



International

FALL 1994

VOLUME 33

J[®]
24

**"North Sails
win 1994
North
Americans"**

In light and heavy air, in flat water and chop, in big fleets and small, in English, Spanish, French, German, Japanese or Italian...North translates to *FAST!* Customer results prove our sails are easier to set up and trim and our rig tuning system couldn't be simpler. North sails are also backed by the best service in the world. Our team of J/24 experts has one goal; to help you go faster. At North Sails One-Design...*you come first!*

World of Speed

North Sails '94 J/24 Results

(partial listing)

U.S. Nationals	1, 3, 5, 6
European Championships	1, 2, 3
World Championships	2
U.S. Midwinters	2, 3
Italian Nationals	1, 2, 4
Kanish Championships	1
U.S. District 6	1
U.S. District 7	1, 2
U. S. District 22	1, 2, 3, 4
Southwest Championships	2, 3
San Francisco N.O.O.D.	1, 2, 3
J/Fest West	1, 3
Last Stop	1
Beasley Cup	1
Texas Overall Circuit	2
Western Overall Qualifier	2

*partial inventory

LEFT: 1994 National Champion Vince Brun and crew power downwind with their new North Hybrid spinnaker.

Kelly O'Neil / Stock Newport photo

North makes the best J/24 sailors

North Sails One-Design East, 16 Lincoln Ave., Marblehead, MA 01945

617-631-5147 Fax: 617-639-2461...*Doug Clark & Chris Larson*

North Sails One-Design West, 1111 Anchorage La., San Diego, CA 92106

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) & Kazu Nishimura*

☛ NORTH AMERICAN J/24 SAILORS...CALL TODAY ABOUT OUR FALL/WINTER DISCOUNTS!





Photo by Kelly O'Neill

Cover: Kimo Winterbottom and his crew having a great race at the 1994 U.S. National Championship in Seattle, WA, USA.

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Changes Ahead Will Need Your Attention

by Glenn Gustafson

I have enjoyed serving as your World Council Chairman for the last two years. I have decided to step down and have recommended Geoff Evelyn as the new Chairman. He was confirmed by the World Council in November. I will continue on the IJCA Executive Committee and be active in long-range planning. As I look back on my tenure in the Class organization, I am proud of how I have helped the class grow and evolve and hope that I have served your best interest over the years.

Geoff Evelyn is the former Canadian Class President and International Technical Committee member. I know he will keep the Class on an even keel. Jim Keesling, USJCA President, will be the new Vice-Chairman. Jim has been active in the Class for many years and will serve as the nucleus of the next administration after Geoff has completed his watch. Over the last several years, the International Executive Committee has worked hard to develop a clear succession among class officers to assure that the one-design principles of the Class and objectives and policies are carried out in a consistent manner.

The Class needs interested volunteers such as Geoff and Jim to help foster the growth of the Class. In the last magazine I wrote that promotion of the J/24 is every member and boat owners responsibility. If you have interest in keeping the J/24 the premier one-design keelboat class in the world, I encourage you to get involved. Whether it be as a race organizer or regatta volunteer, fleet captain, district governor, committee member, or Class officer, your input and help are needed and always welcome.

We have continued to see the Class grow on an international level. We face interesting challenges in the next several years from a variety of sources. New designs with aggressive marketing budgets are wooing potential J/24 sailors to other boats. We have to actively promote the J/24, and can no longer solely rely on J/Boats to fulfill the bulk of that role. Most new J/24 sailors enter the class by buying a used boat. Most new boats are sold currently to existing J/24 owners who are trading up.

As our fleet of 5000+ boats begins to age, more and more pressure is put on measurers and our technical committee to police unauthorized changes made to existing boats. Part of the problem is due to inconsistent specifications from builder to builder, combined with improvements made over the years in the interest of keeping costs affordable and improving the durability and sailability of the boat. The International Technical Committee will publish a measurement manual and a list of technical interpretations issued over the years to aid local measurers in this task. They will also catalog and review the complete specifications for the boat to make sure that the J/24 you race against is as equal as possible to your



Outgoing IJCA Chair, Glenn Gustafson and newly-elected Chair, Geoff Evelyn, share ideas at the Annual Meeting in London.

J/24 in speed producing factors, while permitting updating and upgrading of older boats.

One big issue facing us is the eventual transfer of the copyright from J/Boats, Inc. to the Class so that we can control our own destiny. Part of this transfer of responsibility will include the licensing and policing of builders around the world, to make sure that boats are built as consistently and evenly as possible at a fair price to members in all nations.

Finally, we need to strengthen our alliance with IYRU and make sure our voice is heard. We are a force in the sailing community which needs to flex its muscle to assure that actions taken which affect us are in our best interest in the long run, and help maintain and promote our one design principles. Fair Sailing in 1995.

A Message from newly-elected Chairman, Geoff Evelyn

As I sat and tried to think of what to write, I tried to think of what has kept me coming back year after year having sailed a J/24 since 1978. I've come to the conclusion it is all the people I've either sailed for or against, that have run the regattas, measured boats or just plain helped out when needed. Whatever the location, club racing at my own club or sitting in a rubber duck watching the likes of Kenny, and all the other world class sailors; the people participating in these events have kept me there and will continue to keep me coming back. This is the strength that I hope we can keep building upon in the future. We have a great team working on the real and perceived problems that we will be facing in the future so that we can continue to be the premier one-design keelboat well into the future.

I look forward to meeting many of you over the next few years and, with your help and guidance, meet the goals of our Class.

Back, To The Future!

by Jim Keesling

The mighty J/24 Class is going to be twenty years old in 1998. Many exciting things have happened to our class in the past. I was reading some of the published reports recently to develop a sense of what path of growth our class took in the early stages so we could move forward and not duplicate any mistakes. We were weighing boats to get a feel for weight in 1979, and Proctor was added as a supplier of masts and booms. It was interesting to read that "In 1980, boats in the US and eventually Europe will have a revised hatch program... To accomplish this, only 6 inches of length are lost in the companionway opening... We are sure that this will be a popular modification and only regret that a simple retrofit is not possible. (J/Notes: Technical Notes and News from J/Boats President Bob Johnstone, J/24 December, 1979)

It seems like only yesterday while the Class was measuring boats at a major championship, we discovered that there were no rear lazzerettes at all, and the teak toe rails were bleached so much that they actually turned white (plastic that is)! After reviewing the outside of the boat, the Class noticed that inside looked different as well. At least in 1979 the builder gave us advanced notice that changes were coming.

Our concern from the Class Office standpoint is how do we get back to the future? How can we bring our older boat up to current specs? Currently, the International Technical Committee is going to publish technical interpretations as to everything allowed and not allowed as modifications to the J/24. These interpretations don't change any of the existing rules, they clarify them through questions and answers.

The continued growth of our association is due to the fact that the older boats are still competitive on the race course with new boats. In addition, we have the opportunity to compete against the world's best. It seems like every year the Rolex Yachtsman and Yachtswoman of the year came from our Class! I still enjoy reading race results in all of the



Above, seated right: Jim Keesling, newly-elected Vice-Chair of the IJCA, takes time for a photo opportunity at the Royal Thames Yacht Club with (from left to right) Dennis Ellis, John Adams, Geoff Evelyn (seated), Glenn Gustafson, Bengt Julin, Steve Podlich (kneeling), and Pinetti Massini.

major sailing publications seeing the J/24's with over 40 and up to 103 boats entered. It also amazes me that with all the hype and press of other "new" classes, that only 12-20 boats made the event. We aren't losing members to a \$50,000 boat, it's not having full page color ads promoting the J/24 in the sailing publications. I think it's time we arrive at the "Press Regattas" in full force. Let's arrange our regional and district championships with the Volvo's, NOODs, and Race Weeks. The growth of our class is the two crew who are bored and sitting on the rail as the 9th and 10th person watching the J/24's have all the fun. Let's take them out sailing on our boats, show them what 50 J/24's spinning on the start-line is like. Let's give them the chance to see boat-for-boat that Kenny Read and Vince Brun are really as good as they are (I still hate asking the question of my crew, "Who won?" because we can't even see that far ahead). If we aren't paying for the press, than let's show the world in person the strength of the J/24 Class.

New boats, old boats, fun people, fast sailing, tough competition. Let's go Back to the Future!

by Steve Podlich



Dana has been waiting impatiently for my report and I have been waiting for the magazine to take final form and for inspiration about what to write. The magazine is ready and I have no more time. And the magazine is my first subject.

When I took this job I knew that the magazine would be one of my biggest challenges because I had no previous experience with producing such a publication. Over the past 3 years the class has been blessed with three excellent editors. But here in lies a problem as well. We are constantly on the steep part of the learning curve and that has been adversely influencing the production schedule. I apologize for the tardiness and the size of this magazine. Several factors influence the size of this issue, however at this point in time I feel it is important to get it to the printers and get it into your hands. We will create an 80 page magazine in the spring, perhaps larger. With assurances from Dana, I am confident that the editor will remain the same for the next two or more years and we should whip this problem and get your next two

magazine into your hands by early May and early November.

Besides your patience I ask for your help. We need a constant flow on information to successfully put together two magazines annually. If you have a question about sailing a J/24 then "Ask Dr. J" (see p.7). You are probably not the only one who will appreciate the answer. And if the answer is not simple we may run a feature article on the subject of your question. If you are responsible for organizing an event please remember to delegate the job of sending a regatta report, results and photos to us and to the local paper. And if you have a humorous, informative or otherwise interesting tale of our lives and our J/24s please put pen to paper and send it to us.

The next subject I want to address, life jackets or buoyancy aids, was brought home by Larry Klein's death (see p 5). I will confess that I was, at first, a little confused by the change to rule 4.1.7 (see p. 8). It seemed to be so minor that it would have no practical effect on the equipment we carry. The change was made for members in nations where a "life jacket", by local regulation, is a huge, uncomfortable, "Mae West" thing which hinders the wearer's dexterity. Members in the USA should not go out and buy non-Coast Guard approved equipment, while you cannot be pitched from the race for carrying non-CG approved life vests the boarding officer and the judge will not recognize the J/24 Class Rules and you will end up paying a fine.

When Margaret and I first purchased Spot we had 4 type II life jackets and 1 type III vest aboard. Margaret has always been the first one to don a life vest in marginal conditions and after the first hairy day we sailed Spot I learned that Margaret did not wear her vest because she felt awkward wearing that vest when she had no additional vests to offer our crew. The remedy was made before the next weekend and the price of 5 more (Margaret often sails Spot with a womens crew) type III vests was cheap compared to peace of mind achieved from having the gear and feeling safe. Since we bought the vests Margaret has been quick to put her vest on whenever she wants, sometimes she will put on a life vest just because it is a little chilly. There is no bad reason to wear a life jacket because no one ever intends to go over during a race and once in the water buoyance is the most important asset you can have.

I believe it is important that our rules enhance our safety and not hinder it, and I hope that you and your crew will join Margaret and me by carrying and WEARING life vests which are comfortable and do not get in the way of performance on the race course.

Smooth and safe sailing in 1995.

Steve

In Memory of Larry Klein

World Champion Larry Klein drowned September 17, 1994 in San Francisco during the St. Francis Yacht Club "Big Boat" Series. Larry, who was the 1989 J/24 World Champion and Rolex Yachtsman of the Year, was skippering an experimental boat, *Twin Flyer*.

A frequent contributor to *International J/24*, Larry shared his skill and knowledge of the J/24 with many members worldwide. He explained the theory of prebend (vol. 18) as easily as he described his pre-regatta preparation (vol. 23). Not just a champion in our Class, he also rose to the top in the Soling and Etchells classes.

Larry Klein will be remembered for his dedication to the advancement of sailing in the US. Our Class and the sport are richer because of his contributions. He will be missed.

The San Diego Yacht Club has established an educational fund for his son Alexander. Send donations to:

Larry Klein Memorial Fund
c/o San Diego Yacht Club
1011 Anchorage Lane
San Diego, CA 92106



Sail Expo February 4-12, 1995

Sail Expo, a nine-day indoor sailing trade show, comes to Atlantic City, USA on February 4-12, 1995. With over 300,000 square feet of exhibition space and an indoor sailing pool, thousands of visitors have the opportunity to participate in this hands-on event.

Once again, the USJCA and J/BOATS will display an actual J/24 and sponsor seminars on Saturday, February 4th. You're encouraged to stay through the week and enjoy the show. Volunteers are needed to staff the J/24 Class booth throughout the week. Passes to the show and other incentives for volunteers will gladly be provided.

If you're interested, contact Steve Podlich in the Class Office. Plan to attend one, or all, of the following USJCA sponsored J/24 seminars, February 4th:

0900-0945	Sail Trim Upwind
1000-1045	Rig Tuning
1100-1145	Sail Trim Downwind
1500-1545	Maintenance Upgrades
1600-1645	Owner's Seminar
1700-1900	ONE DESIGN Party
1930	Dinner at local restaurant

Hello J/24 World!

It always seems when you're minding your own business, something comes along and gets your attention. That was the case on the day I rang my friend Sally to see what she was doing for lunch. "Dana, I'm leaving the J/24 office in two weeks to go to Germany and my job's being divided into two part-timers," she said. "I said **lunch**, Sally, not **life**!" As you all know Sally Scott left the class to spend some Q-time with her family in Europe for the summer. The rest of the story is; I jumped at the opportunity to put together the Class Association's publications.

My friends in the big city all call me the "girl with the small town lifestyle". About two years ago, I left the dog eat dog world of sales and marketing to move to Annapolis and put my energy into managing the rapid growth of a rigging company. I'm also a certified fitness instructor and put in a lot of time at the local health club. Although terminally busy, I yearned to use my ability to write and create publications.

My experience is varied. I've put together a series of ads to promote a national conference, written speeches, overseen advertising, sat on a strategic planning committee, volunteered to teach English to non-native speakers, and promoted the hell out of everything. Without sounding like my resume, I've had some great experiences. So, when the chance to work in an office with the best damn view, computer system, and Exec. in town tempted me, I went over and talked with Steve.

Since coming to the Class, I've talked with many dedicated members with lots of great ideas. This is a great organization and I bet I'll still say that this time next year. Although check with me this week. We just finished one magazine, one newsletter, and one calendar.

I'm looking forward to meeting as many members as I can. Call me at the office in the afternoons. Just let the phone ring awhile. I might be out on the deck enjoying the view.
Dana

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 per 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 strengthen the Class.

1995 J/24 World Championship Qualifiers

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

IJCA QUALIFIERS:

Past World Champions

Founders - Rod Johnstone, Bob Johnstone

South American Championship

North American Championship, Chris Snow

European Championship, Anders Edblad, Chris Larson

Asia Pacific Champion, TBD

Rolex International Women's Keelboat Champion, Betsy

Allison

IJCA INVITATIONS:

Host Fleet Invitations - To be determined by the host

IJCA Chairman - Geoff Evelyn

Here, TO DATE, are the qualifiers for each event: OPEN EVENTS

USJCA QUALIFIERS: 1994 Membership

- | | | |
|---------------------------|-----------------|------------------|
| 1) USJCA President | | Jim Keesling |
| 2) South West Reg. Champ | May 28-29 | Benz Faget |
| 3) South East Reg. Champ | Sept 16-18 | Jim Kinsey |
| 4) Great Lakes Reg. Champ | June 16-19 | Josh Kerst |
| 5) North East Reg. Champ | Sept 24-25 | Waldek Zaleski |
| 6) Western Reg. Champ | July 23-24 | Bill Fortenberry |
| 7) US Open Champ | May 27-30 | Vince Brun |
| 8) '95 Midwinter Champ | Mar. 27-31, '95 | |
| 9) East Coast Champ | Oct 28-30 | Terry Hutchinson |
| 10) Dist 1 Champ | Sept 17-19 | Steve Ullian |
| 11) Dist 2 Champ | Aug 5-7 | Brad Read |
| 12) Dist 3 Champ | Oct 8-9 | Britt Hughes |
| 13) Dist 4 | Parkway Series | Eric Leitner |
| 14) Dist 6 Champ | Aug 20-21 | Doug Clark |
| 15) Dist 7 Champ | Aug 11-14 | Jody Swanson |
| 16) Dist 8 Champ | July 2-4 | Henry Amthor |
| 17) Dist 10 Champ | Feb 95 | |
| 18) Dist 11 Champ | Oct. 22-23 | Chuck Trotter |
| 19) Dist 12 Champ | Aug 5-7 | Scott Sellers |
| 20) Dist 14 Champ | TX Circuit | Scott Young |
| 21) Dist 15 Champ | Aug. 27-28 | Mike Dow |
| 22) Dist 17 Champ | Sept 10-11 | Mark Foster |
| 23) Dist 18 Champ | July 29-31 | Steve Law |
| 24) Dist 19 Champ | Aug 13-14 | Keith Whittemore |
| 25) Dist 20 Champ | May 7-8 | Seadon Wijzen |
| 26) Dist 21 Champ | Feb 1995 | |
| 27) Dist 22 Champ | Aug 20-21 | Steve Thomas |

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:

# of paid IJCA memberships	# of qualifiers
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 Membership

National J/24 Class Assoc.	as of Oct. 30
Argentina	67
Australia	180
Brazil	15
Canada	156
Chile	51
Croatia	13
France	40
Germany	40
Gibraltar	40
Greece	15
Ireland	32
Italy	255
Japan	252
Mexico	51
Monaco	15
The Netherland	28
New Zealand	15
Peru	25
Puerto Rico	5
Sweden	85
Spain	2
Switzerland	32
United Kingdom	120
United States	1700
Gibraltar	4
Mexico	51

Hull Numbers Assigned in 1994

- 5106 - 5115 Italy
- 5116 - 5125 Italy
- 5126 - 5135 Argentina
- 5136 - 5145 TPI
- 5146 - 5160 Italy
- 5161 - 5170 Argentina

A Letter from a Reader

"Dear Gang,

It's been a tough year and a half for me, being out of work. During that time I swore I would sell the house before my J - fortunately I have not had to do either and am slowly getting back into racing. What have I missed? Let me know, enclosed is my \$40."

I'd like to think this is \$40 well spent, thanks. Ed.



USJCA Executive Committee and District Governors met in Dillon, CO to discuss role of USJCA and the future of the Class.

Make Your Mark: Design Contest

The Class is sponsoring a design contest for a new transom sticker. The new decal design will be used from 1996 through 2001. The transom sticker that you receive with membership is redesigned every six or seven years. 1997 marks the 20th Anniversary of the International J/24 Class Association and the sticker might celebrate the 20th anniversary of the best and biggest one-design keelboat and class association in the world.

Guidelines The sticker may be one or two color, must use the J/24 logo, and must not be larger than 75mm square. Exact shape is the designer's option. Other than that, all entries will be considered.

Call for entries The contest is open to any current IJCA member. If you would like your entry returned, send a self-addressed, stamped envelope. Otherwise, we'll keep them and do whatever we wish.

Wait! There's More! The winner will receive the satisfaction of a job well done and the undoubtable respect of all Class members. That's not all. The winning design will be featured on the cover of the 1996 International J/24 Wall Calendar and transoms the world over.

Deadline Entries must be received by June 1, 1995. Send to: IJCA, 612 Third Street, Suite 4A, Annapolis, MD 21403, USA.

Ask Dr. J

Beginning with the Spring edition of *International J/24*, we are proud to announce the addition of a new column, **Ask Dr. J**. No, Julius Irving hasn't joined the IJCA Technical Committee. Wondering why that boat "had room" and you didn't? How is a certain rule interpreted and in what way does it apply to your boat?

Send your technical and tactical questions or comments, along with appropriate photos and/or diagrams to "Ask Dr. J" in care of the Class Office. Each edition of *International J/24*, we'll select the questions that will provide our membership with some great information.

TO DO:

Locate Boat
Cat Down Mast
Navigation Charts
Sand Bottom
Cabin Top Winches
Step Mast
Tune Rig
Get Measurement Cert.
Life Jackets
Flashlight
Fenders & Doodlines
Lube Winches
Check Blocks & Cleats
Upgrade Vang
Dry Cushions
Pump Out Bilge
Charge Battery
Corrector Weights
Check Running Lights
I-Flag & Protest Flag
Clear Interior
Gas Tank & Fuel
Hacksaw
Lifting Strap
Extra Winch Handle
Spare Hardware
Bucket & Sponge
Sheets
Outboard Motor
Headstay Length
Weigh Boat
Jib Cunningham

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1995 IWKC?

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With Spare Parts &
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Levels of Boats to
Choose From For
All Budgets!

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Recent Changes to the IJCA Rules

Below is the new text for the rules which were recently changed. These rules will become effective on March 1, 1995. The 1995-96 J/24 Class Rules booklet will be printed and distributed in early '95.

Rule 3.2.1 - Hull

The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds **licensed** by J Boats, Inc. and **approved by the IJCA.**

Rule 3.3.3(a) - Keel

The distance measured from the junction of the transom and the hull at the centerline to:

a) The trailing edge of the keel **stub** at the hull shall be not more than 3020mm or less than 2996mm.

Rule 3.3.2 - Keel

The external dimensions and configuration of the keel shall comply with the table of offsets contained in official Plan C. The keel may be over coated with any protective material **with a comparative density of less than three** and faired, provided it complies with the dimensions in official Plan C.

Rule 3.3.4 - Keel

The leading and trailing edges **shall be fair and within +/- 5mm of a straight line between sections I and VI.**

Rule 3.5.4(a) - Running Rigging

One spinnaker halyard of synthetic rope not less than 6mm diameter which shall **exit through the mast bracket** and bear not more than 35 mm forward of the mast or more than 40mm above the **center of the forestay fixing pin.**

Rule 3.5.4.(b) - Running Rigging

One mainsail halyard of wire not less than 3mm diameter and or synthetic rope of 8mm diameter.

Rule 3.5.4.(c) - Running Rigging

Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 6mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.

Rule 3.5.4.(d) - Running Rigging

One kicking strap (vang) of synthetic rope of not less than 8mm diameter in a tackle not exceeding 8:1 power ratio. A wire strop of not less than 4mm diameter and not more than 305mm in length may be used to attach the kicking strap to its attachment point at the mast.

Rule 3.5.4.(k) - Running Rigging

Spinnaker sheets of synthetic rope not less than 8mm diameter.

Rule 3.5.5(e) - Boom

The tip weight of a boom at the outhaul without a vang, mainsheet and blocks shall be not less than 3.3 kg.

Rule 3.8.4 - Fixed Fittings and Equipment to be Carried When Racing

Berths equipped with cushions **of uniform density**

and a total weight of not less than 8 kg or more than 21 kg.

Rule 4.1.7 - Safety Rules When Racing

Life jackets or personal buoyancy equipment for each member of the crew.

Rule 7.1.10 - Prohibitions

Not in use.

Rule 7.1.18 - Prohibitions

The use of titanium. **The use of other exotic materials that are not commercially manufactured and readily available, on the open market, at prices competitive with similar fittings and equipment manufactured with non-exotic material.**

Plan A - Deck Layout

Delete items 3 and 15 because permanently installed navigation lights are not required to be on the deck. (Note: Plan A - Items 3 and 15 show where the navigation lights were required to be located on the deck. This change has no effect on Rule 4.1.2, J/24s must continue to carry permanently installed navigation lights.)



The Royal Thames Yacht Club and the UKJCA hosted the 1994 Annual IJCA World Council Meeting (photo above) in London, England on November 5. Nine nations were officially represented as well as many participants and observers. The meeting centered around discussion of where the Class has been and where the future will take us. Especially important was the granting of the 1998 World Championship to San Francisco, CA and the elections of new World Council members. Geoff Evelyn, from Canada, is the newly elected Chairman. Along with him are: Jim Keesling, United States, elected Vice-Chairman; Technical Committee Chairman, Dennis Ellis, United Kingdom; and Council Members Pinetti Massini, Italy; Robero Authier, Argentina (not shown); and Simon Slater, United Kingdom.

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 thirty volumes prior of *International J/24* magazine. All back issues are available, except volumes 6,7,13,17 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 are found in on page 46.

J/24 Info Superhighway

We've really entered the 90's here in the Office. In the back of the magazine, you'll see listings of just about every titled person in our organization. If we have the info, then we've added e-mail addresses. The Class Office communicates via CompuServe to volunteers around the world. If you're listed in the back and we do not have your e-mail address, let us know. We can be reached at CompuServe 71562,2514.

Race the World

We've just gotten notice of a great race idea from the Canadian JCA. Have you qualified for Worlds in Rochester, August 18-25? Looking for a major event to tune up against top level competition? Then go to the 1995 Canadian Championship at CORK, August 10-13, 1995.

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Copy Deadlines

Waterlines #14 March 1, 1995
International J/24 Vol. 34 March 15, 1995

As you read this, we are working on the Spring issue. Just about every day of the year we are in need of photographic and written contributions from our members. If it seems as though we are constantly begging, it's because we are. Don't forget, most of what we print is what we receive from you! That is what a membership organization is all about. Here is 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. If you're in doubt as to whether we could use it, the answer is most-likely YES! Thanks for your contributions.

They're Here!

The 1995 International J/24 Wall Calendars are now available. Thirteen months of exciting and inspiring photos from regattas around the world. Did you see Betsy Alison winning the Rolex International Women's Keelboat Regatta? How about Vince Brun on his way to winning the '94 US Nationals? You can see these great J/24 sailing moments, and more, by ordering today on page 68. Stock up, they make excellent gifts, valentines, crew thank-you's, and really perk up refrigerators.

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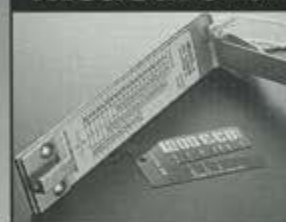
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1995 European Championship
July 7 - 14, 1995



Invitation

The J/24 Class Association of Ireland and the Royal Irish Yacht Club extend an invitation to join us in Dublin Bay, Ireland, for the European Championships, 7 - 14 July 1995.

Regatta Location

Racing will take place in Dublin Bay with the backdrop of Howth Peninsula to the North and the Dublin and Wicklow mountains to the South. The fleet will be moored in Dun Laoghaire Harbour, a superb man made harbour lying southeast of Dublin, which is the major sailing centre in Ireland. The host yacht club is the Royal Irish Yacht Club which is situated within the harbour overlooking the moorings. The Royal Irish Yacht Club has been in existence for some 165 years and was the host club for the 1990 J/24 World Championships. The club has a rich tradition of sailing on design fleets complementing Dublin Bay as the home of the world's oldest on design class.

The 1995 J/24 European Championship will be held from 7 - 14 July 1995 in Dublin Bay. The regatta will be organized by the J/24 Class Association of Ireland, under the authority of the Irish Sailing Association. The event will be hosted by the Royal Irish Yacht Club.

Dublin Bay is situated on the East Coast of Ireland, latitude 53 degrees, 17 minutes North and longitude 6 degrees, 6 minutes West.

Rules

The Regatta will be governed by the 1993-1996 International Yacht Racing Rules, the Class Rules of the International J/24 Class Association, the official Notice of Regatta (except as may be altered by the Sailing Instructions) and the Sailing Instructions. Protests and requests for redress will be heard by an international jury appointed by the organizing authority constituted in accordance with IYRR Appendix C1.

This Regatta is classified as a category A event (as 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 requirements and must have paid all event fees prior to becoming official competitors.

Schedule	Friday	July 7	Registration and Measurements
	Saturday	July 8	Registration and Measurements
	Sunday	July 9	Registration and Measurements and Practice Race
	Monday	July 10	Race
	Tuesday	July 11	Race
	Wednesday	July 12	Race
	Thursday	July 13	Race
	Friday	July 14	Race and Prize Giving Ceremony

Racing Racing will take place on Dublin Bay north of Dun Laoghaire Harbour. The race is normally within an hour's sailing from the moorings.

The Regatta will consist of as many as six races with the completion of three races required to constitute a championship.

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

Scoring The low point scoring system (IYRR Appendix B2) will be used.

The percentage penalties (Par 2 of IYRR Appendix B1) shall apply.

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

All participants must present a current valid measurement form certified as valid by the J/24 Class, at registration.

Inspection & Launching 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.

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 prior to 1 May 1995.

Entry The completed entry form and racing fee must be received by the organizing committee prior to 1 May 1995. Late entries and at an additional fee may be accepted at the discretion of the Regatta Committee up to close of registration. A full registration package will be given to each boat on receipt of application and entry fee.

Contact Requests for race entry charter application forms and further information may be made to:

Regatta Chairman
J/24 European Championships Committee
Royal Irish Yacht Club
Dun Laoghaire
Co. Dublin, Ireland
Tel: 353-1-668 8857 (office) 353-1-285 7800 (home)
Fax: 353-1-668 8609

1995 J/24 World Championships
August 17-26, 1995



Invitation

On behalf of the U.S. J/24 Class Association, the Rochester Yacht Club invites sailors from around the world to enter the J/24 World Championship XVII regatta from August 17th to the 26th, 1995.

Rochester Yacht Club has hosted numerous one design world championship in its 107 year history and takes great pride in a tradition of organizing superior events featuring both exciting and enjoyable water and shoreside activities,

Site

The 1995 World Championship XVII will be held in the fresh waters of Lake Ontario off the mouth of the Genesee River in Rochester, New York.

Rules

The event will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the 1995-1996 Class Rules of the J/24 Class Association, this Notice (except as modified by the Sailing Instructions), and the Sailing Instructions. This is a Category 'A' event (IYRR Appendix A.3 & IJCA Class Rule 2.6.1).

Eligibility

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

Schedule	Thursday	August 17	0900-1900	Measurement & Registration
	Friday	August 18	0900-1900	Measurement, registration
	Saturday	August 19	0900-1200	Measurement, registration
			1400	Practice Race 1
			1800	Opening Ceremonies
	Sunday	August 20	1100	Warning signal, Race #1
	Monday	August 21	1100	Warning signal, Race #2
	Tuesday	August 22	1100	Warning signal, Race #3
	Wednesday	August 23	1100	Warning signal, Race #4
	Thursday	August 24	1100	Warning signal, Race #5
	Friday	August 25	1100	Warning signal, Race #6
	Saturday	August 26	1100	Warning signal, Race #7
			1800	Closing Ceremonies & Awards Banquet
Courses	Olympic and Alternate courses per the Sailing Instructions			
Scoring	The Low-Point Scoring System, Appendix B.2 of the IYRR will be used, with seven races scheduled of which three shall be completed to constitute a series. If only 4 races are completed, all shall count. A version of IYRR Appendix B1, Paragraph 2 'Scoring Penalty' as modified by the sailing instructions will be used.			
Prizes	In addition to the perpetual World Trophies, there will be prizes for the skippers and crews finishing in the top 10 positions and for the winner of each race.			
Inspection & Measurement	Inspection and measurement will be required for each yacht before registration is complete. Yachts and sails must be made available by 1200 on Friday, August 18th for measurement before launching. Measurement must be completed before 1200 on Saturday, August 19th.			
Launching, Hauling, and Mooring	Boats can be launched and hauled free of charge at the Rochester Yacht Club. Yachts will be moored within the club basin during the regatta. All yachts shall be afloat by 1800 Saturday, August 19th and shall not be hauled out before the end of the regatta without prior permission of the jury. Rudders shall remain affixed. Neither careening or the use of underwater breathing apparatus for the purpose of cleaning or inspection of the hull shall be permitted during the regatta. During the regatta, yachts may be required to be inspected by the jury for measurement purposes.			
Charters	Charter boats will be available through the organizing committee for those outside the U.S. and Canada. Applications for charter must be received before 1 May, 1995.			
Entries	The completed entry form and a fee of \$400 U.S. must be received by the organizing committee by 1 June, 1995. A late fee of \$100 U.S. will be levied after that date. Cancellation policy is as follows: 60 days prior, 100%; 59-30 days prior, 75%; 29-19 days, 50%; 18 days or less, 0%.			
Housing	The host club will provide housing for the skipper and their crew provided arrangements are made prior to June 1st 1995. After that date housing will be provided as available. Transportation will not be provided, a car is suggested.			
Additional Events	The Lake Yacht Racing Association (LYRA) regatta will be held August 5-7 1994. There will be a J/24 class start for the course racing series.			
Jury	For the World Championship, an International Jury has been appointed in accordance with IYRR 1.4(d), 1.5(a), and Appendix 5.			
Contact	Requests for information should be sent to: 1995 J/24 Worlds Committee c/o Rochester Yacht Club 5555 St. Paul Blvd. Rochester, NY 14617 USA (716) 342-5511 (716) 342-8116 (FAX)			

1995 North American Championships June 4-9, 1995

Invitation

The Beaconsfield Yacht Club and the CJCA Quebec Fleet cordially invite you to attend the 1995 J/24 North American Championship Regatta, to be held on the waters of Lake St. Louis, June 4th to 10th, 1995. The Beaconsfield Yacht Club has been in existence since 1812 and has hosted many National and International regattas including the 1990 and 1994 J/24 Canadians, Sail East, and the 1994 Canadian Youth Championships. B.Y.C., as it is known to its members, offers two launching facilities, world class race committee and support equipment, protected dockage, parking, manicured lawns, showers, and bar facilities. Come to Montreal, Quebec for a great regatta, and for American visitors, a great exchange rate.

Site

The 1995 J/24 North American Championship will be held from June 4th to June 10th, 1995 on the waters of Lake St. Louis, approximately 18 miles from the cosmopolitan city of Montreal. The Beaconsfield Yacht Club and the Quebec Fleet are the host Club and organizing authority, respectively. Mr. Don Osborne and Mr. Dennis Edge are co-chairmen of the Regatta.

Rules

The 1995 North American Championship will be governed by the 1993-1996 International Yacht Racing Rules, the prescriptions of 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. Decisions of the International Jury are not subject to Appeal.

Eligibility

The regatta is open to all J/24 Yachts as defined by the International J/24 Class Rules. Competitors must meet all ownership, Class Membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.

Schedule

Saturday	June 3	1200-1800	Early Bird Registration & Launch*
Sunday	June 4	0900-2300	Registration & Launch*
		1800	Opening Ceremonies
Monday	June 5	1000	Warning Signal, Qualifying Series (3 races) or 1st
race of			the Series with others to follow
Tuesday	June 6	1030	Warning Signal, 1st race of the day with others to
follow			
Wednesday	June 7	1030	Warning Signal, 1st race of the day with others to
follow			
Thursday	June 8	1030	Warning Signal, 1st race of the day with others to
follow			
Friday	June 9	1030	Warning Signal, 1st race of the day with others to
follow			
		1800	Presentations and Closing Ceremonies

*NOTE: No boat will be launched until its registration check list is completed.

Inspection & Measurement	All participants must present a current measurement certificate, certified as valid by the J/24 Class Association at registration. Additional measurement and inspection may be required before participants may register. Boats without a current measurement certificate, will be measured by appointment only on June 2nd and June 3rd, 1995. Appointments must be made prior to May 15th 1994. Boats may be inspected and/or measured at any time during the Regatta to verify compliance with Class Rules.
Launching	No yacht will be launched before it has registered (completed its registration check list). All boats must be afloat by 2300 June 4th, and will not be hauled out before the end of the series without written permission of the Jury.
Course	Racing will be on Olympic courses or variations thereof or windward leeward or variations thereof. Course length will be determined by the race committee as sailing conditions dictate.
Scoring	The Low Point Scoring System, Appendix B2.2 (with Option 2) of the C.Y.A. I.Y.R.R., will be used. A version of the "Percentage Alternative Penalties" Appendix B1.2 shall apply.
Prizes	Trophies will be awarded to the top 10% of the fleet, or the top 10% of each division if the fleet is split.
General	This Regatta will qualify the winner to the 1996 World Championship. Launching, housing and docking information will be included in the registration package available after submitting an entry form and fee. The services of sailmakers and chandlers will be available for the duration of the regatta.
Accommodations	A list of hotels, motels (at reduced rates) and college dormitories will be supplied in the registration package. Participants will be allowed to sleep on their boats. Camping will not be allowed on the Club grounds.
Social Events	Evening social events and entertainment are being planned for the sailors, friends and families. The B.B.Q., and awards party will be included in the entry fee, as will the post race receptions. Participants have full use of the Club facilities.
Entries	Entries must be submitted on an entry form such as found in the back of any International J/24 Class Magazine or an official entry form available at the address below and must be accompanied by a check or money order for \$375.00 CAN. made payable to Beaconsfield Yacht Club. Entries postmarked after April 10, 1995, must include a \$69.00 CAN. late fee. Entries will be acknowledged by mail with a registration package. Registration packages will not be mailed to participants whose application arrives at Beaconsfield Yacht Club after May 6th 1995. Entries may be accepted until June 4th 1995 at 2300.
Contact	Mail entries to: The Beaconsfield Yacht Club 26 Lakeshore Road Beaconsfield, Quebec H9W 4H3 Canada Tel. 514-695-1272 Fax. 514-695-9794

1995 U.S. Midwinter Championship March 25 - 31, 1995

Invitation	Fleet 94 and Southern Yacht Club invite J/24 sailors to the 1995 Midwinter Championship Regatta and the Big Easy. The racing will take place on Lake Ponchartrain. The City of New Orleans, Southern Yacht Club and our sponsors are making a major commitment to the success of this midwinter event.		
Site	The 1995 Midwinter Championship will be held on the waters of Lake Ponchartrain. Race headquarters will be at Southern Yacht Club.		
Eligibility	The regatta is open to all J/24 Class yachts as defined by the Rules of the International J/24 Class Association. Participants must meet all ownership, class membership and boat measurement requirements and must have paid all event fees before becoming official competitors.		
Rules	The 1995 Midwinter Championship Regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the Class Rules of the International J/24 Class Association (IJCA), this Notice, except as any of these are modified by the Sailing Instructions. US SAILING has approved Category C advertising per Appendix A3 of the IYRR. Participating yachts shall be required to display event sponsors' advertising on the hull and on the mainsail.		
Schedule	Saturday, March 25	1030-2000	Boat measurement, registration, launching
	Sunday, March 26	0900-1800	Measurement, registration, launching; Skipper's meeting & cocktail party
	Monday, March 27	1000	Warning Signal, qualifying series (up to three races)
	Tuesday, March 28	1030	Warning signal Race 1 (Race 2 to follow)
	Wednesday, March 29	1030	Warning signal Race 3 (Race 4 to follow)
	Thursday, March 30	1030	Warning signal, Race 5 (Race 6 to follow)
	Friday, March 31	1030	Warning signal, Race 7, any make-up race, trophy presentation and banquet
Courses	All courses will be Olympic or variations thereof, as described in the Sailing Instructions. Course length will be determined based on sailing conditions.		
Scoring	The Low-point scoring system will be used, except that in the Championship Series, each boat's score shall be the sum of her scores for all races (i.e., no throw-outs). The percentage penalty will apply.		
Inspection	All participants must present a current measurement certificate form, certified as valid by the J/24 Class, at registration. Boats requiring measurement must make an appointment and measurement will take place only on March 25. Appointments can be made by calling Tom Meric at B: (504) 588-9488 or H: (504) 486-5926. Confirmation to be made in writing. Boats may be inspected and/or measured at any time during the regatta to verify compliance with class rules.		

Launch

Boats will be launched free of charge at SYC and New Orleans Yacht Club. Gin poles will be available. Each boat will be assigned docking spaces. All boats shall be afloat by 1800h March 26 and shall remain in the water until the conclusion of the regatta, unless specific permission is granted by the Jury. Out-of-town boats will be given priority on haul-out on Saturday.

Entries

Entries will be limited to 110 boats. Each entry must be submitted on an entry form, such as included in this publication. The entry fee is \$195 US, by check made payable to Fleet 94. Fully-paid entries will be taken on a first-come, first-served basis, until March 8, 1995. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull I.D. numbers, launch and haul-out, mooring, all parties and buses, including the banquet for five persons (extra tickets available at additional cost). Full refunds will be provided prior to March 8, 1995.

Extra

Fleet 94 and SYC will host the 1995 Gulf Coast Championship (the fourth stop on the Texas Circuit) on March 11 & 12. Boats competing in the GCC will be permitted to leave their masts up and store their boats and vehicles at no charge, if participating in the 1995 Midwinter Championship.

Accommodations

Special reduced rates have been arranged with the Quality Hotel and Conference Center, 2261 North Causeway Blvd., Metairie, LA 70001, (504) 833-8211. The rate is \$42 per night, regardless of the number of occupants. This hotel is a ten minute drive to the Yacht Club. When making your reservations, remember to identify yourself as a J/24 Midwinter participant for the discounted rate. There is no parking charge at this hotel.

Prizes

There will be prizes for the skippers and crew of the first ten finishers in both Championship and Designer Fleets, many raffled prizes and participation awards.

Contact

Mail entries, with check payable to J/24 Fleet 94, to '95 Midwinter Championship, c/o Southern Yacht Club, 105 North Roadway Dr., New Orleans, LA 70124, Attn: Jerry Coogan. For further information or questions, contact: Jerry Coogan, B: (504) 837-4616, F: (504) 837-3114, H: (504) 626-0825.

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The Jury is In

by Geoff Evelyn

There are perhaps four major components in a typical yacht race; the competitors, the race management team, wind or the lack of it, and more often than not, the Jury. Each of these components can effect the eventual outcome of the regatta, some more than others. Having spent, over the past couple of years of attending regattas on behalf of the Class, a fair amount of time in contact with several International Judges, I thought it may be about time to let this dedicated group have a chance to say a few words about the job they do in general and our Class in particular.

This article is a series of questions put to four judges from around the world: Jack Cameron and Bill Cheek from Canada, and Ron Ward and Helen Ingerson from the United States. Jack and Ron were Chief Judges for the '89 and '92 Worlds and Helen is the Chief Judge for the '95 event in Rochester. Bill served on the Jury during the '92 and '93 Worlds. All four are IYRU International Judges and have served on juries for local, national and continental J/24 events. Their experience is not limited to J/24s.

Q: It has been said by some International Jurors that the reputation of J/24 sailors is not held in too high an esteem. What would your comments be to this statement.

JC: This comment is an inaccurate perception of two different philosophies. Many senior judges learned to race in an era where there were no alternate penalties or on-the-water judges and umpires. A skipper dropped out of the race if they fouled another yacht, touched a mark, or protested if they felt that another competitor had fouled them. Many J/24 sailors today appear to accept that contact between yachts is part of the game and as long as a yacht is not disabled or seriously damaged, there is no need to protest. Calls of "You owe me one" are not unusual. As these two philosophies are directly opposed, some judges elect not to serve on J/24 juries.

RW: Regretfully, I would have to agree that the perception exists. I base this on comments I have heard from other judges and from some clubs which have held major J/24 events. The comments have been spread rather widely,

however I don't find this attitude at clubs where only local J/24 sailors are involved in their home waters.

BC: The reputation of J/24 sailors has without doubt improved over the past few years, and my only comment would be to say at this time that they are generally not particularly held in any higher or lower esteem than any other sailors. The earlier perceived problems of over aggressiveness on the part of a few individuals, some looseness in the Class structure, the tightness of the Class rules coupled with some sloppiness on the part of the builder relating particularly to measurement certificates, probably all contributed. Those problems are all long gone, and my feeling is that today most Judges look upon the J/24 Class as a well organized, highly motivated, highly competitive group of sailors.

HI: I find that J/24 sailors are a great group of skillful sailors. J/24 racing is exciting to participate in and to watch. The boats are very maneuverable and sailors can tack, stop and move the boat very quickly. This boat combined with the high level of skill of the majority of the sailors makes for aggressive and early starts, close-crowded mark roundings and close finishes. When on the water judges do see boat contact in this fleet like others and when sailors infringe the racing rules it is disappointing that more sailors do not exonerate themselves by taking an alternate penalty, when available, or by protesting the boat they think infringed the rules. I find judging J/24 events interesting and challenging and the sailors a great group.

Q: Given that there has been some (or none) improvement, what steps can individual competitors and the Class Executives take to improve/change the situation.

JC: Prior to the North Americans in Hampton VA, there had been considerable dialogue within the class about enforcing many of the Rules. I was told that there would be a meeting before the Regatta between the Class Executives and the Jury. However while several



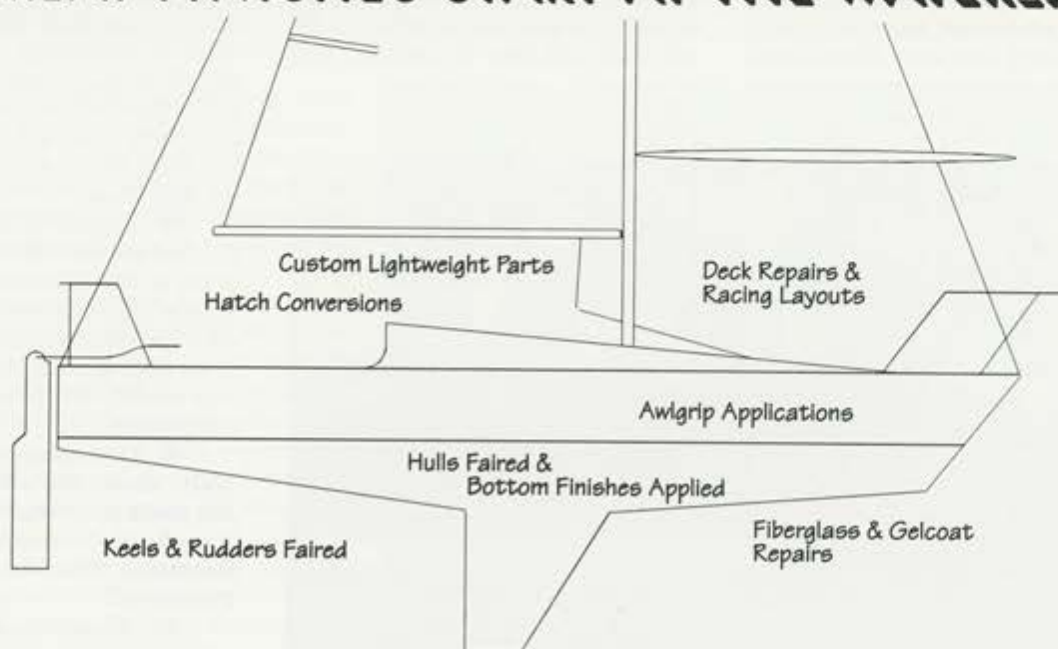
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members of the executive committee were there for measurement, none stayed for the meeting with the Jury. This situation sent the message that the Class Executive favored the status quo and did not want to rock the boat by initiating standards for Rule enforcement. If individual skippers and fleets want change, they will have to lobby and put pressure on your Class Executives.

BC: What steps can individual competitors, or the Class Executives take to maintain or improve the present situation? Not easy to answer. Know and understand the rules, sail cleanly and do your own policing of the rules. Use the alternative penalty when provided and try to stay out of the protest hearing room is a pretty general admonition. The large number of "Requests for Redress" are somewhat disappointing, with so many of them a kind of "clutching at straws" approach to winning. For the Class Executives, continue monitoring and communicating well, cleaning up problem areas quickly when and where they may occur. The adoption, and use, of the alternate penalty for exoneration of a rule infraction has been beneficial to competitors.

RW: Individuals need only behave as if they were in their own clubs when ashore at other venues and influence their other compatriots to do the same. On the water, they must observe the racing rules and proprieties. Unfortunately, in many cases, learning the rules is a necessary first step. Class execu-

tives must emphasize to the sailors that rowdyism and abuse of the rules on the water will certainly lead to the withdrawal of invitations to future regattas. The presence of Class Executives at big regattas should be used to restrain over-exuberant behavior.

HI: The problem of many premature starters can be addressed in several ways. Race committees can help by setting square and fair starting lines of good length for the conditions. I prefer not to see the Black Flag used. Given good lines, if there are early starters, the RC can call individuals or keep rolling the General Recall sequence. The "around the end" rule and/or the modified "Z" flag have been useful at large regattas. I believe that sailors are there to race and not be knocked off the starting line.

Competitors and Class Execs should do more to encourage compliance with the Rules. Articles in *International J/24* on this subject may help. If there is a rule infringement, the infringer should be encouraged to take an alternate penalty for infringing a rule of Part IV. Use of the Alternate Penalty Provision has helped keep boats racing. Those who believe that another boat has infringed a rule should be encouraged to protest. Their peers should not look down on those who protest. I think the use of the alternate penalty provisions, especially the scoring penalty, and having at least one drop race in a series, have encouraged sailors to admit fault and take the penalty. This

saves time in the protest room.

Q. What types of situations, if any, should a Jury become involved in a race/regatta?

JC: If competitors protested all infractions, and perpetrators performed their penalties, there would be no need for the Jury to become involved on the race course other than to provide advice and assistance to the Race Committee if requested.

BC: If the measurers and the registration team do their job well, and the competitors are prepared to police their sport, the primary role of the Judges is in hearing protests and concluding disputes. I believe that the visibility of Judges on the water observing (particularly at mark roundings) helps keep the sport clean. Sometimes, first hand knowledge of start line and mark-rounding incidents can help a Jury at the time of a protest hearing. The Jury can be a useful resource, or a sounding board, for the Race Officer both before, and during the event, but not to the point where the Jury is running the event. Has any J/24 fleet become involved in the "fast track" or "pre-hearing" process to try to reduce the log jams that numerous protests can create?

RW: Juries are very limited by the racing rules as far as their involvement in behavioral matters is concerned. Reluctance to invoke the very serious Rule 75 and restrictions on the scope of jury authority often leave misbehavior relatively unpunished. This causes resentment by sponsoring clubs who often say, "If the jury is not going to act as a police force, we are not going to have this rowdy class back here again". This situation, by the way, is not limited to the J/24 Class.

HI: I support the position of having the Jury provide input into the drafting of the sailing instructions, changing or authorizing additions to the SI's and, in addition, assisting the race committee or organizing authority on matters that may directly affect the fairness of the competition.

Q. What comments would you make about the efforts the Class has made to strengthen/enforce the "one design" concept and boat measurement. What else can/should be improved?

JC: Standards of boat measurement vary greatly from fleet to fleet and regatta to regatta. I have seen some very good measurement at some and none at others. The better your stan-



dards are enforced, the more "one design" the class will become.

BC: It is difficult for a Judge to comment on the tightness of the one design concept. It has worked well for many classes. If it is good for the J/24 Class, and it appears to be, then by all means enforce it. Karl Anderson's comment (*International J/24*, vol.32-Spring 1994) in his article, under the preparation schedule, may be telling you something. Although it may have been unintended, "DAY 1-find out who the measurers are and how will they measure". Does this hint at some inconsistencies in measuring?.

RW: I have to beg off to some extent on this question as I am not certain what has been done recently. In the past I have been very impressed by the dedicated and competent measurement procedures I have witnessed. I have seen measurers handcuffed by a lack of detailed specifications, when the class rules merely say "This item must be supplied by a certified manufacturer", with no indication of weight, point of balance, structural dimensions, etc. This was certainly true in the '92 Worlds.

HI: The class effort to enforce the "one design" concept and measurement, especially at world and national events, has had a good effect. Has the class considered control at the local or regional level over the number of new sails tied in with the number of races the boat sails? It might keep the cost down.

Q. What comments would you make about the new Experimental Rules.

JC: I have not had sufficient practical experience with the new rules to offer an opinion. However, as the basic premise of these rules is "NO CONTACT", I doubt that they would be acceptable to those sailors identified in my answer to the first question.

BC: With regard to the Experimental Rules, having had no experience with the effect they may have had on J/24 fleet sailing, it is really difficult to comment. In general, club racing seems to have accepted the new format without too much difficulty, and racing does not appear to have changed significantly. Knowledge of the rules and willingness to protest varies widely from club to club, and I suspect not much has changed in that area as a result of the introduction of the Ex. Rules. Newcomers to the sport may find it easier to comprehend.



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Certainly, experience is telling us that there have to be a number of changes to the present version of the Ex. Rules, which makes them evolutionary. You may be interested to know that Appeals Committees around the world are feeding back data to IYRU noting where decisions under the Ex. Rules are not the same as they would have been under the regular rules.

RW: Since I helped write these rules, I have to think they are beneficial, but there are conditions which go along with them. You must remember that our charter was to "simplify" the rules even at the expense of changing the established game we play. Indeed, the new rules do change the game significantly. They define a race as a speed contest in getting around a course and discourage some strategic and tactical phases of racing as we know it. Contact is an invitation to a penalty and there is less opportunity for controlling or interfering with an opposition you might think of this the next time you witness a leeward mark rounding in the middle of an 80 boat J/24 fleet. In effect the "X

Rules" discourage some maneuvers against the competition.

Despite some of the changes in a very exciting but complex game, most of the comments from those who have sailed under the rules or have studied them carefully are positive. They are certainly simpler and shorter. The Racing Rules Committee has just finished a preliminary rewrite of Part VI of the rule book (Protests, etc.) and is doing minor polishing of the "X Rules" for review at the next IYRU meeting.

HI: I have seen the new "X Rules" working well for club level racing of offshore and one design fleets, including the J/24. The less serious and new racers find the new rules easier to learn and understand. I believe that on the race course the racers plan ahead more and sail further apart under these rules.

Geoff Evelyn is the newly elected Chairman of the IJCA.

Decisions & Transitions

by Doug Clark

In the summer of 1978, I was introduced to J-24 racing on Long Island Sound, where the class had begun to grow taking the place of other more traditional classes like the Ensign and popular MORC class boats. I was fortunate to race on one of the better J-24's at our club. Little did I know after that initial experience that sixteen years later I would not only still be sailing these boats, but racing the J-24 at the highest level of competition.

What does it take to make the transition to J-24 sailing? A strong foundation in the fundamentals of sailing. Here are some of the steps that I took along the way, from junior sailing to college sailing to the present.

Throughout the years I have kept abreast of what was happening in the class, who was winning and making sure I knew the latest and greatest go fasts. Household names such as Dave Curtis, Ed Adams, Vince Brun, Ken Read, Jim Brady and others have continued to redefine the name of the game, always trying to get the most out of their boats, sails and, most importantly, the crew. The one common experience

of most of the top J-24 sailors is that they participated in junior sailing programs and/or intercollegiate sailing circles. This kind of sailing experience has contributed a large part to their strategic and tactical abilities. People wonder how it is that these same people are usually first to cross the finish line, while these sailors themselves don't even think of their decisions in the heat of the battle. They simply react, making the right choice, launching their boat into the lead. Making the right decision, coupled with the repetitiveness of making the correct maneuver, allows these sailors to make the intuitive move. They don't have to think; they just do it.

In junior sailing programs with qualified instructors, youngsters learn to race in singlehanded and doublehanded dinghies such as Lasers and 420s. They are taught the intricacies of roll tacking and roll gybing, starting and stopping the boat, sail trim and balance. These are the techniques necessary to have down pat once it comes time for intercollegiate sailing. In 1994, many college sailing programs are REAL VARSITY SPORTS and have a full time coach, an athletic budget, boats, facilities, daily practices, and a busy regatta schedule. Having eight semesters of eligibility within five years, sailors are able to practice thousands of hours and compete against the very best sailors from over two-hundred colleges across the nation. Emphasis is placed in five basic areas: boat handling, boat speed,



The author on his way to winning the 1994 District 6 Championship and qualifying for the 1995 Worlds in Rochester, NY.

starts, strategy and tactics. Competing in intersection regattas for twenty plus weekends over the course of an academic year, including the grueling duels that go on among teammates at practice, collegiate sailors have steep learning curves and their talent is honed to a fine edge.

What happens to that collegiate sailor after he/she graduates from college and starts campaigning a J-24 (as many of them do)? Different story. Suddenly getting to the starting line requires a multi-faceted approach. Sailing talent alone does not make a champion J-24 sailor. This is a major transition and many new factors have to be considered. The most important factor in a successful J-24 campaign is building a cohesive crew, one in which every member of the TEAM is an integral part of the success or failure of that TEAM. Teamwork is when every member of the team is involved in each maneuver and each person knows exactly what his/her job is, how to execute it, what language to use and how to avoid crossing over someone else's job during that maneuver. The skipper's major responsibility



is the crew organization.

The skipper should assign each person a job, describe it in complete detail, go through a dry run and, most importantly, have real practice time. With the current trend toward shorter courses and more races during a regatta, boathandling is more critical than ever. Involving everyone in each maneuver will lead to smoother tacks, gybes, sets and take-downs.

Just as important as organizing your crew is keeping your boat organized. Keep your boat clean and simple with halyards and sheets at minimum length and all hardware located in a manner that prevents crewmembers from tripping over one another. Well thought out placement of hardware and sheets is key to enabling the crewmember to do a job and execute maneuvers efficiently. With prior planning and solid practice, you and your crew can make every maneuver perfect.

Another tip to carry over from collegiate sailing days is to keep the boat lean. Carry on what you need and ONLY what you need to wear or use to sail the

boat under the conditions of the day. Look over each piece of equipment, fitting and tool, then make a conscious decision: do we need to lug that with us around the race course?

One last suggestion. I learned during my first year of college that a happy boat is a fast boat. In other words, it is the skipper's responsibility of making sure that the crew, who have volunteered their time to sail with you (when they could probably be doing something else) are having FUN. All too often, I see skippers yelling during the race and placing blame where it shouldn't be. A genuine, consistent, positive attitude starting from the skipper goes a long way toward winning races. On my boat, I am the first person to take the blame for a mistake that costs us and verbally abuse myself for a moment; conversely I never scream at the crew or blame anyone for a mistake. Instead, I offer encouragement by saying, "It's OK, don't worry about it, let's just get back to business and keep sailing." This can very reassuring to everyone and ease the pain your crew is probably already

experiencing. Make sure that everyone is an equal part of the team both on and off the water. When it comes time to collect the trophies, the skipper can give due credit where it is deserved.



Doug Clark, Intercollegiate All-American and former sailing coach at the U.S. Naval Academy, works for North Sails One Design East.

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Gin Poles 101

by Jim Keesling

Imagine this... Your J/24 is buffed clean, tied down securely to your trailer, sails and gear are carefully stowed away and you are ready to hit the road. You drive one to three days and arrive at the regatta site two days ahead of your crew. Fifteen hours of sleep and you are ready to go to work. Step the mast, tune the rig, wash the bottom, launch the boat, and get ready to go sailing when the rest of the crew arrives. Sure you didn't win, because half the reason we race these boats is trying to even "compete" against the likes of Brun, Read, Larson, Hutchinson, and try our best to beat the rest. But you had a great time and now you un-step the mast, tie everything down tight, stow the gear and hit the open road home with another great regatta under your belt.

Everything sounds normal except the part about "step the mast". Long lines at the fixed gin pole, five guys lifting theirs in, and there you are waiting, waiting, and waiting. This has never been easy until now, and fear shouldn't keep you from travelling with your J/24. The following pictures aren't trick photography. The mast was stepped and un-stepped by one person and I will show you how to make your next "away" regatta complete without the hassle.

We have five new J/24 owners in our area because the hassle of stepping and un-stepping a J/24 mast is no longer an issue. There are several other types of gin poles that also work fine. We have found that an A-frame style gin-pole is safe, secure, and a must for the regatta equipment list.



1. Un-tie the mast from the boat, rig all shrouds and run halyards. If you are lucky enough to have a full length mast bag, then just un-zip it and you are ready for Step 2. *Left*

2. Assemble your gin pole and get ready to raise it into position. *Right*





3. Raise the gin pole and put the bases over your chainplates. *Left*



4. Tie down the stern line first. The top of the poles need to be in front of the mast collar by a foot or so. The weight of the poles and the fact that the chainplates are behind the mast collar, will help keep the jig from falling backwards. *Left*

5. Tie down the bow line through the tack shackle and back to the bow cleat. *Right*



6. Tie a loop under your spreaders. This loop is connected to a 2:1 purchase system. Notice the long tail from the loop. This enables you to bring the line down after the mast is raised. *Right*





7. With the mast track facing down, and the spreaders aft of the jig, raise your mast with the 2:1 purchase line. The mast balance point is at the spreaders, so the weight on the pulpit is almost nothing. *Above, left*

8. After the mast is hoisted all the way up, walk forward and move the mast butt inside the lifelines and pulpit. Walk it toward the mast collar, while holding onto the 2:1 purchase line. (It really is twice as easy as it looks here.) *Above, right*



9. Once the mast butt is over the mast collar, lower the mast 2-3 feet down into the boat. *Below left*

10. Walk down into the boat with the 2:1 purchase line and get ready to guide the mast onto the mast plate BOLTED to the mast bearing beam. Two important things have happened at this time: A) the mast is now secure and won't slide along the bearing beam, and B) the mast butt location is where it was the last time you sailed and won. No more guessing which hole to bolt it to. *Below, right*



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1st Newport NOOD Regatta
1st Los Angeles NOOD Regatta
1st Great Lakes Championships
1st, 2nd, 3rd District 4 Championships
1st, 2nd, 3rd District 19 Championships
1st, 2nd Heart Cup
1st First Interstate Regatta
1st WSA Women's Regatta
1st, 2nd Raritan Bay Regatta
1st, 2nd San Jacinto Regatta
1st Cape May Spring Regatta
1st Mass Bay Championships
1st Halloween Texas Circuit Regatta
1st, 3rd Garden State Parkway Series
2nd Puget Sound Sailing Championships
3rd Changing of the Colors Regatta



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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/Pest NW



'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

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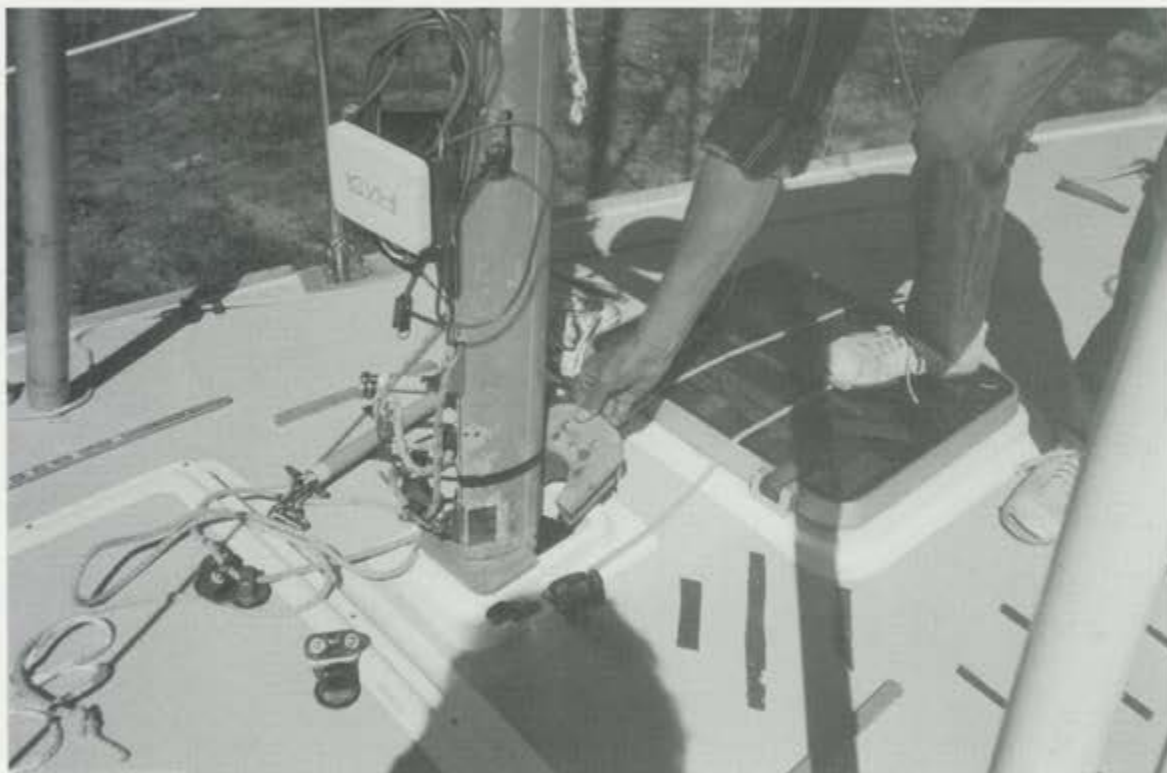
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11. With the 2:1 purchase line still in your hand, climb out and put the mast chocks in place. *Above*

12. Now you are ready to pin the forestay, take down the gin-pole and start rigging. *Left*

Jim Keesling blah blah blah blah blah blah as well as serving as the USJCA President.

Europeans Blow Into Medemblik

by Jan Willem van Crevel

A good sailing venue and excellent race management were two good reasons to travel to Medemblik in the Netherlands for the 1994 Europeans. Subtropical weather conditions and the hospitality of "Cafe Brakeboer" helped to make it an even better decision. Sixty-nine teams from eleven countries arrived in Medemblik in Caribbean conditions; 18 knots of wind, sun, and small cumulus clouds. Unfortunately, the wind had dropped by the time the actual racing started, but the high temperatures and sun remained. Yet another event where the organizers had to explain that "it's normally never like this."

In the months leading up to the event, the Dutch NJCA proposed alternative regatta formats, attempting to bring some of the successful innovations from the Olympic classes to our class. The host club, Royal Yacht Club Hollandia, is one of the leading race organizers in Europe, often acting as a laboratory for testing IYRU proposed changes to racing and therefore this was seen as the opportunity to try some format changes. Via a number of proposals and extensive discussions between the European NJCAs and the IJCA Executive, we finally ended up with twelve, single-fleet races with one discard scheduled for five days on a windward-lee-ward course with a downwind finish. Also new were the daily morning briefings where the local weather forecast was discussed and where competitors could raise issues regarding the race management with the Race Officer and Chairman of the Race Committee. This prompted some questions regarding mid-line boats, length of the starting line and methods for spotting premature starters. Up to 3 sixty minute races a day made for a lot of action. There was always

an opportunity to compensate for a poor result and it was difficult for those who took the lead early in the series. Consistency was the name of the game. In spite of some language barriers, most issues appeared to be addressed to everybody's satisfaction. A final novelty was the

posting of sail numbers of premature starters at the weather mark. This has been standard practice for several years with Royal Yacht Club Hollandia and offers competitors the opportunity to leave the race course or set their protest flag when they were listed as PMS.



A picture perfect start to the 1994 European Championship with a traditional Dutch boat at the pin.



Stu Jardine from the Uk finished third and apparently supported the Dutch football team.

the race course or set their protest flag when they were listed as PMS.

As the week progressed, the format turned out to be popular with most competitors. The downwind finish was an unexpected success. It offered short turnaround times with a warning signal within five minutes of the finish of the last boat. Probably more important for the racing is that the finish reversed the roles as seen in a windward finish. The boats behind can control those in front, giving a wind shadow and working the puffs. Also, a lot can be gained by going wide and reaching up to the finish

with free air and by correctly managing the last shift before the finish. In all, it made the final part of the race much more exciting.

Medemblik is a small medieval city which was not designed to handle large numbers of 24 foot keelboats on trailers. Fortunately, the fire brigade offered their fire station for use as measurement office and a large new parking area at the waterfront meant a minimum amount of inconvenience for Medemblik's population. A special "standing-mast" route around the "Radboud Castle", between the parking

area and the crane had been cleared by cutting branches up to 11 meters high. Once afloat, all boats were moored in the center of town next to the Regatta Office, with easy access to various amenities.

After an uneventful practice race where the Race Officer, Marinus Blickman, practiced his general recall procedure and an extensive modification of the sailing instructions to change back to single fleet racing, all was ready to start the European Championships on Monday. However, the weather was going to have its say and treated the

fleet to a very severe thunderstorm. Shortly after the leading boats rounded the first weather mark, the race was abandoned because of a rapidly approaching squall. All boats quickly dropped their sails and suspended spinnaker poles from the backstay, while the wind backed 90 degrees and increased to over 40 knots. Frequent lightning strikes and hail made for an impressive scene. Much reassurance was given by a large police patrol vessel that kept close to the fleet. When the wind finally dropped, all boats returned safely to the harbour and treated the police vessel to



With the "football" World Cup running concurrently with the J/24 Euros, there was nightly interest in the games. These photos were taken the day of the Holland/Ireland game. The poor Irish did not stand a chance surrounded by Dutch boats. Even the racing marks were orange!





Berita Ven Der Werff-Valk was second in the last Rolex but only managed a 19th in Medemblik. Her spirit, however, was still high.

(probably) their first ovation when they entered the harbor. In the afternoon, another attempt was made to sail the first race, but the wind completely disappeared at the preparatory signal. This left a schedule of twelve races to be completed in the four remaining days. That evening the World Cup soccer match between Holland and Ireland was watched on big-screen TVs by both the Dutch and Irish competitors.

Three races were sailed on Tuesday with 10-12 knots of westerly wind and a blue sky. The shifts were frequent and hard to predict. The first half of the fleet rounded the wrong mark after the second weather leg and had to go back, allowing the rest of the fleet to take their places. Wednesday offered wind up to 16 knots and again three races could be completed. Chris Larson, from the U.S., had by now obtained a comfortable lead by being the only one with consistent top fifteen finishes, however we were only halfway through the series.

Winds on Thursday were back to 10-12 knots with sunny skies. The second race on that day saw an 80 degree veer 30 seconds after the first boat rounded the leeward mark. The Race Committee was therefore too late to move the weather mark, but went full-throttle to move the finish line. The second weather leg became a shy spinnaker reach, whereas, the second half of the fleet first had to beat their way to the old leeward mark. The finish leg,

however, was virtually downwind. The Race Officer later explained that he felt no boats received a significant advantage from the wind shifts and after consulting the International Jury, awarded Anders Edblad from Sweden, with a YMP, because it was found that he was obstructed by a Race Committee vessel that suddenly accelerated, when he circled the port line boat to restart. This YMP moved Edblad into third position overall going into the last day.

After three races on Thursday, Chris Larson was still in first place, followed by the Jardine twins from England in second, Edblad in third, and

Giuseppe Leonetti from Italy, in fourth place. In the first race on Friday, Edblad was well back in the fleet finishing 58th, while the Jardines were fourth, and Leonetti finished eighth. The Jardines were still in second position, heading for the European title. In the second race however, these roles were reversed and the Jardines finished thirty-eighth. Edblad recovered with a second, and Leonetti pulled in a consistent sixth. This was sufficient for Edblad to end second overall, winning the European Championship title by 4.75 points over Leonetti, fourth were the Jardines, 6.75 points behind the Italians. Larson won the series with a comfortable margin of fifty points, but with an untypical series of 1-9-14-13-9-11-7-2-57-20.

Larson's results illustrate an interesting phenomenon in this series: the large spread in results. Quite different from other championship series, most boats experienced a range of finishes of thirty places or more. The team that placed 34th overall, also scored a first. The reason for this remains unclear; it could be an effect of the frequent windshifts, of the short duration of the races, or of the downwind finish. Regardless of the cause, it meant that many boats had several finishes at the front of the fleet and that racing was very exciting.

Following the final race, the acid test for the organization was to haul fifty-five boats with a single crane in a confined space for moving cars and trail-



Starting lines were crowded and even the regatta chair had his share of on the water challenges. That's Jay Double U in H16, Vijf Kleine Kleuterjes (Five Little Children).

trol-system', that worked to most everyone's satisfaction, helped by sunny weather and many helping hands.

At the prize giving, the competitors aired their appreciation of the Race Committee in no uncertain terms. Race Officer, Marinus Blickman and his team had managed to impress virtually all competitors with their professionalism and enthusiasm. Eleven races were started with only one black flag, prob-

ably unprecedented for a European Championship. This was largely the result of the starting lines being at the correct angle and abandoning of starts for last-minute windshifts. No competitor complained about the average age of the Race Committee, which was said to be under twenty. After the prize giving ceremony, both the series winners and the European Champions chose to thank the Medemblik waters appropriately,

while the other competitors concentrated on thanking Cafe Brakeboer and the Amstel Breweries before they set off on their journey home.

Jan Willem van Crevel is the President of the Holland J/24 Class Association.

Results of the 1994 European Championship, Medemblik, Holland

Scores reflect the total points before and after one throwout.

1.	USA	5050	Chris Larson	1	9	1	4	13	9	11	7	2	57	20	133.50	76.50
2.	SWE	102	Anders Edblad	41	11	2	14	15	6	2	YMP	19	58	2	184.00	126.00
3.	ITA	208	Giuseppe Leonetti	29	5	10	1	26	12	DNF	11	23	8	6	200.75	130.75
4.	GBR	4215	Stuart Jardine	38	13	8	PMS	7	11	6	3	9	4	38	207.00	137.00
5.	GBR	4064	Duncas Peace	DSQ3	13	21	2	37	1	23	36	6	10		221.75	151.75
6.	ITA	158	Sandro Montefusco	39	4	29	8	8	PMS	48	12	3	1	14	235.75	165.75
7.	IRL	1812	John Ross-Murphy	PMS2	28	PMS	5	1	10	20	6	16	9		236.75	166.75
8.	ITA	205	Fabio Ascoli	9	18	17	16	21	10	21	22	53	14	23	224.00	171.00
9.	NED	6	Maarten Kimman	4	7	5	10	32	2	31	42	46	18	32	229.00	183.00
10.	SWE	123	Sten Haeger	40	16	30	19	9	22	PMS	37	8	3	5	259.00	189.00
11.	GBR	4175	Andrew Roberts	18	34	7	26	10	13	13	4	DSQ	19	48	262.00	192.00
12.	GER	15	Jan Kaehler	30	12	25	43	18	16	15	17	PPN	21	11	235.00	192.00
13.	ITA	219	Niccolo Belloni	31	39	43	2	46	26	14	2	15	30	3	251.00	205.00
14.	CRO	10	Marin Lovrovic	42	PMS	11	11	6	DSQ	5	9	10	38	4	276.00	206.00
15.	GBR	4232	Mark Pritchard	23	15	24	23	36	5	17	PPN	7	44	31	257.00	213.00
16.	GBR	4249	Andrew McClelland	32	25	48	18	11	7	PMS	6	30	28	16	291.00	221.00
17.	GBR	4245	Paul Woodman	28	1	39	46	12	27	20	10	41	22	24	269.75	223.75
18.	FRA	3236	Luc Videau	PMS	8	15	24	35	30	9	29	38	31	8	297.00	227.00
19.	NED	14	B.v.d.Werf-Valk	DSQ	19	34	13	4	21	36	19	37	15	30	298.00	228.00
20.	MON	78	Rodelato	PMS	26	20	50	33	31	12	21	12	17	7	299.00	229.00
21.	GER	31	Thomas Ross	PMS	14	26	39	3	3	4	35	PPN	52	18	307.00	237.00
22.	SWE	115	Bjoern Lager	15	38	47	15	24	25	PMS	26	26	9	13	308.00	238.00
23.	GBR	4247	Jonathan Calascion	33	24	27	30	PPN	8	3	30	4	55	29	301.00	243.00
24.	SWE	46	Hans Wikstroem	DSQ	21	12	27	34	35	25	33	17	47	1	321.75	251.75
25.	GBR	4242	David Ellis	2	28	PPN	28	22	41	7	48	27	11	39	303.00	253.00
26.	ITA	382	Mario Caponneotto	PMS	DSQ	18	5	1	18	26	1	28	49	42	327.50	257.50
27.	GER	16	Horst Rieckborn	16	32	21	7	17	42	PPN	14	51	13	46	331.00	259.00
28.	NED	39	Frans v.d.Wel	20	10	19	36	37	29	28	46	24	23	41	313.00	267.00
29.	NED	36	Peter v.Doornmalen	21	29	33	17	38	14	50	44	31	10	36	323.00	273.00
30.	GBR	4235	Callum Edge	8	23	38	PMS	42	20	32	34	14	34	50	365.00	295.00
31.	NED	17	Felice v.d.Aa	PMS	61	4	44	19	19	37	13	25	29	45	366.00	296.00
32.	GER	38	Thomas Cramer	11	48	46	PMS	29	39	DSQ	5	21	7	22	368.00	298.00
33.	GBR	4222	Simon Slater	PMS	42	42	3	27	38	38	52	20	20	17	369.00	299.00
34.	IRL	4628	Ward Woods	DSQ	22	32	9	49	34	60	31	1	39	27	373.75	303.75
35.	GBR	4188	C. Stobart-H. Moore	35	41	45	35	14	44	30	50	44	5	26	369.00	319.00
36.	ITA	373	Giuseppe Recchi	PMS	6	PPN	12	47	32	PMS	16	22	33	12	404.00	320.00
37.	ITA	233	Andre Ribolli	PMS	54	23	6	23	4	39	27	34	60	53	393.00	323.00
38.	GER	18	Henning Baur	37	20	31	32	50	33	55	43	32	2	47	382.00	327.00
39.	GBR	4240	Charles Whelan	12	64	22	29	53	54	16	15	18	56	54	393.00	329.00
40.	ITA	197	Antonio S.Migliori	DSQ	44	9	41	25	56	44	8	DSQ	32	DSQ	399.00	329.00
41.	NED	16	A.van Rijckevorsel	7	PPN	14	38	39	15	19	DSQ	47	50	65	411.00	341.00
42.	ITA	406	Franco Ferluga	DSQ	59	49	34	30	55	22	32	16	25	21	413.00	343.00
43.	GER	33	Nina Woehren	22	43	60	20	31	52	40	60	48	26	15	417.00	357.00

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44.	SWE	110	Lars Sparrmark	3	55	6	40	62	17	56	PMS	5	54	60	428.00	358.00
45.	NED	28	Donald Schotel	36	46	3	49	43	46	59	51	11	59	28	431.00	372.00
46.	GBR	4194	Philip Owen	6	49	37	51	61	40	8	24	DNF	46	52	444.00	374.00
47.	GBR	4248	Douglas Struth	DSQ	17	44	22	58	59	18	58	40	24	35	445.00	375.00
48.	NED	100	Niclas Kuiper	34	27	35	PMS	41	48	34	41	49	48	19	446.00	376.00
49.	GBR	4202	Nigel R.Dawbarn	PMS	PPN	16	25	16	57	33	54	39	43	25	448.00	378.00
50.	NED	32	W.Quirijn Kuiper	PPN	50	41	31	64	45	27	28	YMP	53	44	445.00	381.00
51.	GBR	4000	Charles Lavarello	19	57	52	DSQ	20	43	42	49	54	27	33	466.00	396.00
52.	GER	36	Klaus Schuett	10	31	40	52	40	PPN	43	45	60	45	55	458.00	398.00
53.	FRA	4224	Christine Briand	DSQ	37	50	45	55	47	57	38	43	DNF	DNF	512.00	442.00
54.	GBR	4199	Nick Roberts	DSQ	40	51	37	57	24	35	61	33	62	51	521.00	451.00
55.	FRA	1821	Patrick Mousselon	27	53	62	59	51	36	29	DSQ	45	37	58	527.00	457.00
56.	GER	42	Werner Siemens	PMS	47	58	DSQ	54	28	41	59	50	12	40	529.00	459.00
57.	BEL	24	Jacques Lemaire	DSQ	30	DSQ	47	28	50	49	55	35	67	37	538.00	468.00
58.	GBR	4108	Henk Wybinga	5	35	53	42	65	51	46	63	58	61	63	542.00	477.00
59.	NED	25	Adri v.d. Velde	44	60	57	56	52	53	23	DSQ	63	36	43	557.00	487.00
60.	FRA	4118	Andre Bourles	17	62	55	58	56	60	24	57	65	42	59	555.00	490.00
61.	GBR	4238	Peter Davis	43	51	64	55	48	49	PMS	40	52	41	49	562.00	492.00
62.	GBR	4173	Ernest Felipes	24	36	56	60	63	61	45	47	59	65	61	577.00	512.00
63.	NED	7	Kathrin Ginsberg	26	DNF	PPN	57	68	58	54	36	56	35	56	589.00	516.00
64.	GER	10	Jan Mohr	14	63	65	53	66	63	47	62	57	66	34	590.00	524.00
65.	NED	24	Philip Sluiter	PMS	52	YMP	33	67	64	61	56	42	40	62	602.00	532.00
66.	NED	20	j. van der Drift	DSQ	58	61	PMS	45	62	53	25	55	51	57	607.00	537.00
67.	NED	37	Erik W. Jansen	DSQ	65	66	54	60	65	62	53	64	DNF	DNF	629.00	559.00
68.	NED	15	E.L.W.v.d.Woerd	25	DNF	67	48	59	66	51	64	62	64	66	642.00	572.00
69.	NED	35	B. Does	PMS	45	54	61	69	67	52	DSQ	66	63	64	681.00	611.00

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On the Road Again

by Terry Hutchinson

Travelling to away regattas is always an experience. You meet different people, go to different bars, eat in different places, and end up having a pretty good time. When I travel, my goal is to be well enough prepared that when I start racing, I feel as if I am racing in my home waters. By staying in my comfort zone, I don't get overly excited or stressed. This comfort zone allows me to focus on the task at hand, WINNING! In the never ending battle of traveling and winning on the road, I have developed a strategy that I use if I am going to a place where I have never raced.

For example, let's say you are planning on going to the Midwinter Championship in New Orleans. First and foremost, check your *International J/24* for the regatta contact. These people put their names in the magazine to receive phone calls about the regatta. By the time I get to this place the people at registration are going to know my voice and we will be acting like old friends because I have been in contact. They will help you find housing, tell you what to expect for weather, answer measuring questions, and give you any relevant information. Winning these away events requires being connected with local people that can help out. My initial contact for the Midwinters last year started in October, five months before the regatta started. By Christmas, I had my lodging set with some local friends, my boat storage arranged because I had to drop the boat off a month early, and the fax number of the yacht club. This allowed me to get in touch with my weather service and al-

low them enough time to plan for weather information.

What about the weather? For last year's Midwinters, I did about a day's

Windows, and my forecaster in the past has been Bob Rice. On the average, it costs about \$150.00 a regatta and has proven to be well worth the expense.

Another great place to get weather is from the local airport. The best way to find the number is to call airport information and ask for the number of the air traffic control tower. Yes, I realize this is extreme, but the tower always has accurate information, and can give you short term forecast.

Local knowledge - It seems everytime you go to a regatta the standard phrase from the locals is "Wow, it never blows out of this direction". But, I guarantee you, somewhere along the way,

somebody has sailed a race in that funky direction. Who do you ask? I normally go for the obvious, the yacht club trophy case. Seeing as how these are the people who win the local races, they have got to have a clue about what to expect on the race course. Track down that club directory and give a couple people a call. I have yet to meet a person who sails, who does not like to spend an hour telling war stories. Now if you can get through the story of how he narrowly won the Snark Worlds from Juan Valdez, and ask questions that pertain to the area. There is normally some good advice and information. Certainly, it is never a guarantee, but like the weather, a good local sailor can help you identify changes on the race course. If there are no locals around, ask the race committee. Normally after a hard day of sailing, the race committee has had just as hard of



Terry en route to qualifying for the 1995 Worlds at the East Coast Championships.

worth of work trying to figure out what type of weather to expect. Unfortunately, Lake Ponchartrain is difficult to predict, but I was able to find out what we could expect and the chances of a lot of wind versus no wind. I also found out what the temperature was like and how cold the team could expect to be. In hindsight, this research did not make a difference, but it gave me the feeling that I was doing whatever I could to minimize my chances of losing the regatta. What the weather research did do was show us trends in the conditions over Lake Ponchartrain, help us identify on the water, changing weather scenarios while we were racing. It also got our forecaster thinking a little earlier about Lake Ponchartrain, and the surrounding areas, and that could affect his forecasting. The weather service that I traditionally use is Weather

a day keeping up with the shifts as the sailors. I always try to pin them down at the keg with one of my crew. By surrounding the person, he or she can't escape without 10 minutes of being drilled about what to expect tomorrow. A second advantage of getting to know the locals is that you never know when you may need to call on them for help.

Travel and Arrival - Being the cheapest person in the world, I have gotten into the habit of searching for cheap airfare. In all my experiences, early is better than later. At least by starting early, the travel agent can begin looking for the best deals that the airlines have to offer. Another motivator for cheap airfare is make the crew pay, it works.

Optimal arrival time is different for each person. I like getting to the site early. If the regatta starts on a Monday, I am there on Friday evening. The plan is then to rig and practice Saturday and Sunday. Give the boat one more soap down and bottom cleaning on Sunday and then back into the water. Early arrival really helps the focus. It allows the team some time together to get psyched and allows each person to get used to their surrounding. For me, this is when the regatta has completely started. The team's focus and priority is winning. This means that we don't party like dogs and we try to get a lot of rest. This helps keep the team focused and everybody on top of their game. However, at the end of the event, **WATCH**

OUT! It could get ugly. I try really hard to make everybody feel like they are at home. This will help everybody be more relaxed come racing.

The Boat. Don't leave home without it! When traveling to away events, **CHECK THE TRAILER!** An event can be quickly ruined when your boat passes you going down the highway. Make sure the bearings are greased, and the brakes work. Having had three J/24s pass me in my trailering experiences, I can tell you that it is absolutely no fun needing to find someone to fix your axle at 3:00am in Nowhereville. Any work that you will need to do to the boat must be planned. Don't show up at measurement on Sunday knowing you might have to re-fair your keel and be ready to race by Monday. Normally, there is a sign up for boats that need to be measured. Call ahead to the regatta and get your name on this list. Upon arriving, the organizers are completely ready to measure and you will not have any surprises because they try to get this done early. If you can, do it before the regatta. This will save you from any hassles at the event and keep you and your team within your comfort zone.

As a habit, I make sure every per-

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son on the boat is responsible for some part of the program. This eases some of the logistical burden, but also gets the team involved and psyched. Each person feels a part of the team, and when the goal is reached, it was a total team effort, and total satisfaction for everybody involved.

Traveling to regattas is a blast. It is the camaraderie between the competitors and the intense competition on the water that makes the J/24 Class the best one-design going. If you are considering traveling, go for it. The chance to see new places and meet new people is a great experience, and you never know, you might even learn something. Best of luck and I hope to see some new faces at our next North Americans.

Terry Hutchinson, winner of the 1994 US Midwinters in New Orleans, works for Sobstad Sails Northeast.



Left: When it's a total team effort in preparation, it's total team satisfaction while racing.

The Rolex Women's The Keelboat Championship of Choice

by Blair Largay



Nine years have passed since the first carloads of women with J/24s in tow rolled into Newport, R.I. for the inaugural Rolex International Women's Keelboat Championship. Born of a need to expand sailing opportunities for women, the event, which will celebrate its sixth biennial running Sept. 8-15, 1995, long ago mobilized an international armada of women sailors and is today the pinnacle of women's keelboat competition. For big-boat and dinghy sailors alike, it poses an unusual challenge: to put together a team of five-to-six women who will plan, train and compete together toward one common goal.

Since 1985, competitors at the Rolex Women's have pushed themselves and each other, fully testing the regatta's commitment to excellence. In 1993, 43 teams from nine nations raced in 12- to 25+ knot winds and 2-4 foot waves—conditions requiring superior boathandling. Each of the seven races was won by a different team, testimony to the skill of this world-class fleet. Yet the regatta also invites anyone who can put a team and a J/24 together to show up and give it a shot. For competi-

tors at every level, amidst a sea of open and women-only events, the Rolex Women's keeps rising to the top.

When women from around the globe are asked what makes them rearrange their careers, families and budgets to make this week-long regatta their priority, their answers reflect what continues to make the Rolex Women's so successful.

Most competitors stress the level of competition as the best part of the event. "It is the most competitive women's sailing event in the U.S., maybe even the world," said Hannah Swett, tactician for Betsy Allison's 1993 winning boat who is currently training for the America's Cup as a member of the America3 women's team. "It is the one event that everyone chooses to focus on and prepare for, and that level of quality racing really makes it worth it." The rigorousness of the race committee is appreciated by many. "Last year they pushed us hard, which was great," said skipper Kerry Tyson. "They didn't treat us like we were a bunch of namby-



Betsy Allison wins the 1993 RIWKC.

pamby girlie sailors." Skipper Karen Lynch agreed. "For me it was an extremely challenging physical, spiritual, and emotional regatta. It made me realize how fun the sport is and how much I still need to learn. I was energized



Blind Squirrel surfing the waves.

Photo - Onnie Van Der Wal/Stock Newport

Photo - Onnie Van Der Wal/Stock Newport



Light Spirit sets the chute.

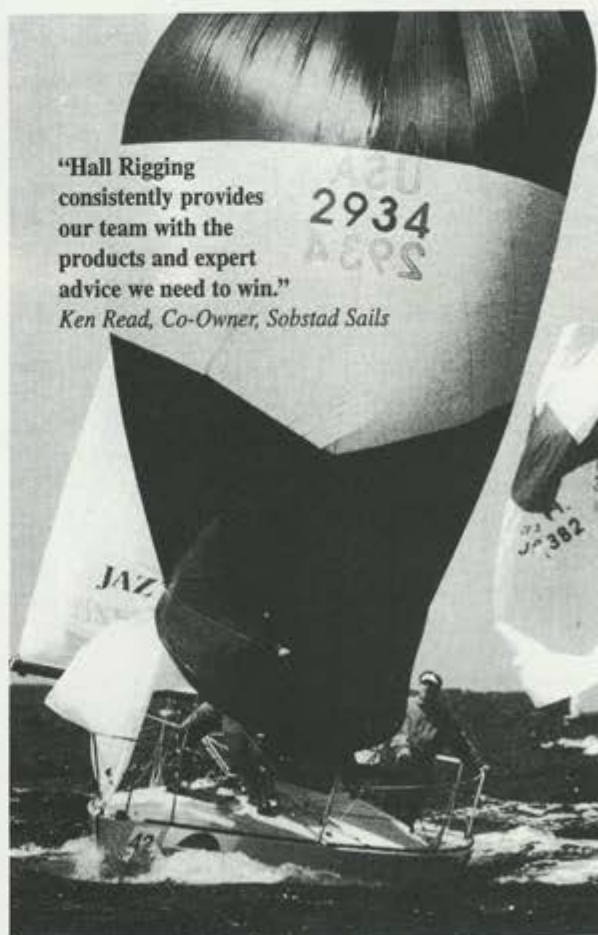
Photo - Onne Van Der Wal/Stock Newport

when I returned to my regular [mixed] crew's schedule. For some it is the tangible atmosphere of welcome and goodwill." Halifax sailor Ann Acland observed, "The race organizers really made all of the competitors, U.S. and foreign alike, feel like it was our event—we all felt that way, and I'm from Nova Scotia! The Rolex Women's is very special." For others it is the chance to sail in a world-class competition. "Although I wouldn't do it exclusively, a female-only event such as this one does open up some very wide doors for women in our sport," said Tyson. "If it wasn't for the Rolex Women's, I would never have sailed in a major international regatta. That is an incredible experience to have." For all, it is the chance to race against only women. "Most of the time I sail in open events with mixed crews," said skipper Vickie Sodaro. "But sailing against all women, at a certain weight limit, in a one-design levels the playing field as much as possible. It allows me to com-



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Photo - Onne Van Der Wal/Stock Newport

Tough conditions challenged the field in the 1993 RIWKC

pete on the most fair basis so I can really gauge where I'm at competitively." Perhaps the greatest success of the Rolex Women's is that it is—simultaneously—so many things to so many people. As an open international event, it encourages greater participation of women in the sport. As a world-class regatta, it challenges sailing's top female athletes. It is at once a top-notch competition and a great vacation, a training ground and a proving ground, a stepping stone to open events and the crowning achieve-

ment in women's sailing.

Host Ida Lewis Yacht Club arranges housing and charter boats for teams who need them. A pre-race clinic is offered, and unusual social events such as a nautical fashion show, starring the competitors themselves, and an elegant awards dinner at one of Newport's beautiful mansions make for evenings of fun and festivity. All of these contribute to the event's unique atmosphere of goodwill and camaraderie mixed with intensity. When competi-

tors are asked if they would recommend the regatta to other women's sailors, the unanimous response is "You bet."

Note: The Notice of Race will appear in the Spring issue of this magazine and can be obtained by writing Event Chairman Pam Kirk, 141 Immokolee Drive, Portsmouth RI 02871.

Blaire Largay, a member of the US Sailing team and former All-Star college sailor, sails out of Newport, RI with Fleet 50 on Crush.



Photo - Onne Van Der Wal/Stock Newport

Taxi Dancer leading the way

Heineken Trophy District 3 Championship Great Success

by Rick Hendee

Indian Harbor hosted 35 J/24s for the District 3 Championship Regatta on June 25th & 26th. Compared to prior years, this is a fifty percent increase, a considerable accomplishment when participation at many regattas is declining. The increase was the result of extensive work starting early last spring with J/24 fleet captains from Maine to southern New Jersey by Fotis Boliakis and myself, the event's Co-



The not-so-pretty mark roundings.

Chairman and Chairman. Also key to our success was corporate sponsorship by Heineken, who donated regatta shirts, duffle bags, awards and plenty of Heineken beer!

After all the preparation, the weather report for the weekend was not encouraging. At registration Friday evening, a stiff easterly accompanied by rain made it difficult for boats sailing to Indian Harbor. Fortunately we had a big tent and a jukebox to take the edge off the trip. Saturday morning was not much of an improvement with dense fog and very light wind. At least one boat traveling to the starting area was lost in the pea soup and missed the first race.

The Race Committee, chaired by George Kabureck, postponed race one until the fog lifted a bit and a southerly breeze filled in. The left side was favored and the top boats all played that side of both weather legs. The team of Tom Treat and George Desrosiers won and Robert Weir/Francine Alheid were second. Race two appeared to be a repeat with the boats starting at the pin and working left on top at the weather mark. Then, as the leaders approached the leeward mark, the wind did a Long Island Sound spin cycle, backing through the North before settling in with a smokey southwest sea breeze. The leeward mark rounding was not a pretty sight!

Finishes were turned upside down from the first race with four of the top finishers from race one deep in the twenties! This included us and after a fourth in race one, we were hopeful for a five race series to allow a throw-out. The team of Robert Weir/Francine Alheid was the only top boat to achieve consistency, following up their second with a bullet. The Race Committee wisely abandoned racing for the day with an ugly big purple cloud rapidly advancing from the north. With a terrific cookout, reggae band, and of course, more Heineken, competitors didn't seem to mind the lack of a third race.

At the end of the day, Weir/Alheid were in first with 1.75 points. Dave Huck was second and Brownie Dickey was in fifth. We were deep.

In dramatic contrast, Sunday was a beautiful day with 8-12 knot westerly breeze and sunny skies. After three general recalls, the Race Committee got tough and hoisted the Black flag - you're over, you're out! So of course we were, along with four other boats. Britt Hughes won and Lee Morrison was second. The right side paid in race four with the Zaleski twins picking up a bullet and Morrison again second.

A bullet in race five gave the Treat/Desrosiers what they needed to clinch the regatta with a narrow margin of 1.5 points over Morrison's second place. Morrison was second and the Zaleski twins were third, after throwing out missing race one as a result of getting lost in the fog. Britt Hughes was fourth, Weir/Alheid were fifth, and Dave Huck was sixth.

An awards ceremony followed with terrific prizes for all top five boats and their crew. Brownie Dickey received a new set of spinnaker sheets and everybody else picked up some more Heineken! The consensus of all 150 plus sailors in attendance was that Indian Harbor ran a world class regatta with excellent work by the Race and Protest Committees and the club and marine staff. Everyone should be proud of a job well done!

Top 15 Results, after 1 throwout:

1.	Thriller	Desrosiers, G.	11.5
2.	Endeavor	Morrison, L.	12
3.	Twins	Zaleski	14.75
4.	Shogun	Hughes, B.	17.75
5.	Watercolour	Almeid, F.	19.75
6.	Blitz	Constants, A.	22
7.	Suicide Blonde	Huck, D.	24
8.	Racer X	Ryan, T.	26
9.	Argo	Unknown	38
10.	Powered Toast Man	Burger, D.	38
11.	Shake & Bake	Hendee, R.	43
12.	Dental Floss	Glakin, A.	46
13.	Grace Under Pressure	Raymond, L.	47
14.	None	Morgan, K.	54
15.	Sou'west	Dickey, P.	55

What A Finish!

District 2 Championships aka Buzzards Bay Regatta

Buzzard's Bay is simply one of the best places to race sailboats. This year, the annual Buzzard's Bay Regatta (BBR) allowed sailors to experience some of the windiest conditions of the year. Also slated as the 1994 District 2 Championship, the BBR will stick in the minds of everyone who participated.

The first day of the three day event saw people scrambling to weigh-in and get to the race course. Weather forecasts for the day warned of 20-25 knots, with "severe afternoon thunderstorms". The weather reports were correct. The sail out to the race course was wet and windy. Bill Saltonstall, the regatta and Race Committee Chairman, gave notice that he would not wait for stragglers. The first race got off at exactly the posted time. Many boats were late, and many did not start the required five minutes after the starting signal. Among those who got off the line on time were Jens Hookenson, on *Salsa* and Brad Read on *Blind Squirrel*. The two boats led around the course for the first lap, with Terry Hutchinson on *Northern Exposure* close behind. Terry passed Jens on the second beat, and Brad got out to a huge lead. Jens and Terry worked toward the finish nearly neck and neck. Both were surfing up and over waves, and blasting through the next. Jens came in high of the downwind finish and had to jibe one last time. *Salsa* did a "full-all-out sucahara (sic) with-a-half-twist" during the maneuver and ended up drifting on their side past the finish line. They managed to only lose two boats during the ordeal, but it looked like they could have lost ten.

The next two races were held in much the same conditions. Whoever got around the top mark in first planed on to insurmountable leads. The second race was won by *Northern Exposure*, and the third by Tom Treat, from Milford, CT. *Blind Squirrel* had a second and third in the two races, but was DQed in race three for tacking too close to *Northern Exposure*. After racing, the fleet sailed directly into a major thunderstorm which had a bunch of rain, but fortunately,

little wind. Only a few teams got to shore before the deluge. As usual, the shoreside activities were great. Many wipe-out stories were shared by all.

Saturday was a beautiful, sunny day with highs in the 70s and WIND GUSTS TO 35 AND 40 KNOTS! THE ENTIRE DAY YOU HAD TO USE A FAIRLY LOUD VOICE TO GET YOUR POINT ACROSS TO YOUR TEAM! Sorry, just a flashback. It was windy. Once again, however, the RC did



Buzzards Bay provided Al Hobart's Slug some of the best rides of the year.

Photo by Peter McGowan



The small jibs got plenty of use and the crew of *In the Mood* shows their max hike

Photo by Peter McGowan

not procrastinate. They kept the starting boat on station all day and rifled off three exhausting races. The first race saw another duel between *Northern Exposure* and *Blind Squirrel*. Read led the race, but had trouble on the run, and Hutchinson passed on to win the race. The second race was a close one. The fleet was getting more accustomed to the constant thrashing of the big breeze and short, steep waves. Boats seemed to all be in phase with the often shifting northeaster. The key was to stay on the top rung of the ladder, meaning that if you get a little behind, stay in phase, and wait for other people to make boat handling mistakes. Watching from the windward mark one saw the fleet react to a shift almost simultaneously. The fleet looked like a group of synchronized swimmers or a bunch of lemmings. Whatever the fleet looked like, it was arriving at the weather mark at the same time by race three of the day. Terry won the day with a first and second, Brad Read with second and third, and Jay Miles, sailing *Mookie*, finished first in the highly competitive third race. After the fleet got back to the moorings, got off their boats and kissed the dock, more harrowing tales of breakdowns, and other sordid details of the day were discussed over beverages and burgers. "Hey...I saw your keel out of the water. Looks a little thin, pal!"

With *Blind Squirrel* dropping a DSQ, and *Northern Exposure* dropping a second, Hutchinson was in command going into the final day. As things stood, Read had to put four boats between himself and Hutchinson in any race preceding the final race for Hutchinson to have to sail the last race.

Sunday brought the fleet to the race course with plenty of time to spare. Bill Saltonstall (RC) again got the first race off on time. The breeze had moderated to 10-15 knots out of the north, was predicted to die, and go to the east. The first race saw all of the boats that got to the east side of the course get the expected shift. The unexpected part was the increase in breeze by 4 knots. Hutchinson, Hookanson, and Read rounded 1,2,3. The Olympic course saw the first reach turn to a run, and the second reach turn into a genoa reach. *Blind Squirrel* did a good job on the next beat passing both *Northern Exposure* and *Salsa*, and went on to win the race. *Northern Exposure* stayed within one place, and upon crossing the finish line, high-fived each other, thinking they had won the regatta.

When the fleet sailed back to the starting area the committee had the line set for the next race and they were ready to roll. The course that was posted was a windward-leeward with finish downwind. "It became apparent to us that there would be another race," commented Read. "The harbor was upwind of the weather mark, so why would they bring us all the way back, away from the harbor if he wasn't going to run a third race?"

As it turned out, that was exactly what happened. Read and team won the boat end of the line, and won the race. Doug Clark finished second. Hutchinson got flushed in the middle, but worked his way back to a ninth. *Northern Exposure* had allowed Brad Read's team to pull within one point. The District 2 Worlds slot would come down to the last race.

With the regatta this close, and the tie breaker now held by Hutchinson, it seemed that *Blind Squirrel* and crew still had their work cut out for themselves. The pre-start was all that the spectators could ask for. Hutchinson forced Read to use the committee boat as a pick, which got Read on Hutchinson's transom. A series of circles began with both

boats trying to get a starboard advantage. "I looked up once to see where the heck we were on the starting line, and all I saw on every boat near us was five sets of eyes watching our chaotic display of match racing!" said Read.

At one minute, Read forced Hutchinson into a pack of starboard tackers and then tacked beneath the group. Hutchinson figured a way through the traffic and ended up on the line just to windward of Read. Both Read and Hutchinson got off the line with a boat "to leeward and ahead" that inevitably would pinch each off. Read spun out first, and ducked behind Hutchinson. After taking on more transoms, Read proceeded in clear air towards the right. Hutchinson extended a little left, then came back with Read. When the two boats converged for the first time, Hutchinson was ahead by one half boat length, but couldn't cross. *Northern Exposure* tacked back to cover which started a seven-tack, tacking duel. On the seventh crossing, Hutchinson lee-bowed again, and Read had just enough speed to roll over on top of him.

After doing eight extra tacks, both *Blind Squirrel* and *Northern Exposure* were now in the teens. If *Blind Squirrel* finished worse than seventh in the race, *Northern Exposure* would win the regatta. Instead of initiating more tacks after they were rolled, Hutchinson and crew continued on starboard toward the unfavored left. Read was content with his position and chose to stay and wait for something to come back on a left shift. As the boats approached the top mark, *Blind Squirrel* was in sixth, and *Northern Exposure* rounded twelfth. Read needed only to maintain sixth to win the regatta, and a slot to go to the Worlds in Rochester.

The run saw Read move to fourth and Hutchinson climb to tenth. Throughout the balance of the final race, *Blind Squirrel* loosely covered *Northern Exposure*, while making sure to stay in the top seven. Hobart of Burlington, VT won the ninth and final race of the 1994 BBR. Brad Read and his team of Paul Grenauer, Randy Borges, Moose McClintock, and Gordon Borges, finished fourth in the final race and locked up the regatta win. Terry Hutchinson, with crew of Bill Shore, Geoff Moore, Becky Wilson, and Ralph Fisher, finished a close second.

The Buzzard's Bay Regatta has always provided conditions that make you glad that you came to the event. The BBR committee is known for outstanding race management, and the conditions always prove favorable. Even if you don't have the "shoot out" that these guys had, you always go home with the feeling that you will return to this event next year.

Final results: Top 15 of 27

1.	B. Read	<i>Blind Squirrel</i>	15.25
2.	T. Hutchinson	<i>Northern Exposure</i>	18.25
3.	J. Hookanson	<i>Salsa</i>	34
4.	A. Hobart	<i>Slug</i>	35.75
5.	T. Treat	<i>Thriller</i>	40.75
6.	J. Miles	<i>Mookie</i>	42.75
7.	D. Clark	<i>American Garage</i>	44
8.	D. Andrew	<i>Crush</i>	76
9.	R. Tordjman	<i>Whatever</i>	82
10.	F. Hall	<i>Skeleton Crew</i>	83
11.		<i>Endeavor</i>	86
12.	Zaleski	<i>Twins</i>	91
13.	M. Hillman	<i>Dr. Feelgood</i>	105
14.	R. De Vivo	<i>Pipe Dream</i>	111
15.	D. Nilson	<i>In the Mood</i>	114

'94 North Sails/Lake Champlain Championships and Northeast Regionals

by Zoe Kangas

The beautiful fall foliage New England is famous for was very much in evidence on the slopes of the Adirondack and Green Mountains which surround Lake Champlain. J/24 racers converged on the college town of Burlington, Vermont, September 23-25 for the North Sails/Lake Champlain Championships and Northeast Regionals and seemed not to notice the color of the foliage though only the fact that on race day one, not a leaf stirred.

Burlington is an excellent sailing venue where boats are launched and docked at the classic community boathouse surrounded by picturesque Waterfront Park, popular with rollerbladers, joggers, and since it faces west, sunset enthusiasts of all ages. You can catch the free shuttle for the three block jaunt to downtown's myriad of restaurants and happenin' nightspots. It's only a couple hundred yards out beyond the breakwater to the broad lake and open water sailing conditions. Autumn in Vermont usually guarantees consistent wind patterns, 15-20 knots in strength (last year's stats). This go 'round, the wind gods developed a bad attitude, leaving thirty-two Js all dressed up with no place to go, at least not very quickly.

The weekend certainly made for some great theater though, I know I learned some new and interesting "sailing terminology". Visiting J/24 Crown Princes got their tiaras dented by some local skippers and hot up-and-comers. In the heat of the battle some competitors, frustrated by fluke, inconsistent conditions, went ballistic on each other as the Lake served up parking lots instead of more seasonable runways.

Friday morning, participants arrived at the boathouse for complimentary bagels and cream cheese from Bruegger's Bagel Bakery, and the shortest skippers meeting I've ever witnessed. Presided over by regatta organizer, Paul Beaudin of North Sails, it went pretty much like this: "Any questions? Let's race". The wind, however, arrived (un)sociably late, and the first race was postponed while the Race Committee was still on the dock. It must have been a fruitful summer for the class as lots of boats struggled to make weight. Skippers were swapping and tossing crew like baseball cards right up to the harbor start. After an hour delay, in a light 8-10 knot easterly, we were finally off.

The first race started out with two general recalls, WHAT a surprise. Local skipper John Reynolds, sailing *Downtown*, made a big splash by grabbing the first win of the regatta. Josh Adams from Newport, was second, Lee Morrison from Noroton was third, followed by the Zaleski brothers in fourth. The Zaleskis, sailing the aptly named, *Twins*, proved to be the ones to watch.

Josh Adams scored a bullet for race two, maintaining a fine concentration in incredibly light and shifty conditions. He was followed by area chocolate tycoon, Jim Lampman on



Photo by Paul Boisvert

Hot Chocolate. Race three saw David Burger of Connecticut, first over the finish line with Lampman and crew showing staying power with another second place finish. The fleet returned around 1600 and headed downtown for a little fraternization with the locals and to dissect the day's racing. At the end of day one, it was Al Constants in first place with a 5-6-3. Terry Hutchinson racing *Blind Squirrel* nabbed second place and the Zaleskis rounded out the standings in third.

The first race Saturday was a real drifter as the wind left work early for a long lunch. The Race Committee shortened the course at the leeward mark, leaving a scant one third of a mile beat to the finish. Even at that length, some of the fleet failed to finish within the prescribed time limit. Sailing impresario and last year's event winner, Terry Hutchinson, attracted quite a bit of attention at the beginning of the first leg when, after rounding, he appeared to be hula-dancing at the helm. What's up with that? The flying Zaleski brothers from Connecticut were first, continuing to sail cleanly and consistently well. They were easy to pick out over the course of the weekend, sporting trademark white caps with big red Zs on the front. Aidan Glackin from Huntington, NY, copped second and local, Al Hobart, sailing *Slug*, place third.

After a two-hour delay, the wind finally kicked in and racers eager to strut their stuff pushed propriety to the limit. The Race Committee had their hands full just keeping the playing field level, having to call the entire fleet back to the line twice before pronouncing the third start of the second race "close enough for government work". Committee members, Paul and Marcel Beaudin, Mark Gardner, Diane Voss, Charlie Dickerson, and Erika Stewart braved wind, rain, and the occasional feisty remark from competitors for the entire three day event, making some terrific calls and keeping the event street legal. After the aforementioned recalls, Josh Adams found the lanes that paid, finishing first with the Zaleskis hot on his trail.

Back at the boathouse, following the conclusion of racing Saturday, sailors munched away on complimentary Leonardo's Pizza and hoped to score some of the terrific marine trinkets sponsors donated for the Gear Give-away. Freebies included thick fleeces and slick windbreakers from Patagonia, jib sheets from Barry Cordage, equipment from Hall Rigging, rudder covers (safe steering) from North Sails, and lots of chocolates from Lake Champlain Chocolates, boxes of which were gamely tossed to the assembled crowd. The revved up group then trooped over to Chicken Bone to watch videos of the racing and attempt to buy the leaders lots and lots of beverages. Talk about your esprit de corps, what is it about J-racers that produces such camaraderie?

Sunday dawned gray and misty and absolutely still. Was this fall sailing? Many participants anticipated another on-dock postponement, but the Race Committee got on the bullhorn and sent us out...into oblivion. For two and a half hours the only ripples were those created by competitors motoring about the glassine lake, telling each other lies and giving each other odds regarding when the racing was going to get called. Some crews gamely attempted to practice their light air jibing techniques. When area church bells struck noon and our handy Acme Wind-O-Meters still registered zip-ski, three shotgun blasts echoed over our fair lake. (Do not ask for whom the bell tolls.) Saturday's standings became finals. When the dust settled, the Zaleski brothers had cinched the win and a spot on the line at the Worlds, besting second place finisher, Al Constants by 7.25 points. Terry Hutchinson was only one point behind Constants for a third place finish and only one half point ahead of the fourth place finisher, Josh Adams.

The race for the hoist commenced as the Race Committee hosted a spirited awards ceremony and regatta send off.

Top finishers took home framed full-color photos of the Burlington Boathouse, better to remind them to keep their calendars clear for next year's event. Next stop on the tour: Lake George's popular Changing of the Colors Regatta. I bet someone will notice the leaves there. Stay "tuned" sailing fans.

Top 25 Finishers:

1.	4802	Zaleski	4	7	7	.75	2	20.75
2.	3775	Constants	5	6	3	4	10	28
3.	3314	Hutchinson	8	3	6	6	6	29
4.	4109	Adams	2	.75	21*	5	.75	29.5
5.	2810	Morison	3	11	9	8	10*	41
6.	444	Burger	7	12	.75	21	5	45.75
7.	2918	Eiffert	6	9	5	13	13	46
8.	3259	Brush	18	5	4	11	9	47
9.	3474	Glackin, A.	14	17	8	2	7	48
10.	4154	Reynolds	.75	8	16*	9	17	50.75
11.	2901	Hobart	9	19	16	3	16	63
12.	4019	Littee	15	13	12	14	11	65
13.	3380	Lampman	19	2	2	19	26*	68
14.	4241	Marshall	16	18	17	7	14	72
15.	829	Zanca	11	16*	20	24	3	74
16.	3147	Wiedeke	17	14	11	25	12	79
17.	2246	Byrnes	10	26	18	10	25	89
18.	1943	Wiggins	23	15	13	23	15	89
19.	3916	Tortjman	20	4	16	22	32*	94
20.	1916	Voss	25	16	22	12	22	97
21.	3140	Lynch	21	23	21	16	18	99
22.	1587	Kraemer	13	20	DSQ	18	25*	109
23.	3299	Keyes	24	24	19	17	26	110
24.	49	Quaid	12	25	26	30	24	117
25.	1396	Selfridge	27	27	24	20	23	121



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District 22 Championships in Hawaii Consistency awards Thomas

by Fuzz Foster



Honolulu provides a beautiful backdrop.

The District 22 Championships kicked off in Honolulu on August 20. The 1994 Kenwood Cup finished a week prior to the regatta, most crews were tired okoles, sore, and had not practiced much for this championship. We all know how sore one okole can get sailing J/24s, however, this would not stop most from the "saddle'er-up-n-ride" attitude this year.

The first day consisted of moderate winds and extremely fluky shifts. After 4-5 weeks of very strong trades, the wind gods decided to play golf for most of the day. Race one saw Dan Doyle and Steve Thomas exchanging tacks and jibes, with Thomas prevailing in the end. Race two, Thomas hit two of his wee known "Thomas shifts" and led wire to wire. Second to fifth place was decided by approximately 10-12 seconds. The wind shifted 40 degrees on the downwind leg to the finish, causing some boats to carry genoas...not fast when you're on the wrong side of the shift. Race three had the Race Committee frustrated. With the major shift at the end of race two, they opted to move the weather mark and pray for steady wind. The start saw more wind to the right side of the course, but a shorter and more favored left side had the attention of most helmsmen. District 22 Governor, Fuzz Foster, with nothing to loose after a couple of visits with the "tidy bowl man" during race one and two, opted for the windy right side. Thomas and Doyle followed suit, and all three boats were launched by the weather mark. Doyle, however, misjudged the current and decided to park, on port, at the mark. After a couple of beers and a sandwich, Doyle man-

aged to negotiate his vessel around the obstacle. Thomas, with tacticians Ken Watts and Eric Arndt, went to work once again, and ground out another win with Fuzz second.

The standings after day one, Thomas first, Ken Kaan with seven time El Toro NA champ Kui Lim as tactician, second, Doyle third, and Foster, fourth. A Hawaiian-Chinese style BBQ complete with Steinlager on tap, got the fleet together Saturday night to tell lies, spill beer, and talk about why the Honolulu Police Department decided to destroy an elephant with endless gunfire. Doyle's weather mark round-up received endless reviews in the bar, as the race committee captured the entire thing on video.

Day two brought the wind gods back. Doyle came out of the blocks in race four with a vengeance, leading wire to wire for the win. Thomas and Fuzz tangled for second and third respectively. Race five brought more wind as half the fleet switched to little jibs. The downwind legs brought plenty of video action as spinnaker poles skimmed the water during the controlled rolling of J/24s. Thomas and his "shifts" got the early lead, never looking back. Foster wiped out, as his tactician Kevin Meechan decided to let go of the guy during a puff. Quickly pulling the tiller out of his ear, Foster got the boat back on track, but Meechan was buying a round of drinks. Race six was simple for Thomas, keep the rig in the boat, no fouls, and finish the race for the win. Foster got off to an early lead and had things under control until the final weather mark. On the last tack to the mark, fellow crewperson Lynn Weiler decided the old "thru the lifeline" trick was in order. Tangled in the jib sheet, completely off the boat and thru the lifeline, Lynn said she was OK. However, crewman Moose Kudlich shouted words of encouragement, "if you're OK, do you think you can get to the weather rail"! How compassionate can one get? This was the break Thomas needed, and they sailed to victory once again, with Foster second.

Overall, Thomas and his crew sailed very consistent and very fast. Dan Doyle and his crew were the surprise of the regatta, sailing very smart and, at times, extremely fast. No protests made the jury very happy and increased fleet camaraderie. Great pupus and another keg of Steinlager brought the regatta to an end. Many mahalos go to the race committee and the kitchen staff of the Waikiki Yacht Club. Fleet Captain Bob Ale's wife, Shirley, gets credit for the great Saturday night BBQ. Until next time...Aloha!



Steve Thomas showing his winning form.

60th Anniversary of Sheridan Shore Yacht Club Race Weekend

by Greg Mack

Twenty-three boats made it to the starting line for the 60th Anniversary Celebration of Sheridan Shore Yacht Club Race Weekend held on the 29, 30, and 31 of July. The wind was having trouble deciding whether or not it would put in an appearance. Finally, the first race was started in a light northeasterly, which almost completely died. A new south-east breeze filled in shortly after the fleet had rounded the weather mark, giving Mark Harms and the *J Force* crew a close race and the victory. In second was Chip Hart and Tom Kane, on *Red Eye Express*, sailing this regatta with the name, *My Large NOA*. In third was Mark Gurney on *Buzz*. A second race was scheduled but the wind died for two hours and did not re-appear until shortly after the cancellation guns were sounded and everyone was headed in.

After a one hour delay looking for wind, the sea breeze finally showed and continued to build the rest of the day, making for a great day of racing. First in both races for the day was Rich O'Donnell and the crew of *YO'mama*, which put them into the lead. In the first race, John Tuney on *Fastack* finished second and Mark Gurney and *Buzz* finished third. In the second race of the day, District Governor Doug Kracht on *Fear and Loathing* finished second and Paul Boemer on *No Worries* finished third.

The final day again found the southeast sea breeze blowing 8 to 10. *My Large NOA* got a great start at the pin end, went out into the lake on port tack, and were way ahead at the first windward mark. *YO'mama* went right to cover *Tinkers Toy*, driven by Doug Felten, and started the day in second overall. *Fear and Loathing* sailed a great race, battling back on the last beat to finish second, only seconds behind *My Large NOA*. *No Worries* finished third, with *YO'mama* ending up in fourth. The next five boats finished within a minute of each other. Real close racing! *Tinkers Toy* finished sixth but sailed a very consistent series and finished second for the regatta. There was a three way tie for third in the final standings and, due to the bullet in the last race, *My Large NOA* finished third. Rich O'Donnell and crew recovered nicely from a ninth in the first race to pick up the silver, actually crystal.

After each day's racing, Becks beer flowed and the Saturday night steak dinner was a success with the sweet sounds of the SambaJazz Group. Many great door prizes were donated by generous sponsors - Chicago Yachting and Navigation gave Patagonia foul weather gear, a Skywatch windspeed indicator, an Extrasport life jacket and other items too numerous to mention. Dinner certificates from local restaurants; Cafe Luciano, Davis Street Fish Market, Lettuce Entertainment's Shaw's Crab House and The Eccentric, weekend vacations at Stouffer Riviere and Sheraton North Shore Hotel with limo service from Delaware Limo, and Harken gave coolers and certificates for their boat shoes. Sparkling Spring donated their great water and Auturo Express supplied coffee and cappuccino for the breakfasts and dinner. Special awards were given to Dave Leach, head of the race committee for over twenty years, and Bill Wentz, the Executive Director of the Wilmette Harbour Association

Swanson Sails to Victory in District 7 Championships

by Jack DePeters

The 1994 District 7 Championship was hosted by the Rochester Yacht Club and Fleet 41 on Lake Ontario, August 11-14. This year's District 7 Championship was a World Qualifier for the 1995 Worlds. The Worlds are hosted by the Rochester Yacht Club and Fleet 41. Three days of racing and seven races were scheduled. The racing was sailed in some of the best weather conditions of the year. Twenty-four boats participated from around the District. The fleet sailed in 12 to 25 knots of wind during the three days of racing.

Friday, the fleet sailed three races in 20 knots of air for the first race. Colman/Reynolds sailing *Dr. Crash*, won the first race with Jody Swanson on *Swan Dive*, second, and Brandon Flack on *Barnyard Frenzy* finishing third. The winds lightened to 15 knots for the next two races. Swanson finished first, Flack was second, and Cory Sertl on *Lucy*, third. Race three, Sertl finished first, Swanson was second, and Greg Eiffert, sailing *Brain Cramp* was third. The overall first day leader was Jody Swanson.

After a long day of racing, pizza and refreshments were enjoyed back on shore. Chris Larson, from North Sails, organized an "Ask the Leaders" session for the fleet. There was great participation by skippers and crew and a good time was had.

Saturday was sailed in mixed weather conditions that included early rain, waves, gusting wind and sun. The shifting winds tested the skills of racers and the race committee. Three races were sailed and Swanson continued to lead the fleet with finishes of first, second, and fourth. Sertl continued to challenge, winning the second race. Back at the dock, the sailors enjoyed a great cookout, music and some great giveaways organized by Pam Nahmias.

The last race was won by Jody Swanson, earning her the District 7 Championship and a spot at the 1995 Worlds. Cory Sertl finished second and Brandon Flack, third. I'd like to thank all those in Fleet 41 for their help in making the '94 Districts a successful regatta. See 'ya here at the Worlds!

Top 5 Finishers:

1.	Swanson, J.	<i>Swan Dive</i>	12.25
2.	Sertl, C.	<i>Lucy</i>	17.50
3.	Flack, B.	<i>Barnyard Frenzy</i>	22.75
4.	Colman, J./Reynolds, K.	<i>Dr. Crash</i>	28.75
5.	Eiffert, G.	<i>Brain Cramp</i>	29

for their tireless efforts that continue to insure that Sheridan Shore Race Weekend will be a great regatta for another sixty years and beyond. Sheridan Shore Yacht Club and Fleet 100 give good regattas and parties! Hope you'll join us next year.

Top 5 Finishers:

1.	Rich O'Donnell	<i>YO'mama</i>	9	1	1	4	14.5
2.	Doug Felton	<i>Tinkers Toy</i>	6	4	4	6	20
3.	Chip Hart/Tom Kane	<i>My Large NOA</i>	2	10	9	1	21.75
4.	Mark Gurney	<i>Buzz</i>	2	3	3	8	22
5.	Paul Boemer	<i>No Worries</i>	11	5	3	3	22

President Clinton's Daughter, Chelsea, Attends J/World



President Clinton's daughter, Chelsea, hoisted sail at J World Sailing School in Newport, RI, and spent five days in a beginners program aboard a J/24. Several weeks prior to Miss Clinton's arrival, the Secret Service and J/World administrators began to develop plans to ensure that Miss Clinton would be

able to concentrate on her sailing tasks and have fun. In fact, the lid was kept on so tight that her first instructor was not told who her student would be until a half hour before class. It was only on the second day that the other students began to surmise that the posse wearing dark glasses and carrying handheld radios meant someone special was in their midst.

"When I was handed a radio," said Heather Johnson, J World's Chief of Instructors, "and told that a Coast Guard Cutter would follow me all day, I said I'm just going to pretend I don't know who this person is for as long as I can. And I did. I think it was nice for both of us." Johnson said she caught herself several times wishing she had not called out her student's name so loudly when giving instructions. "It's like thinking you'll cause an avalanche when you're skiing. And I might have," laughed Johnson.

Miss Clinton was treated like any other student and worked just as hard as she attacked sailing with a sense of humor, enthusiasm and concentration that any parent would be proud of. Each day began with an hour lecture on such subjects as seamanship, boat handling, and navigation before spending six hours each day aboard a J/24 on Narragansett Bay, practicing basic upwind and downwind sailing, emergency drills and docking.

One morning, Miss Clinton noticed that her instructor, Dean Brenner, was wearing a sweatshirt from the Georgetown University Sailing Team. "Are you from Washington?" asked Mr. Brenner.

"I recently moved there," replied Miss Clinton.

"Where do you live?"

"Ah...on Pennsylvania Avenue."

There was a pause as Brenner removed his sunglasses and looked closely at his student. "If you are who I think you are..." he said, his words trailing off in laughter.

J World's Learn to Sail program gives students the skills to confidently sail a J/24 and Miss Clinton can do that now. For more information about J World's schools in Newport, Key West, Annapolis, or San Diego, call 800-343-2255.

Southeast Regionals Battled Out in Wrightsville, NC

Thirteen boats from four states converged at Wrightsville Beach, NC for the Southeast Regionals. Fleet 144 and SeaPath Yacht Club sponsored the event. The boats travelling from Hampton, VA already knew what kind of conditions to expect; blue-water racing in the Atlantic Ocean. The race course was a twenty minute trip from the yacht club through a protected inlet.

The first race on Friday saw flat water and 6 knots at the start for the 7.5 mile windward-leeward course. The fleet was packed tight with everyone within ten feet of the line at the gun. *Liz*, sailed by Tom Taylor and Jeff Linton, was the only boat over. Henry Amthor and Richard Samms on *J-Cuzzi*, won the race with Jim Kinsey and John Landry on *Camel Toes* second. For race two, the wind built to ten knots with two foot chop. Kinsey/Landry won with Linton/Taylor second and Rob Overton on *Speed Limit* taking his second third place of the day.

Saturday rewarded the competitors with a typical Wrightsville Beach seabreeze. Twelve knots and three foot chop greeted the fleet for race three. Everyone was pumped up as the fleet crowded the starting line. Kinsey/Landry won their second race in a row with Bob Sauer on *Bay J* finishing second. Swietelsky's bad luck on *5000* continued as they added a PMS to a DSQ and a fifth from day one. This was apparently the last straw for Ernst Swietelsky as *5000* swept to easy wins in races four and five.

By the end of race five, winds had increased to 18 knots with gusts to 20. The big dogs ground out the windward legs with their number ones, while the rest of the fleet switched back and forth to jibs searching for the right combination. The number one paid in the big waves all day long. Kinsey/Landry added a second and a third to their bullets to put the regatta on ice. *J-Cuzzi* recovered from a mid-fleet rounding on the second weather leg to finish second. Even though they took an I-flag penalty, *J-Cuzzi* was still good enough for second place overall.

Saturday night the competitors swapped lies, ate pizza, and rested up for Sunday. The Ship's Store and Patagonia gave away a foul weather jacket in a drawing for the competitors and T-shirts to the race winners. A front on Sunday brought rain, flukey wind and the only bad race course of the weekend. The race committee guessed a shift to the right but the rain carried the wind left setting up a drag race. While the judges and race committee debated changing the mark, the wind shifted back to the right to scramble the fleet at the finish. John Landry and Jim Kinsey won the regatta with Jim Kinsey designated for the 1995 World qualifier slot.

1.	Kinsey/Landry	<i>Camel Toes</i>	16.5
2.	Amthor	<i>J-Cuzzi</i>	21.75
3.	Sauer	<i>Bay J</i>	29
4.	Linton	<i>Liz</i>	30.75
5.	Overton	<i>Speed Limit</i>	33
6.	Swietelsky	<i>5000</i>	36.5
7.	Trotter	<i>Back Seat Drivers</i>	39
8.	Key	<i>Keyed Up</i>	44
9.	Flaherty/Stirewalt	<i>Emotional Rescue</i>	56
10.	Davis	<i>Bright Finish</i>	57
10.	Doxey	<i>Double Dare</i>	57

1994 Women's West Coast Championship

Nadine Francyk and crew Kathy Ulrich, Shala Youngerman, Heather Dutcher, and Hilery Johnson aboard *Fluid Ice* displayed consistent speed and flawless boat handling to earn an extremely close and hard fought victory in the second biannual J/24 Women's West Coast Championship hosted by Santa Monica Yacht Club, August 26-28. The event, billed as the west coast counterpart to the prestigious Rolex Women's Keelboat Championship, sailed in J/24s in alternating years, attracted seasoned crew from Southern California, San Francisco, and New Mexico.

Francyk showed that there is no substitute for plenty of helm time in preparation for the ever-lumpy Santa Monica Bay. Shifting gears in the constantly changing wind and sea conditions of the three-day 3-3-1 racing format on windward-leeward courses was also critical. But when it came down to brass tacks, it was outstanding crew performance in several furious tacking duels and tight mark roundings that sent *Fluid Ice* over the top.

The final results show just how tight the racing was. Sue Allen's consistent *Radio Flyer* crew led the pack going into Sunday's final race, but a disastrous first beat from which they never recovered, dropped them all the way to fifth overall. Liz Hjorth, fourth overall, sailing *Fish Lips* to within three points of the overall victory, was trapped on starboard tack less than a boat width below the finish pin layline, which allowed three trailing boats to cross the line as she jibed around in race five. Julia Olmstead and crew aboard *Duct*



Close competition at weather mark, Women's West Coasts

Tape looked good early in the regatta and won the final race with *Fluid Ice*, taking second overall.

Embroidered Patagonia sailing threads were the spoils for the top four crews, while every sailor in the fleet received a different framed photo of their crew in action. SMYC Race Chairman Don McDougall presented the Sportsmanship Award to Julia Olmstead for retiring from a race without a hearing upon learning she had improperly cleared herself of an infraction.

The Women on Water (WOW) Perpetual Trophy was dedicated this year to the highest placing ASMBYC skipper in the event. Francyk also received this trophy for California Yacht Club. Take home trophies for the WOW winners were provided by the Women's Sailing Association. Many thanks also go to Gwen Abel and Leann Jurczyk, who co-chaired the regatta while also sailing on the runner-up boat.

1994 J Jamboree North/District 1 Championship

by Ed Philpot

Once again J Jamboree North on Lake Winnepesaukee, New Hampshire presented competitors with great winds, great race administration and a great party. This year's event was the New Hampshire State Championship, the District 1 Championship, and a World's qualifier.

Thirty-three competitors, including six local boats, launched at Fay's Boat Yard in Gilford, New Hampshire. The last boat went into the water within five minutes of the 9:00pm Friday launching deadline. Administrative matters were completed on Friday night with registration, weigh-in, and the skippers' meeting all out of the way to allow for the anticipated 10:00am start time on Saturday.

Anticipation on the race course was high and the first race went off within ten minutes of the 10:00am start time. Although it was a foggy and overcast day, a consistent 10 to 12 knot breeze blew over the race course. Two general recalls further delayed the first start, with the race committee going into to a "Z" flag. The race finally went off on the



Fantastic conditons and traditional 30+ knot winds challenged the fleet.

third try. Steve Ulian on *Blind Squirrel* set the regatta pace when he and his crew fended off Jay Miles skippering *Mookie*

over a five-leg, windward-leeward course. Al Hobart skippered *Slug* to a close third.

The second race went off within minutes of the last boat finishing the first race. However, several aggressive starts resulted in two general recalls and the race committee went to the "Z" flag. The race committee sent the fleet on a long, world-class style, five-leg, windward-leeward course. Steve Ulian on *Blind Squirrel* dominated the competition and took the bullet. John Reynolds worked well from the start and crossed second, with Al Hobart and *Slug* crossing third. Steve Braverman crossed the line fourth on *Distraction* and local favorite Casey Nickerson skippered *Good Stuff* to a solid finish rounding out the top five.

More aggressive starting in Race 3 resulted in two general recalls and an eventual black flag. The Race Committee disqualified two boats, including Jay Miles on *Mookie*. John Reynolds started cleanly and carried his momentum through the race and took the bullet. Steve Ulian fell victim to the notorious Lake Winnepesaukee winds and crossed sixth. Tip Kimball drove *Ski Tuna* well and crossed the line second. Third place went to *Hot Chocolate* with *Slug* and Lee Morrison's *Endeavor* rounding out the top five.

In keeping with a vow to "race until we drop," the Race Committee started a fourth five-leg windward-leeward course. The fleet was noticeably more timid following the black flag in race 3 and started cleanly. Steve Ulian dialed into the wind in race 4 and *Blind Squirrel* again took the bullet. *Distraction* crossed second, followed by *Good Stuff*, John Reynolds on *Downtown*, and *Endeavor*.

During the course of the two days of racing, competitors were subjected to on-water rule inspections. Finishers were randomly stopped by regatta official, Ray Lanza, to determine compliance with Class Association rules. Aside from being dubbed "Mr. Popularity" for the regatta, Ray did a great job and several protests were filed. The Race Committee doled out several penalties and even disqualified a competitor for not having a throwable life ring on board as required by the rules. It is important to note Ray's observation that *Blind Squirrel*, the dominant boat throughout the first day of the regatta, was "squeaky clean" with all aspects of rules compliance in order. The lesson to be learned is that compliance with the rules does not hurt performance.

Life rings were definitely an important consideration when Lake Winnepesaukee dealt its traditional late-September 30 knot wind. The wind strength, however, came as a big surprise because at the time of the 10:00am start, there was absolutely no wind. It looked as though this would be the first J Jamboree in several years to not serve up 30-plus knot wind. As if we had been teased, a wind line suddenly appeared to be rolling toward the fleet from the southwest, the prevailing wind. That wind quickly built from 10 to 15 knots to 20 to 25. The wind continuously built through three races and finally ripped through the fleet with 30-plus winds. Again, the Race Committee set a long windward-leeward course and called for five-leg

races. Long starting lines consistently showed a slight pin-end favor throughout the regatta with a chase boat positioned at the pin-end. Overall, the Race Committee throughout the regatta was world-class.

Broken equipment ended the day for Steve Braverman and the crew of *Distraction* and several other competitors. Lee Morrison and *Endeavor* did not fall victim to broken equipment and closely set the pace with a bullet in race 1 on day two. Al Hobart and *Slug* showed their consistency and powered to second place finish. In third place was Jay Miles on *Mookie*, followed by *Downtown*, and the eventual winner, *Blind Squirrel*, in fifth place.

Mookie finished the regatta strongly with bullets in races 6 and 7, but not strongly enough to overcome the black flag DSQ from day one. Jay Miles steered to a fifth place overall. *Hot Chocolate* unwrapped a fourth place and *Endeavor* took over third from *Distraction*. Al Hobart finished in a strong second place.

Steve Ulian presented a valid measurement certificate to Fleet 140 captain and regatta chairman, Ed Philpot, completing his requirement to qualify for the 1995 World Championships. In addition to trophies, the skippers and crews of the top four finishers each received gear bags embroidered with the regatta name and their finishing position. Other giveaways included J/Boats hats, B&G Equipment shirts, Omega sailing gloves, Harken hats and other sponsorship items.

On-water photos were also available for all participants, thanks to Freeze Frame Photo in Meredith, New Hampshire. New Hampshire State Championships awards were given to Alan Kanegsberg, who skippered *Brain Cramp* to a seventeenth overall and third place among New Hampshire boats. Ed Philpot took fourteenth overall and second place among New Hampshire boats. Casey Nickerson, who finished seventh, was first among New Hampshire boats. Fleet 140 and LWSA have received an unprecedented number of calls and notes thanking us for an extremely well-run regatta and promising to come back next year. Good luck to Steve Ulian at the 1995 World Championships, and we hope to see everyone back for the 1995 J Jamboree North and New Hampshire State Championships on September 16 and 17, 1995.



Most competitors agreed with this boat name during the wait for the wind.

Photo by Steve Sellig

Santella Takes Italian Nationals

by Franco Rodino

In the Adriatic Sea, along the beautiful beaches of Lignano Sabbiadoro, a very large fleet of J/24s met to contend the Italian J/24 championship. In all, seventy-three boats took part in an enormously successful event for the class. Naturally, all the best Italians were present, including all the boats from the Italian Navy Fiscal Police and Airforce. Additional boats came from Croatia and America. American, Chris Larson, whom you'll recognize as the European Champion from Monte Carlo and Mendemblik was there.

Let's talk about the organization of this championship. Under the initiative of the Asso vela Percoto, a young yacht club that has dedicated all its activities to J/24s bringing together, organized a regatta full of great team participation. The orga-



Photo - Franco Rodino



Photo - Franco Rodino

Above: Fast action on the waters of the Adriatic Sea. Left: Luca Santella after winning the Italian National.

nizers, the Dentesano brothers, have some great ideas and it's more than likely that in the near future they will organize a great international event to which champions from all over the world will be invited.

The Lignano Sabbiadoro edition was one of the best championships, both for wind conditions and the logistical facilities. Wine and prosciutto were provided for all every evening and there were many new activities for all.

This edition of the Italian Championship has a particular significance as it showed to great effect the crews from a sea we had all but forgotten, and, at the same time, increased the diffusion of the J/24.

Luca Santella, who showed once again what class and determination he has, emerged as the Italian champion. Even when he hasn't triumphed, he has always been among

the top sailors. This has allowed him to excel over his many competitors. On board with Luca Santella, was his brother Tony, Massimo Bortoletto, and the boss, Greco.

Luca Santella was first seen aboard the J/24 in the days of Newport, RI in 1986. He then turned to Olympic sailing where he represented Italy at the Games in Barcelona. After successfully sailing Solings, he turned for good to J/24s and placed first in Monte Carlo after a series of failures.

The Italian sailing family is always getting bigger and promises well for the future. I always say to the Europeans crews not to underestimate the Italian Championship. Who knows, perhaps next time, even the great European champions, as well as Chris Larson, will come here for a great holiday and may even win, or at least try.

1994 All-Japan Ladies Keelboat Championship

by Nancy Haberland

It is difficult to ever imagine that at 125 lbs., I would be the heaviest crew aboard the J/24. However, in this year's 12th All Japan Ladies Keelboat Championships, this was the case as I guest crewed aboard *Pink Kiss*. Due to a recent decline in the Japanese economy, only ten teams were able to participate in this year's event. However, just like the 1993 Women's Rolex Championship, the level of competition was the closest ever as a different team won each of the four races.

The regatta, open to women sailors of all nations, and sponsored again by the Keikyu Corporation, is one of the two most important events held annually in Japan. Keikyu's support allows one U.S. team to be invited, covering most expenses. This year, Heidi Backus Riddle's *Pink Flamingo* team participated. Not only did they enhance the level of competition on the race course, but they shared their knowledge and camaraderie off the water as well.

Mikiko Tsuchiya, event chairperson, did a tremendous job in organizing the event. Although a team of men ran the race committee operations, the rest was put together with cooperation from all the participating teams. Everybody took part in setting up, serving and/or cleaning up after each night's gathering. Social activities included recognition of each and every team. We all displayed talents off the water through skits. Performances, including singing, dancing, and comedy, were all Star Search material.

Racing on Sajima Bay proved to be close, exciting, and at many times, unpredictable. Day one brought a 40 knot degree shift with steadily increasing wind all day from 5-18 knots. In Saturday's dying breezes, the fleet went from being spread out over half the leg to becoming a pack of two ahead

with the other eight boats rounding the last leeward mark together. These conditions made most competitors feel the momentary thrill of victory only to be followed quickly by the agony of defeat as position changed from front to back and back to front.

On the last day, heading out for a 6:30 am run, I wasn't surprised to see several boats rigged and ready to go for the final race beginning at 10:00am. A close battle between *Pink Flamingo* and Michiyo Ishimaru's *Hara Kara* team ensued. Shifty 5-8 knot Northeast winds again tossed fleet positions like lottery balls. In the end, with four races and one throw out, *Pink Flamingo* emerged as the regatta victor with three boats tied for second, just two points back.

Participating in the All Japan Ladies Keelboat Championships is an experience of a lifetime. It is a quality event for women and competitive in every sense of the word. And mostly, as the Backus-Riddle crew agrees, the best part is getting to know Japanese women sailors in a social and competitive way. Hope to see you all there next April!

Pos.	Sail#	Boat Name	Skipper
1.	4123	<i>Flamingo</i>	Heidi Backus Riddle
2.	4740	<i>Tohsei</i>	Keiko Nogami
3.	4715	<i>Hara Kara</i>	Michiyo Ishimaru
4.	3555	<i>Pink Kiss</i>	Mikiko Tsuchiya
5.	4055	<i>Letissia</i>	Sonoko Miyoshi
7.	4886	<i>Lull</i>	Naomi Tsukinuki
8.	5010	<i>Pop Gun</i>	Mayumi Horiuchi
9.	4089	<i>Sun Marine</i>	Tamae Maeda
10.	2895	<i>Ms.</i>	Hiroko Inaoka

UK Autumn Cup

by Simon Slater

A competitive fleet consisting of twenty-three J/24s gathered off Hill Head for the UK Autumn Cup on October 1st. The forecast was for light winds which failed to materialize at all on the first day. Racing was abandoned with the intention of sailing all six races on Sunday.

Sunday's forecast was not much better but the fleet got away on schedule in a light northerly breeze. Victory went to the Jardines in *Stouche* followed by Jonathan Calascorigne in *Head Case*. Races two and three were held in a building breeze with Andy McLelland in *Hard on Port* finishing first and second and the Jardines third and fourth. This put McLelland one point ahead of the Jardines as the fleet went into race four.

David Bedford, the current UK National Champion, won race four in *Didgeridoo* to bring himself back into the championship running. Raymond Symons finished second

with Andy Roberts in *Enuff Said* fourth and McLelland third.

Bedford went on to win race 5 closely followed by Callum Edge in *Wyit* but McLelland could only manage a ninth after a jib sheet parted. This put Bedford one and a quarter points clear in the championship as they went into race six.

A shift to the left in the last three minutes to the start was capitalized on by David Ellis in *Hitchhiker* and McLelland who both crossed the fleet on port tack to hold first and second to the finish. Bedford could not climb out of the pack and finished fifth to take second overall in the championship to the champion McLelland with Jardine third overall.

Thanks to the shorter three race per day windward-leeward format, a successful championship was crammed into one day by the host club, Cowes Corinthian Yacht Club.

IX South American Championships

by Eduardo Birkeland

The 1994 South American Championship hosted by the Rio de Janeiro Yacht Club, Rio de Janeiro, Brazil, was raced in the Guanabara Bay on May 19-24 and sponsored by Ron Bacardi.

A record of nineteen J boats racing in Brazilian waters represented four countries: Brazil, Argentina, Peru, and Chile. Strengthening the national class efforts to keep the class strong and active. The two races a day with winds around 15 knots, provided a very hot competition under shiny days in Rio. High level skippers and crew participated in this championship; Luiz Lebreiro, 1993 South American Champion, Jose Paulo Barcellos, World Vice-chairman in Lasers, Gastao Brun, former soling and laser sailor, crewing *Vicio* owned by Mark Diniz.

Ivan Pimentel skippering his *Dragao do Mar* won the championship with a very fast boat and local knowledge of the tide. Luiz Lebreiro, the last champion, came in second followed by the Peruvian team, a very sharp crew that used conservative tactics to find the way through the tide of the Guanabara Bay.



Photo by Hector Ochebasue

Hot racing on Guanabara Bay, Rio de Janeiro, the site of the IX South American Championship with nineteen boats representing four countries.

Pimentel will represent the Brazilian team in the first IYRU World Sailing Championships in La Rochelle, France.

Interest Increases in Mexico

by Roberto Colliard

The J/24 was introduced to Mexico by Don Trask in the early 1980's. The fleet is mainly concentrated in Valle de Bravo, a beautiful lake, two hours drive west of Mexico City. We have fifty-three paid members, including the Acapulco fleet and we estimate the total number of J/24s in Mexico to be sixty-eight.

Sailing J/24s in Valle de Bravo is what we Mexicans call Hollywood sailing. Temperatures fluctuate between 70 to 90. During 1994, some important advances were made. We started with the process of measuring the fleet in order for every boat to have a measurement certificate by the end of 1994. The help of John Peck, IJCA Technical Committee member, in this aspect has been invaluable. He spent three days in Valle de Bravo teaching us how to measure.

We also had a weekend in which J/World San Diego and North Sails gave a sailing clinic which was very successful in creating interest for newcomers to the fleet.

For 1995, we have some very promising aspects for our class association, which should result in increased sailing and fun for our members, these among other aspects are: corporate sponsorship, the creation of the championship and designer fleets, team racing, increased participation of international sailors in our races, Challenge Cup between the Acapulco and Valle de Bravo fleets, and increased social events in Mexico City.

With respect to the participation of international sailors to Mexico, this is one area we are going to push very hard. We have the largest fleet of J/24s to the north of us and we encourage any interested sailor from anywhere to contact us to enjoy some Mexican hospitality. We will promote the participation in our main events and we will try to get a substantial number of J/24s to lease. If anybody wishes to spend some time in Mexico, and wishes to crew, we'll gladly try and accommodate. For further information, contact the Mexican JCA. We look forward to seeing you in Mexico.

Argentina: A Wide Range of Activities Keeps the River Plate Fleet Busy

by Mercedes Guerrero

Our members have been involved in many different regattas during the past months. Our National Class Secretary made a trip to Rio de Janeiro, approximately 3,000km or twenty-two hours, towing his own boat up and down through the mountains and the trucks that drive like hell, to participate in the South American Championship.

Due to the Pan American Games support of match racing, our fleet has turned to this form of racing without forgetting the fleet races. There has been a lot going on.

Trials for the IYRU World Championship of Sailing

During two fall weekends and two in April, the trials were held for the first IYRU Worlds in La Rochelle, France. With the participation of local boats as well as those from other parts of the country, the Club Nautico San Isidro (CNSI) together with the Argentine Yachting Federation (FAY), were responsible for the organization of the trials which consisted of a set of seven races with one drop. The winner would have support from the FAY to travel to France.

Due to the structure of the IYRU Worlds, it was decided that the boats had to race with the same rule conditions that would be set for that event, which meant sailing without the genoa and with a reduced maximum crew weight. Because wind conditions during this time of the year are more fit for a genoa, everybody used their imagination to get their boats sailing properly.

The first Saturday was so smoggy that you couldn't see your own nose, so races had to be postponed for a couple of hours. When the bay finally opened, everyone was so impatient to start, the first race had to be recalled twice. In this race, the first to finish was a young helmsman called Calabrese with his father's boat *Quinto*. On Sunday, two races were held amid light winds. The fleet was very competitive and there was not much room left for error. Within a minute, eight to ten boats crossed the finishing line. To everybody's surprise, *Quinto* was again first leaving the blue ribbon of the second race to G. Raquerizas.

The courses were windward-leeward consisting of four legs. They were breathtaking as there was no time left to make up for error. The racing was very exciting.

Match Racing Trials for the Pan Am Games

Since June, we've been having a series of trials to qualify a crew to represent us in the Pan-American Games. These will be held in March 1995, at Mar Del Plata, a seaside resort 400km from Buenos Aires, our capital city.

As perhaps you know, the J/24 is a newly incorporated class in the Pan Am Games. They will race in match racing form, so our trials have consisted of a series of round robins, which will progressively select the best six by the end of the year. Those six will go on training and match racing during January and February to select the very best.

This is a different way of racing using the rules to attack rather than to defend you. Courses are rather short: in about twenty minutes the race is over. Also boat conditions change a bit as there is no genoa on board and crew weight must be under 340kg.

The first series of these trials were held during a long June weekend. To this event we invited Mr. Luis Montalbetti, an International Juror from the America's Cup, who had previously been here for the Pre-Pan Am Games. He gave a three-day course to Jurors, as well as crew members, before the match racing began. He also participated as umpire. Although in years past we've had match racing events in our calendar, we still have a lot to learn. On the water, superiority of the crews that have been racing together for awhile as well as those who have participated more frequently in match racing became evident.

During the three-day event, all sorts of weather showed up. First, the "Pampero", which starts as a small breeze, then stops, rotates to the North and comes up as hard wind with rainfall. After that, a calm day with lots of shifting wind made it hard to set the track. There were seven pairs of boats which meant a start every five minutes for thirty minutes. To follow each pair of J/24s, there were seven teams of umpires each on a boat with an extra reinforcement to help in the organization.

As you can see, match racing not only demands an effort from the participants, but a lot of other people as well that have to be on the water watching and deciding in seconds who's been wrong or not. Also needed is a great deal of advance preparation, so that every crew will know when it is their turn to race.

Prize Giving on the water

After a short winter, we held a small weekend championship. One that took place during a rainy and very cold Sunday had a curious outcome. The prize giving party was held aboard the race committee boat in the middle of the river right after the third and last race. There were a number of J/24s tied up, one after the other, to the big boat and the sailors were in their foul weather gear drinking beer and having fun.

Great Year in Canada

by Don Williams

Canada's four Districts, stretching 4000 miles from Atlantic to Pacific, all enjoyed an active and rewarding year although one that has been a variation on years past. Membership totals a little lower than last year and there has been a larger turnover than normal- almost 30%. Reflecting, I believe members are dropping out of racing and finding the dues high in relation to their level of activity. At the same time there is a large number of new members who own or crew on active racing boats.

The J/24 in Canada has become more and more the boat in which various associations hold district and regional race-offs, championships, and national regattas in both open and women's categories, fleet racing and match racing. This has something to do with our organization and the people in it and our ability to respond to requests from the various sailing associations. It also has a lot to do with the boat itself and its image of high performance and the interest this has for sailors from other fleets. This situation bodes well for the future of our class.

The proximity of the 1994 US Nationals to our fleets in British Columbia allowed them to make a major showing in this regatta and for almost the first time test their skills against a continental standard. The results must have been very encouraging for the seven crews who attended, especially for almost having won the top position. Activity has shown steady growth in the Pacific District. Our thanks to past IJCA president Lorne Chapman for his continued efforts in this District.

Ontario District has had an eventful year centered on strong participation in the Genco Cup Series which was used to determine three crews to participate in the Worlds across the Lake in Rochester next year. In this series, final determinations were not made until the final leg of the last race. The Toronto Fleet and Royal Canadian Yacht Club organized the Pan-Am selection regatta which saw ten of the best match racing crews from across Canada participate in an action packed and exciting series and to finally see Ross MacDonald, recent Star World champion from Vancouver, selected to represent Canada next year in Argentina.

Quebec District began an active year by hosting the Nationals in June. This was an anniversary year for the CJCA and for Montreal as it was the 15th consecutive year that the Class has held a National championship. In 1980, thirteen J/24s from Quebec, Ontario and Nova Scotia participated in the first Nationals held at Pointe Claire Yacht Club. There were even a few of the original old guys around! Montreal also hosted the Canadian Match Racing Championships with crews from across the country racing in J/24s. Preparations have been underway for some time for the North Americans to be hosted by Beaconsfield Yacht Club in June of '95.

In the Atlantic District, J/24 sailors had probably their most active and competitive year since the first boats arrived in the summer of '77. The season began with a seminar by Terry Hutchinson and a training program leading up to seven crews traveling to the Nationals in Montreal. Five regional regattas were held throughout the summer with support from Labatts Brewery ensuring that social events complemented the racing. A final regatta was held in late September to determine the crew to go on to the Worlds next year.

1994 has to be considered a successful year for the CJCA based on the level of sailing activity and the number of major District and National events which took place. We look forward to 1995 being just as good!

Canadian Olympic Training Regatta at Kingston, Ontario

by Paul Beaudin

This last week I had the pleasure of sailing in one of my favorite regattas, CORK: The Canadian Olympic Training Regatta at Kingston, Ontario. In its twenty-fifth year, it has to be one of the best sailing events in North America. Twenty-seven separate classes with 1000 boats converge for ten days of great racing at the headwaters of the St. Lawrence River on Lake Ontario. This is the second largest one-design regatta in the world next to Kiel Week. Kingston is famous

for its consistent conditions and great competition. The facilities are excellent and were created for the 1976 Olympic games in Montreal. This year was no exception, the level of support and management on hand was outstanding.

Thursday, the thirty-three boat fleet sailed out off the harbor as a bevy of 505s and Finns headed off to their respective race courses. Everyone politely checked out with the famous CORK seagulls, the harbor entrance check-in staff.

Racing started out with a building thermal breeze from the southwest, which had the fleet changing down to jibs during the pre-start. Race one got off on a perfect line and CORK was underway.

Race one saw the leaders heading off to the left side of the course, which seemed to be the pay dirt for the regatta. Around first was Clark Ruddy sailing *Zit*, followed closely by Russel Severnuk on *Sprint* and (the boat I crewed on), Al Hobart's *Slug*. Thanks in part to some middle course she-nanigans, between *Sprint* and *Zit*, which ended in circles by *Sprint*, *Slug* came on at the end to win the first race. I don't know about the current trend on boat names, but it seems to still be routed in superstition and fending off bad luck.

In the second race on Thursday, Ruddy still showed great speed to lead around the course followed closely by David Baird and Al Hobart. Baird broke his main halyard on the last beat to give up second place to Hobart. Our Vermont boat led after the first day.

Day two was picture perfect, great weather and 10-15 knots of breeze out of the same southwest. Race three, had Andy Wiggins from Montreal, with locals Julian Walker and Melodie Gummer, followed closely by *Slug*. The Lake Champlain boat "slugged" past again to win the race followed by the rest respectively. In race four, *Slug* again was not to be taken lightly. After a conservative mid-line start, we sailed into the lead, not to be crossed again. Sandy Patry from Ottawa was second and Clark, third. Sounds too good to be true. We were thinking so too. In race five, the wind was still great and the fleet sailed off into the late afternoon sun, conspicuously missing from the lead was that slug boat. I guess mortal after all. Dave Baird sailed for the win followed again by Ruddy and team *Zit* with Patry and Jim Laupman, third and fourth.

Unusual for most J/24 events was the presence of a throw out in the scoring system which kept everyone guessing on their scores. Although Hobart was nicely in the lead, anything can happen and anticipation was high for what would probably be the last day and two races of the 25th CORK Regatta. I will also note this was the fourth race of five regattas used to award the Worlds' slot allocated to Ontario. The tension could be seen and felt among the top Ontario boats in the series.

On *Slug*, we spent a lot of time calculating all the scoring scenarios. Going into the first race of race six on Saturday, if we took a third or better, we would clinch first and hit the showers. Still sounding kind of fantasy-ish? It was. This day brought a new wind more from the opposite shore and did a good job mixing up the first beat. Tornado sailor Melodie Gummer, sailed great in the shifting breeze to win. With another local who had been lurking near the top, Gord McIlquham's *Bob's Your Uncle*, took a strong second and Ontario sailor, Steve Dryden and Graham Moss right behind. We had to beat Baird by two points to win. He got us by two,

the regatta was still on.

For the final race of the regatta, *Slug* had to sail no worse than a thirteenth to win the regatta. The wind had settled back to its usual direction and was building slightly. We had the pleasure of a good committee and went into a little starting practice. After a recall or two, we were off. Melodie Gummer again had a great leg to round in front, second around was Severnuk. Showing their speed, the leaders started to move. Hobart was fading followed by Baird. Baird made a few really good attacks at the lead but *Slug* lived up to her reputation and held on to win the race and the regatta.

Sailing *Slug* were helmsman Al Hobart from Waitsfield, Vermont, and crew: Andy Horton, Al Oulletter, Todd Beatty, and myself. Second and scoring valuable qualifier points was David Baird from Toronto. Third was top local Gord McIlquham. Fourth was Vermont chocolate tycoon Jim Lampman. (Jim, everyone loved the chocolates!). Fifth was Montreal J-regular, Andy Wiggins.

We all loved CORK, it's a great place to sail and they take care of you. Don't miss it next year.

News from the Dutch JCA

by Jan Willem van Crevel

1994 was very important for the Dutch J/24 sailors as we hosted the European Championship in early July. We were blessed with our favorite race committee and one of our favorite venues, so there was little we could do to improve the basics for this event. The efforts of the J/24 sailors therefore went into the logistics surrounding the event.

The season had started with the winter series, although one of the two series, the Braassemermeer, was hampered by ice and storms. During Easter, five teams travelled to Spi Quest in France to meet thirty-five other J/24s. The 50+ knot winds on two of the four days were considered too strong for the smaller classes, so we spent more time getting there than actually racing. Four weeks later we had our traditional Spring Cup to celebrate our Queen's birthday (her mother's actually) in Medemblik, the venue and host club for the Europeans. As always, the three day event was characterized by fierce competition in the top three. After twelve races, Jan Kaehler and team from Germany took the Cup home. The event will be remembered for the large number of PMSes. Reigning Dutch Champion, Kim Amons and her all female team was one of two boats to collect three PMSes. In one race, the Race Officer called over seven out of the fifteen boats, a clear reward for those that had started correctly.

Several boats changed owners during the spring and most of them entered the European Championship to experience large fleet racing and to meet J/24 sailors from all over Europe. With sixteen Dutch boats competing in the event, we had a good representation of our membership. Maarten Kimman had returned to the J/24 for the occasion and achieved the best Dutch result with a ninth place overall. The other Dutch teams found that they still need to improve a lot to meet the level of the top European sailors. This was not

dissimilar from the European top sailors finding that they could not keep up with Chris Larson, who won the event convincingly.

Early September, we had our three-day National Championship off Muiden on the Southern part of the IJsselmeer, close to Amsterdam. The abundant rain was compensated by excellent wind ranging from 12 to 20 knots. A total of twelve races was sailed on short windward-leeward courses with a reaching finish leg. Fifteen competitors all found good competition and racing was always close, maybe a little too close for the two boats fighting for the title.

Last year's champion Kim Amons was on maternity leave and her father was acting as stand-in helm, joining the regular crew. Favorites were the boats *Jan Steen* helmed by Frans van der Wel, and the *Vijf Kleine Kleutertjes*. The *Vijf Kleine Kleutertjes* was this year helmed by Alfred van Rijckevorsel, J/22 Dutch Champion. These two boats took a clear lead from the rest of the fleet during the first day and from then on it was a match-race for the title. The two boats finished, and sailed most of the final two legs, overlapped in seven out of twelve races. The *Jan Steen* led after the first day, because of the PMS by *Vijf Kleine Kleutertjes*. They were ahead of the *Jan Steen* in three out of four races the second day, but the latter still led by one point. In the final day, the wind had dropped to 12 knots and all eyes were on the two teams. The *Vijf Kleine Kleutertjes* came first in the first race with *Jan Steen* in third. *Repo Man*, a new team this year, was improving every race and had managed to split the two boats. The second race also went to *Vijf Kleine Kleutertjes*, overlapped with *Jan Steen*. *Jan Steen* was in front in the third race, closing the gap. In the final race, *Vijf Kleine Kleutertjes* fought back from a hopeless position to get in front of the *Jan Steen* on the final leg, a spinnaker reach. They were lying third and fourth, which would give the title to the *Vijf Kleine Kleutertjes*. However, with less than 100 metres to the finish, the *Jan Steen* climbed high and the *Vijf Kleine Kleutertjes* had to come up to cover. The *Repo Man* saw their opportunity, stayed low and finished in front of the two boats, pushing them back to fourth and fifth. The *Jan Steen* could discard this fifth and thereby won the 1994 Dutch Championship.

Funnily enough, they did not realize this immediately, coming ashore very depressed, convinced they had been beaten. They did believe it when they were in the water with the medals were around their necks. For the second year in a row, the Championship had been decided in the final minutes of the final race. The *Vijf Kleine Kleutertjes* team had to come to terms with their second place, in spite of being in front of the champions in eight out of twelve races.

Third place went to the *Repo Man* team, beating some of the more seasoned J/24 teams. They tried to draw the attention away from the two match racers with some heroic actions, such as flying their spinnaker without a pole after it had broken. Amons' father represented his daughter and grandson well by ending fourth overall. Racing was close throughout the fleet and frequent windshifts provided plenty of opportunity for getting it right or wrong. Unfortunately, two boats suffered serious damage, one broken mast and one T-bone hole after a port-starboard.

After the championships, the boats moved to the two venues for the winter series, promising themselves that they would practice hard and improve for next season.

FEBRUARY, 1995

18-19 SCYA Midwinters
Santa Monica YC, CA
Bill Worsham
(818) 342-2411

18-19 District 22 Midwinters
Fuzz Foster
(808) 591-9192

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

MARCH, 1995

11-12 Gulf Coast Championship
Jerry Coogan
B: (504) 837-4616

27-31 *Midwinter Championship
Southern YC, LA
Jerry Coogan
B: (504) 837-4616

4-5 *District 21 World Qualifier
California YC, CA
Bill Worsham
(818) 342-2411

APRIL, 1995

14-16 Columbia, SC Easter Regatta
Roger Dougal
H: (803) 781-5011
B: (803) 777-7890

MAY, 1995

6-7 J-Daze
Canandaigua, NY
Rodger Voss
B: (518) 456-8595

12-14 IBM/Sailing World/NOOD Regatta
Los Angeles Yacht Club
Bill Worsham
(818) 342-2411

13-14 J/24 Spring Regatta
Muskegon, MI
Steve Ulrich
(616) 798-2265

27-29 BMW Memorial Day Regatta
St. Francis YC, CA
Bill Worsham
(818) 342-2411

JUNE, 1995

2-4 Jersey Coast Spring Regatta
Corinthian Yacht Club of
Cape May
Christine McShane
(215) 648-0615

4-9 *North American Championship
Beaconsfield Yacht Club
Beaconsfield, Quebec, Canada
(514) 695-1272
(514) 695-9794 FAX

10-11 New Jersey Coast Spring Regatta
Cape May, NJ
Paul Scalisi
H: (718) 356-2069
B: (718) 630-3582

16-18 IBM/Sailing World NOOD
Chicago Yacht Club
Doug Nestler
(312) 472-7908

17-18 Wilkins Cup
Ocean City, NJ
Paul Scalisi
H: (718) 356-2069
B: (718) 630-3582

JULY, 1995

14-16 *District 7 Championship
Sodus Bay, NY
Lambert Lai
(315) 986-4495

14-16 Michelob Regatta
Newport, RI
Sail Newport
(401) 846-1983

AUGUST, 1995

4-6 Heart Cup
Ocean City, NJ
Paul Scalisi
H: (718) 356-2069
B: (718) 630-3582

18-20 Yachting Verve Cup Regatta
Chicago Yacht Club
Doug Nestler
(312) 472-7908

18-25 World Championship
Rochester Yacht Club
Rochester, New York
(716) 342-5511
(716) 342-8116 FAX

19-20 *District 22 Championship
Fuzz Foster
(808) 591-9192

SEPTEMBER, 1995

2-4 *US National Championship
Rush Creek Yacht Club
Rush Creek, TX

2-4 San Francisco/IBM/Sailing World NOOD Regatta
St. Francis YC, CA
Bill Worsham
(818) 342-2411

8-15 Rolex Int'l Women's Keelboat Championship
Ida Lewis YC, RI
Pam Kirk
B: (401) 683-0486

8-10 Great Lakes Regatta
Ithaca, NY
Brad Buel
B: (518) 456-8595

30-Oct 1. Changing of the Colors Regatta
Lake George, NY
Rodger Voss
B: (518) 456-8595

OCTOBER, 1995

21-22 *Western Regional World Qualifier/District 21 Championship
Bill Worsham
(818) 342-2411

21-22 *Northeast Regional Championship
Raritan Yacht Club
Barbara Gold
B: (908) 238-8438

An * indicates World qualifier

IJCA Executive Committee

Chairman

Geoff Evelyn
214 Lichen Crescent
Oshawa, Ontario L1J 7K8
Canada
H: 905-725-2173
B: 905-433-6245
F: 905-433-5433
CompuServe: 75040,3550

Vice Chairman

Jim Keesling
11234 E. Caley Ave. #D
Englewood, CO 80111
H: (303) 721-0024
B: (303) 790-8033
F: (303) 790-8021
CompuServe: 73134,540

Past Chairman

Glenn Gustafson
687 Green Bay Rd.
Highland Park, IL 60035
H: 708-432-1062
B: 708-266-6050
F: 708-266-6057
CompuServe: 71344,3162

Technical Chairman

Dennis Ellis
Claymore, The Parade
Cowes, Isle of Wight
England PO31 7QJ
Tel: 44-983-293-548
F: 44-983-292-962

Council Members

Jim Keesling
(Address above)

Giuseppe "Pinetti" Masini
Via Sacchi 3
20121 Milano, Italy
Tel: 39-02-86463165
F: 39-02-86463487

Simon Slater
The Dast House
Pankridge Street
Crandall
Franham, Surrey
GU10 5RH
England
F: 73-456-8268

Councilors of Honor*

John Adams
9 Albert Bridge Rd.
London SW11 4PX
England
Tel: 44-71-622-8998
Fax: 44-71-498-5317

Bengt Julin
Tyska Skolgrand 3
11131 Stockholm, Sweden
Tel: 46-8-100358

Copyright Holder

Jeff Johnstone
557 Thames St.
P.O. Box 90
Newport, RI 02840
B: 401-846-8410
F: 401-846-4723

Executive Director*

Steve Podlich
612 Third St., Suite 4A
Annapolis, MD 21403
B: 410-626-0240
F: 410-280-5423
CompuServe: 71562,2514

*non voting

IJCA Technical Committee

Chairman

Dennis Ellis
(address/phone above)

Committee Members

Hauke Kruess
Rothenbaumchaussée 71b
2000 Hamburg 13 Germany
H/F: 040-418797

Marshall Lytle
244 Flanders Rd.
Stonington, CT 06378
H: 203-535-2035
B: 203-441-2672
CompuServe: 71221,1557

John Peck
P.O. Box 12652
San Antonio, TX 78212-0652
B: 210-732-9264
F: 210-735-9844
CompuServe: 71732,3723

National J/24 Class Associations

Argentina

Pres: Siegfriedo Spitzky
Sec: Roberto Authier
Gaboto 762
(1642) San Isidro
Buenos Aires Argentina
F: 54-1-742-7059

Australia

Pres: Matthew Kirlew
1/85 Queenscliff Road
Queenscliff 2096
N.S.W.
Australia
H: 61-02-938-2323
B: 61-02-415-0946
F: 61-02-415-0988

Bermuda

Dist Governor: Ian Gordon
Class Capt: Kate Williams
P.O. Box HM1995
Hamilton HMHX Bermuda
H: 809-293-2227
B: 809-295-1272
F: 809-295-4143

Brazil

Marcos Pinheiro de Andrade
Rua Orario Duque Estrada
74
703 Bloco 1
Gavea 22451
Rio de Janeiro
Brazil
F: 55-21-533-1661

Canada

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

Chile

Pres: Enrique Vallejos
Sotero Sanz 55
Santiago, Chile
Sec: Aldo Simonetti P.
Tel: 56-2 2311803
F: 56-2 2318160 and
56-2 2324310

Croatia

Marin Lovrovic
Stari Voljak 6
51000
Rijeka, Croatia

France

Pres: Luc Nadal
37 rue de la Bonne Aventure
78 000 Versailles, France
H: 33-1-30-21-68-33
B: 33-- 42-45-35-36
F: 33-1- 42-45-39-70

Germany

Pres: Henning "Otto" Baur
Gudrun Strasse 56
22559 Hamburg, Germany
Tel: 49-40-813196
F: 49-40-418797

Greece

Pres: Fragoulis Mantzarakis
Sec: Alkis Mangriotis
J/24 Class Assoc. of Greece
P.O. Box 70296
Glyfada, Athens
GR 166 10, Greece
Tel: 30-01-65-11-656
F: 30-01-65-20-070

Holland

Pres: JW van Crevel
JW Brouwers straat 16
1071 LJ Amsterdam
The Netherlands
Tel: 31-20 664 0551
F: 31-20 676 5138

Ireland

Pres: Sean Dillon
Sec: Greg O'Brien
21 Northumberland Road
Ballsbridge, Dublin 4
Ireland
Tel: 353-6688857
F: 353-6688609

Italy

Pres: Giuseppe "Pinetti" Masini
Via Sacchi, 3
20121 Milano, Italy
Tel: 39-02-86463165
F: 39-02-86463487

Japan

Pres: Mikiko Tsuchiya
Sec: Mr. Tokuda
Japan J/24 Class Association
17-1, Ginza 6-chome, Chuo-ku
Tokyo 104-23, Japan
Tel: 81-03-5565-2682
F: 81-03-5565-3419

Korea

Jong Yeol
J/24 Fleet Office
Room 102, Yachting Center
1393 Woo3-Dong HaeWoonDae
Gu Pusan, Korea 612-022
F: 82-2-525-8597

Mexico

Pres: Ralph Nelles
Avenida 9 #120
Col. Independencia
03630 Mexico D.F.
Mexico
B: 525-532-4553
F: 525-539-2605

Monaco

Pres: Jean Francois Bourelly
 Sec: Donald Manasse
 26 Blvd. D'Italie
 Monte Carlo
 98000 Monaco Cedex
 F: 33-93 50 82 08

New Zealand

Harry Dodson
 P.O. Box 14611
 Panmure
 Auckland 1106
 New Zealand
 Tel: 64-9-3765-831
 F: 64-9-444-0114

Peru

Pres: Hector Estremadroyro
 Asociacion Peruana Clase
 J/24
 Carlos Tenaud 192
 Surco-Lima
 Peru
 F: 51-14-488512

Puerto Rico

Pres: Omar Cancio Martinez
 185 Costa Rica St, Teide 1404
 Hato Rey, PR 00917
 H: (809) 250-0324
 B: (809) 759-9911
 F: (809) 767-6862

Singapore

Pres: Tim Tan
 2 Astrid Hill
 Singapore 1026
 Republic of Singapore
 Tel: 65-2618016
 F: 65-2659178

Sweden

Pres: Per Sare
 Sec: Erich Hagen
 Nygatan 48
 440-30 Marstrand
 Sweden
 Tel: 46-303-60688
 F: 46-303-60889

Switzerland

Pres: Pierre Strohhecker
 J/24 Swiss Class Association
 Case Postale 250
 CH-1211 Geneve 24
 Switzerland
 F: 41-22-300-22-26

U.K.

Pres: Simon Slater
 Sec: Jackie Barker
 Afflington Look Out Barn
 Kingston, Corf Castle
 Wareham, Dorset
 BH20 SLR
 England
 B/F: 44-929-423108

U.S.A.

Pres: Jim Keesling
 c/o J/24 Class Association
 612 Third Street, Suite 4A
 Annapolis, MD 21403-3213
 B: (410) 626-0240
 F: (410) 280-5423
 CompuServe: 73134,540

**The following nations
 have fleets which are not
 yet recognized NJCAs:**

Equador

Octavio Jarrin
 C/A 1112
 P.O. Box 522970
 Miami, FL, USA 33152-2970
 F: 593-428-4669

Gibraltar

Ernest Felipes
 c/o H. Sheppard & Co., Ltd.
 Waterport, Gibraltar
 F: 350-42535

Spain

Eduardo Galofre
 Consejo de Ciento, 308
 08007 Barcelona, Spain
 F: 31-3-487-8520

U.S. Virgin Islands

Peter Lauria
 P.O. Box 306133
 St. Thomas, VI 00803
 F: (809) 776-5392

J/24 Boat Builders:**J Boats Italy**

17 Porto Turistico
 16043 Chiavari GE Italy
 Tel: 39-337254610
 F: 39-185303032

Nissan Motor Co.

Marine Division
 17-1 Ginza 6-chome Chuo-ku,
 Tokyo 104-23 Japan
 Tel: 81-3-55652681
 F: 81-3-55653419

TPI

Market St., Rte 136
 P.O. Box 328
 Warren, RI USA 02885
 Tel: (401) 245-1200
 F: (401) 247-2669

J/Boats Argentina

Gaboto 762, San Isidro (1642)
 Buenos Aires, Argentina
 Tel: 54-17607926
 F: 54-17560640

1995 European J/24 Calendar of Events**JANUARY**

7-15 95 South Americans

Lake Rapel, Chile

APRIL

14-17 Spi Quest
 22-23 French Championship
 29-30 Spring Cup
 29-May 1 Spring Cup

la Trinite, France
 Port Croueste
 England
 Mendenblik, Netherlands

MAY

15-21 Italian Championships
 20-21 Bjorlanda Cup
 21-22 Welsh Championship

Porto S. Stefano, Italy
 Gothenburg, Sweden
 Cardiff

JUNE

3-5 Pfingstbusch
 3-5 Yeoman Challenge
 4-10 95 North Americans
 8-11 Sweden National Championships
 17-20 Kieler Woche
 17-18 Rutgerrson Cup

Kiel, Germany
 Scheveningen, Netherlands
 Montreal, Canada
 Gothenburg, Sweden
 Kiel, Germany
 Marstrand, Sweden

JULY

1-5 Marstrand Regatta
 1-2 UK Northern Area Championships
 7-14 '95 Europeans
 26-29 German Nationals
 30-Aug. 6 Cowes Week

Marstrand, Sweden
 Holyhead, Wales
 Dublin, Ireland
 Travemunde, Germany
 Cowes, England

AUGUST

18-25 '95 Worlds
 26-27 Goteborg District Championships

Rochester, New York, USA*
 Gothenburg, Sweden

SEPTEMBER

1-3 Zuiderzee Regatta
 3-10 UK National Championships
 23-24 Dutch National Championships
 30-Oct. 1 Autumn Cup

Muiden, Netherlands
 England
 Brouweshaven, Netherlands
 Cowes, England

USJCA Executive Committee

President

Jim Keesling
11234 E. Caley Ave. #D
Englewood, CO 80111
H: (303) 721-0024
B: (303) 790-8033
F: (303) 790-8021
CompuServe: 73134,540

Vice President

Harry Dursch
5459 Pleasure Pt. Ln. SE
Bellevue, WA 98006
H: (206) 747-4065
CompuServe: 73543,406

Past President

Ned Plumer
815 Layton
Henderson, TX 75652
H: (214) 657-4167
B: (800) 950-3375
F: (903) 657-3911
CompuServe: 72114,2772

Technical Chairman

John Peck
(address/phone below)

Finance Committee Chair.

Douglas J. Kracht
441 E. Cedar Lane
Mequon, WI 53092
H: (414) 241-9283
B: (414) 347-2249

Governor-At-Large

Dr. William Cantrell (D14)
4 Nobhill
Greenville, TX 75401
H: (903) 455-8606
B: (903) 408-4808
F: (903) 408-4818
CompuServe: 74252,1560

Designer

Rodney Johnstone
RD 1, Box 222
Stonington, CT 06378
B/F: (203) 535-2680

Copyright Holder

Jeff Johnstone
557 Thames St.
P.O. Box 90
Newport, RI 02840-1728
B: (401) 846-8410
F: (401) 846-4723

Executive Director*

Steve Podlich
612 Third St., Suite 4A
Annapolis, MD 21403-3213
B: (410) 626-0240
F: (410) 280-5423
CompuServe: 71562,2514

*non-voting

USJCA Technical Committee

Chairman

John Peck
P.O. Box 12652
San Antonio, TX 78212-0652
H: (210) 735-9855
B: (210) 732-9264
F: (210) 735-9844
CompuServe: 71732,3723

Northeast (Districts 1,2,3,6)

George Wall, D-2, Ft 4
42 Arrowhead Dr.
Guilford, CT 06437
H: (203) 453-1001
B: (203) 386-4542
CompuServe: 73552,1505

Southwest (Districts 14, 18, 19)

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

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

Bill Worsham, D-21, Ft 57
Coastal Frontiers Corp.
9420 Topanga Canyon Blvd,
#101
Chatsworth, CA 91311
H: (818) 342-2411
B: (818) 700-6735
F: (818) 341-4498
CompuServe: 74073,3675

Great Lakes (Districts 7, 12, 15)

Reid Stava, D-7, Ft 41
144 Shaftsbury Rd.
Rochester, NY 14610
H: (716) 288-7183
B: (716) 422-2423
Internet: Reid_stava.wbst147
@xerox.com

Southeast (Districts 8,10,11)

Jeff Dahl
9289 Dickens Avenue
Surfside, FL 33154
H: (305) 866-8245

USJCA National Measurers

An * indicates membership in the USJCA Technical Committee.

District 1

Chris Morgan, Fleet 23
266 Pine St.
Burlington, VT 05401
B: (802) 862-6554
F: (802) 860-1935

Steve Helms, Fleet 43
6 Forest St.
Freeport, ME 04032
H: (207) 865-3201
B: (207) 846-6400
F: (207) 846-5136

William Aronson, Fleet 43
RR #1 Box 1865
Limerick, ME 04048
H: (207) 793-4362
B: (207) 775-8941
F: (207) 761-6140

G. Scott Hale
P.O. Box 42
Chamberlain, ME 04541
H: (207) 677-3686
B: (207) 236-4378

District 2

Marshall Lytle, Fleet 31
244 Flanders Rd.
Stonington, CT 06378
H: (203) 535-2035
B: (203) 441-2672
CompuServe: 71221,1557

Moise Solomon, Fleet 31
21 Fishers View Road
Noank, CT 06340
H: (203) 536-8774
B: (617) 271-2213
F: (617) 271-3086
Internet: MSolomon@mitre.org

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

Gordon Borges, Fleet 50
c/o Waterline Systems
281 Franklin Street
Bristol, RI 02809
H: (401) 846-7620
B: (401) 254-0690
F: (401) 254-1690

David Wilson, Fleet 50
26 W. Narragansett Ave.,
Unit 15
Newport, RI 02840
H: (401) 841-5007

Ian McNeice, Fleet 104
P.O. Box 2231
Nantucket, MA 02584
H/B: (508) 228-0288

Joseph Salustro, Fleet 147
8 Wild Apple Ln.
Old Saybrook, CT 06475
H/B: (203) 388-9937

District 3

George Desrosiers, Fleet 4
1181 Daniels Farm Rd.
Trumbull, CT 06611
H: (203) 261-6369
B: (203) 384-0047
F: (203) 366-6714
CompuServe: 72007,2712

Timothy Naeser, Fleet 4
22 Meadowbrook Dr.
Huntington, CT 06484
H: (203) 929-5567
B: (203) 385-7021

*George Wall, Fleet 4
42 Arrowhead Dr.
Guilford, CT 06437
H: (203) 453-1001
B: (203) 386-4542
CompuServe: 73552,1505

Jeep (H.T.) Califano, Ft 61
147 Pine Tree Rd.
Bloomington, NJ 07403
H: (201) 838-3548
B: (201) 393-2581
F: (201) 393-6644

Ellen Murphy, Fleet 61
Roy Smith
190 Fordham St., Apt. 15
City Island, NY 10464
H: (718) 885-3246
B: Ellen (212) 578-0851
B: Roy (212) 263-5744
Internet:
Murphy@cytosine.phri.nyu.edu
Roy@mchip00.med.nyu.edu

Martin Amedeo, Fleet 106
35 Baldwin Blvd.
Bayville, NY 11709
H: (516) 628-1440
B: (516) 643-3433

District 4

Amy Forrester, Ft 69
Jim Forrester
114 Ogden Rd.
Wenonah, NJ 08090
H: (609) 468-7494
B: (215) 209-7467
F: (215) 209-7448

Laura Christopherson, Ft 148
26 Gramercy Park South #5H
New York, NY 10003
H: (212) 533-4246
B: (212) 250-9797

Timothy Ryan, Fleet 148
20 East 35th St., Apt. 3N
New York, NY 10016
H: (212) 685-6901
B: (212) 370-8039
F: (212) 938-8767

District 6

Steve Podlich, Fleet 8
612 Third St., Suite 4A
Annapolis, MD 21403-3213
B: (410) 626-0240
F: (410) 280-5423
CompuServe: 71562,2514

Tim Winger, Fleet 15
1280 Fawnwood Dr.
Lancaster, PA 17601
H: (717) 898-0856
B: (717) 392-1128

David G. Raley, Fleet 143
770 Cremona Rd.
Mechanicsville, MD 20659
H: (301) 884-0560
B: (301) 863-8181
F: (301) 863-9274

L.G. Raley, Fleet 143
Rte 4 Box 217
Hollywood, MD 20636
H: (301) 373-5700
B: (301) 863-8181
F: (301) 862-9475

District 7

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

Stephen Honeybill, Fleet 24
6223 Greens Corner Road
Galyway, NY 12074
H: (518) 882-6882

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

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

Mark Sertl, Fleet 41
7 Brookwood Rd.
Rochester, NY 14610-2101
H: (716) 482-3977
B: (716) 248-5490

*Reid Stava, Fleet 41
144 Shaftsbury Rd.
Rochester, NY 14610
H: (716) 288-7183
B: (716) 422-2423
F: (716) 422-1612

Internet:
Reid_Stava.wbst@xerox.com

Hank Killion, Fleet 42
146 Jamesville Rd.
DeWitt, NY 13214
H/F: (315) 446-2871
CompuServe: 74552,3473

Ernest Hauser, Fleet 51
701 N. Tioga Street
Ithaca, NY 14850
H: (607) 277-4046
B: (607) 255-4316
F: (607) 254-4780
Internet:
Hauser@geology.cornell.edu

Paul Grenauer, Fleet 78
4175 Vinewood Dr.
Williamsville, NY 14221
H: (716) 634-7423
B: (716) 634-7127
F: (716) 634-2809

Frank Marticelli, Fleet 88
7842 Creekwood Lane
Victor, NY 14564
H: (716) 924-8533
B: (716) 383-8636

Richard A. Bray, Fleet 110
2927 Harris Road
Palmyra, NY 14552

Earl T. Chapman, Fleet 110
260 N. Creek Crossing
Rochester, NY 14612
H: (716) 225-7533
B: (716) 722-4422

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

District 8

L. Edward Williams, Fleet 71
202 Porter Ave.
Hampton, VA 23669
H: (804) 723-6830
B: (804) 727-0750

William Dister, Fleet 71
401 Rhode Island Ave.
Norfolk, VA 23508
H: (804) 622-7134
B: (804) 857-1946
F: (804) 855-5120

James Howard Jr., Fleet 115
2621 Woodside Dr.
Duluth, GA 30136
H: (404) 447-0739
B: (404) 985-5453
F: (404) 985-5455

District 10

Dave J. Asaibene, Fleet 10
137 Commodore Dr.
Jupiter, FL 33477
H: (407) 744-6039
B: (407) 982-4417

Jeff Dahl, Fleet 10
9289 Dickens Ave.
Surfside, FL 33154
H: (305) 866-8245

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

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

Mark Rosenke, Fleet 86
3252 17th St. N
St. Petersburg, FL 33713
H: (813) 855-7771
B: (813) 893-7566

District 11

Kevin Manner, Fleet 80
524 Belle Pointe Ct.
Nashville, TN 37221
H: (615) 646-2443
B: (615) 662-5014
F: (615) 662-5095

A. Scott Barrett
P.O. Box 213
Gulfport, MS 39502
H: (601) 863-0100

District 12

Brian Keith, Fleet 6
8885 Riverland
Sterling Heights, MI 48314
H: (313) 731-3308
B: (313) 546-5888

Gregory Swetka, Fleet 6
8080 Helen
Centerline, MI 48015
H: (810) 754-9757

Dave Heitzenrater, Fleet 19
201 Lincoln Ave.
Erie, PA 16505
H/B: (814) 871-4779

Robert Netkowicz, Fleet 19
322 Greenhurst Dr.
Erie, PA 16509
H: (814) 866-1730
B: (814) 838-4561
CompuServe: 75317,745

Jim Keane, Fleet 75
727 Gloucester Dr.
Huron, OH 44839
H: (419) 433-2468
B: (419) 625-0105
F: (419) 626-6342

Kevin Graf, Fleet 102
1055 Rosalie Ave.
Lakewood, OH 44107-1240
H: (216) 521-6277
B: (216) 522-6713

Aarne Lillo, Fleet 102
2817 George Ave.
Parma, OH 44134
H: (216) 888-1923
B: (216) 473-5437

William Grant, Fleet 102
104 E. 226th Street Drive
Cleveland, OH 44123
H: (216) 944-1663
B: (216) 486-4200, ext. 4236

Terry Bowdish, Fleet 129
37117 Deer Run
Solon, OH 44139
H: (216) 248-8841
B: (216) 766-5735
F: (216) 766-5749

District 14

Kyle J. Mullins, Fleet 5
5850 Beltline Rd. #110
Dallas, TX 75240
H: (214) 788-4372
B: (214) 931-8065

R. Greg Buxbaum, Fleet 9
12706 Pathfinder
San Antonio, TX 78230
H: (210) 492-1372

Carla Peck, Fleet 9
 *John Peck
 P.O. Box 12652
 San Antonio, TX 78212-0652
 H: (210) 735-9855
 B: (210) 732-9264
 F: (210) 735-9844
 CompuServe: 71732,3723

Jeffrey Berkus, Fleet 21
 1100 W. 6th St. Suite D
 Austin, TX 78703
 H: (512) 263-4252
 B: (512) 327-4373
 F: (512) 328-8061

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

Stephen L. Andre, Fleet 29
 26 Lakeway Dr.
 Rockwall, TX 75087
 H: (214) 771-1546

Julie Cantrell, Fleet 29
 William Cantrell
 4 Nobhill
 Greenville, TX 75401
 H: (903) 455-8606
 B: (903) 408-4808
 F: (903) 408-4818
 CompuServe: 74252,1560

Thomas S. Meric Jr., Fleet 94
 5574 Bellaire Dr.
 New Orleans, LA 70124
 H: (504) 486-5926
 B: (504) 588-9488

District 15

Dean A. Drevlow, Fleet 1
 P.O. Box 65995
 West Des Moines, IA 50265
 H: (515) 279-4030
 B: (612) 479-6166
 F: (612) 479-1210

Glenn Gustafson, Fleet 12
 687 Green Bay Rd.
 Highland Park, IL 60035
 H: (708) 432-1062
 B: (708) 266-6050
 F: (708) 266-6057
 CompuServe: 71344,3162

Thomas J. Kane, Fleet 12
 1023 Glenwood Lane
 Glenview, IL 60025
 H: (708) 657-9498
 B: (312) 581-6575

Mark R. Ernst, Fleet 37
 6296 Homestead Drive
 Belgium, WI 53004
 H: (414) 285-7142
 B: (414) 278-8200

Michael Janssen, Fleet 37
 3219 N. Marietta Ave.
 Milwaukee, WI 53211-3132
 H: (414) 332-8587
 B: (414) 291-4420
 F: (414) 291-4432

Douglas J. Kracht, Fleet 37
 441 E. Cedar Lane
 Mequon, WI 53092
 H: (414) 241-9283
 B: (414) 347-2249

Thomas D. Shropshire, Flt. 37
 2704 N. Hackett
 Milwaukee, WI 53211
 H: (414) 961-8746

Russell R. Sobotta, Fleet 37
 5989 Artist Bay Rd.
 West Bend, WI 53095
 H/B: (414) 335-3699
 F: (414) 335-3468

Michael J. Kurzawa, Fleet 96
 P.O. Box 415
 Fontana, WI 53125
 H/B: (414) 275-5938

District 17

Mark Foster, Fleet 39
 4404 St. George Drive
 Oklahoma City, OK 73120
 H: (405) 749-8444
 B: (405) 745-9010
 F: (405) 745-3414

District 18

Jim Keesling, Fleet 46
 11234 E. Caley Ave. #D
 Englewood, CO 80111
 H: (303) 721-0024
 B: (303) 790-8033
 F: (303) 790-8021

Lee Corbin, Fleet 46
 21809 E. Davies Cir.
 Aurora, CO 80016-2047
 H: (303) 766-9734

District 19

Harry Dursch, Fleet 26
 5459 Pleasure Point Ln. SE
 Bellevue, WA 98006
 H: (206) 747-4065
 CompuServe: 73543,406

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

District 20

Stu Eddings, Fleet 17
 3529 Crownridge Drive
 Fairfield, CA 94533
 H: (510) 522-5373
 F: (510) 793-3728

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Peter Young, Fleet 17
 245 Water Street
 Pt. Richmond, CA 94801
 H: (510) 236-5559
 B: (510) 235-5533
 F: (510) 236-9520
 CompuServe: 72561,2674

District 21

David Willke
 410 B 29th St.
 Newport Beach, CA 92663
 H: (714) 759-9209
 B: (714) 675-8053
 F: (714) 675-0584

*Bill Worsham, Fleet 49
 c/o Coastal Frontiers Corp.
 9420 Topanga Canyon Blvd.
 #101
 Chatsworth, CA 91311
 H: (818) 342-2411
 B: (818) 700-6735
 F: (818) 341-4498
 CompuServe: 74073,3675

Robert J. Kunicki, Fleet 49
 25634 Bellerive Rd.
 Valencia, CA 91355-2504
 H: (805) 253-2662
 B: (213) 639-1553

Richard A. Rychlik, Fleet 145
 1520 Calle Artigas
 Thousand Oaks, CA 91360
 H/B: (805) 523-9728

Jeff Thorpe, Fleet 145
 1332 Seafarer St.
 Ventura, CA 93001
 H: (805) 644-3481
 B: (805) 984-2442

District 22

Daniel Doyle, Fleet 73
 27 Pueohala Pl.
 Kailua, HI 96734
 H: (808) 263-6375
 B: (808) 949-2999
 F: (808) 943-6637

James (Fuzz) Foster, Fleet 73
 742 Queen St., Suite 300
 Honolulu, HI 96813
 H: (808) 247-8701
 B: (808) 591-9192
 F: (808) 593-8199

Lloyd Venable, Fleet 73
 P.O. Box 30614
 Honolulu, HI 96820
 H: (808) 671-0812
 B: (808) 453-1600
 F: (808) 453-1604



District 1

Steve Helms
6 Forest Street
Freeport, ME 04032
H: (207) 865-3201
B: (207) 846-6400
F: (207) 846-5136
Flts: 23, 28, 43, 95, 112,
113, 138, 139, 140

District 2

Gordon Borges
c/o Waterlines Systems
281 Franklin St
Bristol, RI 02809-3807
H: (401) 846-7620
B: (401) 254-0690
F: (401) 254-1690
F: 401-848-0001
Flts: 16, 31, 47, 50, 89, 104,
147

District 3

Flts: 4, 22, 61, 99, 106, 154

District 4

Timothy Ryan
20 East 35th St. #2D
New York, NY 10016
H: (212) 685-6901
B: (212) 370-8039
F: (212) 938-8765
Flts: 2, 60, 66, 69, 79, 128,
135, 142, 148, 153

District 6

Ben Capuco
134 Monticello Ave.
Annapolis, MD 21401-3445
H: (410) 263-8854
B: (703) 416-3619
F: (703) 416-3679
Flts: 8, 15, 143

District 7

Rodger L. Voss
11 Venezia Ave.
Albany, NY 12203
H/B: (518) 869-9411
Flts: 11, 24, 41, 42, 51, 78, 88,
108, 110, 146

District 8

Britt Drake
4805 Ashbury Ln.
Virginia Beach, VA 23462
H: (804) 431-0599
Flts: 7, 40, 67, 71, 97, 115,
133, 134, 144, 151

District 10

Doug Wilson
191 W. Enid Dr.
Key Biscayne, FL 33149
H: (305) 361-6565
B: (305) 361-4352
F: (305) 361-4582
Internet: Wilson@wdw.aoml.erl.gov
Flts: 10, 14, 55, 68, 86, 87, 136

District 11

Chuck Trotter
1005 Flintlock Ct.
Nashville, TN 37217
H/B: (615) 399-2130
Flts: 74, 80, 131

District 12

Robert Netkowicz
322 Greenhurst Drive
Erie, PA 16509
H: (814) 866-1730
W: (814) 838-4561
CompuServe: 75317,745
Flts: 6, 19, 75, 102, 129, 157

District 14

Dr. William Cantrell
4 Nobhill
Greenville, TX 75401
H: (903) 455-8606
B: (903) 408-4808
F: (903) 408-4818
CompuServe: 75410,2126
Flts: 3, 5, 9, 21, 29, 54, 92,
94, 158

District 15

Douglas J. Kracht
441 E. Cedar Lane
Mequon, WI 53092
H: (414) 241-9283
B: (414) 347-2249
Flts: 1, 12, 37, 62, 96, 100,
123, 126, 130, 137,
149, 150, 152

District 17

Scott Greenawalt
11325 N. May #D
Oklahoma City, OK 73120
H: (405) 751-3460
B: (405) 521-3251
Flts: 38, 39, 53, 85

District 18

Frank Keesling
1782 S. Trenton St. #14
Denver, CO 80231
H: (303) 761-1154
B: (303) 980-0440
Flts: 46, 141

District 19

Harry Dursch
5459 Pleasure Pt. Ln. SE
Bellevue, WA 98006
H: (206) 747-4065
CompuServe: 73543,406
Flts: 25, 26, 27, 90, 121

District 20

Don Oliver
7 Monterey Ave.
San Anselmo, CA 94960
H: (415) 456-8936
B: (415) 398-1200
F: (415) 398-3514
CompuServe: 75557,3342
Flts: 17, 116

District 21

Bill Worsham
c/o Coastal Frontiers Corp.
9420 Topanga Canyon Blvd. #101
Chatsworth, CA 91311
H: (818) 342-2411
B: (818) 700-6735
F: (818) 341-4498
CompuServe: 74073,3675
Flts: 49, 57, 59, 63, 70, 145,
155

District 22

James E. "Fuzz" Foster
742 Queen St. Suite #300
Honolulu, HI 96813
H: (808) 247-8701
B: (808) 591-9192
F: (808) 593-8199
Flts: 73, 156

- 1 **Minnetonka**
Sandra Becker
5205 Greenwood Cir. #12
Excelsior, MN 55331
H: (612) 470-6760
B: (612) 921-6382
- 2 **Raritan Bay**
Eric Leitner
113 Water St.
Perth Amboy, NJ 08861
H: (908) 442-4168
B: (908) 442-8948
- 3 **Corpus Christi**
Randy Poelma
5151 Flynn Pky. #308
Corpus Christi, TX 78411
H: (512) 850-7132
B: (512) 851-8381
- 4 **Milford**
Tom Merritt
17 Carmel Ct.
Madison, CT 06643
H: (203) 421-5025
- 5 **Galveston Bay**
Tim Napp
15908 Seahorse Dr.
Houston, TX 77062
H: (713) 480-0665
B: (713) 588-3924
F: (713) 588-3950
- 6 **Lake St. Clair**
Paul C. Eseman
972 Princeton
Berkley, MI 48072
H: (810) 398-4744
B: (810) 340-3410
- 7 **Charleston**
Mark Marenakos
P.O. Box 22015
Charleston, SC 29413
H: (803) 723-3692
B: (803) 723-0002
F: (803) 577-5559
- 8 **Annapolis**
Mike Colbert
5918 Craig St.
Springfield, VA 22150
H: (703) 866-5441
B: (202) 767-5381
- 9 **Canyon Lake**
Fred AmRhein
1210 Phantom Valley
San Antonio, TX 78232
H: (210) 494-6383
B: (210) 534-6442
F: (210) 534-9811
- 10 **Key Biscayne**
Dave Brennan
266 Tigertail Avenue
Miami, FL 33133
H: (305) 859-9674
B: (305) 285-0321
- 11 **Niagara Frontier**
Jody Swanson
162 Crosby Blvd.
Buffalo, NY 14226
H: (716) 835-7261
B: (716) 877-6900
F: (716) 877-1713
- 12 **Belmont Harbor - Chicago**
Doug Nestler
350 W. Dickens Ave.
Chicago, IL 60614
H: (312) 472-7908
B: (312) 853-5388
F: (312) 853-5229
- 14 **West Palm Beach**
John J. Kearns
2406 24th Ct.
Jupiter, FL 33477
H: (407) 743-0416
B: (407) 796-4422
- 15 **Havre de Grace**
Tim Winger
1280 Fawnwood Dr.
Lancaster, PA 17601
H: (717) 898-0856
B: (717) 392-1128
F: (717) 392-0734
- 16 **Buzzards Bay**
James Hackett III
12 Pearl St.
Mattapoisett, MA 02739
H: (508) 758-4718
B: (508) 758-6765
- 17 **San Francisco Bay**
David Holscher
1309 Glendale Avenue
Berkely, CA 94708
H: (510) 486-8114
B: (510) 548-7604
F: (510) 548-7633
- 19 **Presque Isle**
Chris Bloomstine
318 Frontier Rd.
Erie, PA 16505
H: (814) 459-5406
B: (814) 452-3200
F: (814) 454-5598
- 21 **Austin**
Michael Wellman
4923 Trail West
Austin, TX 78735-6443
H: (512) 892-5347
B: (512) 323-1000 x4026
F: (512) 323-1104
- 22 **Greenwich**
Dave Lovelace
195 Rowayton Woods
S. Norwalk, CT 06854
H: (203) 838-5092
B: (212) 736-4433 x4762
- 23 **Lake Champlain**
Paul Beaudin c/o North
266 Pine St.
Burlington, VT 05401
B: (802) 862-6554
F: (802) 860-1935
- 24 **Lake George**
Charlanne Ryan-McDonough
8 Fort Amherst Rd.
Queensbury, NY 12804
H: (518) 793-3827
- 25 **Flathead Lake**
Jeff Fisher
P.O. Box 55
Whitefish, MT 59937
H: (406) 862-6861
B: (406) 862-3687
- 26 **Seattle**
Dan Newell
1411 E. Ward St.
Seattle, WA 98112
H: (206) 328-3469
B: (206) 936-7234
- 27 **Portland**
Jon & Susan Drake
11547 SW 56th Place
Portland, OR 97219-7210
H/F: (503) 246-9233
- 28 **Marblehead**
John Caldwell Jr.
3 Prescott St.
Charlestown, MA 02129
H: (617) 242-2441
B: (617) 742-5533
- 29 **Dallas**
Buck Entriiken
9201 Fairmount Cir.
Rowlett, TX 75088
H: (214) 475-2706
B: (214) 771-1161
- 31 **Eastern Connecticut**
Marshall Lytle
244 Flanders Rd.
Stonington, CT 06378
H: (203) 535-2035
B: (203) 441-2672
F: (203) 441-2801
CompuServe: 71221,1557
- 37 **Milwaukee Bay**
Thomas Shropshire
2704 N Hackett
Milwaukee, WI 53211
H: (414) 961-8746
- 38 **Grand Lake**
David A. Bond
P.O. Box 1900
Broken Arrow, OK 74013
H: (918) 543-2697
B: (918) 258-9688
F: (918) 251-6405
- 39 **Oklahoma City**
Chris Towles
3117 Kerry Ln.
Oklahoma City, OK 73103
H: (405) 751-2934
- 40 **Lake Norman**
Rob Bowden
20221 Riverchase Dr.
Davidson, NC 28036
H: (704) 347-2628
B: (704) 377-4251
- 41 **Rochester**
Jack DePeters
249 Totem Trail
Rochester, NY 14617
H: (716) 342-7751
B: (716) 464-4768
- 42 **Fair Haven**
Jim Waldron
14507 Lake Street
Sterling, NY 13156
H: (315) 947-5610
- 43 **Casco Bay**
Bruce Morse II
57 Mountain Rd.
Falmouth, ME 04105
H: (207) 797-7022
B: (207) 786-3768
F: (207) 786-3916

- 46 Lake Dillon**
Frank Keesling
3033 E. First Ave. #308
Denver, CO 80206
H: (303) 337-4742
B: (303) 321-0080
F: (303) 321-2353
- 47 Mt. Hope Bay**
Paul Cetola
78 Clark Ln.
Swansea, MA 02777
H: (508) 672-2251
B: (508) 996-5681
F: (508) 996-6310
- 49 Marina del Rey**
Nadine Franczyk
8600 Tuscany Ave. #323
Playa del Rey, CA 90293
H: (310) 827-8838
B: (310) 395-3221
F: (310) 395-6017
- 50 Newport**
David Coppe
736 East Shore Road
Jamestown, RI 02835
H: (401) 423-2304
B: (401) 847-8700
- 51 Cayuga Lake**
Ernest Hauser
Snee Hall
Cornell University
Ithaca, NY 14853
H: (607) 277-4046
B: (607) 255-4316
Internet:
Houser@geology.cornell.edu
- 53 Wichita**
Schoen C. Fitzgerald
2322 Bromfield Cir.
Wichita, KS 67226
H: (316) 682-8477
B: (316) 683-8880
F: (316) 683-6018
- 54 Ft. Worth**
Robert Freedman
9304 Mountain Lake
Court
Ft. Worth, TX 76179
H/B: (817) 236-1520
F: (817) 236-7665
- 55 Jacksonville**
Floyd Bates
P.O. Box 2858
Jacksonville, FL 32203
H: (904) 389-0992
B: (904) 355-2080
F: (904) 355-7021
- 57 Newport Harbor**
Michael O'Connor
26096 Rio Grande
Laguna Hills, CA 92653
H/B: (714) 831-2891
- 60 Hudson River**
Alex Harrison
30 Scenic Dr. Apt. U
Croton-on-Hudson, NY
10520-1808
H: (914) 271-9413
B: (914) 892-5294
F: (914) 892-5541
- 61 City Island**
Jeep (H.T.) Califano
147 Pine Tree Rd.
Bloomington, NJ 07403
H: (201) 838-3548
B: (201) 393-2581
F: (201) 393-6644
- 62 Traverse City**
Mike Dow
10321 E. Cherry Bend Rd.
Traverse City, MI 49684
B: (616) 941-1222
F: (616) 941-7770
- 63 Santa Barbara**
Jody Dolan Holehouse
1548 Shoreline Dr.
Santa Barbara, CA 93109
H: (805) 962-5910
B: (805) 963-7811
- 67 Lake Murray**
Robert Dougal
182 Cokesdale Rd.
Columbia, SC 29212
H: (803) 781-5011
B: (803) 777-7890
Internet:
Dougal@enr.sc.edu
- 68 Naples**
John Landry
3535 Heritage Ln.
Ft. Myers, FL 33908
H: (813) 489-2499
B: (813) 639-7626
F: (813) 637-9866
- 69 Cape May**
Christine McShane
134 Valley Stream Circle
Wayne, PA 19087
H: (215) 648-0615
- 70 San Diego**
Chris Snow
1111 Anchorage Ln.
San Diego, CA 92106
H: (619) 224-3329
B: (619) 226-1415
F: (619) 224-7018
CompuServe: 73034,3305
- 71 Hampton Roads**
Robert Sauer
540 W. Ocean View #B
Norfolk, VA 23503
H: (804) 587-2361
B: (202) 686-7818
- 73 Honolulu**
Dan Doyle
27 Pueohala Pl.
Kailua, HI 96734
H: (808) 263-6375
B: (808) 949-2999
F: (808) 943-6637
- 74 Chattanooga**
Mike Hester
3712 Wiley Ave.
Chattanooga, TN 37412
H: (615) 622-4519
B: (706) 861-1070
- 75 Sandusky**
Jim Keane
727 Gloucester Dr.
Huron, OH 44839
H: (419) 433-2468
B: (419) 625-0105
F: (419) 626-6342
- 78 Buffalo Harbor**
Jerald Kuhn
160 Bryant St.
Buffalo, NY 14222
H: (716) 881-3280
B: (716) 878-7525
- 79 Barnegat Bay**
Stu Challoner
P.O. Box 657
Mantoloking, NJ 08738
H: (908) 286-9580
B: (908) 840-1700
F: (908) 840-0352
- 80 Nashville**
Chuck Trotter
1005 Flintlock Ct.
Nashville, TN 37217
H/B: (615) 399-2130
- 85 Tulsa**
Bruce Hurst
1539 S Norfolk Ave.
Tulsa, OK 74120
H: (918) 599-0904
B: (918) 234-4621
F: (918) 234-4626
- 86 Florida Sun Coast**
David Malkin
6901 Lake Place Ct.
Tampa, FL 33634
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B: (716) 394-3353
- 89 Gardiner's Bay**
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108	Skaneateles Jeff King 3155 E. Lake Rd. Skaneateles, NY 13152 H: (315) 445-1674 B: (315) 455-4551	131	Lake Monroe Lee Jordan 10629 Winterwood Dr. Carmel, IN 46032 H: (317) 844-4167 B: (317) 929-5826	141	Paseo Del Norte Rich Strasia 546 Hwy 165 Placitas, NM 87043 H: (505) 867-0026 B: (505) 848-3348 F: (505) 761-3636	150	Muskegon Bruce Baty 15251 Cardinal Ln. Grand Haven, MI 49417 H: (616) 842-3466 B: (616) 733-5460 F: (616) 733-4869
110	Sodus Bay Lambert Lai 1655 Waterford Rd. Walworth, NY 14568 H: (315) 986-4495 B: (716) 338-4000	133	Augusta Jim Farmer P.O. Box 514 Augusta, GA 30903 H: (706) 738-0101 B: (803) 279-7620 F: (803) 441-6467	142	Sheepshead Bay Craig Walker 17 W. 67th Street, #4F New York, NY 10023 H: (212) 873-1195 B: (212) 621-0460 F: (212) 621-0483	151	Western Carolina Sailing Club M. Brooks Gallagher 14 Lake Circle Dr. Greenville, SC 29609 H: (803) 235-2804 B: (803) 233-1511 F: (803) 233-3706
112	Split Rock Flat Jerry Williams 25 Elm Terrace Burlington, VT 05401 B: (802) 658-5532	134	Smith Mountain Lake Ron Rash Jr. 3524 Ridgescroft Dr. Lynchburg, VA 24503 H: (804) 384-6096 B: (803) 948-1273	143	Solomons Island L. G. Raley Rt. 4 - Box 217 Hollywood, MD 20636 H: (301) 373-5700 B: (301) 863-8181	152	Neenah Nodaway Donald Turner 10 Lake Rd. West Menasha, WI 54952 H: (414) 722-6533 B: (414) 722-7771
113	Northeast Harbor Scott Richardson P.O. Box 14 Otter Creek, ME 04665 H: (207) 276-4105	135	Ocean City-South Jersey Mike McGuckin 10 Cooper Skill Drive Sicklerville, NJ 08081 H: (609) 346-3077 B: (609) 234-8900 F: (215) 283-0148	144	Wrightsville Beach Cotthran Harris 201 N. Front St. #302 Wilmington, NC 28401 H: (910) 251-8553 B: (910) 763-3643 F: (910) 251-1083	153	Great Kills Harbor Paul Scalisi 287 Ramona Ave. Staten Island, NY 10312 H: (718) 356-2069 B: (718) 630-3582 F: (718) 298-8563
121	Lake Pend O'Reille Stan Schultz S 425 Alpine Dr. Liberty Lake, WA 99019 H: (509) 255-9656	136	Sarasota Bay Doug Weatherby 3540 Flamingo Ave. Sarasota, FL 34242 H: (813) 349-4977 B: (813) 365-1329 F: (813) 957-0923	145	Ventura County Dave Zumbrun 1908 Sunset Dr. Ventura, CA 39001 H: (805) 653-5367 B: (805) 653-5368	154	Penfield Rick Oricchio 79 Glen Arden Dr. Fairfield, CT 06430-3901 H: (203) 254-3912 B: (203) 326-2536
123	Gull Lake Arthur Riley 10396 W. Gull Lake Dr. Richland, MI 49083 H: (616) 629-5713	137	Lake Forest Scott Ritson 1084 Old Colony Rd. Lake Forest, IL 60045 H: (708) 234-9120 B: (708) 937-4333 F: (708) 234-9232	146	Port of Oswego Mike Gagliardi 16 Erregger Terrace Syracuse, NY 13224 H: (315) 446-3454 B: (315) 424-1699 F: (315) 424-0490	155	Dana Point Joe Steele 27806 Soller Mission Viejo, CA 92718 H: (714) 951-8691 B: (714) 588-9994 F: (714) 588-6830
126	Waukegan Harbor Edward Leslie 2836 E. Bonniebrook Ln. Waukegan, IL 60087 H: (708) 263-0563 B: (708) 439-1150	138	Camden Edward Zanca P.O. Box 675 Camden, ME 04843 H: (207) 236-6273 B: (207) 236-4356	147	Duck Island Lenny Goldberg 173 Old Saltworks Rd. Westbrook, CT 06498 H: (203) 399-4170 B: (203) 669-0767	156	Maui Bruce Olsten 572 Pio Dr. Wailuku, HI 96793 H: (808) 242-9620 B: (808) 877-3513
128	Atlantic Highlands David Sawyer 184 Highland Ave. Kearny, NJ 07032 H: (201) 991-7722 B: (201) 652-6000	139	Portsmouth Groves Dinning PO Box 361 Stratham, NH 03885 H: (603) 772-6413 B/F: (603) 772-3498	148	Manhattan Yacht Club Carter Nicholas c/o S.G. Warburg & Co. 787 7th Ave, 26th Fl. New York, NY 10019 H: (212) 721-6184 B: (203) 459-7924 F: (203) 459-7251	157	Western Lake Erie Lon Ethington 2302 Ottawa River Rd. Toledo, OH 43611 H: (419) 726-5690 B: (419) 241-1277
129	Mentor Harbor Terry Bowdish 37117 Deer Run Solon, OH 44139 H: (216) 248-8841 B: (216) 766-5735 F: (216) 766-5749				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 _____ E-MAIL: _____

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. (H) _____

_____ Tel. (B) _____

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 _____

1995 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, 1995 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: () _____

E-MAIL ADDRESS _____ HULL# _____

YACHT NAME _____ FLEET NO. _____ DISTRICT NO. _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1995, 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:

1995 membership dues: new member: _____ renewal: _____ (\$40.00) _____

Junior member (not older than 19 on 12/31/95). 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 _____ 1995 calendars (add \$3.00 for overseas addresses) (\$10.00) _____

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

Signature _____ Date _____

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

1995 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 crew and/or friends, at a total cost of \$14 per U.S. subscription. A \$26 overseas subscription can also be ordered. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsperson) and must be ordered by that member.

Please send 1995 publications, at \$14 (\$26 overseas) 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 _____

INTERNATIONAL J/24 CLASS ASSOCIATION • 612 Third St., Suite 4 A • Annapolis, MD 21403-3213

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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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The 1995 dates are September 8-15!
We look forward to seeing you there!



Photos by Onne Van Der Werf/Stock Newport

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



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1993

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

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