

International

J[®]
24

FALL 1995

VOLUME 35



Great Going Steve!



Amateur Steve Thomas and crew on the way to second place at J/24 Worlds.

What chance does a true amateur have racing against 20 professional teams at the J/24 Worlds? If you're Steve Thomas, an insurance agent from Honolulu with a suit of North Sails...no problem. Steve finished second at the Worlds and won the North American's as well. In fact, he used the same Norths in both events. North Sails really are faster and easier to use. Sailors like Steve...and you...prove it every day.

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- 1,3...North Americans
- 1,2...U.S. Nationals
- 1...U.S. Midwinters
- 2, 4, 5, 8, 9, 10...Worlds
- 1...S.O.C.K.S.
- 1...Italian Nationals
- 1...District One Championships
- 1...District 21 Championships
- 2, 3, 4, 6...Canadian Nationals
- 1, 2...Southwest Championship
- 1, 2...Texas Circuit (overall)
- 1, 2, 3...Quebec Open
- 1...District 15
- 1...District 22
- 1...J/24 Jamborees
- 1...Lake Champlain



Number 1 in one-design

Photo by Tim Wilkes/Sailscope



Photo by Jay Tovey/Sailscope

Cover: The 1995 World Championship in Rochester, New York, hosted fourteen countries including Australia, Canada, Japan, and U.S.A. pictured here.

International J/24 Magazine, Fall 1995, Volume 35. Published by the International J/24 Class Association, Dana A. Paxton, Editor. Contents copyright by International J/24 Class Association, Inc. For additional information call (410) 626-0240, fax (410) 280-5423, or use CompuServe 71562.2514. POSTMASTER: Send address changes to IJCA, 612 Third Street, Suite 4A, Annapolis, MD 21403-3213. NOTE: Members and subscribers are urged to provide notice of address change promptly to avoid loss. ADVERTISERS: Contact Steve Podlich, Executive Director, at the above address and/or phone number to inquire about rates.

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On The Road Again.

by Geoff Evelyn

With apologies to Willie, the title of this piece typifies my activities this past year. With stopovers in Atlantic City, Mar de Plata, Buenos Aires, Montreal, Dublin and Rochester I've managed to get to meet a lot of Class Members and get my ear bent on an informal and formal basis. These travels are on top of my normal travels to various regattas in my sailing area.

I'd like to spend a little time on the formal side of things. In Montreal and Dublin, we held an open forum meeting in which individual members were invited to select topics of discussion and then everyone had an opportunity to air their views. These forums allowed me to find out what is generally important to those who are actively racing at international events and pass along these concerns to other members of the Class Executive Council and executives of the various NJCAs.

Two subjects that were common to both meetings and elicited the most discussion were "Cushions" and "Crew Weight".

The general consensus on the first was to make the cushions optional and keep the all-up sailing weight the same. As to the second, while there was a consensus to reduce the weight, no particular weight was brought forward. What did come out was that the members did not want the boat to become strictly a "four person" boat. A new weight will have to be chosen that fits both large and small sizes. This rule change will have the largest impact on the way the boat is sailed in the future and will require a reasonable amount of thought before a change can be implemented.

As to the cushion issue and other subjects such as sheet/halyard sizes, proposed rule changes are in the works and will be presented at this year's World Council meeting in November for implementation in 1997.



Participating in the North American Championship in Beaconsfield, Canada, was one of the highlights in Geoff's travels as International Chairman this year.

The feedback that I've received at these meetings is invaluable in ensuring that the Class is going in a direction that continues to make the boat the best one-design boat in the world and that you still enjoy sailing. I would encourage each National Association to have these types of open forums at major regattas and pass the comments back to me via the Class Office.

In my last report (Spring 1995 mag) I covered two other topics that are still ongoing: Class Promotion and The Olympics.

The two are very much intertwined. In my meetings, the feedback from the membership on our Olympic involvement has been very positive as long as the parameters are defined as follows:

- Match Race only.
- Builder supplied.
- Use Class rules during event.
- Provided boats must meet Class rules.

Further discussion will take place at the World Council meeting and approval will be sought to promote the use of the boat in the Sydney Olympics in the year 2000.

As you can see, Class/Boat promotion is tied to our stance on the Olympics. Involvement in the Olympics would allow the Class to introduce the boat to other countries that do not have fleets. Also, it would bring sailors who do not currently sail the boat into the countries where we already have a presence.

We are, you will be glad to hear, not going to tie ourselves to one strategy. We will continue to promote the boat by ensuring that the boat is at major sailing regattas, used for regional games which include sailing, working with J Boats to ensure that there are qualified builders throughout the world and lastly ensuring that the Twentieth Anniversary of the Boat and Class are celebrated world-wide.

Another topic that is near and dear to my heart is the way in which regattas we attend are run. Unfortunately, events at two recent international regattas have prompted the Executive to realize that the Class must take greater control of what happens on the water. This could take the form of using the skills of our Executive Director as the Principle Race Officer or ensuring that the Class is part of the Organizing Authority which would allow the Class to dictate the conditions under which races are run and decisions of the Jury are reached. It is a contentious area but just suggesting what the Race Instructions should look like is not enough. The Class Executive will make proposals to the World Council on how to proceed in this area. Members comments are always appreciated.

I've noticed that this report is getting a little wordy and it is time to close off. But before I do it would be remiss of me not to note the success of the 1995 Europeans in Dublin. The committee was only expecting 40 some odd boats. In fact, almost 70 turned up. They must have heard about the party. On top of that the sailing was excellent. The most unforgettable comment that I heard was, "And it's only Monday" after someone was passed another pint of Guinness. That someone was not me. The Irish seem to have a nack of throwing a heck of a party/regatta and I wish at times we could recreate that combination at all our regattas. We would all have a lot of fun and some great sailing which is what we all want.

Smooth Sailing,

Geoff

Are You Tired Of The Same Old Line?



Photo by Geri Conser

The rules have changed and we know you'll want to change along with them. Now that the Class permits the use of Spectra, Vectran or Technora anywhere on your J/24, you'll want to make sure you're optimizing your rig. The experts at Hall Rigging will help you make the most of the rule change as well as your budget. Call us to discuss what line changes make the most sense for your program.

Shown above: Sobstad's Brad Read with all new lines on Blind Squirrel. "Hall Rigging gave us fantastic service. All the new gear is the minimum weight and diameter allowed per the rules and is by far the lightest, strongest and most durable line I've ever used!"

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Surfin' the Internet via <http://www.paw.com/sail/j24class>

by Jim Keesling



Here's Jim unpacking his Dog House at its temporary residence at yet another regatta.

I love travelling to regattas. My body hates it. My crew can't wait for the next one! It seems like it was a good year that ended on a great note, the World Championships. Now, the worlds are just that, the Worlds! The top level of J/24 sailing. I'm not going to talk about the racing, that will be accomplished by a skilled writer who remembers just exactly what happened on the water. However, I CAN tell you what happened in cyberspace and the local bars. 20,000 hits during the week (and I'm not talking about crews trying to get a date from the best looking person at the regatta, either)! I'm talking about requests for information regarding the J/24 World Championships from the Home Page on the World Wide Web. 20,000 Hits! Somebody tried to tell me that J/24 sailing is dead. Perhaps they are spending too much time surfen' the internet and not out on the water!

OK, so the World Championships should attract that much attention, but what about the Rolex International Women's Keelboat Championships? All I can tell you is they

shut off the counter for the server after 5000+ hit's a day because it was slowing the system down to much. 5000+ hits a day (and I'm not talking about crews trying to get a date from the best looking person at the regatta, either)!

The Class Office will try to keep the Home Page up-to-date with race results and regatta information. You should be able to find a list of the District Governors, Membership information, and other good information regarding J/24s. If you have other good topics you think is important to send into cyberspace, call Steve and let him know. This way, you don't have to keep calling home trying to remember if you were on the "back page" or the "front page" of the regatta results, everyone will already know (one of these regattas, I'm going to make it to the front page so Terry, Vince, Kenny, Brad, Chris and the likes can drink with ME).

Speaking of drinking, we only have 13-14 months left until the 20th Anniversary of the Midwinters. The Class has formed a committee to organize this event. If you have any ideas, please send them to the office via FAX or E-mail. Just to let you in on it a little, it is going to be a BLAST!!! Since the J/24 is STILL the class to belong to, I want to help out all those "others" following our lead. Twenty years ago, the J/24 Midwinters were held at Key West - long before Key West Race Week. This January, the Midwinters are going to be at Coral Reef Yacht Club in Miami. Next year, the 20th Anniversary Midwinters are going to be in Key West, BUT...not during Race Week. We want all you Hot Shots to be able to Drink and play with the rest of us, so we are looking at the week before Key West Race Week2 (this way you can get your serious sailing in before the serious drinking starts during Race Week)!

It has been a great year meeting all the members that I have. I welcome the feedback that everyone has given me, and look forward to seeing you in the future. Remember, it is your Class. Let us know what you think.

See you in the Dog House!

Jim

by Steve Podlich

It is easy. Establish a line between a flag staff on a boat and a buoy, use a flag and a gun to establish a countdown and tell everyone to be behind the line when the clock says zero. What sounds easy is the single event in a J/24 race which creates the most problems.

Race committees have gotten innovative. The "I" flag, the Black flag (sudden death) and the "Z" flag (20%), midline boats, bow numbers, tape recorders, secret radio frequencies and cell phones have all been employed.

The competitors have gotten innovative also. Since one white boat looks like the next, all the boats (with few exceptions) are now white. The bow numbers are hard to read when applied at crazy angles and spacing by crew kneeling on the deck. And when stuck to a dirty or salty hull they just fall off. Genoa numbers are rarely attached 1mm further forward than required by the rules. Anonymity is the quest.

And the Juries get innovative too. Sometimes the Race Committee is never wrong. Sometimes the jury calls the line for themselves.

In my position as Executive Director I have pushed some innovations and I've been pulled into some others. I hate the Black flag and have encouraged the use of the "Z" flag. I believe it is just plain wrong to force a sailor, who may have crossed oceans at great expense, off the race course. The "Z" flag penalizes the sailors to keep them behind the line while allowing them to keep sailing.

Neither the Black or the "Z" flag equally penalizes all those who have crossed prematurely when a general recall is made. If the Black flag is up, the identified premature starters are penalized 100% while the unidentified PMS boats receive no penalties. Both the identified and unidentified are equally guilty of being over early. If the "Z" flag is up the identified boats receive only a 20% penalty while the unidentified boats receive no penalty. One of the reasons I support the "Z" flag so adamantly is that the inequity of the penalty for being over and identified, as opposed to being over and unidentified, is only 20%. The Black flag, on the other hand, penalizes the identified 100% more than the unidentified.

The "Z" flag keeps the sailors on the race course - not sitting in the corner wearing a dunce cap. However, the fact is that J/24 fleets respond to the Black flag better than the "Z" flag.

Radio recalls is a procedure which I did not initially support. It is the responsibility of each boat to start properly. However, race committees have gotten pretty good at calling a large number of boats over in a single start. While it is true they will be scored PMS their mere presence on the course



Wild action and great racing while Steve pauses for a quick pic at the North American Championship in Canada.

prevents the boat(s) behind them, whose start was valid, from sailing in clear air. That boat's result is being prejudiced because the race committee can not quickly remove the PMS boat. The advocates of radio recalls carried the argument by saying, "Either recall the individuals or the entire fleet, the boats on the second row with a valid start deserve a chance to sail in clean air."

We have seen the race committee get nasty and draconian. We have seen the fleet get invisibly white. We have seen many innovations in many ways. And we still have a problem. What can we do to have a 10 minute starting sequence take only 10 minutes? When we find the answer we will sail more races.

Smooth Sailing,

Steve

And The Winner Is...Transom Sticker Design Chosen



The Transom Sticker Design Contest was a big success. Thank you to everyone who entered. The judges were all impressed by the level of creativity and dedication to our Class evident in each design submitted. After thoughtful consideration, the judges chose to award two grand prize winners the Datascope. The new transom design was awarded to Bob Cofod of Harwood, Maryland, U.S.A.

In commemoration of the International J/24s 20th anniversary, Teresa Van Nuts, of Oakville, Ontario, Canada, was also awarded a Datascope for her design which will be featured as the anniversary transom sticker for 1997.

Congratulations to our winners. Look for the winning designs the world over and on the cover of the 1996 International Wall Calendar.

Serious Fun and Racing Promised at '96 North Americans in Cleveland, Ohio, U.S.A.

The USJCA has approved an experimental format aimed at increasing participation at the North American Championship. The new format, which will be tested in Cleveland at the 1996 championship, includes: a new Thursday-Sunday format making it easier to attend; an entry fee reduced 20% to \$295; up to 3 races per day, for a 10-race, no-throwout series; and great parties and activities. The Notice of Regatta is on page 26.

Sail Expo

Once again, the USJCA will sponsor seminars at the 1996 Sail Expo in Atlantic City, New Jersey, USA. Plan to attend Sail Expo on the first Saturday of the show, February 3, for the seminars and stay for a Class dinner at a local restaurant. Explore the rest of the show on Sunday.

J/24 seminars run from 0900-1400, on the hour, and include:

- Crew Techniques
- Crew Organization
- Boat Maintenance
- Go Fast Tips

The day wraps up with a Class Members' Forum where everyone is invited to discuss current Class topics with Executive Committee representatives.

Volunteers are needed to staff the booth each day of the show February 3-11. Give the Class office a call for more information or if you'd like to volunteer.



Danforth was very impressed with the Spring '95 issue of the magazine. He's also sorry about the paw prints.

Worlds Invitations and 1995 IJCA Membership

Each NJCA is entitled to the following number of qualifiers which is 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	65
Australia	150
Bahamas	10
Brazil	27
Canada	150
Chile	60
Croatia	3
France	52
Germany	45
Greece	15
Ireland	35
Israel	10
Italy	255
Japan	253
Mexico	41
Monaco	26
The Netherlands	20
New Zealand	5
Puerto Rico	4
Sweden	70
Spain	2
United Kingdom	120
United States	1600

Hull Numbers Assigned

5201-5205 J/Boats Italy

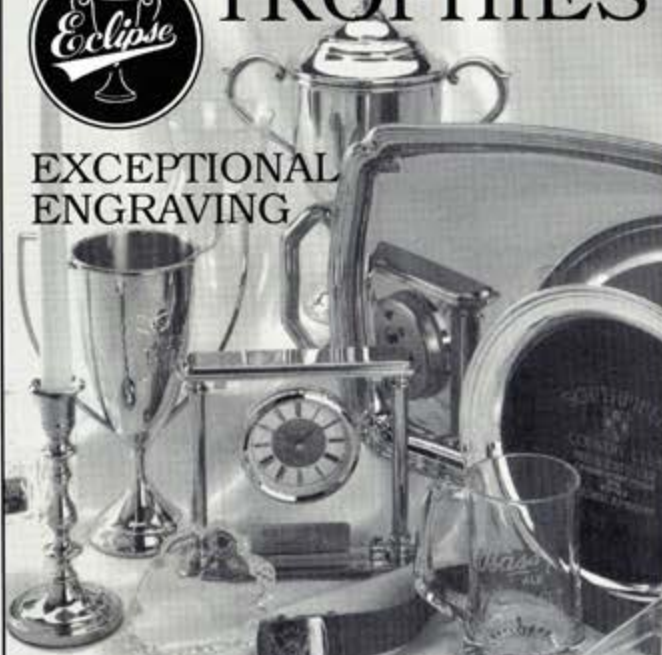
Copy Deadlines

USJCA Waterlines #16	Dec. 15, 1995
International J/24 Vol. 36	March 15, 1996
USJCA Waterlines #17	June 15, 1996
USJCA Waterlines #18	July 15, 1996
International J/24 Vol. 37	August 15, 1996
USJCA Waterlines #19	August 15, 1996



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1995 U.S. Qualifiers for 1996 World Championship in Italy:

Southwest Regional Regatta	Paul Foerster
North American Championship	Terry Hutchinson
(Top U.S. boat)	
Great Lakes Championship	Greg Eiffert
U.S. National Championship	Benz Faget
Southeast Regional Championship	Mason Christman
Northeast Regional Regatta	Eric Leitner
Western Regional Championship	John Carpenter
U.S. Class President	Jim Keesling

Also qualifying:

Midwinter Championship winner

January 7-12, 1996, Coral Reef Yacht Club, Miami, FL,
(305) 858-1733

IJCA To Meet in Hamburg, Germany

This year's annual IJCA meeting will take place in Hamburg, Germany. Set to coincide with IYRU 1995 Meetings & Seminars in November, Class executives and NJCA executives from more than twenty countries will meet to discuss the status of the class and issued affecting members.

A full report will be published in the Spring, 1996 *International J/24*.

Letter to the Editor

Hello,

I imagine you have plenty of shots from the J/24 Worlds in Rochester, but "just in case," I'm sending you these. This photo of Bill Fortenberry (bow #70) rounding a mark well ahead of everyone else was taken at the first leeward gate, during the first race, just before the race was abandoned. However, it seems that Fortenberry's placement was clearly a sign of things to come!

Carol Murphree

Carol, your camera was definitely in the right place! Now tell me, what does your camera see for me in my future? Ed.



At the start - nowhere to be seen

To the lead at the windward mark.

J/24 Class Sails on the Internet

If you just read Jim Keesling's article then you're aware of our Class home page on the world wide web. David McCreary is our resident web site manager. He also runs the Sailing Source site and the IYRU site (<http://www.sailing.org>).

You can access info about Class executives, measurers, technical committee members, district governors, and fleet captains. If you (or someone you know) are in the market for a new (used) boat, check out the reprint of Gordon Borges' classic, "Buyers Guide To Used J/24s." You can even obtain membership information.

Please send your report and results to the Class office for inclusion in one of our communications. For example, during the World Championship in Rochester, daily results were posted for member access worldwide. Look for the U.S. Midwinter results and daily updates throughout the regatta during the week of January 7, 1996.

The IJCA aims to keep members informed of the latest news from the J/24 world. More good stuff will be added all the time. See us at: <http://www.paw.com/sail/j24class/>

For questions or suggestions send them to us at 71562,2514@compuserve.com, or call the office at (410) 626-0240.

USJCA Dues Due

All USJCA members are reminded that 1996 dues are due by December 31, 1995. Current members will receive a separate mailing to rejoin the Class. New members should turn to the last page in this magazine for application.

We Need A Date!

Regatta dates, that is. If you are an organizer of a regatta, send us the pertinent info via fax or e-mail. See the new notice form on page 68. Please note the deadlines for each upcoming issue of the magazine.



Nice set! Too bad the race was abandoned.



South Africa and Australia Triumph in IYRU Nations Cup Sailed aboard J/24s

South Africa triumphed over ten other countries to win the 1995 IYRU Nations Cup. The IYRU Women's Nations Cup was won by Australia. Both Cups were raced in J/24s out of the St. Francis Yacht Club in San Francisco, September 24-October 1. The South African team, skippered by Bruce Savage, won the finals against USA (Morgan Larson) in straight wins. France (Marc Bouet) and Denmark (Sten Mohr) met each other in the open sail-off for third and fourth place.

In the women's event, Australia, skippered by Susan Walters; Germany, skippered by Nadine Stegenwalner; Canada, skippered by Karen Johnson; and Cory Sertl, an experienced J/24 sailor; led with between 8-11 wins each at the end of the double round robin and before the semi-finals. They dominated competition and it was difficult to guess who would take the trophy home.

All teams in the IYRU Nations Cup Grand Final had qualified through six world regional qualifiers which took place earlier this year in Toronto, Canada; Vina del Mar, Chile; Medulin, Croatia; Cork, Ireland; Auckland, New Zealand; and Durban, South Africa. The Rolex International Women's Keelboat Championship was also a qualifier.



While not learning to walk and talk, Katie Scheidt is already mastering the helm of her parents J/24, AJ. Can you say Rolex Women's 2015?

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Calendars, Get Your Calendars!

The 1996 International J/24 Wall Calendars are now available. Thirteen months of exciting and inspiring photos from regattas around the world. You can see these great J/24 sailing moments, and more, by ordering today on the last page of this magazine. Stock up, they make excellent gifts, crew thank-you's, and best of all, are offered at a price of \$US10.00, plus shipping.



The magazine staff hard at work: Dana and her faithful assistant work on the features layout.

Many Thanks!

Each issue of the magazine relies solely on volunteers for content. We ask each NJCA to submit reports, regatta participants for their first hand accounts, and beg photographers to allow us to use their predictably fantastic shots from each regatta. Our famous feature articles are all written by leading names in the J/24 world, on a volunteer basis. But what you all don't know is the dirty work, editing and proofreading, are done by volunteers. My sincere thanks to Margaret Podlich, Kim Couranz, and Jay Herman for going above and beyond the call on behalf of the class! Dana

Dear Dr. J:

How can you tell if a sail is old or "blown out"?

Signed, T. N. Teigh in California

Dear TNT:

First, consider the type of sailing you do each season. There is a big difference between someone who sails on Lake Lanier and San Francisco Bay. Conditions and actual sailing time are what determine the life of each sail.

Next, look at the sail cloth for signs of wear and tear. As the main and genoa become older "creases or wrinkles" develop which, in turn, break down the material. Once the cloth starts to weaken, the sail will begin to stretch past its designed shape.

The same principles apply to the spinnaker. As the sail becomes older, the finish or coating of the sail will start to break down. Over time it will become more porous allowing the wind to blow through and stretching the sail. **Dr. J**



Crisp, new, and no wrinkles here!

Photo-Tim Wilkes/Sailscope



Photo-Tim Wilkes/Sailscope

Halyard, sheet, or standing rigging? Which is your preference?

Dear Dr. J

We're having a bit of a disagreement on our boat. Can you tell me which is best for flossing during a race? My bowman seems to prefer the tacking line, while my spinnaker trimmer swears by the spinnaker sheet. Me, I just use a spare tell-tail. Who's right?

P.S. They both have beautiful teeth and gums.

Signed, Jaws in DePaul

Dear Jaws,

Dr. J, you'll be happy to know, also knows a thing about the orthodontia biz and while all three methods sound pretty tasty, I have one question. Are you doing most of your sailing in fresh or salt water? **Dr. J**

Dr. J's Tip of The Month: Store sails in a cool, dry environment. When storing sails, always roll them instead of folding.

All relevant questions and comments will be answered by experts who, for their own protection, shall remain anonymous. Send your questions for "Ask Dr. J" to the Class office.

Lifting Safety

by George Wall, U.S. Technical Committee Member, Northeast Region

How strong should a J/24 lifting rig be?

Generally I'd recommend that lifting rigs have a working load limit of at least 6000 lbs for lifting a J/24. This means you would normally be using the rig at only about half of full capacity, which is a standard safety factor in lifting. This allows for some undetected wear or abuse and unintended over stress and shock load.

Selecting proper lifting devices.

Here's where safety starts—not all chain, wire, rope and nylon straps are safe and intended for lifting. Many of the devices I've seen used were intended only for load binding and other noncritical applications. Part of the problem is the ready availability of seemingly safe devices, which appear to be the same as those intended for lifting. Unless a device is marked for and intended to be used for lifting, it isn't! Looking through an industrial supply catalog can illustrate this. The key point is that you must know the device is made to lift and is manufactured and supplied by companies whose business and specialty is lifting devices. They know and assume that there are people working under and around the loads their devices are holding. Here are some of your options in order of preference.

Chain The Number 1 choice for safety is chain. Properly manufactured, chain with the correct working load limit, is the most "robust". It'll take a lot of abuse and for that reason is favored for most harsh lifting situations. **BESURE, HOWEVER, THAT THE CHAIN IS INTENDED FOR LIFTING.** Know the source. Most chain is not safe or intended for lifting. In particular, watch out for "anchor chain". Chain sold as anchor chain may be of inferior manufacture and is not to be trusted. Remember, any fittings like hooks, shackles and loops must have at least the rating of the chain. A chain is only as strong as the weakest link! (See photo 1)

Nylon Slings Next, I'd place nylon slings. Again, caution is required as many are made only for load binding and other non-lifting applications. In the U.S.A., those intended for lifting will all have a sewn-on tag specifying manufacturer, capacity, and a serial number. If your nylon strap doesn't have this tag—it wasn't intended for lifting! (See photo #1 and photo #4) Those that are made specifically for lifting must never be used over sharp edges or small radii and normal abrasion over a period of time can lead to dangerous deterioration so it's very important that they are periodically inspected. Many will have a colored center core that indicates excessive wear and the point of replacement. These are readily available in a



Above from left to right: Chain with integral aft positioning straps used with old style hatch. Nylon endless loop. UKIYO's ace spinner trimmer, Chris Wall.



UKIYO hooked up and ready to lift. Port in hatch is stainless steel "fuel filler."

number of different configurations and are inexpensive. I've been using a two-ply endless loop, 4 1/2 ft long that is rated at 6200lbs.

Wire Rope Last choice is wire rope with swaged fittings or cable clamps. Most of the boats that I've seen dropped had failure of the clamps or swaged fittings. There seems to be more manufacturing variables to the swaging process than

I don't trust. NEVER USE CABLE CLAMPS! These must be correctly installed and then proof loaded to four times working load - a capability few of us have. If you are going to use wire rope, be sure it is made by someone making quality lifting devices.

Homemade Lifting Devices

Given the ready availability of commercial lifting devices for under \$100US, there is absolutely no reason to put yourself or others at risk. Think of the liability you assume if



UKIYO balances perfectly!

a device that you have constructed should fail and injure a bystander! It isn't worth it.

Why is the boat so unstable?

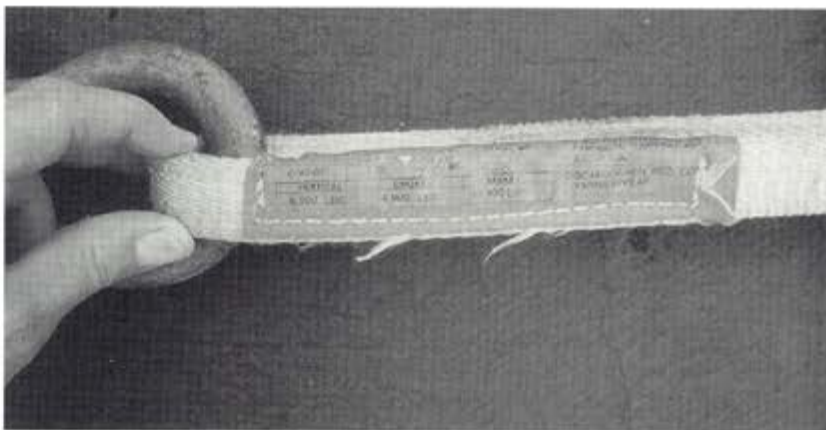
One of the added difficulties we have is the lack of stability while lifting. Half the battle seems to be to keep the boat level. Why is this so difficult? The basic problem is that the attachment point on the keel is below the boat's Center of Gravity(CG). Let me illustrate the problem with a practical example: Take a typical 2 1/2 gallon plastic bucket. Note how stable it is when filled with water. This is due to the relative location of the attachment point of the handles and the CG. The CG is about half way up the bucket and the handle attaches near the top rim. Now, envision what happens if we were able to slide the handle attachment points down the side of the bucket! We would notice that the bucket would become less stable, ultimately becoming unstable once the attachment point was at or below the CG. This is the problem we have with the J/24. It's the reason we must go to such an effort to hold the lifting device stable above the deck where the hoist is attached. The boat will always try to shift to put this lifting point on a vertical line through the true CG. Too much weight forward (forward CG) and the bow goes down as the lifting point tries, but fails, to align itself through the forward CG.

Stabilizing the boat.

How do we deal with this problem? The first task is to be sure that heavy items are themselves located near the CG-like the motor, cooler, fuel tank and other carry on items.

Leaving the motor on the stern will require a lot of compensating weight forward. The best practice is to keep everything in the center or keep it off the boat while hoisting. The next step is to determine where the CG is on the boat itself. Unless there is something really unusual about your boat, the CG should be directly over the lifting strap. (See photo #2 and #3) To find this point, level the boat fore and aft (remember those flotation marks we used to have?), get a plumb bob, or string with weight, and hold it over the strap. Boats with old-style hatches have a clear path. On newer boats, hold it under the hatch as appropriate and this is where we want to hold the attachment point. The practice of leading the hoist around the aft edge of the hatch, although workable, has its price. There is a lot of force trying to shear off the hatch and the forward positioning strap must now apply a very large force to keep the hoist attachment point forward over the CG.

If you have the old style hatch or don't cut a hole in your hatch, then you must use stabilizing lines to hold the hoist attachment point directly over the CG. I've put the hole in my hatch and the boat lifts out level and stable every time. The boat is more stable athwartships than it is fore and aft. For that reason the more successful rigs lead the stabilizing lines back to the stern pulpit on either side and a single line forward. This three point system provides excellent location stability for the hoisting point. The lines must be low stretch to



Lifting information label on nylon strap.

maintain stability. One critical point is that there MUST BE NO VERTICAL LOAD ON THESE LINES. Too often, I've seen these lines set up to the aft lifeline stanchions such that some of the weight of the boat is being lifted by them! This puts extreme stress on whatever point they are attached to. Proper set-up is to take up all the weight of the boat on the lifting device attached to the keel, then take all slack out of the lines being sure to keep the hoisting point in the correct location.

Remember, safe lifting is not only prudent, it's an obligation to your crew and fellow sailors who are around when your boat is in the air!!

Ed. note: Members are encouraged to suggest topics, submit articles, and ask questions on topics of general interest.

1996 Midwinter Championship January 7-12, 1996

Invitation	On behalf of the U.S. J/24 Class Association and J/24 Fleet 10, the Coral Reef Yacht Club is pleased to invite all sailors to the 1996 Midwinter Regatta.	
Site	The J/24 Midwinter Championship will be held from January 7 through 12, on the waters of Biscayne Bay. The Coral Reef Yacht Club, Miami, Florida, and the CRYC Race Committee is host club and organizing authority.	
Rules	This regatta will be governed by the 1993-1996 International Yacht Racing Rules ("IYRR"), the prescriptions of the USSA, the rules of the International J/24 Class Association, this Notice (except as any of these are altered by the Sailing Instructions) and the Sailing Instructions. The Jury will have final authority on all matters. If there are to be co-skippers, one must be designated as primary skipper for World Championship Qualification purposes. This regatta is classified as a Category A event (IYRR Appendix A.3). Competitors may be required to display regatta sponsor's advertising on their yachts.	
Eligibility	The regatta is open to all J/24 yachts as defined by the International J/24 Class Association. Participants must meet all ownership, class membership and boat requirements and must have paid all event fees before becoming official competitors.	
Schedule	A qualifying series of up to three races may be held to divide the fleet if necessary.	
	Saturday, January 6	0700-1700 Registration - Crandon Marina Sail measurement and launching.
	Sunday, January 7	0700-1700 Registration - Crandon Marina Sail measurement and launching. 1700 Skippers' Meeting at Coral Reef Yacht Club (attendance mandatory). Free cookout (chicken & ribs), cash bar.
	Monday, January 8	0700-0900 Complimentary Buffet Breakfast, Poolside 0950 Warning Signal, Qualifying Series, if necessary.
	Tuesday, January 9	0700-0900 Complimentary Buffet Breakfast, Poolside 0950 Warning Signal, Qualifying Series, if necessary.
	Wednesday, January 10	0700-0900 Complimentary Buffet Breakfast, Poolside 1000 Warning Signal, Races to follow. Free Italian Night - Pasta Bar.
	Thursday, January 11	0700-0900 Complimentary Buffet Breakfast, Poolside 1000 Warning Signal, Races to follow.
	Friday, January 12	0700-0900 Complimentary Buffet Breakfast, Poolside 1000 Warning Signal, Races to follow. 1730 Free Awards Party, Heavy Hors D'oeuvres

Inspection & Measurement

A current Measurement Certificate must be presented at registration. Sail measurement will be conducted January 6-7 at Crandon Marina. Boat measurement will be available by appointment on January 6 and 7. Yachts will be subject to random inspection at any time during the regatta.

Racing	The 1996 Midwinter Championship will consist of as many as ten races if a qualification series is necessary. The entrants will be divided into groups to sail up to three qualifying races. The fleet will then be divided into divisions based upon the results of the qualification series. The first division will constitute the Championship Fleet and the other division, the Designer Fleet. Up to seven races will be run in the final series.	
Course	Racing will be on windward/leeward and Olympic courses. Course length will be determined based on sailing conditions.	
Scoring	The Low Point Scoring System, Appendix B.2 of the IYRR will be used and all races will be scored. The Percentage Penalties, Appendix 3.2 of the IYRR, will apply.	
Prizes	Prizes will be awarded to the top five finishers in both the Championship and Designer Fleets. Prizes will also be awarded to the top finisher of each race in the final series.	
General	<p>The regatta will qualify the winner for the 1996 World Championship. Decisions of the Jury that affect World Championship Qualification will be final in accordance with IYRR 1.5(a). The official J/24 Class Sailing Instructions will be used and will be available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1700 hours on January 7, 1996, and shall remain in the water until the end of the series, unless specific permission is granted by the Jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. Yachts shall neither make nor receive radio communications while racing.</p> <p>Launching and hauling will be done at the Crandon Marina, Key Biscayne, Florida. Under no circumstances will anyone launch or haul out at Coral Reef Yacht Club except those participants who are members of Coral Reef Yacht Club, and who have leased a permanent slip. Docking and mooring facilities at Coral Reef will be available beginning Saturday, January 6, 1996. All yachts must be removed from Coral Reef Yacht Club no later than 1200 hours, January 13, 1996.</p>	
Housing	Participants are allowed to sleep on their boats. A list of local accommodations follows:	
	Doubletree Hotel 2649 S. Bayshore Dr., Miami FL 33133 (305) (305) 858-2500 (2 blocks to Coral Reef Yacht Club) Rates: \$129. single or king size. (Special rate for Coral Reef visitors).	Holiday Inn 2051 Le Jeune Road Coral Gables, FL 33134 (305) 443-2301, 2 miles to Coral Reef. Rates: \$119.00 per night.
	Howard Johnsons 1430 S. Dixie Highway Coral Gables, FL 33146 (305) 665-7501; (4 miles) Rates: \$76.. per night.	Hampton Inn 2500 Brickell Avenue Miami, FL 33129 (305) 854-2070 (2 miles) Rates: \$89. per night.
	Holiday Inn 1350 S. Dixie Hwy. Coral Gables, FL 33146 (305)667-5611; (4 miles) Rates: \$79. per night.	Marriott Dadeland 9100 S. Dadeland Boulevard Miami, Florida 33156 (305) 670-1035; (6 miles) Rates: \$139. per night.
	Mayfair House Hotel 3000 Florida Avenue Coconut Grove, FL 33133 (305) 441-0000 \$240.00 Junior Suite	

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Entries

Entries will be limited to 100 yachts. Each entry must be submitted on an entry form such as included herein. Fully paid entries postmarked before December 8, 1995 will be accepted in the order that they are received. Coral Reef Yacht Club will attempt to honor any special requests for two digit hull numbers, provided the entry form is received prior to December 1, 1995. Following that date, all entries will be assigned a hull number in the order in which they are received. Entries must be accompanied by a check for \$350.00 made payable to the Coral Reef Yacht Club. Entries postmarked after December 1 must include a \$75.00 late fee. Entries will be accepted until 1200 hours, December 20, 1995. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, hull identification numbers, launching, hauling, mooring, and five wrist tickets to all regatta social events.

Cancellation & Refunds

Full refunds will be provided prior to December 15, 1995. Refunds will not be provided after that date. All requests for refunds must be made directly to Coral Reef Yacht Club.

Credit Cards & Guest Privileges

Coral Reef Yacht Club will be pleased to set up a guest card for any person who wishes to submit his Mastercard or Visa card number (with expiration date) with his or her entry. This will allow the person and members of his family to charge any purchases made at Coral Reef Yacht Club. For those persons who submit their credit card information, a guest card will be waiting upon arrival at Coral Reef. **For persons who do not pre-apply for credit privileges, our facilities will be open on a cash basis during regatta week.**

Contact

Mail entries (checks payable to Coral Reef Yacht Club) to: Race Committee, Coral Reef Yacht Club, 2484 South Bayshore Drive, Miami, FL 33133.

Telephone inquiries may be made to Coral Reef Yacht Club, (305) 858-1733 between 0900 and 2000 hours. For information regarding charters, call Doug Wilson, Fleet 10 (305) 361-6565, 361-4352. For measurement questions, call Jeff Dahl, Fleet 10, at (305) 371-5252, 866-8245.

1996 South American Championship XVIII March 30-April 6, 1996

- Invitation** Argentinian J/24 Class Association and the Club de Veleros Barlovento invites all J/24 sailors to the 1996 J/24 South American Championship XII to be held in Buenos Aires, Argentina from March 30 to April 6, 1996. The race site will be on River Plate, southeast of the club.
- Eligibility** The regatta is open to all J/24 yachts as defined by the International J/24 Class Association. Participants must meet all ownership, class membership, yacht measurement requirements, and must have paid all event fees before becoming official competitors.
- Rules** This regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR). The class rules of the International J/24 Class Association, this notice, except as any modifications by the sailing instructions, and the sailing instructions. The top finishing South American helmsperson will qualify for the 1996 J/24 World Championship to be held in Italy.
- Measurement** All boats must possess a current measurement certificate. Measurement will take place during Saturday, March 30 and Sunday, March 31. Boats may be inspected and/or measured at anytime during the regatta to verify compliance with class rules.
- Scoring** The Low Point Scoring System (IYRR, Appendix B2) will be used, with seven races scheduled, of which four need to be completed to constitute a series.
- Schedule**
- | | | |
|--------------------|-----------|--|
| Saturday, March 30 | 1000-1900 | Registration, measurement and launching |
| Sunday, March 31 | 1000-1900 | Registration, measurement and launching |
| | 1900 | Welcome Party |
| Monday, April 1 | 1200 | Warning signal, practice race. Race 1 to follow immediately. |
| Tuesday, April 2 | 1200 | Race 2, race 3 to follow immediately. |
| Wednesday, April 3 | | lay day |
| Thursday, April 4 | 1400 | Race 4 |
| Friday, April 5 | 1200 | Race 5, race 6 to follow immediately |
| Saturday, April 6 | 1200 | Race 7 |
| | 2100 | Prize giving ceremony |
- Courses** Courses will be windward/leeward or Olympic as described in the sailing instructions. Course length will be determined based on sailing conditions.
- Launching** Launching will be available at the club. All boats shall be afloat by 1900 hours on Sunday and shall remain in the water until the conclusion of the regatta, unless specific permission is granted by the jury. Out of town boats will be given haul-out priority on Saturday.
- Charter** Boats will be available through the organizing committee to those who enter from overseas countries.
- Housing** Housing is available for out of town participants, both in the club as well as in local homes on a first come, first served basis. Hotel accommodations are also available downtown, approximately 30 minutes from the club.

Prizes	There will be prizes for skipper and crew of the first ten finishers and participation awards for all boats.
Entries	The completed entry form as included in this publication and a racing fee of US\$250. must be received by the organizing committee by March 1, 1996. Late entries may be accepted at the discretion of the regatta committee by the close of registration. A full registration package will be given to each boat on receipt of application and entry fee.
Information	<p>Requests for information and entries should be submitted to:</p> <p>Roberto Authier Argentina J/24 Class Association España 1272 San Isidro (1642) Buenos Aires, Argentina Tel/Fax: (541) 742-7059 or 747-4162</p> <p>Club De Veleros Barlovento Sr. Tomas Vito Dumas y Rio Lujan Victoria (1646) Buenos Aires, Argentina Tel/Fax: (541) 744-5227 or 745-6110</p>



ADVANCE NOTICE

1997 World Championship November 13-22, 1997

The Yacht Club Argentina and the Argentinean J/24 Class Association are honored to invite you to attend the 1997 World Championship to be held November 13-22, 1997. The 1997 World Championship will be held on the open waters of the Rio De La Plata just in front of the port of Buenos Aires. The capital city of Argentina. The weather in November is often quite settled with mild temperatures of 16 to 24 C and breezes of 6 to 10 knots. The event is open to yachts nominated by their national authority according to the class rules for such event. Registration and measurement will take place on

Thursday, November 13. A practice race will be held on Sunday followed by the first race. A total number of six races will be held with a maximum of two races per day. Racing will be windward/leeward, Olympic, or variations thereof and the Low Point Scoring System shall be used. In addition to the world trophies, prizes will be awarded to the top ten of the fleet and for the winner of each race.

Information may be requested from the Argentinean J/24 Class Association. Roberto Authier, telephone and fax: (541) 742-7059 or 742-4162, or from the Yacht Club Argentino, fax (541) 312-9520.

1996 U.S. National Championship May 24-27, 1996



Invitation

International J/24 US District #21, Fleet #145 and Ventura Yacht Club invite all J/24 sailors to the 1996 National Championship Regatta, from May 24 through May 27, 1996. All off-water activities will be at the Ventura Yacht Club.

Site

The 1996 National Championship will be held in the Pacific Ocean off of Ventura Harbor, approximately one half hour sailing time from the race headquarters at the Ventura Yacht Club.

Eligibility

The regatta is open to all International 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 1996 National Championship Regatta will be governed by the 1993-1996 International Yacht Racing Rules, the prescriptions of US SAILING, the Class Rules of the International J/24 Class Association, this Notice, except as any of these are modified by the Sailing Instructions, and the Sailing Instructions. If there are to be co-skippers, one must be designated as primary helmsman. This regatta is classified as a Category A event per Appendix A3, of the IYRR, and is a US SAILING jured event.

Fri. May 24	0800 - 1800	Launching, Sail Measurement
	1200 - 2000	Registration at Ventura Yacht Club
	1600	Wet Wednesday style tune-up race (not required)
	2000	Skippers' meeting followed by no-hostparty at VYC.

Schedule	Sat - May 25	1050	Warning Signal, Race 1 (Additional races may follow)
		1800	Barbecue and no-host party on VYC patio.
	Sun - May 26	1050	Warning Signal, Race 4 (Additional races may follow)
		1900	Dinner and Dancing.
	Mon. - May 27	1050	Warning Signal, Race 6 (Additional races may follow)
		1700	Trophy presentation after out-of-town haul out.
Courses	All courses will be Windward/Leeward, 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 this Championship Series, each boat's score shall be the sum of the scores for all races (i.e., no throw outs). The percentage penalty will apply.		
Inspection	All participants must present a current measurement form, certified as valid by the International J/24 Class, at registration. Boats may be inspected and/or measured at any time during the regatta, to verify compliance with Class Rules.		
Launching	Boats may be launched and hauled free of charge at Ventura Yacht Club, a 3-ton hoist and gin poles will be available. All boats shall be afloat by 0900 hours, Saturday May 25th, 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 in the haul-out queue on Monday, May 27th.		
Entries	Each entry must be submitted on the entry form such as included in this publication. The entry fee is \$210.00(\$200 for current US SAILING members), by check made payable to the Ventura Yacht Club. Fully paid entries will be taken on a first-come, first-served basis, until May 3, 1996,. Late entries will be accepted up to the regatta registration, the late entry fee will be an additional \$30.00. An attempt will be made to honor any special requests for two-digit hull numbers, received before May 3, 1996. Following that date, entrants will receive hull numbers in the order in which paid entries are received. The entry fee includes participation in the regatta, hull identification numbers, launch and haul-out, trailer storage and parties. The parties including a Barbecue on Saturday night for 5 persons and banquet Sunday night for 2 persons (extra tickets are available at additional cost), and continental breakfasts each race morning. Full refunds will be provided prior to May 3, 1996.		
Other	Over early hails will be made by VHF radio.		
General	This regatta will be submitted to US SAILING for consideration in the 1996 St. Petersburg Yacht Club Trophy competition for excellence in race management.		
Accommodations	Special reduced rates for competitors are available at the Harbor Town Marina Resort, (805) 658-1212, located on adjacent to the Ventura Harbor. National hotel chains have establishments within easy driving distance of the Ventura Yacht Club. There is a state campground located at the beach less than four miles from the Ventura Yacht Club. Free auto and truck parking is available in the parking lot on the east side of the Ventura Yacht Club grounds. Free secured trailer parking is available at the Ventura Isle Marina, approximately one half mile south of the Ventura Yacht Club grounds.		
Prizes	There will be trophies awarded to the skippers and crew of the first ten (10) places overall.		
Contacts	Mail entries, with check, payable to: Ventura Yacht Club, J/24 Nationals, 1755 Spinnaker Drive, Ventura, CA 93001		

For further information or questions, contact: Nadine Franczyk, J/24 District 21 Governor at (310) 545-3112 or Dan Chepley Jr., J/24 Fleet #145 at (805) 985-4769 or Gary McPike, Event Chairman, at (818) 225-5800.

To make an appointment for measuring, contact: Nadine Franczyk, J/24 District 21 Governor at, (310) 545-3112 or Richard Rychlik (805) 523-9728

1996 World Championship May 31-June 9, 1996

- Invitation** On behalf of the Italian J/24 Class Association and the Italian Sailing Federation, the Yacht Club Costa Smeralda is honored to invite sailors from around the world to enter the J/24 World Championship XVIII regatta which will be held at Porto Rotundo from May 31 to June 9, 1996.
- Organizing Authority** The championship will be organized under the auspices of the Italian Sailing Federation (F.I.V.), by the Yacht Club Costa Smeralda, 07020 Porto Cervo (SS), Sardinia, Italy. Tel: (39) 789-91332, fax: (39) 789-91213 or 789-91257
- Venue** The racing area will be located in the waters in front of the Marina of Porto Rotundo.
- Jury** This championship will be held under the jurisdiction of the International J/24 Class Association, the Race Committee, and the International Jury.
- Rules** The race will be governed by the 1993/1996 International Yacht Racing Rules (IYRR), the 1995/1996 class rules of the International J/24 Class Association (IJCA), the Notice of Race, the Sailing Instructions, the following communications of the Race Committee and of the International Jury. In case of conflict between any of the above rules, the Sailing Instructions shall prevail.
- Schedule**
- | | |
|-------------------|--|
| Friday, May 31 | Registration and measurement |
| Saturday, June 1 | Measurement |
| Sunday, June 2 | Measurement, tune-up race, briefing, opening ceremony. |
| Monday, June 3 | Race 1 |
| Tuesday, June 4 | Race 2 |
| Wednesday, June 5 | Race 3 |
| Thursday, June 6 | Race 4 |
| Friday, June 7 | Race 5 |
| Saturday, June 8 | Race 6, Prizegiving and closing ceremony |
- The Organizing Authority reserves the right to modify the schedule for adverse weather conditions or other reasons. At the discretion of the Race Committee two races may be held on the same day.
- Advertising**
- The regatta is classified as a Category A event in accordance with IYRR Appendix A3 and with IJCA Class rule 2.6.1.
- All yachts may be required to display a decal representing the event's sponsor on both sides of the hull in the forward area in accordance with IYRR Appendix A3 from 0900 on May 31, 1996 until two hours after the finishing time of the last race. The decals will be provided by the Organizing Committee.
- Eligibility**
- The World Championship is open to yachts nominated by their National Authorities whose entry has been accepted by the Organizing Committee. Helmspersons 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.
- Entry**
- Entries to the World Championship shall be made by completing the entry form. The entry form must be received by the Organizing Authority by April 30, 1996. Only entries accepted by the Organizing Authority and confirmed by its National Authority shall be entitled to race.

Fee	The entry fee of USD\$500.00 includes launching and haul-out of boats and mooring. Check must be in U.S. dollars and made payable to the Yacht Club Costa Smeralda. The entry fee is required with the Official Entry by April 30, 1996. A late fee of USD\$100.00 will be levied after that date. Cancellation policy is as follows: 60 days prior=100%; 59-30 days prior=75%; 29-19 days prior=50%; 18 days or less=0%.
Sail	<p>Inspection and measurement will be required for each yacht before registration is complete. Measuring will take place on the days stated in the schedule in a proper place according to the Measurement Regulations of the IJCA. All yachts and sails must be made available by 1200 hours on Friday, May 31 for measurement before launching. Measurement shall be completed before 1200 hours on Sunday, June 2. Only yachts that have passed the prescribed measurement procedure prior to the start of the first race are entitled to start. The International Jury may order a yacht re-checked during the series. The procedure for measurement, when arriving at Porto Rotundo on May 31, will be sent by fax to those entering the championship.</p> <p>Each mainsail shall show the sail number as indicated on the entry form and approved by the measurement office. Bow numbers will be allotted and given to each competing yacht. They shall be affixed to the hull according to the Sailing Instructions and shall be shown until the end of the championship.</p>
Courses	Olympic and alternate courses and procedures will be described in the Sailing Instructions.
Scoring	The Low-Point Scoring System, Appendix B2 of the IYRR 1.4(d) and Appendix A5. Decisions of the International Jury shall be final in accordance with Racing Rule 1.5(a).
Mooring	Free moorings shall be available for competing yachts from 0800 on May 31 to 0800 on June 10 at the Marina of Porto Rotundo. All yachts must be kept at the assigned moorings until the conclusion of the regatta.
Haulout	All boats shall be afloat by 1800 hours on Sunday, June 2, 1996 and must not be hauled out before the end of the regatta without prior written permission of the International 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.
Sailing Instruction	The Sailing Instructions will be handed to competitors upon their registration at the Race Office on May 31, 1996.
Charter	Charter boats will be available through the Organizing Authority. Applications for charter must be received before March 31, 1996. The charter fee and the damage deposit will be defined in the Final Notice of Race.
Prizes	In addition to the perpetual World Trophies, there will be prizes for the yachts finishing in the top ten positions and for the winner of each race.
Liability	<p>The Y.C.C.S., its members, employees, servants, or agents shall not be responsible for any loss, damage, or injury that may occur to persons or property whether ashore or at sea as a consequence of the participation of any competing yacht in any way in the series.</p> <p>Competitors are reminded that owners or their representatives are personally responsible for all accidents to their crew and yachts. It is their duty to insure against any risk including civil responsibility to third persons. Competitors attention is drawn to IYRU Fundamental Rule B.</p>
Logistics	Discounted rates for participants in the 1996 J/24 World Championship XVIII for accommodation in Porto Rotundo and ferry transport from Genoa and Livorno to Olbia will be listed in the Final Notice of Race.

**1996 European Championship
July 27-August 2, 1996**



Invitation

The Royal Gothenburg Yacht Club and the Swedish J/24 Class Association are pleased to invite you to the J/24 European Championship to be held at Marstrand July 27-August 2, 1996.

Rules

The Championship will be governed by the International Yacht Racing Rules (IYRR), the class rules of the International J/24 Class Association, the Notice of Race, except as any of these is altered by the Sailing Instructions and the Sailing Instructions. The Championship is a category B event.

Decisions of the International Jury will be final.

Eligibility

The Championship is open to all J/24 yachts with valid measurement certificates. All obligations toward International and National J/24 Class Associations must be fulfilled by competitors before registration.

Insurance

The Competitor/Owner shall have a General Third Party Insurance covering the amount of GBP 200.000,—. The organizers including Race Officers, authorities and any person involved in this Championship are not responsible for any personal injury or material damage that may occur before, during, or after the Championship.

Entries

Closing date for entries is June 17, 1996. Entry fee: SEK 2.600,—. After entry no refund will be given. For payment use Postal giro account GKSS 41035-7. Entry-form together with a copy of your insurance policy have to be available for GKSS, Box 5039, S426 05 Västra Frölunda, at closing date. Entries after closing date may be accepted until July 27 with an increased fee of SEK 3.600,—. Launching, mooring and some of the social events are included in the entry fee.

Registration

Registration shall be done at the Regatta Office, GKSS clubhouse "Korvetten."

Schedule

12 races are planned.

Saturday	July 27	0900-1700	Registration and Measuring
Sunday	July 28	0800-1300	Registration and Measuring
		1350	Warning signal. Tune up race.
Monday	July 29	0950	Warning signal, Race 1.
			Warning signal, Race 2*3*.
Tuesday	July 30	0950	Warning signal, Race 4.
			Warning signal, Race 5*, 6*.
Wednesday	July 31	1050	Warning signal, Race 7.
			Warning signal, Race 8*.
Thursday	August 1	1050	Warning signal, Race 9.
			Warning signal, Race 10*.
Friday	August 2	1050	Warning signal, Race 11.
			Warning signal, Race 12*.

*Approximately 20 minutes after the previous race.

Scoring

The Low Point Scoring System, IYRR Appendix B2 2, will be used. The Championship is scheduled for 12 races and a minimum of 5 shall be completed to make the Championship valid.

The Scoring Penalty, IYRR Appendix B1 2 will apply.

Sailing Instruction Courses

The Sailing Instructions will be available at the registration.

Housing

The race will be sailed on Olympic courses or variations thereof.

Accommodations can be arranged by Tourist office of Kungälv before May 31, 1996. Phone: Int+46(0) 303 99200, fax: int+46(0) 303 17106.

Tourist office of Marstrand from June 1, 1996, phone: Int+46(0) 303 60087, fax: Int+46(0) 303 60018.

Social

Sunday, July 28	1900	Korvetten Garden-Welcome Party
Every racing day		Marstrand Inn -After sail and daily first
Thursday, August 1		Championship Party (dinner)
Friday, August 2		The Society House-Prizegiving

Regatta Office

The office will be open:

July 27	0800-2000	
July 28	0800-1800	
July 29-August 2	0800-1800	closed for lunch 1200-0200.

Phone: Int+46(0) 303 60222

Fax: Int+46(0) 303 61405

Address: GKSS, Korvetten, Hamngatan 41, S-440 30 Marstrand.

Information

For further information until the Championship starts please contact The Royal Gothenburg Yacht Club.

Phone: Int+46(0) 31 299040, Fax: Int+46(0)31 690048

Address: GKSS, Box 5039, S42605 Västra Frölunda, SWEDEN

To Be Observed

Marstrand is situated about 50 km north of Gothenburg. The Fjord of Marstrand is a challenging water for racing. It can be both difficult and demanding to master with its opening to the sea. Please, pay attention to the fact that Marstrand is one of the most popular summer resorts on the Swedish west coast. After mid-May it will be difficult to make room reservations.

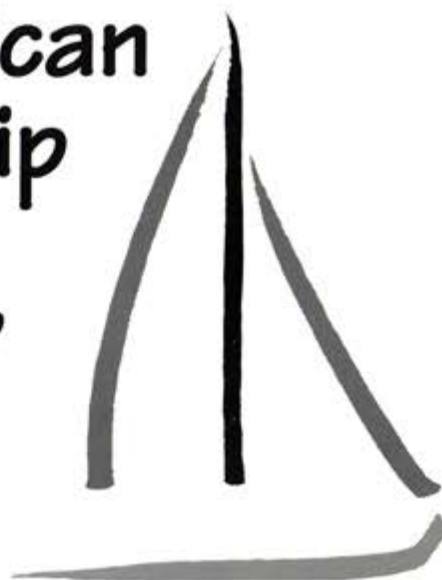
1996 North American Championship
September 12-15, 1996

'96 North American Championship

Edgewater Yacht Club

Cleveland, Ohio

(216) 281-6470



Invitation

The U.S. J/24 Class Association and Fleet 102 of Edgewater Yacht Club in Cleveland, Ohio, cordially invite you to attend the 1996 North American Championship to be held Wednesday through Sunday, September 11-15, 1996.

New Format

The format for the 1996 North American Championship has been revised to bring you more races over a shorter period of time while requiring only two or three weeddays to participate.

Site

The 1996 North American Championship will be held on the open waters of Lake Erie. The Edgewater Yacht Club (EYC) is located on the south shore of Lake Erie less than 1/4 mile from open waters. EYC is situated approximately four miles west of downtown Cleveland.

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

Wednesday, September 11	1000-2200	Registration, sail/certificate check, launch
	1930	Join EYC fleet for practice race

Different Strokes for Different Folks

Not all J24s are rigged the same.

We specialize in responding to the needs of our J24 customers. Many are sailing with 4 committed guys that know what's going on. Others have 2 consistent crew with the rest "rotating through". Some are brutes, some not, some sail in strong seabreezes, some sail in lighter air, some customers have unlimited budgets, some don't. Point is, different teams require their boats to be rigged differently. While many J24 solutions are the same, many are not. We have an experienced team always on hand to help you find the solutions that are right for your team, your sailing conditions, and your budget.



Ronstan Sea-Locs The Best Value!!

Easy is the word! No pins, no taping, always turn it clockwise to tighten on lefthand or righthand thread confusion. (You know, like normal stuff.) A lock nut positively locks your adjustment. There are many other features like easier tension application, lower wire fatigue, no wire twist. A great turnbuckle and a great value. *List \$49.30 / Layline \$39.45* by themselves. Your price including long stud, and shop work, four shrouds, **\$198.65**
Your price new wire, terminals and shop work, four shrouds, **\$293.75**

Ronstan Calibrated Sea-Locs

Just like the regular Sea-Locs above but with a very convenient calibration feature down the side. We find this really helps when trailering because we can get the mast centered and straight with almost no work. Once stepped, we just dial in our starting calibration numbers before checking tensions. This way we are confident the mast is centered and straight to start with. We write our calibration numbers and rig tensions down on the back of our Loos gauge for quick easy reference. *List \$82.27 / Layline \$65.80* by themselves. Your price including long studs and shop work, 4 shrouds, **\$298.55**
Your price new wire, terminals and shop work, 4 shrouds, **\$392.75**

Spinlock RS4 Calibrated (no tool turnbuckles)

Originally, we found this design on Etchells 22s, but this year Spinlock got hold of the design and refined it. No tools, positive locking, finely calibrated, light and compact. *List \$158.95 / Layline \$124.90* by themselves. Your price new wire, terminals and shop work, 4 shrouds, **\$585.75**

Merriman type open body turnbuckles

You know the drill on these. The old reliables *List \$38.60 / Layline \$31.95*
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Schedule (con'd)	Thursday, September 12	0700-1100	Registration for late arrivals
		1130	Skipper's meeting
		1300	Race 1 and 2
	Friday, September 13	1000-1700	Race 3, 4, and 5
	Saturday, September 14	1000-1700	Race 6, 7, and 8
	Sunday, September 15	0900-1700	Race 9 and 10
		1200	Haul-out by bow numbers, awards
Courses	The race committee will establish race courses which will require approximately 70 minutes for the first boat to finish.		
	If 70 or more boats register, a qualifying series of three races, each approximately 60 minutes in length, will take place on Thursday afternoon. The fleet will be split into a championship and designer fleet for Friday, Saturday, and Sunday and the North American champion will be determined by the low score, without throwouts, of the eight remaining scheduled races.		
Rules	The 1996 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.		
Inspection & Measurement	All participants must present a current measurement certificate, certified as valid by the J/24 Class Association, at registration. Boats without a current measurement certificate will be measured by appointment only on September 11th and 12th. Sails will be inspected for royalty patch. Boats will be inspected and/or measured at any time during the regatta to verify compliance with Class Rules.		
Launching	Boats will be launched and hauled free of charge at EYC. Yachts will be moored within the club basin during the regatta. All yachts shall be afloat by 1130 Thursday, September 12th and shall not be hauled out before the end of the regatta without prior permission of the jury. Rudders shall remain affixed. Out-of-town boats will be given haul-out priority based on furthest distance to travel.		
Scoring	The Low-Point Scoring System will be used, except that in the Championship Series, each boat's score shall be the sum of their scores for all races (i.e., no throwouts). The percentage penalty will 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. Daily awards will be presented.		
Social & Accommodations	A list of social events, hotels, motels (at reduced rates) and host housing will be provided in later notices.		
Entries	The completed entry form and a fee of \$295 U.S. must be received by the organizing committee by August 1, 1996. A late fee may apply after that date. Checks should be made payable to J/24 Fleet 102.		
Contact	The Edgewater Yacht Club, 6700 Memorial Shoreway NW, Cleveland, Ohio 44102, Tel. (216) 281-6470; Barb Rosenbaum (216) 371-2461; Joe Colling H: (216) 671-1995; B: (216) 941-5000; F: (216) 941-7267.		

What A Long, Strange Trip It's Been

by Karl Anderson

Newcomers to the J/24 Class might be very surprised to learn where the class first came from some 15 years ago. Today, the J/24 class is a highly evolved international one design class that had very humble beginnings. In fact, pushing or pulling the limits of the rules, or being creative when no rules existed, was a great challenge in the early days and was a lot of fun.

What innocently started New Year's eve 1982 blasting down to the Midwinters from Cape Cod has resulted in more than I ever expected. The first Midwinters I attended, the idea for the first curved tiller came while watching the helmsman tack the boat and hit his knees with the tiller.

If you fast forward to 1985, through the incredible clouds of sanding dust, gelcoat fumes, shaved lead, bent, broken and repaired parts, we finally started making dramatic steps improving the way we sail the boats. In 1985, the benefits of properly shaped and max-forward keels became obvious. Mast lengths, light outboard brackets, rudder heights, then some bottom fairing to smooth mold and centerseam, were all part of the package. Our proficiency with all this, and a lot more led us down two different paths. One was sailing with Dan Neri and later Kenny Read and the other was lots and lots of time spent "chatting" with measurers.

In 1986, Kenny Read's famous 96° arrived right out of the box direct from TPI. 1986 was "pre-measurement" and "float marks" were still on the hull. Creativity was the rule.

This boat will be forever famous for winning the Worlds in Newport and for our first and most grueling midnight, I mean all night, keel refairs. Convinced a finer entry shape would give us an edge, the keel was faired with the new concept in mind. Oops, it turned out that in the Newport chop, it wasn't better, and the intense thrashing resulted in a different, fuller shape created with heatlamps, sanders, planers, gelcoat, and sweat, right there in Fort Adams' parking lot.

Creativity is the mother of invention but as far as John Peck was con-

cerned, creativity was not necessarily a great thing. John's approach was good and usually by the book, and when things aren't exactly black and white a lengthy discussion would surely follow.

For instance, our use of shock cord in the bow area to restrain the genoa from falling overboard had an added ability to let the crew hike out really hard and miraculously satisfy the droop test on the lifelines. Somehow John never appreciated the humor we found in that discovery.

Later that year, I attended the North Americans in San Francisco. We arrived and went to our boat. It was okay but the keel was thick. We had a choice. Go to the Dead concert at the Oakland Coliseum or work all night to fix the keel. We went to the concert,

finished seventh in the regatta. Oh well, at least we got to see Jerry Garcia at his best.

In late '87, we began planning the J/24 schedule for '88 and Sydney, Australia was on top of the list. Fortunately, the 505 Worlds were one week after and I was able to ship all my tools, our Kenyon mast, boom, and rudder along with my 505 to Sydney.

Armed with my newly acquired passport and Australian visa, I proceeded to the airport to embark on what is still my longest plane journey. It began in Boston, to Dallas, to L.A., to Honolulu, to Fiji, to Auckland, N.Z., to Sydney, Aus. It had been thirty-four hours when I arrived in Sydney, and of course, my luggage was missing. I thought things could only get better



Photo: Michael Tamulaitis, SAIL Magazine

Sometimes the parking lot is the birthplace of good ideas.

until I got in the rental car and realized the wheel was on the wrong side and so was the opposing traffic! It was a sight to see a J/24 mast on the roof of a compact car, driven down the wrong side of the road.

Our charter boat was in need of some help. A full on keel job was the prescription and we pushed it hard, much to the measurers dismay. The sump was faired to be an extension of the keel offsets. This practice was later deterred by the IJCA. Because the keel sump is considered part of the hull. A boat that had this modification had to be restored to the original shape. The transplanted southern owner of *Rebel Yell* was fairly cooperative but almost had a heart attack when we cut the horns off his danforth anchor.

One thing we learned from the Australians—they like to race in big breeze. We don't get enough of that these days.

Later that year in Corpus, at the North Americans, we learned to fly the yellow flag in the right place. We didn't and it cost us the regatta.

In 1989 the Worlds were in Kingston, Ontario. A big regatta close to home now seems like a luxury. The weight rule was established and we all had to carry lead in the ends. We decided to carry more fixed equipment. There were many creative ideas: large stoves with CNG tanks, porcelain heads, extra heavy step boxes. The stove gimballed (not), the head flushed (not) and the box would actually support a dancing elephant. Unfortunately, none of these were good enough for Geoff Evelyn. After many long discussions, the lead was glassed in.

In 1991, at the Worlds in Athens, we had the pleasure of having our boat delivered from Sweden by Bert Fausberg and his dad. Little did we know, we were about to sail on what was to be the world's fastest J/24. While fairing the keel, I met Dennis Ellis, now International Technical Chairman, and he required a few adjustments.

Most notable about the '91 Worlds was that it was held at the end of the Iran/Iraq war. As you can imagine, security was high, with armed guards at the airport and yacht club. Kathy Read had done so much shopping she exclaimed to the



The now-famous human pole.



Ian Torode measures keels at the '88 Worlds in Australia.

Photo: Hank Killian

security guard, "Don't touch that bag, it's about to explode!" This almost caused an international incident as she got full attention from the fully armed security force.

At the Annapolis Worlds in '92, Ian Bashford caught measurers' eyes by drilling out the headstay attachment on the mast to effectively lengthen the headstay measurement. He spent the rest of the day and night figuring how to correct it. It was at this event where we got a definite answer to the question about the angle on the bottom of the keel, "It is vague, but must be there."

Ed. note: see page 20 of the 1996/96 International Rules.

The next big one was Abersoch. It is a pleasure to know that we have lined up the boat we sailed in Greece, now owned by Englishman, Ed Datsun. Somehow the keel appeared to have shrunk over the past two years and needed some adjustment under Dennis Ellis' watchful eye. Weight loss came to new lows at this regatta. Five guys in drysuits in a rented car with the heat on, spitting on the floor. The weather was cold, the beer was warm, but *Head Case* rose to the occasion and became the first J/24 to win the Worlds twice. Interestingly enough, the Manchester, England Olympic group was lobbying for Abersoch as the venue for the 2000 Olympics. Sorry folks, no contest with (warm and windy) Sydney.

It seemed like next thing you know we were on a plane to Melbourne. Our charter boat was one of Basho's famous "long ones." This made the importance of having the keel at max forward even greater. The rudder was heavy, but we were able to get it right on with a laminated tiller. After five days of "working on the hard," we had a boat ready to win.

Again, we were driving around Australia with the same J/24 mast we had in '88 and the now-famous boom. *Ed. note: See Moose McClintock's article in vol. 32.*

Later in '94, I sailed the J/24 Europeans with Chris Larson and Italian builder, Paolo Boido. Paolo and I agreed on a working relationship and in April, '95, I travelled to J Boats Italy to prepare Chris' next J/24. Wow! Amazing how much more fun it is when you put the keel on in the right place to start with! After several days of boat prep, we traveled to Porto Santo Stefano for the '95 Italian Nationals. Our efforts proved successful.

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The 1995 Worlds-Wow! Measurement certificates at work. Measurement was uneventful, the measurers very reasonable-and it was fun to see my old pals: Dennis Ellis, Geoff Evelyn, and George Wall. See you in Miami at the '96 Midwinters.

After many years of testing the rules, we know the limits well. If you have any questions or think you have a brilliant idea, call me or your measurer. Chances are it's been tried before.



Photo: Michael Tamulaites, SAIL Magazine

One Last Thought...

Last but not least, I must recall the most fun I ever had sailing J/24s. It was at the Ultimate Yacht Race in Corpus Christi in 1988. John Peck was on hand to make sure all the boats were equal. What was different was there was nothing in them! No cushions, no engine, no hundred pounds of junk, only an anchor and life jackets. And guess what? The boat jumped. The loads on the sheets were noticeably less. Old *Mustang Sally* planed sooner, responded better to the unlimited ooching and pumping that was permitted and was all around a livelier boat. In the changing market of today, the Class may want to check out the old video of this race and remember what *exciting* is.

Karl Anderson owns Karl's Boat Shop in Cape Cod, Ma., and crewed and prepared boats for Ken Read for the '91, '93, and '94 World Championships. He prepared and crewed for Chris Larson in the '95 Italian Nationals.

How To Play Oscillating Wind Shifts

by David Dellenbaugh

Want to know the best way to lower your elapsed time around the race course? It's not sanding your bottom, buying new sails or practicing with your crew. No, the best way to increase your VMG is to play the windshifts better. And best of all, the wind is free! By nature, the wind is usually oscillating, or shifting back and forth, around an average wind direction. This shiftiness can be caused by vertically unstable air, thermal effects or offshore wind patterns. Sometimes the oscillations are very obvious and regular; other times they're subtle and confusing. In any race, the fastest sailors are those who are able to correctly identify and take advantage of the shifts. Here are some questions to ask yourself:

Are the windshifts primarily oscillating or persistent?

This may be the most fundamental and crucial decision of your entire race. Before you play any shift as oscillating, make sure it's not really persistent. This requires good historical tracking of the wind pattern, both before and during the race.

What is the median wind direction?

Once you've identified an oscillating breeze, you need to find the "median." A phasing breeze will swing back and forth between extreme right and left shifts. You can generally get the median by averaging these two limits. (Don't worry so much about the timing of shifts, since this is erratic and difficult to track under even the best conditions.) You'll then use this number to make critical decisions about which tack to stay on during the race. Make sure you always have a median in mind during the race. You may need to revise it as you go, but don't forget it.

In what phase is the wind right now?

By having a median in mind, you will always know whether the wind is in a left or right-and phase. At any moment in a race you should be able to

identify the wind phase, since this will have a large impact on your strategy and tactics. If you lose track of the median or phase, a nearly foolproof fallback is to sail the tack on which your bow is pointed closer to the next mark.

Follow this basic strategy

When sailing upwind in an oscillating breeze, your goal is to sail on the lifts. By staying on the lifted tack as much as possible, you will sail the shortest distance toward the next mark. In

general, stay near the middle of the other boats and the course. Once you get close to the laylines, or to the fringes of the fleet, you lose your ability to play each shift to the fullest.

Speed and Smarts, the monthly newsletter of how-to information for racing sailors, is published by David Dellenbaugh. For subscription information, call 800-356-2200.

The secret to windshift success

One of the best questions to ask about oscillating winds is when you should tack. We've all heard about "tacking on the headers," but what does this really mean? Should you go as soon as you start to get headed, wait until you've sailed into the maximum header, or tack somewhere in between?

To find the answer, let's go to our secret laboratory (right) where wind velocity is perfectly steady, and the wind oscillates as predictably as a pendulum. We start off with two boats sailing upwind bow to bow. One of them (the gray boat, on the far left starting position) will tack each time it gets headed to the median wind direction. The other (the white boat) will continue until it reaches the maximum header and then tack. Which will come out ahead? Here's how it goes:

A. Both boats start off on port tack, sailing in a port-tack lift.

B. The wind trends slowly to the right until it reaches its median direction (335°). At this point Gray tacks to starboard and White keeps going.

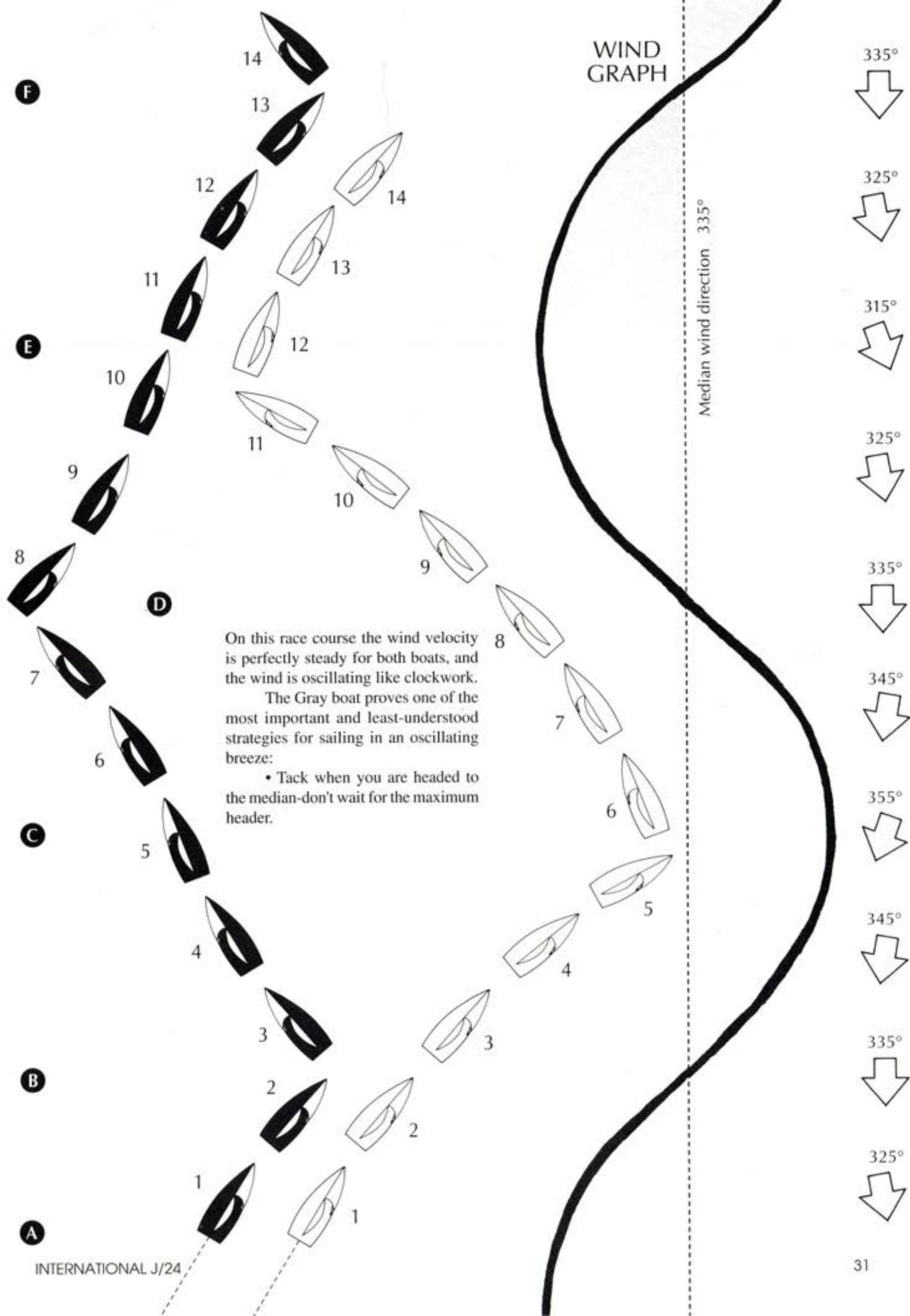
C. As the wind continues phasing to the right, Gray is more lifted on starboard tack, while White is headed more on port. Finally the wind reaches its farthest right oscillation (355°), and White tacks.

D. Now the wind starts shifting back toward the left. When it reaches the median (335°) again, Gray tacks from starboard to port. White remains on starboard tack and is slowly getting headed as she sails toward Gray.

E. As the wind continues phasing toward its far-left oscillation, Gray is maximum lifted and crosses White by over a boatlength. When the wind hits 315°, White tacks onto port.

F. Now the wind starts going right again (this predictable stuff is boring!). When it hits the median, Gray tacks again to starboard and White continues almost two boatlengths behind.

What did we learn? **It's better to tack at the median than it is to wait until you reach the maximum header.** Why is this true? One quick glance at the courses of the two boats shows that Gray has sailed a more direct course to windward. This is the goal when racing in an oscillating breeze—to take a shortcut by sailing the closer tack to the next mark. In fact, one thing you can see about Gray is that whenever the wind is to the left of median (Gray shading in wind graph), she is on port tack. When it's to the right of median (no shading), she's on starboard tack. That's the fastest way to go upwind in shifts.



Get Ready, Get Set, Go!

by Gordon Borges

A friend and I were talking as he hooked up his boat. "You know," he said, "in all the years I've been sailing, I've only had the trailer come off the truck three times." I think that he was proud of this fact. I was astounded. Consider this a process of attaching four separate pieces, the mast to the boat, the boat to the trailer and the trailer to the tow vehicle.

Mast to Boat

Strip all gear you wish. Some remove shrouds and spreaders, some don't. Certainly remove the Windex as this will assuredly break. Remove the mast butt piece so that it doesn't fall out during transit. Tape all halyards, Sailcomp wires, etc. with electrical tape sticky side up every couple of feet.

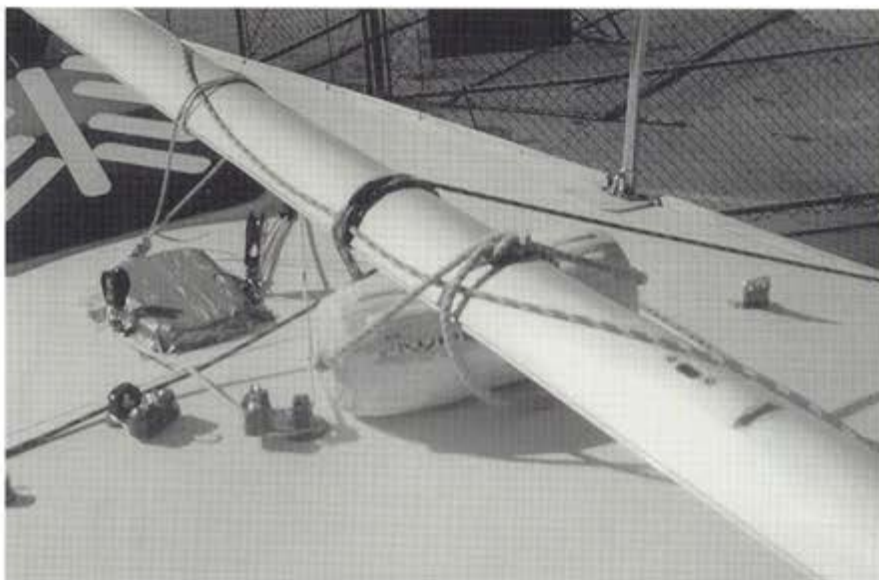
The butt of the mast should be forwards and the spreaders angled down. This will make stepping the mast easier. Use a six foot piece of line to tie a loop under the bow pulpit at the forward legs. The mast butt will go under the pulpit and rest on top of the line. The mast should come to rest well above the deck. As a guide, place the mast fore and aft so the topping lift exit is directly over the vertical companionway hatchboard. *Top right*

Place the top of the mast on top of the stern rail directly over one of the legs. It is a good idea to put some padding between the mast and the stern rail. Place a fender under the middle of the mast aft of the mast partners. Make sure that the fender is tied to the mast so that it cannot escape.

Sight down the mast to make sure that it is not being bent and if needed, adjust the height of the bow loop accordingly.

Now with several short lines, tie the mast down in at least three locations. At the bow, tie the mast down to the jib tack snap shackle. Use the blocks at the mast partners to tighten the mast to the fender. *Bottom right*

At the stern rail, tie around the stern rail. If, as mentioned, you have placed the mast over one of the legs,



keep looping the tie down line in a figure eight pattern over the mast and on both sides of the leg. This will prevent the mast sliding side to side. Pull hard and ensure that all lines are as direct as possible. In other words, make sure that if any tie down lines move, they will be tightening and not easing.

Boat to Trailer

While still on the boat, position the bow and stern tie down lines (old genoa and spinnaker sheets work well). The stern line should be placed aft of the stern horn cleats and forward of the stern rail legs. The bow line should be placed through the two skene chocks at the bow. *Top Right* Tie one end of the stern line angled forward to the trailer with a bowline knot. Most trailers have rings welded on the frame for this purpose.

The other end may be pulled tight and looped through the ring on the other side. *Bottom right*

Make a "Truckers Hitch" in the line on this side a few feet above the ring. Pass the tail through the hitch to create a 2:1 purchase in the tie down line. Pull on the tail and tighten as much as possible.

Tie several half hitches or clove hitches with the tail right at the loop of the truckers hitch. The two sides of this line should angle forward about 45 degrees as they descend.

Someplace between the hull and the aft trailer supports, tie a new line to one of the vertical lines. Wrap the tail of the new line horizontally around the other vertical line and in pulling the horizontal line, the vertical lines will be pulled together and will tighten the boat to the trailer. *Page 34 top*

Keep wrapping the horizontal line around the vertical lines and tightening



as you go. As you begin to run out of line, tie several half or clove hitches.

Finally, repeat the horizontal line procedure but this time vertically between the horizontal line and the aft frame of the trailer. You will find that the two original vertical tie down lines have tightened substantially. *Top right*

Now repeat the entire procedure with the bow lines but this time, the bow lines should be angles backwards about 45 degrees. *Bottom right*

Once finished tying all lines, duct tape the ends of the lines back to themselves to prevent any knots coming loose.

Trailer to Tow Vehicle

If you have a screw down knob to tighten the hitch onto the ball, tighten the knob and then move the boat 50 yards. Now tighten the knob again.

If possible (due to length), cross the chains from the trailer to the vehicle. The chain from the right side of the trailer will attach to the left side of the vehicle and vice-versa. If the chains will fit, feed the hook through the attachment point on the vehicle and hook the chain back to itself.

With both these procedures, make sure that you will have enough slack in the chain to turn the vehicle.

Duct tape? I'm a big fan. Tape the chain hooks, light connection, brake wire and the screw down knob to prevent it from spinning off. If your trailer has a flip release, tape it down.

By taking time to insure your boat is secured in three critical places: mast to boat, boat to trailer, and trailer to tow vehicle, you can be sure every part will arrive on the trailer, attached to your vehicle, ready to be unpacked and put together.



Gordon Borges is vice president of Waterline Systems, Inc., a marine repair business. Gordon is District 2 Governor, a certified Class measurer, and active with Fleet 50, sailing #3314 Blind Squirrel.

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2nd U. S. Nationals
4th Texas Circuit 93-94
4th Northeast Regionals
1st Texas NOOD Regatta
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



'91, '92, '93 Worlds • '91, '93 North Americans • '92, '93 Midwinters • '93 Mexican Nationals • '93 Canadian Nationals • '93 Dist 1 • '92, '93 PSSR • '93 Muskogean Invite • '93 Buzzards Bay

'93 Worlds • '93 North Americans • '93 Michigan • '93 S.O.C.K.S. • '93 Western Regionals • '92, '93 San Fran Memorial Day • '93 Midland Fall • '93 Dist 2 • '93 Dist 15 • '93 Muskogean Invite • '93 J/Yacht NW

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Team Effort Lands Average White Boat On Top of the Worlds

by Doug Weitz

Bill Fortenberry and his team on *Average White Boat*, including Yumio Dornberg, Simon Smith, Martin Keen and me, topped a field of seventy-three boats from thirteen different countries to win the 1995 J/24 World Championship held on Lake Ontario and hosted by Rochester Yacht Club.

Here's how it developed. The regatta began with more current than breeze. While it was less than thrilling, an official start did ensue and the racing began. Bill Fortenberry was first to approach the weather mark. Many of the leaders behind him had to make two quick tacks to layline, which sent the pack into the mark with no headway. Fortenberry was now punched and looking (feeling) very golden until the race was abandoned for having exceeded the first leg time limit by one or two minutes. The race was chalked up to practice.

On day two, the first race was re-started in a 295 degree, 10 knot breeze. Up the first weather leg, the left paid big dividends for leaders Greg Eiffert and Chris Larson as they approached the top mark, but a final righty allowed Mark Foster, Seadon Wijzen, and Eric Leitner to slip in and round ahead.

Making good on a shift to the north, Foster gained control of the starboard side and blazed a trail to the leeward gate followed by Leitner, Henry Amthor, Larson, Eiffert, Coogan/Faget, and Britt Hughes. The rich got richer on the second beat due to a right shift and at the final leeward gate it was Foster, Eiffert, and Leitner taking the high road with Larson and Terry Hutchinson taking the low



Al Constants, the Zaleskis, Doug Clark, and Ralph Nelles battle for position at the weather mark.



Terry Hutchinson sailing Mookie, the boat that won the '92 Worlds turns the mark with the fleet close behind.



Above Top: The crew of Gonda from Japan. Middle left: President of the Mexico JCA, Ralph Nelles. Middle right: Worlds' Regatta Chairman Reid Stava. Bottom row left: George Baquerizas of Argentina. Bottom row right: Jerry Coogan and Mark Hallman, from U.S.A. Below: World champions Doug Weitz and Bill Fortenberry.



Rochester favorite Cory Sertl and crew chased around the course by eventual regatta winners Bill Fortenberry and crew.

Photo-Tim Wilkes/Sailscope

Average White Boat, winner of the 1995 World Championship

Photo-Jay Tovey/Sailscope





Hakuna Matata surfs into the leeward mark.

Photo-Tim Wilkes/Sailscope

road. With many of the leaders to the right during the final beat and a big lefty, Fortenberry reached in with Doug Clark and Steve Thomas in tow, to pick off Leitner. Foster was able to retain his lead to the finish followed by Eifert and then Fortenberry, Leitner, and Amthor. Hutchinson sank to 24th and Sobstad counterpart Brad Read made a huge comeback, from 45th at the second windward mark, to 11th.

Race two served up a little more breeze and after two general recalls, Hutchinson, Vince Brun, and Larson traded the top three spots most of the race. The left side was paying and Clark, who was never out of the top five, got the most out of a 30 degree lefty on the final beat which sent him to the front of the fleet for a bullet.

Larson, Brun, Hutchinson, and

Hughes rounded out the top five with Fortenberry and Thomas not far behind. The day ended with Clark in first, Fortenberry and Larson tied for second and Thomas in third.

Day three. Cooler, bumpier, more breeze, an Olympic course and very shifty conditions in race three, on day three, proved to be quite challenging and spread the fleet out far and wide. There were trails of fallen soldiers everywhere.

Thomas rounded the top mark in first by forty-five seconds over Brad Read, who was followed by Akira Iwade, from Japan, over a minute later. Brun and Steve Ulian rounded in spots four and five.

After two reach legs, the racing got back underway and Read managed to get by Thomas to take the lead on beat

number two. Another lefty late in the beat and Fortenberry came barreling out from the beach to fall in close behind Thomas. As they rounded the top, this pack of three now had a lot of water between them and the rest of the fleet, the latter of which saw some exciting pile-ups and carnage at the mark. I think it was a combination of current and too many boats competing for too little real estate, but we didn't look back.

Read extended on the final weather leg to take a gun. Thomas followed, but was closely pursued by Fortenberry, who initiated a taking dual short of the finish. Thomas, unshaken and steering his boat perfectly through every tack, prevailed. Fortenberry settled for third followed by Steve Ulian, Hughes, Guillermo Parada of Argentina and Brun.

A windward/leeward for race four with the wind building and a big lefty filling in, made the pin end a very popular place to be. It was a drag race to left won by Read and Hutchinson and taking a big lead by the top. The next group of boats included Parada, Brun, Cory Sertl (a local favorite), Amthor, and Fortenberry.

Closely pursued by tough customers Thomas, Hughes, and Larson, Fortenberry's chute began to disintegrate on the set after getting caught on the spreader. The crew made their way downwind in 18 knots of breeze, very gingerly I might add, trying to retain their position and yet keep what was left of the kite. The leeward gate was a welcome sight, after which, Yumio Dornberg spent an entire weather leg below making good use of our vinyl floor marking tape. It wasn't pretty, but it worked.

Read and Hutchinson retained their positions for a big Sobstad one-two punch. Brun followed, but his third became a twentieth after taking a 20% penalty. Argentineans Parada and Baquerizas were next and Cory Sertl was not far behind for a solid sixth place finish. The day ended with Fortenberry leading the regatta, Thomas in second, Larson in third, and Read fourth.

Racing was delayed for the better part of day four due to lack of breeze and consistency. One of those light southwest land breezes with a lot of flies, not unusual in Rochester, and not particularly exciting. Nonetheless, Professional Strength Simon Smith, the *Extermina-*

tor, made good sport of it.

A lake breeze finally began filling in from about 355 degrees and after two I-flag and two Z-flag recalls, race five was on and a lot of boats were carrying 20% penalties. Hughes started at the boat end and rather than going for potential velocity on the left, opted for the shift on the right, burned the entire fleet, and rounded the first mark light years ahead.

Hutchinson rounded in fifth but quickly knocked off three boats on leg two and another on leg three. Fortenberry, Brun, and Parada bounced around the top twenty. Boats did compress on the final leg, but Hughes went on to win comfortably and Hutchinson passed one more for a second place, followed by his final victim, Juan Grimaldi from Argentina. Brun worked his way up to fourth and Coogan/Faget took fifth.

Completion of the fifth race allowed for a throwout. Leaders Fortenberry and Larson were deep and deeper, with a twentieth and forty-seventh respectively. While the throwout did not change the standings dramatically, it sure reduced the point spread. Fortenberry was still in first, with Read second, Hughes and Parada tied for third, Hutchinson in fourth, and Clark in fifth. There was only a five point spread among the top five places. Day five and race six got off to a quick

start in lumpy seas with a 14-16 knot breeze out of the north-northwest, and the pressure was on for every available point in the top ten spots. Charlie Ogletree was first to the top mark, followed by Wijzen, Hughes, Grimaldi, Coogan/Faget, and Fortenberry. The first downwind leg was uneventful as the wind had gone a bit left and we were all laying the gate. Brun was down, but not out, as he jibed away early, hoping for a big lefty.

Hughes picked off the lead boats to take a gun and Coogan/Faget took second. The next four boats shot the line for third, including Wijzen, Leitner, Ogletree, and Fortenberry, finishing in that order. Believe me, only the Race Committee knew for sure. It was that close.

Race seven began with a spread of only fifteen points amongst the top eight boats, including Hughes, Fortenberry, Read, Clark, Parada, Larson, Thomas, and Hutchinson. Fortenberry finished seventh to take the regatta lead by eight points over Thomas who had a third place finish. Hughes did not have enough fingers on the boat to count his fifty-something throwout, which left him third in the standings. Parada scored a twelfth, which broke his tie with Hughes sending him to fourth position. Brun, with a solid fifth place finish, secured spot #5 for the regatta. Hutchinson finished fourteenth to retain the #6 posi-

tion. Read, Clark, and Larson were deep, for spaces 7, 8 & 9, respectively. Sertl finished eleventh to fill spot #10.

The last day decreasing opportunities and an increasing point spread amongst the leaders made for some interesting and aggressive starts. Ten to be exact, all of which were recalled due to that phenomenon we refer to as "reverse mid-line sag." Such terminology is used almost exclusively for J/24s.

The leaders had each other in their sight at every start and the Race Committee resorted to calling only those boats **not** over early, since there was so few of them. In a fitting conclusion to the regatta in start #10, Fortenberry hung back at the pin, waited for the other boats to clear the line and then port tacked the entire fleet with a monster cross. The race was abandoned and the team from *Average White Boat* became the new J/24 World champs. Trust me, we were a happy bunch!

In closing, I would like to express the following thought: Rochester Yacht Club is a great club for a great regatta!

Doug Weitz, owner of *Average White Boat*, crewed for World champion Bill Fortenberry.

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Results

1st 1995 Worlds

1st 1994 Worlds

1st 1993 Worlds

1st 1995 Rolex Women's Worlds

1st 1995 Canadians

1st All-Japan Champs

1st Asia Pacific Champs





Sobstad

World Championship J/24 Sails

1995 World Championship Results: Top 59 of 73

Pos.	Bow#	Country	Sail#	Skipper	Race 1	2	3	4	5	6	7	Total
1.	70	USA	2181	Fortenberry, B.	3	9	3	8	(20)	6	7	36.00
2.	10	USA	5079	Thomas, S.	7	8	2	12	12	(40)	3	44.00
3.	11	USA	556	Hughes, J.	24	5	5	14	1	1	(54)	49.50
4.	42	ARG	4878	Parada, G.	9	(33)	6	4	6	14	12	51.00
5.	44	USA	5014	Brun, V.	(36)	3	7	20	4	15	5	54.00
6.	13	USA	2934	Hutchinson, T.	23	4	(25)	2	2	10	14	55.00
7.	15	USA	3314	Read, B.	11	(30)	1	1	11	12	22	57.50
8.	80	USA	3379	Clark, D.	6	1	29	13	8	8	(43)	64.75
9.	32	USA	5160	Larson, C.	10	2	11	10	(47)	7	25	65.00
10.	51	USA	3894	Sertl, C.	(44)	12	10	6	15	28	11	82.00
11.	23	USA	4526	Wijzen, S.	26	20	13	9	(36)	3	15	86.00
12.	79	ARG	5041	Baquerizas, G.	(32)	24	22	3	22	30	1	101.75
13.	26	USA	4909	Kerst, J.	(60)	16	14	19	32	17	13	111.00
14.	6	USA	2537	Coogan, J.	30	36	9	(42)	5	2	38	120.00
15.	65	USA	4553	Snow, C.	(74)	74	16	11	13	9	4	127.00
16.	78	CAN	2623	Beatty, J.	27	25	30	7	26	16	(33)	131.00
17.	38	USA	4109	Ogletree, C.	28	17	36	22	24	5	(51)	132.00
18.	63	USA	3755	Constants, A.	29	27	17	17	37	13	(55)	140.00
19.	72	SWE	102	Edblad, A.	35	37	(63)	24	14	23	9	142.00
20.	27	USA	38	Leitner, E.	4	(49)	32	18	27	22	40	143.00
21.	45	ARG	4677	Grimaldi, J.	13	13	(74)	74	3	4	44	151.00
21.	39	CHI	3456	Gonzalez, M.	55	6	46	(74)	25	11	8	151.00
23.	50	USA	4396	Swanson, J.	17	(61)	18	35	7	53	23	153.00
24.	1	USA	2933	Foster, M.	1	32	34	(74)	55	38	2	161.75
25.	18	JPN	5179	Iwade, A.	(42)	22	8	41	41	33	20	165.00
26.	34	USA	533	Little, R.	39	26	12	(74)	43	28	19	167.00
27.	52	USA	2918	Eiffert, G.	2	39	38	(74)	10	41	39	169.00
28.	37	CAN	3849	Williams, D.	16	7	20	31	51	47	(52)	172.00
29.	22	USA	3476	Amthor, H.	5	41	(74)	42	21	32	32	173.00
30.	5	CAN	4286	Severnuk, R.	20	44	(61)	23	19	50	21	177.00
31.	19	USA	4183	Ulian, S.	(58)	29	4	38	35	20	53	179.00
31.	77	VEN	4546	Costanzio, M.	(63)	14	58	15	40	36	16	179.00
33.	49	USA	129	Treat, T.	12	38	21	30	(53)	31	49	181.00
34.	69	ITA	405	Ubertalli, C.	8	45	23	36	(64)	26	46	184.00
35.	29	USA	2985	Kinsey, J.	31	11	48	51	(62)	19	26	186.00
36.	41	CHI	4433	Reid, J.	41	19	(65)	39	28	30	30	187.00
37.	36	AUS	195	Hagan, B.	21	21	39	(74)	30	59	24	194.00
38.	31	ITA	219	Sestini, B.	57	(68)	37	26	45	21	10	196.00
39.	21	USA	4802	Zaleski, W.	22	55	27	(70)	9	34	59	206.00
40.	7	USA	154	Kullman, M.	52	10	26	25	57	44	(58)	214.00
41.	43	MON	78	Rodelato, J.	(74)	23	28	20	17	74	56	218.00
42.	12	USA	2370	Bogataj, P.	47	(56)	35	47	16	43	31	219.00
43.	24	CAN	2593	Baird, D.	(74)	35	47	45	29	39	28	223.00
44.	9	USA	4466	Dow, M.	33	(69)	57	32	34	35	45	236.00
45.	17	USA	1351	Law, S.	53	46	15	31	48	(62)	50	243.00
45.	76	GBR	4222	Slater/Masell	18	57	41	37	44	46	(74)	243.00
47.	66	CAN	4282	Evelyn, G.	14	48	64	44	23	(66)	60	253.00
48.	47	USA		Sellers, S.	40	18	(71)	58	54	48	37	255.00
49.	46	MEX	4439	Belaustiguigtia	(59)	54	24	55	(67)	42	27	261.00
50.	73	MEX	4688	Nelles, R.	46	(68)	43	21	49	40	68	267.00
51.	28	USA	5173	Keesling, J.	34	47	(74)	53	57	45	34	270.00
52.	16	JPN	5083	Maeda, T.	(74)	15	51	74	38	52	42	272.00
53.	25	CRO	10	Lourovic, M.	60	34	(66)	52	33	33	61	273.00
54.	68	AUS	193	Irwin, L.	25	(74)	74	28	56	61	35	279.00
55.	14	CAN	1943	Wiggins, A.	(74)	58	31	40	46	49	57	281.00
55.	67	ITA	379	Cappuci, J.	38	42	70	(74)	67	58	6	281.00
57.	4	JPN	3814	Mihara, K.	(62)	51	62	34	39	55	41	282.00
57.	8	JPN	4057	Nakano, M.	49	43	50	29	60	51	(69)	282.00
59.	75	CAN	2709	Schmidt, B.	19	66	19	60	68	54	(70)	286.00

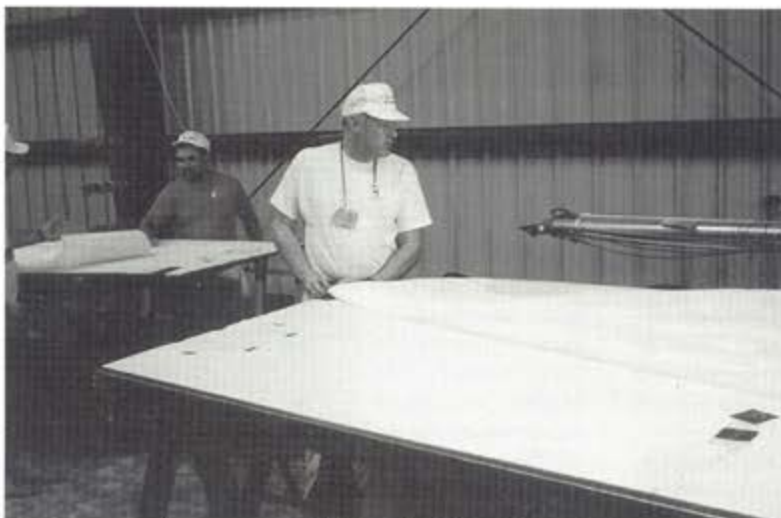
Thoughts On Holding World Class Events

by Reid Stava

Well, we pulled it off! After three years of planning and many meetings, the 1995 J/24 World Championship held in Rochester came off relatively smoothly. This article is aimed at the behind the scenes activities that, when done well, can insure that a regatta is an enjoyment for competitors and host club members while assuring fiscal success.

We approached the organizing process by placing ourselves in the position of a foreign visitor and ascertaining what their needs and concerns might be. I was concerned at first about finding willing volunteers as the club fleet has taken losses to newer one design fleets as well as the economy but my fears were unjustified. We had members from all areas of the club volunteer their time and expertise and their capability and dedication were the real reason the regatta was so well run.

Housin would be of primary concern. We appealed to club's Women's Association to 'work' the membership to house the competitors in their homes or boats. Many of the members enjoy being a part of the club's sailing activities and housing the competitors gave them an added incentive to participate in the regatta's social activities throughout the week. In addition, the entry fee became less onerous for the competitors as we were able to save them lodging expenses. As it turned out, all of the housing hosts had kind remarks for their guests (imagine being able to pick the brain of your own pro for a week!). It is an idea that may not be feasible at many World's sites, but when done helps bring host club members into involvement with the club rather than leaving them with the feeling that they are being denied access to a facility they pay dues to



The famous sail measurement tables. Built at waist height, they cut down on measurer fatigue.

support.

Boat measurement ranked a close second, especially for those that were chartered. We capitalized on the past experiences of the Annapolis regatta people and our measurement chairman had long conversations with, and used much of the organizational structure of, the Annapolis team in setting up his operation. Rochester Yacht Club is fortunate in having a large storage shed that allowed sheltered measurement of the boats including sails. We arranged to have sail measurement tables (one for spinnaker/main, the other for headsails) built waist high to minimize measurer fatigue. The materials were chosen so that they could be reused in planned club construction projects. A last minute thought was having a scaffold set up at the trailered boat deck height to enable the 'down' measurement of spars without having to first hand the rigging down to people on the ground level.

We lined up all the USJCA measurers we could find in our district to facilitate the process. Fortunately, we had the IJCA Technical Chairman on hand to deal with the expected 'innovations' that invariably show up at a

Worlds regatta. Fortunately they were few in number and were dealt with non-contentiously.

Charter boat arrangements were handled primarily between owners and competitors with our role one of information transfer. We learned from other regattas that being in the charter boat business can be VERY expensive. The necessary insurance for non-U.S. competitors was arranged through US SAILING. Many of the boat

prep shops had their own chartering arrangements and we even had a beautifully built Italian boat on hand (wish they were available in the U.S.).

The next element of concern was race management. We chose late August for the regatta to assure a high probability of avoiding the stationary highs common in July that result in fluke, light air. On the first day we suffered from winds that continuously changed direction and after eight to ten tries (including general recalls) the Race Management team decided to call it quits. Over the next three days, the wind came in with a vengeance at the upper genoa range that placed a premium on boat handling skills. Even those at the back end of the fleet felt they earned battle ribbons.

One Olympic course was used and the rest were windward/leewards with a gate. Without doubt, the gate tamed the downwind mark roundings and is strongly recommended for large fleet races. We elected to have a single starting line rather than using a mid-line boat. You cannot imagine how long the line was with 73 boats (the pin end boat, an inflatable, needed its flag to be seen as the hull was lost in the seas). With

the expected aggressiveness of Worlds competitors, we probably set some sort of record for recalls, usually 5-8 each race! This crowd required setting up for the start at the five minute signal and trying to hold position and clear air at the same time! Just did wonders for the skipper's nerves. I recommend a mid-line boat starting line, despite the added complications of communications.

We hailed PMS boats using VHF radios and would highly recommend the practice. For competitors not having use for this radio in their own country, we recommend having a special discount sale to local sailors of 'one owner' radios, charging the competitor the difference between the sale and purchase prices as a rental fee. We also relied heavily on cellular phones to coordinate communications between the race management and jury boats as well as enabling updates on the weather systems through the air traffic folks at the airport.

The area that really made a difference was entertainment. Our chairman (a volunteer from one of the other club one design fleets) set up three bands, donated meals, tenting, and organized daily race reviews by the top finishers in each race. The latter was very well attended not only by the competitors, but by members of other sailing fleets as well. Many commented on how much they learned about the different ways each top finisher solved the problem of finding themselves on the wrong side of a shift and working back into a top finish!

Our opening ceremonies included announcing each country and its representatives followed by the country flag being raised and saluted with a propane cannon. It added an Olympic quality to the process that went over well. We also coordinated day tripe for the non-competitors who wanted to explore some of our natural wonders.

Our trophies included individualized plaques with a photo of the position winner's boat taken during the regatta (as a contrast to the more frequent crystal or silver). We felt that they added a special quality to the regatta without incurring excessive cost.

We were warned that regalia materials would be a real revenue source, but had no idea of the magnitude! We sold out of everything we had before the first race and reordered three times! Finally we began selling leftovers from

a previous offshore boat regatta as well as clothing normally sold to the yacht club members. It pays to purchase high quality goods as the demand will more than justify the added cost.

Probably the most thankless job during the regatta is staffing the registration desk. The confusion can really bring out the Excedrin bottles, but the registration team managed to make it all look calm and casual! We lucked out and found teachers to handle the process, which was somewhat tame compared to their dealings with public school environments! They even impressed some people to the point of considering retiring in Rochester (now that's a skill!).

We broke with tradition and used the club's office staff to help coordinate early registration and the frequent fax question. While usually handled by a volunteer team, using the club staff gave them knowledge on how regattas are organized as well as maintaining international communications in a centralized locale. It also assured that the skill of coordinating regatta communications would remain after the event was past rather than having to create a new skill base for each regatta. Their extra cost, paid out of the sponsorship money, was more than justified as their record keeping skills would prove (avoiding such questions as who paid the necessary fees—important when there is a cancellation with money being returned). It is rare that a yacht club has a single group that coordinates this activity for all their regattas and we feel we've developed an additional 'in residence' capability for future regattas. We at Rochester are



Tractor Bob leading the way through the all important measurement tent.

also fortunate to have a professional club manager with the ability to respond to last minute logistic issues, yet handle the myriad of routing activities (added showers, telephones, refuse collection, security, etc.).

Maybe Rochester does offer something special for visitors after all! Even those who finished in the back of the pack commented that they ended up having a better time than they initially thought they would! Hopefully, we'll have many more future events that assure the comfort and enjoyment of all competitors regardless of their standings in the regatta. Those of you interested in more specific details can contact me or the club office for a listing of the regatta chairmen.

Reid Stava, Chairman of the 1995 World Championship, is an ICA Technical Committee member and a class measurer.

Hawaiian Amateur Captures '95 North Americans

by Moise Solomon

Steve Thomas and crew won the 1995 North American Championship, hosted by the Yacht Club in Beaconsfield, Quebec, Canada held June 5-9. Crewing for Steve were Eric Arndt of Santa Barbara, Ca; Bob Ale, of Honolulu, Hawaii; John Ebken, of Portsmouth, R.I.; and Morgan Larson, of Santa Cruz, Ca.

Despite light-air conditions and unseasonably hot weather, six races were sailed in the four scheduled race days of the regatta. Beaconsfield Yacht Club was a very hospitable club with good facilities and friendly and helpful people. With Montreal a 15-minute drive away, many competitors took advantage of the abundant restaurants, bars, and clubs after racing.

Competitors arrived on Sunday and Monday to experience the current and 10-20 knot breezes. Although called Lake St. Louis, it is actually part of the St. Lawrence River, and thus current was expected to play a significant role during the week. Evident during the remainder of the week, staying out of the strong current was important in the light air.

Tuesday, the first day of racing, gave participants an indication of the conditions that would prevail for the remainder of the regatta: spectacular weather with an absence of wind. With the sailing area a short motor from the dock, the fleet went ashore, followed by the Race Committee, who hoisted the AP on land to wait for wind. The afternoon was spent playing volleyball, shuffleboard, badminton, and Frisbee. Other popular activities were exercising, sunbathing, sleeping, and weather guessing. At about 4 p.m., a light southerly filled from across the lake and the Race Committee decided to go out and try to have a race. After the competitors assembled in the racing area, the southerly died and filled in from the southwest 15 minutes later,



North American champ Steve Thomas, aboard Rattle and Hum, battling Doug Clark and crew.



Checking the wind and his strategy, Terry Hutchinson prepares for the start.

which had been expected all day. The race was quickly started—a twice-around windward/leeward with a leeward gate, the course for the week. The pin was favored, but the boat (closest to the beach) was crowded anyway. After a midline start, Thomas showed his dominance early by leading around the first mark. The top three finishers mirrored the final results of the regatta: Thomas, Hutchinson, and Clark.

Wednesday was a repeat of Tuesday, except for one important thing: the wind never filled in. In fact, most boats didn't leave the dock. Plenty of volleyball, shuffleboard, badminton, and Frisbee, though. A front passed on Wednesday night, leaving 10 knots from the northeast in the morning. Unfortunately, only one race was sailed in this breeze. With four general recalls, it took a while to start race two (first of the day). The current was running against the wind, helping to push the fleet over the line early. The start was in a left shift, which left the pin significantly favored, with the boats on the right little chance to catch up. The twice-around windward/leeward resulted in Hutchinson first, Clark second, and Thomas third.

After race two, the wind died and filled with a breeze from the southwest. The relatively steady breeze resulted in a very short race for race three. Race four started in the same breeze, but the wind immediately started to lighten, resulting in a very long race. It took thirty-three minutes for the first leg. As the first boats went through the leeward gate, the leeward mark boat read the wind at 170 and the windward mark boat read the wind at 260. The leg was interesting because boats sailed out of one breeze and into the other, gaining or losing ten to twenty boats at a time. Thomas finished first in both races three and four. Terry Hutchinson moved from about thirteenth to eighth in the big shift in race four, finished fourth in race three and seventh in race four, keeping himself in second overall. Clark had a seventh and a third to keep third overall, with Baird only three points back in fourth.

The final two races on Friday were again sailed in the same light south-



Team American Garage prepares to hoist in the light and fluky winds that plagued Beaconsfield.



Rattle and Hum is launched under the watchful eye of Steve Thomas.

westerly seen on Thursday, with little change in the standings at the top of the fleet. After the three days of sailing, local sailors were left saying "It's never like this," about the conditions. However, most sailors agreed that Steve Thomas and his crew won with their superior sailing and uncanny ability to be on the correct side of the course every time.

Moise Solomon sailed his boat, Shockwave, at the '95 North Americans. He is fleet 31 captain and a class measurer.



North American champs Eric Arndt, Morgan Larson, John Ebken, Bob Ale, and skipper, Steve Thomas accept the winners trophy.

1995 North American Championship Results:

Pos	Bow	Sail#	Skipper	Boat	Race 1	2	3	4	5	6	Total
1	15	US 5079	Thomas, S.	<i>Rattle & Hum</i>	0.75	3	0.75	0.75	2	3	10.25
2	27	US 2934	Hutchinson, T.	<i>Mookie</i>	2	0.75	4	7	0.75	2	16.5
3	12	US 3379	Clark, D.	<i>American Garage</i>	3	2	7	3	4	7	26
4	20	US 2901	Hobart, A.	<i>Slug</i>	9	4	6	15	3	6	43
5	26	KC 3880	Baird, D.	<i>Slug Bait</i>	4	7	3	4	10	18(50%)	46
6	16	JPN 5019	Maeda, M.	<i>Siesta</i>	13	13(20%)	15	5	8	4	58
7	18	US 2350	Matthews, M.	<i>Eraserhead</i>	6	9	10	9	7	20	61
8	11	US 4802	Zaleski	<i>Twins</i>	10	12	5	11	11	17	66
9	13	CAN 2718	Walker, J.	<i>Tao</i>	16	23	16	2	5	9	71
10	14	US 4397	Macdonald, R.	<i>Rampant</i>	7	19	8	22	6	11	73
11	19	CAN 4286	Severnuk, R.		8	16(20%)	2	17	22	10	75
12	24	KC 3849	Williams, D.	<i>Min Headroom</i>	17	18(20%)	11	6	17	12	81
12	10	KC 3782	Osborne, D.	<i>Varmint</i>	19	18	13	10	13	8	81
14	21	US 4112	Solomon, M.	<i>Shockwave</i>	11	DSQ	27	16	9	0.75	83.75
15	4	KC 2539	Thompson, T.		25	5	9	18	14	19	90
16	2	4122	Hendershot, W.	<i>Iceberg</i>	15	6	27	14	19	14	95
17	5	KC 4019	Littee, M.	<i>Hi-Jack</i>	21	10	27(50%)	20	12	13	103
18	22	US 374	Hill, B.	<i>Stirred Not Shak</i>	12	24	21	13	16	18	104
19	25	KC 4201	Whittaker/Gill	<i>Dragon Lady</i>	5	19(20%)	19	25(20%)	12	18	106
20	23	CAN4282	Mountford/Eveleyn	<i>Toe Tags</i>	14	25(20%)	14	19	26	15	113
21	17	US 3380	Boynnton, C.	<i>Hot Chocolate</i>	DSQ	27	22	17	8	15	116
22	28	CAN3524	Walters/McLean	<i>Toxic Avenger</i>	22	17	25	21	20	16	121
23	6	KC2767	Cobbett, D.	<i>High Strung</i>	18	16	19	26	21	24	124
24	1	AUS 2600	Petrie, B.	<i>Rambunctious</i>	24	21	12	23	23	22	125
25	7	KC 4595	Holvey, N.		20	25	23	24	24	21	137
26	3	KC 3374	Lowther, D.A.	<i>Peacemaker</i>	23	26	4	25	25	23	146

Betsy Alison Takes Fourth Rolex Women's By Storm

While severe weather battered the southern United States and the Caribbean, another strong force tore through the 38-boat fleet at the 1995 Rolex International Women's Keelboat Championship, held Sept. 8-15 in Newport, RI. On Thursday of the event's Monday-through-Friday racing schedule, Betsy Alison (Newport, R.I.) and her Rhode Island crew of Hannah Swett (Jamestown), Karen Neri (Newport), Nancy Hood (Middletown), Cara Read (Middletown) and Kris McClintock (Newport) clinched the title. By finishing no worse than fourth in six of the event's seven races, Alison and company had chalked up 10.5 points. In a worst-case scenario for Friday's concluding race, the women could increase that score by only four points to 14.5, making it mathematically impossible for any other competitors to catch them. In fact, Alison opted to sit out the last race so as "not to interfere with anyone else's performance" and watched the tough battle for runner-up honors from the sidelines.

With Alison out of the mix, war was waged among three teams skippered by Melissa Purdy (Tiburon, Calif.), Cory Sertl (Rochester, N.Y.), and Nancy Haberland (Annapolis, Md.). The three entered the final race separated by one point apiece. By day's end, Sertl and crew had sailed a near perfect race to finish third across the line and secure second place overall for the series. Purdy and Haberland finished the final race in eighth and 17th respectively and claimed third and fifth overall in the regatta. Courtney Becker Dey (The Dalles, Ore.) finished seventh in the final race, edging Haberland out of fourth by three points.

Nine nations were represented at this year's Rolex Women's, with entries hailing from Canada (2 entries), Chile (1), Holland (1), Hong Kong (2), Japan (4), Norway (1), Russia (1), Sweden (1) and the USA (25). The event was the sixth biennial and was hosted by Ida Lewis Yacht Club.



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European Championship Jardine is Golden Again

by Michael Clarke

The 1995 European J/24 champion is Englishman Stuart Jardine, an Olympic gold medalist, who sailed with twin brother tactician, Adrian, age 62, aboard *Stouche*. Jardine counted his best results, in seven of the eight races, on Dublin Bay in Ireland to gather 34 points. Colin Simonds, also English, was second with 50.15 points, followed closely by Claud Rodelato of Monaco, and Antonio Milliori, of Italy, with 55.5 points.

The host club, Royal Irish Yacht Club, was founded in 1831, and is still located in the unchanged original classical building with its own pier and dock on Dunlaoghaire Harbour. The harbor is formed by two very long, classic stone breakwaters, also built in the 1830s. An ancient club record book lists among the winners at the 1887 RIYC regatta, more than a century ago, a boat called *Mischief*. *Mischief* was the world's first fin-keel racing yacht, and that regatta was its first major success. Thus, the RIYC is a fitting historical venue for any major J/24 championship since today the J/24 class is the world's biggest and most widespread class of one-design racing yachts fitted with fin keels.

The same but different. The temptation was to compare the 1990 World Championship five years earlier with this 1995 Carlsberg-sponsored European Championship. Both events were excellently hosted by the Royal Irish Yacht Club on the same Dublin Bay waters. Both were marked by competent organization afloat and relaxed hospitality ashore. Weather ranged from light to strong southerly and easterly winds, some sunshine, and a little of that soft rain that is said to keep Ireland's grass so green.

Some things were the same in 1995



The winners of the 1995 J/24 European Championship: Richard Dyball, Adrian Jardine, Stuart Jardine with trophy, Fredrick Dirk-Blencke and Mark Jardine. John Gray, of Waterford Crystal presented the champion's trophy.

as in 1990. Afloat, fleet size was similar, with 67 boats sailing in the 1995 Carlsberg event: 17 from the host Republic of Ireland, 20 from Wales, Yorkshire, and Southern England, and 10 boats that had been trailered by road and on two ferries from France to compete along with six Italians, five Germans, and others from Holland, Sweden, Monaco, Gibraltar and Northern Ireland.

Ashore, the same as 1990, were the elegant white sport shirts, the big tent as social center on the dock, and pints of cool clear Carlsberg in hand within minutes of coming ashore. Up in the Clubhouse, the barman poured traditional Irish pints of Guinness finished in due reverence with a J/24 logo in its creamy head. All these features ensured that RIYC was uniquely the J/24 place to be in 1995 and where J/24 sailors from all over Europe met and

came to know more of one another.

It was also very pleasing to see Geoff Evelyn, International J/24 Chairman there too, meeting everyone and giving every opportunity for ordinary J/24 sailors to express their views. Geoff has the right approach here to consolidating strengths and to reaching the best future for the varied and widespread collection of folk who sail the world's biggest and best keelboat fleet.

Different afloat was that not one but two races were scheduled per day: more sailing and more fun. All were on windward/leeward courses although Race Officer Tony O'Gorman had the Olympic option available in the Sailing Instructions. It made for more concentration on competitive sailing downwind as well as upwind with careful boat placement needed at the leeward mark. In Thursday's race, the choice of leeward mark was a problem!

Top places were never dominated, as so often happens, by a few but were shared about, keeping many crews in with a chance of glory. It was not until toward the end of the regatta that it became clear that Stuart Jardine would come out with top points. He ended never winning a race but with consistent top places, counting a second, a third, four fifths, and a ninth place. Eight races were sailed, two per day Monday to Wednesday with Thursday's afternoon race cancelled in strong winds and just one on Friday morning so as to leave the afternoon clear for lifting out the majority of visiting boats. In cumulative results there was one throwout leaving each boat's best seven results to count.

Frenchman Marc Emig, at the helm of *Ville de Marseille*, got his moment of glory immediately by winning Monday's first race, in light conditions. He ranked 21st overall at the end of the week. Irishman John Ross Murphy won that day's second race in *Convicts on Tour* with a crew that included Australians. It is said that some of today's Australians are descendants of Irish deported there as convicts. In discussion over a pint it was declared that some may have come touring back and were very welcome. John Ross Murphy ranked eighth overall and best of the Irish by the end of the week, netting 79.75 points, just behind the best places of the French entries, Benoit Charon of Granville Yacht Club sailing *Fuzzy Duck*, with 77 points.

Other early Monday glory for the Irish saw a member of the host Royal Irish YC and Irish Sailing Association president, Roger Bannon, in *Artful Dodger*, emerging from the day first overall, with eight points from sixth and second places. He ranked 12th overall at the end of the week.



The crew of Italian boat, *Vanna*, who placed fifth overall.



Johnny Ross Murphy is presented the trophy for Best Irish Boat by John Gray of Waterford Crystal. That's Regatta Chairman Sean Dillon in the background.

A forecasted 15 knot wind did not materialize until late into Monday's afternoon race and the close racing in light winds for most of the day brought some pile-ups at the marks and a crop of protests for the International Jury: Norman Long, Ireland; chairman, John Allenby, UK; Francesca Rabazzone, Monaco; Dr. Van Eyck, Holland; and Elizabeth Roosevelt, USA.

Italian Janni de Leonetti, helming *O'Guaglione*, won Tuesday morning's third race in a fresher 15 to 18 knot breeze (and made 11th overall in the whole event), with Englishman Colin Simonds in *Joint Venture* winning that afternoon's fourth race in which Race Officer Tony O'Gorman eventually used the black flag rule, with 17 competitors disqualified. Earlier others were penalized 20% under the Z-flag rule for premature starts in an unruly fleet. Colin Simonds went on to take second place overall in the whole regatta, despite a nasty collision on Thursday morning that left *Joint Venture* with a massive hole in the starboard bow. Average points for Friday's final race gave him the second place overall, a few points ahead of Claud Rodelato of Monaco in *Toposcatenato*, who, like champion Stuart Jardine, did not win any races but was always well up, counting a fourth, sixth, seventh, two eighths, and a tenth place.

Wind speeds, generally south to easterly, built up as the week went on, and Wednesday's afternoon sixth race saw all boats with jibs set in heavy air and some knocks in the start line, making more work for the protest jury who had been in session until 1:00 a.m. from the previous day. "Protests Abound in J/24s," declared the morning press headline in the *Irish Independent*. Italian Antonio Milliori won both of Wednesday's races in *Doctor J*, the only boat to win more than one race. Counting earlier places 24th, 16th, and 10th, *Doctor J* continued upwardly mobile with second places on Thursday and Friday to end in fourth place overall.

Italian helmsmen won five of the eight races including the final two races of the regatta. Thursday's morning's race was won by Bernardo Sestine in *Vanna* (fifth overall in the whole event). The final race on Friday was won by T. Anchi on *Daquiri* (29th in the series). Friday's race challenged many of the regatta leaders who were badly caught out by a running tide at the mark.



L to R: Colin Storm, Managing Director, Guinness Ireland with Stouche crew Stuart Jardine, Adrian Jardine, (in front) Richard Dyball, Frederick Dirk-Blenche, and Mark Jardine.

Discovering that they could not fetch the mark on starboard, they swept leeward by the tide and were unable on port to find any clear way across the bows of the oncoming fleet. Many had their early glory wilted, many by 720 degrees, and many came from behind and profited from it!

Some other notable results include top German entry, Thomas Cramer, sailing *Sponsored By* into sixth place in the second race and 16th overall; Patrick Mousselon, French with an Irish name, delighted to be third place in that final race in *Jarnicotton* (30th overall), and Sweden's Peter Ortendahl in *Evolution*, twelfth on Tuesday and overall in 28th. Sweden will host the 1996 Europeans.

As soon as racing finished there was an efficient flurry of activity. Quick and courteous teams of RIYC members helped hoist out first masts and then boats. All visiting boats were on trailers in a tidy row on Dunlaoghaire Harbour's Coal Quay within three hours, their

crews ready for the week's final Rock 'till you Roll party in the big tent, featuring music by Hurricane Johnny and the Jets, a band that sounded somehow like a J/24 crew! Indeed there was live music and a lively crowd every evening in the RIYC tent, and food that ranged from the 450 hamburgers served each day after sailing to a posh gala dinner with speeches on Thursday evening.

The main title sponsor was Carlsberg. A superb array of exclusive Irish crystal was presented by the prize sponsor, Waterford Crystal. Daily prizes were awarded to the top three skippers and crew. As only one such prize awarded could be won by any yacht, the daily prize trickled down the fleet resulting in over 120 prizes awarded through the fleet. In addition, Waterford Crystal presented the new European Open Perpetual Trophy, a magnificent hand-carved crystal bowl, to be presented each year to the best placed "open" competitor in the European Championship for display in the win-

ner's club for one year. The proud recipient for the 1995, Stuart Jardine, currently has the trophy on display in the Royal Lymington Yacht Club.

After prize giving, Stuart Jardine was quoted by *Irish Times* sailing correspondent David Brannigan to say, "this has been one of the best if not the best events I have ever attended. Everything was contained at one venue and not scattered around the place. Also the usual Irish hospitality has been as good as ever." He added support for the race officer noting that "Sailing every course of the week was perfect." A sentiment widespread through the fleet.

And so ended a very enjoyable and challenging event that had something in it for everyone.



Michael Clarke is former Irish J/24 Class president, past Northern Ireland fleet captain, frequent contributor to International J/24, and proud owner of fifteen year old, *Jeratrix*.

European Championship Chairman Sean Dillon with JCA Chairman Geoff Evelyn, and JCA Technical Committee Chairman, Dennis Ellis take a break between races.

XIV Carlsberg European Championship Results

Pos	Bow#	Sail#	Skipper	Boat	Race 1	2	3	4	5	6	7	8	Gross	TO	Total
1.	10	GBR-4215	Jardine, S.	<i>Stouche</i>	(11)	3	9	5	2	5	5	5	45	11	34
2.	40	GBR-4213	Simons, C.	<i>Joint Venture</i>	(21)	16	6	.75	6	7	7.20	7.20	71.15	21	50.15
3.	64	MON-78	Rodelato, C.	<i>Toposcatenato</i>	8	10	(15)	6	8	10	4	7	3	15	53
4.	63	ITA-245	Milliori, A.		24	(29)	16	10	.75	.75	2	2	84.50	29	55.5
5.	17	ITA-219	Gestini, B.	<i>Vanna</i>	14	20	7	(68)	7	2	.75	11	129.75	68	61.75
6.	43	GBR-4249	McLelland, A.	<i>Hard On Port</i>	26	(36)	3	8	10	3	6	6	98	36	62
7.	14	FRA-4224	Charon, B.	<i>Fuzzy Duck</i>	5	5	4	(68)	17	11	13	22	145	68	77
8.	37	GBR-4237	Ross-Murphy, J.	<i>Convicts On Tour</i>	18	.75	(68)	15	3	12	3	28	147.75	68	79.75
9.	9	IRL-4628	Woods, W.	<i>Jessica</i>	3	12	2	16	24	11	(68)	24	160	68	92
10.	15	GBR-4222	Slater, S.	<i>RSJ</i>	19	(68)	10	13	16	4	34	4	168	68	100
11.	57	I-208	Leo. Di S. Janni,	<i>G.O'Guaglione</i>	25	14	.75	17	(68)	8	9	29	170.75	68	102.75
12.	5	IRL-4533	Bannon, R.	<i>Artful Dodger</i>	6	2	39	(68)	4	18	12	25	174	68	106
13.	70	FRA-3236	Videau, L.	<i>Little Big Man</i>	20	7	14	20	(22)	15.50	20	12	130.50	22	108.50
14.	59	MON-93	Fino, J. F.	<i>Le Prince De Galles</i>	4	21	24	(68)	26	9	16	13	181	68	113
15.	60	IR-2000	Dillon, J.	<i>Joker</i>	9	11	19	30	20	(68)	15	15	187	68	119
16.	12	GBR-38	Cramer, T.	<i>Sponsored By</i>	13	6	(68)	14	12	18	31	32	194	68	126
17.	45	IR-1812	Goodbody, T.	<i>White Mischief</i>	22	4	25	(68)	5	22	18	33	198	68	130
18.	44	GBR-4223	Shorrocks, J.	<i>Jessica Rabbit</i>	27	26	8	(68)	18	13	24	14	198	68	130
19.	49	4202	Craig, S.	<i>Gossip</i>	12	13	17	18	28	44	(46)	8	186	46	140
20.	25	FRA-5147	Fournier-Foch, T.	<i>Royal Au Bar</i>	16	28	31	15	13	16	23	(46)	188	46	142
21.	53	FRA-5151	Emig, M.	<i>Ville De Marseille</i>	.75	68	21	(68)	14	14	8	18	211.75	68	143.75
22.	56	ITA-269	D'Asaro, F.	<i>Ginegerin'Up</i>	53	18	23	17	8	(68)	17	9	214	68	146

XIV Carlsberg European Championship Results

Pos	Bow#	Sail#	Skipper	Boat	Race 1	2	3	4	5	6	7	8	Gross	TO	Total
23.	41	FRA-43	Aubert, P.	<i>Le Particulier</i>	(38)	17	13	22	31	23	7	36	187	38	149
24.	29	GBR-42	Konig, M.	<i>Vitesse</i>	(56)	52	18	24	29	6	10	20	215	56	159
25.	20	GBR-4175	Roberts, A.	<i>Enuff Said</i>	39	9	5	7	68	(68)	25	10	231	68	163
26.	28	GER-15	Kahler, J.	<i>Jean</i>	35	15	35	12	32	19	(68)	17	233	68	165
27.	13	GBR-4235Y	Edge, C.	<i>Wijit</i>	37	30	22	(68)	11	17	11	40	236	68	168
28.	4	SWE-4480	Ortendahl, P.	<i>Evolution</i>	45	25	12	23	19	(68)	30	19	241	68	173
29.	39	ITA-333	Anchi, T.	<i>Daiquiri</i>	29	19	38	(68)	46	31	21	.75	252.75	68	184.75
30.	35	FRA-5148	Mousselon, P.	<i>Jarnicoton</i>	7	34	42	39	(47)	34	26	3	232	47	185
31.	55	ITA-376	Percotto, A.	<i>J Di Quadri</i>	34	38	20	21	27	15	32	(38)	225	38	187
32.	34	GBR-4236Y	Kerr, O.B.	<i>Owens J</i>	17	(41)	29	31	34	20	35	27	234	41	193
33.	30	GER-5	Tomobose, L.	<i>Grips</i>	36	24	44	9	23	27	(68)	41	272	68	204
34.	66	K-4231Y	McCaldin, M.	<i>Low Job</i>	42	8	11	(68)	15	51	36	42	273	68	205
35.	6	IRL-4162	Maguire, B.	<i>Cries of Passion</i>	30	(44)	43	25	30	28	29	30	259	44	215
36.	11	GBR-4248	Hardwick, G.	<i>Chaotic</i>	49	43	40	19	21	(68)	14	31	285	68	217
37.	22	G-36	Schutt, K.	<i>Bay-Bee</i>	(51)	42	28	33	33	33	42	21	283	51	232
38.	26	GBR-4226	Britton, F.	<i>Blow Job</i>	23	55	25	32	41	29	28	(68)	301	68	233
39.	24	F-3231	Nadal, L.	<i>Anthologie</i>	40	22	(68)	68	36	32	22	23	311	68	243
40.	32	IR-4241	Burke, P.	<i>Jeronimo</i>	47	62	(68)	26	40	37	19	16	315	68	247
41.	50	NED-17	Van Der AA, F.	<i>De Gebaksdoos</i>	31	49	32	(68)	37	30	37	45	329	68	261
42.	1	GBR-4194	Owen, P.	<i>Jeepers</i>	41	46	37	(56)	38	24	50	26	318	56	262
43.	23	GBR-4173Y	Felipes, E.	<i>Zaphod</i>	44	23	47	28	(55)	47	27	49	320	55	265
44.	46	GBR-4204	Grubb, C.	<i>Easy Tiger</i>	52	32	27	24	25	68	40	(68)	336	68	268
45.	3	FRA-4118	Bourles, A.	<i>Agace-Les</i>	43	(54)	48	29	39	43	33	35	324	54	270
46.	21	GBR-4199	Edwards, T.L.	<i>Jungle</i>	(59)	39	34	36	45	38	45	34	330	59	271
47.	2	FRA-3400	Vazel, P.	<i>Battling-J</i>	33	27	(49)	41	42	40	49	43	324	49	275
48.	68	GBR-4019	Cowper, C.G.	<i>Jiffy</i>	28	35	45	34	52	46	44	(58)	342	58	284
49.	52	IRL-400	Byrne, M.	<i>Jaguar</i>	15	31	53	(68)	50	36	68	37	358	68	290
50.	33	IRL-1612	Wickham, J.	<i>Jealousy</i>	48	58	30	27	44	35	48	(68)	358	68	290
51.	19	GBR-5284	Relph, S.	<i>Triple XXX</i>	2	37	36	68	43	39	68	(68)	361	68	293
52.	67	IR-680	O'Coineen, E.	<i>Kilcullen</i>	(63)	40	52	45	35	42	53	39	369	63	306
53.	16	GBR-4238	Davis, P.	<i>Seaweed 2</i>	32	47	41	(53)	49	48	52	47	369	53	316
54.	54	H-24	Lampe, F.J.	<i>Joker</i>	46	51	56	37	53	55	(68)	50	416	68	348
55.	7	IRL-767	Martin, R.	<i>Jade</i>	(62)	50	50	42	59	45	47	56	411	62	349
56.	36	GBR-4235	Henshall, R.	<i>Jurassic</i>	60	(64)	46	57	51	41	41	54	414	64	350
57.	18	GBR-4028	Jones, T.	<i>J Dreamer</i>	55	53	55	38	(61)	53	56	44	415	61	354
58.	38	IRL-4099Y	Curtis, B.	<i>Jab</i>	50	(59)	51	46	54	54	55	51	420	59	361
59.	47	GBR-4084Y	Bostock, T.	<i>Jigolo</i>	66	60	(68)	35	58	49	39	55	430	68	362
60.	42	FRA-4240	Cormer, J.	<i>Baliistic</i>	68	45	33	16	68	68	68	(68)	434	68	366
61.	8	IR-1183	Kennedy, V.	<i>Jaws</i>	58	56	(68)	68	48	50	38	48	434	68	366
62.	51	NED-39	Slot, J.	<i>Jan Steen</i>	10	33	52.50	68	68	68	68	(68)	435.50	68	367.50
63.	48	IR-53	Woods, D.&M.	<i>Jezebel</i>	54	57	57	47	56	52	(68)	57	448	68	380
64.	58	MON-55	Isley, I.	<i>Virjin</i>	61	61	54	68	57	(68)	43	52	464	68	396
65.	27	GBR-4067	Gabriel, M.	<i>Jukebox</i>	57	48	68	48	68	68	51	(68)	476	68	408
66.	61	IRL-428	Doherty, B.	<i>Joyrider</i>	65	63	59	(68)	60	56	54	53	478	68	410
67.	69	IR-1810	O'Leary, J.	<i>Jiblets</i>	64	65	58	(68)	62	57	68	59	501	68	433

Recipe For Fleet Success

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There is no single ingredient that will guarantee the success of a fleet, but if one can be stressed above all others it would be FUN. Where sailing is FUN, fleets are alive and prospering. Here are some ideas that make racing more social and more fun.

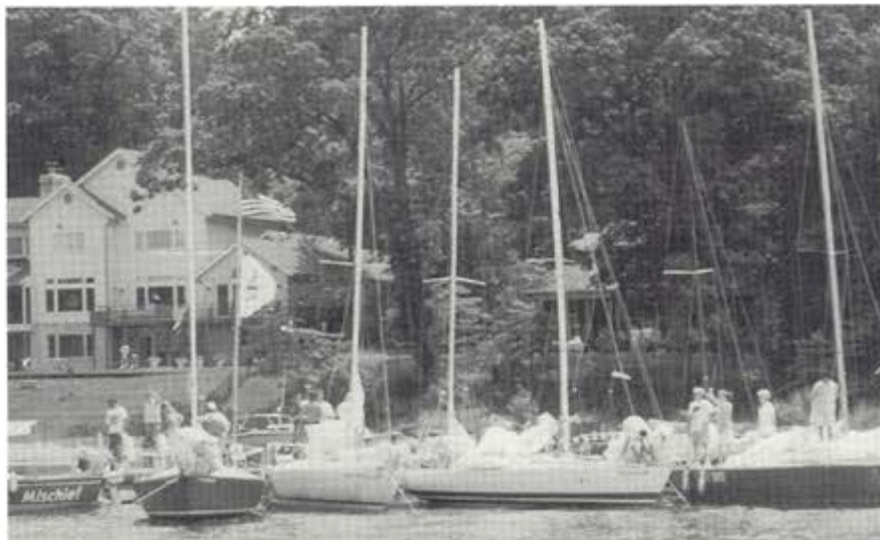
1. Have lots of short races. It gives more people a chance to win and if you have a bad first leg the whole night is not wasted. Don't feel that you have to stick with triangles and Olympic courses. Try starting off a dock. If there is no wind, have a cheaters race—anything goes!

2. Encourages novices. Don't intimidate them by being too high strung on the water or by constantly talking rule books. Ease beginners into the sport. Try pairing a new sailor with a more experienced one for a series of just-for-new-members races. A pre-season rules session given by your fleet captain would help get the season going.

3. Incorporate a new scoring system that will give everyone a chance to win a race (even the boat that has been DFL all last series). For example, use a handicap scoring system that rates you according to your finishes in past races. With this system, the boat that is always way out in front can't slack off because they may not be winning the race.

4. If fewer people are participating in your regular racing series take a good look at your schedule. Ask the members if they would prefer to race on week nights (or weekends) or if they prefer one night a week with two races or two nights a week. Be flexible with the format of your schedule, change it next season if the needs of your membership changes.

5. Have potluck dinners after races to make a schedule that rotates the dinner to all the members' homes. Get the whole family involved. Have one that you could invite potential members to (show those landlubbers how J/24 sailors can have a good time).



Just for fun regattas are a great way for fleet members to get to know each other. Fleet 8 hosted a double handed, or Jack & Jill, regatta. Close to thirty boats showed up July 4th weekend for a fun time.

6. Fleet communication is essential. Send out a newsletter. It does not need to be elaborate, just something that someone in the fleet photocopies at work.

7. Get publicity. Contact local papers about fleet championships, etc. (local papers are always looking for something to print). Send material to the district newsletter. Send pictures, stories, fleet reports, results, etc., to the International office for the U.S. newsletter or class magazine.

8. Don't feel that you have to **change fleet captains** every year. If you have someone who is good and enjoys doing the work then don't push that person out.

9. Have an awards banquet at the end of every year. If you have it at a local restaurant where everybody pays their own bill, organizing it is quite simple. Just pick a date. Give out awards to those, other than the best racers, who have done something outstanding during the season.

10. Develop a program well before the sailing season and stick to it. If you want people to schedule around the

fleet, they have to know that the schedule is dependable.

11. Have a winter activity (like a ski trip) to keep the spirit up during the treacherous months of winter.

12. Try to develop a relationship with your local dealer. They could supply you with the names of new boat owners, and possibly even donate prizes for your fleet championship.

The sport of sailing is evolving. People have less time for recreation. More people are interested in leisure sailing. Have fun. Keep the racing serious for your championship, but don't forget to have a big party afterwards and invite everyone!

Has your fleet grown over the last few years? Does your fleet host a great regatta that is growing in reputation? What do you do to keep your fleet members involved? Send your fleet success stories to the IJCA office.

Parkway Series Blues

by Art Topilow

The *Tops'l* and crew were on the Garden State Parkway just trucking down to Cape May, when the entire crew and captain became inspired to compose some special lyrics to the tune of **I've Been Working On The Railroad**.

The following composition entertained us for about an hour and a half. It was composed jointly by myself Captain Art Topilow, along with Grinder John Quinn, Sewer Person Kathy Britton, and Foredeck Steve Gaudette.

I've been ridin' on the Parkway
All the live long day.
I've been ridin' on the Parkway
Just to make it to Cape May.
Can't you hear the captain shoutin'
Get the pole up right away.
Can't you hear the helmsman poutin'
This race ain't going my way.

Grinder won't you grind
Helmsman's changed his mind
Wind shifts either way.
Grinder won't you grind
Helmsman's lost his mind
Sailing in Cape May.

Who's on the halyards on *Tops'l*
What's in the sewer on *Spoilsport*
Where's the man on the foredeck
I don't know's at the helm.

Tack, jibe, sail the boat around
Captain don't you hit that mark.
Tack, jibe, we sure do hate to lose
Singing the Parkway Series Blues

P.S. The regatta was great too. The Cape May Yacht Club and The Leukemia Society were perfect hosts for our fleet of twenty-three boats. Over \$23,000 were raised as a donation for the society. We had near perfect weather for this ocean event. Clear skies, flat seas, and a light to moderate easterly breeze. All of this in spite of the fact that the whole event had been postponed one week to accommodate hurricane Felix!



The crew of *Tops'l* and *Mixed Signals* taking a break from regatta (song making) fun. L to R: John Quinn, Art Topilow, Dave Sawyer, Patti Bell, Steve Gaudette, and Kathy Britton.

Photo: Art Topilow

More From The Parkway Series... Exciting Times in Staten Island at the Richmond County Regatta

Richmond County Yacht Club in Staten Island hosted the fourth of the eight race Garden State Parkway series. I arrived on the *Tops'l* by water, a two-hour sail from Atlantic Highlands. The racing was just west of Old Orchard Lighthouse, one of the aids to navigation marking the entrance to Lower New York Bay. Approaching Manhattan from the ocean, the Ambrose Light tower is seen first. Romer Shoal Lighthouse, to the left of the shipping channel, is next. The West Bank Lighthouse even further to the left or west, marks a secondary channel. Still more to the west, marking the Old Orchard Shoal, stands Old Orchard Lighthouse. This shoal area just west of the lighthouse, and just east of Staten Island, was our racing area.

Three races were held on Saturday July 22. The weather was hazy, hot and humid. The breeze was light but increased

steadily throughout the day until it reached a peak around 5 o'clock of about fifteen knots. The first gun was at 12:30. After some minor problems with the mark boat, racing got underway. After three races, the fleet sailed down to the narrow channel into Great Kills Harbor. Numerous shoreside fishermen watched in amazement as the fleet sailed down the narrow channel at full speed under spinnakers.

On *Tops'l* we were annoyed because the launch was held up at the dock. It appeared as if it would never come out and get us. After a while a small dingy came out to our boat. "Dr. Topilow?," queried the driver. "Yes?," I answered. "Can you come with me? One of the racers is sick, and we can't get him off the launch." My job was easy since he was just about recovered from his insulin shock when I got there. "Whew, what I don't need today is a medical challenge," I thought to myself.

What followed were cocktails and a terrific buffet dinner. All of a sudden, right in the middle of our meal, there was a terrific commotion on the outside deck of the yacht club. One of the sailors had aspirated a piece of steak, and was in the process of having the Heimlich maneuver performed on him. The steak ended up being coughed out right into the water and the aspirator, now looking somewhat sheepish, but obviously still hungry, sat down to resume his meal. Another medical close call for the sailing doctor of *Tops'l*.

The following day the start was called for noon. The weather was again perfect for sailing. The breeze started from the east and gradually clocked the right or southeast. Those who went right did well and were able to benefit from the shift and the building breeze. When the second race ended at 4 p.m., son Justin was transferred to *Comare* for a ride back to the dock. Justin needed to return to Manhattan, and so was to get a taxi to the Staten Island Ferry, which would take him right to his apartment in Battery Park City. *Tops'l*, with three able-bodied but exhausted seamen, headed for Atlantic Highlands. (One of our crew had gone below with a heavy-duty migraine headache.)

We sailed off to the south, and settled down. Before long we were alone, with Old Orchard our only landmark, disappearing into the haze. It began to get darker, but we barely noticed it, being preoccupied in firing up the GPS and inputting some coordinates. The wind continued to build until it reached the upper limit for the genoa. Finally we took it down, and we looked around. I now had my sunglasses off. It was definitely getting very dark in the west. "I guess we're in for it now," I muttered to myself. "Let's get the motor on and the mainsail down," I told my crew. "And don't get onto that deck without a life jacket." We wrestled the engine out of the locker, and carefully relocked the lazarettes. Once we started the engine and lowered the main, the boat rolled so badly that I decided that storm be damned, we needed a steadying sail. We put up a reefed mainsail. I hoped that if we got really hit, we'd be able to get the sail down in time. My plan called for furling the mainsail, turning off the engine, and hanging on through the worst of it. The wind came up a bit, and it started to rain. We got on our foul-weather gear and life jackets.

Fortunately, the squall just pooped out and things never really happened. After checking our position by GPS, I let the autopilot steer us home.

The following day I realized how lucky we had been. A few miles to our east over Long Island, a tornado had touched down, with trees and power lines uprooted, and power knocked out. A little to our north there had been a significant deluge. Old lessons have to be retaught. We hadn't gone far enough. Next time we will all put on life jackets, harnesses, and tethers. I carry them, so why not use them. It would be, at the very least, embarrassing to have a problem, especially after my article on Sails, Sinking and Survival appeared in *International J/24*, and *American Sailor*.

What a weekend it had been! Insulin shock, aspirated food, and close call with storms. Next time I hope just to concentrate on the racing. Happy and fast sailing to all.

Team U.S.A. / Nations Cup Update

Ten years ago when the Rolex Women's debuted, it stood alone as the only event where teams of women sailors could compete in keelboats on a world-class level. This year, for second-place skipper Cory Sertl, the event proved one in a series of international championships where her prowess as a woman sailor could be proven. For the first time ever, the Rolex International Women's Keelboat Championship was named as USSAILING's qualifier for the women's division of the 1995 International Yacht Racing Union's Nations Cup. The Nations Cup, hosted by St. Francis Yacht Club (San Francisco, Calif.), was sailed in J/24s Sept. 24 -Oct. 1, 1995. Eight women's teams—one each from Australia, Canada, France, Germany, Peru, South Africa, Sweden and the USA—competed.

Second-place Rolex Women's skipper Cory Sertl secured a berth at the Nations Cup when winning skipper Betsy Alison declined her invitation. Sertl put together a dynamic team, comprised of 1995 Rolex Women's third- and fourth-place skippers Melissa Purdy and Courtenay Becker Dey along with Merritt Carey (Tenants Harbor, Me.), a member of Purdy's crew. The team dominated competition throughout the week before falling to Australia in the final round of match racing. Sertl's team finished second overall.

The U.S. team was not the only one with Rolex Women's veterans aboard. Winning Australian skipper Sue Walters had sailed to a ninth-place finish in the 1993 Rolex Women's event, while Sweden's Helena Strang, who finished fifth at the Nations Cup, was fresh off of a 13th-place finish at the event's '95 running. *For related information on the race, see page 7. Ed.*

Lucky 16 For Hughes at Seawanhaka

by Al Constants

Seawanhaka Corinthian Yacht Club hosted its Second Annual One Design Regatta on June 10 and 11, in Western Long Island Sound. This was the 16th annual sailing of the J/24 One Design Regatta at Seawanhaka.

In a light to medium southeasterly, the race committee was able to start and complete four windward/leeward races on Saturday. Dave Huck, District 3 Governor, started off the day impressively with a first. Mark May and Nate Atwater caught the bullet in the second and third race, respectively, with Lee Morrison finishing first in the last. After the first day of racing it was Huck's *Suicide Blonde* in first place with 16.75 points followed closely by Atwater with 17.75 and Britt Hughes with 19 points. Within another two points was Dan Fessenmeyer, with 20, and May with 21.75.

On Sunday, the race committee was faced with much lighter conditions and forecast. Fortunately, or unfortunately for Huck, the race committee was able to start and complete one race. And that one race jumbled up the standings significantly. After having a 5, 5, 5, and a fourth in the first four races, Britt Hughes won the final race, finishing with 19.75 points. Huck leading the regatta with 16.75 points, dropped to fourth with a ninth place finish in the last race. Atwater, who was second after the first day, retained second place with a fifth place finish. Fessenmeyer, with a third in the final race, moved up to third place overall. With the wind dying down to nothing and the forecast not promising any better conditions, the race committee smartly abandoned racing and the boats returned to their respective harbors.

While we are hard pressed to figure out what happened to District 3 Governor Dave Huck on the second day, there a strong rumor that he and his crew enjoyed the reggae party so much Saturday night and it somehow affected their performance on Sunday. When confronted with that rumor, Dave was heard to say, "That's nothing but a sailor's tale."

Seawanhaka Results:

Pos	Sail#	Skipper	Race 1	2	3	4	5	Total
1.	556	Hughes, Britt	5	5	5	4	.75	19.75
2.	1907	Atwater, Nate	3	3	.75	11	5	22.75
3.	2115	Fessenmeyer, Dan	10	6	2	2	3	23
4.	4255	Huck, Dave	.75	2	6	6	9	23.75
5.	2810	Morrison, Lee	16	4	3	.75	2	25.75
6.	72	May, Mark	9	.75	4	8	7	28.75
7.	2547	Dickey, Paul	4	9	7	7	4	31
8.	3474	Glickin, Aidan	6	8	11	3	8	36
9.	165	Hendee, Richardson	2	7	9	12	16	46
10.	2227	Pinney, Stephen	11	10	12	5	11	49
11.	290	Cooper, Karl	8	12	10	9	10	49
12.	3775	Constants, David	7	16	8	13	6	50
13.	3359	Hefti, Elizabeth	12	11	13	10	12	58
14.	1224	McGrath, Lawrence	16DNS	16DNS	16DNS	16DNS	16DNS	80
14.	4598	Douthett, Scott	16DNS	16DNS	16DNS	16DNS	16DNS	80

Flack Wins 23rd Annual Easter Regatta

by Robert Key

Thirty-one J/24s converged on Lake Murray for the Columbia Sailing Club's 28th annual Easter Regatta. Brandon Flack and crew on *Barnyard Frenzy* showed consistency pays as they managed to convert one first place in the five race series to an overall first place. McShane and Kopp, sailing *3 Turkeys on White* finished a close second followed by former Easter Regatta champion Steve Wood on *Tasmanian Devil*. The real winners, though, were the large contingent of crews that came down from the chilly north to enjoy warm southern hospitality. This three day regatta is rapidly gaining a reputation as the "Amateur Midwinters," due to the traditional warm weather, great racing, and hospitality second to none. The Columbia Sailing Club has been playing host to snow birds for many years and has gotten the art of having fun in the sun down to a science.

Regatta Chairman H.E. "Scooter" Edwards and Race Committee chairman John Dotterer wrung their hands the week before the regatta as they watched a slow moving high pressure area work its way across the country. The high settled over the southeast which made for a beautiful Easter Weekend and provided just enough wind for the race committee to get in five races. *Barnyard Frenzy* got a quick start out of the chute with a gun in the very first race, followed by local favorite Mark Alexander on *Oyster Pie*. The keys to the race were picking the correct side of the course and keeping a clear lane. The RC quickly set a second race, which Jay Miles on *Blind Squirrel* managed to win. *Blind Squirrel* was coming off a terrible first race with a 24th, so the win was critical to set themselves up for a comeback the next day.

The racing started off bright and early on Saturday and Steve Wood was the early bird that found the worm. *Tasmanian Devil* overcame a terrible Friday to take the bun in race three, followed by *No Take Five* and *3 Turkeys on White*. *Blind Squirrel* ran afoul of the protest committee and spoiled what was looking like a great comeback with a DSQ. The DSQ proved to be a back breaker for *Blind Squirrel*, as they would win the next two races, but would only finish ninth overall.

Flack tanked with a 17th, but it was his only bad race. The wind built, then died for the fourth race, which the judges were forced to abandon on the last leg. The abandonment ushered in an "on the water" cocktail hour, Frisbee games, and swimming as the RC waited for the wind to fill. It did around 2:30 and the RC was able to get off a nice race that was won by *Blind Squirrel*. *Tasmanian Devil* continued their hot streak with a second. Flack kept pace with a third to position himself for the final race on Sunday.

After Easter service on the front lawn of the Columbia Sailing Club, the competitors set off

in a comfortable 5 to 7 knot breeze. *Blind Squirrel* and Pat Huntley, sailing *Graffiti*, had the great races as they finished one and two. Flack did what he had to do and took a fourth to win the regatta. To accompany the racing (and some might say in spite of it), CSC really laid out the hospitality for the competitors. Beginning with the traditional *Whiskey Sour Hour* on Thursday, the socializing never stopped. Thanks to the warm weather and long days, the competitors made a hard run at the regatta keg consumption record, but came up just shy, but only because the record was set by a slightly larger fleet a few years ago. Hanging around the beer wagon was just part of it. One group from Savannah had heard of the world famous beer slide at our local hole-in-the-wall, Jimmies, but they decided that sounded a bit tame. So, to spice things up, they laid a Slip and Slide (remember those when you were a kid?) down the hill in front of the Club and planted a fresh keg at the top. Then, combining Bud with a garden hose, they showed us their version of a real beer slide. Once challenged, a number of other brazen folks demonstrated their sliding ability. Local Hugh Edwards scored the only 10.0 when he finished his slide with a double in a full layout position. Guys - we need you back next year-keg in hand!

This year, the Easter Regatta had great sponsor support led by Layline and North Sails. Both companies provided several extremely nice door prizes, which were given away during the Saturday night dinner. One prize was saved for the "Ugly Deck" contest, which was won by the local boat, *Vamoose*. Those of you who have been involved with the class for some time may recall that *Vamoose* used to be sailed by Robbie Wilkins, who was one of the hotter J/24 sailors in the early 80s. It just goes to show you, looks don't make you go fast! The regatta committee is constantly looking for ways to improve the weekend and more freebies is one track that they are moving on with great enthusiasm. The support by these merchants is vital, so they'd appreciate it if you'd help us repay their generosity by buying their products.

The Columbia Sailing Club is very proud each year to host the Easter Regatta. It is the Club's showcase event and members do their best to make all competitors feel welcome. Along that line, it is only appropriate to extend thanks to all, but especially to those who travel long distances to visit us. This year, we had several people drop boats off on the way back from the Midwinters and the Columbia Sailing Club would again like to extend that invitation. We look forward to seeing everyone next year!

Easter Regatta Results

Pos	Sail#	Skipper	Boat	Race 1	2	3	4	5	Total
1.	2705	Flack, B.	Barnyard Frenzy	0.75	5	17	3	4	29.75
2.	4262	McShane/Kopp	3 Turkeys on White	5	3	3	9	13	33.00
3.	3969	Wood, S.	Tasmanian Devil	25	9	0.75	2	3	39.75
4.	3476	Amthor, H.	J-Cuzzi	6	2	7	19	6	40.00
5.	4198	Huntley, P.	Graffiti	8	18	10	4	2	42.00
6.	3602	Carroll, C.	No Take Five	12	4	2	5	27	50.00
7.	1729	Waters, T.	Gray Fox	7	6	11	24	5	53.00
8.	4909	Kerst, J.	Instant Karma	4	17	10	11	12	54.00
9.	1964	Miles, J.	Blind Squirrel	24	0.75	32	0.75	0.75	58.25
10.	3752	Rawlings, M.	Gypsy Souls	22	14	5	12	8	61.00
11.	669	Capuco/Rich	Show Dog	10	8	14	8	26	66.00
12.	4269	Overton, R.	Speed Limit	13	17	6	31	9	76.00
13.	558	Sauer, B.	Bay J	3	23	15	16	23	80.00
14.	555	Alexander, M.	Oyster Pie	2	22	26	13	18	81.00
15.	4449	Farmer, J.	Party Reptile	21	7	8	20	25	81.00
16.	2146	Key, R.	Keyed Up	32	12	19	10	10	83.00
17.	2217	Ethington, L.	Pigs In Hiding	29	15	24	6	11	85.00
18.	3735	Winger, T.	Magpie	18	21	21	14	16	90.00
19.	4139	Parshall, C.	Magic Too	21	22	18	23	7	91.00
20.	3956	Whitley, R.	Wild Card	11	25	9	24	22	91.00
21.	2432	S. Weiss	Vamoose	16	27	13	22	21	99.00
22.	2720	G. Osborne	none	28	29	20	7	17	101.00
23.	4094	R. Dougal	Tutaknaut	9	20	16	32	24	101.00
24.	2113	B. Silverman	Wildshot	26	10	32	15	20	103.00
25.	3207	M. Spear	Zippy	20	26	22	21	14	103.00
26.	4026	W. Brewer	Fat Lips	17	24	25	27	15	108.00
27.	1675	E. Joy	Joy Ride	27	13	23	23	29	115.00
28.	4045	J. Van Dalen	Arnold GT H	14	19	32	32	19	116.00
29.	3007	C. Robnett	Gustbusters	30	32	12	26	28	128.00
30.	3256	S. Stevenson	Bunky's Boat	19	32	27	32	30	140.00
31.	3898	R. Rash	The Max	23	32	32	32	32	151.00

Southeast Regional Championship Qualifies Christman For Worlds

Carolina Yacht Club hosted the annual Southeast Regional Championship September 9-10 despite Hurricane warnings for the southern coast. Despite the low turnout, four local teams sailed in beautiful conditions.

The race committee was able to complete five races and, ironically, awarded Mason Christman's *Hugo* team first place overall. Second went to Mark Marenekos's team on *JWalker*. Rounding out the fleet were Roger Dougal on *Jutakarnut* and Paul Zimmer's *Orange Crush*.

Sheridan Shore Race Weekend

by Greg Mack

Twenty-one boats appeared at the 61st running of Sheridan Shore Race Weekend, July 28-30, at Sheridan Shore Yacht Club in Wilmette, Illinois. As in the past several years, the wind was light and the temperature was hot. No boat was able to finish first more than once and going into the last race, six boats had a chance to win the regatta. Two races were held Friday in light northwest to northeast breezes. The first was won by *Yo Mama*, skippered by Rich O'Donnell. The second race was actually re-sailed because during the first attempt at a second race, the leeward mark had disappeared in the previous night's storm. This was significant as *Yo Mama* was in the back of the fleet while *Allegro*, skippered by Sherman Greber and Eric Moore, has a substantial lead when the race was cancelled. The race restarted in a dying northeaster and boats that went out into the lake gained on those who stayed inshore on the last windward leg. *Alpha Wave*, skippered by Paul Boemer, tried to round the finish pin just in front of *Wiz*, skippered by Bruce Johnston, but did not quite complete the tack and *Wiz* bumped *Alpha Wave* from behind. *Alpha Wave* was protested and thrown out of the race, going from first to twenty-second. *Wiz* won the race, with *Allegro* taking second and *Yo Mama* placing third, putting them in the lead.

Whatever wind there was came from the lake on Saturday. *Stirred But Not Shaken* from Muskegon, Michigan, skippered by Laurie Poppen, led the first race from start to finish, managing to stay ahead of the pack on the downwind leg, constantly moving farther away from the fleet. *Yo Mama* second around the first windward mark, went looking for holes and found many, dropping to 15th in one leg and finishing the race in 9th. *Red Eye Express*, skippered by Tom Kane, finished second and *Runaway*, skippered by Phil Serwich, finished third. The second Saturday race was sailed in a relatively strong breeze that died on the last leg. *Red Eye Express* came from the back of the fleet to win. *Permanent Wave*, skippered by Dick Seibel, finished second and *Fear and Loathing*, skippered by Doug Kracht, finished third. *Yo Mama* had a ninth and a tenth for the day and ended the day in fifth.

Sunday, with six boats in contention, and *Stirred But Not Shaken* in the lead by four points over *Red Eye Express*, the start was postponed until the seabreeze filled in. Finally

it came for the best wind of the series at 6-8 knots and after most of the boats overstood at the first mark, *Allegro* was ahead in good position to win the regatta as *Stirred But Not Shaken* was buried in the back of the fleet. On the second beat, *Allegro* went looking for holes while the other contending boats went out into the lake of anywhere *Allegro* was not. The second beat changed the standings with *Cityslicker*, skippered by Doug Nester, winning. *Yo Mama*, with a second place, took first for the regatta. *Tinkers Toy*, skippered by Doug Felton, was third. *Allegro* finished tenth and *Stirred But Not Shaken* finished twelfth.

Congratulations to *Yo Mama*: skipper Rich O'Donnell, Hyde Perce, Bruce Perce, A. John Rex-Waller, and Denise Soutanian. Also thanks to the owners and crews of the traveling boats: Randy Reedma's *Addicted*, Ken Gray's *Stirred, Not Shaken*, Tod Rooke and *Gotcha*, Tim Olthslager, Paul Boemer's *Alpha Wave*, and District 15 governor Doug Kracht's *Fear and Loathing*.

We would like to thank our sponsors: Chicago Yachting and Navigation, High Seas Sailing Equipment, Harken, Cafe Luciano, North Sails, Sparkling Spring Water, Teddie Kossof Spa and Salon, Delaware Limousines, Stouffer Reviere Hotel, Urban Oasis Spa and Salon, Musto Sailing Gear, Beck's Beer, Jilly's Cafe, and Auturo Express restaurant for supplying the coffee.



Coming this Spring in volume 36 of International J/24... The Unknown Sailor discusses the ancient art of Karate Sailing.

Harakara Wins Japan Women's Keelboat Championship

by Michiyo Ishimaru and Kyoko Asami

The twelfth Japan Women's Keelboat Championship, the only women's race for Japanese women sailors, was held May 18-21 and hosted again by Sajima Marina and Kanagawa Prefecture, about 50 miles southeast of Tokyo.

Since 1990, we have had Betsy Alison, Nancy Haberland, and the Backus sisters compete, which made great contributions toward enhancing the level of Japanese sailors. However, there were no U.S. participants this year, which made us feel that something was missing.

The top contender was Keiko Nogami, sailing *Tohsei*, who placed seventh at the '91 Rolex Women's. None of the women's teams in Japan had beaten *Tohsei*.

We had five races with windward/leeward courses over three days with one throw-out. On the first day, two races were held with moderate wind and beautiful sunshine. Nobody expected that *Tohsei* would finish at fifth and sixth position in races one and two, respectively. Instead, Chinatsu Yamamoto's *Pop Gun* team, with crew average age of 25 years old, and Michiyo Ishimaru's *Harakara*, showed tremendous sailing ability. At previous championships, both teams struggled for victory with the Backus.

After dueling four races, *Pop Gun* was in first, followed by *Harakara* with two points behind. Although *Tohsei* finished at second in both races three and four, *Tohsei* was fourth due to the results of race one and two.

The final race was kicked off with southerly wind. *Pop Gun* started out with a recall and then followed with a spectacular recovery. *Pop Gun* touched the last leeward



mark. At that time, *Harakara*, known for their crew work with seven women on board, finally won. *Pop Gun* was second, followed by *Tohsei*.

1995 is the year of the Rolex Women's Keelboat Championship in Newport. *Harakara*, *Pop Gun*, and *Lull* are ready to go sailing.

All the participants were very pleased that *Claris*, who greatly recovered from this year's Great Hanshin Earthquake, managed to take part in this event and finished in fourth position. We heard that some crews' houses had been totally damaged by the earthquake and even now, some marinas are still closed down. Skipper Tomoko Nakano, commented, "We are very happy to be here. We're gonna be the winner next year."

Claris will make another challenge at World Championship in Rochester. Good luck Kobe! Good sailing *Claris*!

The 1996 Japan Women's Keelboat Championship is scheduled for May. Contact Michiyo Ishimaru at 1-38, Kanda Jimbo-cho, Chiyoda-ku, Tokyo 101 Japan. Phone: 03-3293-5495 or fax: 03-3293-9029. We are ready to accommodate teams from overseas. Hope you will join us next year!



Above: All the participants. In the middle, *Harakara* crew wearing victory jackets. Left: In the fourth race on the second day, *Harakara* made a perfect start just next to the pin.

Photos by Michiyo Ishimaru

Royal Torbay Yacht Club Hosts U.K. National Championship

by Andrew McLelland

The J/24 class enjoyed an excellent regatta held by the Royal Torbay Yacht Club with little of the light, fickle winds that have bedeviled most of this summer's racing. The fleet included good representatives from the emerging J/24 centers of Plymouth, Holyhead, and Burlington. Close racing on the water was followed by a superbly organized social calendar in the club each evening.

Racing started on Sunday morning with Callum Edge's *Wijit* winning convincingly but sadly having to retire from the second race with a broken spreader. Tim Spalding in *Digeridoo* was next to take up the running as the wind blew up in the afternoon, showing great pace to lead home after Andy McLelland's *Hard on Port* limped home with a broken gooseneck dropping from first to sixth place. The day however belonged to Justin Chisholm in *Convicts on Tour* who notched up two seconds places to take an overnight lead.

Monday dawned bringing a light to moderate northerly breeze that was to challenge even the best tacticians. Daryl Conyers in *Jam* won race three to build on his two third places of the day before, just holding off Alex Tucker in *Head Case*.

Race four was won by *Head Case* who displayed superior tactical awareness in the lightest airs of the championship. Race five was a closely fought battle between Tony Weatherall in *Fruitcakes* and *Hard on Port* with *Fruitcakes* taking the winning gun.

Tuesday morning it was Colin Simond's turn to show his pace with a well engineered win in race six ahead of current European champions, Stuart Jardine, in *Stouche*. Race seven, McLelland in *Hard on Port* take a firm grip of the championship with a fine win ahead of *Stouche* and *Fruitcakes*. A forty degree shift to the left seconds after the start of race eight, saw Duncan Peace in *Legal Alien* well clear of the fleet finishing with an easy win. *Head Case* emerged from the chasing pack to take second place closely followed by *Hard on Port* who went into the first day with a seven point lead overall.

The final day saw everything to race for with seven or eight boats still able to take the championship and two races still to go. *Legal Alien* again showed a clear pair of leads to the fleet in race nine. Behind them was *Nip and Tuck* with *Fruitcakes* eventually beating *Hard On Port* who covered *Head Case* to the line.

The final race saw *Jam* win securing third place overall. *Head Case* was seventh which secured second place overall. *Hard On Port* was second to clinch the overall championship and a splendid series for McLelland and David La Touche.

Results

Pos	Sail#	Skipper	Boat	Race 1	2	3	4	5	6	7	8	9	10	Total
1.	4249	McLelland/La Touche	<i>Hard On Port</i>	5	6	5	15	2	6	.75	3	3	2	32.75
2.	4247	Tucker, Alex	<i>Head Case</i>	10	26	2	.75	5	10	5	2	4	7	45.75
3.	4153	Conyers, Daryl	<i>Jam</i>	3	4	.75	11	10	7	7	9	6	.75	47.50
4.	4243	Weatherall, Tony	<i>Fruitcakes</i>	6	10	13	10	.75	5	3	7	2	8	51.75
5.	4215	Jardine, Stuart	<i>Stouche</i>	12	9	11	4	7	2	2	4	5	9	53.00
6.	4213	Simonds, Colin	<i>Joint Venture</i>	18	8	4	3	9	.75	10	5	8	6	53.75
7.	4237	Chisholm, Justin	<i>Convicts On Tour</i>	2	2	3	13	3	3	11	14	7	11	55
8.	4223	Shomrock, John	<i>Jessica Rabbit</i>	4	7	9	8	8	9	8	8	12	3	64
9.	4230	Spalding, Tim	<i>Digeridoo</i>	9	.75	12	7	12	15	4	6	10	10	70.75
10.	4064	Peace, Duncan	<i>Legal Alien</i>	19	26	15	2	4	11	15	.75	.75	5	72.50
11.	4235	Edge, Callum	<i>Wijit</i>	.75	26	6	16	6	18	18	6	12	9	9.75
12.	4225	Turner, Robert	<i>Joskin</i>	7	12	18	12	16	16	12	10	14	15	114
13.	4113	Lee, Ron	<i>Piglet</i>	20	13	7	5	19	19	9	19	13	14	118
14.	4170	Anderson, James	<i>Tiger</i>	22	3	19	6	14	20	13	13	15	16	119
15.	4239	Glaister, Malcolm	<i>Zaphod</i>	17	11	10	9	20	8	24	11	18	26	128
16.	4204	Grubb, Christopher	<i>ETiger of Rangoon</i>	17.8	17.8	20	20	22	13	14	18	11	4	136.60
17.	4191	Jones, Geoff	<i>Janner</i>	13	14	17	21	21	4	16	16	22	17	139
18.	4226	Britton, Fat	<i>Blow Job</i>	8	15	16	14	17	17	23	24	16	26	150
19.	4019	Cowper, Charles	<i>Jiffy</i>	21	16	14	18	11	12	17	17	126	26	152
20.	4248	Hardwick, G.	<i>Chaotic</i>	15	26	6	19	26	21	20	15	17	13	154
21.	4238	Davis, Peter	<i>Seaweed2</i>	14	5	25	24	18	23	18	23	20	12	157
22.	4066	McDonald, Nick	<i>J-OMI</i>	11	26	22	17	13	14	22	21	19	26	165
23.	4084	Bostock, Tony	<i>Jigolo</i>	23	17	21	25	15	24	19	20	24	26	188
24.	4026	Harris, Norman	<i>Juggernaut</i>	16	18	24	23	23	25	25	22	21	19	191
25.	4234	Gorman, John	<i>Waikiki</i>	26	26	23	22	24	22	21	25	23	18	204

CORK Hosts Canadian Nationals

by Don Ferguson
Canadian J/24 Class President

An entry list of forty-two competitors including seven Americans, as well as one each from Mexico, Japan and Hong Kong, is proof that CORK at Kingston is still Canada's favorite sailing venue. This year the Canadians were held a week prior to the regular CORK schedule in conjunction with the Soling and Tornado Worlds. With the J/24 Worlds the following week in nearby Rochester, it was hoped that Worlds entrants would use CORK as a tune-up. Although not as many top Americans as hoped showed up, two-time winner Terry Hutchinson was front and center to claim a narrow 1.5 point victory over Cory Sertl of Rochester.

A long, hot summer in southern Ontario resulting in warmer than usual water temperatures meant the famous Kingston thermal was very unpredictable as to when—or if—it would kick in at all! The first race saw a right shift during the final downwind leg that left all the leaders hung out to dry as the swarm, with the benefit of the new breeze, converged on the finish line. No fewer than eight boats were scored a tie for sixth place.

With a sixty plus Soling fleet sailing off Portsmouth Olympic Harbour, the J/24 course was set close to downtown Kingston, the regatta headquarters at Confederation Basin, and the nightlife on Ontario Street. However, this made for somewhat shorter windward legs which, with the variable winds and a good sized fleet, placed a premium on picking the shifts and finding a clean lane. The old adage "go left at Kingston" was not always the easy ticket to success. With the notable exception of Cory Sertl, who was always in the top ten, all of the contenders had at least one double-digit finish. This opened the door for some of the mortals in the fleet to



Canadian National Championship consistently draws top sailors from around the world. This year's event at CORK was no exception.

step up for their 15 minutes of fame, as Andy Warhol described it.

Cory's consistency, however, was not enough to overcome Terry's slight lead going into the final day, as both sailed what turned out to be their drop race. David Baird of Ottawa recovered from a disastrous sixth race when a windward rounding incident threatened to put both him and Canadian Class President Don Williams of Halifax out of the running. Winning the final race on Sunday gave David a 2.5 point victory over race one winner Russ Severnuk of Toronto for Top Canadian. Baird, Severnuk, and Williams all headed for Rochester in a feisty mood.

The Canadian Nationals saw no less than eight newcomers, including top Etchell and Snipe sailor/builder Dirk Kneulman of Toronto and Oakville's Bruce Van Nus doing well in his J/24 debut.

Kingston's reputation as a great place to party as well as sail is truly justified. Terry Hutchinson and crew were

seen out past 10:00 p.m. most nights, often with a beer in hand. But the party winners had to be the immensely popular Sam Chan of Hong Kong, making his second pilgrimage to CORK, and USJCA President Jim Keesling. The Canadian J/24 Class wishes to thank the sponsors of the 1995 Canadian National Championship: Compaq Computers, DuPont Canada, Inc., ExpressVu, and Gatorade.

Results: Top 18 of 42 Note: ()=YMP

Pos.	Sail #	Skipper	Race1	2	3	4	5	6	7	Total	Net
1.	USA 2934	Hutchinson, Terry	6	1	5	2	2	1	14	34.00	20.00
2.	USA 3894	Sertl, Cory	5	6	1	1	6	3	7	28.50	21.50
3.	CAN 2593	Baird, David	6	2	6	12	13	19	1	58.75	43.25
4.	USA 4154	Reynolds, John	6	21	8	15	4	5	2	64.50	43.50
5.	CAN 4286	Severnuk, Russ	1	12	7	11	5	21	10	66.75	45.75
6.	CAN 1943	Wiggins, Andy	4	37	13	13	3	6	8	84.00	47.00
7.	CAN 4865	Kneulman, D./Clark, J.	19	16	9	(6)	14	4	3	71.00	52.00
8.	CAN 3849	Williams, Don	6	4	24	10	12	38	4	101.50	63.50
9.	MEX 443	Belausteguigoitia, Yon	6	8	20	14	PMS (11)	5	5	107.00	64.00
10.	CAN 3424	McDermott, Sean	21	18	17	7	1	13	36	112.75	76.75
11.	CAN 468	Van Nus, Bruce	3	15	37	9	22	10	18	114.00	77.00
12.	CAN 2718	Walker, Julian	2	17	12	28	18	24	6	107.00	79.00
13.	CAN 4122	Hendershot, William	20	19	4	17	10	50%	11	121.00	81.00
14.	JPN 5019	M. Maeda	17	10	2	DNS	21	2	33	128.00	85.00
15.	CAN 2561	Houldsworth, Ken	6	9	15	36	15	14	24	122.50	86.50
16.	USA 3380	Boynton, C.	6	38	10	3	26	9	31	126.50	88.50
17.	USA 5173	Keesling, Jim	14	3	29	8	19	22	34	129.00	95.00
18.	USA 2901	Hobart, Al	24	20	3	DNS	11	25	13	139.00	96.00

Swedish National Championship Draws Twenty Competitors

by Per Lindell

The best fleet, both in number (20) and quality, that has been seen in Sweden since the 1992 European Championship made it to the line in this year's Swedish Championship. The regatta was hosted by Björlanda Kile Yacht Club and sailed June 8-11 on the protected waters of Nordre Älvs Fjord. The fleet included the two-time national champion Dan Lovén on *Rebel*; the reigning European champion Anders Edblad with *The Bundy's* team; the IYRU world keelboat champion Magnus Grävaré; the reigning women's Nations Cup champion Helena Sträng; and heavy-air specialist Sten Haeger. Haeger has been on top of Swedish J/24 racing since 1989 without ever winning a Swedish championship, except the frostbite, which he won all three times. For the first time since 1992 there were also some new and hungry teams competing.

The registration and measurement went smooth for everyone except for Helena Sträng and crew. They had lent their boat for a cruise the week before and when lifting it out to clean the bottom, they found that the "very slight" grounding that they had heard about actually had almost severed the keel. With a major repair job on hand and only one night in which to do it, their prospect looked grim indeed. In the end they were able to borrow another boat and finish in an incredible 10th place.

On Friday morning, the fleet sailed out for the first race to find a solid 20-25 knot southerly and the usual short chop. A momentary drop in the wind just before the start fooled *Rebel* and *Local Hero* to try big jibs while the rest of the fleet chose small headsails. Unfortunately *Rebel* and *Local Hero* collided at the start causing a bad start for *Local Hero* and a 720 for *Rebel* so the big-small jib duel went undecided. *Bikini Inspector* was first to tack to the right side of the course, a move that proved to be just right as they jumped to a big lead that was never threatened. The safety boat was not without work as *High Flyer* lost their mast when a shroud failed. The wind increased during the first race so the whole fleet flew little jibs for the next two races, which were won by *Rebel* displaying excellent speed, good tactics, and solid boat handling.

On Saturday morning, the fleet motored out to find a flat calm. After two hours, a 5-10 knot westerly started to fill in and three more races were completed with wild shifts. It's no fun being on the layline in a lift and suddenly getting lifted 30

plus degrees. Somewhat unexpected, Sten Haeger excelled in the light conditions with a 1,1,2 scoreline.

The final three races on Sunday were sailed in a 10-15 knot southerly with big, slow oscillations, which made big gains and losses possible. Dan Lovén made good use of the shifts with big comebacks in the seventh and eighth races. Because Sten Haeger didn't shine in race seven, everything was set for a match racing finish between Lovén and Haeger in the last race. When the starting gun went off for the last race, the two boats were seen circling each other 100 meters below the line. Dan Lovén picked up his third consecutive Swedish championship and Sten Haeger is still the "eternal second." Third went to European champion Anders Edblad who sailed a solid series, counting no place worse than seventh nor better than fourth. Fourth in the regatta was newcomer Jan Bergström with a good but somewhat uneven performance.

Finally, a warm thanks to Björlanda Kile Yacht Club for good race management and pleasant social events. Despite the shifty winds, they managed to set square lines. We had only one good general recall in nine races, which must be something of a record.



Regatta winner, Dan Lovén, on the way to his first bullet in race 2.

Results

1.	111	Dan Lovén	8	1	1	3	4	1	4	2	10	23.25
2.	123	Sten Haeger	3	5	2	1	1	2	12	3	14	28.50
3.	102	Anders Edblad	4	4	12	7	5	7	6	5	6	44
4.	4480	Jan Bergstrom	10	2	3	4	12	3	14	DNF	1	48.75
5.	46	Anders Bergman	1	10	4	8	7	11	DNS	1	15	56.50
6.	66	Mattias Wilson	5	3	DSQ	11	10	8	2	6	12	57
7.	115	Per Lindell	6	6	5	5	8	17	11	13	4	58
8.	181	Lars Winroth	11	7	13	6	11	5	1	7	16	60.75
9.	112	Magnus Grävaré	9	12	7	2	16	12	3	9	8	62
10.	11	Helena Sträng	7	9	8	9	13	9	7	10	7	66
11.	109	Lars Ahlstrom	2	8	6	13	3	13	15	12	11	68
12.	53	Erik Thorsell	12	15	11	16	2	6	9	8	13	76
13.	62	Martin Odbratt	13	11	14	10	9	4	17	11	9	81
14.	101	Henrik Hallin	DNF	13	9	PMS	PMS	10	5	DSQ	2	102
15.	77	Per Sköld	16	14	15	17	PMS	14	8	14	5	103
16.	110	Marie Björling	14	17	10	14	6	19	10	15	17	108
17.	14	Hans-Jörgen Bock	15	16	16	12	15	18	13	4	18	109
18.	17	Marten Nordlund	PMS	18	DNS	15	PMS	15	16	16	3	125
19.	74	Rene Rudervall	DNF	DNF	17	PMS	14	16	18	17	19	143
20.	18	Joakim Fors	DNF	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	168

Tide Turns In Sweden

by Per Lindell

The declining trend seen in J/24 sailing in Sweden since the '92 Europeans seems to have broken. For the first time since 1992, we finally see some new faces in the class and increased participation in regattas. The season started with a bang at the Björland Cup in May. After a Saturday of normal heavy-weather sailing, it got really windy on Sunday and caused some spectacular broaches and ripped spinnakers. Dan Lovén aboard *Rebel* convincingly won the regatta.

Rebel's winning form continued two weeks later in the National Championship, which was also sailed at Björland Kile. The fleet then moved offshore to Marstrand for the Rutgersson Cup. Sten Haeger and Mattias Wilson were tied with a 1,4 and a 4,1 after the light-air racing on Saturday. Sunday's racing was cancelled when a front moved in with 30 plus knots of wind, rain, and very low visibility.

The Swedish J/24 class looks forward to the rest of the 1995 season with the Martstrand Regatta, the district championships and last but not least the Frostbite Regatta in December. The Swedish J/24 Class Association and the Gothenburg Royal Yacht Club are also preparing to host the 1996 European Championships in Marstrand July 26 through August 2. We hope to see you there.

Dutch Class Reports On Braasem Winter Series, Spring Cup, and More...

by Jan Willem Van Crevel
President, Holland J/24 Class Association

The **Braasem winter series** was positioned as a high wind event and therefore on the one Sunday with light air, the organizers abandoned the race. The other five races were sailed with at least 22 knots of wind and provided good practice and equipment replacement opportunities. The women's team *Gebaksdoos* only joined after Christmas and thereby reduced their chances of winning overall. The contest was between the *Vivace* (some say *Jan Steen*) and the *Vijf Kleine Kleutertjes*. The latter won the series, although only by a nose length. Philip Morris will consider a redesign of their Marlboro cigarettes box after Frans van der Helm, helmsman of the *Vivace*, learned that it does not constitute a protest flag.

The *Vivace* crew nowadays disguise themselves as the *Jan Steen* crew. They justify this misleading name change with the purchase of a new boat. Their competitors are not easily fooled and have persisted in calling them *Vivace*. There is no denying, however, that the *Vivace* crew is living up to their Dutch Nationals title. They sail fast and consistent. Additional explanations are (1.) a virtually unchanged crew for the third season running, (2.) more starts than anybody else and (3.) a high fertility rate among their main competitors.

Three German crews rescued the **Spring Cup** when too many Dutch teams chose to celebrate the Queen's birthday, polish the inside of their cockpit lockers, and let the paint dry

on their first-aid box. Hollandia supplied us with another faultlessly run event and Cafe Brakeboer took care of the evenings. After nine races, team *Vivace* (still insisting on being called *Jan Steen*), prevented Manfred Koenig, in second, and Thomas Cramer, in third, from taking the Cup to Germany. The weather was typical for Medemblik: sunny, blue skies, and a pleasant, moderate wind. Old hands now start to suspect a dramatic local climate change over the last three years.

The **North Sea Week** is one of the biggest yachting events in the Netherlands, sailed from Scheveningen. It is traditionally an event for handicap lotteries. However, the organizers and sponsors are revealing signs of understanding that one-design racing provides more fun and less work and they have added a short upwind-downwind course for one-designs close to the shore, with classes ranging from X-99 to Yngling. Nine J/24s took part and had very close, if sometimes difficult, racing. The two main challenges were the current and the UTOs (Unidentified Toothpick Objects). UTOs are called Melges 24 by their passengers and they can be recognized by the toothpick-like object protruding from the bow and their paths which are perpendicular to their destination, the leeward mark. It is not uncommon to meet the same UTO several times during one downwind leg. The passengers invariably look very excited as they cover so many miles for their entry fee. For the J/24 and other classes, who instead were optimizing their VMG, these UTOs were a hindrance as half the time they have right of way by virtue of their closer angles to the wind.

In the J/24 class the *Vivace*, (aka *Jan Steen*), dominated the first two days. They led the series but other commitments prevented them from sailing the final day. The only team that could theoretically still beat them by winning the last race, won the last race and the ladies team, *De Gebaksdoos*, took the first prize home. Second place was for our Dutch class nestor Donald Schotel. It was Donald's last race of the season as his wedding with Caroline Vogelzang, a true J/24 marriage, coincides with the September events.

From then on the Dutch J/24 group split up. Several teams raced at the **Oosterschelde**, one of the estuaries that is protected by a permeable barrier; a Dutch waterwar victory. Three teams travelled to Dublin to compete in the **Europeans**. Unfortunately *Vivace*, could not complete the event because of a family tragedy. Special mention must be made of Frank Lampe, who had not only bought his boat just four weeks before the event, but also managed to pull together a new team after his original crew decided to withdraw their earlier commitments with a few weeks to go. One team travelled to the Caribbean-style **German Nationals** and enjoyed the hospitality of the German sailors plus wonderful sailing conditions.

September will be busy with the three day **Zuiderzee Regatta** in Muiden, followed by the **Nationals** in Brouwershaven. The Nationals have been organized in the South (that is not very far from the North in the Netherlands) to attract more of the local boats and the signs are that this is paying off. Hopefully some newcomers will join the active Dutch J/24 racing fleet as a result. And then, by early October we should be able to look back at another sunny season, with high-quality events and more of the close racing we have got used to. See if we can increase the number of boats participating in one of the winter series.

Mexican National Championship

by Alejandro Porter, Treasurer, Mexican J/24 Class Association

The 1995 Mexican National Championship was held at the Club Nautico Santa Maria in Valle de Bravo, a two-hour drive from Mexico City in the mountains of the State of Mexico, the lake of Valle de Bravo was the host to 41 boats and 200 sailors. The race was sponsored by the Universidad del Nuevo Mundo, a Mexico City University that supports the sport.

The races were held during two long weekends: April 29-May 1, and May 5-6. Nine races were held, with one throwout. Official measurer Kenneth Porter worked hard in the weeks prior to the nationals to make sure all boats went through a measurement phase, to be able to race. There were different conditions, ranging from very frustrating and low winds to one race with 30 knot puffs, according to our knotmeter!

All around it was a very competitive regatta. There were only six first places in the six final first boats. Having the races divided in two weekends gave everybody time to relax and prepare for the second weekend. The race committee was led by Francisco Becker with Bob and Mary Sloane. This excellent team helped us go through all protests in a breeze, making it much easier to place and discuss protests. After five days of racing the award ceremony and party took place at the



Right: Forty-one boats and 200 sailors competed in the Mexican National Championship on Lake Valle de Bravo.

local restaurant Los Veleros. It was one of the best parties the class has hosted. With the participation of the president of the Mexican Sailing Federation, Aaron Saenz, we presented the first quarter of 1995 winners as well as the five first places of the Nationals. This championship helped us define the entries for the Worlds in Rochester. All together Mexico will have four boats participating in the Worlds.

Mexican National Results: Top 25 of 41

Pos.	Sail	Skipper	Boat	Race 1	2	3	4	5	6	7	8	9	Total	T/O	Final
1.	2165	Yon Belauste	ETA	8	1	4	3	2	2	8	1	8	37	8	29
2.	2988	Humbert Ortiz	Digger	1	6	3	6	5	4	6	7	1	39	7	32
3.	1585	Kenneth Porter	S.	39	5	8	5	6	6	4	8	3	84	39	45
4.	5	J. Bargallo	Tenaz	2	4	19	1	13	13	14	2	5	74	19	55
5.	4545	G. Fernandez	A QueE Si	24	12	1	2	37	5	9	4	6	100	37	63
6.	222	J. Velazquez	Trinquete	4	17	10	7	10	28	13	5	2	96	28	68
7.	2971	J. Escalante	Caballo V.	5	14	7	10	15	7	11	11	4	84	15	69
8.	4163	R. Colliard	Calamity J	9	9	6	9	4	37	10	15	12	111	37	74
9.	5017	Jose Marron	Jeton	39	11	5	11	12	1	3	14	18	114	39	75
10.	379	M.L.d.la Barra	Cri-Cri	15	2	15	8	18	9	19	3	19	108	19	89
11.	4904	Alex Terrones	Terror	7	20	23	4	26	16	2	9	10	117	26	91
12.	4688	Ralph Nelles	S. Machos	18	15	2	20	1	8	16	16	25	121	25	96
13.	1563	Rick Maiselson	Mickey M.	17	3	9	13	9	23	15	17	16	122	23	99
14.	2972	Eduardo Porter	Carisma	2	21	12	38	16	22	1	10	17	140	38	102
15.	2824	L. Christianson	Persistent	6	13	11	14	25	15	17	19	21	141	25	116
16.	4527	A. Echeverria	Jot Tub	2	12	7	16	17	22	12	12	20	36	154	118
17.	3779	James Holden	Temptation	11	27	18	25	17	18	5	13	13	147	27	120
18.	1765	Billy Chavez	Juglar	14	10	22	21	7	11	18	23	20	146	23	123
19.	4908	A. Hentschel	Vendaval	19	22	20	15	20	25	20	6	9	156	25	131
20.	1154	Carlos Beckman	TNT	16	16	13	27	32	19	23	12	11	169	32	137
21.	275	E. Perez-Cirera	Demonio A.	26	25	28	12	19	3	22	25	7	167	28	139
22.	5139	Carlos Moreno	Chaneque	21	26	17	18	14	14	24	18	14	166	26	140
23.	1599	Klaus Hosfeld	La Conga	20	19	14	26	8	17	21	22	27	174	27	147
24.	4910	Memo Portillo	Ups&Downs	10	18	27	28	3	37	34	27	15	199	37	162
25.	4022	Carlos Alvarez	Sonso	25	8	21	24	11	37	7	39	39	211	39	172

YEAR	NO.	LOCATION	HELMSPERSON	YACHT	HOMEPORT
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World Champions

1979	I	Newport, RI	Charlie Scott	<i>Smiles</i>	USA
1980	II	San Remo, Italy	John Kolius	<i>San Brandano</i>	USA
1981	III	Sydney, Australia	Mark Bethwaite	<i>Bandit</i>	Australia
1982	IV	San Francisco, CA	John Kolius	<i>Cheap Sunglasses</i>	USA
1983	V	Maalmo, Sweden	Ed Baird	<i>Laissez Faire</i>	USA
1984	VI	Poole, England	David Curtis	<i>HJ</i>	USA
1985	VII	Atsumi Bay, Japan	Ken Read	<i>Maggie-San</i>	USA
1986	VIII	Newport, Rhode Island	Ken Read	<i>96 Degrees</i>	USA
1987	IX	Capris, Italy	Francesco de Angelis	<i>Le Coq Hardi</i>	Italy
1988	X	Sydney, Australia	John Kostecki	<i>Pee Wee</i>	USA
1989	XI	Kingston, Ontario	Larry Klein	<i>Fly Mo J</i>	USA
1990	XII	Dublin, Ireland	Jim Brady	<i>Just More Fun</i>	USA
1991	XIII	Athens, Greece	Ken Read	<i>Maxx</i>	USA
1992	XIV	Annapolis, Maryland	Ken Read	<i>Mookie</i>	USA
1993	XV	Abersoch, N. Wales, UK	Ken Read	<i>Head Case</i>	USA
1994	XVI	Melbourne, Australia	Ken Read	<i>Jazzed</i>	USA
1995	XVII	Rochester, NY	Bill Fortenberry	<i>Fluid Ice</i>	USA

North American Champions

1978		Newport, RI	Charlie Scott	<i>Smiles</i>	Annapolis, MD
1979		Corpus Christi, TX	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1980		San Francisco, CA	Ed Adams	<i>Shazamm</i>	Providence, RI
1981		Rochester, NY	Buddy Duncan	<i>HJ</i>	Marblehead, MA
1982		Corpus Christi, TX	David Curtis	<i>HJ</i>	Marblehead, MA
1983		San Diego, CA	David Curtis	<i>HJ</i>	Marblehead, MA
1984		Kingston, Ontario	Ken Read	<i>Maggie</i>	Newport, RI
1985		Marion, MA	Ken Read	<i>Maggie</i>	Newport, RI
1986		Chicago, IL	David Curtis	<i>HJ</i>	Marblehead, MA
1987		San Francisco, CA	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988		Corpus Christi, TX	Scott Young	<i>Thunderstar</i>	Austin, TX
1989*		Rochester, NY	David Curtis	<i>American Garage</i>	Marblehead, MA
1990		Milwaukee, WI	Geoff Moore	<i>Not To Worry</i>	Newport, RI
1991		Toronto, Ontario	Ken Read	<i>Maxx</i>	Newport, RI
1992		Long Beach, CA	Mark Laura/Dave Willke	<i>Ann Marie</i>	Seattle, WA
1993		Hampton, VA	Ken Read	<i>Mookie</i>	Newport, RI
1994		St. Petersburg, FL	Chris Larson	<i>Love Shack</i>	Annapolis, MD
1995		Montreal, Canada	Steve Thomas	<i>Rattle & Hum</i>	Honolulu, HI

* Won by Ian Bashford (Australia).

North American Designer Fleet Winners*

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

*No Designer Fleet in 1978, '79, '80, '83, '87, '88, '90, '92, '93, '94, '95

YEAR	NO.	LOCATION	HELMSPERSON	YACHT	HOMEPORT
Jr. North American Champions					
1987	I	Abino Bay, Ontario	John Swanson		Eggertsville, NY
1988	II	Oakville, Ontario	Andrew Smith		Oakville, Ontario
1989	III	Rochester, NY	Sean Staniforth		Montreal, Quebec
1990	IV	Santa Barbara, CA	Yumio Dornberg/Sean Kennedy		Santa Monica, CA
1991	V	Event Not Held			
1992	VI	Fair Haven, NY	Steven Hunt		Hampton, VA
1993	VII	Sodus Bay, NY	Aiden King		Skaneateles, NY
1994	VIII	Hawaii	Brian Hill		Holland, MI
South American Champions					
1983	I	Buenos Aires, Argentina	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1984	II	Ancon, Perú	Alberto D'Angelo	<i>Black & White</i>	Perú
1986	III	Rio de Janeiro, Brazil	Marcos Soares	<i>Linha D'Aqua</i>	Brazil
1987	IV	Ancón, Perú	Luis Lebreiro	<i>Alcaravan</i>	Brazil
1988	V	Ancón, Perú	Ricardo Capparelli	<i>Rocoto</i>	Argentina
1989	VI	Buzios, Brazil	Luis Lebreiro		Brazil
1990	VII	Buenos Aires, Argentina	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1992	VIII	Lake Rapel, Chile	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1993	IX	Ancón, Perú	Alejandro Irigoyen	<i>Shadow</i>	Argentina
1993	X	Rio de Janeiro, Brazil	Alberto D'Angelo	<i>Velia</i>	Perú
1994	XI	Rio de Janeiro, Brazil	Ivan Pimentel	<i>Dragao do Mar</i>	Brazil
1995	XII	Rapel, Chile	Alberto Gonzalez	<i>CTC Mundo</i>	Chile
U. S. Midwinter Champions					
1978	I	Key West, FL	Mark Ploch	<i>Tchau</i>	Clearwater, FL
1979	II	Key West, FL	Mark Ploch/Jim Brady	<i>Tchau</i>	Clearwater, FL
1980	III	Key West, FL	John Jennings	<i>Black Star</i>	St. Petersburg, FL
1981	IV	Key West, FL	Augie Diaz	<i>I'll Go</i>	Miami, FL
1982	V	Miami, FL	Charlie Scott	<i>Viva 40</i>	Annapolis, MD
1983	VI	Miami, FL	Ed Baird	<i>Impulse</i>	St. Petersburg, FL
1984	VII	Miami, FL	David Curtis	<i>HJ</i>	Marblehead, MA
1985	VIII	Miami, FL	Morgan Reeser	<i>Sea Sharp</i>	Miami, FL
1986	IX	Miami, FL	John Kostecki	<i>Terminator</i>	Pt. Richmond, CA
1987	X	Miami, FL	John Kostecki	<i>Pee Wee</i>	Alameda, CA
1988	XI	Miami, FL	Ed Baird	<i>Monster Fish</i>	St. Petersburg, FL
1989	XII	Miami, FL	Jim Brady	<i>Slap and Tickle</i>	Annapolis, MD
1990	XIII	New Orleans, LA	Paul Foerster	<i>Grand Slam</i>	Dallas, TX
1991	XIV	Miami, FL	Jim Brady	<i>Fine Awd</i>	Annapolis, MD
1992	XV	Miami, FL	Jay Lutz	<i>Dashboard Mary</i>	Kemah, TX
1993	XVI	Miami, FL	Ken Read	<i>Mookie</i>	Newport, RI
1994	XVII	New Orleans, LA	Terry Hutchinson	<i>Northern Exposure</i>	Newport, RI
1995	XVIII	New Orleans, LA	Vince Brun	<i>Bogus</i>	San Diego, CA
European Champions*					
1982	I	La Trinite, France	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva, Switzerland
1983	II	Neuchatel, Switzerland	B. Dunand	<i>Coin Coin Dubois</i>	Lake Geneva, Switzerland
1984	III	Naples, Italy	Francesco deAngelis	<i>Le Coq Hardi</i>	Naples, Italy
1985	IV	Cork, Ireland	Laurie Smith	<i>Ghost</i>	England
1986	V	Scheveningen, Holland	Ed Warwick	<i>Sanjola IV</i>	London, England
1987	VI	Athens, Greece	Ed Warwick	<i>Sanjola IV</i>	London, England
1988	VII	Cowes, England	David Bedford	<i>Take Them to The Cleaners</i>	England
1989*	VIII	Sardinia, Italy	Ian Southworth	<i>Plastic Bag</i>	England
1990*	IX	Kiel, W. Germany	Aurelio Dalla Vecchia		Naples, Italy
1991*	X	Cowes, England	David Bedford	<i>R.S.J.</i>	England
1992	XI	Marstrand, Sweden	Flavio Favini	<i>Nebookanezzzer</i>	Italy
1993*	XII	Monte Carlo, Monaco	Luca Santella	<i>Jadine</i>	Italy
1994*	XIII	Medemblik, Holland	Anders Edblad		Sweden
1995	XIV	Dun Laoghaire, Ireland	Stuart Jardine	<i>Stouche</i>	England

*1989 event won by John Kostecki / Vince Brun (US); 1990 event won by Jim Brady (US); 1991 event won by Ian Bashford (Australia); 1993 and 1994 events won by Chris Larson (USA).

An * indicates a 1997 World qualifier
An • indicates a 1996 World qualifier

JANUARY

- 7-12 •U.S. Midwinter Championship
Miami, FL
Coral Reef YC
(305) 858-1733

FEBRUARY

- 23-25 District 10 Championship
Key Biscayne YC
Doug Wilson
(305) 361-4352

MARCH

- 2-3 Gulf Coast Championship
Jerry Coogan
B: (504) 837-4616

- 23-24 Austin Regatta
Michael Wellman
H: (512) 892-5347

APRIL

- 13-14 Shreveport Regatta
Bill Jennings
(903) 663-3576

MAY

- 4-5 Cowtown Stampede
Ft. Worth, TX
Brian Dyer
H: (817) 738-1328

1996 Texas Circuit

New Orleans
March 2-3

Austin
March 23-24

Shreveport
April 13-14

Cowtown Stampede
May 4-5

*Southwest Regional
Rush Creek YC
May 25-26

Beasley Cup
September 28-29

Halloween Regatta
October 19-20

Texas Circus
November 23-24

- 24-27 *U.S. National
Championship
Oxnard, CA
Gary McPike
(818) 225-5800

- 25-26 San Francisco Sailing
Foundation Regatta
Don Oliver
(415) 456-8936

- 25-26 Southwest Regional
Championship
Rush Creek YC
Jim Anderson
H: (214) 771-6823

JUNE

- 1-9 World Championship
Yacht Club Costa Smeralda
Sardinia, Italy
(39) 789/91332
F: (39) 789/91213 or /91257

- 8-9 Seawanhaka Invitational
One Design Regatta
Al Constants
(201) 326-1933

- 22-23 Oklahoma City Regatta
Scott Greenawalt
H: (405) 751-3460

JULY

- TBD Junior North Americans
Toronto, Canada

AUGUST

- 31- IBM/Sailing World/N.O.O.D.
Sept. 1 San Francisco, CA
Don Oliver
(415) 456-8936

SEPTEMBER

- 12-15 *North American
Championship
Edgewater YC
Cleveland, OH, USA
Barb Rosenbaum
(216) 371-2461
*Top U.S. boat

- 28-29 Beasley Cup
Houston YC
Tim Napp
(713) 480-0665

OCTOBER

- 11-13 Great Racing Regatta
Lake Geneva YC, WI
John Mick
B: (414) 248-7075

- 19-20 Halloween Regatta
Corpus Christi
Laura Stumpff
(512) 888-5533

NOVEMBER

- 23-24 Texas Circus
Lake Canyon YC, TX
Fred Amrhein
(210) 494-6383

Add your regatta to the J/24 Calendar

- Must be of regional interest
- Information must be complete
- Sorry, only 1 phone number per regatta

Regatta

List in (circle) USJCA or Int'l Calendar

Dates

Host Yacht Club

City/State or City/Country

Name of contact for more information

(circle 1) H, B or fax number for contact

Fax to the Class office at (410) 280-5423.
For Spring '96 issue, send by March 15.
For Fall '96 issue, send by September 1.

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 have fleets which are not
 yet recognized NJCAs:**

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 F: 593-428-4669

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 16043 Chiavari GE Italy
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Nissan Motor Co.

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1996 International Calendar of Events

MARCH, 1996

30-April 6 South American Championship Buenos Aires, Argentina

APRIL, 1996

27-30 Spring Cup Medemblik, IJsselmeer

MAY, 1996

16-19 Group 4 Regatta Scheveningen, North Sea

JULY, 1996

TBD Jr. North American Championship Toronto, Canada
 26-Aug. 2 European Championship Marstrand, Sweden

AUGUST, 1996

30-Sep. 2 Zuiderzee Regatta Muiden, IJsselmeer

SEPTEMBER, 1996

12-15 North American Championship Edgewater YC, Ohio, USA
 20-22 Dutch Nationals IJsselmeer

MAY, 1996

31-June 9 *World Championship XVIII Porto Rotundo, Italy
 TBD Japan Women's Keelboat Championship

NOVEMBER, 1997

13-22 *World Championship XIX Buenos Aires, Argentina

1998 World Championship XX San Francisco
 European Championship France

1999 World Championship XXI Monaco

* Please notify Class office of any additions to international calendar
 via regatta listing found on page 9.

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District 1

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28 Marblehead
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04107
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Northeast Region
Fleets: 16, 31, 47, 50, 89,
104, 147, 160

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District 3

Northeast Region
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106, 154

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128, 135, 142, 148, 153

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Southeast Region
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5 Galveston Bay
Tim Napp
15908 Seahorse Dr.
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B: (713) 588-3924
F: (713) 588-3950

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Fred Amrhein
1210 Phantom Valley
San Antonio, TX 78232
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B: (210) 534-6442
F: (210) 534-9811

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B: (504) 837-4616
F: (504) 837-3114
- 158 Rush Creek**
Zack Troxel
250 Rush Creek
Heath, TX 75087
H: (214) 771-6414
B: (214) 772-3333
F: (214) 772-3344

District 15

- Great Lakes Region**
Fleets: 1, 12, 37, 62, 96, 100, 123, 126, 130, 137, 149, 150, 152
- Gov Douglas J. Kracht**
441 E. Cedar Lane
Mequon, WI 53092
H: (414) 241-9283
B: (414) 347-2249
- 1 Minnetonka**
Tim Oelschlager
15300 18th Ave N.Apt. 815
St. Paul, MN 55447
H: (612) 404-9320
B: (612) 740-5695
- 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
- 37 Milwaukee Bay**
Thomas Shropshire
2704 N Hackett
Milwaukee, WI 53211
H: (414) 961-8746

- 62 Traverse City**
Mike Dow
1977 Outer Dr. W
Traverse City, MI 49684
B: (616) 941-1222
F: (616) 929-4436
- 96 Lake Geneva**
Wendell Sherry
1260 Candlewood Court
Downers Grove, IL 60515
H: (708) 495-2001
F: (708) 971-1141
- 100 Wilmette Harbor**
Greg Mack
1460 N Sandburg Ter.
#1609
Chicago, IL 60610
H: (312) 488-7171
B: (312) 306-1259
F: (312) 280-4898
- 123 Gull Lake**
Arthur Riley
10396 W. Gull Lake Dr.
Richland, MI 49083
H: (616) 629-5713
- 126 Waukegan Harbor**
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2836 E. Bonniebrook Ln.
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Lake Forest, IL 60045
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B: (708) 937-4333
F: (708) 234-9232
- 149 Little Bay de Noc**
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B: (616) 456-7711
F: (616) 456-7791

- 152 Neenah Nodaway**
Donald Turner
275 Lake Rd.
Menasha, WI 54952
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B: (414) 751-7263

District 17

- Southwest Region**
Fleets: 38, 39, 53, 85
- Gov Scott Greenawalt**
11325 N. May #D
Oklahoma City, OK 73120
H: (405) 751-3460
B: (405) 521-3251
- 38 Grand Lake**
David A. Bond
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Broken Arrow, OK 74013
H: (918) 543-2697
B: (918) 258-9688
F: (918) 251-6405
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Oklahoma City, OK 73116
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B: (405) 842-1011
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Schoen C. Fitzgerald
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- 85 Tulsa**
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Tulsa, OK 74120
H: (918) 599-0904
B: (918) 234-4621
F: (918) 234-4626

District 18

- Western Region**
Fleets: 46, 141, 159
- Gov Frank Keesling**
1782 S. Trenton St. #4
Denver, CO 80231
H: (303) 337-4742
B: (303) 321-0080
F: (303) 321-2353
- 46 Lake Dillon**
Frank Keesling
1782 S. Trenton St. #4
Denver, CO 80231
H: (303) 337-4742
B: (303) 321-0080
F: (303) 321-2353
- 141 Paseo Del Norte**
Rich Strasia
546 Hwy 165
Placitas, NM 87043
H: (505) 867-0026
B: (505) 848-3348
F: (505) 761-3636
- 159 Cherry Creek**
Angie Burdick
6271 W. Elmhurst Ave.
Littleton, CO 80123
H: (303) 973-7173
B: (303) 973-1380
F: (303) 752-8548

District 19

- Western Region**
Fleets: 25, 26, 27, 90, 121
- Gov Harry Dursch**
5459 Pleasure Pt. Ln. SE
Bellevue, WA 98006
H: (206) 747-4065
CompuServe: 73543,406
- 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
I: Dann@microsoft.com
- 27 Portland**
Tim Hansen
1050 Bayberry Rd.
Lake Oswego, OR 97034
H: (503) 635-3892
B: (306) 694-1501
- 90 Lake City**
Bob Hyslop
RR 12 - Box 784
Spokane, WA 99223
H: (509) 448-2404
B: (509) 927-0092
F: (509) 927-9529
- 121 Lake Pend O'Reille**
Stan Schultz
S. 425 Alpine Dr.
Liberty Lake, WA 99019
H: (509) 255-9656

District 20

- Western Region**
Fleet: 17
- Gov Don Oliver**
7 Monterey Ave.
San Anselmo, CA 94960
H: (415) 456-8936
B: (415) 398-1200
F: (415) 398-3514
CompuServe: 75557,3342
- 17 San Francisco Bay**
David Holscher
1309 Glendale Avenue
Berkely, CA 94708
H: (510) 486-8114
B: (510) 548-7604
F: (510) 548-7633

District 21

- Western Region**
Fleets: 49, 57, 59, 63, 70, 145, 155
- Gov Nadine Franczyk**
318 39th St.
Manhattan Bch, CA 90266
H: (310) 545-3112
B: (310) 395-3221
F: (310) 394-6017
CompuServe: 76312,1050
- 49 Marina del Rey**
Peter Ross
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Los Angeles, CA 90024
H: (310) 208-2969
B: (310) 332-0383
F: (310) 331-1831
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Michael O'Connor
26096 Rio Grande
Laguna Hills, CA 92653
H/B: (714) 831-2891
F: (714) 831-8091

- 59 Long Beach**
Alan Smith
2601 Crestview Drive
Newport Beach, CA 92663
H: (714) 642-4812
B: (714) 673-0300
F: (714) 673-9267
- 63 Santa Barbara**
Jody Dolan Holehouse
1548 Shoreline Dr.
Santa Barbara, CA 93109
H: (805) 962-5910
B: (805) 966-1512
- 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

- 145 Ventura County**
Dan Chepley
125 San Fernando Ave.
Oxnard, CA 93035
H/F: (805) 985-4769
B: (805) 983-0044
- 155 Dana Point**
Joe Steele
27806 Soller
Mission Viejo, CA 92692
H: (714) 951-8691
B: (714) 588-9994
F: (714) 588-6830

- 73 Honolulu**
Dan Doyle
27 Pueohala Pl.
Kailua, HI 96734
H: (808) 263-6375
B: (808) 949-2999
F: (808) 943-6637
- 156 Maui**
Bruce Olsten
572 Pio Dr.
Wailuku, HI 96793
H: (808) 242-9620
B: (808) 877-3513

District 22

- Western Region**
Fleets: 73, 156
- Gov James E. "Fuzz" Foster**
742 Queen St. #300
Honolulu, HI 96813-5206
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B: (808) 591-9192
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U.S. FLEET CHARTER APPLICATION FORM

(Minimum of three boats with current membership required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP CODE _____ 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 _____

1996 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, 1996 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, 1996, 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:

1996 membership dues: new member: _____ renewal: _____ (\$40.00) _____

Junior member (not older than 19 on 12/31/96). 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 _____ 1996 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.

1996 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.

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Rolex Watch U.S.A. President and CEO Roland Puton at the Awards Gala with Rolex Yachtswomen of the Year Betsy Alison, Courtenay Becker Dey, Lynne Shore and Heidi Backus Riddle. Alison (with crew, right) skippered to her third consecutive title in 1995.