideas to the management of our Class.

Our Class has a solid foundation. We do not need to make any radical changes to get us on top. We just need to keep improving the little things on a consistent, on-going basis. We do not need to take a big risk to improve the rules, measurement procedure, regattas or fleets. We need only to sail conservatively, pick up a few boats on every leg and the Class will keep winning.

We also have many members with many skills. If we use them all wisely we will advance the Class without anyone taking on too big a burden. And everyone will keep their focus where it should be, on having fun racing and sailing J/24s. If we take a lesson from Kenny we will spread the tasks of running our Class out within our fleet (district or NJCA). The fleet captain still has an oversight roll but individual tasks should be assigned. The fleet captain does not need to run every regatta but he does need to watch and help while each member does his job.

Enjoy the new sailing season.

Steve

Kathy Manasse

Kathy Manasse, Secretary for the J/24 Class of Monaco, was killed in an accident in her home in Monaco on January 26.

Kathy was born and raised in the US and had been living in Monaco with her husband, Donald, and sons, Patrick (14) and Colin (12). She and her husband owned and actively raced a J/24 at the Yacht Club de Monaco. She also maintained a summer home in upstate New York on Lake George where she was a member of the Lake George Club.

As Secretary of the J/24 Class of Monaco, she attended annual meetings of the World Council where she always added a voice of reason which expressed the desire to advance the J/24 Class in Monaco, in Europe and throughout the world. In 1991 her proposal to hold the 1993 Europeans in Monaco was accepted, and she worked with the Class and YC de Monaco to make it the best-attended J/24 European Championship to date. In 1992 she attended the World Council meeting in Annapolis preceding the World Championships and remained at the venue to attend a seminar and become a Certified Measurer for the J/24 Class.

She died of asphyxiation when a gas hot water heater malfunctioned while she was taking a shower. Her family was not injured.

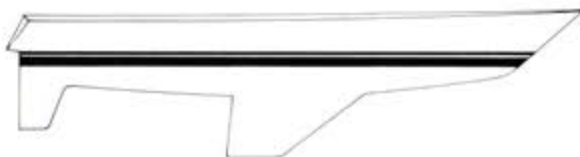
Our Class and our sport are richer because of her contributions. I will miss her.

Steve Podlich



Kathy Manasse shown here with IJCA Technical Committee Chairman Dennis Ellis in Annapolis, October of 1992 after the IJCA meeting.

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Copy Deadlines

Waterlines #11	June 10, 1994
Waterlines #12	July 22, 1994
1995 J/24 Wall Calendar	August 15, 1994
International J/24 Vol. 33	August 31, 1994

During much of the year it seems as though we are nearing a deadline, of some sort. And just about every day of the year we are in need of photographic and/or written contributions from our members. This seems to be an ongoing struggle of obtaining sufficient material for placement in our publications. If it seems as though we are constantly begging for these contributions, it's because we are. Don't forget that most of what we print is what we receive from **you!** That is what a membership organization is all about. And here is a list of what we need: Regatta reports containing a write-up, results and photographs; updates on regatta dates; changes of fleet captain or district governor; photographs for our wall calendar. That just about covers it, but when you're in doubt as to whether we could use it, the answer is most-likely YES!

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.

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; CompuServe: 71562, 2514.

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 20.

Used Boat Database for the U.S.

In November of 1993, we began putting together a data bank of used J/24s, and is continuing to grow quickly with over sixty boats presently listed. There is no charge to place a boat on this list and we ask for just a few pieces of information—boat hull number, year it was built, location, owner's name, phone number and asking price. We receive on average one call/day for a copy of the database. If you know of a boat that does not get used and needs a new owner(s), please contact us with the above information. You could make someone happy and, at the same time, help the strength of the Class.

Technical Committee Interpretation

On 12 January 1994, IJCA Technical Committee Chairman Dennis Ellis issued Interpretation 9401, stating: "CLEATS, commercially manufactured with carbon fiber content and purchased on the open market at competitive prices, are not considered to be in conflict with Class Rule 7.1.18."

1995 J/24 World Championship Qualifiers

The J/24 World Championship XVII will be held in Rochester, New York from 18-25 August, 1995.

IJCA QUALIFIERS

Past World Champions

South American Champion

Founders - Rod Johnstone, Bob Johnstone

North American Champion

European Champion

IJCA INVITATIONS

Host Fleet Invitations - To be determined by the host

IJCA Chairman - Glenn Gustafson

USJCA QUALIFIERS: The specifics for the USJCA World qualifiers are listed in the US Calendar of Events, page 65. All but three of these qualifiers are in 1994.

OPEN EVENTS

District 1 Championship	September 17-18
District 2 Buzzard's Bay Regatta	August 5-7
District 3 Noroton Regatta	October 8-9
District 4 Parkway Series-best of 5	May-September
District 6 Championship	August 20-21
District 7 Championship	August 11-14
District 8 Radisson Cup	July 2-4
District 10 1995 Key Biscayne Regatta	Feb. 24-26, 1995
District 11 Championship	October 22-23
District 12 Championship	August 5-7
District 14 Texas Circuit-best 5 of 8	Sept-March
District 15 Championship	June 18-19
District 17 Championship	September 10-11
District 18 Championship	July 29-31
District 19 Championship	August 13-14
District 20 Championship	May 7-8
District 21 Championship	March 1995
District 22 State Championship	August 20-21
Northeast Regional	September 24-25
Southeast Regional	September 16-18
Southwest Regional	May 28-30
Western Regional	July 23-24
Great Lakes Regional	June 16-19
1995 Midwinter Championship	March 20-24
US National Championship	May 27-30
East Coast Championship	October 28-30
North American Championship	November 13-19

The list of qualifying regattas on page 14 of *Waterlines* #9, January, 1994, listed the Midwinter Championship, however, we failed to specify which Midwinters. **The 1995 Midwinters will be the qualifying regatta;** the 1994 event was not. We hope that this did not cause confusion.

New District Governor

Scott Greenawalt has recently been elected as District 17 Governor, replacing Mark Forster.

Nations Cup Sails

US SAILING purchased the sails (main, jib, spinnaker) used at the '93 Nations Cup. Fleets hosting such regattas should contact Lee Parks at US SAILING about these sails. 401-849-5200.

1994 International J/24 Wall Calendar

Now that we are well into 1994 and eager to sell the remaining 1994 J/24 wall calendars, they have, once again, gone on sale—only \$5.00 each! And don't forget, **we accept photos from anyone and at any time of the year for the next year's calendar.** The deadline for the '95 calendar is August 15, so please take your camera with you to every sailing-related event and get them 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—the Membership Application Form.

Worlds Invitations and Current 1994 IJCA Membership

Each NJCA is entitled to the following number of qualifiers based upon the number of paid members as of Dec 31st in the year prior to the event:

<u># of paid IJCA memberships</u>	<u># of qualifiers</u>
10-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
1001-1500	8
1501-2000	9

Each additional 500 paid memberships +1

<u>National J/24 Class Assoc.</u>	<u>Membership as of May 1</u>
Argentina	68
Australia	180
Brazil	15
Canada	157
Chile	51
Croatia	13
France	40
Germany	40
Greece	15
Ireland	32
Italy	255
Japan	252
Monaco	15
The Netherlands	28
New Zealand	15
Peru	25
Puerto Rico	4
Sweden	70
Spain	2
Switzerland	32
United Kingdom	120
United States	1424



William Cantrell, District 14 Governor, scrutinizes a keel at the 1994 Midwinter Championships in New Orleans.

So Long

In the most recent magazine, I introduced myself to most of you as the new Administrative Assistant/Editor, and must now say *so long*. Within the next few weeks, I will be exiting the Class office to live in northern Europe with my husband who has taken on a project for a few months in Kiel, Germany. As anyone who has a spouse who travels a great deal knows, "holding down the fort" (and acting as airport shuttle) can become a bit of a grueling task, as can travelling. I would not choose to do the extensive travelling that my husband does, but when offered to be a part of the project he has joined and to actually spend a few months in the same time zone as he, I couldn't resist. And to be able to be a more full-time mother to our three year-old brings great joy to my heart.

I leave the J/24 Class having learned a great deal, but feeling as though I leave much to accomplish. Many, many thanks to those of you who have contributed to our projects and have made my job possible and pleasurable. Having to say *so long* is not something I enjoy doing and prefer to make the process as quiet and quick as possible. I'm sure I will see many of you at regattas in the future.

To Steve, I thank you for being patient and understanding with me, especially through the chicken pox and snow storms. Grow some tomatoes plants for me next year and hopefully I will be home enough to water them.

J/24 Class Rules: Words versus Spirit

by George Wall, US Technical Committee Member, Northeast Region

(Editor's note: Members are encouraged to suggest topics, submit articles, and ask questions on topics of general interest.)

J/24 Class Rules: Words vs Spirit

This issue's topic is timely and apropos. It was suggested by a recent letter from John Alofsin (D2 Measurer) from which I have extracted these comments—I'll let John's letter speak for itself: "The concept of 'the spirit of the rule' vs. the written rule has been an ongoing discussion in the J/24 Class for years. I think the time has come to once and for all decide if rules are to be applied as written or if they can be interpreted when the powers that be feel the spirit of the rule is not being met. John went on to cite a recent example from the 1993 North Americans where he felt a specific rule was met but the yacht was rejected based upon not meeting the "intent of the rules". John continues: "While this keel was taking advantage of a so called loop hole it did, in my opinion, meet the rule. I believe the solution to a situation like this is to not fall back on the spirit of the rule argument but to correct the rule at the appropriate time."

Thank you for your letter, John. It's an important topic for the J/24 Class and well worth addressing as the first column. I am fortunate to have much more insight into the difference between various types of classes as a result of my attendance at the IYRU Measurement Seminar in Toronto this past October. There are several different types of class rules that are prevalent in the world of yachting, some of which are: a "measurement rule", "one design rule", and a "series-produced one design rule".

Let me address each of these in turn, as a lack of understanding of the differences is a major source of the misunderstandings and confusion amongst Class members regarding the J/24 Class Rules.

Measurement Rule

We are all familiar with the classes governed by this rule: 12 Meter, 5.5 Meter, etc. The principle aspect is the latitude given the designer and builders in complying with the rule. The yacht parameters (length, beam, draft, etc.) are not specified. Rather, a formula that controls the relationship between the parameters must be satisfied. Great (although not unlimited) latitude is allowed and the designer is challenged to achieve the best relationship for the anticipated conditions. Building involves meeting scantlings that can

permit wide differences in approaches between otherwise similar yachts. (According to Webster's Collegiate Dictionary, scantlings is defined as: "the dimensions of a frame or strake used in shipbuilding.")

One Design Class

This is the general term applied to most small yachts that are raced. However, there are significant differences in the class rules between this class and a "Series Produced One Design Class" and the philosophy behind their administration. Yachts in this class are those for which plans and specifications are available for anyone to build from, including the backyard amateur builder. Many of these classes date back to wooden and plywood building days and were produced one at a time without the help of tooling. Necessarily, the tolerances were wide enough to permit the home builder to successfully build a class yacht. Stars, Snipes, Lightnings, Optimists and many others started this way.

Development of sophisticated tooling which permitted greater control of various dimensions from yacht to yacht led to favoring certain tolerances for speed purposes. The professional builder no longer needed the entire tolerance to assure a class yacht, but could exploit the tolerances for competitive purposes. As no two builders arrived at exactly the same solution and some of the classes wanted to retain the concept of amateur built yachts, the wide tolerances have been retained.

This approach has led to yachts from particular builders and eras being faster than others. This almost assures a certain obsolescence rate as the older yachts age and become increasingly uncompetitive as they are "out built" by newer yachts. At times, it leads to breakthrough yachts that obsolete almost all existing yachts. Class rules reflect the reality of this situation, incorporating many details associated with offsets and dimensions that are required for the building process. Owners understand their limitations, builders see (and seek) the opportunities, and the administration of the class rules reflect all of this. Incidentally, it may take many hours to measure each yacht in this type of class.

Series-Produced One Design

This is a recent concept permitted by modern materials

and building techniques. The basis for this class is the homogeneity of the entire class assured by a controlled and restricted manufacturing process. The ability to reproduce tooling and have yachts (built at different times and places throughout the world) essentially the same for competitive purposes has led to this type of class. Another factor is the commercial success of a particular yacht leading to license arrangements with the original copyright holder—this is significantly different from the one design class described previously, where all the specifications are distributed to anyone.

The premise behind this class is that all yachts are built (created) equal in all aspects of speed-influencing factors and that no one builder's yachts are expected or will be permitted to enjoy any inherent competitive speed advantage. Other than cosmetic aspects and convenience associated with particular exterior and interior arrangements, there is no difference between the speed potential of the yachts in any manner and that such differences exist are solely the result of sailing skill. Series-produced one design class rules may be much less specific about many of the aspects of the yachts because they are required to be controlled by the builders specifications and tooling. The class rules would only (at least initially) address the obvious points that are subject to modification, alteration, choice, adjustment, or "tweaking" by the owners. Classes of this type have several statements in the class rules to help control this situation. Statements like "no modifications...unless specifically stated in the current rules" and a "yacht may be found in non-compliance with the intent of a rule even though the specifics of the rule have been met" are included to strengthen the rules and to clarify their intent.

As yachts are subsequently discovered to have been modified, altered, etc. in a manner that was never intended, these provisions must be invoked to bring the yacht into compliance. The rule may or may not be changed to clarify the intent, as required by the particular situation. Classes of this type are: Lasers, Sunfish, Hobie Cats, J/24s, and others.

Application to J/24s

How does all this apply to J/24s? As stated, it is a "series-produced one design." There is no intent that the yacht will be modified in any manner that results in an improvement in its speed potential. Owners should not confuse J/24s with the other "one design" type of class, noted previously, which is given the latitude to physically modify/alter yachts within wide tolerances. In fact, the J/24 Class Rules are very emphatic about this situation. I will not repeat them here, but you should read Class Rules 1.1, 1.2, 1.3, 1.4, 2.7.5, 2.7.6, and 3.2.1 carefully in the context of this discussion.

Class Measurers

John's letter goes on to say that the Class Measurers "...job would be to take measurements and not to try to interpret the rules or decide what the authors really wanted." The J/24 Class Rules, as written, are a compromise between what has proven necessary (based upon fifteen years experience) and detailing every aspect of the yacht including the builder's specifications. Even if they were greatly expanded,

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it would not be possible with "layperson's" language to anticipate every manner of future misinterpretation that creative people could come up with. As it is, the rules are thirty-two pages long!

The Class has very specific guidance for measurers so they are not faced with having to make a real-time decision without discussion and support from the Class. It is Rule 2.7.6 that requires that "The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class." Such a powerful statement. It places both a responsibility on the measurer to be vigilant for instances that are as described and, at the same time, relieves him of the burden of having to make the decision regarding compliance to J/24 Class Rules.

If a measurer cannot look around the yard and see other J/24 Class yachts of all ages (that have not been similarly modified) with the same characteristics, it must be reported as required. Fundamentally, there is no change the owner can make to a yacht that is not already described in the Class Rules (Rule 1.3).

It is clear that the J/24 Class takes these matters very seriously for a number of reasons, some of which are: avoiding more cost pressures than are already present; preventing yacht obsolescence; and providing a competitive Class that emphasizes sailing skill—all for the benefit of the entire membership.

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 Dursch at (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, 10:00.

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 14:00
Monday	4 July	Race 1, 11:00
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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or Check

North American Championships November 13-19, 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 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.		

Asia Pacific Championship November 1-6, 1994

- Invitation** Kanto Fleet invites J/24 sailors to the 1994 Asia Pacific Championship to be held in the part of Sagami Bay in Kanagawa, Japan.
- Additional Event** The 1994 Japan J/24 National Championship will be held at the same time.
- 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 measurements.
- Rules** The 1994 Asia Pacific Championship will be governed by the 1993-1996 International Yacht Racing Rules, the Class Rules of the International J/24 Class Association (IJCA), this Notice of Regatta and the Sailing Instructions. This regatta is classified as a Category A event per Appendix A3 of the IYRR.
- Schedule**
- | | | | |
|-----------|------------|-----------|---|
| Tuesday | November 1 | 0900-1700 | Measurement, Registration and Launching |
| Wednesday | November 2 | 0900-1700 | Measurement, Registration and Launching |
| Thursday | November 3 | 0950 | Warning Signal, Race 1 (Race 2 to follow immediately) |
| Friday | November 4 | 0950 | Warning Signal, Race 3 (Race 4 to follow immediately) |
| Saturday | November 5 | 0950 | Warning Signal, Race 5 (Race 6 to follow immediately) |
| Sunday | November 6 | 0950 | Warning Signal, Race 7
Trophy Presentation |
- Courses** Will be as per Sailing Instructions.
- Scoring** The Low-Point Scoring System, Appendix B2.2 of the IYRR will be used.
- Launch** All boats must be afloat by 1700, November 2 and shall not be hauled out before the end of the regatta without prior permission of the jury.
- Entry Fee** JYE70,000 per boat (approximately US\$700).
- Prizes** There will be prizes for skipper and crew of the first six finishers.
- Contact** Asia Pacific Championship Regatta Organizing Committee
2-37-2-102 Shimo-Shakujii, Nerima-ku, Tokyo 177, JAPAN
For further information, contact:
Takashi Ogawara
81-3-3904-7029 int (Fax only)
or Koji Matsumoto
81-468-76-0064 int



NOTICE OF REGATTA

Junior North American Championship November 25-27, 1994

- Site** The 1994 Junior North American Championship will be held Friday-Sunday, November 25-27 on the waters off Waikiki, Hawaii. The Waikiki Yacht Club and District 22 will be the organizing authority.
- Rules** This regatta will be governed by the 1993-96 International Yacht Racing Rules, the 1993-94 International J/24 Class Rules, this notice (except as any of these are modified by the Sailing Instructions), and the Sailing Instructions.
- Eligibility** The competition is open to J/24 Class members as defined by the International J/24 Class Association. Competitors must not exceed the age of twenty (20) before December 31, 1994. All skippers must be or become members of the J/24 Class Association before the regatta begins.
- Schedule**
- | | | | |
|----------|-------------|-----------|------------------------------|
| Friday | November 25 | 0900-1430 | Registration and Measurement |
| | | 1500 | Skippers' meeting |
| | | 1730 | Practice Race |
| Saturday | November 26 | 1100 | Race 1 (2 & 3 to follow) |
| Sunday | November 27 | 1100 | Race 4 (5 & 6 to follow) |
| | | | Resail and awards |
- Racing** The regatta will consist of as many as six (6) races. Only Class jibs (100%), mains, and spinnaker will be used (no genoas).
- Courses** Racing will be Windward-Leeward. Course length and number of legs will be determined by the race committee based on the sailing conditions.
- Scoring** The Low-Point Scoring System will apply with one (1) throwout if all six (6) races are sailed.
- Prizes** Awards will be given to the top three (3) finishers and crews.
- General** Launching and haulout are available at the Waikiki YC. Some local housing will be made available to participants. An adult supervisor should accompany each entry and be responsible for the crews' actions. Alcoholic consumption by any member of a crew will result in his/her removal from the regatta.
- Inspection & Measurement** Participants are subject to measurement and inspection of hull, sails, and required equipment at any time during the regatta. Failure to pass such inspection will result in DSQ of all races up to that point, at the discretion of the jury.
- Charter** A limited number of charter boats will be available, through the organizing committee, to those who enter from overseas. A refundable damage deposit will be required. Application for charter must be made before September 15, 1994.
- Entries** Please complete the entry form in the back of the magazine or contact Fuzz Foster at tel: (808) 591-9192 or fax: (808) 593-8199.
Waikiki Yacht Club
1599 Ala Moana Blvd.
Honolulu, HI 96814
An entry of \$75.00 must be received by November 1, 1994.

Formula for Fleet Success

by Bob Johnstone



Bob Johnstone, President of J-Boats, Inc. and J/24 Class Founder.

There is a way to guarantee success of a one-design fleet with steady growth in membership and more boats on the starting line each year. But, it has less to do with running races than most people realize. *In fact, the more incidental that sailboat racing is to the social program, the more successful a fleet becomes.* A paradox, you say? Yet that's the conclusion reached by 18 U.S. District Governors at the 1984 annual National J/24 Class Association meeting in Boston.

The key to success is in the planning and organization of social events that promote good fellowship. Sailboat racing is included as one of the activities. Like "musical chairs" is included in birthday parties. A weekly "musical chairs" game on the school playground without the candles and cake could get dull real fast. It happens in one-design racing as well. The fleet

program for the year must be carefully planned to allow everyone to participate in the parties *and* in the racing if they choose.

Too often a new fleet is just another gun on the starting line of the local yacht club, with an officer or two to buy trophies and assess dues. There is no place to turn for help. There are no manuals or textbooks on such situations. Each fleet had to re-invent the wheel as best it could. Some came up square.

Now with 700 fleet years of experience in J/24's (7 years with 100 fleets), a pattern of success is emerging. What we want to address are the events and activities which are important to the *local fleet captain* and which represent 90 percent of the class activities for the average owner. "Local fleet" is defined as the first level of contact and organization amongst owners of one-design boats. The most probable range for such a fleet is one hour's time on the water from the racing area, or a radius of 6 miles.

It is important that the distinction between *local* and *regional* activities is made. The local fleet must have an identity and a fleet championship of its own to prosper. The strength of the class in a region is a function of the strength of the local fleets within that region. There is very little opportunity for a widely dispersed "regional fleet" to develop the social dynamics required for growth and longevity. Pockets of real strength are needed.

The Formula

Simply stated, the formula for success is a short, summer weekday, evening series of potluck dinners. This achievable plan leaves time for major regional regattas or family activities on

the weekends. Interspersed with the above are some special events. At least one get-together is organized per month in the off-season. Further spice in the form of short Spring, Fall or Winter Series can be added for the dedicated. Let's review each of the elements of the Annual Fleet Plan in more details. For the sake of simplification, one plan will be outlined to communicate the concept. Each fleet may have its own unique variation, a different peak season, etc.

I. The Fleet Championship: Nine potluck suppers preceded by two short summer weekday evening races.

Nine Thursday evenings are selected between June 1 and August 10 while the sun sets late, permitting the first of two planned, short (3-4 mile) races to start at 6:30 p.m.

Before the season starts, the potluck dinner schedule is distributed so that everyone knows who is the host after the races and what is to be brought. This social commitment is as important as showing up on the starting line.

An important educational feature of the potluck dinners can be the "winner's roast", whereby each race winner must answer questions and describe the tactics and sail trim used. The informality of the occasion is an ice-breaker for new members or novice sailors seeking advice from the more experienced. MVP and daily first awards can be handed out the same night along with "special awards"

Sample of Fleet 50's Potluck Dinner Schedule

	DATE									
NAME	6/7	6/14	6/21	6/28	7/12	7/19	7/26	8/2	8/9	
Drake Johnstone	HOST	—	Side	Salad	Dssrt	Munch	Side	—	Munch	
Tom Peterson	Munch	HOST	—	Side	Salad	Dssrt	Munch	Side	—	
Rob Connerney	—	Munch	HOST	—	Side	Salad	Dssrt	Munch	Side	
Nick Nicholson	Side	—	Munch	HOST	—	Side	Salad	Dssrt	Munch	
Tom Ehman	Munch	Side	—	Munch	HOST	—	Side	Salad	Dssrt	
Mike Hill	Dssrt	Munch	Side	—	Munch	HOST	—	Side	Salad	
J-World Instructors	Salad	Dssrt	Munch	Side	Salad	Munch	HOST	—	Side	
Steve Parks	Side	Salad	Dssrt	Munch	Side	Salad	Munch	HOST	—	
Ken Read	—	Side	Salad	Dssrt	Munch	Side	Salad	Munch	HOST	
Stu Johnstone	Side	Salad	Dssrt	Side	—	Dssrt	Side	Salad	Dssrt	
Pete Mines	Dssrt	Side	Salad	Dssrt	Side	—	Dssrt	Side	Salad	
Nick Pasyanos	Salad	Dssrt	Side	Salad	Dssrt	Side	—	Dssrt	Side	

II. Special Fleet events include:

- **Full Moon Wine & Cheese**, a monthly occasion from June through September with skippers serving from the companionway while the crew practices one-armed boat handling on a course designed to enhance the view of moonlight reflections.
- **Fleet Cruise** with an overnight at a distant harbor, racing one or both ways with a rafting or shore party. This can often be organized in conjunction with an annual YC cruise or area sailing association. Other regional fleets might be included.
- **Championship of Champions**, a good end-of-the-season event where the fleet champions of other local classes and cruiser/racer handicap fleets (PHRF, MORC, IOR) are invited to a "sail-off" in J's, with the help of J crews or owners if needed. This is an excellent promotional event for the local fleet and generally gets good press coverage.
- **Planned monthly get together from September to May**. This can be varied: a luncheon, ski weekend, theater evening, awards night, baseball game, hockey night, sailmaker semi-

nar, J World program, bowling night, planning meeting, night of sailing movies, etc. The key is that there is a pre-announced plan with an event chairman assigned to each.

III. New Member Assistance Programs include:

A published guide for the new owner to be put in the hands of the nearest dealer. It can include:

Names, addresses, phones, sail numbers of each fleet member.

The Fleet Annual Plan of get togethers.

The fleet and district racing schedule.

Membership application instructions for sailing organizations in the district.

Mooring, marina, drysail options and costs along with contacts and phone numbers.

Regatta entry information

One-design or handicap measurement requirements and instructions.

Big Brother/Sister Assignment of a current fleet member to a new fleet member for introductions and advice.

IV. Fleet Support of District or Regional Activities

The first priority of the local fleet is to ensure participation in the activities outlined in sections I - III above. Do not confuse them with the next level of competition and activity ... which may be of interest to a lesser number of owners.

Here the members of two or more fleets are participating in a "circuit" or "area" championship as well as that district's championship or regional championship serving as a World's qualifier.

- **The Circuit/State/YRA Area Championship**. It is worthwhile for local fleets to support such a program by insuring that the nine potluck suppers or special events are not scheduled in direct conflict with district events or major national events which are likely to draw the best sailors away from the local scene.

Circuit or area championships are now found in Florida, Texas, Southern California, Oklahoma, Narragansett Bay, Maine, Lake Ontario, Southern New England and elsewhere. Normally they consist of 3-5 major weekend regattas with planned social activity. One every six weeks or so seems right, but not more frequent than once/month.

Apart from making each of these weekend regattas very special with trophies handed out after the last race, a circuit winner can be determined at the end of the season based upon the best performance in three of five weekends.

- **Season Opening Seminar "On-The-Water"** The first Narragansett Bay regatta is designed as a learning session in addition to being the first of four major area regattas. The local dealer pitches a huge tent in his yard and supplies the beer. USYRU or J World instructors man launches, to give tail-enders instruction during the race! On-land seminars and open

protest meetings further the process.

Coffee, rolls and juice are available in the morning and hamburger/chicken cookouts are catered at night, all for a modest fee which permits living aboard closeby with a minimum of fuss.

Participation awards (A.G.A. Correa coffee mugs, for example) are given to all crew members.

The event is presold at boat shows during the winter, to encourage people to become involved with the boat and sport.

V. Communications

- A simple fleet newsletter announcing forthcoming events ... or reminding people of the forthcoming event previously announced in the fleet annual plan.



The more incidental racing is to the social program, the more successful a fleet becomes.

This doesn't have to be anything more than xeroxed typewritten pages. Once per month is sufficient.

- Send material to District Governor for District Newsletter so that local fleet activities are given prime billing in the area and participation by outsiders in fleet activities is encouraged.
- Send stories, pictures, and Fleet reports to the National Class office because members like to see their names in the *International J/24 Magazine*. It builds

on fleet pride to see their activities covered.

- Send or call in results and forthcoming event notices to the Local and Area press reporters. Invite these reporters to come and sail on a weekday evening, at the major weekend events, and send them an invitation to every fleet social activity of the year. This is an excellent way to attract new members to where the action is.



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Tune Up For Performance

by Phil Garland

The mast and rigging on your J/24 is an important component in a successful boat. The harmony of the mast and sails is a must in achieving the best upwind boatspeed in a variety of conditions. Most competitive racers spend a great deal of time getting the blades and hull faired just right and tricking out their deck layout with the latest go-fast hardware. And most J/24 sailors know that you need to trim your mast to minimum length, have a max length headstay, and set up the mast with the J dimension at the maximum tolerance. But there are a lot of other details that pertain to mast and rigging that will help you attain a reliable and controllable rig assembly.

Starting with the rig out of the boat, do a thorough check for cracks and corrosion, especially at the mast partners (where it goes through the deck), mast step and hounds box area (around the jibstay attachment/sheave box). There are some older rigs that have halyard exit boxes down low at deck level that could be weakened to the point of needing some local reinforcement. Also check the attachment of the vang gooseneck fitting, as this is a highly stressed piece of hardware. Check the fasteners for corrosion and make sure they are all snug. I recommend using Loctite on all stainless steel fasteners fitting into aluminum to retard corrosion and prevent them from backing out. If the vang fittings are loose, it may be advisable to change to a bail (with a thru-bolt) which is a stronger attachment.

The headstay and backstay clevis pin holes should be checked for elongation and the pins for straightness. If needed, replace with new pins. If the clevis pin holes in the mast are elongated, it may be necessary to drill out the hole for the next size larger pin, however, you must make sure the new pin size will fit the wire terminal. It is



common to eliminate the headstay toggle to save weight so the headstay wire and marine eye should be inspected for fatigue wear. Without a toggle, the flex in the headstay is concentrated in the spot where the wire exits the marine eye. Look carefully for broken strands at this location. The sheaves and sheave pins should be inspected and lubricated at this time. Carefully remove the sheaves (use a loop of messenger line taped around the sheave so you do not drop it inside the mast) and sheave pins, clean any corrosion with a wire brush or emery paper and re-assemble using silicone grease. While the sheaves are out, check the aluminum sheave boxes for chafe caused by wire halyards. If you change to spectra halyards it will

be important to smooth the rough edges with a file.

Most boats have the Gibb tee-terminal at the top end of the upper and lower shrouds. The tangs in the mast are attached with rivets which should be checked to make sure they are tight.

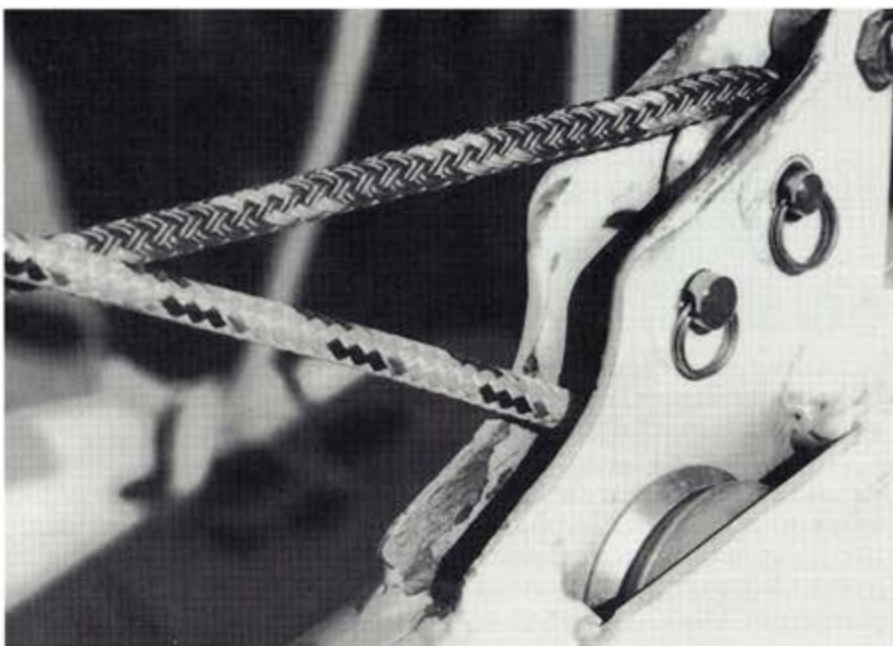
The other major areas of concern on the mast are the spreaders and spreader base or thru-bar system. The older Kenyon and Proctor masts use an external stainless steel spreader bracket into which the spreaders fit. In many cases these brackets either become loose or split along the aft edge. The Proctor bracket is fairly rugged and the bases are actually linked together with a stainless steel strap around the front of the mast which prevents the bracket from becoming ripped off. If your boat is equipped with these brackets, the best thing to do is to epoxy the spreaders in place. To do this, place a plug in the inside of the spreader and fill the bracket half-full of epoxy. Then, insert the spreader into the bracket and hold the spreader in place while the epoxy kicks. For the proper amount of sweep, consult your sailmaker. If the spreader root is coated with wax and the center is plugged, you may be able to remove the spreader from its new epoxy-filled bracket. On our Proctor mast on *Salsa*, we have had two years of hard racing with our spreaders set in epoxy, and the sweep setting of 155mm is still good.

On the older Kenyon masts, if the brackets are in good shape, the epoxy option is an improvement, however, there is a conversion kit available that replaces the bracket with a thru-bar system similar to the new J/24 mast and many other larger offshore rigs. The thru-bar system requires careful installation to ensure that you end up with a snug fit with the spreaders at the proper angle, but is a good option to replace tired or loose brackets.

While on the subject of spreaders,



Above, if your mainsail halyard exits at deck level, you should be extra diligent in looking for cracks. The six vang fitting rivets and the big square hole for the exit sheave weaken the mast at this highly-stressed location. Below, a burr here in the sheave box will eat up halyards faster than you can replace them.



some people have used various types of spreader adjusters so the angle can be changed for different conditions. Since this cannot be altered during a regatta, I feel it is not worth the extra weight and windage. It is also one more thing to go wrong—keep it simple. My sailmaker puts more emphasis on adjusting the mast butt which can be

altered during a regatta. In fact, I often adjust this between races if the conditions change significantly.

The mast butt should be cut to minimum length with caution and, if possible, the guidance of a measurer to ensure you do not cut off too much. The new method of measurement is a little more difficult to set up but ensures a

more accurate result. The mast step should be adjustable fore and aft and you may need to drill additional holes in the mast bearing beam for a variety of settings. As I mentioned before, it is important to be able to move the mast butt easily. There are several ways to adjust the mast step fore and aft on the mast bearing beam. One method is to lead a line from one cockpit winch, through the hatch, around the mast and back out to the other winch. This allows you to control the butt which wants to kick forward on the beam. The other method is with a mechanical adjuster that incorporates a turnbuckle to move the mast. This device may not be in place during racing.

With the trend of eliminating deck hardware, most people are relocating halyards to cleats on the mast. It is important to keep the cleats as close to the mast as possible so you do not bend the fasteners. In other words, do not mount the cleats on a thick spacer. We usually recommend an aluminum clam cleat for the main halyard and cam cleats for the jib and spinnaker halyards. The pole lift can be lead back to a cleat on a swivel base on the hatch cover.

The boom is fairly simple to deal with. The outhaul should be a 6:1 tackle exiting to a cleat at the forward end of the boom. Check the condition of the wire and sheave at the outboard end of the boom to make sure that all is working properly. The 6:1 tackle will be a lot more effective if the sheave turns freely. The boom vang and mainsheet bails and bolts should be checked often, as these are highly loaded items. If you have a tack slug on your mainsail then you may be able to trim off the reefing hooks on the gooseneck assembly to clean that up as much as possible.

Looking to the standing rigging, there are not too many options outside of the type of wire and type of turnbuckles you may use. Many racers are replacing the 3/8" 1x19 with Dyform, a high-strength low-stretch wire developed by British Ropes, Ltd. The advantage is that you will get less stretch for a given load, but the downside is that the rigging is slightly heavier than standard 1x19. We feel that the advantage



Above, this photo shows a Proctor mast. The spreaders have been epoxied into the bracket. Below, this Kenyon spar has been retro-fitted with a thru bar and also has had spreader adjusters installed. The rivets in the spreader plate and the Gibb fitting below it should be checked annually and repairs made if they are loose.



of lower stretch more than makes up for the additional weight. The other plus is that the Dyform is made with a marine grade 316 stainless steel which has excellent corrosion resistance. If you make any changes to your shrouds, make sure you note the type of tang you have. The old style Gibb tang had two rivets above and two below the hole for the terminal while the new style has a single rivet above and below. They both correspond to the 3/16" diameter wire but the tee terminals are different sizes.

Aside from mast butt location and spreader sweep, the most important rig control adjustment is the shroud tension. The J/24 requires a range of shroud loads from about four hundred pounds in light air to above one thousand pounds in heavy air. The type of turnbuckle and the condition of the threads have a lot to do with how easy it is to make the changes out on the race course. If the turnbuckles are not in good condition, you may not even be able to adjust them to the tightest setting. The older J/24s often had the Navtec Series 500 turnbuckle which has the screw with the nut in the middle. These are OK to adjust but you need to use a cotter pin to lock the setting. With the Series 200 or open-body style turnbuckle, the adjustment can be made and then a short piece of line tied in a loop through the two turnbuckle barrels, preventing them from turning. Recently, we have used two other types of turnbuckles from Riggarna and Ronstan that are more compact and are calibrated. Their design allows for easy adjustment on the water and with the calibration it is easy to put the rig in the boat at a regatta and duplicate the previous rig tune or be very close. Riggarna has a "Quickrig" wrench that is a special ratchet tool that makes adjustment very easy, however, it is fairly expensive. The other option is to have two open-end wrenches to match the adjusting nut and swage stud flats. You will still need to use the tension gauge to get an exact reading.

With the rig back in the boat, you should check that the mast is blocked at the deck securely and set for maximum J of 2910mm. This will most likely put the mast nearly all the way aft in the partners so you will have to modify your

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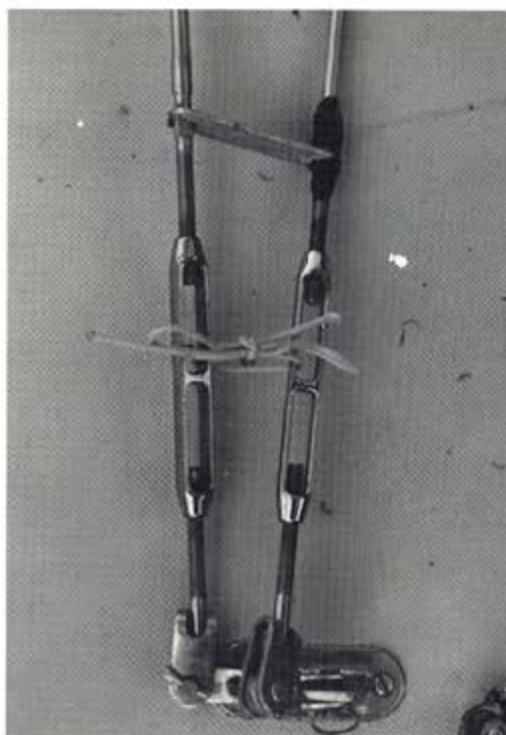
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Above, left, the Navtec Series 500 turnbuckle. Above, right, the Series 200 open-body turnbuckles can be secured quickly with a short piece of line. The plate connecting the turnbuckles above the threads is cut with slots and installed to prevent the shroud from turning when the turnbuckle is adjusted. This system can be adjusted with only one screwdriver.



Ronstan Calibrated Turnbuckle

mast blocking. You should also check that the mast is centered in the boat athwartships by first measuring back from the stem fitting to a point perpendicular to the mast on each rail. Measure from the rail marks to the center of the mast. It may be necessary to make custom mast partner blocking to center the mast. On *Salsa*, our mast is centered with the rig all the way to one side of the deck partners and it still should go a bit more. Maybe that's why we're faster on starboard! If you center the mast tip with the halyard but cannot seem to get the rig straight, the problem is usually with the mast not being centered at the partners.

From here you are ready to follow your sailmaker's suggested mast set-up or your own tuning methods. When every part of the system has been gone-over and is working smoothly, you can easily make changes to your spar and rigging tune. You will also be more confident in your knowledge that your boat and hardware will not let you down. Sail fast and take chances!!

Phil Garland is the Managing Partner of Hall Rigging in Bristol, RI. He and his boat *Salsa* have been successfully competing along the US east coast for a decade.

Centering The Mast

by Ned Lockwood

One of the most important things on any boat is the lateral location of the mast (at deck level and at the step) in order to achieve a decent tuning job on the rig. The partner location on a J/24 could be off the center line as much as 3/8 inch. Also, the I-beam location could be off. In order to have the mast in both locations as true as possible, I suggest the following procedure before stepping your mast for next season.

Measure eleven feet aft from the center hole at the jib tack and mark with an ice pick through a small piece of white tape (see Figure 1). These points should be equidistant from the hull's outer skin. Then measure from these points an equal distance to the front

part of the mast partner. Use these two arc intersections as your mast center deck location (see Figure 2).

Then, with the boat in the water and no gear or people in it whatsoever, drop a plumb bob from the arc intersections on the deck to the I-beam to find the center location on the I-beam for the base of the mast (see Figure 3), and mark it. Scribe a center mark in the base plate of the mast, then line this up with the plumb bob mark that you placed on the I-beam.

Once you have centered the mast on your J/24, you are ready to tune your mast and thus achieve maximum sailing efficiency.

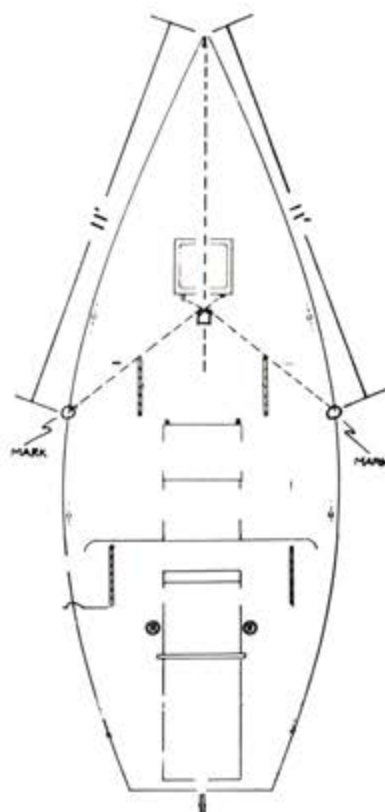


Figure 1

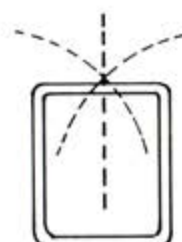


Figure 2

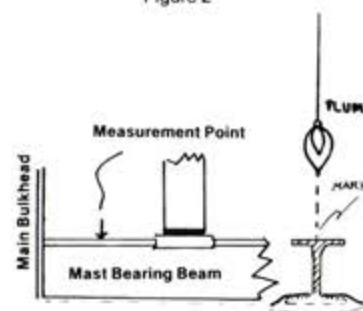


Figure 3

This article was reprinted from the October, 1983 *International J/24*, Volume 11.

What's An 'Over'?

by Moose McClintock



A natural weather mark? Two of the Twelve Apostles along the south coast of Victoria.

Well, it's not a PMS when you're sailing down under, it has something to do with the cricket games Ian Bashford was running on the front lawn. This was one of the many lessons two hundred forty five international competitors (49 boats) learned when they converged in Melbourne, Australia for the XVI J/24 World Championship. Hosted by the Royal Brighton Yacht Club on adjoining Port Philip, the twelve-nation fleet was part of Sail Melbourne '94, an IYRU World Cup Series event sponsored by Nissan.

Though not the best cricketers in the fleet, Ken Read and his crew of bowman Dave Moffet, cockpit Karl Anderson, local knowledge expert Aussie Rob Hartnett and rail meat Moose McClintock overcame a few sticky wickets of their own to win Read's fourth straight and sixth overall World Championship. Lingering protests and a bro-

ken boom in the final race provided enough problems as Read fought tooth and nail with fellow American Chris Larson throughout the series to win by 4.25 points. Third was late-charging Aussie Gary Geitz.

As compared to the last few Worlds, measurement was a quick and relatively painless procedure. This might have been partially due to the remoteness of the drysail area which was at the end of a long pier that stuck out into Port Philip. With little access to tools and electricity, less work was done to the boats and the fleet essentially had the out-of-the-box look the Class would like to see. Thirty-three boats had been measured in for the Australian Nationals three weeks prior, so a quick check of the boats and a re-measure of the sails moved the majority of the fleet swiftly through. Crew weight measurement was also easily passed through as the

scale was made available for the three days before the official weigh-in, letting all of the crews get a grasp of their true mass. While this curbed the club bar profits for the preceding week, there was ale over-flow for the remainder of the regatta.

The practice days showed a variance from the typical seabreeze as light southerlies dominated most of the days with an occasional windy afternoon. The practice race itself was a light southerly that saw three general recalls before the "Z" flag came out, assuring that most of the fleet would stay behind the line. Larson showed excellent light air speed as he rolled Read near the weather mark at the top of the first beat. The two duelled throughout the double windward-leeward-windward course, with both eventually

peeling off with assurances of their speed on the fleet. The lessons learned from the practice race were from race management, with the committee not going to the Black flag, but instead looking for 'Z' penalties. This kept the fleet somewhat tame over the course of the week with fewer starting penalties than witnessed in the last few Worlds.

The first race of the series was run in an atypical fifteen to twenty-five knot northerly offshore breeze with fifteen to twenty-five degree shifts. Off clean on the first try, the fleet split to the sides, with Read coming out of the left corner to lead by three lengths at the weather mark. As the triple sausage race continued, the breeze oscillated in velocity, leading to tough choices on the beats as to which headsail to use. For the last beat Read, with a two-minute lead over second place Larson, opted for the 150%, as did Larson. Paul Foerster, in fifth, went for the small jib and was rewarded for the choice as a solid twenty-five knots filled in for the remainder of the leg. Read nursed his headsail through



Chris Larson and Ken Read lead the fleet down the second run of the last race.



Alan Adler, BRA 22, and Antonia Sodo, ITA 410, get a jump off the pin during the final day of racing.

the beat, and Larson was forced to sail hard. While Foerster was able to tack in the shifts, Larson had to slog it out on one tack to save his sail, losing Foerster and just nosing out Aussie Robert Hick at the line for third. Other casualties in the race were Read's dark horse favorite, Brazilian Alan Adler, who ripped the foot out of his chute on the first run, Bashford and local favorite Barney

Walker.

Race two was the exact opposite as far as breeze but nearly the same in result. A light southerly saw the majority of the crews down below as the fleet again got off clean. Read took the start at the committee boat and tacked to the right into a stronger breeze. Larson, with a bailout start to the right, used good speed to follow on Read's heels at

the weather mark. Foerster and Adler, among others, found the predicted left side breeze non-existent and looked at the fleet from the back side.

Read had to work hard to hold off Larson, who seemed a bit quicker in the lighter conditions, something he (Read) attributed to not having moved his mast step back to the light air position from the previous day. As the two headed up the last beat, the breeze started to die and oscillate, with the top two suddenly finding themselves moving back toward the next four boats. As the top group worked the left side, Akira Iwade of Japan aboard *Siesta* lit out to the right looking for more breeze. He was rewarded with wind and a fifteen degree shift, and one hundred yards from the finish it looked like Japan would see its first win in a Worlds. One last shift got Read across for the gun, but Iwade edged Larson for second.

With a 1-1 and 3-3 counting, Read and Larson were essentially in a match race for first as their cushion let them concentrate on each other. The conditions for race three were probably the hardest of the week, as there was not a breath at the scheduled starting time. Suddenly, it was blowing twenty-five knots and the fleet hustled to get up their little jibs. Fortunately for most, the fleet jumped the gun and a general recall was signalled. The breeze was rapidly dying, and most of the fleet quickly changed to the 150%. Another general saw the breeze die even more, allowing everyone to get the big jib up. As the breeze dropped down to six knots, Adler port-tacked the fleet, which was now struggling in the leftover chop with rigs wound on too tight. Adler led all the way around while Larson took every opportunity to drive Read back. Larson's 7 to Read's 11 put the two into a virtual tie.

The high (or low, depending on whom you talk to) light of this race was a resounding collision in the pre-start between *Identity Crisis* (who probably wanted an identity on shore at this point) on port and *The Other Woman* on starboard. The collision took a huge chunk out of the bow of *The Other Woman* which rapidly took on water and did a classic "Deep Six", going bow down in the shallow water with just an air pocket holding the stern up (Australian boats come from the builder with the lazarette hatches sealed). Incredibly, the boat was quickly hauled and taken ashore, where the next morning



Above, left, as regatta chair, all of his goals were achieved. The regatta was a wonderful event and he managed to stay out of last place. Hats off to Stephen Hunter. Above, right, Class Executive Director, Steve Podlich, holds a surprise inspection of the laminant used in the bow of The Other Woman. Builder, Ian Bashford, stands by confidently.

the fleet was amazed to see a fix so perfect that there was absolutely no evidence of damage. Almost as amazing was the speed with which shirts saying "I went down on The Other Woman" were printed and distributed.

The fourth race was another light air nail biter. With the four beats being left side, right-side, left-side, right-side, Read went right-left-right-left. Steve Thomas of Hawaii hit the beats perfectly, staying close at the weather mark and taking the lead on the run, then extending for an easy win. Larson rounded near the top about six places ahead of Read, who finally got to the correct side of the course near the end of the beat. Splitting with Larson downwind, Read rounded the leeward mark fifth, with Larson in the mid-teens. Choosing not to cover, Read went left with Larson going right. This got Larson right behind Read rounding the final leeward mark. A fake tack by Larson sent Read out to the wrong side again, allowing Larson to pass Read and put a boat between them as the two went 8,10.

Going into Thursday's race, Larson led Read by 1.5 points, though with a drop Read led by 1.5. Looking to gain with the drop were Aussies Nick Chapman and Geitz, who were ejecting a 41 and 38, respectively. As the fleet sailed out, the breeze was up, just as it had been every morning. This time the breeze totally dropped, and though the

seabreeze made several attempts, nothing was going to happen this day. The committee opted for two races the final day with a 1000. start, as compared to the leisurely 1400. starts to which the fleet was becoming accustomed.

Friday dawned with a strong southerly that held for the day, with small jibs being the call in the heavy seas. Neglecting the consequences of other boats moving up with a drop counting,

Read and Larson were prepped for a shootout. Read had a poor start, but was able to clear cleanly to the right, where Geitz came out of the corner with a huge lead. Read rounded sixth and quickly rose to second on the run. Larson, meanwhile, was tenth and wrapped up in the pack. The breeze started to fluctuate as several squalls went through. Geitz did a good job of figuring this out and actually had a big

The overnight repair job on The Other Woman was quite remarkable. Moments after this photo was taken, their stem fitting was replaced, the new bow number applied and the boat was launched.





Above, the broken boom that nearly cost Ken Read the title. Read's crew rejected a spinnaker pole the day before race one when they found corrosion and pitting under some tape. They were looking for problems but this one escaped their attention.

jib up for the lighter beat, though Rea gained some near the top of the beat as the breeze came on again. Larson came back to eighth by the second leeward leg, continuing to gain and eventually ending up sixth to Read's second. The major gain was made by Geitz, who with drops figured, now trailed Larson by only .75 points, while Read led Larson by 6.5.

As the skies cleared, the wind came back to being the strongest of the regatta, much to the liking of the top three who rounded 1,2,3 at the weather mark, with Larson ahead of Geitz and Read. Read rode several huge waves down the run to pass Larson to leeward, while Geitz had gybed to the left and appeared to lose. Larson did a nice job of trying to get back on top of Read, and the two reached back and forth down the run, allowing Geitz to come back and lead at the leeward mark. Larson protested Read at the leeward mark for room, rounding behind but tacking first to the favored left side ahead of Read. Geitz, perhaps not fully aware of the point situation, kept going right, losing the lead as Larson came out of the left with the lead ahead of Read. Read again closed downwind as the two stretched away from the fleet. The third beat saw Read finally get left of Larson. Unfortunately, the steep chop took its toll as Read's boom broke at the

vang as he dropped off a wave.

Larson realized something was wrong when he saw two people off the rail in the heavy conditions. Read's crew cut the shelf off the main and lashed the spinnaker pole to the boom. With adequate sheet tension for the beat, Read held on to second at the mark, where he was faced with a poleless run. With Moffet holding the guy out (thanks to IYRU for changing the rules regarding using a pole on the spinnaker) and Hartnett pushing down on the spinnaker pole/boom for main leech tension, Read held onto second down the run, actually gaining distance on Larson. With a conservative beat, Read was able to hold onto second and win the title on the water. After a tight protest meeting, Larson's protest was disallowed and the title was Read's.

Moose McClintock is a frequent contributor to *International J/24*. He works at Bainbridge/Aquabatten in Canton, MA, and has been sailing with Ken Read since 1981.



The Human Pole that won the regatta.

"Mooooose" did find time to play some cricket while he was in Australia helping Ken Read win his sixth World Championship. The Americans claimed to be at some disadvantage because everytime they thought they did something good on the cricket pitch, Bashford told them about the rules.



Results of XVI J/24 World Championship, January 12-21, 1994, Melbourne, Australia:

(Drop race shown as negative value)

Pos	Sail#	Skipper	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	TotPts
1	USA 2934	Ken Read	.75	.75	-11	10	2	2	15.50
2	USA 4467	Chris Larson	3	3	7	-8	6	.75	19.75
3	AUS 172	Gary Gietz	10	-38	3	6	.75	7	26.75
4	USA 968	Paul Foerster	2	22	12P20	-36	5	3	44.00
5	AUS 190	Ian Walker	17	5	-30P20	7	9	6	44.00
6	AUS 194	Ian Bashford	5	-26	13	9	11	10	48.00
7	AUS 171	Nick Chapman	9	-41	5	5	22	9	50.00
8	BRA 22	Adler Alan	8	-25	.75	22	14	8	52.00
9	AUS 176	Ben Schaffer	-34P20	4	23	2	3	24	56.00
10	JPN 4729	Akira Iwade	-50P50	2	24P20	15	12	4	57.00
11	AUS 174	Murray Walters	7	-29	18	13	18	5	61.00
12	AUS 186	Rob Waterhouse	20	9	8	-33	8	17	62.00
13	USA 5078	Steven Thomas	23	18	6	.75	-50DNF	16	63.75
14	USA 533	Melissa Purdy	11	6	-21	20	20	11	68.00
15	IRL 181	Noel Drennan	19	16	10	-31	10	18	73.00
16	AUS 161	Stephen Girdis	6	27	4	-35	19	21	77.00
17	JPN 3826	Makoto Nakano	15	12	-39P20	26	4	23	80.00
18	AUS 178	Andrew Palfrey	25	13	-32P20	3	16	26	83.00
19	GBR 4241	David Bedford	21	32	12	-50PMS	7	12	84.00
20	ITL 245	M. Mezzaroma	23P20	7	-50DNC	12	29	13	84.00
21	AUS 193	Cambell Myles	18	20	27	4	-32	20	89.00
22	AUS 163	Robert Hicks	4	10	-44	38	23	15	90.00
23	JPN 4819	Kazuma Mifune	12	11	25	21	24	-50DSQ	93.00
24	ARG 5094	A. Irogoyan	26	14	9	25	30	-50DNC	104.00
25	ITL 410	Antonio Sodo	14	15	24	16	37	-50PMS	106.00
26	USA 4461	Jim Hammit	30	21	17	-32	17	27	112.00
27	AUS 179	Bob Hagan	28	17	-50DSQ	14	25	29	113.00
28	AUS 144	Rob Brewer	29	34	-36	11	13	29	116.00
29	AUS 145	Gary McLennan	22	19	-50DNC	34	33	22	130.00
30	JPN 5010	H. Hashiba	-50P20	39	16	18	27	35	135.00
31	JPN 4351	Kei Takakuwa	-35	24	31	29	21	31	136.00
32	AUS 133	Peter McAuley	34	28	19	24	31	-50DNF	136.00
33	JPN 4584	Nobuaki Tani	36	33	15	-40	26	28	138.00
34	CAN 2907	Brian Schmidt	-40	40	26	30	15	36	148.00
35	AUS 143	Ray LaFontaine	26	31	30	43	-50DSQ	24	154.00
36	AUS 155	Hugo Ottaway	-37	35	33	27	35	32	162.00
37	JPN 4186	Sinichi Menjyo	-50P70	36	28	41	39	25	169.00
38	JPN 5082	Tomoyuki Gonda	48	-50DSQ	43	17	28	34	170.00
39	AUS 146	Greg Clarke	47	30	39	19	38	-50DNF	173.00
40	KOR 1	Park Ki Cheol	41	37	-45	23	36	37	174.00
41	SIN 3	Tan Tee Suan	46	8	37	45	44	-50DNF	180.00
42	AUS 167	Hans Joost	41P20	23	38YMP	-50P20	40	50DNC	192.00
43	NED 100	Pieter Jongerious	44	43	40	28	-46	39	194.00
44	AUS 175	Grant Willmott	32	-50PMS	50P20	48	34	30	194.00
45	JPN 4966	Hiroshi Sugiyama	43	-46	38	44	41	33	201.00
46	AUS 131	Stephen Hunter	33	-42	42P20	42	42	41	199.00
47	SIN 7	Joergen Moeller	42	-50PMS	41	37	50	39	207.00
48	JPN 5011	Matsuno Takanoi	45	44	35	47	45	-50DNC	216.00
49	SIN 5	Ong Siong Kai	49	-50P20	34	39	47	50DNF	219.00

Championship Chartering—How To Charter A Champ

by Karl Anderson

Preparation to attend a regatta where you need to charter a boat should begin several months ahead of the event. The ideal situation is to have a personal contact in the area where you will be sailing to target and organize a competitive boat for you and to forward the measurement certificate on to you. If that's not possible, make sure you allow yourself enough time to at least obtain a copy of the measurement certificate and pictures of the boat.

Your ideal measurement certificate would read:

Item 1: Keel max forward (3020 and 3125 mm)

Items 2-14: Minimum

Item 15: Consult your sailmaker for the proper spreader sweep using a foreign mast. (Changing the mast may also change your rig tune numbers.)

Item 19: Maximum length headstay (8670mm).

Item 28: Dry weight. Look for boats with a dry weight close to minimum (1200kg).

Your ideal boat should have the hardware in the same places as your boat at home, however, this is rarely the case. Hopefully, you can find an owner who is excited about the upgrades you are making to his boat. Keep in mind you are trying to get as close as you can to the 'optimum' and still be ready for the event.

It cannot be emphasized enough that you attend the regatta **prepared**. Besides the necessary tools, make sure you bring your own hardware, winch handles, hiking stick, tiller, sheets, cleats, windex, etc., from home because these things (1) always cost more in other countries and (2) you will waste time tracking them down. It is key to have one or two members of the team go to the regatta site at least five days before you plan to sail in order to prepare the boat. Keep in mind that the boat is outside and you may lose a day or two to bad weather. Play it safe.

Upon arrival, go directly to the boat and assess the situation; survey your

boat to see what you are starting with and check the competitors' boats to see what you are dealing with. Make a "project list" and formulate a plan to attack the keel and bottom—these are the most time-consuming jobs in preparing the boat, so get a jump on them right away. Based on the information on the measurement certificate that you already have, get the keel max-forward and at max-depth. Do not mess with the chord length as it will take too long.

Your main goal is to make sure all of the major items on your project list are completed when the rest of the crew arrives just prior to the regatta. Be organized so that their help is both expedient and efficient, and leave the hull rubbing and clean-up for team projects. These things will help create the mindset it takes to win. If things fall into place on shore, they will on the water too.

Make sure you know your skipper and what he or she expects from the boat and the preparation. You must know what he will be looking for and what he needs to operate. He must be as comfortable as he is on the chartered boat as he is on the one back home. Bring photos of his own boat's layout and be aware of any pet peeves that may annoy or distract your helmsperson.

So far I have

talked about preparation and mindset, but do not forget about getting the actual work done. This will require bringing tools and materials.

List of Tools to Bring:

- rigging tools
- favorite sanding block and hand file
- air sanders (electric tools often do not operate on 220/330V)
- sandpaper, trowels, etc.
- sunglasses
- dust mask
- knowledge of the total crew weight situation
- a positive attitude

Early arrival at the regatta site has its advantages. You are not distracted and do have the time to get up early and get a good start on your projects. At the end of each day, check off the completed



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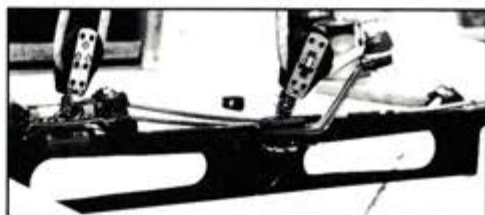
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items on your project list and make a new list of any materials you might need for the next day's projects.

Preparation Schedule:

Day 1: Arrive at boat.

Get templates (find out who the measurers are and how they will measure).

Make Project List.

(Get introduced to bartender!)

Day 2: Start on keel and hardware.

Pull mast.

Inspect rigging (reference Phil Garland's rigging article, page 18).

Set spreaders.

Drill extra holes in mast step.

(You are just beginning to feel good again from the time change.)

Day 3: Call home and have team mates bring items you are missing or may need.

Rent a compressor, air tools and spray gun.

Go nuts and get as much done as possible on the keel. (Fill...sand...fill...sand...)

Day 4: Work on deck.

Spot fill keel/rudder.

You are sick of sanding by now, so finish off other items on list today.

Day 5: Finish keel shape and leave final rubbing for later when crew arrives.

Throw mast back in.

Day 6: Crew arrives—go sailing.

Make list for final projects while sailing.

Don't forget running lights, safety gear, etc.

Day 7: Get measurement out of the way, if possible.

Get as much sail time in before the regatta begins.

It would be unfair not to give credit to those crew members and contacts who have helped out over the years in chartering abroad: Dr. Jeff Neri in Sydney ('88), Bert Forsberg and Chuck Brown in Athens ('91), Ed Datsen in Abersoch ('93) and Robbie Hartnett in Melbourne ('94).

GOOD LUCK! Remember...it was a charter boat that won three of the last four world championships.

Karl, shown at right, had to measure in at the Worlds, also.

Karl Anderson owns Karl's Boat Shop on Cape Cod, MA, and has prepared boats and crewed for Ken Read in the '91, '93 and '94 World Championships.



J/24 Jambalaya! Hutchinson Takes The Gumbo!!

by Chris Snow

My first clue that the 1994 J/24 Midwinters in New Orleans were going to be exceptional, from a hospitality point of view, came very early in the regatta. Wobbling into the Southern Yacht Club bar after having spent the previous thirty six hours trying to sleep on a bed moving at sixty five miles an hour or behind the wheel of an '85 Ford Econoline, I was ready for some serious Southern hospitality.

Regatta co-Chairman Guy Brierre was there to greet me with a hearty "hello" and a cold beer. He and my skipper, Vince Brun, had been spending the previous few hours wondering where in the heck I was with Vince's new boat (breaking down less than an hour outside of town at the start of a two thousand-mile road trip should never be taken as a good omen), and trading war stories. Anyhow, the welcome was tremendous and I knew we weren't in South Florida anymore.

The hard work of regatta chairpersons Jerry Coogan, Guy Brierre and their team was constantly challenged by the wind gods of Lake Pontchartrain, who tried on many occasions to turn the event into a bust. To say that the wind was inconsistent would be an understatement. This regatta was won by solid, conservative, tactical sailing, good boatspeed, and taking just the right chances. Lake Pontchartrain has always been known as a challenging place to sail. The week of the Midwinters was no exception. Lake Ponchartrain, for those of you who don't know, is a very large, shallow lake located right off downtown New Orleans and about twenty miles from the Gulf of Mexico. The lake is about twenty five miles across and maybe thirty miles wide. Its distance from the Gulf tends to negate some of the Gulf's sea breeze effect. The shallow water builds a short steep chop when the wind is in. In short, it's the kind of place where anything can happen! Proof of the difficult conditions is the fact that the winner of this year's



The only thing missing at this year's Midwinter Championship was the emerald green water. Warm weather and Southern (Yacht Club) hospitality greeted every sailor who attended.

Midwinters counted three finishes out of the top ten in his scores. Every one of the top ten boats had at least one finish out of the top ten places.

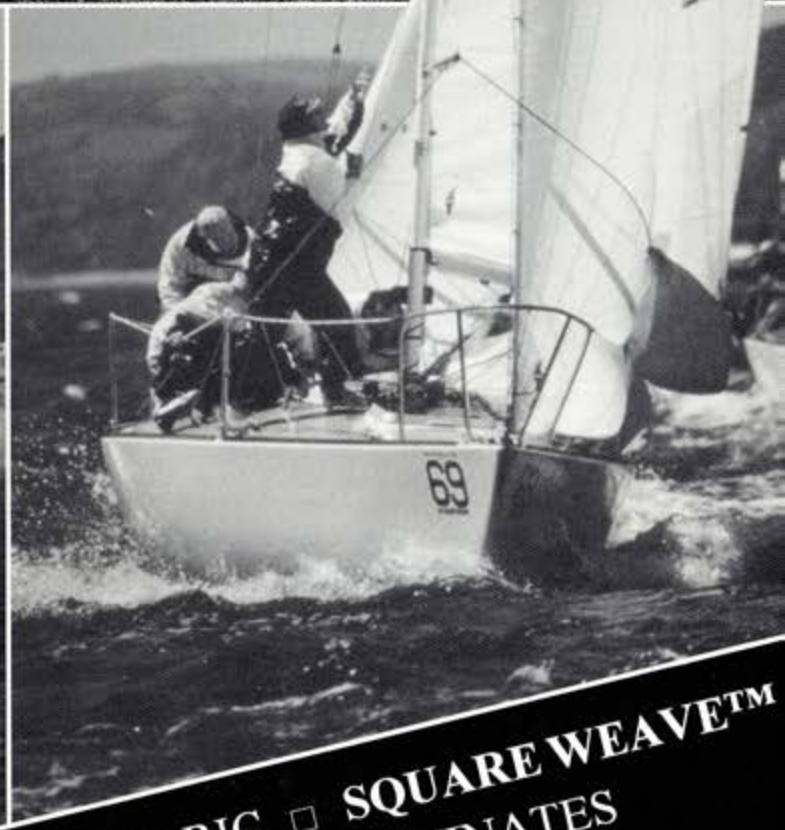
After a well organized registration process, the regatta began on Monday March 21. A practice race was run in the morning with the first race starting shortly after noon. From our boat, the right looked a little favored and with the line being even or a little right-favored, we opted to start near the boat end. After sailing for a minute or two, we tacked to go right and were psyched to see a few boats who had tacked right off the committee boat crossing our bow

(the right was paying!!). NOT! Tacking back onto starboard, frustration reigned as two thirds of the fleet, including eventual race winner Terry Hutchinson, crossed us from the left. This was to be the tone of the first four races of the regatta as the wind was generally light and quite shifty and from almost all points of the compass. This placed a real premium on conservative tactics and a strong ability to come back when back in the pack. Locals Benz Faget and Jerry Coogan were second, followed by Waldek Zaleski, Geoff Moore and Mark Hallman sailing Mark Foster's *Pressure Drop*, in that order. Along

Results of 1994 Midwinter Championship, March 20-25, 1994, New Orleans, Louisiana:

Pos	Sail	Bow	Skipper	1	2	3	4	5	6	7	TotPts
1	4109	13	Hutchinson	.75	14	.75	10	13	6	.75	45.25
2	5041	14	Baquerizas	15	7	4	5	9	7	2	49.00
3	2537	07	Faget	2	.75	17	14	6	3	8	50.75
4	2933	33	Hallman	14P20	2	8.2YMP	9	14	2	3	52.20
5	3314	54	Read	7	30	5	3	11	5	5	66.00
6	4467	29	Larson	19	8	6	8	2	16	11	70.00
7	4437	37	Melges	14	5	10	.75	16P20	15	16	76.75
8	4526	27	Wisson	6	18	7	15	15	8	12	81.00
9	4802	67	Zaleski	3	21	11	16	5	26	4	86.00
10	456	69	Moore	4	11	16	23	.75	9	23P20	86.75
11	4396	19	Swanson	13	3	3	13	21	17	29	99.00
12	2278	03	Olgetree	9	28	23	17	10	4	10	101.00
13	4305	02	Fortenberry	16	6	8	32	18	12	9	101.00
14	2613	01	David	20	16	15	11	4	27	16.5YMP	109.50
15	2331	09	Flack	8	4	11P20	22	27	22	20	114.00
16	2436	36	Linton	23	9	9	36	22	10	17	126.00
17	4466	23	Dow	10	13	34	25	17	14	13	126.00
18	4670	50	Borgstrom	28	15	12	34	16	19	6	130.00
19	5014	51	Brun	33	24	28	4	3	.75	45PMS	137.75
20	1330	15	Hull	24	22	30P20	12	24	21	19	152.00
21	4729	21	Takuya	12	40	38P20	20	8	13	28PPR	159.00
22	444	04	Burger	21	37	26	2	32	30	15	163.00
23	4435	22	Bowers	45DSQ	29	28P20	6	12	11	35	166.00
24	4961	16	Winterbottom	30	21P20	25	19	20	25	32P20	172.00
25	374	05	Ulrich	22	35	13	28	28	24	24	174.00
26	4909	11	Kerst	43	26	14	45DSQ	28P20	20	7	183.00
27	4269	65	Overton	17	17	27	33P20	34	33	26	187.00
28	1040	70	Anderson	27	20	38	21	23	32	34	195.00
29	1548	77	Brierre	18	41	20	26	29	29	33	196.00
30	1010	10	Keesling	37	10	24	27	30	34	36	198.00
31	4243	114	Cash	11	34	37	18	31	39	30	200.00
32	2918	06	Eiffert	36	19	39	29	25	31	25	204.00
33	2350	32	Mathews	32	31	33	31	33	35	18	213.00
34	1765	71	Chavez	31	32	31	30	26	42	31P20	223.00
35	2246	66	Byrnes	25	23	42	35	36	28	38	227.00
36	6340	85	Meric	26	27	30	40	45DNC	18	45PMS	231.00
37	2185	24	Keesling	40	39	35	7	39	45P20	32	237.00
38	558	64	Sauer	34	25	36	39	35	41	27	237.00
39	1169	68	McKenzie	35	33	32	37	37	37	39	250.00
40	3836	17	Mack	38P20	42	41	41	45DNC	23	21	251.00
41	1257	47	Rathbun	38	36	40	33	38	38	31PPR	254.00
42	3789	08	Wells	39	45DSQ	22	38	40	36	45DNF	265.00
43	634	56	Church	41	38	45DNC	45DNC	41	43	37	290.00
44	3009	12	Kimek	42	45DNF	45DNC	45DNC	45DNC	45DNC	45DNC	312.00

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Photo - Gent Conser

Guillermo Baquerizas rounding the leeward mark. Guillermo was third at the 1993 Worlds and second at the 1994 Midwinters—a South American force to be reckoned with.



Photo - Gent Conser

Above, Terry Hutchinson was easy to spot on the race course (he was in front) with a spinnaker which resembled a Mexican flag. At registration, Terry chose bow number 13, then he won the practice race. So much for superstition.

with the talents of Hallman and Foster, *Pressure Drop* had World Champion Ken Read tending the twings. Rumor has it that Kenny has a new found appreciation for his crew and will be moving aft of the traveler for the rest of the season.

This race was interesting in that it was one of the first times that premature starters were hailed by VHF radio. The Class is experimenting with this method at larger regattas that are not qualifiers for the 1995 Worlds

in Rochester. By the looks of it, the experiment was a success as only three boats were scored PMS for the regatta. The line to the protest room to ask for redress was also a great deal shorter each night.

New Orleans Yacht Club hosted the fleet that night with a Cajun supper of gumbo, jambalaya and other Louisiana specialties, including some great hospitality.

Race two started in a nice five to eight westerly that slowly died during the race forcing one boat to not make the time limit. With the breeze oscillating through twenty five degrees at the start, it was hard to decide which way to go but the left generally paid with Hallman and Faget rounding the first mark 1-2. Jody Swanson, Brandon Flack and Harry Melges were close behind. USJCA President Jim Keesling paid a guest appearance at the top of the fleet and finished tenth in this race. In the end, it was Faget winning followed by Hallman and Swanson. With this finish, Faget and Coogan rocketed into a nine point lead with a 1-2 followed by Flack with an 8-4 and Hutchinson with a 1-14. Race two would prove to be Terry's "worst race."

Later, the fleet gathered around the Bud Light beer truck and participated in a forum put together by USJCA President Jim Keesling to bring issues of concern to the attention of the Class Executive committee and Board of Directors. Ten subjects were discussed in detail and the meeting was very productive (see page 37 for details of meeting). Hopefully these forum can continue at other major events. Later the social schedule called for some "freestyle" partying. Guy Brierre offered free lessons to anyone not knowing how to party "freestyle", but got no takers.

Day three started to show the true character of this regatta. Sailing out to the course the fleet was greeted by twelve to fifteen-knot winds and a short steep chop. By the time of the start the breeze had dropped to ten to twelve and then six to eight by the finish. Hutchinson, with crew Bill Shore, Geoff Ewenson, Ralph Fisher and Will Jeffers, rebounded quickly from their fourteenth and won the race, leading at every mark. Faget saw his nice lead evaporate by taking a seventeenth. Swanson scored another third and Guillermo Baquerizas from Argentina started to pick up the pace by finishing fourth.

Race four followed soon after al-

Notes from Class members meeting at Midwinter Championship, New Orleans, LA

- Monday March 21
- Started at 1620h. (after protest time for race two)
- Ended at 1805h.
- Attended by about 50 members.
- Officers in attendance: USJCA president Jim Keesling, Executive Director Steve Podlich, USJCATC members Jim Anderson, and Bill Worsham, District Governors Chris Morgan (1), Gordon Borges (2), Tim Ryan (4), Don Oliver (20).

† Hand count

• Indicates a consensus opinion

1. Bill Worsham - Schedule of Midwinters (and other major regattas).
† Regattas like the NA and Midwinter should be a M-F event (with a possible layday and race on Saturday)
2. Chuck Twombly Marblehead Fleet - Crew Weight
† The J/24 should be a 4 person boat
† The J/24 should be a 5 person boat
Overwhelming majority voted for 5
 - Use consistent method of checking and consistent enforcement at district level regattas and above
 - Use accurate scales
 - Local enforcement is a local concern
3. Rob Overton - Sailing Instructions - Check in
† A majority thought the requirement should stay
4. Jim Anderson - Sailing Instructions Throwout
† Approximately 90% think we should continue to not allow a throwout
5. Monica Martin - Keel Riding
† About 3/4 opposed an anti-keelriding rule
6. Jury - Gate mark
† About 80% favored a gate at the leeward end of a windward leeward course.
7. Zack Troxel - VHF/PMS
† About 90% in favor of the VHF
8. Zack Troxel - Working Motor
 - The motor rule is working and appropriate.

For a complete copy of the minutes from this meeting, please contact the Class office.

though it took some time for the wind to stabilize itself. The race was postponed twice within two minutes of the start to allow the wind to settle down. Race Officer Tootie Barnett's patience and

years of experience on Lake Ponchartrain really showed. After the two postponements, the breeze settled in and the course was never changed. With the wind out of the southeast and



Photo - Geri Conser

USJCA President Jim Keesling and his brother Frank, above, both visited the top ten during the regatta. They seemed to have trouble with the "thick" air at sea level. Their home water is Lake Dillon, Colorado, elevation 9021 ft.



Photo - Geri Conser

Herb Cole, standing on the weather deck, sailed with Akira Iwade on Siesta. Herb received the award for being the best-travelled participant at the regatta. He drove from Seattle to Rhode Island to pick up the boat at TPI, then on to New Orleans. After the regatta, he towed the boat back to Seattle where they will sail in the US Nationals, May 28-30.

pretty light, the right (closer to shore) was the place to go and Melges led the fleet there and had a sizeable lead on the first crossing. He fended off the fleet around the course and won comfortably. Hutchinson managed a respectable tenth, Hallman was ninth. Brad Read started to click with a third, as did Brun who scored a fourth. With four out of seven races down, the regatta was still wide open with as many as six boats still easily capable of winning.

A lay day was scheduled for the next day, which may have been the best sailing day of the regatta. A southerly breeze of twenty to twenty five knots filled in overnight which gave Herb Cole and his Japanese crew plenty of breeze to practice in, and a nice stiff head wind for the rest of the fleet to drive their golf balls into. A visit by the fleet to Jimmy Buffet's "Margaritaville" in the French Quarter the previous evening raised the golf scores considerably.

A change in the weather system brought more breeze out of the south for races five and six which were sailed back-to-back on Thursday. Both races were sailed in twelve to sixteen knots of wind. Brun found his wheels and scored a 3-1. Faget swept himself into first place in the regatta with a 6-3, while Hutchinson struggled for consistency with a 13-6. Baquerizas, who sailed the

Race Committee Chair Tootie Barnett was recognized at the trophy presentation for his race management efforts, and his contribution, after starting the final race, to Lake Ponchartrain. His prize was a package of 'XS' hangover remedy.



Photo - Geri Conser

Regatta Co-Chair Guy Brierre (at the helm) will probably be a daddy by the time you read this.

most consistent regatta of anyone in the fleet, remained in contention with a 9-7. This set the stage for a final race showdown between Faget, Hutchinson, Baquerizas and Hallman. Fewer than seven points separated these boats going into the last race.

The final day brought good breeze out of the north (completely opposite direction of the day before) with a steep chop. After a couple of general recalls under the "I" flag, the "Z" flag went up and another general recall was signaled with four boats having 20% added to their score for the race for being over the line in the one minute prior to the start. After moving the pin up considerably, the fleet was spread out along the line enough to get a start off. Three boats were PMS'd on this final start.

At the first mark, Faget was ahead on points and needed only to maintain his position to win the regatta. On the first run of the windward/leeward course the wind dropped slightly and shifted. Faget jibed and split momentarily, opening the door for Hutchinson and Baquerizas to move into the passing lane. Up the second beat the breeze slowly died and went right. Hutchinson and Baquerizas were able to take advantage of this and extended to 1-2 in the race. All that was left for Terry to do was cover to the finish. The boats finished in that order in the race and

overall. Faget, with local Andy Lovell calling tactics, Kent Pierce in the cockpit, Coogan on the mast and Rob Rogers on the bow, got forced left on the second beat and wound up eighth and third for the regatta. Hallman, with Terry Flynn, Foster, Ken Read and Nadine Franczyk on bow, worked his way through the fleet to finish third in the final race and fourth overall.

To sum up, the 1994 Midwinters was a great example of what our Class is all about. Even though the numbers were down a bit, the competition was as intense as ever at all levels of the fleet, front or back. The reception our Class was given by Southern Yacht Club was simply fantastic. Special thanks should go to Jerry Coogan and Guy Brierre, Tommy Meric, Tootie Barnett and his great crew on the committee boat and all the rest of the volunteers who made our Midwinters one to remember. Mark your calendars now, see you in the French Quarter or on the lake next March!

Chris Snow works for North Sails One Design West. He is the Fleet 70 Captain and frequently travels to J/24 regattas throughout the US. Chris and his wife, Mary, are the proud new parents of Nevin.

How Tight's the Rig?

by Chris Larson

Have you ever been at a big regatta sailing around the starting line and see another J/24 frantically taking down their sails before the warning gun sounds for the next start? Chances are they were unsure of their rig tension. This has always been one of the hardest things for me to determine while on the water. For this reason, I've developed a system which accurately and easily allows adjustment of the rig without a tension gauge.

For starters, let's take a look at the reason we pay so much attention to the rig. Primarily, it's the throttle for the boat. A heavily tensioned rig de-powers the boat by producing a tight headstay and bendy top section of the mast. Vice versa, a loose rig tension powers up the boat with a loose headstay and pre-bent mast.

The next thing to look at is the correlation between the upper and lower shrouds. In light-to-medium winds the uppers generally should have more tension than the lowers. This again allows for the middle part of the mast to bend forward, thus flattening out the main and producing a floppy headstay for extra power.

As the breeze increases to the high teens and above, the tension between the uppers and lowers should be adjusted to a point where the tension on the lowers is slightly tighter. This supports the center part of the mast so that when the backstay is pulled on, the load is directly transmitted to the headstay, and the top of the mast is pulled back allowing the leech of the main to flatten and twist off.

In addition to setting the rig for the given wind strength, I always sight up the back face of the mast before the start to determine the sideways bend of the mast. This is done by sailing close-hauled with the crew weight on the rail. In light-to-medium winds I look for the mast to be straight side to side and from tack to tack. In heavy air, I look for the tip of the mast to actually fall off slightly which allows the main to be de-powered even more.

The following chart is a quick reference that I have developed which allows me to adjust the tension according to the wind and wave conditions without a tension gauge.

These numbers are based off

J/24 Rig Settings

Breeze	Turns	Uppers		Lowers		Turns
		Number	Pounds	Pounds	Number	
19+	+1	30	880	980	31	+1/2
17-18	+1	29	810	810	29	+1
15-16	+1	27	685	620	26	+1
13-14	+1	25	580	510	23	+1/2
10-12	+1	23	510	420	20	+1/2
8-9	--	20	420	320	15	--
4-7	-1	16	340	240	10	-1/2
0-3	-1	10	240	30	4	-1/2

Merriman open body turn buckles. If you use other turnbuckles such as Navtec, Riggarna, or Ronstan the same chart can be developed by setting your rig at the base setting and counting how many turns it takes to reach each level.

One thing to keep in mind with the chart above is that it is generated from the North Sails tuning guide. The same system can be developed with other tuning guides by finding the base setting and then working up and down the scale to develop the same scenario as above for your sails.

The first step each day is to set the rig at the base setting of 420 uppers and 320 lowers at the dock. Next, adjust the backstay turnbuckles so that the headstay tension reads -20 on the Loos gauge. (A -20 is measured from the tip of the gauge to the headstay. It's the same distance as 0 to 20 on the gauge.) Now that you're at the base setting, it will be much easier to adjust the rig according to the wind and wave conditions while you're on the race course.

As the breeze increases, tighten the backstay turnbuckles so that in big breeze the turnbuckles are bottomed-out. This will enable you to have more range on the split backstay allowing for more tension to be put on the rig.

It has become standard practice for a lot of J/24 sailors to move the mast butt back in light air and forward in heavy air. Moving it back induces headstay sag and prebend, and moving it forward straightens the mast and tightens the headstay. The same chart can be used, but it is very important to take into account that the mast must be returned to base settings with sails down to obtain the proper relationship between the uppers and lowers.

It is also helpful to know that tension gauges do wear out! After a while

the gauge will get old and reflect inaccurate numbers. A tell tail sign of an aging gauge is when the instrument itself does not fully retract back together. A good way to check the accuracy of the gauge is to test it against a new one.

It is also important to make sure that your mast is minimum length, maximum headstay length, maximum J measurement, and centered from side to side. In addition, the spreader angle should be set to your sailmaker's tuning guide number.

Lastly, to secure the Merriman turnbuckle while racing tie both turnbuckles together with a small piece of line. There is no need to use ring dings or cotter pins. The line will secure the turnbuckles so that they will not spin while sailing. One word of caution: when adjusting the turnbuckles, make sure they are exactly the way you tied them before going to the next step on the chart. If the leeward shrouds have been loose when sailing upwind, the turnbuckle can loosen a 1/4 turn and it is very important not to get out of sequence.

The beauty of this system is that it takes away any guess work about rig tune while on the water, and allows a skipper more time to concentrate on going the right way. Good Luck!

Chris Larson works for North Sails One Design and is based in Annapolis MD. He has competed on the international J/24 circuit for the past six years and most recently won the J/24 Europeans and J/24 UK Nationals. Chris also placed second, fourth, and second, respectively, in the last three J/24 World Championships.

He can be reached at North Sails Chesapeake, phone (410) 269-5662 or fax (410) 268-8155.

Sobstad



Sobstad
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1 Maritime Drive
Portsmouth, RI 02871
Tel: 401-683-7997
Fax: 401-683-9121

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service center
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Photo: Betsy Allison and Team - Rolex Womens World Champions © Daniel Forester

Sobstad Sails

The Complete Package

1st Place

1994 World Championships

1993 Women's Keelboats

1993-94 Texas Circuit #1, #2, #4

1993 East Coasts



Brad and Ken Read
Sobstad Sailmakers
March 11, 1994

Dear Brad, and Ken,

As the snow starts to melt and the air gets warmer, my thoughts are starting to turn to J-24 sailing. While I know getting the program up and running for another year will not be easy, there is one thing that I don't have to worry about --- sails.

Last year before the Connecticut Fall regattas I decided that it was time for some new sails. I spoke with all of the major sailmakers, and as you know, in the end chose to go with your loft. I chose Sobstad because you convinced me that you offered two unique advantages, shape, and cloth. The first time that I put the sails up I could see a big difference in both the genoa, and mainsail shapes. I used these sails in three regattas and finished as the first or second amateur at two out of three; seventh overall at both Milford, and Noroton.

The most surprising difference however was in the cloth. I was replacing sails with just eight race days on them, and they looked awful. I am no expert, but I could see the cloth was dying a painful death, and the shape was no longer there. After just 8 days of use!!! The new Sobstads I now own still look brand new after three hard and windy regattas.

My favorite memory of last fall was one start where I started sandwiched between the two sailmakers that I had not bought from. At the gun it didn't look pretty. They both had their bows out on me and the guy to leeward was close, too close. We held that position for a whole minute. After 3 minutes, I had worked out and pinched off the boat to weather, (see ya at the bar pal) and lifted off the boat to leeward by 2 full boat lengths, and my bow was in front of him.

Thank you for convincing me that you offer something different, because you certainly do. I look forward to another great season especially when I know I have the fastest, longest life sails out there. Best of luck to both of you.

Sincerely,

David Huck
Suicide Blonde
USA 4255

Tell me more...

Name: _____

Address: _____

State: _____ Zip: _____

Phone: _____ Fax: _____

.....about Sobstad J/24 Sails, and Tuning.

Sobstad J/24 Headquarters
1 Maritime Drive • Portsmouth, RI 02871

Largest Europeans Ever Draws 103 Boats

One hundred three boats from fifteen nations at the Europeans! What is going on here?

If the boats had been lined up with their tow vehicles bow to stern, the line might have started in France, run through Monaco, and gone back into France again. Bernard, the Yacht Club manager, never thought there would have been more than eighty boats. "I think that this never-reached record for a European J/24 Championship could be explained both by the fact that the Principality is a very appreciated venue, especially for north European crews, and also because of the proximity of Italy which has the most important J/24 European fleet." The large number of boats, varying conditions and scenic venue all made for a great European Championship.

Chris Larson from Annapolis, MD USA with his crew of Paolo Boido, Vince Brun, Yandell Rodgers, and Steve Inman won the regatta followed, in second and third respectively, by Luca Santella of Italy and David Bedford of Great Britain.

Eighty boats were predicted to attend the event, but the exotic location and the close proximity of Italy's large fleets boosted the regatta to 103 entrants. While this helped the parties, it also made the starts more challenging.

Measurement was difficult for some competitors. Getting into the queue was the first challenge. Despite the considerable space set aside for the event the parking lot where boats were prepared was a traffic jam (who ever expected so many boats?)

Fortunately, the IJCA Technical Committee and International J/24 Class Association World Council met just prior to the Europeans. Many members from both committees stayed through measurement to assist with this huge task. Dennis Ellis (Technical Committee Chairman) ushered the boats through the measurement process while John Peck (USA, Technical Committee member) lead the team of sail measurers.

Boats which had attended the 1993 Worlds in Abersoch or had a certificate (Part D) from their own NJCA were launched with little or no measurement.

To add spice to the measurement circus, there was a cart race course just five meters away from the measurement tent where go-cart racers from all over Europe competed on Saturday and Sunday. Monaco was playing host to two international competitions on its waterfront.

On the water, the conditions challenged both the competitors and the race committee throughout the week. The wind was light and fickle or heavy, and there was an ever-present SWELL. Monaco is located on the south face of the Maritime Alps. The entire principality is built into the side of the mountain and the mountain cliff continues below the surface of the sea. Waves from the Mediterranean Sea roll in and bounce off the steep rock cliffs back into the sea, creating a huge swell from two

directions simultaneously. Above the waves the cliffs rise about one thousand meters, generating significant geographical effects on the wind. This effect was demonstrated on the third day. As the fleet waited on the beach for the breeze, there were reports of great wind from down the Italian coast and out in the Mediterranean Sea, but the mountain behind Monaco prevented it from blowing in the sailing area. Ironically, the same set of conditions which make the sailing difficult make for some great hang gliding and parasailing.

The Race Committee was also challenged by two hundred fifty meter-deep water. To anchor the marks, cinder blocks were tied together using manilla rope and attached to a one thousand meter ball of manilla twine. During the two minute descent to the bottom the anchor was often moved out of position by the current. Moving the marks was achieved by pulling the mark aboard and dragging it to the new location. If



With 103 boats, the traffic jam in the parking lot was minor compared to the starts and mark-roundings.

Photo - G. Martin-Ragel

the twine broke a new anchor was rigged and dropped. Retrieving the marks was the easy task; a sharp knife was used to cut the anchor line just below the mark. The deep water also made a square starting line virtually impossible to achieve. It took about thirty minutes to make any adjustment.

For the competitors the starting lines required a special strategy. The first challenge was to choose the correct end as the wind oscillated. The next was to start on the front row (with one hundred two other competitors) and away from the huge packs of boats. The strategy that Larson used was to get into the correct section at the five-minute gun and then avoid the packs in that area.

The language barrier was frequently evident. On shore an interpreter could always be found. But at crowded starts and roundings (all of them) sign language, body language and even boat language was used. The mandatory and courtesy hails were sometimes not understood and the intention of boats was not communicated as they normally are. For example, the intention to refuse room at the mark often was not understood until the outside boat turned and the door was closed.

The five days of scheduled racing brought a variety of wind and weather conditions. Monday's race one, (seven-legged windward leeward course) was sailed in a NE wind, three-four beaufort (seven-ten knots). The start was a little offshore and the weather mark was quite close to the beach. After a general recall, Larson started at the pin and was positioned to take to a left shift. He rounded second and passed *Jeepers*, P. R. Owen (GBR), on the run and managed to lead the fleet around the rest of the race. It became obvious that the key to winning was working the left hand shore-effect puffs, and the sooner you got to them the better.

Race two, another seven-legged windward leeward, was sailed after race one in similar conditions. The American Larson again won after a dogfight with Italian Claudio Recchi.



Photo - G. Martin-Raget

Above, it is easy to see where Monaco stops and France begins—where the trees start is the border. Below, the Maritime Alps rise out of the Mediterranean to make beautiful scenery, and sometimes an efficient wind block.



Photo - G. Martin-Raget

Tuesday, 26 October, provided the most challenging (read: frustrating) conditions of the entire regatta for both the sailors and the race committee. Race three was started in one-two beaufort (one-six knots) SW wind. After three legs, the wind died and the course became a parking lot with occasional zephyrs of wind. The signal to shorten-course was made. The final beat to the

finish was painful for all concerned. With first finisher Mateo Ivaldi (ITL), the regatta was official and the clock started. The rest of the fleet had just thirty minutes to drift across the line. Only thirty-one boats made it, with the remaining seventy-two boats each racking up 105 points and their throwout for the regatta. The fourth race was started after the SW wind started to blow again.



Photo - G. Martin-Raget

There were several general recalls before the race was successfully started. After the sun set and the breeze died, the race was abandoned. The unfortunate result was that the majority of the fleet spent the entire day on the water and never crossed a finish line.

Wednesday morning the competitors were held in the harbor until the wind materialized. Finally at about 1500, the race was cancelled. The shoreside postponements all day Wednesday and Thursday mornings allowed the competitors to see the Principality. Downtown shopping and restaurants were popular while competitors waited for the "AP" to come down. The Aquarium was nearby and popular among those willing to let the flag pole out of their sight.

Thursday looked like a repeat of Wednesday, however, after a two-hour delay the fleet was sent out into a romping easterly wind five-six beaufort (18-25 knots) with huge three meter swells. Boat preparation paid off here in that if you didn't finish, you didn't get good scores. Thirteen boats retired, one with a broken rig and eventual second place finisher and European Champion, Luca Santella (ITL), breaking a rudder. David Bedford, a past J/24 European Champion, lead this challenging race from the start to finish displaying solid boathandling and speed. The race committee had its share of problems in the

A broken rudder (above, left) did not prevent Luca Santella from claiming the European Championship trophy. Below, right, regatta winner Chris Larson and crew look on with smiles. Santella got the crystal, but Larson got the champagne!

conditions (Have you ever tried to set an anchor in two hundred fifty meters of water?) Larson continued his consistent finishes, rounding the first mark fifth and moving up to second. With a four-race total of 10.5 points, Larson and crew could sit out the final day.

The final race was sailed on Friday further offshore in a NE wind two beaufort (four-six knots). There was a substantial current rip in the middle of the course. Staying in the favorable current and playing the shifts, Benbow, Claudio Recchi, rounded the first mark in twelfth and found the favorable current to pass all eleven boats in front of her and stay there for the remaining five legs.

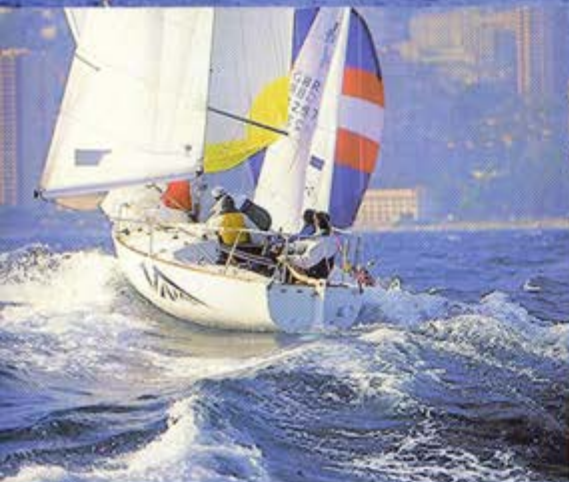
At the trophy presentation Chris Larson stood atop the winner's platform, while it was Santella who received the European Championship Trophy and the berth to the 1994 Worlds.

The 1993 Europeans was a landmark event which demonstrated the health of the J/24 Class in Europe. Mendemblik, host of the 1994 Europeans, sent two crews to Monaco. They took notes and they are ready. See you on the IJsemeer!



Photo - G. Martin-Raget

Photos on page 45 by G. Martin-Raget



Results of 1993 European Championship, Monte Carlo, Monaco:

1	<i>Osama Writing Instruments</i>	Chris Larson	USA	1	1	7	2	DNC	10.50
2	<i>Jadine</i>	Luca Santella	ITA	3	14	4	RET	2	23.00
3	<i>Jeriatric III</i>	David Bedford	GBR PMS	5	12	1	6		23.75
4	<i>Convicts On Tour</i>	John Ross-Murphy	IRL	33	4	14	3	3	24.00
5	<i>Kermesse</i>	Mateo Ivaldi	ITA	40	10	1	9	15	34.75
6	<i>Tuoni E Fulmini</i>	Giovanni Cassinari	ITA	29	3	8	20	9	40.00
7	<i>Vanna</i>	Niccolo Belloni	ITA	11	16	9	4	43	40.00
8	<i>Benbow</i>	Claudio Recchi	ITA	23	2	DNF	22	1	47.75
9	<i>Julia</i>	Penny Aubert	FRA	10	24	DNF	5	YMP	52.00
10	<i>Event-Placement</i>	Thomas Ross	GER	12	20	3	29	20	55.00
11	<i>Jet</i>	Massimo Tucci	ITA	2	DSQ	23	19	12	56.00
12	<i>The Lemon</i>	Mattias Wilson	SWE	5	DSQ	29	6	16	56.00
13	<i>Le Prince de Galles</i>	Eric Kitzinger	MON	18	23	DNF	7	8	56.00
14	<i>Johnny Lambs</i>	Pietro Nicolini	ITA	14	18	15	16	11	56.00
15	<i>Toposcatenato</i>	Claude Rodelato	MON	16	19	13	13	RET	61.00
16	<i>Vineta</i>	Giuseppe Murgia	ITA	4	28	22	10	32	64.00
17	<i>King J</i>	Roberto Tamburelli	ITA	58	32	5	26	4	67.00
18	<i>Anfitrite</i>	Ernesto Angeletti	ITA	21	15	21	43	10	67.00
19	<i>Jamaica</i>	Giorgio Tortarolo	ITA	22	P20	2	17	RET	69.00
20	<i>Yellow M</i>	Martin Gravare	SWE	8	25	17	23	42	73.00
21	<i>Mister Frescone</i>	Pierluigi Pibi	ITA	25	27	19	14	17	75.00
22	<i>Hemmasonen</i>	Lars Sparmarke	SWE	42	6	DNF	11	18	77.00
23	<i>Scaramouche</i>	Daniele Cassinari	ITA	31	9	16	32	RET	88.00
24	<i>J Dit</i>	Ercole Petraglia	ITA	37	38	27	25	5	94.00
25	<i>Local Hero III</i>	Bjorn Lager	SWE	24	17	DNF	12	44	97.00
26	<i>Swift III</i>	Ernst Swietelsky	USA	35	12	DNF	27	24	98.00
27	<i>Essonehundred</i>	Johan Setterberg	SWE	26	34	20	51	22	102.00
28	<i>Junior</i>	Marin Lovrovic	CRO	17	P20	6	36	4	106.00
29	<i>Head Case</i>	Jonathan Calascione	GBR	13	35	DNF	P20	25	109.00
30	<i>Jeepers</i>	P.R. Owen	GBR	7	36	DNF	18	51	112.00
31	<i>Tally Ho</i>	Manfred König	GER	49	21	DNF	30	19	119.00
32	<i>Binbow</i>	Giuseppe Recchi	ITA	RET	8	DNF	8	7	128.00
33	<i>Rabbit</i>	Giovanni Sommariva	ITA	19	47	DNF	40	26	132.00
34	<i>Jessica</i>	Ward Woods	IRL	52	22	DNF	35	23	132.00
35	<i>Paribas</i>	Sack Kisseoglou	GRE	23	30	26	62	48	132.00
36	<i>Sponsored By</i>	Thomas Cramer	GER	53	39	DNF	33	14	139.00
37	<i>Coincoin Dubois</i>	Michel Glaus	SUI PMS	55	11	50	28		144.00
38	<i>Biotonus</i>	Donskoff Boris	MON	41	P20	23	47	34	147.00
39	<i>360°</i>	Dario Luciani	ITA	6	DSQ	DNF	24	21	156.00
40	<i>Le Coq Hardi</i>	Roberto Ugolini	ITA	51	37	28	41	DNF	157.00
41	<i>Jade of Hoe</i>	Jean Pierre Prado	MON	48	P20	24	58	30	160.00
42	<i>Brivido</i>	Dani Colapietro	ITA	15	78	DNF	46	27	166.00
43	<i>Vivace</i>	Frans VanDerWel	NED	50	52	DNF	37	31	170.00
44	<i>Charlotte Creole</i>	Beppe Zaoli	ITA	65	P20	DNF	31	13	171.00
45	<i>Diva</i>	Luciano Montorfano	ITA	75	46	31	42	53	172.00
46	<i>Silver House</i>	Emmanuel Fontaine	MON	44	72	18	63	50	175.00
47	<i>Genova '92</i>	Larissa Moscalenko	ITA	69	26	DNF	48	35	178.00
48	<i>Lotar</i>	Darko Hajdinjak	CRO PMS	13	DNF	34	29		181.00
49	<i>Flirt</i>	Luca Cernuschi	ITA	45	57	DNF	28	54	184.00
50	<i>Jail Bait</i>	Fred Lafitte	USA	34	45	DNF	P20	40	184.00
51	<i>Trecentotredici</i>	Enrico Negri	ITA	20	29	DNF	38	DSQ	192.00
52	<i>Not Just Now</i>	M. Sheppard-Capurro	GIB	39	84	30	79	45	193.00

1993 European Championship Results continued:

53	<i>Grigna Pöla</i>	Roberto Authier	ARG	57	48	DNF	52	41	198.00
54	<i>Le Poissonniere</i>	Lars Ahlström	SEW	38	44	DNF	61	57	200.00
55	<i>Daiquiri</i>	Tullio Zanchi	ITA	54	49	DNF	39	58	200.00
56	<i>B.B.</i>	W. Giukyn Kuypik	NED	76	42	DNF	21	71	210.00
57	<i>Il Flauto Magico</i>	Gianfranco Putaturo	ITA	46	64	DNF	45	55	210.00
58	<i>De Gebakksdoos</i>	Kim Amons	NED	32	73	DNF	70	37	212.00
59	<i>(F.M.V.)</i>	Philippe Battaglia	MON	85	80	10	PMS	39	214.00
60	<i>Audren</i>	O. Bonnaud	MON	43	53	DNF	55	68	219.00
61	<i>Strawberry Taite</i>	Giuseppe Russo	ITA	60	74	DNF	53	36	223.00
62	<i>Canarino Feroce</i>	Aldo Samele Acquaviva	ITA	27	65	DNF	57	76	225.00
63	<i>Antigen</i>	Arne Krogmann	GER	62	50	DNF	56	59	227.00
64	<i>Buccia di Banana</i>	Sandro Montefusco	ITA	9	11	DNF	RET	DNC	230.00
65	<i>Magica Fata</i>	Riccardo Giondi	ITA	47	60	DNF	64	66	237.00
66	<i>Broxo Jet</i>	Alessandro Cortese	ITA	71	31	DNF	74	62	238.00
67	<i>Extralarge</i>	Arturo Mazzanti	ITA	55	63	DNF	66	60	244.00
68	<i>Kukal</i>	Danko Mandic	CRO	30	58	DNF	RET	52	245.00
69	<i>Vijf Kleine Kleutert</i>	J.W. Van Crevel	NED	64	P20	DNF	YMP	46	246.00
70	<i>Mastrotitta</i>	Vincenzo Ruggieri	ITA	70	71	DNF	75	33	249.00
71	<i>Paka</i>	Jens Mahnke	GER	63	P20	DNF	59	61	271.00
72	<i>Amadeus</i>	Tiberio Evoli	ITA	74	92	DNF	60	49	275.00
73	<i>Gradasso</i>	Alberto Floris	ITA	PMS	69	DNF	65	38	277.00
74	<i>Gap</i>	Peter V. Doornmalen	NED	77	56	DNF	68	77	278.00
75	<i>L'Allegro Bevitore</i>	Guido Santoro	ITA	DSQ	76	DNF	54	56	291.00
76	<i>Jeu de Quille</i>	Mousselon	FRA	68	61	DNF	72	P20	292.00
77	<i>Zaphod</i>	H. Chelache	GBR	78	43	DNF	67	DSQ	293.00
78	<i>Vento Blu</i>	Federico Michetti	ITA	72	85	DNF	73	64	294.00
79	<i>Matvraket</i>	Torbjörn Markgren	SWE	67	82	DNF	49	DSQ	303.00
80	<i>Festina Lente</i>	Vivian Caumeil	FRA	36	59	DNF	RET	DNC	305.00
81	<i>New Mollica</i>	Franco Pistone	ITA	84	81	DNF	83	63	311.00
82	<i>Mr. J</i>	Gaetano Allodi	ITA	79	51	DNF	81	RET	316.00
83	<i>Bay-Bee</i>	Klaus Schütt	GER	66	75	DNF	71	DNF	317.00
84	<i>Gio Gio</i>	Mauro Martelli	ITA	56	87	DNF	RET	72	320.00
85	<i>Far and High</i>	Katarina Josefsson	SWE	81	89	DNF	77	74	321.00
86	<i>Take Them to the Cleaners</i>	Ernest Josehp Felipes	GIB	86	83	DNF	80	73	322.00
87	<i>Moby</i>	Franco Mantovani	GER	82	P20	DNF	69	75	326.00
88	<i>Maluro</i>	Roberto Corvetta	MON	59	P20	DNF	76	RET	327.00
89	<i>Paperinik</i>	Riccardo Papa	ITA	61	P40	DNF	RET	67	338.00
90	<i>Inn Sufferable</i>	Ian Ilsley	MON	88	88	DNF	84	81	341.00
91	<i>Eagle Eyes</i>	Helena Sträng	SWE	DSQ	90	DNF	78	69	342.00
92	<i>Quick Step/Kilcullen</i>	Enda O'Coineen	IRL	RET	70	DNF	RET	65	345.00
93	<i>Gingerin' Up</i>	Francesco D'Asaro	ITA	PMS	33	DNS	RET	DNC	348.00
94	<i>Optique Pestre</i>	Robert Pestre	FRA	73	97	DNF	DNF	82	357.00
95	<i>Shining</i>	Sergio Orlandini	ITA	83	94	DNF	RET	79	361.00
96	<i>Le Roi Babar</i>	Eric Breaud	MON	80	DSQ	DNF	RET	80	370.00
97	<i>Dangerous But Fun</i>	Michele Perris	MONDSQ	91	DNF	RET	78		379.00
98	<i>Jin Seng</i>	Pierre Deleage	FRA	87	P20	DNF	82	DNF	379.00
99	<i>Grin Sovincentr</i>	Nikolai Federov	RUS	DSQ	P20	DNF	RET	83	398.00
100	<i>Leapfrog</i>	Patrik Salen	SWE	DSQ	96	DNF	DNS	DNC	411.00
101	<i>Lilypad</i>	Michel Gaveau	MONPMS	P20	DNF	RET	DNC		413.00
102	<i>Kookaburra</i>	C. Puech	FRA	DNC	DNC	DNC	DNC	DNC	420.00
102	<i>Meryl Streep</i>	Sebastian Josse	MONDSQ	DSQ	DSF	DNS	DNC		420.00
102	<i>The Kanembe Connection</i>	C. Kearns	GBR	DNC	DNC	DNC	DNC	DNC	420.00

'93 North Sails/Lake Champlain and District 1 Championship

by Paul Beaudin

Sunny and windy weather started the weekend for this year's event held on Lake Champlain. Nestled in between the Green Mountains and the Adirondacks, it is the largest freshwater lake in the United States, after the Great Lakes. Thirty-eight Js, with sailors from as far away as Europe, New Zealand and California, converged on the college town of Burlington, Vermont for the September 25-26 regatta.

The waterfront of Burlington provides an excellent venue for J/24 racing. The boats are launched and docked at the classic community boathouse, with the race course only a few hundred yards offshore. The lake is quite wide here—about ten miles—and delivers consistent wind patterns on open-water sailing.

Saturday's first race got off to a quick start in fifteen to eighteen knots of warm breeze. The pack was entirely overlapped at the first weather mark. Terry Hutchinson shot out first with local sailors, John Reynolds and Al Hobart, hot on his trail. These boats held their respective places throughout the race. In the second race, sailmaker Steve Ulian came on strong for a bullet, with Terry still in there for the second. Nancy Haberland showed a consistent third which would hold true for the regatta.

The third and last race of the day brought a very shifty breeze, mixing up the first beat to keep the regatta interesting. New Zealander Sharon Ferris caught the best shifts to round every mark in the lead. With the current leaders pinballing each other back in the pack, Bob Kraemer was second and Tip Kimball third.

The fleet retired to the dock to brush off those mismatched gelcoat marks from frequent bumperboats round-

ing the marks, then headed next door to Breakwater's for a great Rhythm and Blues barbeque, serving up, what many said, was the best spread of the season. We all had fun with the great give-away prizes provided by North Sails, Patagonia and Hall Rigging. As the sun set, the fleet descended on downtown for a little extra-curricular activity, the highlight being Rodger Voss, Fleet Captain of Lake George and District 7 Governor, and crew's chance encounter with Elvis at Nectar's. When asked what his key to success was, Elvis' reply, the hot tip of the night, "I don't need money, I'm Elvis!" So don't be surprised if you see "The King" crewing for Rodger on his aptly-named J, *Spirit*, at next year's event.

Sunday we got off to a civilized pace, with races starting at 11:00 a.m. The course was so close, it took no time to bang out a couple more races, getting back to the hoist at a reasonable time.

Hutchinson came on strong to take the race one, with Kraemer and Kimball again second and third. Reynolds was still in there with a solid fourth. The last race went shifty again letting Soling sailor, Peter Coleman, on a borrowed boat, jump in front to lead all the way around for the final. Reynolds took second, his final for the regatta, and Hutchinson did an amazing job of digging out of an earlier graveyard for a third to sew up the championship. Haberland, Ulian and California Girl, Melissa Purdy, all remained steady to round out the top five.

As part of the new "Northern Circuit", Burlington is a key stop for great fall freshwater sailing. With Montréal's Quebec Open held two weeks before and Lake George's Changing of the Colors the following week, J racing is alive and well in the northeast. Come on up and see us next year for an even bigger and better circuit. This will give you a chance to test the waters for the '95 North Americans to be held in Montréal.

If this shot were taken four months later, these J/24s would be iceboats and the crews feeling a bit chilly!

Top Fifteen Results from North/Lake Champlain/District 1 Championship:

1. Hutchinson	1	2	7	1	3	14.00
2. Reynolds	2	12	5	4	2	25.00
3. Haberland	5	3	6	10	13	37.00
4. Ulian	4	1	9	8	17	39.00
5. Purdy, M.	6	6	8	9	12	41.00
6. Kraemer	10	7	2	2	24	45.00
7. Wiggins	7	14	4	11	10	46.00
8. Kimball	26	16	3	3	6	54.00
9. Jordan	12	4	20	6	16	58.00
10. Ferris	17	25	1	5	11	59.00
11. Coleman	16	10	18	18	1	63.00
12. Dressell	15	9	21	17	4	66.00
13. Brush	9	19	29	7	7	71.00
14. Hobart	3	17	12	13	27	72.00
15. Voss	8	8	15	30	25	86.00



Photo by Jerry Williams

1993 Changing of the Colors Regatta

by Rodger Voss



Author and race participant Rodger Voss sailing in front of the characteristically "Adirondack" Lake George Club.

It never ceases to amaze the Lake George Club Race Committee how we have been able to draw such a high caliber of J/24 competitors to our Changing of the Colors Regatta year after year. We do have a tremendous following within our own District 7, however as well, we draw a very strong contingent from Vermont, Canada and a couple of east coast fleets. What amazes me is that we had seventeen new competitors this year and did not have to turn anyone away.

We think one inducement is our Perpetual Fleet Trophy awarded to the top three finishers of a visiting fleet. For several years running, Lake Champlain's Fleet 23 has walked away with the trophy. This year Newport's Fleet 50, with finishes of first (Betsy Alison), third (Geoff Moore) and twelfth (Fauss Hull), was presented the coveted trophy with the stipulation that they come back to take on the challenges of Fleet 23 and the other fleets again in 1994.

Another motivation could be that our COC is the final regatta of two circuit challenge series: The Northern Circuit Challenge and the District 7 Challenge Cup Series. Both series' results are dependent on how well one does at Lake George. This year's Northern Circuit winner was Andrew Wiggins from Quebec. This coming season, District 7 will be reactivating our series. You can only imagine what the trophy table looked like with all of that hardware on it. Let alone the COC regatta trophies going to the top five boats and their crew, Fleet 24's Championship season trophies were also awarded. First place to Rodger Voss on *Spirit*, second place to Harvey Davis on *Impulse* and third place to Jon DeSantis on *Cheers*. We even give one for the Best Local Boat finishing in the COC Regatta. It was presented to Voss and crew.

From all of the compliments we receive year after year, I think everyone would agree that it is the hospitality of the Lake George Club that makes our regatta so popular. This

year was special due to the fact that dinner was served—to two-hundred and thirty people! No buffet lines. It was very elegant, for a while that is, until the upper level brigade launched an assault on those on the main floor. It was a "War

of the Rolls" for about five minutes. No fatalities; nothing spilled; all were survivors. Sailors will be sailors. Following dessert, our DJ turned up the music and got everyone in the mood for dancing and crowd-participation contests. Highest recognition honors went to Placido (Aiden King) and Luciano (Peter Fleckenstein) for their lip-sync opera talents during the "Macho Man" contest. A few clothes were shed for the all-female panel of judges in the spirit of the contest, of course.

The racing! Did I mention the racing? The wind was incredible on Saturday. Small jibs and lots of tacks were the order of the morning. With an offset mark to windward and using the leeward gate concept, the fleet found that the port layline was not the place to be. And although most everyone headed away from shore after going through the gates, those who went in did not lose. The race courses were far too short, however, for the strength of the wind. In trying the windward-leeward course, the committee just could not set a long enough weather leg. Although the races were short, the tight

roundings and crossings made boat handling very important. No one on the boat had a chance to relax, especially during the knockdowns on the downwind legs. All things considered, I think everyone felt it was a good contest. Starting was critical, no doubt about it.

On Sunday, the committee sent us out on the lake while trying to figure out whether the wind was going to be westerly, southerly, northerly, or easterly. Yes, it did all of the above and then died. The results from Saturday held and Betsy Alison of Newport and her crew received top honors.

Thanks to all of you who attended. With reaching our cap of fifty boats for the third year in a row, our local District 7 members, as well as our regulars, know how important it is to return the entry form within the first week it is received. Class membership and boat certification is required and we offer a discount for US Sailing members. If you have not received a notice of race in the past and are interested in being added to our mailing list, please give me a call.

Top Fifteen Results from 1993 COC:

1. B. Alison	<i>Whatever</i>	5	.75	4	.75	10.50
2. J. Pearson	<i>Tickled Pink</i>	.75	3	7	6	16.75
3. G. Moore	<i>Not To Worry</i>	2	9	.75	13	24.75
4. Brush/Fastiggi	<i>Snowbird</i>	17	11	2	2	32.00
5. J. Kerst	<i>Instant Karma</i>	6	14	5	7	32.00
6. A. Wiggins	<i>Party Shoes</i>	3	7	9	19	38.00
7. A. Hobart	<i>Slippery</i>	4	15	18	3	40.00
8. D. Baird	<i>Calamity J</i>	24	5	3	11	43.00
9. J. Dickquist	<i>Little Feat</i>	15	4	13	18	50.00
10. S. Lopez	<i>Elvis</i>	7	12	8	25	52.00
11. J. Reynolds	<i>Downtown</i>	8	20	16	9	53.00
12. F. Hull	<i>Skeleton Crew</i>	27	6	20	8	61.00
13. J. King	<i>Peggy</i>	26	2	33	4	65.00
14. E. Benson	<i>Synchronicity</i>	19	8	11	27	65.00
15. F. Flannery	<i>Kantagree</i>	11	17	35	10	73.00

So. California Yachting Association Midwinters

by Bill Worsham

Los Angeles in the 90s. Drought...check. Riots...check. Floods...check. Wildfires...check. Earthquakes...check. Mudslides...check. Tax increase...check's in the mail. Isn't it '96 yet?

As much of the country was in the deep-freeze, two Pacific storms threatened, but did not dampen, the J/24 venue of the 1994 edition of the nation's largest regatta. Over twenty-five Southern California Yachting Association member yacht clubs all across Southern California and Nevada hosted an array of one-design, handicap, land-sailing and model yacht classes. After having assured the San Francisco contingent of five boats that freeway damage from January's magnitude 6.6 Los Angeles (Northridge) earthquake would not affect them, the same freeway was nearly closed in the mountain pass above Los Angeles due to wind and ice from an incoming storm on Friday.

Fortunately, the weather predictions deterred few sailors. Although it was raining at the yacht club and snowing in the local mountains on Saturday, the sun shone brightly on the Pacific Ocean off Marina del Rey as twenty-five boats raced in the same location and conditions as the 1993 J/24 US Nationals. Not surprisingly, similar results followed. Vince Brun and crew on just-lunched hull number 5014 topped the fleet in moderate wind and very lumpy seas on large swells, taking three bullets to win by more than six points. Bob Little, driving *Fat Tuesday*, finished a strong second while Seadon Wijzen helmed District 20 Governor Don Oliver's *Casual Contact* to third. District 21's version of the J/24 Standard Sailing Instructions made for familiar racing rules. Five-leg windward-leeward courses were sailed for all races, and the one-minute rule was in effect for all starts, with VHF radio recalls. Aside from the regatta leaders, noteworthy races were turned in on Saturday by *Sheila*, *La Vitesse*, *Grinch*, *Speedy Blue* and *Whiteout*.

The fleet avoided the wet stuff again when a second front dumped plenty of rain Saturday night, leaving mild temperatures and a moderate easterly wind in its wake. That made for a nice spinnaker run to the starting line, but the impending seabreeze stifled the offshore flow about the time the start went off for race four. Sailing upwind in zero to two knots with huge following swell to a mark located six hundred yards from the beach was not easy, but the fleet managed to claw around the mark and avoid the sand in about thirty minutes. With a large spread between first and last place (me!) and short course legs, the race committee was stuck with its mark locations as the southwesterly breeze filled, resulting in a reach-a-thon for the remaining legs.

Notable finishes were posted in race four by *Duct Tape* which led at the weather mark, fell to third and battled back for the gun, and *El Morochuco* which came from deep in the pack to post a top ten finish. *Escalation* and *Maja* each captured their lone single digits in that race. Although there was no blimp (see February, 1994 J/24 wall calendar), race five went off without a hitch in better breeze to complete the series, marked by high finishes by *La Vitesse*, *E2* and a very strong Sunday showing by *Downtown Uproar* after a tough first day. *Gunba*, stung with a seventeen in race four, used

three top-three finishes to gain fourth overall ahead of *Fluid Ice* and *D-Wing*, which epitomized top-ten consistency.

Thanks go to all of the volunteers from Santa Monica Yacht Club for the race management and hospitality, and to Fleet 49 member Nadine Franczyk for weighing all the crews. Everyone is looking forward to returning to SMYC in 1995. Any more L.A. disasters to come? How about the Lakers, Kings and Rams?

1993 Noroton Columbus Day Regatta/District 3 Championship

by Lee Morrison

With three firsts and two thirds, Ken Read won this year's Noroton [Connecticut] Columbus Day Regatta/District 3 Championship three and one half points ahead of fellow Newport sailor, Jens Hookanson. In fact, Newport boats took four of the top five finishes and won every race except number three. Britt Hughes and crew, from Milford, CT, was the top amateur team. They finished seventh, winning a set of spinnaker sheets from sponsor, Hall Rigging.

Saturday's conditions were typical of patterns preceding the approach of a cold front, with velocity picking up from eight to fifteen knots and the wind slowly backing to the Southwest. Three races on 2 1/2 mile windward/leeward courses kept the fleet racing until late in the afternoon. On Sunday, a classic northerly filled in complete with strong gusts and twenty degree wind shifts. Most of the competitors started the first race with little jibs, then switched to genoas downwind. All of the top boats were quickly shifting gears, however, the winners figured out how to stay on the lifted tacks longer. The last race was an Olympic course with two-mile legs, finishing just outside of Noroton Harbor.

To ensure proper management and eliminate a need for town facilities for trailer storage, the event was limited to forty entrants. Unfortunately, the limit was met two weeks ahead of time, forcing fourteen potential entrants to be turned away. We apologize to these crews and encourage them to send their entries in earlier this year. In 1994, the Noroton Columbus Day Regatta will be the District 3 qualifier for the 1995 Worlds to be held in Rochester, NY. Our event will be limited to the first fifty paid entries received on an official entry form. Members of the J/24 Class in District 3 will be sent a notice of race containing an official entry in mid-August. Two weeks following, entries will be sent to Districts 2 and 4 and to requests outside of those areas. This gives District 3 Class members a two-week head start to get their entries in. We look forward to seeing you over Columbus Day Weekend!

Many thanks to Regatta Chair, Bill Thompson, and US Sailing Senior Judge, Kiki Couch, heading the jury. In the fleet of forty-seven, there were only three protests over the five race series.

Results:

1	Ken Read	8.25
2	Jens Hookanson	11.75
3	Brad Read	25
4	Desrosiers/Treat	29
5	Andy/Bill David	47

Fleet 49's Champagne Series Brings a Bit of Normalcy to Southern California Earthquake Territory

All three Champagne articles by Bill Worsham

Races 1 and 2 of South Bay Yacht Racing Club's five-race *Champagne Series* were sailed on Sunday, January 23. Forecasts of rain from an approaching front were premature as a beautifully clear blue sky and clocking southwesterly breeze emerged from early morning clouds. Contrary to what the rest of the country was led to believe, life goes on in Southern California after the 6.6 earthquake suffered the previous Monday morning. Ten J/24s were on the line, the largest class in the fleet and testament to the new local emphasis of the 1994 Fleet 49 schedule. Fleet member Wally Hollyday headed a phone campaign which ensured that skippers would be out for the race and helped with crew placement. Other classes on hand were Schock 35s, PHRF, Martin 242s, Cal 20s and Santana 20s.

Fleet 49 began the 1994 sailing season in race one with a competitive first start which resulted in a general recall. The second start was clean in five knots of breeze. The entire fleet stayed left in a tight pack with the exception of *E2* who took sterns initially but was rewarded with clear air, water and leverage for a right shift during the two-mile beat. After *E2* consolidated the early lead by digging back to the middle from the right side, *Whiteout* crossed astern to become the right-most boat, and five minutes later was the new leader. The fleet was closely matched the remainder of the beat, with *Whiteout*, *E2*, *Duct Tape* and *Speedy Blue* rounding in order.

The long, three-mile run gave plenty of tactical opportunities, with several places changing hands and *E2* able to take the lead, again from the right side of the fleet. *Free Lunch* battled *Duct Tape* down the run for third place along with *Speedy Blue*. *Whiteout* rounded the leeward mark close astern of *E2*, and a pack converged shortly thereafter. The fleet was engulfed in a wind hole in sloppy seas shortly after heading back up the one-mile beat for the finish, and *Whiteout* sailed over the top of *E2* as the breeze returned, retaking the lead and holding on for the gun. *E2* pinned a charging *Duct Tape* to the left, sailing beam-to-beam and held on for second. *Free Lunch* came reaching in from the right corner to steal a beep-beep finish from *Duct Tape*, with *Speedy Blue* crossing fifth shortly thereafter. *Lago*, *Flying Squirrel* and *Fever Pitch* finished within forty-five seconds in the next group, while *Gunba* and *Pinball Wizard* suffered without wind the longest to follow the fleet.

The breeze built significantly during the break with the second start going off in twelve knots and lumpy seas. The course was out-and-back twice around to "A" mark in the circle. Half of the fleet, led by *Free Lunch*, sailed straight to the left corner and overstood the layline to the closer, one-mile weather mark. *Fever Pitch* called the correct layline and just held off the reaching port tackers to round first, ahead of *Gunba* and *Free Lunch*. *Whiteout*, *Pinball Wizard* and *E2* followed. The one-mile run was straightforward in the backed breeze, and the top three boats battled for the lead around the leeward mark and up the second beat. *Fever Pitch* could not hold off *Free Lunch* and *Gunba*, who rounded ahead at the weather mark. *Free Lunch* held off *Gunba* to the downwind finish, with *Fever Pitch* close behind in third.

The fleet sailed into the marina under spinnaker toward

a spectacular cloud display from the incoming weather system. Several boats were accosted by a Sheriff's Patrol boat which announced that spinnakers were not allowed inside the breakwater. This was a new one to most of us since we were not racing at the time. If anyone can clarify this point, the fleet would love to hear from you. Since the boat I was sailing did not have its new orange "94" sticker, I wasn't inclined to question the Sheriff, and we reached with the genoa.

All in all, it was a great sailing day. The words "wind" and "chill" were never connected, except in reference to the Buffalo-Kansas City football game on the radio, and a sweatshirt was sufficient for most of the day. An added bonus was a temporary but therapeutic respite from the after-shocks still being felt on shore.

Post-race festivities were hosted by SBYRC at the Pacific Corinthian Yacht Club facilities, where videos of the day's racing were shown while hors d'oeuvres and adult beverages were consumed. The fleet exchanged earthquake stories and discussed the upcoming SCYA Midwinters in February. Trophies of champagne were given four-deep for the Js by SBYRC which meant that six different boats hit the board at least once.

Champagne Three and Four

February 13 was the day South Bay Yacht Racing Club's races three and four of the *Champagne Series* took place. Once again, the Js made a strong showing of eleven boats, bringing the total number of Fleet 49 members participating to fourteen for the series, and again fielding the largest class in the fleet. The windward-leeward courses on the Circle were a good tune-up for the Southern California Yachting Association Midwinters to follow the next weekend.

Race three began in an unusual offshore breeze which meant sailing upwind toward the huge American flag on the breakwater. This made the tacticians' job a bit easier during the first beat, as shifts and breeze were indicated two hundred yards to weather of the mark. However, the wind died for half an hour and shifted to a more typical seabreeze direction, reversing such that the weather mark became the leeward mark and vice-versa. The six-mile course was completed in just under two and a half hours, with *Sheila* taking the gun, followed by a close finish between *Flying Squirrel* and *Fat Tuesday* for second and third.

With five classes to start and only two hours of daylight remaining, the course for race four was out and back, two miles total, in a freshened seabreeze. *Free Lunch* nailed the weather end start and got around the weather mark first, holding on to win. The first seven boats finished within one-minute-twenty-five seconds of *Free Lunch*, including *Whiteout*, *Fat Tuesday*, *Fish Lips*, *Grinch*, *E2* and *Sheila*, with all eleven boats finishing within three minutes. After four races, *Free Lunch* comfortably lead in the overall standings with 9.5 points, followed by *Whiteout* with 15.75 and *E2* with 17.

Champagne Five

Race five of the SBYRC *Champagne Series* was held in beautiful conditions on Sunday, February 27. The Southern California Yachting Association Midwinters (February 19-20) took its toll on attendance in all of the fleets, including the J/24s. Five boats made it to the line to sail in the twelve knot seabreeze and typical lumpy water.

Due to the low turnout, *Free Lunch* needed only to finish to take home the overall first place bubbly. Throughout the race they did much more than that, leading around every mark of the eight-mile windward-leeward, three-lap course. Right in their wake, a more intense battle was taking place for second overall between *E2* and *Whiteout*, who were rarely separated by more than three boatlengths. *Fish Lips*, hampered by an over-early call, and *Lago* rounded out the fleet.

With the first three boats separated from the rest at the final leeward mark, *E2*'s only hope to take over *Whiteout* in the series standings was to beat *Free Lunch* and keep *Whiteout* in third. As all three boats converged on the clearly-favored port-end finish buoy, *Free Lunch* led *E2* on starboard tack, while *Whiteout* charged in from just above the port tack layline. When *Free Lunch* was unable to lay the pin, *Whiteout* crossed them and met *E2* at the buoy, shooting head-to-wind to touch the line first as *E2* crash-tacked onto port within inches to avoid a collision. *Free Lunch* tacked over and shot between the two to cross the line seven seconds later. The protest decision and the race win went in favor of *E2*, while the videotape of the finish taken from the committee boat entertained the bar crowd. *Lago*, sporting a giant Swiss flag flying from the backstay, sailed a clean series to take fourth place overall.

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Fish Lips and Fat Tuesday battling it out off of Marina del Rey in February.



Lake Geneva's Fleet 96 Hosts 1993 Great Racing Regatta

by Mike Kurzawa

They were not of this world...they wore special clothes...talked their own language...ate exotic foods...had their own ladder...didn't borrow tools...were impervious to weather...usually went the right way. To Lake Geneva, Wisconsin, for the Great Racing Regatta on October 9-10, they came from Minnesota...Lake Minnetonka, in particular; they came prepared. And they sailed really fast...right away. Comfortably winning race one, race four by nearly two minutes, and leading race two by a whole lot before some other guys got in the back door. Impressive. Unfortunately, our scoring system doesn't yet reward big leads. But the spectators know who to watch. What else would one expect from a Bowers—Steve Bowers, in this case—and his very fine crew of Sandra Becker, Steve Sundquist, Dan Buesing and, always remarkable, Matt Ratliff. All together eight hundred forty pounds of nice folks. Just follow the yellow-and-blue-striped spinnaker.

Actually, *High Heels* had company and was tied after that first day with the only other Minnetonka boat—last year's winners, David Ferguson and John Loomis, on *Lead Sled*; these guys always sail with incredible consistency, always in there, always top competition. Nice guys, too. Sunday's first start congestion, though, kind of pulled-the-plug on dreams of another regatta title...well, maybe!

Speed was no-problem for Milwaukee's Paul Boemer and his *Alpha Wave* team—definitely the most-improved performance from '92. Finishes of 2-3-2 in this continually-improving-regatta-fleet is something to be proud about and so much more fun at this end of the fleet—what a view! (What a country!) A last-race recovery should have accumulated enough confidence to last through any Wisconsin winter; a well-deserved third overall and third in the combined Super Regatta Standings. (Don't change anything for '94.)

Also much improved for '93 was Alex Meleny out of Wilmette, and Sheridan Shores' Chris Chatain helping to call some of the shots. The top four-man boat with three third place finishes and a matching individual best-performance on Sunday. *Layla* really only faltered by being one hundred pounds light in crew and a little short-handed for really quick sail changes (race three). A tough, rough job for four when the conditions become demanding. Well done...just the same.

The rest of the forty-three-boat fleet was led, at times, by Ned Lockwood's *Coal Pile Express* (what does that mean?), Scott Lammers' *Intuit*, Mike Dow's *Flying Toaster*, Doug Kracht's *Fear and Loathing*, Eric Hood's *Jade II*, John Mick's *Spot*, Ontario's Steve Wells' *Ramsclian* and *Red Eye Express*, belonging to Ken Himelright. Guys who did not make it (but tried) include 2XS (Dave and Bernie) which earlier in the season experienced a bit of a mishap, was repaired and will be raced (and partied) at the New Orleans' Midwinters. Also, Andy Kern's #3444 (winner 1990) rolled-over en route while trying to avoid something from "Jurassic Park" on the tollway (hope he got his money back); the yacht is not expected to recover—sorry, Andy!

It all started Friday—boats arrived, got ready, enjoyed



Steve Bowers looking quite satisfied after winning the regatta.

the sun. But then the Minnesota *High Heels* showed up with a near-Arctic blaster in tow. Saturday's opening race found the wind speed and the temperature about the same—39°F. To the fleet's credit, all but two put-it-on-the-line and on-time; nearly all finished in good (slightly chilled) form; they, too, had come to race—and to race well. So it was jibs and a good long windward-leeward deep into Williams Bay. Those to middle and north did better. Bowers rounded first, then Meleny, Chicago's Mike McKearnan third, Ed Leslie, driving Kathy Romanek's boat *Party at Ralph's*, fourth, and then *Sled*. Meleny took the lead around the first leeward but Bowers grabbed it back upwind with an increasing lead. Ferguson and Loomis powered into second, Meleny taking third, then Leslie (at seven hundred eighty seven—they could almost sail with six!) fourth, and Dow's *Flying Toaster* fifth.

Race two: Moderating northwesterly at eight to fifteen, lightening as the race progressed. At the top mark it was Bowers, Canadian Steve Wells, Hood, Russ Sobotta and Boemer. Starting the second upwind leg Bowers had a commanding lead—too much, in fact. He logically elected to take a long south shore port tack east looking for new wind, but boats further back found something from the west first, then cut inside. Larson/Schultz took over the lead to the finish, Boemer second, Lammers third, Bowers and Ferguson at four and five, respectively, showing skill in adversity. Regatta chutzpah award goes to Lammers who, for no apparent reason, put *Intuit*—with chute flying—over on its side and the crew in the lake, or nearly so. In no time, the keel was

back in the lake and they eventually finished third—the nerve!

Race three: Short, six-mile Olympic, more northerly—eight to fifteen—usually light; mark was south of bay, west of center; windward leg a little short for this fleet; jams at off-wind marks. (What is this...short-track racing?) Lockwood lead all the way, finishing under a harvest-gold sunset. *Tramp*, steered by Larson, upped it from fifth to second. Again came Boemer, and Wendell Sherry of Geneva in fourth, with Kracht in fifth and just ahead of the pack. Hood lost a halyard around the gybe mark, thereby dropping from third to fifteenth.

Race four: Sunday. Gorgeous sunny fall day; SW five to fifteen; major wind streaks; start is west of Cedar Point; top mark deep in Fontana; long windward-leeward; one restart; start was almost everything. Although the line was square to the wind prevailing in the starting area, the windward mark was very much to the west (right). Those who went right (port) early sailed a shorter distance to the mark. They also got to the new, stronger wind sooner. Those on starboard sailed away from the mark, perhaps looking for a better port slant into the mark, or perhaps not understanding where the mark was, relative to the wind patterns. Those going south (starboard) early and too long eventually found the subsequent port pushing them down with the wind in their faces (instead of off the side)—a very un-fun feeling. Bowers went right early and was gone—big time—forever. Boemer, too, was a comfortable second and gone. This was Meleny's finest race, coming up through the fleet to grind down Lockwood for third—a great match to watch. Wayzata's Terry Foster came in fifth. A long race on a great morning; a fun race if you went the right way. Should it always be so?

Race five: Wind NW to SW to W, lighter, kind of goofy; started in westerly, middle of lake; 1 1/2 mile windward-leeward. Hood starts most-leeward, taps south shore and leads around and around in the tricky on-again, off-again light stuff. Steve Schalk's *Passion Play* found the first mark second—to cheers from the Geneva crowd—but lost ground on a gybe under a parade from spinnaker-city. Meleny was third all-around, too—a fine job of concentration. Ferguson and Loomis climbed, as usual, from fourth to second, ready to claim another regatta title should Bowers fail to come through...which he did...recovering from about twelfth to fifth for the regatta. Boemer made a comeback too. McKearnan's *Boondoggle* worked the first leg to the middle/north, (instead of south) eventually taking fourth.

There were a few protests and only one notable collision, matters which were resolved by our judges Martin Ford, Bill Sills, Sandy Sundberg and yours truly (who also did the scoring - getting it almost right after a few tries). Most of all, the "great" part of this regatta begins with a race committee bound and determined to get the starts, courses and finishes right, besides exercising a very large measure of overall good judgement. If all of this were so easy, there would not be a premium on a job well-done. For another year, we graciously thank Gloria Melges and Jane Pegel who were assisted in this regatta by Kate Goes and Helen Sherry. Thank you to our many sponsors and to each competitor for making this such a successful event.



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Bermuda's Year In Review

by Jonathan Dyer

With the water-based portion of the sailing season finally drawing to a close and the land-based portion looming large, the Bermuda J/24 fleet can look back on a very successful year for motivation during the long months of sanding, painting and caulking ahead.

International Race Week was one of our best yet with teams from all over the USA. As usual, the sailmakers were well-represented, as were the J/World instructors and, between them, they threatened to dominate the event. It was Annapolis' Naval Academy team, however, that came through in the end to win it for us amateurs. In true Naval fashion, they even recruited their own cheering section by stealing a waitress off a Hamilton cruise ship for the week.

Then, of course, there were the Colorado Cowboys who would never let a serious race get in the way of a good party. These bow-tie clad lunatics brought new meaning to the name 'High Plains Drifters' and introduced the local fleet to some new tactics: the "ghost ship maneuver" was a stirring sight, charging in on port tack with the skipper prone and invisible in the cockpit and all hands below deck; And who could forget the helmet-wearing, "nothing drives like a rental" kamikaze charge for the start line...

The partying was excellent and in true J/24 fashion with more food, drink and Milnes' than you could shake a spinnaker pole at. Our hats off to Kate Williams, Michael Emery and John Musson for their Herculean efforts.

Our encounter with the Colorado Cowboys got us an invitation for team racing at ten thousand feet on a man-made lake nestled in the snow-capped mountains surrounding Dillon Yacht Club in Summit County, Colorado. Conditions were surreal, to say the least, with air temperature 90°F, water 45°F and glassy calm, wind - zero to five knots with gusts to thirty-five knots and clocking around up to 180° with every passing cloud. The boats were great; planing off the wind was incredible and gybing was downright hair-raising. All this in some of the most gorgeous scenery imaginable.

We fielded five crews of four (and actually got the same number back afterwards) over the Cup Match weekend, but unfortunately conceded the racing 1:3, despite some brilliant individual showings. The hospitality was first-class and we even found time between the racing to do some white water rafting and dry luge runs.

The Nationals—well we all know about the Nationals. If light air makes the sailor, then those of us who showed for the second day deserve doctorates. The conditions were definitely challenging and the quest for a weight advantage left several crew and a healthy portion of the beers on the dock. Trevor Boyce proved, once again, that he is still king but was fiercely challenged by Kate Williams in second and Bob

McCutcheon in third.

The Saturday racing has seen much shuffling of the leader board with each succeeding series. After Race Week there was a noticeable improvement in sail trim and boat handling right across the fleet. One boat learns a new trick, gains an edge and is soon copied as the rest adapt to close the gap. The level of sailing is constantly improving from different quarters and the fleet can only benefit from this.

Special mention must be made of the two new skippers in the fleet this year—Alan Paris and Colin Jones. Both have made massive strides in ability since the season opened, going from duking it out for last place between them to harassing the regulars with confidence. Lately, Alan Paris has been featuring in the top three fairly consistently and both these skippers and their crews will be significant players in the coming year. Keep it up guys!

Some of our hard-core skippers do not get enough from Saturday racing and take the old bruise maker out on BOCA jaunts as well. For some, reaching up the south shore for four hours in four foot seas on a twenty-four foot boat may not appeal, but with a handicap that looks like a telephone number, we stand a pretty good chance of collecting some hardware. For most of the season, Kate Williams and her stalwart crew of diehards were the only ones brave/crazy (pick one) enough to do it, but they were joined midseason by Rob Gibson and Paul Brigley for the Longtail Weekend.

The racing was fine but it got really interesting on the second day when a forty-knot squall moved in out of a clear blue sky. Broaching in driving rain is not really so bad as it hones crew cohesion and helps clean those hard-to-reach places like spreader tips. A novice on Kate's boat was heard to remark that she could see fish through the mainsail window!

With the returning cast of regulars and a couple of new gunslingers looking to make their mark, the J/24 fleet looks set to enter the 1994 season with almost as many boats as it started with in 1993, despite the best efforts of the IOD fleet. Sometimes scorned by "serious sailors" as hard to drive, these agile craft continue to surprise us with the amount of performance that can be coaxed out of them with practice and determination. This is a design with a lot of good racing left in it and the skippers and crews to bring it out. Bring on '94.

The Great Bermuda Hardware Handout

by Jonathan Dyer

Although the open bar may have contributed, most of the J/24 skippers were completely oblivious to their standing on the eve of the Royal Bermuda Yacht Club prizegiving. In the J fleet, the purist pursuit of racing has always taken precedence to the baser desires for recognition from one's

peers...NOT!!

There cannot have been much doubt in Michael Emery's mind, however, considering how he had his way with the fleet this year. Mike took first place overall for the year with fewer than half the points of his nearest competitor. Mike's victory was no doubt aided by his unique understanding of the right of way rule #36. That's OK, Mike, I hear Kate, John and a few others have got their hands on some bronze IOD bow fittings. See you on the course...maybe.

Not quite hard on his heels but within hailing distance in second place was Alan Paris, Mike's former foredeck and fresh to the helm this year. As the restaurant manager at Lantana, Alan is more accustomed to serving prime rib and quail but he served a hearty helping of crow to the more experienced skippers in his wake this year. Congratulations Alan and may the wind be on your keel next year!

John 'Screaming Reach' Musson, known for taking the scenic route around the course, banging the corners, "just to make sure they're still there", took a well deserved third place for the year. John is a real stickler for details. When he broached in a heavy air gybe on the second-to-last race day, he noticed a barnacle clinging impudently to the bottom of his keel. Incensed, he promptly dispatched a crew person over the side to rectify the situation before he completed the maneuver. Well, that's the story anyway and he's sticking to it.

Kate Williams, despite a good showing in the Nationals, took fourth for the year, proving that a bikini does not constitute a significant weight advantage. But hey, Kate, don't take my word for it, please!

Bob McCutcheon and John Neal (fifth), Bernie Fretwurst (sixth) and Michael Butler (seventh) all must have taken up poker or golf or some other disreputable sport, being conspicuously absent for large portions of the season.

Colin Jones has been improving steadily throughout the year, his starts have been particularly good. It is amazing how much clear water you get when you have 'L' plates on! Colin took eighth place but, for what it's worth, was not last.

Theresa Chatfield has, to put it mildly, had a year she will never forget as she collected ninth place overall but did have a smashing excuse! Yes, Theresa, God is a man and he owns a boat yard. Good luck with the Tornados and the sprog.

Following the prizegiving, the J fleet converged on the Royal Hamilton Amateur Dinghy Club for the fleet dinner. Class Captain Kate Williams in a brief address expressed thanks to the RBYC Race Committee for their hard work throughout the year in setting courses and keeping score. She went on to thank the RHADC for their kind indulgence in the use of their facilities, particularly during Race Week. She thanked the members of the J/24 Class Association Committee for their work behind the scenes to keep the Class functioning and even prospering. And finally, she thanked everyone who comes out and sails every week for keeping the fleet active and competitive.

With this warm and fuzzy moment behind us, the festivities kicked into high gear. Joseph and Chef René had done a fine job on the food, but some of the best roasting was reserved for the floor of the dining room. In a break with tradition, skippers, instead of crew, were asked to roast other skippers.

Alan Paris, distinguished by his dapper duds, committed a major faux pas in Colorado during the recent team

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racing. He wore a very fetching floral print silk neck-tie to the prizegiving at the Corona Cantina, Mexican eatery and gas works. The locals, sporting the finest in rawhide and stone-washed denim, took exception to this gross breach of dress code. With the aid of a pair of shears, they ceremoniously severed the offending article, returning half to Alan and mounting the other half over the bar next to a splendid fourteen pound river bass.

As a booby prize, Kate Williams presented Alan with a new suit to wear with the remnants of his tie. There were, however, a few adjustments to be made. Kate, ably assisted by Shigla Tasker, proceeded to carve the shirt, jacket and pants into pieces with a gusto bordering on frightening. Alan, to his credit, wore his new ensemble back to his seat.

John Musson, in a rare foray into his rule book, presented Michael Emery with a printed copy of Mike's apparent interpretation of Rule #36 on right-of-way. It included such gems as:

- 36.1 If the Starboard boat does not hail, the Port boat has right-of-way.
- 36.2 If the Port boat does not hear the hail, the Port boat has right-of-way under 36.1.
- 36.3 If you take the Port boat to the protest committee, you're a boring old #@&!!.

Alan Paris gave John Musson a life ring to help him retain crew he keeps losing over the side, although he would have done better to give him a net to retain crew he loses to other boats! Mike Emery gave Mike Butler a new watch to get him to the race course on time. Paul Brigley gave Bob McCutcheon a picture of the stern of *Anarchy*, presumably the only part he would recognize. Colin Jones gave Paul Brigley a tee shirt explaining that his crew had finally united—against him. Bob McCutcheon gave Kate a banner on Trevor Boyce's behalf, thanking her for conceding the National Championships to Boyce for one point.

Mike Butler rounded out the evening by giving Colin Jones a very special introduction to boat ownership with a practical demonstration of the old saying, "Sailing is like standing in the shower, shredding dollar bills", with the aid of a jug of ice water and a fist full of monopoly money.

Chile's Class Continues To Grow

by Enrique Vallejos S.



Algarrobo, eighty miles west of Santiago, hosted twenty eight boats for the Chilean National Championship in October and November. The winds were typical to the area in the Spring—ten to twenty knots, gusting to thirty-seven knots.

The Chilean J/24 Class Association is only two years old, having begun in November of 1991 with three boats racing in the first J/24 regatta in Chile.

The boat was introduced in our country during the decade of the 80s, but the fleet—about six boats—was dispersed around the country, with no one stepping forward to try to develop a class association. During 1991 German

Fuchs, a Chilean living in Peru for many years, returned to Chile bringing his J/24, *Atocc*. Fuchs, a good sailor and competitive man, participated during 1991 in many IMS regattas with his *Atocc* and became the Chilean champion in IMS Class C. This was the best way to promote the features and qualities of the boat. Now we have more than fifty boats in the Chilean J/24 Class Association, with over fifty percent of the fleet participating regularly in regattas.

The people who have been leading the fleet during most races are the same who have been racing Lightnings for many years. Some of them, like Manuel Gonzalez, Alberto Gonzalez and Rodrigo Zuazola, have been very successful in that class having won the world championship some years ago. They, together with Pablo Amunategui (second place in Lightnings in South America), are recognized as the best in our J/24 Class.

During May of 1993, we received the visit of Ken Read who came to support the development of the Class, giving us the opportunity to increase our knowledge of the boat and sailing skills. His visit was very exciting and much fun for our Class.

At this time, the J/24 Class is the most important and competitive in Chile, and in the future our people will be participating more frequently in international events.

XII Argentinian Championship

by Mercedes Guerrero

As to confirm that they continue to be our best J/24 crews, G. Baquerizas, T. Borgstrom and A. Irigoyen, classified themselves as one, two and three, respectively, in our last National Championship that was held on the 23, 24, 30 and 31 October in the Rio de la Plata, with a record of thirty four boats racing. Hosted by the Club Náutico Olivos those two weekends, you could see their installations crowded with crews coming from neighboring yacht clubs and tuning up their boats as well as others coming from various parts of the country. The event started on Friday the 22nd with the usual measuring and weighing of equipment and crew.

Saturday the 23rd midday, races began with wind blowing for the limit for genoas, combined with choppy water (remember that the river is usually flat, except when it starts to blow from the southeast, where the mouth is). Borgstrom

took first place. For the following race the wind had grown in speed so jibs had to be taken out, some of the crews doing it in the middle of the course. The lead was always fought between Baquerizas, who crossed first and Irigoyen, second.

Sunday's weather was a total breakdown with wind blowing hard with shifts up to thirty degrees and rainy. Nevertheless, everyone was out trying to be first on the starting line, so much so that starts had to be called back many times.

The following weekend was a trial to the nerves: calm winds and changing of positions marked the first race, while the second was barely finished due to the lack of wind. Borgstrom came up first in the two of them. That night, crews shared a "spaghetti party" which finished with dancing. The following morning weather conditions were perfect for the last race. Again, first and second places were for Baquerizas and Irigoyen. That evening as the due protests were resolved, there was a prize-giving cocktail party on the terrace overlooking our plated river, with champagne for the winners.

Match Racing Hits Hard in Argentina

by Mercedes Guerrero

During March in Mar del Plata, Argentina, site of the Pan American Games, we held a Pre-Pan Am Championship for all of the sailing classes that will be attending the games next year. J/24s participated in the form of match races, together with a seminar for "umpires," held by L. Montalbetti (America's Cup Jury). Being an international championship, we had a previous selection held in Buenos Aires in February which had G. Baquerizas and his crew (third in the 1993 World championship) classified in first place, followed by F. Conte second, J. Labandeira third, and A. Savio fourth.

With the participation of a Chilean and a Peruvian crew and three from our country, (Baquerizas was not able to attend as he had entered the Midwinters in New Orleans, Louisiana, USA) the match began on March 15. Being a day with fresh winds, the jury set the course—a leeward, downwind track of four legs which demanded no more than twenty minutes per race. A round robin which finished the next morning left an Argentinian crew out. Following that, the semi-finals started in rounds of best of three races. Although young, the Peruvian crew got one of the series, thanks to their knowledge of match races, that was demonstrated in the pushy way they followed their competitors in the four minutes they had before the starting time.

The cautious and well-experienced Chilean crew won the other series against the young and impetuous Conte crew. This same way of racing, more on the defensive than on the attack, led them to win over the Peruvians on the fourth of five races which were scheduled for the finals. On this last race, Peruvians were coming in first on the last leg which was downwind, when slowly but firmly the Chilean boat started to close down their wind from behind. Suddenly, when they were about fifty meters from the line, they went upwind, leaving the Peruvian boat making a tack to recover. Match racing definitely is another game, another way of racing.

Everyone was happy with the outcome of the event and we are anticipating the excitement of the next Pan American Games.

All-Japan Championship Won By Australian

by Hiroyuki Takahashi

Sixty-two J/24s, including an Australian-built boat, converged on New Nishinomiya Yacht Harbor to compete in the 1993 All Japan Championship held from August 11-17. The top honors went to Ian Bashford and Bruce Anson from Sydney, Australia.

Weather conditions were unusual. It was not clear whether the rainy season had passed or not. An especially

exciting fight was expected because the top ten teams, twice as many as usual, would qualify for entry in the 1994 J/24 World Championship which was held in Melbourne, Australia in January.

Usually we have favorable winds from the sea in the race area. This time, however, the Race Management Committee and participants were embarrassed by the wind conditions from beginning to end. The new IYRU rules were applied to this regatta. Race Committee Chair, Yoshio Shozaki, former All-Japan Champion, ordered participating teams to sail in the W-shaped course.

During race one, winds continued to blow. Tomoyuki Gonda rounded the first windward mark first, held the lead in all seven legs and finished first. Sweaki Murayama, Nobuaki Tani, Akira Iwade and Katsuhiro Sakata followed. It came as a surprise that Ms. Tomoko Sakai, in a thirteen year old boat, finished sixth.

In race two, some skippers considered the left to have an advantage and increased their boat speed by taking the tide. Though Bashford finished race one in thirteenth place, he came up to the top at the first leeward mark in race two and led all legs of the shortened course in gradually weakening winds. He displayed his outstanding ability by finishing first, followed by Kenichi Koi and Iwade. Sakata and five other boats were penalized for a PMS, while seven boats posted a DSQ.

Race three on August 15 started in a wind of six knots, but the course was shortened at the fourth leg as the wind died down. Bashford, gaining strength, took first in this race also, followed by Tani, Iwade and Makoto Nakano. Fourteen boats posted a DNF.

On the third day, there was no wind all day. A start was made once, but two scheduled races were postponed. If five races were held, then one race could be thrown out. The Race Management Committee wanted to hold at least five races. At an urgent Skippers' Meeting, instructions were to hold two races on the final day. At this point, Iwade was at the top with a total of eleven points, closely followed by Tani with fourteen points and Bashford with fifteen points. There was a possibility that places would change greatly, depending on whether or not there would be a throw-out race.

For race four on August 17, fair winds built to strong winds, a complete change from the day before. Seven boats which were affected by the one-minute rule were disqualified, according to sailing instructions. Three boats retired because crew members were injured by a boom punch, etc. Bashford was on top at the second windward mark and was followed across the finish line by Iwade, Hiroshi Sugiyama, Shuji Eishin and Takanori Matsuno.

For the final race, race five, steady winds blew, though they had dropped a little. Six boats retired after being damaged. Bashford won this race as well with Iwade taking second, followed by Hirotosugu Hashiba, Sakata and Koi.

The results of the All Japan Regatta, full of ups and downs, clearly showed Australian sailors' real ability with their score of (13)-1-1-1-1. Iwade took second, Nobuaki Tani third, Murayama fourth, Koi fifth and Sakata sixth. It was interesting that Ms. Keiko Nogami, women's champion, and some other leading sailors, did not fare as well as expected.

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Perú Growing

by Guido Carabelli Pace

Currently, the Peruvian J/24 Class Association has twenty-five members and at least twenty of them sail in the Regattas of the Class calendar. There are three fleets—Club de Regatas "Lima", Yacht Club de Ancón and Yacht Club Peruano. All of them are very close to Lima and with different racing areas.

Last year our Class, with the Federación Peruana de Vela (The Peruvian Sailing Authority), organized two international regattas in January: The Nations Cup Qualifiers Group "D", with crews from Argentina, Brazil, Chile, Ecuador and Perú (Brazil and Perú qualified for the open event and Perú for the Womens' Grand Final in Holland); and the Tenth South American Championship with seventeen crews from Chile, Ecuador, Brazil and Perú. I had the honor of having Betsy Alison as a crew member. In 1993 we organized eight regattas. The last one was the Nationals which we call "Campeonato Nacional José Barreda Moller", in recognition of our friend who died on February 4, 1993. He was a sailor since the early fifties in Lightning, later in Sunfish and IOR, and joined our Class in 1984. José always supported our sport and was not only a friend, but a teacher and counselor,

as well.

During 1993, the number of crews participating increased to fifteen in the Nationals. This year the Class imported nine new masts and other equipment in order to "renew" our fleet. For 1994 we have planned eleven regattas during weekends and participation of J/24 crews in the Pre-Panamerican and the Eleventh South American Championship to be held in Mar del Plata, Argentina and Buzios, Brazil, respectively.

All of the local regattas are sponsored, due to Perú's improved economy. By the time of the Pre-Pan Americans and SAs, we will have a motor boat for the judge and are planning to buy another motor boat and a scale for the measuring committee.

We are working to increase our membership. In January 1994, Club de Regatas "Lima" bought a J/24 in order to encourage participation of members of the club (ex-Optimist sailors) which is the largest in Perú. Our goal for this year is to reach thirty members with twenty of them participating in the Nationals.

Peruvian National Championship

by Franco and Augusta Vella

The Eleventh J/24 National Championship took place at Callao Bay, Lima in November, 1993. It was the opportunity for skipper Juan Carlos Mauri to confirm his outstanding performance, being the most "professional" of our skippers. He is placed #51 in the Omega ranking, classified for the IYRU J/24 Match Racing Cup Championship representing the South American Region in Hoorn, The Netherlands 1993, Peruvian Laser champion and great collaborator and great attraction in all of the competitions that take place in Perú. Five of the races were won by him and his well-assembled crew with a three-minute advantage over the second classified. In the sixth race they just looked on, having been assured of the beautiful silver cup for the "Sunsplash". The winds had moderated to not more than ten knots.

The impulse and enthusiasm of the re-elected board, presided by Guido Carabelli, influenced in the participation of fifteen boats which is a good number for our media. Another obvious reason which influenced Peruvians' enthusiasm is the nation's economic recovery which was also reflected by our participation, in spite of the great distance, in Hoorn, where Perú presented one of the most numerous delegations: a male and a female crew and coaches.

We anticipate our participation in national and international levels to continue in ascent.

Frostbiting in Sweden

by Per Lindell

The traditional—it's the third time we have run it—Frostbite Regatta was sailed on 11-12 December and was combined with the Annual General Meeting for the Swedish J/24 Class Association and our traditional Christmas party. If any of the inhabitants in Marstrand would have ventured out in the dark, cold and snowy Saturday morning, they would have seen some forty lunatics rigging and launching eight Js in a minor snowstorm. However, during the morning the snowfall and the wind moderated to about fifteen knots by the first start. Wisely, the race committee decided that we should sail in the Marstrand harbour instead of outside on the fjord. The course was laid on fixed marks with very short legs and many roundings. The race was won by Sten Haeger on *Lotus*, closely followed by Dan Lovén on *Rebel*.

As it was time for lunch, the fleet and the race committee retired to the Villa Maritime Restaurant for hot soup and other warming fluids (this is the advantage of sailing in the harbour—no wet sandwiches). After lunch, a second race was run on the same course and *Lotus* and *Rebel* traded places for second and first. After a sauna and a couple of beers, it was time for the AGM for the Swedish Class Association which was a quick affair as everyone was focused on the Christmas party to follow.

Sunday morning dawned bright and sunny (too bright for some of the most ambitious on the party scene) with



The regatta winners on *Lotus* on their way to a well-deserved victory.



Former Swedish J/24 Class President, Lars Winroth, preparing for the racing.

lighter winds in the six-to-ten knot range and temperature well below the freezing point. After scrubbing the ice off the decks, the fleet went racing. The course was again laid on fixed marks in the harbour and the third race was won by Martin Grävare on *Yellow M*, followed by Haeger. The last race was started immediately after the third. An even start and a very short first leg resulted in the only major pileup as all of the boats, except one, arrived simultaneously at the mark allowing the last boat to round outside to go to the lead. In the end, Haeger and the team on *Lotus* took the win in that race and in the regatta (they have won all three times) before *Yellow M* who won the tie with *Rebel* for second. After hauling the boats, it was time for a late lunch and prizegiving at Villa Maritime.

If anyone would [be crazy enough and] like to take part in the most fun—and coldest—J/24 regatta in Sweden, please contact the Swedish J/24 Class Association.

Although as I write this we have more snow than in the previous six years, preparations for the next season are well under way and the Swedish J/24 Class is looking forward to an active 1994 with the Europeans in Holland as the main event.

Results (one throwout)

1.	<i>Lotus</i>	Haeger	1	2	2	1	3.50
2.	<i>Yellow M</i>	Grävare	4	6	1	2	6.75
3.	<i>Rebel</i>	Lovén	2	1	4	6	6.75
4.	<i>Fly Higher</i>	Winroth	3	4	3	3	9.00
5.	<i>The Bundys</i>	Edblad	7	3	6	4	13.00
6.	<i>Dominator</i>	Lindhagen	5	7	5	5	15.00
7.	<i>Hemmasonen</i>	Sparrmark	6	5	8	7	18.00
8.	<i>Såskoppen</i>	Darvik	8	8	7	8	23.00

IJCA Annual Meeting Yacht Club de Monaco, Monte Carlo, Monaco October 20-21, 1994

I The meeting was called to order at 9:12.

Ten nations were represented: Argentina, Roberto Authier (1 vote); Australia, Stephen Hunter (1); Canada, Geoff Evelyn (1) (IJCA Vice Chairman); Ireland, Jerry Dowling (1); Italy, Pinetti Masini (1); Japan, Tomoko Nakano (1); Monaco, Kathy Manasse (1); Sweden, Ulf Lindhe (1); United Kingdom, Simon Slater (1); United States, Jim Keesling (3). Proxies for Chile (1) and Perú (1) were held by Argentina. A total of 14 votes were represented. Four non-voting members of the Executive Committee participated: Chairman Glenn Gustafson, Technical Committee Chairman Dennis Ellis, Councilor of Honor John Adams, Executive Director Steve Podlich. Hauke Kruess (IJCA TC), Marshall Lytle (IJCA TC), John Peck (IJCA TC), Arturo Galofre (German Frers, España), and Paolo Boido (J/BOATS Italy) were present as observers.

II The minutes of the '92 World Council meeting were approved without modification.

III Reports

A. NJCAs

1. Argentina. The fleet is growing with the main concentration around Buenos Aires. Members from several BA clubs have 24s and they gather to race. Other fleets around Mar del Plata. The best sailors, including sailmakers and industry professionals, are sailing J/24s. Reporting for Chile. German Fuchs, past Chilean JCA president, is now the president of the Chilean Yachting Federation. The two NJCAs have a good relationship and sailors travel frequently to the other country to compete. Reporting for Peru. The Peruvian fleet has about twenty-seven boats and growth is slow due to a bad economic situation.

2. Australia. Fleet growth at about 6-8 boats in the last year. Low production is attributed to the long boat problem. There has been a flurry of activity in Victoria, host of the 94 Worlds. New fleet in Perth, W.A. There are now fleets in 4 of the 6 states.

3. Canada. Experiencing renewed growth in Vancouver. Dormant boats are again being used. No new boats are being imported due to the high tax. The used boat market is very strong as a result. Hans Fogh is the new dealer in Toronto and there is hope for some growth.

4. Ireland. The fleet in North Ireland is growing, but the National fleet lost one boat at the Nationals (sounds like a good reason to keep those lockers clipped). Some second hand boats from the UK are being imported. Relations with the UK fleet are good, they occasionally

team race. Looking forward to the '95 Europeans in Dublin.

5. Italy. The situation in Italy is good. Some new boats are entering the fleets. The Nationals were in Palermo, in Southern Italy, and was a good regatta. Experiencing some new fleet growth.

6. Japan. The 1993 Japanese Nationals drew 60 boats and was the second largest J/24 regatta ever in Japan. (The '87 Worlds was the largest.) Interest in the Class and the size of the Class is growing.

7. Monaco. Kathy welcomed all to the Principality of Monaco. The size of the fleet has remained the same this year but the participation has increased this year due to the upcoming Europeans.

8. Sweden. 70 boats and 100 members and steady. There was a boat in the Göteborg International Boat Show. They are working to attract young sailors and dinghy sailors.

9. United Kingdom. Membership level at 170, down from a high of 250 several years ago. There has been some patchy growth - a fleet in Cardiff on the Welsh coast has grown to 25 boats with little UKJCA support. There has been some stagnation on the Solent due to the recession, poor storage, cost and loss of boats to neighboring NJCAs. Trying to arrange for some regatta-style racing in the Solent for the coming season. Simon Slater is the new President of the UKJCA. Working with the youth sailors. Several (4) of the top sailors in the UK sail J/24s (see Appendix 1).

10. United States. Membership remains at the 1600-1700 level for a second year. Midwinters, Nationals and North Americans all drew approximately 50 boats. There is a move to sail these regattas over 4 day weekends. A new district was formed on the East Coast, consisting primarily of New Jersey and the Hudson River. Participation in weekend regattas seems to be declining while weeknight racing is increasing. A major push is underway to locate inactive boats and find new active owners for those boats which are not being sailed.

B. Copyright Holder. Jeff Johnstone was not present but sent a written report (see Appendix 2).

C. Technical Committee Chairman. The Technical Committee had a good meeting on Wednesday Oct 20. Input for that meeting was appreciated.

1. The Technical Committee supports the efforts to ensure regatta quality by creating a contract with regatta hosts which addresses charter boats, Sailing Instructions, and strict adherence to Regatta Guidelines.

2. The Technical Committee is working on several rule changes, interpretations and issues.

a. Use of the term "straight" should be modified to read "nominally straight".

b. Recommending change to interior layouts. Alterations must conform to approved plans only.

c. Spars are being built differently and to different specs. Working toward one spec for all manufacturers. Investigating the possibility of allowing booms to be built by non-licensed builders.

d. Investigating the problems experienced in the US to obtain Class legal rudders and the possibility identifying additional builders on rudders and other component parts.

e. Discussion of allowing Continental and Worlds to be other than Category A. It was felt that there was no advantage to common sailors.

f. Interpretation-Carbon Fiber deck fittings and pole ends are not exotic if they are priced the same and are commercially available.

g. Proposed rule change - Berth cushions - remove manufacturing requirement and require a uniform density with a maximum and minimum weight.

h. Proposed rule change - Mast tip weight

i. Proposed rule change - Change life jacket requirement to Personal Buoyancy Aid or life jacket

j. Proposed rule change - Remove ban on Kevlar and other recently developed synthetic line.

k. Working to determine the feasibility of drug testing. Specifically the use of diuretics.

l. Announced the intention of the Technical Committee to publish a measurement manual and which would include a list of interpretations.

m. Announced the rule change time line for the 1995-1996 rules.

n. Investigating the possibility of producing all certificates at the IJCA office.

3. Questions of the Technical Committee and discussion.

a. The Argentinean builder, Roberto Authier, asked what the average Base weight without correctors is. He is being pressured to build boats as light as possible. He was advised that rule 2.7.4 covers this and that there is no such statistic kept. The feeling was expressed that building "light" boats would produce a "throw away" hull and would not be healthy for the Class.

b. Caution when approving Carbon Fiber was urged by Simon Slater from the UK.

c. The Australian asked about the licensing process and pointed out that the Australian builder has absorbed the Australian spar builder and so the present spar builder had not been directly licensed by J/BOATS and perhaps did not have a proper set of spar drawings and specs. There is only one J/24 spar builder in Australia and therefore no competition. The cost of a replacement spar is AUS\$4000.00. The Argentinean builder is also having trouble with the spar builder and is being put into the situation of needing to enforce the spar rules. It is the intent of the Technical and Executive committees to address the licensing issue with J/BOATS. Drawings and specifications are needed. The TC will produce new spar drawings if needed.

d. Argentina asked if the items listed in rule 3.5 was optional or required. The Technical Committee

promised to investigate and answer.

e. Both builders present expressed concern about keel and hull fairing work done in speed shops and advised caution about hybrid boats. Roberto stressed that one-design is one of the most attractive feature of the class.

D. Financial.

1. A US\$2 dues increase was proposed in the '94 budget. There was a US\$1 increase in 1989.

2. There was discussion about the Worlds Organizing Committees paying for the travel expenses of the Chief Judges for the next year. It was suggested that perhaps it would be better to require each Worlds Organizing Committee to pay for the travel expenses of their own Chief Judge to attend the Worlds before their own.

The budget was unanimously approved

E. Executive Director's Report.

1. Present membership level: 3400 members

2. New NJCAs Croatia: 13

Korea: 13

Gibraltar: will hopefully form soon

Why is membership up? Nations Cup and the IYRU World Sailing Championships help - concern about the J/22 Class gaining International standing - J/BOATS will be more likely to offer the J/22 to the IYRU for these International championships due to the decreased exposure. What steps as a class would help prevent this.

Accounts - with handout:

Totals \$6226

Class office news:

Cass Mairs departed - replaced by Sally Scott. Sally is a very capable sailor and is handling the office chores easily - make your self known to her when you call - I think Sally will be a longer term asset than Cass was.

The Calendar is at the printers and the Magazine is not far off—some production problems as Sally learns the ropes. The NJCA news was more plentiful this year. My goal is now to have a regatta report from each Nationals—I ask your help. Photos always help—for the Calendar or the Magazine—do not forget the cameras.

F. World Championships

1. Abersoch - Simon Slater.

The regatta reports by The IJCA Vice Chairman and the Executive Director were distributed with the meeting materials. Simon endorsed the message in Geoff's report. The regatta hosted 62 entries from 12 nations.

- 6 races

- Sailors from 5 nations in the top 10

- Measurement was done in Pwllheli - about 8 km from the club

- Moorings were off shore - some waits on the quay due to the transit time to the moorings

- Shore side activities were good

- Trophies were good

- There was one bad start of a race

- Good jury - no long nights in the "room"

Accounts: There was a small surplus on 20,000 pounds of cash flow and 6000 of cash sponsorship and

extensive in-kind sponsorship. There are still some unpaid fees owed.

2. Melbourne - Stephen Hunter

- The 94 regatta will be a part of SAIL Melbourne '94. This is an event, organized by Victoria Yachting Council, which will gather all the regattas being held on Port Phillip Bay under one name. The Victoria Yachting Council has received AUS\$200,000 from the state government and AUS\$100,000 from other sources. The J/24 Worlds will receive and extra AUS\$50,000 through this association.

- The Sailing Instructions are basically complete and awaiting final approval.

- The jury has been established. A problem has been encountered with the precedent that the chief for the succeeding year should be brought in at the organizer's expense. The other judges are covering their own travel expenses and this unequal treatment can cause concern. Stephen suggested that each host be responsible to send its own chief to the preceding event.

- 60 beds have been found for the foreign competitors for no charge.

- They plan 100% premeasurement on Australian boats. The nationals are being held immediately prior to the Worlds, this will help facilitate measurement. Sails will be measured in a local school.

- The RBYC has olympic race management experience and will utilize 6 RC boats owned by the club. Principal Race Officer is Ray Neville.

- Socially they expect to host 5 events. The closing will be a sit-down affair

- Charter boats are presenting the largest challenge. Boats from the old builder are heavy. They plan to charter boats built after 88. They must rely on boats from Sydney. The boats competing in the Nationals must remain in Melbourne after the Nationals for charter if they fail to qualify themselves. These boats will be offered for charter for AUS\$2500. Other boats which can be identified in advance and are not competing in the nationals and are being shipped from Sydney are being offered for AUS\$3000. They believe each boat offered for charter will be competitive. The Organizers are actively trying to sell boats to competitors from overseas, 7 or 8 have been sold.

3. Rochester, NY, USA. August 18-25, 1995.

A regatta organization has been formed and plans are progressing.

4. Porto Rotondo, Italy. 1st or 2nd week of June 1996.

- Plans to host the Nationals there as a qualifier.
- There is no fleet in Porto Rotondo. there are 35 on Sardinia

- They plan to identify charter boats to qualifiers 6 months in advance.

5. Bids for 1997.

Japan, an extensive proposal was distributed. Other information offered: they will stay within the recommended entry fees, possibly reduced with sponsorship. Charter fees \$700-\$1500. They normally have 60-70 boats at their nationals. There are 30 boats in the local fleet. The sailing area is usually affected by a sea breeze.

Argentina, also presented an extensive

proposal. They can supply 40 boats for charter, mostly from the 60 boats built since 1990. There are 45 boats which are in the Buenos Aires Fleet. They hope to obtain free transportation of overseas boats

Argentina was selected by a ballot of the World Council.

G. European Championships

1. Monaco. Kathy Manasse. October 22-29, 1993.

101 entries, growing. With WC and IJCA TC present, the measurement has been not been too difficult despite the number of boats.

Some of the discrepancies between the Class' SSI and the event's SI were discussed. It was resolved that against the recommendation of the Class, the RC would not split the fleet, and that they would use the "Z" flag and "Low Point" scoring as prescribed in the Class SSI.

2. Medemblik, Holland. July 2-9, 1994.

No report. Simon Slater reported that Medemblik is known for its exceptionally good sailing and shore side activities.

3. Dublin, Ireland. Jerry Dowling, 1995

The Royal Irish YC has started to form a committee. The Sponsorship Committee is working already. No date has been set.

4. 1996.

A presentation was made by Sweden and accepted.

H. North American Championships

1. Hampton, VA. Jim Keesling. June 28-July 3, 1993

46 entries. Light air for most of the races. Excellent shoreside activities. No controversies to report.

2. St. Petersburg, FL. Jim Keesling. November 13-20, 1994.

Regatta planning is advancing well. Hopes to attract European and South American entries.

3. Beaconsfield, Quebec. Geoff Evelyn. Late June 1995.

'94 Canadians will be held at the same venue as a practice regatta.

I. South American Championships

1. Ancon, Peru. January 23-30, 1993.

Report by Roberto Authier. 19 boat turnout. Low turnout was attributed to the threat of terrorism.

Steve Podlich reported that only Peru had paid IJCA dues at the time of the regatta and that the eventual winner was from a country which did not pay dues prior to the regatta and thus would not be recognized as the SA Champ.

2. Buzios, Brazil. May 14-21, 1994.

Report by Roberto Authier. Concerned about the local boats which have never been scrutinized. There is interest from Argentina, Chile and Peru to attend.

(Steve Podlich reported that the Brazilian Class had not paid for any 1993 memberships. And that 2 Brazilians had paid IJCA dues at regattas. (Ed. note: A clerical error was subsequently found, the Brazilian JCA paid for 15 memberships on May 27.)

Motioned by Evelyn. As a condition of

recognizing the regatta in Brazil as the South American Championships receiving a World Qualifying slot, the Brazilian JCA must pay '93 and '94 IJCA dues and the regatta must be run in accordance with the Regatta Guidelines. Seconded by Keesling and passed unanimously.

It was suggested that an IJCA XC member should go to the SA Championships in Buzios to support the event. On the same trip that member could visit Buenos Aires, Argentina to assess the site of the '97 Worlds.

J. Asian/Pacific Championships

1. Tokyo. Tomoko Nakano. November 1994.

The Japan JCA plans to host this event and asked that it be recognized as a Continental Championship and be assigned an IJCA World Qualifying Slot to the '95 Worlds. This request was granted.

K. The J/24 will be used at the Pan Am Games in Mar del Plata in March of 1995.

IV. Old Business

A. Regatta Guidelines.

1. A point paper by Glenn Gustafson was distributed and discussed in broad terms.

2. Motioned by Gustafson. The regatta management committee be given the responsibility to develop the Regatta Standards and associated documents. The Regatta Guidelines are to be presented at the 94 World Council meeting and circulated in advance. Seconded by Hunter.

Discussion: Authier expressed concern of additional costs to the host club. Hunter expressed concern that the contract may not be enforceable.

Passed unanimously.

B. Regatta Rotation

Regatta rotation for 2001 to 2005 to be determined at the 1995 World Council meeting. Members are encouraged to consider whether the present rotation is fair.

C. Sailing Instructions

1. Keesling discussed the use of radios for recalls and reported that the USJCA will experiment with this procedure in 1994.

2. No changes to the SI were made.

V. New Business

A. Constitutional Changes

1. The USJCA proposed 3 changes to the IJCA Constitution. All 3 changes concerned the procedure we use to change the Class Rules. They were proposed because of the mature nature of the Class, and with the stability of the current rules, it should take an overwhelming majority to make a change to the Class Rules rather than the simple majority presently required. Changed portions shown in bold below.

- a. 9.10.1 Decisions of the Council shall be taken by a simple majority of votes cast. A two-thirds majority is required to make changes to the IJCA Constitution and the Class Rules (or Measurement Certificate). Motioned Keesling/Seconded Evelyn. Passed 14 for, 0 against.

- b. 12.1.4 Delete present and replace with "Except in the case of emergency **any Class Rule changes**

may occur only every two years." Motioned Keesling/Seconded Slater. Passed 14 for, 0 against.

- c. 14.2 "The proposed changes will be reviewed by the Technical Committee which will formulate a resolution for review by the Executive Committee. **Such resolutions shall include a statement of impact upon the measurement form."** Motioned Keesling/Seconded Evelyn. Passed 14 for, 0 against.

B. Allocation of World Qualifying Slots

1. Melbourne. The list of slots was circulated. No entries had been received as of this meeting. A poll was taken of the boats which NJCAs attending the meeting expected to send. UK-3, JPN-10, ITL-3, SWE-2, IRL-maybe 1, MON-0, GER-0.

2. Rochester.

- a. Proposal to remove the cap of 20 slots per NJCA at Worlds. The only NJCA restricted by this cap is the US when the Worlds are hosted in the US. The restriction was imposed when the US had 67% of all IJCA members. The other NJCAs are now stronger and the US has only 50% of all IJCA members. Motioned Keesling/Seconded Hunter. Passed 13 for, 1 against.

- b. Other IJCA invitations.

- i. 4 Continental Champions

- ii. Founders

- iii. International Women's Keelboat Champion

- iv. Double allocation for Canada, Bermuda, Mexico and Puerto Rico contingent on those countries providing their own boats.

- v. 5 host fleet spots.

Moved by Manasse/Seconded Evelyn. 14 for, 0 against.

C. Sourcing of new boats. (this conversation took place after item VII was complete and before adjournment)

1. It was asked if we desire to have territories for builders and dealers. The Class's objective is quality boats at competitive prices.

2. Paolo Boido, the owner of J/BOATS Italy objected to the Croatian builder. He says if he can build 50 boats he can drop the price and improve quality. With multiple builders the efficiencies of quantity are lost, meaning increased prices and decreased quality.

3. It was asked if we wish to have the ability to purchase directly from builders and was suggested that dealers often collect a commission when they add no value because the buyer is located so remotely from the dealer

4. Steve was directed to print a list of Builders in International J/24.

VI. Elections.

A. Technical Committee Chairman, Dennis Ellis. Approved by acclamation.

B. Council Members, Stephen Hunter, Australia; Jim Keesling, USA; Pinetti Masini, Italy. Approved by acclamation.

C. Executive Director, Steve Podlich. Glenn Gustafson offered kind words. Approved by acclamation.

VII. 1994 Meeting

October 30, 1994. London, England. UKJCA will host. The meeting was adjourned at 1801.

MAY

- 7-8 *District 20 Championship**
St. Francis YC, CA
Don Oliver
(415) 398-1200
- 13-15 Los Angeles/IBM/Sailing World NOOD**
Los Angeles YC, CA
Tom Leweck
H/B: (310) 454-4455
- 21-22 Muskegon Spring Regatta**
Muskegon, MI
Bruce Baty
B: (616) 733-5460
- 27-30 *US National Championship**
Shilshole Bay Marina, Seattle
Harry Dursch
H: (206) 747-4065 evenings
- 28-29 *Southwest Regional Championship**
Rush Creek YC, TX
William Cantrell
H: (903) 455-8606
- 28-29 16th Annual Raritan Bay Championship**
Raritan YC, NJ
Steve Lopez
H: (908) 238-8438

JUNE

- 2-5 Canadian Nationals**
Montreal, Canada
Andrew Wiggins
(514) 458-7633
- 3-5 Detroit/IBM/Sailing World NOOD**
Bayview Yacht Club, MI
Greg Swetka
H: (313) 754-9757
- 4-5 Jersey Coast Spring Series**
Corinthian YC, Cape May, NJ
Jack Van Dalen
B: (609) 292-1559
- 11-12 Wilkins Cup**
Ocean City YC, NJ
Jack Detweiler
(717) 761-5524

- 11-12 Sewanhaka Invitational**
Oyster Bay, NY
Al Constants
(201) 326-1933
- 16-19 *Great Lakes Regional Championship**
Erie YC, PA
Bob Netkowitz
H: (814) 866-1730
B: (814) 838-4561
- 18-19 *District 15 Championship**
Milwaukee YC, WI
Doug Kracht
H: (414) 241-9283
- 24-26 Trimble/North Sails RW**
Long Beach, CA
Bruce Golison
B: (310) 598-3545
- 25-26 District 3 Championship**
Indian Harbor YC, CT
Fotis Oliakis
(203) 637-5378
- 25-26 Sodus Bay Challenge Cup**
Sodus Point, NY
Lambert Lai
B: (716) 338-4000
- 25-26 Last Stop Regatta**
Corpus Christi YC, TX
Randy Poelma
B: (512) 851-8381

JULY

- 1-8 European Championship**
Royal YC Hollandia
Medemblik, The Netherlands
Josée Vincken, Dutch J/24
Class Association
Phone: (31) 20 664 0551
F: (31) 20 676 5138
- 2-4 *Radisson Cup**
Hampton, VA
Ray Nudgent
H: (804) 671-1514
B: (804) 456-0604
- 15-17 Michelob Regatta**
Newport, RI
Sail Newport
(401) 846-1983

- 16-17 Richmond County, YC Regatta**, Staten Island, NY
Paul Scalisi
H: (718) 356-2069
B: (718) 630-3582
- 23-24 *Western Regional Championship**
St. Francis YC, CA
Don Oliver
B: (415) 398-1200
- 23-24 Youngstown Level Regatta**
Youngstown, NY
- 25-August 7 IYRU World Championship of Sailing**
La Rochelle, France
Michel Barbier
- 29-31 *District 18 Championship**
Lake Dillon YC, CO
Frank Keesling
B: (303) 790-8033
- 29-31 Squan-Tri Sail Regatta**
Manasquan YC, NJ
Stu Challoner
(908) 286-9580

1993-94 Texas Circuit

last 3 events

April 30- May 1

Chandler's Landing Regatta

May 28-29

Southwest Regional Championship

June 25-26

Last Stop Regatta

1994-95 Texas Circuit

first 3 of 8 events

September 17-18

Beasley Cup

October 22-23

Halloween Regatta

November 19-20

Texas Circus

An * indicates World qualifier

1994 California Circuit

4 regattas, 1 throwout

April 9-10

J/Fest San Francisco

June 24-26

Trimble/North Sails Race Week

September 2-4

IBM/Sailing World NOOD

- 29-31 Sheridan Shores Race Weekend**
Sheridan Shores YC, IL
(10 miles north of Chicago)
Greg Mack
(312) 988-7171 late p.m.
- 30-31 New England Double-Handed Championship**
Portland YC, ME
Peter Hall
(207) 642-5050

AUGUST

- 5-7 *District 2 Championship/ Buzzards Bay Regatta**
Beverly YC, MA
Bob Partridge
(508) 748-1061
- 5-7 *District 12 Championship**
Bayview YC, Detroit, MI
Doug Turner
H: (810) 740-4067
B: (810) 649-0824
- 5-7 Heart Cup**
Ocean City YC, NJ
Jack Detweiler
(717) 761-5524
- 6-7 Penobscot Bay Championship**
Camden, ME
Ed Zanca
B: (207) 236-4356
- 11-14 *District 7 Championship**
Rochester YC, NY
Jack DePeters
(716) 342-7751
- 13-14 *District 19 Championship**
Flathead Lake, MT
Jeff Fisher
B: (406) 862-3687
- 20-21 *Hawaii State Champs.**
Waikiki YC, HI
Fuzz Foster
B: (808) 591-9192
F: (808) 593-8199

- 20-21 *District 6 Championship**
Eastport YC, MD
Ben Capuco
H: (410) 263-8854
- 25-28 CORK/Ontario Championship**
Kingston, Ontario, Canada
CORK Office
(613) 545-1322
- 26-28 Women's West Coast Championship**
Santa Monica YC, CA
Gwen Abel or Leann Jurczyk
B: (310) 446-9400
- 27-28 Massachusetts Bay/Scituate One Design Regatta**
Scituate Harbor YC, MA
Christopher Sullivan
B: (617) 749-4141

SEPTEMBER

- 2-4 San Francisco/IBM/ Sailing World NOOD**
St. Francis YC, CA
Don Oliver
B: (415) 398-1200
- 10-11 Quebec Open**
Beaconsfield YC, Montréal
Andrew Wiggins
H: (514) 458-7633
- 10-11 *District 17 Championship**
Oklahoma City BC
Mark Foster
H: (405) 749-8444
- 10-11 MAYRA Regatta**
Atlantic Highlands YC, NJ
David Sawyer
(201) 991-7722
- 10-11 Downeast Invitational**
Portland YC, ME
Bill Aronson
H: (207) 793-4362
B: (207) 775-8941
- 16-18 *Southeast Regional Championship**
Wrightsville Beach, NC
Cothran Harris
H: (919) 251-8553
B: (919) 763-3643
- 17-18 *District 1 Championship J/Jamboree**
Lake Winnepesaukee, NY
Ed Philpot
H: (603) 527-0932
B: (603) 528-2900

- 17-18 Beasley Cup Regatta**
Houston YC, TX
Tim Napp
H: (713) 480-0665
- 17-18 Toms River YC Regatta**
Toms River YC, NJ
Stu Challoner
(980) 286-9580
- 23-25 Houston/IBM/ Sailing World NOOD**
Lakewood YC, TX
Tim Napp
H: (713) 480-0665
- 24-25 *Northeast Regional/North Sails/Lake Champlain Championships**
Burlington, VT
Paul Beaudin
B: (802) 862-6554

OCTOBER

- 1-2 Changing of the Colors Regatta**
Lake George, NY
Rodger Voss
H/B: (518) 869-9411
- 1-2 Milford Fall Regatta**
Milford, CT
George Desrosiers
H: (203) 261-6369

1994 Garden State Parkway Circuit

best 5 of 8 regattas

May 28-29
Raritan Bay Championship

June 4-5
Jersey Coast Spring Series

June 11-12
Wilkins Cup

July 16-17
Richmond County Regatta

July 29-31
Squan Tri- Sail

August 5-7
Heart Cup

September 10-11
MAYRA Regatta

September 17-18
Toms River YC

An * indicates World qualifier

8-9 ***Noroton Columbus Day Regatta**
Noroton, CT
Chris Zaleski
H: (203) 866-9895

8-9 **Great Racing Regatta**
Lake Geneva YC, WI
John Mick
(414) 248-7075

14-16 **US Sailing International Masters Invitational**
St. Francis YC, CA
Don Oliver
B: (415) 398-1200

15-16 **District 21 Championship**
Dana Point YC, CA
Joe Steele
H: (714) 951-8691

22-23 ***District 11 Championship**
Nashville, TN
Chuck Trotter
(615) 399-2130

22-23 **Halloween Regatta**
Austin YC, TX
Kirk Livingston
H: (512) 328-4707

28-30 ***East Coast Championship**
SSA/Eastport YC, MD
Mike Colbert
B: (202) 767-9534

NOVEMBER

5-6 **Beaver Moon Regatta**
Havre de Grace, MD
Tim Winger
H: (717) 898-0856
B: (717) 392-1128

5-6 **Miss Piggy Fall Regatta**
Lake Lanier Sailing Club, GA
David Jackson
(404) 998-6656

13-19 ***North American Championship**
St. Petersburg YC, FL
Ken Carpenter
B: (813) 821-2020

19-20 **Texas Circus**
Canyon Lake YC, TX
Fred Amrhein
B: (210) 534-6442

23-27 **Junior NA Championship**
Waikiki YC, HI
Fuzz Foster
B: (808) 591-9192

FEBRUARY, 1995

18-19 **SCYA Midwinters**
Santa Monica YC, CA
Tom Leweck
(310) 454-4455

24-26 ***Yachting Key Biscayne Regatta, FL**
Doug Wilson
H: (305) 361-6565
B: (305) 361-4582

MARCH, 1995

20-24 ***Midwinter Championship**
Southern YC, LA
Jerry Coogan
B: (504) 837-4616

TBD ***District 21 World Qualifier**
California YC, CA

SEPTEMBER, 1995

8-15 **Rolex Int'l Women's Keelboat Championship**
Ida Lewis YC, RI
Mary Johnstone
B: (401) 849-6229

An * indicates World qualifier



Photo - Blair Davies

Do you think the crews of these boats sail as their names say?

YEAR	NO.	LOCATION	HELMSPERSON	YACHT	HOMEPORT
World Champions					
1979	I	Newport, RI	Charlie Scott	<i>Smiles</i>	USA
1980	II	San Remo, Italy	John Kolius	<i>San Brandano</i>	USA
1981	III	Sydney, Australia	Mark Bethwaite	<i>Bandit</i>	Australia
1982	IV	San Francisco, CA	John Kolius	<i>Cheap Sunglasses</i>	USA
1983	V	Maalmo, Sweden	Ed Baird	<i>Laissez Faire</i>	USA
1984	VI	Poole, England	David Curtis	<i>HJ</i>	USA
1985	VII	Atsumi Bay, Japan	Ken Read	<i>Maggie-San</i>	USA
1986	VIII	Newport, Rhode Island	Ken Read	<i>96 Degrees</i>	USA
1987	IX	Capri, Italy	Francesco de Angelis	<i>Le Coq Hardi</i>	Italy
1988	X	Sydney, Australia	John Kostecki	<i>Pee Wee</i>	USA
1989	XI	Kingston, Ontario	Larry Klein	<i>Fly Mo J</i>	USA
1990	XII	Dublin, Ireland	Jim Brady	<i>Just More Fun</i>	USA
1991	XIII	Athens, Greece	Ken Read	<i>Maxx</i>	USA
1992	XIV	Annapolis, Maryland	Ken Read	<i>Mookie</i>	USA
1993	XV	Abersoch, N. Wales, UK	Ken Read	<i>Head Case</i>	USA
1994	XVI	Melbourne, Australia	Ken Read	<i>Jazzed</i>	USA

North American Champions					
1978		Newport, RI	Charlie Scott	<i>Smiles</i>	Annapolis, MD
1979		Corpus Christi, TX	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1980		San Francisco, CA	Ed Adams	<i>Shazamm</i>	Providence, RI
1981		Rochester, NY	Buddy Duncan	<i>HJ</i>	Marblehead, MA
1982		Corpus Christi, TX	David Curtis	<i>HJ</i>	Marblehead, MA
1983		San Diego, CA	David Curtis	<i>HJ</i>	Marblehead, MA
1984		Kingston, Ontario	Ken Read	<i>Maggie</i>	Newport, RI
1985		Marion, MA	Ken Read	<i>Maggie</i>	Newport, RI
1986		Chicago, IL	David Curtis	<i>HJ</i>	Marblehead, MA
1987		San Francisco, CA	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988		Corpus Christi, TX	Scott Young	<i>Thunderstar</i>	Austin, TX
1989*		Rochester, NY	David Curtis	<i>American Garage</i>	Marblehead, MA
1990		Milwaukee, WI	Geoff Moore	<i>Not To Worry</i>	Newport, RI
1991		Toronto, Ontario	Ken Read	<i>Maxx</i>	Newport, RI
1992		Long Beach, CA	Mark Laura/Dave Willke	<i>Ann Marie</i>	Seattle, WA
1993		Hampton, VA	Ken Read	<i>Mookie</i>	Newport, RI

* Won by Ian Bashford (Australia).

North American Designer Fleet Winners*					
1981		Rochester, NY	Moose McClintock	<i>Obstreperous</i>	Newport, RI
1982		Corpus Christi, TX	Bob Johnson	<i>Class Action</i>	Corpus Christi, TX
1984		Kingston, Ontario	Glenn Darden	<i>Thunderstar</i>	Fort Worth, TX
1985		Marion, MA	Chris Field	<i>Brain Damage</i>	Groton Long Point, CT
1986		Chicago, IL	Bennet C. Taves	<i>Yellow Snow</i>	Rochester, NY
1989		Rochester, NY	Al Russell	<i>Slippery</i>	Waitsfield, VT
1991		Toronto, Ontario	Ron Schute	<i>Tardis</i>	Ottawa, Ontario

*No Designer Fleet in 1978, '79, '80, '83, '87, '88, '90, '92, '93

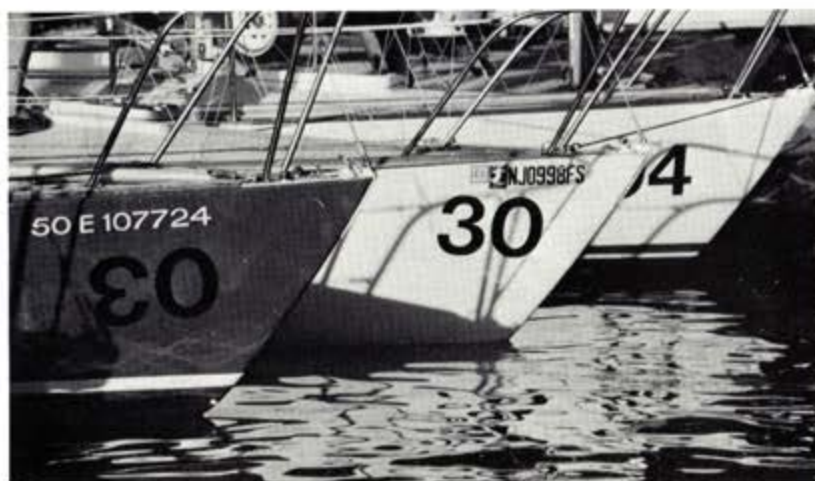
Jr. North American Champions					
1987	I	Abino Bay, Ontario	John Swanson		Eggertsville, NY
1988	II	Oakville, Ontario	Andrew Smith		Oakville, Ontario
1989	III	Rochester, NY	Sean Staniforth		Montreal, Quebec
1990	IV	Santa Barbara, CA	Yumio Dornberg/Sean Kennedy		Santa Monica, CA
1991	V	Event Not Held			
1992	VI	Fair Haven, NY	Steven Hunt		Hampton, VA
1993	VII	Sodus Bay, NY	Aden King		Skaneateles, NY

YEAR	NO.	LOCATION	HELMSPERSON	YACHT	HOMEPORT
South American Champions					
1983	I	Buenos Aires, Argentina	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1984	II	Ancon, Perú	Alberto D'Angelo	<i>Black & White</i>	Perú
1986	III	Rio de Janeiro, Brazil	Marcos Soares	<i>Linha D'Aqua</i>	Brazil
1987	IV	Ancón, Perú	Luis Lebreiro	<i>Alcaravan</i>	Brazil
1988	V	Ancón, Perú	Ricardo Capparelli	<i>Rocoto</i>	Argentina
1989	VI	Buzios, Brazil	Luis Lebreiro		Brazil
1990	VII	Buenos Aires, Argentina	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1992	VIII	Lake Rapel, Chile	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1993	IX	Ancón, Perú	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1993	X	Rio de Janeiro, Brazil	Alberto D'Angelo	<i>Velia</i>	Perú

U. S. Midwinter Champions					
1978	I	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1979	II	Key West, FL	Mark Ploch/Jim Brady	<i>Tchau</i>	Clearwater, FL
1980	III	Key West, FL	John Jennings	<i>Black Star</i>	St. Petersburg, FL
1981	IV	Key West, FL	Augie Diaz	<i>I'll Go</i>	Miami, FL
1982	V	Miami, FL	Charlie Scott	<i>Viva 40</i>	Annapolis, MD
1983	VI	Miami, FL	Ed Baird	<i>Impulse</i>	St. Petersburg, FL
1984	VII	Miami, FL	David Curtis	<i>HJ</i>	Marblehead, MA
1985	VIII	Miami, FL	Morgan Reeser	<i>Sea Sharp</i>	Miami, FL
1986	IX	Miami, FL	John Kostecki	<i>Terminator</i>	Pt. Richmond, CA
1987	X	Miami, FL	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988	XI	Miami, FL	Ed Baird	<i>Monster Fish</i>	St. Petersburg, FL
1989	XII	Miami, FL	Jim Brady	<i>Slap and Tickle</i>	Annapolis, MD
1990	XIII	New Orleans, LA	Paul Foerster	<i>Grand Slam</i>	Dallas, TX
1991	XIV	Miami, FL	Jim Brady	<i>Fine Awd</i>	Annapolis, MD
1992	XV	Miami, FL	Jay Lutz	<i>Dashboard Mary</i>	Kemah, TX
1993	XVI	Miami, FL	Ken Read	<i>Mookie</i>	Newport, RI
1994	XVII	New Orleans, LA	Terry Hutchinson	<i>Northern Exposure</i>	Newport, RI

European Champions*					
1982	I	La Trinite, France	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva, Switzerland
1983	II	Neuchatel, Switzerland	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva, Switzerland
1984	III	Naples, Italy	Francesco deAngelis	<i>Le Coq Hardi</i>	Naples, Italy
1985	IV	Cork, Ireland	Laurie Smith	<i>Ghost</i>	England
1986	V	Scheveningen, Holland	Ed Warwick	<i>Sanjola IV</i>	London, England
1987	VI	Athens, Greece	Ed Warwick	<i>Sanjola IV</i>	London, England
1988	VII	Cowes, England	David Bedford	<i>Take Them to The Cleaners</i>	England
1989*	VIII	Sardinia, Italy	Ian Southworth	<i>Plastic Bag</i>	England
1990*	IX	Kiel, W. Germany	Aurelio Dalla Vecchia		Naples, Italy
1991*	X	Cowes, England	David Bedford	<i>R.S.J.</i>	England
1992	XI	Marstrand, Sweden	Flavio Favini	<i>Nebookanezzar</i>	Italy
1993*	XII	Monte Carlo, Monaco	Luca Santella	<i>Jadine</i>	Italy

*1989 event won by John Kostecki/Vince Brun (US); 1990 event won by Jim Brady (US); 1991 event won by Ian Bashford (Australia); 1993 event won by Chris Larson (US).



The race committee should hope that the dark-hulled boat is not over the line early.

Photo - Blair Davies

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1994 European J/24 Calendar of Events

MAY

16-20	Italian National Championship		
28-30	Southern Area Championships	HRSC	Hamble, U.K.

JUNE

18-19	Rutgersson Cup/Marstrand	MSS	Marstrand, Sweden
18-26	Kiel Week	KYC	Kiel, Germany

JULY

1-8	European Championship	RYC Hollandia	Medemblik, Holland
25-August 7	IYRU World Championship of Sailing		La Rochelle, France
30-August 2	Swedish Championship/Vänersborg	VSS	Vänersborg, Sweden
30-August 6	Cowes Week		Cowes, U.K.

AUGUST

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

SEPTEMBER

2-4	Dutch Championships	R Dutch YC	Muiden at IJsselmeer
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OCTOBER

31-November 6	All Japan J/24 Championship	Sagami Bay	Miura City, Kanagawa
31-November 6	Asia-Pacific J/24 Championship	Sagami Bay	Miura City, Kanagawa

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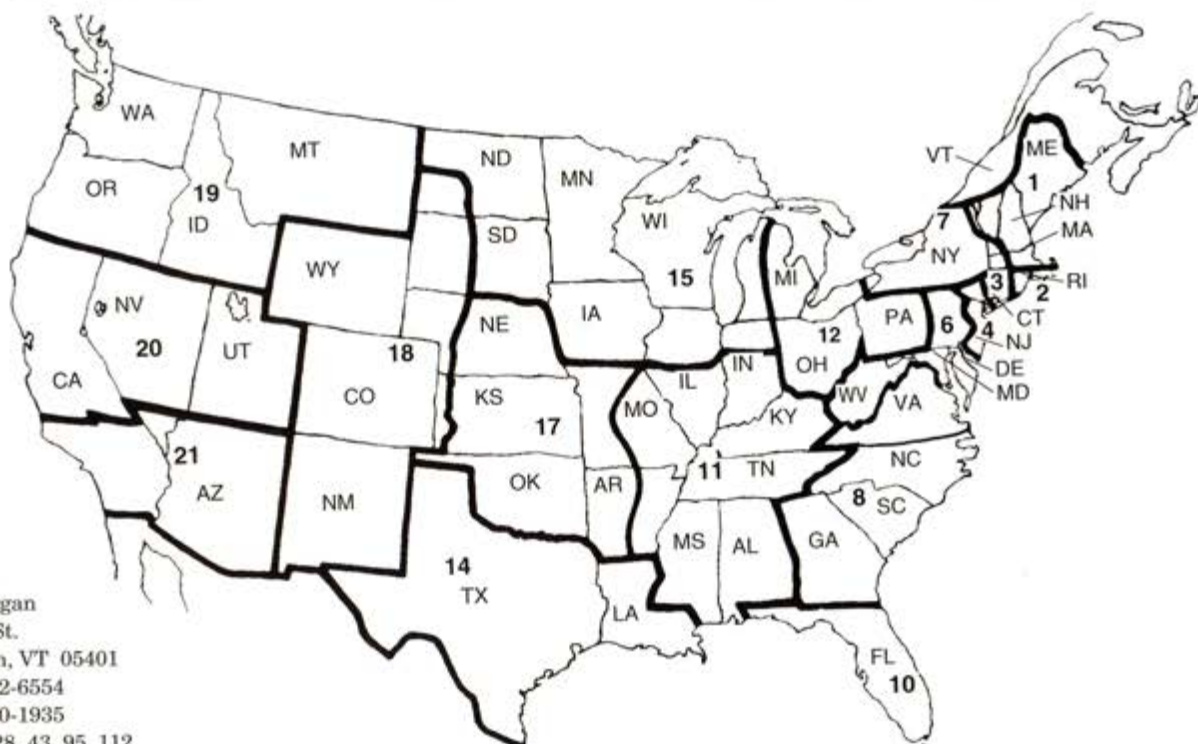
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B: (714) 588-9994

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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
Zack Troxel
250 Rush Creek
Heath, TX 75087
H: (214) 446-0989
B: (214) 528-3516
F: (214) 528-0110

U.S. FLEET CHARTER APPLICATION FORM
(Minimum of three boats with current membership required)

FLEET CAPTAIN'S NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP CODE _____
 TELEPHONE H: _____ B: _____ FAX: _____
 I do hereby apply through my District Governor for registration of the _____ fleet.

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

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

FLEET CAPTAIN SIGNATURE _____	PRINTED NAME _____	DATE _____
DISTRICT GOVERNOR SIGNATURE _____	PRINTED NAME _____	DATE _____

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

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

(Type or print:)

Regatta _____ Date of event _____
 Boat Owner _____ Co-owner _____
 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 _____

TEL (H): () _____ (B): () _____ FAX: () _____

HULL NO. _____ FLEET NO. _____ DISTRICT NO. _____ YACHT NAME _____

E-MAIL ADDRESS _____

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 _____ (full listing of back issues in Volume 30) \$8.00 _____

Send _____ 1994 calendars (\$5 after April 1; add \$3.00 for overseas addresses) \$5.00 _____

(add 5% sales tax in MD. on everything except dues)

TOTAL _____

Signature _____ Date _____

*Those in other countries should apply for membership through their own National J/24 Class Association. Where there is no NJCA, applicants may submit this form to the IJCA Office, address below.

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/her crew and/or friends at a total cost of \$14 per U.S. subscription. A \$26 overseas subscription may be ordered. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsperson) 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

J/24 CLASS ASSOCIATION • 612 Third St. #4A • Annapolis, MD 21403-3213 • 410-626-0240 • fax: 410-280-5423

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

-Champion Betsy Allison

1st - 1994 World Championship, Melbourne, Australia / *Jazzed, K. Read*
1st - 1994 Mid-Winters, New Orleans, LA / *Northern Exposure, T. Hutchinson*
1st - 1993 World Championship, Abersoch, North Wales / *Head Case, K. Read*
1st - 1993 Women's International Keelboat Championship / *Whatever, B. Allison*

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2.

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'93 Worlds • '93 North Americans • '93 Michelob • '93 S.O.C.K.S. • '93 Western Regionals • '92, '93 San Fran Memorial Day • '93 Milford Fall • '93 Dist 2 • '93 Dist 15 • '93 Muskegon Invite • '93 J/Fest NW • '92 PSSR • '92 PSSC • '92 Lt. Champlain • '93 Great Lakes Regatta



'93 North Americans • '93 U.S. Nationals • '93 Michelob • '93 Muskegon Invite • '93 PSSR • '93 Texas Circuit • '93 Dist 2 • '93 S.O.C.K.S. • '93 Changing of the Colors • '93 PSSC • '92 U.S. Nationals • '92 J/Fest NW • '92 PSSR

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602 West Dr.
Kemah, TX 77565
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(713) 334-7559
Charlie Ogletree
Jay Lutz

J/24 TEAM

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1607 Dexter Ave. N.
Seattle, WA 98109
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(206) 284-3730
Jack Christiansen
Brad Baker

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