



International

SPRING 1996

VOLUME 36

J[®]
24

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J/24 VICTORY LIST

1995

- 1st North Americans
- 1st U.S. Nationals
- 1st Midwinters
- 1st Italian Nationals
- 2nd World Championships
- 2nd Rolex Women's Keelboat

1996

- 1st, 2nd, 3rd SCYA Midwinters

1995 Yachtswoman of the Year, Cory Sertl crosses the finish line at the 1995 Rolex International Women's Keelboat Championships.

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Photo by Bill Wilson

David Menis and crew from Cohasset, Massachusetts (bow #25), and Vasco (bow #33) from Italy at the 1996 Midwinter Championship in Miami, Florida.

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A Visit with the International Rules

by Geoff Evelyn

It's the middle of winter here in Canada and the snow is falling. However, the good news is that sailing and the Class has never been far from my mind this winter. I'm looking forward to getting back on the water in May. Enough of this snow stuff and on to more interesting things.

The World Council, at its recent meeting, advanced a number of proposed rule changes to the NJCA's for consideration. "Oh no, not more changes!" you say. "Why?" you might say. The best answer I can give you for both is that only by constantly visiting our rules and adapting them can we continue to make the boat enjoyable to sail for all types of sailors; keep competitive to meet today's changing marketplace; and stay affordable to race in all venues.

Most of this group of rule changes are housekeeping in nature; however, there are three that are fairly significant and will have an impact on how we sail the boat. The first significant change will allow Continental events (European, Pacific Rim, North and South American Championships) to be designated "Category B." This change recognizes that sponsorship is one way of making J/24 racing affordable when the cost of campaigning a boat is prohibitive. This should also advance J/24 promotion as more sponsors become aware of our widespread demographics.

The second important change deals with the issue of cushions. Cushions will become part of the optional equipment list, and there will be no change in the all-up sailing weight. This is, we think, a satisfactory compromise for those who complain about wet cushions, for those in overweight boats that have difficulty getting down to the 1375 kg. racing weight, and for those who still wish to carry cushions.

The last of the three is probably the most significant change that we have attempted in the past five years. If passed, the maximum crew weight will be lowered sufficiently to allow the boat to be sailed effectively with fewer crew. It will also allow the boat to compete in the same market as other classes of boats that are run with fewer crew. The



Geoff spent two days at this year's Sail Expo in Atlantic City, New Jersey, USA, greeting new and prospective members. Particularly fun was pointing out the strengths of the J/24 and showing off a boat used at the 1995 IYRU Nations Cup.

new weight could be somewhere between 310kg and 340kg. The final weight will be decided by the International Technical Committee prior to final submission to the IYRU in November.

This weight change will affect the way we sail the boat in certain conditions. Eventually sail shape will change in the genoa and blade and quite possibly the main, as we adapt to a new crew weight. Sail changes will take place sooner on the way up the wind scale. Getting crew will be easier. The cost of getting people to a regatta and keeping them there will be lowered.

All of the preceding are either positive or negative, depending on your own situation, and it is up to you as a member to decide your position. Please put a lot of thought into the proposed changes and communicate with your executives around the world. This is an important rule submission and the World Council needs to know that we are representing the view of the membership worldwide.

See you on the water,

SPRING 1996

1996 J/24 Midwinters: Race 1, DNF (Did Not Float!)

by Jim Keesling



Thanks to the Internet, everyone in the world knows the *Dog House* sank during the Midwinter Championship in Biscayne Bay. So that everyone can get the story from the "horse's mouth," here is what happened.

The regatta set out to be the one we had the best chance of winning. I put together the best team I could from around the country (mainly because I used up all my regular crews' vacation time for the Dillon Open, Worlds, and Nationals). Mickey Caldwell, owner of Allis Racing in Oakland, California, has been a good friend for many years as well as a business associate. He had been bow and middle for Vince Brun winning several championships. We have wanted to sail together for many years, but never had the chance. Mickey suggested I call Eric Arndt and see what he was up to. Eric has won many national titles both as a helmsman and trimmer (Look up *Houdini* in the old J/24 mags).

Eric hadn't booked any slots for the Midwinters because he was crewing for Key West Race Week and was busy

delivering boats around the country. Now, with the world's best trimmer and bowman, all we needed was the middle. Kim, a friend from Canada, was going to be on vacation down south and wanted to sail if at all possible. She was going to be with her friend Matt, from England, who was also a very accomplished sailor. Everything fell into place. So much for the crew.

Sunday was final crew weigh-in and registration day. That morning, we all stepped on the scale and to our surprise, we were 32 pounds **over**! No food, no water, no nothing for the whole day. We put the *Dog House* in the water and went out to practice. Boat speed was better than expected and crew work was exceptional. No worries here, just lose the weight. We arrived at the yacht club and all went either running, biking, or walking back to the registration area for the final weigh-in. I didn't think we had a chance because 32 pounds is a lot to lose between five people. To our amazement, we lost 37 pounds! Perfect. One big crew dinner, off to bed early,

and start Monday fresh.

Monday arrived and so did the breeze. It was blowing 20-25 knots. Not that windy for the J/24 fleet. Thirty-eight boats on the line and away we went. At this point in time I really don't remember if we went left or right, I just remember being fifteenth or so around the weather mark. We had a clean hoist and away we went. After broaching during the first jibe, we got on our feet and took off again. We had a good downwind ride and rounded the leeward mark near the top ten.

Eric called the shots up the second weather leg and we picked off a few more boats to arrive at tenth or so. The breeze had been building most of the day and now was a steady 30+ with higher gusts. I know this because of seeing the printed wind reading from the Race Committee boat. Several boats had shredded their spinnakers and several had dropped out because of gear failure. We had no idea of what was going to happen.

Mark Laura and my brother Frank were one boat ahead of us and wing-on-wing because they had torn their spinnaker at the leeward mark. We took off again similar to the last downwind run only a little faster. We wiped out every jibe this time and would take off until the next jibe and wipe out, get on our feet and take off, jibe, wipe out, get back on our feet and take off again. We passed Mark and Frank two times downwind, and worked up to fifth or sixth. At that point in time, we had Eric standing in the cockpit trimming, Kim and Mickey on each rail even with the winches, Matt sitting on the stern rail, and me to leeward trying to steer under the chute. We had been planing for most of the run (except during the jibes!) and were on port pole laying the leeward mark. Things looked good until Matt said, "Here comes a puff."

I took a quick look backward to see a J/24 planing fast past a J/24 on its side with the crew in the water. I remember saying, "Here it comes." When the puff hit, we took off planing over two waves and were heading down the back side when the bow was shoved hard to port. The tiller was shoved into my chest and the boat violently broached.

Since I was sitting to leeward, I was dragged out of the boat by the water and was holding on to the stern pushpit. The whole crew was in the water near the boom and main. Mickey uncleated the main sheet and vang as Eric climbed on the keel. Things took a turn for the worse when water got on the main and the tip of the mast went underwater. We had Eric and Matt (400 lbs.) on the keel, me on the rudder and Kim and Mickey waiting for the boat to round up and be "on board."

The wind was blowing directly at the bottom of the boat pushing the mast tip further underwater causing the boat to turtle. It only went three-quarters of the way before the mast tip hit bottom. By this time, we all knew we couldn't do much, because once the boat rights itself, the rest of the air escapes and down she goes. (That is why you see photos of Js being towed in to the harbor upside down in San Francisco Bay.) The boat pivoted on the mast and pointed upwind. At this time, it came upright and sat there for maybe two minutes before the bow started to sink. Kim actually swam below to try to find the bucket, but we got her out of the boat before it went down. As the bow sank, the chute was wrapped around the masthead and the main was still up. We cut the halyards and jumped on the chase boat.

While on the chase boat, we took a spin sheet, tied it to the anchor and to a life jacket. We then tied the anchor to the *Dog House* and let it go. Now we had a marker in case the boat turned sideways and couldn't be seen. Ten minutes later the Coast Guard showed up for help. We all were safe on the chase boat, so they called a salvage company to come get the *Dog House*. Thirty minutes went by with us sitting in choppy seas and 35 knot wind.

When the salvage company showed up, they informed us that it would take five to six hours and asked where we wanted the boat. I told them under the crane at the Coral Reef Yacht Club. We would then see what we needed to do.

After a long, hot shower and dry clothes, we headed straight where every skipper would go... the closest bar! We had dinner and drinks until 8:00 p.m. when we got the call the boat was close to the yacht club. We headed over and met the salvage company towing a very "low" *Dog House* into the harbor. After they untied it, they took off and said, "Good luck." We found the boat still half full of water, but at least we had it back. We pumped and bailed and unbolted everything in the boat. Cushions, anchor, motor, battery, lifejackets, sheets, guys, WAIT A MINUTE! Yes, you read correctly, **lifejackets**. Still on the boat and not on us. Very stupid! Two hours later we had washed down everything from the boat now piled up on the lawn. We hosed down and bailed the inside of the boat twice. Time for bed. The next morning was "put it back together morning." Mickey and Eric arrived at the boat at 6:00 a.m. and had the mast down, new halyards run, and windex on. The rest of us re-bolted everything back in the boat and were ready for the race course. We had to get towed out to the course because the motor was a new Nissan salt shaker (as well as the stereo, sail comp, lights, battery, fuse panel, and all wiring down below). The mast tip was bent to port, but we sailed anyway.

After all that, we finished up fifteenth out of thirty-eight. Still a keeper for the record books. But how many times am I going to have to tell this story? Forever! All I can say is I am thankful that we came home with the same number of people we left with. If the water was colder, or deeper, who knows what might of happened. One thing is for sure... increased level of experience doesn't make up for lack of safety. At no time did any of us think we needed to take the chute down, nor did any one of us ask for a life jacket. We had all done this many times before. The first sign might have been the fact that the numbers were blown off the chute completely during our broaches when the chute was flogging.

Glad to be home but can't wait to go back. We all learn a little more each time.

by Steve Podlich

It is spring and our annual recruiting task is on going. We recruit at many levels, skippers recruit crews; fleets recruit new boats; National J/24 Class Associations recruit members. And we use many tools to recruit. Our recruiting tool boxes never have enough tools. So here are a few more.

Why do we sail? What are your top ten reasons? For most of us number 1 had better be "For Fun." If we do not have fun we will change our leisure time activities. The fun can be on many levels. Fun on the boat, fun at the regatta site, fun at the cities where we travel. The fun boats have full crews, the fun clubs have full bars, and the fun regattas have scratch sheets full of boats. Whatever you do, **keep it fun.**

Venture off the beaten track, do something unusual. The fleet in Northeast Harbor, Maine has been holding a double-handed race since the late 1980s (probably longer than that). It seemed like a weird idea to me when I first learned of the event. Each year they submitted a regatta report that was so ebullient that I ran a double-handed race for our local fleet last year. That event attracted 19 boats, at least 5 of which we had never seen on a starting line before. The wind was nearly calm, most of the fleet did not finish, the party was interrupted by a squall, we all had a fantastic time.

Other reasons to race are to compete and to improve. In our goal-oriented culture part of the fun may be in achieving a goal. Sailors of every level of performance go across our starting lines and it is important to recognize improvement and to encourage it. My local fleet has started a mentoring program where a boat near the top of the fleet helps a boat in the bottom half. Swapping crews to see how the other boat does things is always instructive. Discussing the winning strategy is helpful whether you are talking or listening. And having a boat, besides your own, to cheer for is another reason to go out.

The fleet in New South Wales, Australia was experiencing disappointing numbers on the starting line. A few of the members initiated a phone tree. Poor participation is a problem that builds upon itself as fleet members get frustrated. A simple call to say, "I'll be there this weekend will you?" assures folks that there will be some competition on the line. Positive answers cause a snowball effect. They recently held the largest State Titles in the past several years.



Steve with Charlotte Ubertalli who received the John Adams Trophy at the '95 World Championship. The John Adams Trophy is awarded to the top boat from the nation that will host the next World Championship.

The fleets in Denver, CO (yes I said *fleets*) needed to find more people to crew so they held a party where interested people were invited to attend. Days before the party they were scrambling to find a larger facility. (That is a nice problem to have!). All who attended were placed on the database and sent the local fleet newsletter so they know what is happening and when it is happening. In the end they found lots of new crew and a few new owners.

I get tons of calls from people asking questions. When I give an answer which seems to include especially good ideas, I am forced to tell them I have very few new ideas—but I'm pretty good at plagiarizing. Try some of these and I hope your crew, fleet and NJCA will see a growth spurt.

Steve



Sail Expo Celebrates J/24

For the fourth time in as many years, Sail Expo took place in Atlantic City, New Jersey, U.S.A., in February, 1996. The J/24 was front and center at the J/BOATS large and impressive booth. The first Saturday of the show was designated "One Design Day."

The U.S. Class sponsored a day of seminars aimed at current and prospective members. Presenters included: Gordon Borges, Crew Techniques/Bow; Moose McClintock, Crew Techniques/Cockpit; Jahn Tihansky, Crew Organization. The go-fast and boat maintenance seminars attracted record crowds. The seminars were followed by an issues forum led by International Chairman Geoff Evelyn. Topping off the day, 80 sailors gathered for dinner and discussion at Angelo's Fairmount Tavern in Atlantic City.

Sunk in San Francisco Bay

As some of you may have already heard, Charlie Kelly took some fellow Fleet 49ers to San Francisco for the Masters Regatta October 14-15. They were not disappointed for lack of wind. Unfortunately the wind gods had it in for 24 Karat. Going into the leeward mark after the pole was removed from eh spinnaker, a puff hit that knocked the boat down and put the mast in the water. Everyone went in the drink but were soon picked up by the Race Committee Whaler. They attached a buoy to the boat. When it righted itself, the sails filled and the boat took off all the while slowly sinking. The buoy was seen heading toward the Golden Gate Bridge courtesy of the ebb tide. It was found in 60 feet of water with its mast broken. The good news is nobody was hurt. The Kelly family is disappointed with the loss of their boat but are planning to replace it. Hopefully, we'll see them back in action soon.

IJCA Has New World Wide Web Address

Our new volunteer webmaster Jeff Borland has been working hard to improve our World Wide Web homepage from his home port of Annapolis, Maryland. Reach the class at our new and improved address <http://www.sailing.org/j24>.

Jeff has put in countless hours adding U.S. class measurers, regatta results, and NJCA information. To date, you can access information about the Canadian, Dutch, U.K., and U.S. organizations. We plan to include a section for each NJCA.

Send your questions or suggestions to 71562.2514 @compuserve.com, or call the class office at (410) 626-0240.

J/24 Cool Links & Pages

From the International Class page, click on the following links . . .

'96 North American Championship Web homepage

Access a notice of regatta, regatta information, and registration information for the regatta September 12-15, 1996 in Cleveland, Ohio, U.S.A. Also accessible at <http://www.j24.com/NA96>

'96 European Championship Web homepage

To be held July 26-August 2, 1996 in Marstrand, Sweden. Always a hotbed of racing talent, the Europeans in Sweden is shaping up to be just as exciting as ever. Once you pull up the J/24 page, click on the link to the official European site. You can also access it at <http://www.gkss.se/j24/>.

U.K. National J/24 Class Association Web homepage

This page is part of a new U.K. sailing magazine, *Intersail*. *Intersail* is at: <http://www.intersail.co.uk/The U.K. class will post results, news and general class information. The U.K. NJCA page is at http://www.intersail.co.uk/j24/>

Attend Worlds in Italy

If you're on-line, plan on "attending" the World Championship in Italy via your computer. Stay tuned May 30 through June 9 for World Championship updates from Sardinia, Italy. Top class sailors from over 20 countries will converge for six days of sailing in sunny Porto Rotondo to lay claim to the world championship title.

Race summaries as well as racing results will be posted.

J/24 Sightings

Sailing World Recognizes Top J/24 Talent

Sailing World magazine recently announced their Medals of Achievement for 1995. Terry Hutchinson received an honorable mention in the One-Design Keelboat category for his win at the East Coast Championship. Class favorite Betsy Alison was given an honorable mention in the women's category for her unparalleled achievement in the Rolex International Women's Keelboat Championship. Raced aboard J/24s, Alison won her fourth title in 1995.

Also featured were Rolex Yachtsman and Yachtswoman of the Year Award winners Cory Sertl and Ed Baird. For a complete look at the winners, see page 48.

IJCA World Council Meets in Hamburg

On November 5, IJCA Executives met with representatives from eleven NJCAs in Hamburg, Germany, concurrent with the International Yacht Racing Union meeting. Executives discussed class achievements of 1995 and the objectives for 1996.

1999 World Championship site was awarded to Monaco. The World Council chose Monaco based on an outstanding presentation that featured the beautiful Yacht Club de Monaco. The 1998 European Championship was awarded to France.

Rule change proposals were distributed and the time line for review and approval was discussed.

Elections were held for Executive Committee. Dennis Ellis was elected Technical Committee Chairman; Hauke Krusse, John Peck, and Reid Stava were elected to the Technical Committee; Francesco Chicolo was elected as an ex officio member of the Technical Committee; and World Council members elected were Pinetti Masini, Ziggy Spitzky, and Simon Slater. For a full report of the meeting, see page 63.

1996 Calendars Available For Great Price!

There are a few copies available of the 1996 International J/24 Wall Calendar. You still have time to plan your '96 sailing season around great J/24 sailing photos. They are now offered at a price of \$U.S. 5.00 (plus overseas shipping).

Copy Deadlines

| | |
|----------------------------------|-----------------|
| USJCA Waterlines #17 | June 15, 1996 |
| USJCA Waterlines #18 | July 15, 1996 |
| International J/24 Vol. 37 | August 1, 1996 |
| USJCA Waterlines #19 | August 15, 1996 |
| International J/24 Wall Calendar | August 15, 1996 |

Hull Numbers Assigned

5206-5210 J/Boats Italy

1996 J/24 World Championship World Qualifiers

Total number of maximum qualified crew 114
who could attend the 1996 World Championship:

IJCA QUALIFIERS

18

Past Champions

All past champs (Scott, Koliuss, Bethwaite, Baird, Curtis, Read, de Angelis, Kostecki, Klein, Brady, Fortenberry)

Founders

Rod Johnstone

Bob Johnstone

European Champion

Stuart Jardine

North American Champion

Steve Thomas

South American Champion

To be determined

IWKC Champion

Betsy Alison

IJCA Chairman

Geoff Evelyn

Each NJCA is entitled to the following number of qualifiers which is based upon the number of paid members as of December 31 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

European nations receive double allotment due to proximity of regatta.

NJCA

Members

| | |
|-----------------|------|
| Argentina JCA | 65 |
| Australia JCA | 150 |
| Bahamas JCA | 10 |
| Bermuda JCA | 9 |
| Brazil JCA | 27 |
| Canada JCA | 150 |
| Chile JCA | 60 |
| Croatia JCA | 3 |
| France JCA | 52 |
| Germany JCA | 45 |
| Grand Cayman | 10 |
| Greece JCA | 15 |
| Holland JCA | 26 |
| Israel JCA | 10 |
| Ireland JCA | 35 |
| Italy JCA | 255 |
| Japan JCA | 253 |
| Mexico JCA | 41 |
| Monaco JCA | 26 |
| New Zealand JCA | 5 |
| Puerto Rico JCA | 6 |
| Sweden JCA | 70 |
| Switzerland JCA | 32 |
| UKJCA | 120 |
| USJCA | 1600 |

Letters to the Editor

Dear Steve,

This short letter comes under the title: **Remember to read your race instructions carefully.**

As an avid J/24 sailor who is now involved in race management issues, there were two J/24 regattas this past summer which resulted in some confusion at the starting line. Race committees nowadays are more frequently conducting multiple class starts, the classes starting after the first class usually start on different colored shapes than the normal yellow, blue, red sequence.

At the Seawanhaka One Design Regatta and the Newport Michelob Regatta, there were multiple classes at the start and the J/24 class was *not* the first class to start. Thus, the J/24 would start on a flag other than red. At both regattas we saw confusion. The initial start at Michelob resulted in half of the J/24s starting on the wrong flag while the other half milled about the starting line. The Race Committee was similarly confused and after a few minutes shot off a postponement.

At the Seawanhaka One Design Regatta practically all the J/24s except for one started on the wrong flag. The subsequent class, Sonars, then started five minutes early and on the wrong flag. The Race Committee was similarly forced to postpone the race. Since there were multiple classes involved, that Race Committee elected to wait until the first class had finished before beginning the starting sequence again. As a result, the J/24s and subsequent classes had to wait before they actually started.

In both instances, the race instructions properly identified what shapes would govern the warning, preparatory and start for the J/24 class. The only problem was that the starting sequence was not the typical warning-yellow, preparatory-blue, and start-red.

The moral of the story is that the J/24 class should look sharper when they attend the multi-class regattas. J/24 skippers and crew are encouraged to read the race instructions and note any changes that would apply to them or their start. Yelling and cursing at the Race Committee is not an appropriate response!

Alfred C. Constants III
Morris Township, New Jersey

Note: We received many letters in response to Steve's request that members take time to look over the proposed rule changes and send thoughts our way. The following are excerpts from the many e-mails and letters we received.

On Proposed Rule Changes

... as another fat crew in the class, I agree. ... a radical reduction in the crew weight would be unhealthy for the class (though perhaps very healthy for its members).

Steve Helms
via e-mail

I am contacting you in regard to feedback that I have gotten during the seminars that I give to J/24 sailors around the country. While some new rules are universally praised (reducing unused required equipment such as the undrinkable water and spare bulb rules), some have had a particularly

negative response. The one that draws the strongest comments is the proposed crew weight change.

At a seminar on crew communication that I did in Scituate, Mass. (District 1), with 15 boat owners in attendance we had a question and answer following the presentation. The crew weight change was the primary topic. Emotions ranged from the libertarian, "The class should not impose any weight limit at all" to the status quo, "Leave the current weight alone." The most popular theme was that the premise of the new weight limit (to make the going to regattas less expensive and easier) is unsound.

Most owners and crews felt that poor scheduling and site selections have been to blame for small turnouts at North American events. Once again look at successful regattas: East Coast Champs, Easter Regatta, Change of Colors, San Francisco NOOD, Newport Regatta (I am missing other well-attended J/24 events). All of these regattas are held THE SAME WEEKEND EVERY YEAR. Also look at what the Lightning class has done with the NAs in their class. The host site is a Lightning Hub. The five-day regatta must be held within a two-week period in August every year. This guarantees families of knowing exactly when to plan a vacation to go and sail their boat.

The class is strong. Whether or to the weight changes, it will continue to be strong. Let us *not* however miss the point. The point is to make it easy for people to use their free time going J/24 racing. That means creating some guidelines for regatta schedules.

By the way, Cleveland and Edgewater YC are doing a great job of publicizing the '96 NAs. Also great job concerning the '97 Midwinters.

Brad Read
via e-mail

... To the extent that the class changes its racing rules so that less equipment is required, the cost of racing the boat would be reduced. ... taking unnecessary equipment off the boat and/or removing some of the lead weight on the boat, would reduce the overall weight of the boat when racing. ... such a weight reduction would make the boat "livelier" and more fun to sail.

Alfred C. Constants III
Morris Township, New Jersey

I am strongly opposed to the reduction of the crew weight. ... sometimes hard to find 400kg of "competent" crew. ... any crew that competes underweight should accept they may not have optimum ballast. ... remember that sailboat racing includes other aspects besides the weight on the rail (i.e. tactics, sail trim). I sincerely doubt that the list of top finishers will change much if we go with lighter crews.

On another note: When is the class going to advance to the newer sailcloths (i.e. Kevlar)? If we are trying to develop the class, perhaps it would be good to advance the perception that the class is keeping up with technology.

Scott Dudley
Bustin' Loose US4331
via e-mail

... one of the great strengths of our class is our strict one-design orientation, which makes it possible for an older

boat (mine is hull #959) to be competitive without frequent and expensive upgrades.

The proposed crew weight limit change... seems... to be a MAJOR mistake. I STRONGLY oppose this change, as it is currently worded, and will ask my fellow J/24 association members to oppose it as well for the following reasons:

1.) If my crew already consists of 200 pound guys, I will have to go racing with three, or find new crew. I am 6' and 195, my trimmer is 6'2" and 210, my tactician is 6'3" and about 230. The lightest foredecker is a young guy who weighs about 170. These guys are not fat; they are all former athletes and in very good shape for middle-aged guys. How can I hope to get a four-person crew within the proposed 682-748 pound limit without throwing somebody off the boat?

2.) Man of the other boats in our Fleet #1 on Lake Minnetonka are in a similar situation. If the crew is male (and most are, most of the time), they are looking for a small woman or a 12-year-old for the 5th crew spot to get down to 880 lbs. What possible benefit can it be to require many of our bread and butter members to throw loyal crew off their boats in order to make an even lighter weight?

3.) For every heavy air race where that 5th body is a real advantage, there must be 10 with wind under 10 knots where the weight is a disadvantage. Why punish most crews, most of the time, to favor a minority of our membership under a minority of the circumstances in which races are typically run?

... let's remember who most of our members are, and why they remain loyal to this class... if I have to stop sailing with my friends and find new crew I will sell the boat instead and switch to a different class. There must be less radical and harmful ways to satisfy the needs of the women's crews and others that aren't as physically big as the adult males who form the "bulk" of our membership.

... used J/24s can be bought for as little as \$6,000... costs can easily run \$4,000 annually... the class is still very attractive... Because the investment in the boat is small, the downside is that it would be easy for many of our members to walk away from their investment and go elsewhere, if these rule changes give them an incentive. Is the current rule so broken that the class has to make this radical a change?

Thanks for allowing me to express my thoughts.

Mark Janda, #959, TDB
via e-mail

As an educator and one committed to teaching young people how to sail, this rule change would decrease the number of crew members that would be able to compete in the class... we need to do things to encourage young people to continue to participate as crew on J/24s. By reducing the weight, fewer crew would be required and therefore fewer persons participate.

... I urge you to reconsider changing this rule.

Gerard H. Grande
Assistant Principal, Administration
Tottenville High School, Staten Island, New York

... GPS is not expensive and provides valuable information in a comprehensive package. I don't want to see the J/24 become an electronic fleet, but it is a viable concept and I am in favor of (it) at first glance.

The weight rule change is probably overdue... but, bear

Are You Tired Of The Same Old Line?



Photo by Geri Conner

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!"

HALL RIGGING
17 Peckham Drive • Bristol, RI 02809
800-283-1964 FAX: 800-340-1964



in mind, four real men can easily weigh 800 lbs?

The "Pages" look good and the information is great, keep up the good work. Thanks to you and your staff.

Allen Leeman
via e-mail

... Although I appreciate that there is some pressure from J/24 sailors outside the US for this change... it would be a undesirable change for us... while turning the J/24 into a 4-person boat might seem an owner-friendly move, one that would promote the class, I fear that it would have just the opposite effect. Boats that want to be competitive in regional and national regattas will still have to sail at the max crew weight;... the boat will have to be manned by better, stronger sailors, since the boat is going to be harder to sail in windy conditions. Gone also will be the option of taking along an inexperienced crew that you want to train. A very likely consequence... is... women will largely disappear from the crews of competitively raced boats (except perhaps in the foredeck and helmsman positions), with the probable result that we will lose male boat owners with sailing wives or girlfriends who leave the class for more women-friendly classes (If you have any doubts about this, look at the crews on Melges 24s at major regattas—they have a lower weight limit, and they have asymmetrical chutes!).

Lowering the max crew weight will probably lower regatta expenses for the boat owner... it is a myth that it is going to make the task of finding crew any easier... for those who want to be competitive... it going to make the task harder.

The problem will be especially acute for someone trying to sail with his (or her) "significant other", unless they are both very light, for now they will have only two free variables to play with, not three... When these weight considerations are coupled with the requirement that prospective crew members also have to be better and stronger, the task of putting together a good crew should start to seem formidable, except of course to those who have a long list of available crew from which to draw.

Bob Matthews
via e-mail

... this is a very positive step because gathering crew is certainly one of the more challenging aspects of running a J/24 campaign... I would be in favor of a total crew weight in the upper range of the proposal... 400 kilos lets you have five crew members with an average weight of 176 lbs. This gets to be quite a challenge if one crew member is substantially over 176... if you have one crew member who is 200 lbs., the other four all need to be under 170 lbs. My admittedly unscientific guess is that the majority of J/24 owners are over 176, which forces them to recruit smaller folks as crew. This just makes the challenge of recruiting crew more difficult.

... I would like to see an average crew weight of 185, which would translate into an all up weight of 336 kilos. Good luck in resolving this issue; thanks for taking it on.

Robert Key
via e-mail

Rule 5.1: I do not think the change in crew weight is a good thing. If I wanted a boat with three big or four average

persons, I would have chosen either the J/22 or J/80. Less weight will mean switching to the blade at lower wind velocity, but that is less significant. I have four children and look forward to active one-design competition as they grow up. It would be a shame to have to go to a different boat to accommodate them.

Rules 7.1.17 and 8.1.4: ... this may make an already technical boat a little too complex. The current approach encourages stepping the mast as far aft as the rule allows and setting the partners for maximum "J" Mast bend can be controlled using the back stay. Adding this additional fine control probably will not add noticeable performance for most of us.

Joe Winston
via e-mail

Rule 3.5.2b: Does *direct* mean what I think it does (i.e. the tape is stretched between the lower edge of the band and the stem measurement point)? If so, it's a good idea.

Rule 5.1: My concern (objection) is that while I recognize the difficulties of obtaining a fifth crew member, setting the maximum allowed weight within the 310-340 range has two negative effects: 1. We'll have to ask one of our crew members to leave, and 2. Older folks like ourselves have difficulty making weight as it is. I hope you'll consider or look towards an all-up weight limit including optional equipment and crew combined.

Thom Hennenberger
#4782 Rail to Rail
via e-mail

We asked for opinions on reducing the weight limit to 320 kg. at our Annual General Meeting (9 March 1996). All present voted for keeping the limit at 400 kg. In addition to crew members, there were eleven owners (out of 26).

I trust this information, from one of the smallest member countries, will help in dealing with this thorny issue.

Jan Willem van Crevel
President, Dutch NJCA
via e-mail

The following are from CompuServe conversations :

... I don't think that the weight limit should be changed. ... you'll be discussing who you have to throw off the boat at this time next year.

... At any regatta... we're always worried about making weight... We once hit it right on, 882 lbs EXACTLY! We race with 5 real contributing crew most of the time, only occasionally in local stuff with a newbie. Our owner is 140, our middle is a little less, the rest of us are between 170-200. It would be a major loss in boathandling ability & brainpower to lose any one of the heavies. Our lightweights are the ones most likely to miss any given regatta now!

I tried to bring this up at a fleet meeting... but there was little interest in discussing... I plan to raise it again... the lower weight and removing the cushions would make the boat plane sooner, ie: compete with the sportboats... this (was) a good thing! Talk about apples & oranges! Nobody seems to realize or care that their sail inventory is going to be

obsolete. . . Class seems to think that the lower weight limit will solve the problem of dwindling attendance at the national regattas, but it won't. Seems to me that the tail is wagging the dog in this case.

. . . going with a crew of four made some sense due to the problems in finding a crew of five for all races. . . we usually have five. . . on our two or three road trips a year, there are numerous club races that we sail with less than five.

. . . I always find enough people to go on the road with and it's not that important to be at full weight for the club regattas since others are in the same position. . . if this rule change is going to create regional exemptions, there is no way that we should consider the rule change. I do agree with one of the other writers on this thread that the class needs to build a good consensus. Could we have some sort of a referendum on the J/24 Home Page? I've heard of this being done on other Internet subjects.

. . . J/24 is a strong class that is maturing. It is not the hot boat that it once was, but it is growing into a class much like the Lightning or the Thistle. We need to continue the basic principals that made it a good class and be consistent. To me, that means leave the rule alone unless there is strong, broad movement to change it.

. . . after racing all season with five (or whatever equals 400 KG for you) you now have to get down to ???KG. It will be much different racing and only the die hards will want to attend.

. . . Has anyone heard from a supporter of lowering the limit? Or what the compelling argument is? . . . As for the position of "The Class," WE are the class, at least the U.S. class. Keep beating the drum.

From another discussion group on CompuServe:

. . . Many people here have a problem finding enough crew and switched to the J/22. . . the locals who switched to the J/22 did it for other reasons not crew requirements.

. . . the conditions in our area . . . sailing with four is often the desired number only in early spring and late fall do we need the extra weight . . . extra weight hurts less in light air than it helps in heavy air. Our motto, "Race heavy and never count on anyone who says maybe."

. . . you would switch to the jib in 15 knots instead of 18-20 knots . . . the boat sails well with four people with the jib up. . . the downside is . . . optimum sail configuration will be a much rounder blade and a genoa . . . optimized for light air. Did you buy two new headsails this year? Will you buy two new sails with the change to the new weight rules? If you don't, you will get your butt kicked on boat speed alone. How about that for keeping fleet morale high and participation up?

. . . fifth person usually has nothing to do on the boat, the boat only needs four to sail it. . .

Not true. . . you can sail effectively with four . . . is different than racing with five.

I am not sure how the Class is thinking of resolving the question but it seems to me that it should only be done by a vote of the full membership.

Won't happen. We in the U.S. (fatter & happier) don't even get a majority of the votes. There will be no direct vote of class members in any event. Get a hold of your district governor. He (sic) is the mouthpiece to the people who have the votes.

. . . having the fifth slot available provides an opportunity to take someone out who has an interest and some basic knowledge, but who does not have to be scared off by assuming a "mission critical" role.

From a fleet meeting, reported on CompuServe:

A report from someone who attended Sail Expo advised us of the following:

1. The weight WILL go down, the question is to what amount.
2. There are strong feelings that the U.S. class officers want it to go to the lower proposed limit of 310 kilos.

Our fleet had the following feelings:

1. Racing overweight is less of a problem in light air than a help in heavy air, so we all race heavy.
2. Last year we had "zero" regattas, where we had to weigh in any way. We waived the rule for the districts as it was not a World qualifier and participation was at an all time recent high.
3. On several boats there are 220 lb. owners and his buddy the 220 lb. "pit guy." They want to bring their wives who weigh 140 lbs. each. Along with a bow man. Guess what, the four add up to 309 kg., the bow man (a budding owner), gets the boot! (Or you get to tell my wife!)
4. We do not understand all the reasons for this change. We need more info to go along. Similar to the cushion issue . . . we (in the north) didn't understand that the the \$600 cushions lasts two sessions down south.
5. Some countries need 6-7 to get to max. weight so some adjustment might be justified. The question is how much. We all agreed 310 kg. is TOO LOW!
6. No weight limit=better participation. Many people don't like to weigh in . . . we might institute a district rule with a higher weight limit, maybe 420 kg. which is what many here wish . . .

Someone proposed a novel idea . . .

1. Assume the driver has the highest weight . . . as owner.
2. The driver is the last person to get kicked off because of the weight limit.
3. Assume that weight in the back of the boat does not help performance.
4. The effect of a big helmsman, is negligible when compared to a boat with small helmsmen.

So we institute a class weight limit that does not count the helm but only the other crew who truly sit on the rail.

Note: Members are encouraged to send comments on proposed rule changes to their National Class Association, or District Governor in the U.S. For complete proposed rule changes, contact your National Class Association.

Dear Dr. J:

What is the best white bottom paint to use in northern Lake Michigan?

Jack Lockwood, #4355
Gladstone, Michigan

Dear Jack:

I hope you are referring to your boat bottom. Hoping that you were referring to a J/24, I rang up a reliable Michigan J/Boat source not far from you. He assures me the paint for you is International Tri-lux. **Dr. J**

Dear Dr. J:

The great photo on the cover of the spring '95 magazine demonstrates a technique that has been heavily promoted in several of the sailing clinics that I've attended. A "human pole" is especially effective during short, intense match racing (where pole sets prevail).



Dear Dr. J:

While preparing for the start at the SCYC Midwinters in sunny California, I came across the following conflict in the class rule book. I noticed my sunscreen contains titanium dioxide. How is rule 7.1.18 interpreted with the use of titanium dioxide in sunscreen? Better still, my laptop computer contains parts made of titanium. Do I need to turn in my class membership card or something?

Exotic in Eureka, CA.

But Dr. J I'm confused. Class Rule 8.3 prohibits crew stationing "any part of his/her torso outside the upper lifelines other than temporarily." How does one define temporarily? Count "1001, 1002"?

Bruised & Confused in Canada

Dear Confused:

I'm glad you enjoyed the artistic beauty of the Spring '95 cover. Geri Conser really knows how to take a great photo. **Dr. J**

Dear Exotic:

Dr. J must admit to being very challenged by this burning question. Personally, I'd change my sunscreen. Also, laptops are not allowed by the class rules, so leave it ashore. **Dr. J**

Dr. J's Tip of The Month: Dr. J would like to remind USJCA President, Jim Keesling that when he sails his old boat (Catch 24, hull #1010), keep the lazarette hatches securely latched or it will go down quicker than the Dog House.

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.

View From the U.S. Technical Chairman

by Reid Stava

One of the largest tasks the class Technical Committee has undertaken is the development of a Class Measurement Manual to assure a standardized technique of measuring boats. To date, an initial draft has been created through the efforts of the Technical Committee members. I hope to complete a little re-organization of the document and have a fresh draft in the hands of the Committee shortly. To help reduce variation in interpretation or measuring techniques, the manual will contain many drawings (with ample review time for the Committee to assure their accuracy before final publication). One of the chapters will be a listing of rules interpretations that have accumulated over the years. All in all it should be quite comprehensive.

There is a list of **proposed** rule changes being considered for implementation. Note that these have yet to be adapted by the World Council, and therefore are neither official nor are necessarily in their final form. I thought it might be worthwhile to review the proposals and offer some thoughts on their impact to the class.

As a means of comprehending the significance of the proposals, I divided them into three arbitrary categories: Administrative, changes that correct vague rule wording and which should have minimal impact on the way we sail the boats; Functional, or changes affecting the hardware, or sails, or hull measurement techniques; and Fundamental, or those that can have a significant impact in the way we sail or measure boats. It was an interesting effort. While reviewing the proposals, several were changed from Administrative or Functional to Fundamental as I realized the potential for far-reaching consequences of the proposal.

Administrative:

Rule 3.1.1 Adds the keel stub and basic interior layout to those items conforming to the builders specifications: Thoughts: Will no longer require owners to restore interiors to the original, as built configuration. Instead, they can update the interior to the latest builders specifications, such as replace the plastic cabinet sliders with a shelf with a large (however such changes will require re-measurement).

Rule 3.4.4 Although 'not in use,' the rule is incorrectly referenced by item 10 in the measurement form. Reference should be Rule 3.4.7: Thoughts: None— error correction.

Rule 3.6.4 and 3.6.5 Update sail measurement references from the 1986 to 1993 IYRU Sail Measurement Instructions. Thoughts: The Measurement Manual will utilize the 1993 version for measuring sails and after publication will not be bound by future changes in the IYRU sail

measuring techniques. Will standardize and stabilize sail measurement.

Functional:

Rule 3.4.1 Allows after market suppliers to be licensed to build rudders: Thoughts: Good idea—allows more availability of rudders, hopefully at lower cost.

Rule 3.2.3 Allows the licensing of after market suppliers of companionway covers (hatches). Thoughts: A beneficial change to enable lower cost replacement covers.

Rule 2.7.4 Adding the requirement that builder corrector weights be totally encapsulated and 'distinctively marked' (i.e. colored) to separate them from owner added corrector weights. Thoughts: I believe the intention of this change is to assure that modifications are not made to any boat that allows removal of factory installed weights. Boats build under the new builder weight requirements have had the amount of lead added by the builder (to achieve minimum builder weight) noted on the measurement certificate. The impact is to the boat builders, not owners. Cost impact should be minimal.

Rule 3.2.2 (New) Allows the keel stub to be re-faired to conform to a keel that has been 'moved' to conform to the latest location dimensions. Thoughts: This will allow owners to update their keel position and re-fair the stub to that as supplied by licensed new boat builders hence avoid the need to buy a new boat (with a properly faired stub) to remain competitive.

Rule 3.4.2 Clarification of which of the many dimensions shown on Plan D (rudder) are to be measured. Thoughts: I have not yet seen a proposal that outlines the problem that this change corrects. I feel that some study is needed to determine which dimensions should be specified and to within what tolerance. Expect that several recommendations will be forthcoming for review by the Technical Committee.

Rule 3.5.2 Revising the 'J' dimension to allow direct measurement from the 400 mm mast band (near the partner boot) to the stem intersect and adding 15 mm to the current dimension to compensate for the difference from the current measurement. Thoughts: Haven't seen the data that supports the new measurement value. Would like to check some of the boats at the Worlds in Italy to see how the current values correlate with the proposed values. Will standardize the 'J' measurement technique.

Rule 3.5.4.d Allows the use of 8mm synthetic rope for the vangstop in addition to the 4mm diameter wire. Thoughts:

Agree that synthetic rope offers a lower cost alternate than wire.

Rule 3.5.4.e Allowing the spinnaker boom (pole) downhaul to be 6mm rather than 8 mm diameter Thoughts: A common sense allowance as the topping lift is already allowed to be 6 mm diameter Reduces the number of line diameter variances.

Rule 3.5.4.j Allows a 8 mm diameter continuous rather than 9 mm diameter mainsheet and a 6:1 rather than 4:1 power ratio. Thoughts: There is a concern that a smaller mainsheet will be more difficult to trim or release in higher wind ranges. It will probably require that the power ratio is changed with the line diameter. Not sure that having a 6:1 purchase will be of value as the time required to haul in the extra amount of line coming from a reach to a beat may neutralize the benefit. Also, would recommend that the word 'continuous' be changed to 'one piece' to avoid ambiguity.

Rule 3.5.4.l Allows use of 8 mm diameter headsail sheets rather than the current 10 mm diameter. Thoughts: Again, standardizing the diameters of lines should help reduce costs, but using 8 mm diameter (5/16 inch) genoa sheets may prove much harder on the hands than 9 or 10 mm. Owners may start carrying two sets of sheets for heavy/light conditions, adding to rather than reducing the perceived costs to be competitive.

Rule 3.7.2 No longer requires that owner added corrector weights be totally encapsulated, merely requires a sealing strap of resinated glass cloth. Thoughts: Should make it easier for owners to update their boats and revise the 'Weight for Racing' accordingly. There may be a problem in acquiring lead weights in a form suitable for dividing into four (4) equal weights before attaching. Needs a definition as to how the forward weights are to be located and attached as the builders weights are divided into three (3) ingots before attachment.

Rule 3.8.7 Allows the use of 8 mm diameter anchor line rather than the current 9 mm diameter Thoughts: Agree with the contention that 9 mm line is difficult to obtain and that 8 mm is adequate. Should have no negative impact.

Rule 4.1.5 Eliminates the need for spare flashlight batteries and bulbs. Thoughts: Agree that requiring spare flashlight batteries and bulbs was a carry over from the MORC days of offshore safety requirement. It is rare that J/24s are raced after dark, hence the need to carry two flashlights (as most of us do) is an unnecessary redundancy.

Rule 4.1.8 Allows the use of other than a 'horseshoe' type throwable lifebuoy. Thoughts: Agree that there are other types of suitable lifebuoys that are required in countries other than the U.S. Should have little impact as existing equipment can be used.

Rules 3.8.6 and 6.1.24 (New) Moves the berth cushions from Required to Optional Equipment. Thoughts: This has been a longtime issue with the class. Note that the elimination of the cushions may require owners to add weight to compensate. Note also that the measurement certificates will require a listing of optional equipment that, if counted in the 10.5 kg of required and optional equipment will need to be carried while racing (Inventory of Required and Optional Equipment). Should be a benefit to the class as the cost of replacing tattered, worn cushions is not an improvement to racing the boat.

Rule 6.1.25 (New) Limits the weight of the companionway step box or cooler (empty, dry) to 9 kg. (about 20 lbs). Thoughts: Although allowed under rule 6.1.12, there has been no 'official' weight for step boxes or coolers. This proposal merely clarifies the value to remove ambiguity for measurers. Should have minimal impact on the class.

Rules 6.1.26 (New) and 3.8.6 Removes the container and water from the Required Equipment list to the Optional Equipment list. Also limits the amount of water to 10 liters. Thoughts: This proposal, like the cushion proposal, removes the requirement of non-functional equipment. Many of us carry the same water for years without changing it (I only discard mine at the end of the season to avoid having the container freeze and split during winter storage).

The proposal also allows carrying up to 10 liters of water as part of the equipment requirement weight necessary to meet the 1375 kg. sailing weight. Should have minimal impact and adds to the general tendency to view the boat as a one-design race boat rather than a MORC boat.

Fundamental:

Rule 2.6.1 - Allowing the use of advertising at continental events (but still prohibiting advertising at Worlds). Thoughts: This change will enable sailors to obtain sponsorship to sail at national or Continental regattas, which can be quite expensive at non-U.S. events. There is a concern that this change will open the door to professional sailor domination of class events and make the class less desirable for us amateurs. This can be a sensitive issue and needs careful consideration before its adoption.

Rule 7.1.17 Eliminates the restriction against mast heel (butt) adjusters being carried (although does not remove the restriction against adjusting the mast position and having the mast heel fixed (pinned) during racing). Thoughts: Under the current rule, the restriction was gotten around by having the turnbuckle used for the heel adjuster fitted with quick disconnect pins to allow compliance with the letter of the rule. Others used Teflon tape to facilitate moving the mast without completely loosening the shrouds. While some may feel this proposal raises the perceived cost of remaining competitive, the amount is minimal compared to frequent sail upgrades or bottom paint fairing. The impact should be minimal to moderate depending on the competitive level of the fleet.

Rule 8.1.4 (New) prohibits the use of Loran, GPS, or similar position fixing gear. Thoughts: While the cost of these devices continues to decline, they are not necessary equipment for course racing. The proposal allows carrying the gear if, for example, safety dictates (high fog areas), but not its use during racing. Rule 4.1.3 provides precedence as these devices perform calculations using stored data. The impact should be positive.

Rule 5.1 Would restrict crew weight to somewhere between 310 kg and 340 kg., down from the current 400 kg. Thoughts: This proposal is probably the most controversial of all. On one side, smaller crews could be easier to find on a consistent basis. The racing life of a genoa would probably increase as lighter crews would require changing down to the jib in 12-14 knots of wind rather than the current 18-20 knots.

Careful selection of the final crew weight value may still enable one relatively light crew with the three heavier ones.

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On the another side, there would be a greater premium placed upon the caliber of each crew. There may be a tendency not to take new sailors out for race experience. And, there would be a learning period for sailmakers to optimize the main/genoa combination for efficiency in lower wind ranges. Also, there are a number of crews that reach the current limit with only four members and risk losing a long-time crew. The impact on the way the J/24 is perceived as a race boat could be significant. A bit of study will be needed to determine the final weight number, assuming the change is adapted by the World Council.

Admittedly, change is necessary to maintain the vitality of any one-design class. The J/24 has, in the past, been touted as a great family boat that offers some of the best race training possible. Even if the most controversial of the proposals is adapted, the basic nature of the class is not likely to alter. It will still draw upon the best racing sailors while offering an excellent platform for beginning sailors with family crew. Hopefully my comments have provided some clarity to the proposals. All of you are invited to comment on any of the proposals (or offer improvements of your own) to your National Class Association.



Reid Stava is the new USJCA Technical Committee Chairman and IJCA Technical Committee member. He is profiled on the following page.

Introducing the New USJCA Technical Committee Chairman and IJCA Technical Committee Representative

by Reid Stava

At the 1995 U.S. Board of Governors meeting, John Peck asked that he be replaced as the USJCA Technical Committee Chairman. The Board of Governors regrettably accepted John's request and voted to replace him with Reid Stava, Fleet 41, Rochester, N.Y. The following is an introduction by Reid.

With thoughts of the coming sailing season pushing aside the memories of one of the deepest winters on record, I thought it appropriate to introduce myself and give some insight as to my expectations as USJCA Technical Chairman.

I have been racing sailboats for the past 47 years, starting in Interclubs and Lightnings in the Cleveland, Ohio area, progressing to Thistles, Highlanders, I-21's and back to Lightnings. After a break to raise a family and a move to Rochester, N.Y., I returned to sailing Stars and offshore boats. Although I admired the lines of the J/24 from its inception, I waited until 1983 to buy my first boat, #502, and the hook was set! I quickly found the boat to be easy to sail but difficult to race well. However, I persevered and in 1987 bought my current boat, #4278. One of the most enduring characteristics of the design is its ability to be upgraded to maintain its competitive edge, regardless of age. I have yet to justify replacing my current boat just to acquire better speed.

Hank Killion got me and several others into the measurement business when the class began its re-weighing and more structured measurement techniques in the late 80's. Following the '91 NA's, I was tagged to be the Great Lakes Technical Committee representative, a position I held until recently. About the same time Pam and Mike Nahmias (then the District Governors) proposed that the Rochester YC should apply to host the 1995 Worlds and I volunteered to write the proposal. You can guess who ended up as the regatta chairman. Admittedly, it was a great way to uncover the depth of skills that reside in a yacht club membership and gratifying to find that both the participants and club members enjoyed the experience.

Shortly before the regatta, John Peck called to ask if I was interested in filling his job as USJCA Technical Chairman. He must have caught me on a good day because I agreed. Thanks a lot, John! I'm just beginning to feel the blisters that develop trying to fill the oversized shoes you've left behind. I'm glad you will be remaining on the IJCA Technical Committee to give me a chance to learn the ropes. You've seen the class through the many changes that have occurred in the transformation of the J/24 from a family MORC boat to one

of the most intensely competed one-design classes. All of us owe you a great debt of gratitude for your efforts.

A major item of Technical Committee business has been the development of a measurement manual, and I see the completion of that task as a primary requirement of this job. Thanks to the efforts of several members of the Technical Committee, an initial draft has been generated and I hope to have a second draft available for review by the IJCA Technical Committee before long. Also, in reviewing the regional makeup of the USJCA Committee, I find there is a requirement for a West Coast representative (districts 20 and 21). We will be putting on a measurement training seminar just prior to the Nationals in Ventura, Ca. (Memorial Day weekend), and hopefully will have a suitable candidate identified by that time.

There is a number of proposed changes to the class rules. I have written a review of each proposal along with some thoughts on their impact on the class. Many of you have wondered about the process for making rule changes. Briefly, they can be proposed by any class member through their district or national association or technical committee member. They are collected and grouped by the Executive Director's office and presented to the World and U.S. Technical Committees for review and comment. In the U.S., they are then reviewed by the Board of Governors and recommended changes are incorporated. Finally, they are presented to the IJCA Technical Committee for final review and submission to the World Council for discussion and voting at the following annual meeting. The World Council is made up such that the U.S. has only a minority influence, and many of the recently proposed rule changes have come from non-U.S. sources.

Of the list of proposed rule changes, many are minor in effect or cost of implementation, but several are significant (such as the weight rule proposal). In general, I prefer to obtain consensus on rule changes and interpretations and will be relying upon the U.S. Technical Committee to help filter comments to our World Council representatives (as well as the IJCA Technical Committee). While change is a requirement of growth, the process requires careful consideration to assure that it is beneficial to the class.

I'm planning on attending the North Americans in Cleveland and look forward to meeting as many of you as possible. Good Racing!

1996 World Championship May 30-June 7, 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 BREEZE J/24 World Championship XVIII regatta which will be held at Porto Rotundo, Sardinia, Italy, from May 30 to June 7, 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 & Racing Area Jurisdiction** The racing area will be located in the waters in front of the Marina of Porto Rotundo.
This championship will be held under the jurisdiction of the International J/24 Class Association, the Race Committee (RC), and the International Jury (IJ).
- 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), this 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**
- | | |
|-------------------|---|
| Thursday, May 30 | Registration of entrants, measurement |
| Friday, May 31 | Registration & measurement |
| Saturday, June 1 | Registration & measurement until 1200 hrs. Practice race, briefing, Opening ceremony |
| Sunday, June 2 | Race (s) |
| Monday, June 3 | Race (s) |
| Tuesday, June 4 | Race (s) |
| Wednesday, June 5 | Race (s) |
| Thursday, June 6 | Race (s) |
| Friday, June 7 | Race (s) Prizegiving, closing ceremony |
- Two races may be sailed on the same day. A maximum of 9 racers will be completed.
- The Organizing Authority reserves the right to modify the schedule for adverse weather conditions or other reasons.
- Event Classification & Advertising** The regatta is classified as a Category "A" event in accordance with IYRR Appendix A3.
All yachts are 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 June 1 until two hours after the finishing time of the last race.
The decals will be provided by the Organizing Committee.
All yachts may also be required to fly a sponsor flag on the backstay during the above mentioned time period.

Eligibility

The World Championship is open to yachts nominated by their National Authority, accepted by the Organizing Committee. Number of entries per country in accordance with the International J/24 Class Association Regulations. Helmspersons must be either nationals or residents and registered members of the National J/24 Class Association of the country they represent.

Entries & Entry Close

Entries to the World Championship shall be made by completing the entry form. (*Ed. note: Contact Y.C.C.S. or your National J/24 Class Association for entry form*) The entry form must be received by the Organizing Authority by April 30, 1996. Entries shall be confirmed by each National Authority. Only entries approved by National Authorities are entitled to participate.

Entry Fee

The entry fee of USD\$500.00 includes one launching, one haul-out, mooring, welcome, and prize giving party. The fee must be received, either by bank check or receipt for bank transfer together with the Official Entry Form, before April 30, 1996.

A late fee of USD\$100.00 shall 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%.

The name and the bank account of the beneficiary are as follows:
Beneficiary:

Yacht Club Costa Smeralda
07020 Porto Cervo (SS)
Sardinia-Italy

Name of the Bank and address: Banca Commerciale Italiana

Agency of Porto Cervo
07020 Porto Cervo (SS)
Sardinia-Italy
Account #409377/10/20
CAB 84900-ABI 02002

Measurement

Inspection and measurement will be carried out on each yacht before its registration is completed. 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 Thursday, May 30 for measurement before launching. Measurement shall be completed before 1200 hours on Saturday, June 1. 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 Rotondo on May 30, will be sent by fax to those entering the championship.

Sail & Bow Numbers

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. Lack of bow numbers and sponsor's decal may be grounds for penalization by the I.J.

Courses & Procedures

Olympic, Alternate courses and Procedures will be described in the Sailing Instructions. Selection of course at discretion of the Race Committee.

Scoring

The Low-Point Scoring System, Appendix B2 of the IYRR will be used. A maximum of nine races are scheduled of which five shall be completed to constitute a series. One result to be discarded but if only five races are completed, all shall count.

International Jury

An International Jury will be appointed in accordance with IYRR 1.4 (d) and Appendix A5. Decisions of the International Jury shall be final in accordance with Racing Rule 1.5 (a).

Moorings

Free moorings will be available for competing yachts from 0800 on May 30 to 0800 on June 9 at the Marina of Porto Rotundo. All yachts must be kept at the assigned moorings until the conclusion of the Regatta.

Hauling & Launching

All boats shall be afloat by 1800 hours on Saturday, June 1, 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.

Registration Package

A full registration package containing: the Sailing Instructions, General Information, bow numbers, tags, and invitation to social events will be handed to competitors upon their final registration at the Race Office.

Charters

A limited number of charter boats will be available through the Italian J/24 Class Association for overseas countries. Yachtsmen interested in chartering boats are requested to contact the Italian J/24 Class Association: Mr. Giuseppe Masini, Via G. Sacchi 3, 20121 MILAN, Tel: 2/86460706, fax: 2/86463487, and/or the Y.C.C.S. Race Office, tel: 789/91332, fax: 789/91213.

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.

Disclaimer

The Y.C.C.S. shall require each participant to sign a disclaimer form for loss, damage, or injury to persons or property occurring in conjunction with this Championship.
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.
Competitors are reminded that owners or their representatives are personally responsible for all accidents to their crew and yachts.
All those taking part in the regatta do so at their own risk and responsibility. Neither the Yacht Club Costa Smeralda or its members, employees, servants, nor any of them shall bear any responsibility for the seaworthiness of any competing yacht or the sufficiency or adequacy of its equipment.
It is their duty to insure against any risk including civil responsibility to third persons.
Competitors attention is drawn to IYRU Fundamental Rule B.

Ed. note: Information on transportation to Porto Rotundo, car rental, accommodations, social events, and press information is available through each National J/24 Class Association.

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1996 Junior North American Championship July 18-21, 1996



| | | | | |
|--------------------|---|---------|-----------|----------------------------|
| Site | The 1996 Junior North American Championship will be held Thursday-Sunday, July 18-21, 1996 on the waters of Lake Ontario, south of Toronto, Ontario, Canada. The Ashbridge's Bay Yacht Club will be the organizing authority. | | | |
| Rules | This regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), as amended by the International J/24 Class rules, this notice, and the Sailing Instructions. | | | |
| Eligibility | The competition is open to J/24 class members, as defined by the International J/24 Class Association. Competitors must not exceed the age of 19 before December 31, 1996, and comply with IYRR Appendix A1, Competitor's Eligibility Code. All skippers must be, or become, members of the J/24 Class Association before the regatta begins. | | | |
| Schedule | Thursday | July 18 | 1500-2100 | Registration & Measurement |
| | Friday | July 19 | 0730-0900 | Registration & Measurement |
| | | | 0900 | Skippers Meeting |
| | | | 1100 | First warning gun |
| | Saturday | July 20 | 1030 | First warning gun |
| | Sunday | July 21 | 1030 | First warning gun |
| Racing | The regatta will consist of as many as 7 races. Only Class jibs (100%), mains, and spinnakers will be used (no genoas). Motors will be affixed to the stern of the boats while racing. All boats must be afloat by 0830 hours on Friday, July 19, 1996, unless permission is granted by the Regatta Committee Chairman. | | | |
| Courses | Racing will be windward/leeward. Course length and number of legs will be determined by the race committee based on sailing conditions. | | | |

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| Scoring | The Low Point Scoring System will apply with 1 throwout if all 7 races are sailed. |
| Prizes | Awards will be given to the skipper and the crew of the top three finishers and the mid-fleet finisher. |
| General | Launching and haulout are available at the Ashbridge's Bay Yacht Club. All efforts will be made to billet participants with local fleet and ABYC members, on a first come, first served basis. Crews should be accompanied by an adult supervisor who will be responsible for the crew actions. A waiver form signed by the parent(s)/guardian of all minors in the crew must be completed at registration/check-in. |
| Inspection & Measurement | Participants are subject to measurement and inspection of hull, sails, and required equipment at any time during the regatta. Failure to pass such inspection shall result in DSQ of all races up to that point. |
| Charter | A limited number of charter boats will be available, through the organizing committee. A refundable damage deposit will be required. Application for charter must be made before June 1, 1996. Please complete the entry form in the back of the magazine and return to the address below. Please indicate on the form whether billeting is required. Or, contact Katie Coleman Nicoll at (416) 620-1956, fax (416) 620-9373. J/24 Junior North American Regatta Ashbridge's Bay Yacht Club 30 Ashbridge's Bay Park Road Toronto, Ontario, Canada M4L 3W6 |
| Fee | An entry fee of \$130.00 (Canadian) and entry form must be received by July 1, 1996. |
| Entries | All competitors will be required to check-in with the Registration Desk to receive Sailing Instructions and other event information before competing. |



ADVANCE NOTICE

1997 European Championship July 18-25, 1997

The Royal Western Yacht Club and the U.K. J/24 Class Association invite all J/24 Class members to the 16th European Championship in Plymouth, England, July 18-25, 1997. Plymouth, in the county of Devon, is located on the southwest coast of England. The weather in July is mild and temperate with winds predominantly from the southwest to south. Sea breezes are a frequent feature, building to 12-18 knots in the afternoon. The competitors will enjoy the use of the club's excellent purpose built clubhouse and boats will be berthed in the adjacent Queen Anne's Battery Marina.

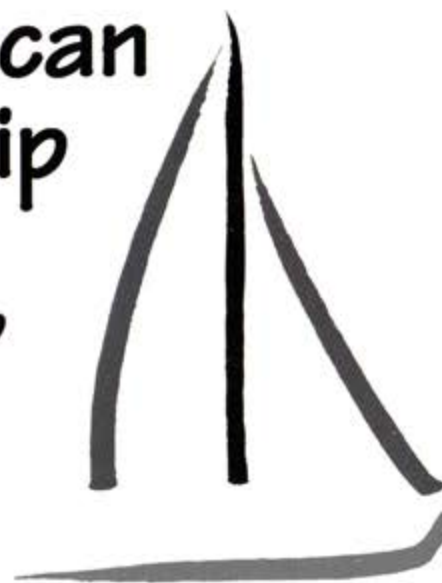
Registration and measurement will take place on Friday, July 18 to Sunday, July 20. A practice race will be held on Sunday. A total number of 12 races will be held with a maximum of three races per day. Racing will be on windward/leeward courses using a downwind finish. The Low Point Scoring System shall be used.

This championship is open to any current J/24 Class Association member. Information may be requested from the U.K. J/24 Class Association: tel/fax: +44 1929 439170, or from Royal Western Yacht Club, tel. +44 1752 660077, or fax: +44 1752 224299.

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 up to 10 races in four days (Thursday through Sunday).
- 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.

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| Schedule | Wednesday, September 11 | 1000-2200 | Registration, sail/certificate check, launch |
| | | 1930 | Join EYC fleet for practice race |
| | 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 | 0900-1230 | Race 9 and 10 |
| | | | 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 (by bow number) 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. Non-professional awards and daily awards will be presented. | | |
| Social & Accommodations Entries | Local housing and sleep-aboard boats will be made available on a first come, first served basis. Contact Mike Titgemeyer at (216) 352-2411 for additional information. For discounted hotel, air, and car rentals, contact Patti Phillips (an EYC racer) at Kollander Travel, (800) 800-5981. | | |
| Contact | 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 of \$45 will apply after that date. Checks should be made payable to J/24 Fleet 102 and mailed to EYC. | | |
| | The Edgewater Yacht Club, 6700 Memorial Shoreway NW, Cleveland, Ohio 44102, Tel. (216) 281-6470; Barb Rosenbaum (216) 371-2461; Joe Colling B: (216) 941-5000; F: (216) 941-7267, or our Internet Website: http://www.j24.com/NA96 . | | |

1996 Canadian National Championship August 7-11, 1996



- Invitation** The Atlantic Canada Fleet invites all J/24 sailors to the 1996 J/24 Canadian National Championship Regatta to be held in Halifax, Nova Scotia, August 7 - 11, 1996. Races will be sailed in Halifax Harbour and its approaches.
- Eligibility** The Regatta is open to all sailors as defined by the International J/24 Class Association. Participants must meet all ownership, class membership, and yacht measurement rules. All event fees must be paid before becoming eligible to compete.
- Rules** The 1996 Canadian J/24 National Championship will be governed by the 1993 - 1996 International Yacht Racing Rules (IYRR), class rules of the International J/24 Class Associations (IJCA), and this notice except, as any of these are modified by the Sailing Instructions. This is a Category "B" event (IYRR Appendix A3). All advertising under this category must be approved by the regatta committee to avoid sponsorship conflicts. Requests must be received by July 1, 1996.
- Schedule**
- | | |
|---------------------|--|
| Wednesday, August 7 | Registration / Measurement |
| Thursday, August 8 | Registration / Measurement, Skippers Meeting |
| Friday, August 9 | Racing |
| Saturday, August 10 | Racing |
| Sunday, August 11 | Racing and Prize Presentations |
- Courses** All courses will be Olympic, windward/leeward, or variations thereof, and will be described in the sailing instructions. Course length will be determined by the sailing conditions.
- Scoring** The Low Point Scoring System (IYRR, Appendix B2.2) will be used. The percentage scoring penalty (IYRR Appendix B1.2) will apply. Seven races will be scheduled. Three races must be completed to constitute a series for this Championship and for the purposes of a World qualifier.

| | |
|-----------------------------|---|
| Prizes | Prizes will be awarded to the top three finishing teams overall. The top Canadian finisher will qualify for the 1997 World Championship. |
| Inspection | All participants must present a current measurement certificate at registration. All sails must be presented for measurement. Boats without a measurement certificate must make prior arrangements with the Atlantic J/24 Class Association Measurer, James Gillis, tel: (902) 454-8391. All boats are subject to inspection and/or measurement at any time during the regatta. |
| Launch & Mooring | Boats may be launched and hauled free of charge at the Royal Nova Scotia Yacht Squadron. Guest moorings will be provided. There is a mast hoist available for rigging. Trailers may remain on the property. All boats must be in the water by 0900 hrs. on Friday, August 9, and shall remain afloat for the duration of the Regatta, unless specific permission is granted by the Jury. Out of town boats will be given priority haul-out on Sunday. |
| Entries | Each entry should be submitted on an entry form such as found at the back of the <i>International J/24</i> magazine. The entry fee of \$175.00 CAN. must be postmarked no later than July 1, 1996. The entry fee for registration thereafter is \$200.00 CAN. Cheques or money orders should be made payable to the "1996 J/24 Canadian Nationals." |
| Charter | Information on accommodations and charter boats is available upon request. |
| Contact | Carla Dale, Regatta Chair; 28 Blink Bonnie Terrace, Dartmouth, NS Canada B2Y 2E1 Phone: (902)469-3174, FAX: (902)465-1215, CarlaDale@SFwet.dfo.ca |



ADVANCE NOTICE OF REGATTA

Midwinter Championship XX January 11-17, 1997

The U.S. J/24 Class Association invites all J/24 sailors to participate in the 20th annual Midwinter Championship in Key West, Florida. Our host will be the Key West Sailing Club. *Yachting's* Key West Race Week is scheduled for January 18-25.

Key West was the site of the first four J/24 Midwinter Championships in 1978-1981. Each skipper who sailed in those early regattas will be invited to return to Key West to compete in the 20th. Additionally, all the past champions of the Midwinters, U.S. Nationals and Worlds will be invited to borrow a boat and compete in a "Champion of Champions" race on the final day of the regatta. With many of these sailors in Key West for Race Week this race promises to be a star-studded event.

Registration and Sail Measurement will start on Saturday, January 11. Participating boats will be required to present a measurement certificate; no measurement will be done in Key West. Yachts planning to attend are encouraged to have their boats measured in their local area before heading south, though there will

be a measurement station in Miami for those who have modified their boats immediately prior to the regatta.

Twelve races are scheduled. As many as 3 races may be sailed on any day. Racing will be on windward/leeward or Olympic courses, or variations thereof. Leeward gates will be used. In addition to the Midwinter Championship Trophy, prizes will be awarded to the top ten skippers and crews in the fleet, to the winner of each race, to the top female skipper, junior skipper, and senior skipper and to the top boat from each district with 10 or more entries. A raffle will be held to give away prizes to competitors which enter prior to October 1, 1996. Many more exciting details will be announced at a later date.

This regatta will start a year of celebrations in honor of the first 20 years of J/24 sailing. J/24 sailors past, present and future from the U.S. and around the World are invited to attend. For more information contact the USJCA office. Tel. (410) 626 0240, fax (410) 280-5423, e-mail 71562.2514@compuserve.com.

A View From the Front

Crew Techniques: Bow

by Gordon Borges



Photo by Bill Wilson

"You'll be the first to start, the first to finish, and it's the coolest position," he said. "You control everything. The boat can't sail without you. It's like being the goalie in hockey." With that, six years ago, my brother Randy and I went out in Narragansett Bay (Newport, R.I.) in our newly christened *Girl U Want* with the goal of turning me into a bowman.

"Tacking, tacking, pole up, chute up, jib down, jibbing, jibbing, jibbing, jib up, chute down, pole off, tacking, tacking, pole up, etc." About that fast too. "See," he said smiling, "piece of cake." The mechanics are pretty easy, I found. But

somehow things that I had never seen before would happen. Things that weren't covered in the lessons. Decisions had to be made and problems solved and it was not acceptable to let them get in the way of the mechanics. Randy is a veteran bowman himself and was involved with the America II syndicate in the 1987 America's Cup. Trying to do my job better than I can is frustrating to him. Often I looked up at him flying the chute while I hung onto a toerail or stanchion, my bibs filling with water. "Gordy," he would quietly remind me, "get in the boat. You're slowing us down." Over the years, I

have been fortunate enough to sail in a great fleet with talented people. Now, I can usually be found on the boat and in my proper location. I will attempt to break down what is involved with this position on a J/24. I hope you will learn something that will allow you to spend more time on the boat and less time in the water.

Bowman as facilitator

Imagine your skipper and tactician, just the two of them, happily sailing along having the race of their lives. The tactician telling the driver to go wherever the tactician deems best and the driver

steering along, able to execute any maneuver he wants. This condition exists solely in computerized sailing simulators. The driver and smart guy are unencumbered by the routine mechanics of sailing a boat.

Getting a boat, any boat, around a race course can be broken down into two components: thoughts and actions. The back of the boat is occupied by philosophers, the front by productive human beings. The philosophers can dream up any scenario they wish. They could do their dreaming at the bar without even being on a boat. Without the actions of the productive humans, nothing will happen. Conversely, the producers can go through the motions but without a game plan, their actions are futile. Imagine a boat at the dock with the sails going up and down, the spinnaker pole going from side to side and the crew moving from side to side. Pretty comical. The ideal for which the crew must strive is to be as close to a sailing simulator as possible. Allow the boat to go wherever, whenever, however, as deemed most beneficial by the philosophers with absolutely no notice nor communication needed. The productive humans are facilitators. They cause the necessary mechanics to happen with the minimum intervention needed. In the case of the computer simulator, the driver simply clicks a key and the action takes place at the speed of the computer.

Know the priorities

The bowperson's job can be broken down into three tasks. 1) The jib and spinnaker must go up and down. 2) The pole must go from side to side. 3) Crew weight must be placed to maximum advantage. There are of course many subtleties—the chute must be run properly, the pole set, the jib halyard set with the correct amount of tension, etc. But basically, there are only three tasks.

Prioritizing these tasks allows one to differentiate problems and inconveniences and address the problems. Often, a novice sailor is taught all the mechanics of the bow position. They can deal with the routine, but should a problem arise, they are not equipped to decide what to do first. For example, going into a leeward mark rounding, the spinnaker halyard may need to be



Photo by Ben Caputo

Coming into the mark, the bowperson's job can be broken down into three tasks. 1.) The jib and spinnaker must go up and down. 2.) The pole must go from side to side. 3.) Crew weight must be placed to maximum advantage.

released before the bow person has had time to strip the pole. If the bow person has learned to trip the pole and store it on deck, and then blow the halyard, they may continue that task while three people are waiting to douse the chute. While this is happening, the skipper may want to turn the boat back upwind instead of sailing past the mark. But he cannot (strive to be the sailing simulator) because the spinnaker will wrap around the headstay and spreaders.

Going back to the priority list, number one is getting the sails up and down. So the bowperson should release the halyard immediately when needed before proceeding to step two, moving the pole, and finally to step three, getting to the rail.

Stay out of the way and filter information back

Once you have completed the mechanics, minimize your interference. Remember that after the computer simulator has rounded the mark, it stays out of the way until the driver issues another command. This is not to say that the bow

person is unimportant except for mechanics. Nothing could be further from the truth. The philosophers' brains need stimuli. Much of this they collect themselves, but you may see things that they don't—a starboard tackler, for example.

The finely tuned and remarkably developed minds of the philosophers may on occasion become overloaded. This is usually caused by a crew with wonderful intentions. Everyone is pitching in calling wind and waves, pointing out the location of competitors and offering strategic opinions. The philosophers' minds have developed a complex alarm system that warns the other crew when the input being received is nearing the saturation point. Their face will contort and begin to redden as the input approaches overwhelming. If the input does not decrease, a chemical reaction in the brain causes the alarm to go off. It is easily recognized by the eerie similarity to the phrase, "Will everyone shut the #@% up for a minute!" It is usually stated loudly enough for the crew to hear and is repeated until the stimuli level becomes tolerable.

It is important to develop a thick skin when competing. Any comments made on the boat must stay on the boat. Usually, the target of criticism remembers the slight while the issuer has forgotten the incident. When you get yelled at (and you will) keep reminding yourself that it's not personal. Someone is depending on an action so that they can do their job. Secondly, boats tend to sail in windy areas. Often someone is yelling simply to make sure that they are heard. Try to filter information back on the boat. I almost never talk to the driver or tactician after the start. Instead, I talk to the mast guy. For all I know, the philosophers may have just said what I want to say. I can't hear their conversations. If the mast person wants to pass the information back, fine. The exceptions to this are at the start, in crossing situations, and making absolutely sure that the driver knows where approaching opposite tackers are. In these cases, I make sure that I have eye contact with the driver while I speak.

As a bowman, if the driver says he didn't see that starboard tackler, responding that you told him about the other boat is unacceptable. It is your job

to make certain your driver sees them. No exceptions. Along the same lines, make sure the middle and mast persons know that often you cannot hear the driver. Once, last year, my helmsman (one of the best around) decided to jibe. A fairly common occurrence. In this instance, however, I had absolutely no idea. It was fairly breezy and choppy so the boat was rocking and the crew were moving all the time. The simple fact that the boat was turning meant nothing. Once we got things straightened out, my helmsman (I swear this is true) actually looked at me and asked, "Why didn't you jibe the pole?" What did he think? I didn't feel like it? I just decided not to? I never heard him (he has to tell the *computer* when to jibe. If not, the simulator keeps sailing along). Make sure that the guys in the back are filtering information forward.

Don't Be Afraid To Say No

Sometimes it may become necessary for you to say no. If you are not prepared to do something that the philosophers want to do, don't let them do it. If, while resetting the pole, the helmsman decides to tack, I may lose the pole over-

board or hastily put it back on the shrouds above the jib sheets. In my haste to avoid an inconvenience, I have created a problem. In such a case, tell then, "NO, you can't tack yet. One second. O.K. go ahead." I try to ask the tactician if we are "going to be here awhile" before I reset the pole, you get the idea. Important tip learned the hard way: Never reset the pole right after rounding the leeward mark. If your competition sees you doing it, they know you can't tack for a few seconds and may tack away while you cannot cover. The first priority at any mark rounding is making sure the driver can tack or jibe right away. I once made this mistake. My driver was irate! We let a boat get away. My action impeded his ability to do whatever, wherever, and whenever he wanted. I have never done that again.

Once you have made a call, stick to it. This too can be painful but it is part of the game. Our esteemed class executive director will be more than happy to point out your mistakes. Part of your job is to call the starting line. The common mistake is to put the boat over early and when the "I" flag goes up tell the driver you definitely were not over. It happens.

A less common case occurred two years ago with the executive director calling the line from the committee boat. I was absolutely certain that we were over. In fact, I still am. We started and didn't have a great race. Upon reaching the dock, Steve jovially sauntered up to our boat and asked, "Who made you go back? Ha, ha, ha." I really wanted to kill him . . . slowly. It happens and will happen again.

If you are sure, don't let anyone talk you out of it. This year at the East Coast Championships, we were in second with one race left. We were over early in a fleet of 60. We immediately restarted (dead last) and ground back to fifth in the last race. All hopes



Tacking, tacking, pole up, chute up, jib down, jibbing, jibbing, jib up, chute down, pole off, tacking . . .

of catching the leader were gone but we didn't lose second place for the regatta.

Enlist the Help of the Mast Person

Significantly reducing my stress and allowing me to be as focused as possible are the people around. Therefore, I have no concern that should I find myself in the water, they will know what to do. Similarly, my mast guy used to do bow. When I have a problem he is ready to help. He knows his job, gets it done, and then casts an eye forward. He knows where everything is located (to my delight). It gets really frustrating, really quickly, repeatedly telling someone to ease the foreguy during a jibe and having the topping lift or twing uncleated instead. But this is not a one-way street. Make sure you know how to do the mast job so that you can return the favor.

It's Your Area, Be Responsible

We have a pretty simple system on our boat. If something is in your area or is a part you use, then guess who is responsible for it? Never just leave the boat when it hits the dock. Make sure your area is well rinsed and things are put away. If something didn't feel right on the water, take a look at it now. You are probably the only one who noticed so don't assume that someone else will take care of it. Expect to spend about an hour with the boat at the dock after racing. There is absolutely no excuse for mechanical breakdowns. Included in our basic tool kit are a few "McGuyver" lines. These are spectra and Kevlar lines of various diameters that could be barber haulers, cleats, outhauls, etc.

About three years ago, our spinnaker ring filed for divorce from the mast. We only had one ring at the time. While I held the inboard end of the pole, the mast guy lashed one of the McGuyver lines around the mast to use as a ring. Interestingly, as the mast guy tried to decide where to cut the main, our driver (and sailmaker) pointed out that if we used the reef grommet, we wouldn't have to cut the main. He was very relieved but I got the distinct impression that the mast person was pretty excited by the prospect of cutting a brand new main.

Memorize the Sailing Instructions

Several competitors with whom I have spoken have mentioned mistakes on the race course because the Sailing Instructions were either "wrong" or dif-

fered from what the competitor expected. During these conversations, I nod and express my sympathy. Once the conversation has ended, I laugh.

The SI's are given to everyone and apply to everyone. If one or two competitors out of thirty or more have a problem with the SI's, it's a pretty safe bet that the majority are not the problem. I don't care if everyone on the boat has read them, I always find a quiet place the day before racing and sit down with the SI's, the J/24 Rule Book, and the US SAILING rule book and read the instructions carefully. Then, I read them again.

Look for little things. Will the RC boat specify the course with a letter or code flag? If code flags are used, look in the US SAILING rule book for the flag. Often, the SI's specify a specific backstay leg from which to fly an "I" flag for an alternative penalty or for a protest flag. This often changes from regatta to regatta. I have seen instances of people flying an "I" flag when the penalty is a 720. Is the starting line pin a mark of the course during the run?

Make sure you are aware of any filing procedures involved with the alternative penalty. Simple stuff, but easily overlooked.

Lifejackets

From a safety standpoint, the bow and mast crew are those most likely to end up swimming. However, it is the vast minority of people who have ended up in the water. What will it be like? I strongly recommend that before the start of the season, you take your gear to the shallow end of a (supervised) pool and try treading water while wearing boots, a top, and bib pants. Compare this to a dry suit. Try each one with, and without, a life jacket. Do you have any idea how difficult it is to remove boots or bibs in the water?

Keep in mind that the conditions of this test are much easier than those you will encounter in a real situation: no waves, warm water, and no surprise. Assume that you won't perform as well in real life. As a rule of thumb, as gear and waves increase, put on a life jacket. You may find that this safety precaution allows you to perform better on the boat as well as decreasing the fear level.

Work the Weight

Free legs of the race are not picnic grounds. Once the sails have gone up and down, and the pole taken care of,

start working the weight. Upwind, this means hiking as hard as you can (usually), and leaning in when necessary. "Feeling the boat" is one of the hardest things to learn.

I am learning but still have a long way to go. I relax more upwind than down. Once the weather mark has been rounded, the bow person's work begins. Side to side, fore and aft (within the rules) work the boat hard. Anyone who claims that nothing happens downwind or that you can't pass boats is either getting passed or is already behind. Don't sit or kneel. Stay on the balls of your feet. Rock the boat down to help the driver head down in pressure. Move inboard to help head up. By working the boat, the driver doesn't need to use the tiller as much. This allows the boat to go faster.

Call From the Shrouds

Except for quick dashes to the bow, try to call the line from the shrouds. Position yourself outboard of the shrouds and hang on behind yourself. This is not illegal as you are not doing it to promote roll tacking nor gybing. This does three things: it removes weight from the bow, allows the driver a clear line of sight forward, and moves you closer to your regular position immediately after the start.

I guess I've sort of breezed over the mechanics but they are the easiest part. And, as always, if your procedure works and you are comfortable with it, don't change it. The hard part and where the most gains are to be made is attitude. Make yourself as valuable as possible then stay out of the way. I've seen some of the best crew in the class do seminars and what becomes apparent is not that they do anything differently, there are no secrets or magic tricks. Rather, they do it more consistently and "bring more to the table" so to speak in other areas. Some of the time, your task is the most important. At others, one of the least. Knowing which will go a long way towards making you as valuable as possible.

Gordon Borges, a frequent contributor, is vice-president of Waterline Systems, Inc. Gordon is District 2 Governor, a certified Class measurer, and can be seen aboard Blind Squirrel.

Testing 1 2 3

Two-boat testing the right way

by Chris Snow

Read the latest one-design marketing information and you will often see phrases like, "Order now, testing just completed." or "Extensive two-boat testing insures that you are getting the fastest sails from us." Watch closely before the start of any race and you will see pairs of boats tuning up to get sails and rig tuned just right for maximum speed off the starting line.

At its best, two-boat testing can turn mediocre speed into great speed. At its worst, it can be a very confusing and confidence-destroying experience for all involved. The following article will describe the two-boat test process we use at North Sails for sail testing purposes. I'm confident that if you follow these steps carefully, you will end up going faster after just a few sessions.

Step 1—Equalize the boats, on land

It is important to start off with both boats tuned the same. Check shroud tension, pre-bend, spreader angle, etc. and make each as equal on the two boats as you possibly can. We generally start with the shrouds at 27/26 (uppers/lowers) on both boats. This will insure that when you start testing, it will be possible to determine how evenly matched the boats are. It is important that you determine how even the two boats actually are *before* you go and start changing variables, or you wind up changing one or the other's boat speed.



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Step 2—Equalize boats, on water

The next step, and one which normally takes us the most time, is to equalize the boats on the water. We do this by lining up the boats carefully and running a series of tests with both boats having a chance to be in the windward and leeward position.

When selecting helmsman for sail testing, we try to get the best pair of evenly matched skippers we can find. It is important that the helmsmen be of equal abilities for sail testing purposes (in order to test the relative merits of the sails, not the skippers). When doing your own testing, it is best to line up the best possible skipper you can talk into going out with you. By testing yourself against the best, you will be able to learn the most.

Lining up—Upwind

The alignment of the two boats at the beginning of the test is critical to getting good information from your time on the water. Always align the two

boats as close to bow to bow and stern to stern as possible. This positioning of the boats is important as it will allow the windward boat some room foot off and not risk sailing down into the bad air of the leeward boat. Too often we see boats testing and the leeward boat is punched forward on the weather boat. Positioning like this almost **always** guarantees that the leeward boat will win the test. Start with the boats even and you'll learn a lot more.

Lining up—Downwind

Testing speed downwind is more difficult than upwind. The boats accelerate and decelerate more quickly in the puffs when going downwind and there is more technique involved when steering and trimming the boat downwind. We like to line two boats up with the aft boat three boat lengths behind and one boat length to leeward of the forward boat. This sets the aft boat up outside of the forward boat's wake and also behind the wind shadow of the forward boat. When testing dead down-

wind speed, it is important to try to race to an imaginary "mark" dead downwind. Anybody can reach up over the top of a boat ahead. Real speed downwind is indicated when you can work through the lee of a boat ahead.

Another important thing to do is to change the position of the boats regularly. Often, we find that the windward boat will always win a test (because it gets a puff first). If this is happening to you, change the position of the boats to confirm that the breeze is causing the windward boat to win.

You can also have someone on your boat time the length of each test. If it takes both boats the same amount of time to win the test from the windward or leeward position, then you can be reasonably sure the boats are the same speed.

Sometimes it will prove impossible to get both boats going the same speed even after you have checked and rechecked the rig tune and made sure the sails are trimmed the same way. This will make it impossible to test



Prior to your next regatta, try hooking-up with a friend and arranging to test speed together before the start. Improved performance around the course and enhanced knowledge of your boat's ability are just a few of the rewards.

different rig tunes or sails. In this case, what we have done is to trail a length of line behind the faster boat to equalize speed.

Step 3—Testing

Once you have equalized the speed of the boats, it's time to actually go to work developing more speed. Keeping one boat the same, we change and test one variable at a time. If we are testing genoas, we will keep the mains the same on both boats and then test the new genoa design against our standard sail. If we are testing rig tuning ideas, we will keep the sails on both boats the same and only change the rig tune on one boat.

We have found that it is best to keep one boat constant for the whole test and make changes to only one of the boats. We also like to keep sail trimmers and helmsmen the same throughout a test session.

Only after we have confirmed, through multiple tests, that something

is faster do we change the other "constant" boat. This way we validate the test and confirm our results.

Obviously, few of us have the time or sometimes even the energy to test speed for extended periods of time. Frankly, it can be pretty boring, especially for the crew. The point, however, is that done correctly, utilizing the principles outlined above, two-boat testing can show you the way to improved boat speed.

Prior to your next regatta, try hooking-up with a friend and arranging to test speed together before the start. Use the techniques described here and I am sure you will go into the first start better prepared to go fast. One final thing to remember: Communication is key. Keep an open mind and always relay to your partner what you think you have learned. By doing so you both will climb the learning curve that much faster. Good luck!

Chris Snow works for North Sails One-Design West and can frequently be seen aboard J/24s around the world.

It's Hand to Hand Combat!

by Brad Read
with illustration by Thomas Payne



Never back someone into a party keg while hand racing. They will usually start getting very aggressive. They will have no alternative but to try and hand race back out to clear their air. You see in this illustration one of the hand boats is actually tipped over. Tough to go into a tack from this position. Sail those hands flat! Also a good example of the uses for beer cups is the one strategically placed under the armpit for easy post race access.

In the 17 years of the J/24 class newsletters and magazine there have been a whole lot of "how to" articles written. Never has there been an article written about one of the most important facets of one design racing: Karate Sailing or Hand Racing.

Picture yourself coming up the dock after a long wait for the launch. You get to what is left of the food and drink and pour yourself a beer. All of a sudden, there you are pinned up against the beer truck with three people asking just how you made it around that weather mark without plugging a hole in five boats. Out come the weapons. You slowly bring out your hands, put them in position, and flail them incomprehensibly while all the while trying to keep your-

self from dislocating your elbows with the furious pace of your first hand race of the evening. Here are some tips to get you around the course without blowing up your rotator cuff.

Many times the hand racing is more fun than the actual boat racing. There is much less damage during collisions. Rig tuning is nowhere near as critical. It is way easier to get a hand up to speed after a tack. There are rarely over-rides during those tacks. No one ever says, "Shut up and drive," or "Get the leeward twing!" On a really rainy Sunday you can hand race while watching football instead of sitting on your boat getting drenched.

There are, however, pitfalls to avoid when hand racing. Never hand

race during a protest hearing. The Judges really like you to use the little boats that they bring, and they usually frown on beer in the armpit. It is hard to go into a crowded mark rounding when hand racing. You need to ask for volunteers, and they usually look at you strangely. If you need to use your hand for any other function while racing, the race is over!

Finally: If you feel the need to hand race when you are alone, you have a problem.

When he isn't Kung Foo Fighting, Brad Read is a partner in Sobstad Sails Northeast.

Thomas Payne, a cartoonist, illustrator, artist, and J/24 sailor, frequently practices Hand Racing.

Hutchinson Claims Second Midwinter Championship

by Eric Leitner

Terry Hutchinson and his crew aboard *Mookie* captured their second victory at the 1996 U.S. Midwinter Championship in Miami, Florida, January 7-12. Thirty-eight boats competed in an eight-race, five-day series held on Biscayne Bay in conditions predominantly light to medium with one blowout day. Courses were windward/leeward (with gates) twice around. Five out of eight races were finished downwind. Tidal current of one-half knot did not have a major effect on the outcome of races.

As one of the biggest snowstorms in history hit parts of the northeast United States, the accompanying cold front raced off the south Florida coast bringing with it windy and near-record cold temperatures. Although the



Photo by Bill Wilson



Photo by Bill Wilson

Mark Fleckenstein (bow#30), Mike McGuckin (bow#02), and Bob Matthews (bow#23), coming into the mark.

sun was out all day, the temperature only reached a balmy 56°. Fortunately for the crew, especially the bowperson (a.k.a. wave blocker), the water temperature was in the low 70° range. Race one started with northwest winds of 18-25 knots and gusting. 100% jibs were the choice of the day as racing got underway. With the pin end favored, boats quickly tacked onto port until a right shift came in about two-thirds of the way up the first beat. Brad Read on *Blind Squirrel* rounded first followed by Geoff Ewenson/Geoff Moore, Terry Hutchinson, Chris Snow, and the Zaleski twins. Downwind turned into a joy ride for most, and crews with the best teamwork and surfing technique were able to make the biggest gains. The wind increased with gusts to 30 something. Breakdowns including hal-yards, sails, gear failure, etc., were reported.

The lead boats, *Mookie* and *Blind Squirrel*, put some distance on the fleet battling downwind. *Blind Squirrel* decided to lay low for a while (as in mast horizontal). Favoring the left side seemed to work on the last two beats. Coming to the finish it was Hutchinson, Jeff Johnstone, Chris Snow, Read, and Chris Larson. As boats crossed the finish line, a gravity storm developed toward shore and sailors called it a day, thus making the Race Committee's decision to not hold a second race an easy one.

On days such as this, there's always a story to tell. U.S. Class President Jim Keesling and crew were literally in the "Dog House" right after watching Marshall Lytle, IJCA Technical Committee representative, wipe out on the second downwind leg of race one. Jim did one better as he broached for the seventh and final time.

As *Dog House* got blown over, the



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Mark Laura on Dumpster sails past the starboard rounding gate in favor of the port gate.

Photo by "Island Mike" Heard





Marshall Lytle testing out his boat after nearly leading Jim Keesling to Davey Jones' Locker.

mast hit the water and decided to go south despite valiant efforts to the contrary. Paw prints marked the keel as the pups tried in vain to rescue their home. *Dog House* was blown sideways downwind and began to fill with water. The mast hit the mud causing the boat to pivot and eventually submerge. The crew was rescued and the boat brought back to the surface in time for race two. Captain Nemo was ready!

The next morning started off with temperatures hovering around 40° and an excellent complimentary buffet breakfast provided by host Coral Reef Yacht Club. Sunny skies prevailed with westerly breezes at 8-12 knots for the start of race two. The line seemed square, but it became apparent shortly after the start that boats that favored the pin end were rewarded with a left-hand shift putting them in the lead to the first mark. Read, Hutchinson, Bill Worsham, Larson, and Eric Leitner arrived first and maintained their status throughout as the left played out again on the second beat with a finish downwind in

diminishing winds. Hutchinson squeezed out Read by inches at the finish with Larson, Leitner, and Worsham rounding out the top five. Things seemed to be going *Mookie's* way.

After several general recalls and the Z flag 20% penalty flying, race three got underway. The right side filled in big time with a significant lift velocity for those who started at the boat end. Sailing the right side on the first beat proved beneficial as Worsham, aboard *Shadowfax*; Karen Lynch on *Active Culture*; Joe Menis, Brian Hill/Ken Gray on *Stirred, Not Shaken*; and Eric Leitner on *Apple Pie* rounded in front. *Mookie* tried to recover from getting caught left and rounded twenty-first. The wind went back left during the second beat with Menis taking and holding the lead to the downwind finish. *Active Culture*, Al Hobart's *Fawn*, Jens Hookansen's *Salsa*, and Ed Williams' *Willi* completed the top five. Unfortunately for the top two finishers, Menis and Lynch, a 20% penalty was assessed for infringing the

Z flag rule. A total of nine boats were penalized for the same infraction in the race. As temperatures recovered to near 70°, the Race Committee decided to go with a third race for the day.

A light southerly breeze of 5-7 knots developed for the start of race four. The line seemed even with about a minute to start, but a persistent header came in as the starting gun went off. The majority of the fleet tacked to port and held a nice lift that carried them in front to the mark. Michael McAldin's *Geronimo Cadillac* was first to round followed by Snow's *Take It Easy*, the Zalseki's *Twins*, Kevin Downey's *Jalapeño*, and *Apple Pie*. As the ebb current carried boats down to the leeward mark, the fleet tried to find jibing angles and lanes while the wind continued to fade. With the breeze oscillating 5-10°, Snow gained the lead at the top followed by Hookansen. With the leaders on hold about 100 yards from the finish, a land breeze from the west could be seen coming across Biscayne Bay. The breeze filled in and boats that had been able to

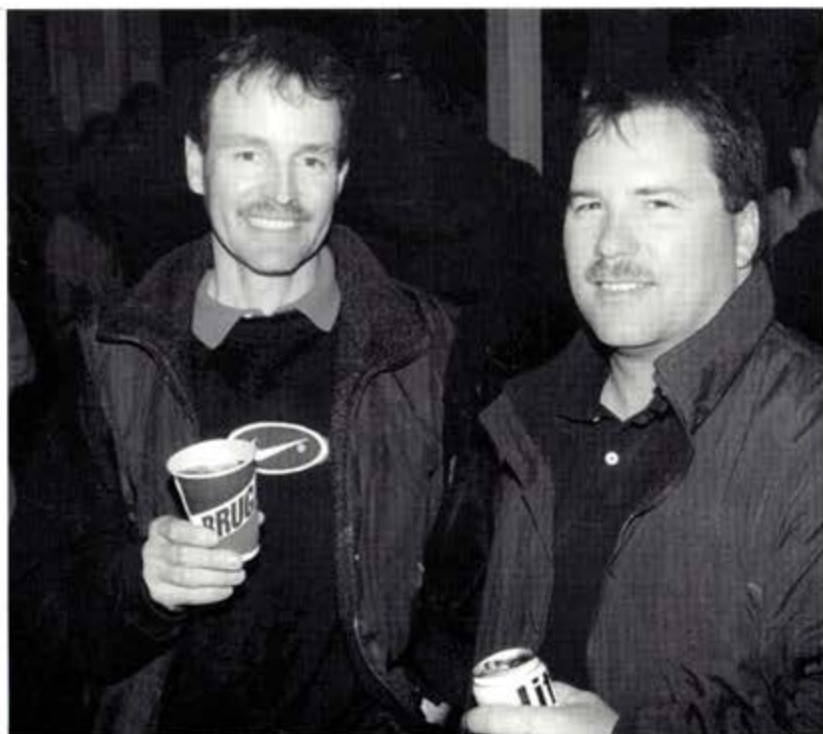


Photo by Bill Wilson

Bill Worsham (#1564), Greg Ewenson (#4109), and Mark Fleckenstein (#3876) under spinnaker.

get five to ten boat lengths to the right sailed past a few of the leaders. Hookanson capped a nice comeback by edging out Larson, Hutchinson, Downey, and Bob Matthews on *Eraserhead*. The day was made very challenging by inconsistent wind patterns. Almost everyone found their one throwout race allowed for the regatta on this day.

Race five started with light southwesterly wind and a heavily favored pin end starting line. A port-tack parade to the weather mark ensued and after sailing two-thirds of a downwind leg, the RC abandoned the race as an unsatisfactory test of skill. A subsequent start was also abandoned due to a 90° shift to the northwest shortly after the start. Time for lunch. The next start saw an oscillating 5-10 knot, west-to-northwest pattern develop with boats converging from both sides at the first windward mark. *Mookie* led the pack downwind. After the top ten boats rounded the leeward gate, the wind shut down for awhile before filling in from the top mark separating the boats into two



Eric Leitner and Mike McGuckin get together to discuss the day's racing.



Top: Chuck Wagon's skipper Peter Weil accepting second place trophy for the eighth race from Coral Reef YC Commodore, Samuel Crispin. Middle: Doug Wilson, District 10 Governor, and daughter Morgan. Bottom: Brugal Rum graciously sponsored this year's regatta.



fleets. On the downwind finish, the top five boats switched places as an opposite-direction breeze line from the south-east worked in. *Mookie* figured it right and went on to win, with Read, Larson, Hookanson, and Johnstone next. A vacuum developed at the finish between contrasting breezes as Mike McGuckin, sailing *Screamin' Java*, was the last boat to beat the thirty-minute time limit after the first finishing boat. Thus boats finishing 19-38 were scored at 20 points.

After a short delay, the southeast breeze prevailed at 5-7 knots. The pin end seemed to be the way to go as boats that worked the left and came back right at the top of the mark rounded ahead. In that group were Hookanson, Lytle, Vascotton Vasco from Italy, Downey, and Mark Laura/Frank Keesling's *Dumpster*. *Salsa* gave up the lead at the second windward mark but battled back to finish first holding off Read, Hutchinson, Vasco, and Larson.

Once again, Brugal Rum hosted another great cocktail party that evening followed by an Italian buffet. Anyone who bulked up in anticipation of any breeze for Thursday was sorely disappointed. A light westerly land breeze accompanied the fleet out to the race course, then decided to call it quits. After two hours of crews working on their suntan amongst friendly conversation, the RC called it a day. Evening activities included dining and partying at the Grove, Miami Beach, and other hot spots. Some tried their luck at Jai Alai, the dog track, go karts, and anything else that came their way.

The forecast for the final day of racing called for winds building to 20 knots out of the southwest in advance of an approaching cold front. Skies were overcast with a threat of rain later in the day. The regular 10:00 a.m. starting time saw southwest winds at 5-8 knots. The boat end was the place to be as Vasco, Leitner, and Read tacked immediately onto port. Vasco dug in hard with Leitner behind as boats went layline. Rounding one-two with Read third, not much changed downwind. As the leaders rounded the left gate and went right again, some trailing boats tacked onto port. They encountered a 5-10° shift. *Siesta* tacked at an opportune time and sailed past the leaders to round first. *Siesta*, with skipper Kobun Kuramichi, then held off Read, Vasco, Hutchinson, and Peter Weil on *Chuck*

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Wagon, as they converged to the finish downwind.

Going into the final race of the series, Hutchinson held the lead with 12.25 points, Read with 20, and Hookanson with 27.50. Considering every boat in the fleet had to discard a finish of 20 or higher for a throwout, there were still possibilities for the top three.

As the majority of the fleet set up at the windward end to start the eighth and final race, a 10-15° header with velocity hit favoring boats starting down the line. Dan Hawthorne on *War Party* and *Chuck Wagon* went hard left and came across on port looking golden as the fleet scrambled to recover from their obvious disadvantage. In deep were *Mookie* and Larson's *Writing Instruments*, who was having an off day. *Mookie* was able to pick out a 30-second right shift to work back to midfleet at the first mark. As the breeze backed, a collection of boats led by *Salsa* and *Blind Squirrel* jibed and made up ground on the leaders, *Chuck Wagon*, *War Party*, *Vasco*, and *Mookie*, who climbed back into fifth at the finish. *Salsa*

went on to win their third race of the series, finishing third overall. Brad Read didn't have any bullets this regatta, but four second-place finishes helped him beat Hookanson by 1/4 point. Hutchinson and his crew sailed consistently well, placing in the top five in each race, including three bullets, except for his 21

as a discard. Congratulations go out to the winning skipper and crew! Rounding out the top five were Chris Larson and Eric Leitner.

Many thanks go out to the organizing committee, race committee, and all those involved in making this regatta a success. Thanks to our regatta

sponsors and Coral Reef YC. See you all at next year's event, the 20th anniversary of the U.S. Midwinters to be held in Key West, Florida.

Eric Leitner sails the best performing 1977 boat in the U.S. fleet, Apple Pie, hull #38, out of Raritan Yacht Club, Perth Amboy, New Jersey.



Left to right: Crew member Dave Crocker, Coral Reef Yacht Club Commodore Samuel Crispin, Brugal Rum's Frank Brugal; winning skipper Terry Hutchinson; and crew member Ralph Fisher at the prize giving ceremony.



The mighty Shadowfax crew: Bill Worsham on helm, with Greg Enos, Nadine Franczyk, Julie Wiard, and Chris Kearby.

Photo by "Island Mike" Heard

A picture really is worth a thousand words. Dog House is given a new graphic job.

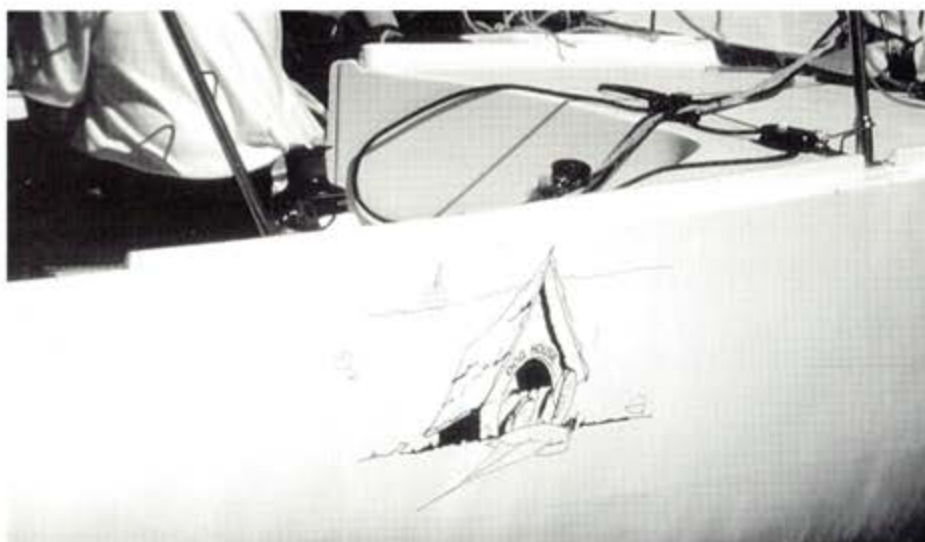


Photo by Bill Wilson

1996 Midwinter Championship Results

| Pos. | Bow | Sail# | Skipper | Race 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Pts. | Disd | Total |
|------|-----|-------|----------------|---------|---------|---------|-------|--------------|------|------|---------|--------|------|-------|
| 1. | 22 | 2934 | Hutchinson | .75 | .75 | [21] | 3 | .75 | 3 | 4 | 5 | 38.25 | 21 | 17.25 |
| 2. | 26 | 3314 | Read | 4 | 2 | 8 | [33] | 2 | 2 | 2 | 8 | 61 | 33 | 28 |
| 3. | 21 | 1964 | Hookanson | 12 | [21] | 4 | .75 | 4 | .75 | 6 | .75 | 49.25 | 21 | 28.25 |
| 4. | 07 | 5160 | Larson | 5 | 3 | 15 | 2 | 3 | 5 | [23] | 20 | 76 | 23 | 53 |
| 5. | 18 | 38 | Leitner | 14 | 4 | 7 | 6 | 10 | [24] | 9 | 6 | 80 | 24 | 56 |
| 6. | 10 | 4802 | Zaleski | 10 | 6 | [36]P20 | 10 | 9 | 8 | 10 | 7 | 96 | 36 | 60 |
| 7. | 33 | 382 | Vasco | 7 | [39]DSQ | 30P20 | 11 | 6 | 4 | 3 | 4 | 104 | 39 | 65 |
| 8. | 31 | 4553 | Snow | 3 | 9 | 11 | 8 | 12 | 9 | 20 | [21] | 93 | 21 | 72 |
| 9. | 11 | 5083 | Kuramichi | 6 | 14 | [32] | 16 | 11 | 12 | .75 | 13 | 104.75 | 32 | 72.75 |
| 10. | 29 | 2185 | Laura/Keesling | 13 | 7 | 9 | [20] | 8 | 6 | 18 | 17 | 98 | 20 | 78 |
| 11. | 12 | 3324 | Johnstone | 2 | 20 | 27 | [35] | 5 | 17 | 12 | 11 | 129 | 35 | 94 |
| 12. | 25 | 2373 | Menis | 16 | 17 | 8.75P20 | [22] | 20TL | 16 | 7 | 10 | 116.75 | 22 | 94.75 |
| 13. | 05 | 3739 | Williams | [39]DNF | 32 | 5 | 15P20 | 16 | 11 | 13 | 9 | 140 | 39 | 101 |
| 14. | 37 | 4171 | Weil | 28 | 19 | 12 | 27 | 13 | [32] | 5 | 2 | 138 | 32 | 106 |
| 15. | 34 | 1564 | Worsham | 21 | 5 | 6 | [24] | 20 TL | 23 | 16 | 18 | 133 | 24 | 109 |
| 16. | 28 | 5173 | Keesling | [39]DNF | 22 | 22P20 | 19 | 15 | 10 | 11 | 12 | 150 | 39 | 111 |
| 17. | 32 | 3843 | Downey | [39]DNF | 8 | 19 | 5 | 20 TL | 14 | 26 | 22 | 153 | 39 | 114 |
| 18. | 20 | 2901 | Hobart | [39]DNF | 11 | 3 | 12 | 14 | 20 | 28 | 29 | 156 | 39 | 117 |
| 19. | 38 | 4109 | Ewenson | 8 | 10 | 31 | 17 | [28]TLP20 | 13 | 17 | 25 | 149 | 28 | 121 |
| 20. | 13 | 4147 | Detels | 19 | 13 | 18 | 28 | 20 TL | 19 | 8 | [39]P50 | 164 | 39 | 125 |
| 21. | 17 | 374 | Hill/Gray | 11 | 25 | 10 | [36] | 7 | 28 | 25 | 23 | 165 | 36 | 129 |
| 22. | 19 | 4398 | Hawthorne | 15 | 28 | [30] | 21 | 20 TL | 22 | 27 | 3 | 166 | 30 | 136 |
| 23. | 09 | 3636 | Benzigek | 18 | 24 | 20 | 9 | 20 TL | 27 | 19 | [31] | 168 | 31 | 137 |
| 24. | 35 | 3140 | Lynch, K. | 17 | 15 | 10P20 | [32] | 25P20 | 30 | 21 | 24 | 174 | 32 | 142 |
| 25. | 15 | 3702 | Crump | 22 | 12 | [37]P20 | 23 | 20 TL | 21 | 24 | 26 | 185 | 37 | 148 |
| 26. | 24 | 4231 | McCaldin | 23 | 16 | 25 | 14 | 20 TL | 26 | 31 | [34] | 189 | 34 | 155 |
| 27. | 08 | 4546 | Costanzo | 9 | [39]DSQ | 32P20 | 15 | 20 TL | 15 | 33 | 33 | 196 | 39 | 157 |
| 28. | 01 | 3223 | Lytle | [39]DSQ | 23 | 25P20 | 30 | 20 TL | 7 | 29 | 27 | 200 | 39 | 161 |
| 29. | 06 | 1330 | Hull | 20 | 26 | [35] | 13 | 20TL | 31 | 32 | 19 | 196 | 35 | 161 |
| 30. | 27 | 1396 | Selfridge | 30 | 29 | [33] | 18 | 20TL | 35 | 14 | 16 | 195 | 33 | 162 |
| 31. | 02 | 3134 | McGuckin | 29 | 30 | 13 | 25 | 18 | 29 | 22 | [36] | 202 | 36 | 166 |
| 32. | 39 | 3000 | Lynch, B. | 25 | 36 | 16 | 29 | 20TL | 18 | 38 | 28 | 210 | 39 | 171 |
| 33. | 23 | 2350 | Matthews | [39]DNC | 27 | 34 | 4 | 28TL/P20 | 33 | 30 | 15 | 210 | 39 | 171 |
| 34. | 14 | 3599 | Shadwell | [39]DNC | 34 | 23 | 26 | 20TL | 25 | 35 | 39DNC | 241 | 39 | 202 |
| 35. | 04 | 3245 | Sullivan | [39]DNC | 35 | 36 | 31 | 20TL | 36 | 37 | 14 | 248 | 39 | 209 |
| 36. | 30 | 3876 | Fleckenstein | 26 | 31 | 37 | [38] | 28TL/P20 | 34 | 15 | 39 | 248 | 38 | 210 |
| 37. | 03 | 189 | Milnes | 27 | 18 | [38] | 37 | 28 | 37 | 36 | 35 | 256 | 38 | 218 |
| 38. | 16 | 3256 | Stevenson | 24 | 33 | 34P20 | 34 | 28TL&P20[38] | | 34 | 32 | 257 | 38 | 219 |

Cruising and Living With a J/24

by Mercedes Guerrero



After the South American Championship is over and *Other Penny* is dismantled; the team can relax (l to r): Guillermo Martini, Andrea Broen, Mercedes Guerrero, Roberto Authier, and Teddy Casera. late Clube de Rio de Janeiro, March 1990.

When I started dating Roberto Authier (now my husband), back in 1982 I was glad that I had met a guy who was an enthusiastic sailor. Little did I know, I would end up sailing and racing J/24s and above all, building them.

Before our wedding in 1985, we bought a boat that could be used for cruising and racing. At the time, I was studying to become an architect and very much involved in school. A friend or ours, Alejandro Irigoyen, suggested we get a J/24. We ended buying *Penny III*, a 1982 model. We immediately set sail.

We honeymooned in Los Angeles where we visited all the marinas and rented a J/24 to sail. Although I had sailed a lot as a child, it was mostly as a passenger with other people taking care

of sails, no big Pacific waves for me. I loved the thrill of sailing and after awhile I was enjoying our trip as much as Roberto. There was considerable wind for the two of us so we set the jib and the main with a reef and sailed into the wind. The boat went so fast that when it surfed the waves, it went up to speeds of 8-9 knots. By the way, that's the only time I've seen a speedometer in a J/24, and I've seen quite a lot of them!

Once home, we started racing with some friends. The fleet was not very big; up to ten boats at the most important events. I remember right after our first race, and while we were still on board, this guy waved us ashore and urged us to join the class. It so happened that he was Buby Spitzky, with whom we have grown to be very good friends. He has done a lot for the class and since 1987

has been the president of our NJCA.

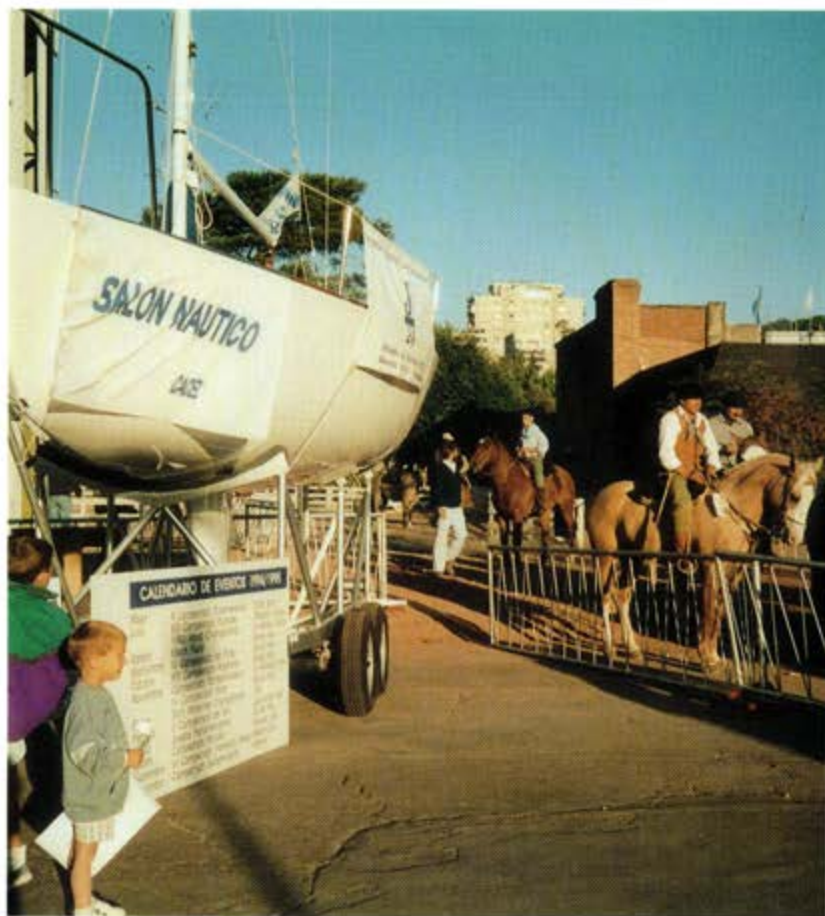
While I was at school, Roberto started attending class meetings. We wanted the class to grow so we organized a boat exposition in a little port called Olivos. Five or six J/24s were moored together and we had a tent with a TV and video set where we kept showing some J videos. Looking back, one thinks how far we have come from that time. We also took a lot of people sailing on the Js.

On the weekends when we weren't racing, we went cruising to Colonia, an historic and very charming small town about 26 miles across the river (remember, our river is the widest in the world).

By the end of our first J year, we had qualified to attend the South American Championship in Rio, Brazil. Roberto had quit his job and we were not so sure about going abroad and spending our last resources. My father's advice was, "Do it. Later you will have babies and it will be harder. Don't miss the opportunity."

We decided to go to Rio. The weather there in February is so hot and humid that the only thing you want to do is drink water and go swimming, but we were there to race. We also enjoyed Rio Carnival.

For us it was the first and only time we sent our J/24 by boat, I mean a freighter. We arrived there in time to receive it and Philip Jenkins, an Englishman who lives in Brazil and was the secretary of the class at the time, helped us tow the *Penny III* through downtown Rio. The next time we went to Rio (May 1994), for the following South American Championship, Roberto towed our new boat, the *Other Penny*, 3600 kms. and back. Funny, now that I think about it, we've gone to Chile many times to participate in dif-



Have you ever seen boats together with horses? This occurred at our last boat show which took place next to a horse show. Those are my two sons on the left, Martin and Lucas. That is our new boat. 1994



The first boat show the Argentina Class held, in the port of Olivos, August, 1986.

ferent events but we have never taken our own boat, although it's half the distance compared to Rio.

After becoming pregnant with our first son, I continued sailing even though Roberto disapproved. Once I was well into my eighth month (I felt great so why not race?) and he asked me not to race. So I decided to go to the club and sit around the terrace. Someone needed a crew member, so I went. I think that was the last time I sailed before delivery. Martin was born on December 16, which is the beginning of summer. When Martin was eight months old I returned to racing and two months after that we took him with us on his first regatta (which we won: beginner's luck?).

March 1988 found us in Ancon, Peru, with our crew and a one-year-old son (although in this case he stayed ashore, we're not that crazy) to participate in the South Americans. Ancon is a very small and special seaside resort on the Pacific coast about 60 km. from Lima, the capital. Ancon was most charming and delightful. Everybody helped us get around and feel at home. All participants coming from abroad were met at the airport by a member of the local class. Boats were provided for free, it was incredible! Above all, we had the opportunity to race against 25 boats, which for us was quite a number. Crews came from South American countries

and from the U.S.A. and France. The races were long and difficult because wind breezes there are very light. Even so, another Argentinian crew, Ricardo Capparelli's from Mar del Plata, won the Championship.

To close 1988, we had the great honor of winning the National Championship. In the evening the Club Nautico Mar del Plata organized a wonderful prize giving party, but before that we had to undergo a "sea baptism." Most of the races were amid gales, except the first one where (I'll never forget), on reaching the first mark we were way ahead from the others. We didn't need do the last race. We were already winners. On our way back

to the dock, the tiller broke and we had to figure out how to steer the boat as big waves took us nearer and nearer ashore.

In 1989, I swapped the excitement of sails for the thrill of diapers. I also experienced the challenge of supporting my husband in a new career. In August, Buby told us the moulds and license for building the J/24 were for sale. Buby and Roberto thought if they built the boats it would be a means of keeping the boat within the class rules. In doing so, the class in Argentina would grow. They received the support of German Fuchs (a great J friend of ours), who had moved from Peru to Chile along with his most charming family (He was to be the master of Chile's rapid class development in a short period of time). Due to the increase in demand plus the standards of quality Roberto wanted to attain in the boats, we made a big decision three years ago. J Boats Argentina moved to a shipyard of its own and became engaged full time building boats. What started as a means of keeping the J/24 class going, has grown to be one of the most respected boatyards in Argentina.

1991 was the start of a new event in our fleet: the Mixed Championship. It is meant to encourage women to steer as well as do the main jobs on the boat. We also gather everyone together at one club after racing for a social. The first event was held in June, and I will not forget it easily. Not only was the weather bitter cold (here we can sail all year round, even in winter), but we were also moving from our downtown apartment to a house in the suburbs, near the river. Lucas was then a one-year-old baby, so Roberto stayed with the children while I went racing. This was the first time I participated in a regatta without him and as the helmswoman.

In the beginning of 1993 the idea struck us that South America hadn't held a World Championship. The class started discussing all the possibilities as to where and when. Finally we got down to the facts and in due time the submittal was written. Roberto travelled to the IJCA annual meeting in Monaco. There he learned a lot about big events and, most important of all, got the approval for Argentina to hold the 1997 Worlds. By that time he was



Sailing on the Lake Nahuel Huapi, Bariloche, with the babies and some friends, March 1991

racing steadily with some friends who thought it a good idea to take part in the European Championship. After the meeting was over he stayed for the Europeans, where he got to race against more than 100 boats!

When Irigoyen qualified for the Melbourne Worlds, he invited me to be the sixth member of his crew. Since they were way down from 400 kg. and Melbourne was expected to be windy, they asked me to come along. For me it was a great experience, both from the sailing and from the personal point of view, since it was the first time that I left my husband and children for a long period of time. Although there was a lot of work to do tuning up the boat, measuring and so forth, it felt funny not to have to bother hurrying up to get back home in time!

With the development of the class in mind Roberto and Buby explored the possibility of the J/24 being one of the Pan American classes for the 1995 Pan Am Games in Mar del Plata. After much lobbying by Buby, and with the support of the Federacion Argentina de Yachting, the Pan Am authorities accepted his proposal. In the beginning it was planned as a fleet championship but ended up as a match race. It was a terrific event for the class.

What's great about the class is that you get to meet, and become friends

with, people from different parts of the world. At the PanAm Games we met Geoff Evelyn. Funny thing, our wedding anniversaries are on the same day. I could go on and on talking about the many people and places we've met just because we have a common love: sailing on a J/24. I truly think that being a member of the J/24 class allows you to be part of a big community, not only on your country but all over the world. In the long run it means you'll have friends and a boat to sail wherever you go. It is like having a free passport to enjoy a great time.

Mercedes Guerrero is the Argentina J/24 Class Association Secretary.

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.



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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**.

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Class Superstar Cory Sertl Awarded 1995 Rolex Yachtswoman

Cory Sertl and Ed Baird have been named 1995 Rolex Yachtswoman and Yachtsman of the Year, an annual designation that recognizes sailing excellence in the year just concluded. Roland Puton, President and CEO of Rolex Watch, U.S.A., presented the awards during a luncheon held at the New York Yacht Club on February 9, 1996.

Presented each year since 1961, the Rolex Yachtswoman and Yachtsman of the Year Awards are sponsored by Rolex Watch U.S.A. and administered by US SAILING, the national governing body for the sport. Winners are selected by a panel of noted sailing journalists from a list of nominees determined by popular vote of the US SAILING membership.

Cory Sertl is a first-time winner of the Rolex Yachtswoman of the Year Award, in spite of a long, successful career in the collegiate, Olympic, open, and women's competitive arenas. This year, the diversity of her résumé in a single season impressed the panel. In international women's competition, Sertl steered to a second-place finish at the biennial Rolex International Women's Keelboat Championship, held aboard J/24s this past September in Newport, R.I. Weeks later on San Francisco Bay, she handily rose to the final round at the International Yacht Racing Union Nation's Cup Regatta, also sailed on J/24s, where she ultimately finished second to the Australian team.

In open J/24 competition, Sertl placed tenth at the East Coast Championship, third at the Great Lakes Championship, and was victorious at the District 7 Championship. From there, she placed second at both the Youngstown J/24 Level Regatta and the Canadian Nationals (CORK). Sertl, however, is most proud of her tenth-place finish at the J/24 World Championship, which is considered amongst the most competitive regattas in the sport. Also this past summer, while crewing the family J/35 at the Lake Ontario Race Week, she added another first-place to her stellar record in open competition.



Photo by Ben Caputo

Cory Sertl and crew fought their way back from a PMS in the first race of the East Coast Championship to tenth place overall for the regatta.

In addition to her career in real estate, Sertl devotes many volunteer hours to her favorite sport. She is chair of Rochester Yacht Club's junior sailing program and extends herself far beyond that role to actively promote women's and junior sailing by coaching and organizing clinics and regattas throughout upstate New York. Sertl lives in Rochester with her husband, Mark, and daughter, Katja. Another addition to the family is expected in June.

Although a perennial nominee for the award, Baird has won the prize for the first time. His outstanding performances on the 1995 world match-racing circuit and contributions as coach to the winning America's Cup syndicate weighed heavily in his favor. J/24 class members might remember his victories at the 1983 World Championship in Sweden, or the '83 and '88 Midwinters in Miami.

The two recipients were presented with engraved Rolex Oyster Perpetual Chronometers and their names will join

the roster of the nation's most distinguished yachtsmen and yachtswomen on the perpetual trophy that is emblematic of excellence in the sport of sailing. "It is our pleasure to host this celebration for these two exceptional competitors," said Puton at the award presentation. "I am exceedingly impressed with Cory's and Ed's individual commitments to the sport of sailing both as good citizens and as outstanding athletes."



Rochester Worlds

A Look at the Use of the "Z" Flag

by Al Constants

INTRODUCTION

Rochester Yacht Club (RYC) hosted an excellent J/24 World Championship. RYC exhibited a tremendous organization, which permitted boat measurement and launching to take place in an orderly and reasonable manner. There were a multitude of volunteers that provided onshore support second to none. There were so many friendly, happy faces that offered traditional mid-western hospitality in New York! And we can't forget all the sponsorship that provided the many meals gratis to the sailors.

The on-the-water racing was excellent too. At Rochester the competition was the most talented and deepest ever. The Race Committee (RC) was extremely competent; they set fair courses and ran a great regatta.

There was one incident, however, that arose and somewhat marred what might have been considered a perfect regatta (and not just by the winners). With 70 J/24s on the line, the RC set a reasonably long line to permit everyone to start at the same time. To sail from one end of the line to the other, it took upwards of 3-3 1/2 minutes. For some of us, it was impossible to read sail numbers or bow numbers of boats who were on the opposite side of the line from where we were.

The fleet was typically aggressive and generated a fair number of general recalls. In response, and in an effort to control the line, the RC hoisted the "Z" flag, which J/24 RCs have been using for years. In race #5, a limited number of boats received a 20% penalty for being over the line early during the prestart, when those starts resulted in general recalls. As you might expect, there were protests that followed.

The Protest Committee decision that was posted on the Official Board on Friday for Race #8 implied to the RC and the competitors that the Protest Committee had declared that the "Z" provision was null and void (although as explained later in this article that was not the case). Thus, on Friday, the

fleet practiced its starts for about 2-3 hours before being sent in. The RC never raised the "Z" or "Black" flag to control the competitors. This article examines the sailing instructions, the protest, and the comments of the Protest Committee, which should be of benefit to the class in the future.

THE SAILING INSTRUCTIONS

The Sailing Instructions (SI) used at the Rochester J/24 Worlds were typical of the SIs used by the class for a number of years. In an effort to avoid the harshness of the "Black" flag, the class has advocated the use of the "Z" flag with the expectation that the fleet will be more controlled at the start and by penalizing the starters 20% rather than DSQ'd, the racers will remain competitive (and will not go home if they only receive a 20% penalty). The SIs in Rochester read, in pertinent part as follows:

13. International Code Flag "Z" and "Black" Flag Rules

13.1 After one or more general recalls code flag "Z" may be flown... Thereafter if any part of a yacht's hull, crew, or equipment is within the triangle formed by both ends of the starting line and Mark 3 in "O" course or within the trapezoid formed by both ends of the starting line and the Gate W in "W" course she shall receive, without a hearing (modifies IYRR 71.1) a penalty as provided in 2.1 of Appendix B1, if she properly restarts that race.

13.2 IYRR 7.2(b), 11(a), and 11(c) are modified when Code Flag "Z" is flown so that if any part of a yacht's hull, crew, or equipment is within the triangle formed by both ends of the starting line and Mark 3 in "O" course or within the trapezoid formed by both ends of the starting line and the Gate in "W" course during the last minute before a start that is recalled, or abandoned, will be penalized on a subsequent restart or resail of that race. The penalty for being premature in two or more restarts of the same race under the "Z" flag shall be the sum of the penalties, however, no yacht shall receive a score worse than the num-

ber of points awarded as DSQ.

The SIs provided that the RC would broadcast the bow numbers of boats over the line early. The SIs read, in pertinent part, as follows:

12.1 Individual recalls will be signaled in accordance with IYRR 7.1. The Race Committee will attempt to promptly broadcast the bow number of each recalled yacht on VHF channel 9. If a one minute rule [IYRR 51.1(c)] or "Z" flag (refer to SI 13.1) is in effect, yachts which cross the starting line in the minute prior to the start may be notified before the starting signal. The following shall be grounds for redress:

a. Failure of a yacht to receive the recall broadcast.

b. A yacht's position in the sequence of broadcast numbers.

THE PROBLEM-RACE #5

Race #5 on Wednesday, August 23, had a number of general recalls during which the "Z" flag had been flown. When the results were posted, some competitors learned that they had received a 20% penalty even though they had not heard their bow numbers over the VHF. Some competitors thought they had not been over early.

That night a flurry of protests were filed over the 20% penalty. The protestors complained that they "weren't over early," had not heard their bow number called and some argued generally that it was an unfair penalty.

In fact, the Regatta Chairman, Reid Stava filed the following protest, which formed the basis of the Protest Committee's decision:

We were informed that we received a 20% penalty for being a P.M.S. boat during a start subject to General Recall. Many boats were P.M.S. during the three (3) recalled starts of Race #5 while code flag "Z" was displayed. In at least one of those aborted starts all but six (6) boats were P.M.S. as indicated by the pin end Race Committee member. We feel that a rule that allows the Race Committee to select a few for a penalty that all but a few committed is unfair and prejudicial

and we ask for redress.

The Posted Decision of the Race Committee (Friday Morning)

It was not until Thursday night August 24, 1995 at 22:00 that that the Protest Committee posted its decision which read the following:

Decision of Jury

Race #5 had so many premature starters in several of the unsuccessful starts that it was impossible to identify all P.M.S. boats.

It is the nature of General Recall that all P.M.S. boats cannot be identified so the race is recalled. When all P.M.S. boats can be identified, and notified, a General Recall is not necessary.

Under Rule 69, 70.3 and 74.2C the jury has decided that all P.M.S. penalties for Race #5 (except for the actual start) will be eliminated.

FRIDAY'S RACING USELESS

After reading the Protest Committee's decision on Friday morning, it appeared that the Protest Committee had declared that the "Z" flag portion of the SI was held to be null and void. The competitors thought so. The RC apparently thought so. On Friday, the last and only race was scheduled. The RC never raised the "Z" flag or the Black flag in an effort to control the starting congestion. With almost 70 anonymous white boats fighting aggressively for a start, there was never going to be a start where the R.C. could identify all premature starters. Thus, we sat, we started, general recall . . . we sat, we started, general recall . . . we sat. You get the idea. We were sent in.

REQUEST FOR CLARIFICATION

Having witnessed a wasted day of racing in a world championship regatta, Geoff Evelyn, Chairman of the International J/24 Class Association, sent a letter dated August 25, 1995 to the J/24 Worlds International Jury requesting clarification. Here are some of the questions and the jury's answers.

Q: If the sailing instructions are in force how can the International Jury declare a section of the SI null and void because they are unfair after a race has been run under those sailing instructions?

A: The Jury cannot and this 1995 International Jury for the 1995 J/24 World Championship DID NOT DECLARE ANY SECTION OF THE SAILING INSTRUCTION NULL AND VOID.

Q: Was there a material act or omission

of the Race Committee which caused the Jury to rescind these 20% starting penalties or was it the basic unfairness of the sailing instructions?

A: Yes, the jury found that there was a material act or omission of the race committee per IYRR 69(a) and applied rules 70.3 and 74.2(c). See Facts found and Conclusions of Protest #40 enclosed which stated as follows:

During the starting sequence in the 4th General Recall of Race #5 with the "I" and "Z" flag signals, many yachts were over the line during the one minute period to the start and a large percentage of the fleet were over the line and on the course side of the line at the start signal.

One minute to the start signal the Jury aboard their boat on the pin end line extension looking over the pin boat and the line observer and saw that the opposite end of the line was no longer visible. One minute to the start signal the pin end line observer started calling bow numbers of yachts he considered over the line to the recorder in the pin boat and over the radio to the tape recorder on the signal boat with no view of the line most of the time. (Emphasis added.)

The race committee listed 14 yachts as PMS on the RC report to the Jury to carry over a 20% penalty to succeeding starts. No hail of bow numbers or yachts' sail numbers were made on channel 09 by the race committee.

In the 5th General Recall under "Z" and "I", the race committee recorded 5 PMS. No hail was made on channel 09. Again yachts crossed the line early and stayed on the course side of the line before the one minute to the start and covered the ends of the line, thus line observers could not see the opposite end of the line.

Several skippers listed as the Preliminary Score sheet to receive the 20% penalty claimed their yachts were not across the line within the one minute period. Seven had filed for redress before the Jury met to discuss the issue of PMS in Race 5. CONCLUSIONS and rules that apply; 69, 70.3 and 74.2(c).

The Judges unanimously concluded that with the race committee's inability to see the line there were a number of yachts called PMS who were not and many who were over were not identified by the race committee. Based on the improper sighting of the line

(IYRR 69) the Judges were satisfied that a circumstance set out in rule 69 occurred with some yachts materially prejudiced through no fault of the yacht(s). The Jury initiated redress (IYRR 70.3) per IYRR 74

DECISION OF THE JURY:
(posted 8/24/95)

Race #5 had so many premature starters in several of the unsuccessful starts that it was impossible to identify PMS boats.

It is the nature of General Recall that all PMS boats cannot be identified, so the race is recalled. When all PMS boats can be identified, and notified, a general recall is not necessary.

Under Rule 69, 70.3 and 74.2(c) the Jury has decided that all PMS penalties for Race 5 (except for the actual start) will be eliminated. Facts and Conclusions of Protest #40.

There was no basic unfairness of the Sailing Instructions. However, there may be certain inclusions or changes that can be made to help the race committee in setting and controlling the line. See further comments below.

Q: Is the "Z" and Black Flag workable and enforceable?

A: The Jury members have seen the Black Flag workable and enforceable and feel it is workable and enforceable. We have also seen many unhappy sailors when PMS when the black flag was flown but races were started and races were completed.

Five have seen the "Z" flag work. Our Italian Judge stated that the "Z" flag is never used in Europe and wrote: "Don't use the 'Z' flag. We never use it in Europe to penalize a PMS yacht." He recommends displaying the "I" flag with the first start. The "Z" flag involves much effort by the race committee to administer and for both the race committee and competitors to interpret correctly.

Q: Comments on starting procedures and the use of the "Z" and Black Flags.

A: 1. Hailing PMS. When the either "Z" or Black flag is used, call the bow # of the infringing yacht over the VHF radio (In the J/24 with a long line this is better than by a loud hailer.) as soon as observed during the one minute period and as soon as possible. One member feels that no calls should be made until after the start signal.

At least one judge strongly disagrees with any hailing of PMS yachts under any circumstances and that to

start hailing one minute before the start surely encourages some to push their luck. The US SAILING Race Management Handbook, directs "don't hail for aggressive fleets. Refer Chapter 11 - 7.5. The IYRU Race Manual 9.2 makes no mention of hailing. The IYRU Race Management subcommittee does not advocate hailing at all.

2. To make general recall and these flags work in large fleets such there must be adequate Race Committee and Line boats such as:

a. Sloops with tall masts that can be seen over the fleet is preferred by at least 3 jury members.

b. Pin end boats with tall flag poles and line observers with a mid line signal boat sighting in both directions. Possible but not strongly supported by the jury.

c. Others suggested a big, high race committee boat and an efficient big boat on the other end of the line.

d. Most support having an inflatable dinghy with a tall flag and staff in the middle of the starting line (to be considered as a mark-rule 52) in order to make the line itself shorter and to give the sailors the possibility to sail inside the line and for the race committee to see the PMS yachts. This could give four line spotters sighting the line. For a large fleet a midline boat is an asset with limiting marks at four points on the line.

One member does not favor a split line with a CV in the middle. If the line is not absolutely square the majority of the fleet will be trying to get into a gap which is to (sic) small.

3. The Line. Many Judges felt that some of the problems which the 1995 event had with the starting line stems from too many boats on the line. For this fleet some feel 50 should be the maximum on the line. A format can be used so every yacht gets to race against each other at least in one race and all can have a chance at the winner's circle.

The length of the line not only make(sic) it difficult to determine boats over the line but has other problems. Even if the line is set square to the wind at the ten minute warning or the five minute preparatory, with only a one degree shift in the wind boats at one end have an advantage other boats on the other end. There are times when the wind on the port end is 1-10 degrees different from wind on the starboard end making it very difficult to provide a

fair start to all.

Some fleets have trouble starting on a square line. The current and wind direction and change needs to be factored in along with the class bias for a line. When many yachts are over the line one minute or 45 seconds before the start is it an indication of trouble with the line? Does the line need to be changed? Is it a wind change? If so, the race committee should be encourage to AP before the start and not use the general recall for the five minute sequence. Some classes use a shorter sequence (3 instead of 5 minutes for a 6 instead of 10 starting period) to avoid some of the variable wind changes as well as to save time.

Race committees line sighters should call yachts as PMS only when they can identify the yacht(s) over the line during the one minute rule, if used, or at the start and the ends of the line or the line ARE VISIBLE.

COMMENTS

As the J/24 class has evolved over the years, there have been various efforts to tame the starting line. Sometimes the Black flag has worked, but we have all complained about the harshness of the DSQ penalty. The "Z" flag was then utilized as a "kinder and gentler" control. We've employed VHF's, midline boats, you name it.

The jury comments are for class race committees and competitors to discuss and hopefully overcome in the future. It is truly disappointing to sit out on the water and practice starts on the last day of a regatta!

As a competitor, I add the following observations:

(1) The Jury found that the line sighters could not see the other end of the line "most of the time" and that, generally, there existed improper line sighting. The Jury never called any of the line sighters to the protest. Why not? As a competitor, the pin boat personnel and the sighters on the Race Committee boat all acted in a qualified and appropriate manner. Not to call these individuals to the protest hearing indicates a pre-ordained result by the Jury and constitutes a real slap in the face to these volunteers who spent a week of their time on the water for the J/24 class and were not given the opportunity to convince the Jury that the boats PMS'd were in fact over the line early. Why can't the line sighter, from

the instant he spots the RC boat on the other end of the line, sweep his gaze to weather and determine that all those boats are over the line early, even if in the next instant, his view of the RC boat is blocked?

(2) The SI provided that the RC had the option to broadcast the bow number of the boats over the line early within the one minute rate. Although this was not done, I am told it is a logistical nightmare to call bow numbers contemporaneously with the boats over the line because of the multiple line sighters. As a competitor, I had anticipated that the RC would broadcast bow numbers of the boats over early as soon as they could identify the boats. If the boat directly to weather of you was called over early, you would do everything in your power to pull back. With the line so long, and so difficult to call, we had anticipated that the RC's hailing of over early boats would help us, and others, identify where the line was and modify the fleet's behavior.

(3) Similarly, if the Z flag is to mean anything, the RC should hail the bow numbers of all boats over the line early at, or shortly after, the general recall signal. (The SIs did not require the RC to notify the boats on the water after a general recall.) In this manner, the fleet can similarly modify its behavior for subsequent starts because they will remember who was over and where they were. In the next start, you would stay away from boats who are always over early or those who don't care whether they are over the line early. Waiting until the end of the day (on shore posting of the PMS's) does not help the competitors judge the line or modify their behavior. It is too easy to forget exactly who was where and on which general recall at the end of the day, sipping a few beers after being on the water and in the sun.

(4) Unfortunately, if the "Z" flag and radio broadcast of bow numbers doesn't work in a large fleet, the class will have no recourse but to return to the black flag which does control the starting line but at a steep cost.

One final question: How come the protestor (Reid Stava, Regatta Chair) and Chief Judge (Helen Ingerson, Rochester Yacht Club) couldn't have resolved this issue before the racing started?

To Change or Not To Change

by Chris Larson

The issue of crew weight has long been a topic of discussion in the J/24 class. Before 1988 there were no crew weight limits and it was common to see a J/24 sailing with over 1000 pounds of crew weight on San Francisco Bay and as little as 750 pounds on Lake Lanier. Then, in the spring of 1988, the class adopted the current weight rule, which says the total crew weight shall not exceed 400 kg.

Since then, the weight limit has been under a lot of scrutiny. There have been many proposals suggesting different solutions to the never ending question. It even got as far as the IJCA Technical Committee proposing the weight limit be reduced to 320 kg. in March of 1990. After a membership poll, the IJCA Executive Committee decided to change the original proposal to 375 kg. Finally, this attempt failed at the November 1990 World Council meeting.

Now, six years later, another movement has started to reconsider this controversial issue. More than ever before, the J/24 class is under a lot of pressure to determine what is the best solution for the class and its future. Attendance has been down at most of the major J/24 events for the past couple of years. The ultimate low was at the 1995 J/24 Midwinters when only twenty-six boats showed up for the event. Just two years previous, seventy-two boats made the trip south.

The class seems to be faced with changing the whole complexion of a J/24 crew. An extreme drop in the total weight from the current 400 kg. limit would in effect make the J/24 a four-person boat. Personally, I have not made up my mind, but if a change were to be made, I feel it should be 345 kg. Clearly the class needs to do some research before any changes are made.

Many of the weights that I've heard being tossed around lack foundation. If a change is made, I feel it is important to not take away the choice to sail with four or five people. I'm against having this decision eliminated by reducing

the weight to, let's say, 320 kg./706 lbs. which, in effect, would make it a four-person boat.

By investigating the weight limits in both the J/22 and Melges 24 classes (above), one finds each has chosen a weight that allows for the choice of 3/4 and 4/5 crew on board, respectively.

Anyone who has spent time putting a crew together knows how tough it is to work within the weight parameters. My experience leads me to believe that the 761 lbs./345 kg. weight limit (152 lbs.-5 person avg./190 lbs.-4 person avg.) really does work and would be an improvement if the class wanted to make the J/24 a true four to five person boat. One has to keep in mind that there will always be a small group of people that will not agree, but the goal here is to improve the system for the benefit of the class as a whole.

Stepping aside for a second we need to examine what a crew weight change would really mean to the class. Issues such as sail shapes, boat mechanics, deck layout, and team complexion would go through growing pains as we find new ways to optimize sailing the boat with a lower weight limit.

Changes to the sail inventory would be most evident in the main and genoa. Sailmakers would have to re-evaluate their designs to find the magical shapes which produce winning sails. Due to less weight on the rail, the main and genoa would most likely end up being slightly flatter to compensate for being overpowered sooner. In addition, tuning the boat would become even more important. In light air the shrouds would

be tensioned the same, but as the wind increases the tuning would become more aggressive. Also, the change-over point from genoa to the jib would drop a couple of knots.

A reduction in crew weight would mean at least one less pair of hands on the boat. Therefore, the mechanics of tacking, jibing, hoisting, and dousing would be redefined. Each person on the boat would have to become more involved and ultimately have more responsibilities. Personally, I would rather sail with five people on a J/24. The J/24 is technical enough so that there is an advantage to sail with five. On the other hand, some teams might prefer to sail with four people and they should have that choice.

If the class chose a new weight limit, for example 345 kg./761 lbs., I believe that everyone from a 250 lb./113 kg. skipper to a six-person women's team would be in favor. Whatever happens with the weight issue it's important for every member in the J/24 class to see how it will effect them. Take time and work out your team weight. This will do two things. First, it will give you a better awareness of your team average weight, and second, you will be able to decide if a change would benefit your own program. Keep in mind that the main goal here is to keep the J/24 the #1 One-Design Keelboat in the world.

Chris Larson, North Sails One Design, has been involved in the J/24 class for over 17 years. He is a past winner of the J/24 North Americans; U.S., U.K., and Italian Nationals; and European Championships.

| | Crew Weight Limit | Option 1 | Option 2 |
|-----------|----------------------|--------------------------|--------------------------|
| J/22 | 605 lbs. (274.4 kg.) | 4 person avg.—151 | 3 person avg.—201 |
| Melges 24 | 762 lbs. (345.5 kg.) | 5 person avg.—152 | 4 person avg.—190 |
| J/24 | 882 lbs. (400 kg.) | 6 person avg.—147 | 5 person avg.—176 |
| | | | (J/24) 4 person avg.—221 |
| | Proposed weights | Option 1 | Option 2 |
| J/24 | 706 lbs. (320 kg.) | 5 person avg.—141 | 4 person avg.—177 |
| J/24 | 761 lbs. (345 kg.) | 5 person avg.—152 | 4 person avg.—190 |
| J/24 | 827 lbs. (375 kg.) | 5 person avg.—165 | 4 person avg.—207 |

* Bold represents typical number of crew that sail each type of boat.

He Ain't Heavy, He's My Crew

by Doug Kracht

I have served at a District Governor and as a USJCA Executive Committee member for a number of years. Each year it seems that we are voting on rule changes. Some changes are administrative, but some rules can have major impact.

I try to have an objective viewpoint, but with perhaps a different angle. I try to represent the middle-of-the-pack sailor. I feel too much emphasis is placed on the desires and wishes of the elite J/24 sailors. When voting any change, I try to think how the change would affect the weekend warrior (the guy who sails club races and might travel once or twice a season to the districts or some other regional regatta).

Let's look at a few of the rule change proposals from the common man's viewpoint. I think it's great to get rid of the 5 liters of water. But let's take it one step further. Let's get rid of the 5 kg. the water represents. If the heavy boats are a regional problem in England and Australia, can't we help them in some other way? Can't we address those 200 boats without affecting the 5000 other boats? I say eliminate the 5 liters and the 5 kg.

With regards to the cushion proposal, I do not think they are a problem. If local fleets want to sail without them, fine, but let's not make them optional for the entire class. If we do, we will see a two-tier secondary market for J/24s. Boats will be sold that do not even have cushions. They will seem like stripped-out quarter ton IOR boats. Remember those dinosaurs?

Now the crew weight issue. When is this going to end? Ever

since we initiated the rule, people have tried to change it rather than try to live with it. The current number is not perfect, but no one can agree what number is perfect. Some libertarians even say the class should not impose any limit, after all, it is sailboat racing, and you take your chances on wind conditions. No one even talks about the advantage a 600 pound crew would have in a 5 knot race.

If we lower the weight, crews would still struggle to get under the number. No one would dare sail dramatically less than the max. In fact, it would be imperative that crews sail at the max crew weight. The boat then, however, would have to be crewed by better, stronger sailors because the boat would be more difficult to sail in the upper wind ranges. We no longer will have the option of taking along an inexperienced crew for training purposes or, god forbid, just plain fun. I also think the margin of victory of the good boats over

the not-so-good boats would be much larger.

The sailmakers are already licking their chops over all the new sails they could sell because the change would make our genoas and mains obsolete. We would have to get the new and improved flat versions.

The rules we have now are not perfect. We can't please all the people all the time. My point is that if we keep changing the rules, the little guy gets frustrated and leaves the Class. The strength of our class is not the top 5% world-class sailors, or the heavy 5% boats. The strength is the club racer, the common Joe, J/24 sailor. Let's keep that in mind. Here is my rule change proposal: Freeze the rules. Stop the nonsense and sail our boats.

Doug Kracht is District 15 Governor and a class measurer.



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Spring Keelboat Invitational Championship

by Nadine Franczyk

Ebb, sun, and fun were the words for the Spring Keelboat Championship held at St. Francis Yacht Club in San Francisco on March 2-3. The classes represented in the regatta included J/24s, 11 Metres, Etchells, Melges 24, and Santa Cruz 20s.

The J/24 class saw thirteen boats racing. The Jon Perkins/Peter Young team borrowed a boat called *Air*, and the southern California team of Livia Tomiselli/Nadine Franczyk, Texas import Bill Worsham, and SF local Julie Wiard on the local boat, *Nixon Was Cool*. Early Saturday morning was spent bailing out boats from the prior week's rain, and figuring out where all the rigging was on the two borrowed boats. Most crews were expecting the rain and 30° weather which prevailed the week before race day. But, we were pleasantly surprised with sun and shorts weather on Saturday and Sunday.

Due to the huge ebb and strangely light air, Matt Jones, the race chairman, said at the skipper's meeting that he would tow everyone all over the bay if he had to in order to get the races off. Needless to say, boats were towed down to Berkeley Circle both days. Saturday's races saw very light winds and an ebb that varied from 0-4 knots over the race course as well as changed directions and created strange vortices in certain areas.

Since the J/24s were the last start, most of the boats were trying "to go to school" on the classes that started before the Js. Keeping a close eye on the current along with managing boat traffic from the other fleets around the marks were the keys to success in all the races. Lots of mark roundings saw a lot of boats drifting together with nowhere to go at a very slow speed. But the wind hung on just enough to finish both races on Saturday. At one point at the end of race two, the wind was so light, *Nixon Was Cool* was not quite sure she would ever cross the line, while drifting only a few feet from



First place, *Nixon Was Cool* with crew (l to r): Livia Tomiselli, Carlo Tamburini, Nadine Franczyk, Julie Wiard, and Bill Worsham.

it for what seemed like ten minutes as *Grinder* and *Air* were coming on strong. At the close of Saturday, *Nixon Was Cool* had posted two firsts and was followed by *Air* and Jeff Littfin's *Grinder* in second and third after both races.

After Saturday's race, the J/24 fleet hosted a beer keg in the junior room of the St. Francis YC. It was a fun get together, with lots of war story trading, and the beer was gone in no time.

Sunday's races started in equally light air and ebb, but from the start, the fleet seemed much more bunched together at times, and as the race went on, boats changed places quite a few times as the wind built on the last weather leg. But, it was Seamus Wilmot driving *Casual Contact* who won Sunday's race, with *Grinder* and *Nixon Was Cool* in second and third, respectively. The second race on Sunday was cancelled due to lack of breeze and time.

When all was said and done, kudos to the race committee for handling such difficult conditions so well. Drinks and pu pu's were served by St. Francis YC at the trophy presentation and the "proverbial pickle dishes" went to *Nixon Was Cool*, *Casual Contact*, and *Grinder*, for first, second, and third, respectively.

Spring Keelboat Invitational Results:

| | | | | | |
|----------------------|-----------------------------|----------|-----|-----|------|
| 1. Tomiselli, Livia | <i>Nixon Was Cool</i> | .75 | .75 | 3 | 4.5 |
| 2. Wilmot, Seamus | <i>Casual Contact</i> | 4 | 5 | .75 | 9.75 |
| 3. Littfin, Jeff | <i>Grinder</i> | 5 | 3 | 2 | 10 |
| 4. Perkins, Jon | <i>Air</i> | 3 | 2 | 8 | 13 |
| 5. Dines/Kennelly | <i>Wonder Woman</i> | 2 | 7 | 9 | 18 |
| 6. Hinman, Dale | <i>Renaissance</i> | 9 | 4 | 6 | 19 |
| 7. Perkins, Phil | <i>Cool Breeze</i> | 7 | 8 | 4 | 19 |
| 8. Hopper, Eric | <i>Dazed & Confused</i> | 6 | 6 | 11 | 23 |
| 9. Gibbs/Tuthill | <i>Electra</i> | 8 | 9 | 10 | 27 |
| 10. Sanchez, Ray | <i>Max J</i> | 13 | 10 | 7 | 30 |
| 11. Hackett, Chris | <i>Cujo</i> | 11DNS/15 | 5 | | 31 |
| 12. Lythcott, George | <i>Taz</i> | 10 | 11 | 15 | 36 |
| 13. Ruxton, Neal | <i>Jam Jam</i> | 12DNS/15 | 12 | | 39 |
| 14. Clough, Wayne | <i>Downtown Uproar</i> | DNS | DNS | DNS | 45 |

Right: 1995 Downeast Regatta hosted by fleet 43 in Falmouth, Maine. The crew of Bad Apple take a break between races that featured 40+ knot bursts of wind. Brian and Chip give the thumbs up to wearing life jackets.



Below: The name says it all. Proud owner, Dave Johnson, sent us this shot from the San Diego/Ensenada (California) race.



Siesta Cosmos Wins '95 Japan National Championship

by Koji Matsumoto

The Japan National Championship was held October 31 to November 4 at Mikawa Bay at the Nissan Marina in Tokai. We enjoyed good weather during the regatta with winds around 8 knots. Competitors enjoyed sailing Mikawa Bay, which was the site of the 1985 Worlds.

The host fleet, Cyabu, tried a new format for this regatta. Mr. Hayakawa from the organizing body reduced the number of race days. The regatta used to be held with three days of inspection and four days of racing (two races per day). This year it changed to two days of inspection and three days of racing with three races per day. This saved some of the competitors their annual leave.

The Race Committee tried using a leeward gate system. This made racing more competitive with the top boats finishing within four minutes of each other. *Siesta Rosa*, *Siesta Cosmos*, *Superkids*, *Claris*, and *Shogun* kept themselves in a good position throughout the regatta with good boat speed and tactics. *Siesta Cosmos* emerged the winner and qualified for the Worlds.

The Japan National Class Association has been successful in increasing the number of members. We aim to be the largest one-design class in Japan.

Top 10 of 49

| Pos. | Boat | Race 1 | 2 | 3 | 4 | 5 | 6 | Total |
|------|----------------------|--------|----|----|----|----|----|-------|
| 1. | <i>Siesta Cosmos</i> | PMS | 2 | 5 | 2 | 3 | 2 | 14 |
| 2. | <i>Super Kids</i> | PMS | 3 | 2 | 1 | 6 | 6 | 17.75 |
| 3. | <i>Claris Blue</i> | 5 | 6 | 1 | 15 | 7 | 1 | 19.50 |
| 4. | <i>Siesta Rosa</i> | 10 | 8 | 4 | 11 | 2 | 3 | 27 |
| 5. | <i>Claris Red</i> | 2 | 11 | 9 | 9 | 4 | 5 | 29 |
| 6. | <i>Shogun</i> | 1 | 1 | 3 | 13 | 14 | 50 | 31.50 |
| 7. | <i>Popgun</i> | 6 | 5 | 20 | 6 | 1 | 24 | 37.75 |
| 8. | <i>Fer De Font</i> | 12 | 4 | 11 | 3 | 12 | 14 | 42 |
| 9. | <i>Boomerang</i> | 11 | 7 | 14 | 16 | 15 | 7 | 54 |
| 10. | <i>Olive5</i> | 3 | 16 | 12 | 8 | 16 | 25 | 55 |



Top: Great conditions on Mikawa Bay. Bottom photo: Eventual regatta winner, Siesta.

Thirty-one Teams Compete in Chile National Championship

by Enrique Vallejos



Our national championship was held on Lake Rapel, 90 miles southwest of Santiago, December 8-10. Competitors were met with warm waters and plenty of sun and fun. Host club was the Catholic University Yacht Club, a very nice marina where we held the last South American Championship.

Thirty-one boats competed on the starting line, 25 of them 100% Chilean crews, two Argentinean, two Chilean, and one Chilean-Peruvian. Predominant wind was north-west in a range of 12-14 knots—excellent conditions for wonderful sailing. The title was defined in the last race after a very tight race where the first four boats kept their chance at first until the last buoy.

We had the honor of hosting many excellent sailors:

Terry Hutchinson sailed with Alberto Gonzalez and won the title; Chris Snow sailed with Rodrigo Zuazola and finished sixth; Guillermo Parada of Argentina finished second; and Julio Labandeira of Argentina finished fourth. It was a pleasure for the Chilean J/24 Class to share and compete with them.

The Jury was led by Carlos Diehl of Argentina and Roberto Katz of Chile. They did a very good job.

At this time, the fleet is preparing to participate in a very special event, the Chiloe Regatta. This race takes one week with more than 100 different kinds of boats sailing between fjords and islands at the south of Chile. It is a wonderful way to race and enjoy our beautiful landscape.

1995 Chile Nationals, December 8-10, 1995, Top 10

| Pos. | Skipper | Boat | Race 1 | 2 | 3 | 4 | 5 | 6 | 7 | Pts. | Disd. | Total |
|------|-------------------|----------------|--------|----|----|----|----|----|---|------|-------|-------|
| 1. | Gonzalez, Alberto | CTC Mundo | 3 | 1 | 3 | 2 | 4 | 1 | 0 | 14 | 4 | 10 |
| 2. | Parada, Guillermo | T.N. | 7 | 2 | 5 | 6 | 1 | 2 | 0 | 23 | 7 | 16 |
| 3. | Gonzalez, Manuel | Un Dos Tres | 8 | 4 | 1 | 1 | 5 | 10 | 0 | 29 | 10 | 19 |
| 4. | Labandeira, Julio | Condoro | 4 | 6 | 11 | 5 | 2 | 12 | 0 | 40 | 12 | 28 |
| 5. | Reed, Juan Edo. | Clan Becker | 1 | 5 | 14 | 7 | 32 | 5 | 0 | 64 | 32 | 32 |
| 6. | Zuazola, Rodrigo | Rockford | 10 | 8 | 4 | 11 | 7 | 3 | 0 | 43 | 11 | 32 |
| 7. | Phillips, Manuel | Entel | 6 | 16 | 2 | 4 | 6 | 15 | 0 | 49 | 16 | 33 |
| 8. | Cubillos, Felipe | Marina del Sur | 5 | 3 | 9 | 10 | 11 | 11 | 0 | 49 | 11 | 38 |
| 9. | Von Appen, Dag | Jeep Chrysler | 12 | 7 | 12 | 3 | 19 | 6 | 0 | 59 | 19 | 40 |
| 10. | Engell, Rolf | Hush Puppies | 2 | 13 | 8 | 9 | 13 | 16 | 0 | 61 | 16 | 45 |



1995 Chile Nationals, December 8-10, 1995, position 11-31

| | | | | | | | | | | | | |
|-----|---------------------|---------------------|----|----|----|----|----|----|---|-----|----|-----|
| 11. | Peschiera, Lucas | <i>Lascia Stare</i> | 11 | 10 | 10 | 17 | 10 | 15 | 0 | 73 | 17 | 56 |
| 12. | Veiga, Rodrigo Peon | <i>True Blue</i> | 21 | 19 | 7 | 13 | 8 | 10 | 0 | 78 | 21 | 57 |
| 13. | Barahona, Christian | <i>Locomotin</i> | 13 | 18 | 6 | 8 | 17 | 17 | 0 | 79 | 18 | 61 |
| 14. | Reitze, Patricio | <i>Reebok</i> | 17 | 12 | 13 | 28 | 12 | 7 | 0 | 89 | 28 | 61 |
| 15. | Hasbun, Francisco | <i>Amnesia</i> | 9 | 9 | 16 | 15 | 18 | 14 | 0 | 81 | 18 | 63 |
| 16. | Celedon, Carlos | <i>Ford Coyote</i> | 14 | 11 | 20 | 14 | 9 | 24 | 0 | 92 | 24 | 68 |
| 17. | Boner, Fernando | <i>Fuji Film</i> | 32 | 20 | 15 | 12 | 16 | 13 | 0 | 108 | 32 | 76 |
| 18. | Ward, Carlos | <i>R.C.A.</i> | 18 | 14 | 19 | 19 | 14 | 14 | 0 | 98 | 19 | 79 |
| 19. | Seguel, Patricio | <i>Match Point</i> | 16 | 15 | 17 | 16 | 15 | 32 | 0 | 111 | 32 | 79 |
| 20. | Gallyas, Pablo | <i>Barracuda</i> | 15 | 21 | 22 | 18 | 21 | 21 | 0 | 118 | 22 | 96 |
| 21. | Masgnasco, Fernando | <i>Trueno</i> | 19 | 23 | 18 | 20 | 20 | 22 | 0 | 122 | 23 | 99 |
| 22. | Vallejos, Enrique | <i>Sunset</i> | 20 | 17 | 25 | 23 | 22 | 19 | 0 | 126 | 25 | 101 |
| 23. | Gonzalez, Manuel | <i>Mansel</i> | 22 | 22 | 24 | 21 | 23 | 32 | 0 | 144 | 32 | 112 |
| 24. | Roberts, Vernon | <i>Deep Blue</i> | 30 | 23 | 23 | 22 | 25 | 26 | 0 | 149 | 30 | 119 |
| 25. | Fernandez, Jorge | <i>Jota Efe</i> | 23 | 24 | 28 | 24 | 26 | 23 | 0 | 148 | 28 | 120 |
| 26. | Concha, Eugenio | <i>Colmena</i> | 25 | 26 | 30 | 25 | 24 | 24 | 0 | 155 | 30 | 125 |
| 27. | Castano, Jaime | <i>Dux</i> | 24 | 25 | 26 | 27 | 32 | 32 | 0 | 166 | 32 | 134 |
| 28. | Valdivia, Fernando | <i>Boceto</i> | 26 | 27 | 27 | 29 | 32 | 32 | 0 | 173 | 32 | 141 |
| 29. | Dreyer, Leopoldo | <i>Castor Cojo</i> | 31 | 30 | 29 | 25 | 32 | 32 | 0 | 179 | 32 | 147 |
| 30. | Werth, Renato | <i>Aloha</i> | 32 | 32 | 21 | 32 | 32 | 32 | 0 | 181 | 32 | 149 |
| 31. | Cooper, Enrique | <i>Thunder Star</i> | 32 | 32 | 31 | 32 | 32 | 32 | 0 | 191 | 32 | 159 |

French Nationals Decide World Qualifiers

by André Bourles

Upon my return from the World Council meeting in Hamburg, Germany, I motivated the well-known "Crouesty" fleet and the four other newly formed fleets to confirm the six places in the World Championship. Also, we have begun discussion of our involvement in the high-level regattas close to France: Plymouth, 1997; Le Crouesty, 1998; Monaco, 1999.

The French National Championship, organized by Crouesty Yacht Club, in Arzon, assisted skippers in chartering boats so that we could have a high level of participation. Fifteen skippers and crew competed February 17-18, 1996. Le Crouesty is best known for its location and beautiful weather.

Four races were sailed on Saturday in nice weather, but a furious wind blast kept us from sailing on Monday. In spite of this, the regatta was very competitive. The skippers who qualified for the Worlds in Italy are: Luc Videau, who placed first and Patrick Mousselon, who placed sixth. The other qualifiers came from the three developing fleets. From Granville, Benoît Charron, two from the Mediterranean, Alain Fedensieu

and Marc Emig, and Olivier Vigoureux, from LaBaule.

Our French team is trained and assisted by the French Sailing Federation in preparation for the Worlds, and we are very proud of them. With lots of attention from the local media, we are excited and full of hope for our French team.



Photo by J.M. Liot

Above: The fleet at Port du Crouesty for the French National Championship. Right: Luc Videau, regatta winner aboard his boat Boomerang.

French National Championship

| Pos. | Skipper | Boat | Race 1 | 2 | 3 | 4 | Total |
|------|--------------------|------------------------|--------|-----|-----|-----|-------|
| 1. | Videau, Luc | <i>Boomerang</i> | 2 | 7 | 1 | 3 | 8.7 |
| 2. | Fedensieu, Alain | <i>Agace-Les</i> | 3 | 3 | 8 | 1 | 11.4 |
| 3. | Charron, Benoît | <i>Headcase</i> | 7 | 1 | PMS | 2 | 16 |
| 4. | Emig, Marc | <i>Marseille</i> | 9 | 2 | 2 | 6 | 17.7 |
| 5. | Vigoureux, Olivier | <i>Andy Cap</i> | 1 | 8 | PMS | 5 | 24 |
| 6. | Mousselon, Patrick | <i>Jarnicoton</i> | 10 | 4 | 3 | 7 | 26.7 |
| 7. | Barray, Eric | <i>Defi Martinique</i> | 6 | PMS | 11 | 4 | 36.7 |
| 8. | Aubert, Penny | <i>Le Particulier</i> | 12 | 6 | 6 | 10 | 39.4 |
| 9. | Chalard, François | <i>Lion</i> | 8 | 10 | 5 | PMS | 40 |
| 10. | Duaris, Jean Marie | <i>Dangerous But</i> | 5 | 9 | 9 | 9 | 40 |
| 11. | Fournier Foch, Th. | <i>Royal Au Bar</i> | 13 | 5 | 10 | 11 | 43 |
| 12. | Venel, Stéphane | <i>Pas D'erreur</i> | 4 | 11 | 13 | PMS | 44 |
| 13. | Arnaud, Rémy | <i>Master</i> | 11 | 12 | 7 | 8 | 44 |
| 14. | Blankaert, Eric | <i>Ballistic</i> | 15 | 13 | 4 | 13 | 46 |
| 15. | Vazel, Laurent | <i>Batling J</i> | 14 | 14 | 12 | 12 | 56 |



Photo by J.M. Liot

Irish National Championship Decided in Dublin

by Michael Clarke

Seven local and eight visiting crews, 75 sailors in all, in a fleet of fifteen fast 24-foot racing keelboats, set out on Lower Lough Erne for the Irish National J/24 Championship. On the results of Saturday's three races (two planned for Sunday being abandoned in a hard gale), the new 1995 Irish J/24 champion is Ward Woods, in *Jessica*, from Royal Irish Yacht Club. Wood's crew were Brian Matthews, Mark Pettitt, Dermot O'Byrne, and Anna Walsh. With moderate southerly winds, Woods enthused that Saturday's three windward/leeward races set by Race Officer David Graham had been the very best yacht racing he had experienced during the entire past season. This type of course keeps J/24 crews busy up and downwind, as boats go fastest downwind at a judged angle to the wind, with much jibing of big spinnakers. Crew can never relax, as it is always close and competitive.

Best-placed local helmsman was Michael McCaldin in *Joe Blob* with Michael Whaley, Bertie Forsythe, Terry Andrews, and Ed Beattie, third overall, counting a third and two second places (7 points). This put him only a quarter point behind second overall, visitor Tim Goodbody, in *White Mischief*, with crew Lara Goodbody, David Crawford, Gerry Dowling, and Brendan Farrell. Goodbody counted a first and two third places (6.75), close behind Ward Woods who had a fourth (after a poor start) and two first places (5.5).

Ward Woods and Tim Goodbody have often raced on Lough Erne in the past decade. Indeed, Tim Goodbody raced on the Lake soon after winning the 1987 Fastnet race, Europe's major offshore race (the first and only Irishman ever to do so). Top sailors often comment on the excellent racing organized by Lough Erne Yacht Club.

Callum Edge, a first-time visitor from Holyhead Sailing Club in North Wales, sailed Europe's oldest J/24, *Vintage J*, borrowed from Joey Kelly. In the third race he was first to finish but was disqualified for a premature start. The penalty score 16, with a second and fifth place, brought him to only seventh overall.

Vintage J's crew included Debbie Edge; Mike Conlon; Roger Lacey, Holyhead J/24 sailmaker; and Sean Dillon, Irish J/24 Class president. Dillon commented that this had been the first ever one-day Irish championship, organized with great style and skill, complete with a gourmet dinner for all the crews in an Enniskillen restaurant.

Competition was also very close midfleet. Tim Rippey, in *Jet* with Willie Seaman, Declan McKeown, and Paul and John McCrea, was second-best overall among the local boats. He counted a good sixth place in the second race, added to an eleventh and ninth, to make 26 points. Fred Ternan in *Ternacious*, with Michael Ternan, Willie Fiddis, Miles Hulme, and Stephen Wilson, counted two tenth places and a sixth (26). Michael Clarke in *Jeratrix* with Dermot and Colm Clarke, Naomi Harper, and Judie Anderson, tenth overall, was one point behind counting a sixth, a thirteenth, and after a poor start, an eleventh (27). Derek Hughes in *Joyrider*, with Brian Doherty, Ofsin Hannon, Aflin Murphy, and Paul Sherry, crossed the finish line of the third race sailing fast

under spinnaker with *Jet* and *Jurassic* close behind. He started prematurely and the 16-point penalty put his total score down and out. A disqualification on protest also penalized Robin Hogg in *Jasper*, whose best place was an eleventh.

Jurassic, on loan from owner Rob Henshall, was sailed by a group of North Dublin Laser sailors new to J/24s: Graham Mulhern, Frank and Jack Norton, Fintan Stanley, and Trevor Smith. They took turns steering each race.

At prizegiving, LEYC Commodore Karen Fitzsimmons thanked event organizer, Michael McCaldin; Race Officer David Graham; event administrator, Patricia Pedersen; signalman, Norman Spence; committee boat skipper, John Phillips; Ed Kee; and Terry Harpur, who with Ian Ohlsen had positioned the vital windward marks in their fine new sailing cruiser, *Rev Band*; and Peter Scott, rescue boat, all of whom had made this a most successful event. Yet again LEYC's reputation for well-organized racing was enhanced. Fitzsimmons also thanked Pat Murphy and Tony Clery, Howth YC, and Riocard O'Tiarnaigh, secretary of the Irish Sailing Association, who were the independent protest committee. She presented Ward Woods with the Dunhill National J/24 Trophy and bottles of champagne to second place Tim Goodbody, third place Michael McCladin, fourth place Brian Maguire on *Cries of Passion*, and fifth place Paul Burke on *Jeronimo*.

Zuiderzee Regatta in Muiden, Holland and Dutch National Championship

by Jan Willem vanCreveld

Two major Dutch J/24 events took place in September. We started with our Zuiderzee (that's what the IJsselmeer was called before it was sealed off with a dike) Regatta, organised by the Royal Dutch Yacht Club in Muiden. This was a three-day event with four races scheduled per day. Courses were upwind-downwind with a downwind finish. For the first time we used a leeward gate.

Eleven entries found a pleasant sunny day with a moderate westerly breeze. Approaching the leeward gate, the first and second-place boats, *Jan Steen* and *Gebaksdoos* chose to round the left-hand mark. The third boat, *Vijf Kleine Kleutertjes*, decided to give the right-hand one a try. It turned out to be closer, reducing distance sailed and it landed them on left-hand side of the beat, which turned out to be favorable. They were first around the weather mark and first to finish. *Gebaksdoos* came second and *Jan Steen* third. The "Tratch Race" was on again. For the third season running, the same three boats were battling for first. When the differences are very small and series often evolve into a match race between three boats, we call it a tratch race.

Kathrin Ginsberg in *Jas* came fourth in the first race. In the overall standings she would successfully defend this position for the rest of the series. Kathrin started life in the J/24 as crew to Berita van der Werff, a Rolex regular, and bought her own boat in 1994. She has been improving steadily and now often finds herself in the top three positions.

The young and fanatic crew of students on *Nou Mou* are also in their second season. They love crowded mark roundings

and often explain the yacht racing rules to their friends in the boats around them. They make many tactical moves, some of which turn out to favour their friends in the boats around them. But they are getting faster every event and bring a lot of enthusiasm to the fleet. They had a disappointing first day, but improved later.

Eleven races later, in generally very pleasant conditions, the final results were known. For the first four boats, these results were identical to those of the first race. Only four points separated the first three. Finally the *Vijf*

Kleine Kleutertjes had managed to win an event; as perpetual second-placers they were well pleased. The Royal Dutch Yacht Club established a new perpetual trophy, named after Donald Schotel, the nestor and cofounder of the Dutch J/24 Class.

The second event in September was the Nationals. No fewer than 16 Dutch (out of twenty-six owner/members of the Dutch NJCA) teams and six German teams arrived in Brouwershaven. Importantly, most of the 16 Dutch teams had recently joined the racing or were even sailing their first class event a good sign of rejuvenation.

Brouwershaven is a pretty old harbour in the southwest of the Netherlands and sailing takes place on the Grevelingen, a former estuary. The first day promised dying winds and rain. We got neither. But in the first race the wind did temporarily disappear, creating enormous gaps between the boats. A nice 12-knot breeze picked up and made it possible to complete four races on the first day. Thunder clouds stayed over the land but caused big windshifts. By the end of the day Jan Kaehler and team from Germany had built up a comfortable lead. Berita van der Werff was guest helm on the *Gebaksdoos* and was in third position. Fred Imhoff, a past Olympic FD sailor and 1994 Dragon Gold Cup winner had borrowed a boat, but had some trouble with speed in the light air.

That night we had a mussel meal (a typical Dutch treat from the region) with over 100 sailors in an enormous barn. Drink was on the house and music on the German sailors. Most turned in early, because of the forecast of strong winds. Indeed, the following day we started with about 24 knots and it increased further throughout the course of the day. Rain was pouring down. Jan Kaehler broke his spinnaker halyard on the way out to the start and had to return to the harbour for repairs. They came planing toward the starting fleet and were about ten minutes late across the line. The strong winds made for exiting sailing, and Fred Imhoff led at the first



Jan Kaehler and the winning team at the Dutch National Championship.

mark. He planed away from the mark, but sailed too high and found that two boats had overtaken him on the inside at the leeward mark.

Despite 25+ knot winds, we had two general recalls before the second race got underway. Fred Imhoff did not make the same mistake twice and won this race. The committee abandoned racing for the rest of the day in view of forecasted winds over 30 knots. Jan Kaehler won, with a four



Dutch JCA President, J.W. van Crevel, who took third place overall.

point lead, followed by Berita van der Werff with the *Gebaksdoos* in second place. The *Vijf Kleine Kleutertjes* pulled off another near miss and came third with 0.5 point difference. *Jan Steen* came fourth, and Fred Imhoff's second day results brought him to fifth overall.

The Dutch Class Association has established two new perpetual trophies. A Debutante Trophy was presented to the best team that sailed their first Nationals. It was won by Bernd Voorsluys and his team. The Heavy Boys Trophy was won by Fred Imhoff. They managed to bring 399.4 kg to the scales, with just four of them. Finally, the PMS Perpetual Trophy was won by the team with the largest number of PMS scores: Leif Tom Loose.

And then Permafrost hit the Netherlands. Barely underway with the winter series, having sailed just two events, the lakes froze over and all sailing had to be abandoned for over three months. Despite that long period of cold weather, the famous Eleven City Race, a skating race last held in 1986, was not held. So it was all wasted. Now the ice is mostly gone and we are back racing again, looking forward to another season, with lots of close racing and new teams joining the racing.

Right: Despite a lack of wind at the German Nationals, the "Y" flag was up and buoyancy aids were requested. Dutch sailor Remco van der Berg wore his slightly different than the others.



Terror Reigns at Mexican Nationals

Thirty-four boats competed in the 1996 Mexican National Championship in Valle de Bravo, Mexico. After eleven races (with two throwouts) in 12-18 knots of strong wind, Eric Mergenthaler's team aboard *Terror* emerged the winner. Mergenthaler is a former Finn world champion.

The regatta ended with a typical Mexican Fiesta. About 400 people attended the party where tequila, cubas, and dinner made a beautiful ending to a successful regatta. Trophies went to the first five crews and a special award went to the all women crew aboard *Do Re Mi*.



Photo by Guillermo Guzman

IJCA ANNUAL MEETING HAMBURG, GERMANY NOVEMBER 5, 1995

I. Call to order and welcome.

The meeting was called to order at the Insul Cafe in Hamburg, Germany at 9:20 by World Council Chairman Geoff Evelyn.

Eleven nations were represented: Argentina, Siegfriedo "Ziggy" Spitzky (1 vote); France, Andre Bourles (1 vote); Germany, Henning "Otto" Baur (1 vote); Greece, Bruno Ortalano (1 vote); Holland, JW van Crevel (1 vote); Italy, Giuseppe "Pinetti" Masini (1 vote); Mexico, Eduardo Porter (1 vote); Monaco, Donald Manasse (1 vote); Sweden, Christian Hager (1 vote); United Kingdom, Simon Slater (1 vote); United States, Jim Keesling (3 votes). Proxies for Canada and Japan were held by the USJ/24 Class Association (2 votes). Jeff Johnstone, copyright holder, was present (1 vote). 16 votes were present.

II. 1994 World Council Minutes.

The minutes of the 1994 World Council meeting in London were approved without modification. Manasse moved / Masini 2nd, approved unanimously.

III. Reports

A. NJCAs

Sweden. Membership is stable and participation is increasing. Continued participation increases expected. Interesting note—one boat in the fleet was sold and moved to Bulgaria.

Holland. Membership is decreasing. Presently 23 members. Sixteen boats at the Nationals. Racing is extremely close. Fifteen of the members are new to the class since '91. The NGB of Holland has instituted a standard sailing instruction. The J/22 is very strong—over 100 boats—and has the support of the national J/Boats dealer to the detriment of the Holland J/24 Class. (See appendix 2)

Italy. Membership is stable. Ten new sail numbers were issued in the past year. They expect some additional participation as the '96 Worlds approach in June in Sardinia.

France. Fifty-two boats, of which 25 participate regularly. 1995 was the first year of support from the French Sailing Federation. Most of their boats are concentrated in one fleet in the south of Brittany.

Germany. 45 boats with some new membership. Four yacht clubs support and own boats. Usual participation level is 50%. Continued participation at Keil Week is important to J/24 health in Germany.



Pinetti Masini, Italy JCA President; Jim Keesling, USJCA President and IJCA Vice-Chairman; and J.W. van Crevel, Dutch JCA President, gather for a break during the meeting.

Australia. Report given by Jeff Johnstone. Past 18 months have been disjointed primarily due to the fact that Bashford Boats' license was terminated. The New South Wales class has purchased the molds and is in the process of selecting a builder with help from J/BOATS. There is interest from New Zealand. (See appendix 3)

United Kingdom. Membership declining. Thirty boats attended the Nationals. Six active fleets, three of which are growing. The number of traveling boats and participation in publicity events has decreased. Some boats have been sold into the French fleet. Have experimented with a 320 kg. limit.

United States. Membership decreasing some. Participation in national regattas decreasing some but participation in local and district regattas remains healthy. There is a move to change big regatta format from a Monday to Friday format to a Thursday to Sunday format to increase participation. The Nations Cup was successfully run in J/24s at St Francis Yacht Club, host of the '98 Worlds in September.

Greece. Eighteen boats in the fleet, same for ten years. The GJCA is looking for big events.

Monaco. The fleet size stayed steady but membership in-

creased with young sailors joining the fleet. The class has regular racing twice a month with 10-15 boats. One member at Europeans was third.

Argentina. Buenos Aires, the largest fleet, is down 10%. The Mar de Plata fleet growing some. Total of 70 members. Preparing for '97 Worlds. Crews increasing skill in preparation for Worlds, more pro crews, less families. They have split fleet to encourage family boats. Some old boats being sold out of country, new boats entering the fleet.

Brazil. Informal report by Ziggy Spitzky. Brazilian fleet is getting more serious since South American Champs are there—Chile also growing—two boats to Worlds.

Canada. New Class president was chosen in August, Don Ferguson. The CJCA is financially stable. Membership remained level in 1995. Nine Canadians participated in the Worlds in Rochester and several women's teams competed in the Rolex Katie Nichol, in sixth, was the top non-US sailor. The traditional centers of activity remain strong, Vancouver and Toronto. Some used boats are entering the country, but no new boats were imported. One area of growing interest is match racing with various Provincial Championships, the PanAm Games, the Nations, and York Cups all being sailed in J/24s. 1996 events of interest are the JR North Americans at Ashbridges Bay YC in Toronto and the Nationals in Halifax.

B. Executive Director

Membership stands at 3026.

Accounts Receivable from NJCAs U.S. \$9268.25. Office staff has been stable over the past year; no changes are anticipated.

Present challenges in the office are the publications and timely publication of the magazine. The office is aware of this problem and working to solve the problem.

C. Copyright holders Report (See appendix 5)

60 boats build this year.

Nations Cup. The J/24 was picked for use at the Nations Cup. IYRU was looking for 1) new boats, 2) to be provided free, 3) with a four person crew, 4) a weight limit, 5) with a three sail inventory. The boats used at the Nations Cup had six logos on the hulls recognizing the suppliers. Boats were available on trailers in California for \$25K.

Pan Am Games. The Argentine government supported the acquisition of the boats for the event. Three clubs purchased two boats each at half price.

D. Financial Report

The preliminary financial reports show a surplus of \$1500.00.

IJCA royalty income was increased from \$7 to \$10 by last year's World Council. A new brochure was printed using those funds. This extra \$3 will continue to be put aside to be used exclusively for promotion of the class and acquisition of the copyright.

It was pointed out that the financial presentation lacked a Balance Sheet. Simon Slater moved that a Balance Sheet be present to the next World Council. Donald Manasse seconded. Motion carried unanimously.

Pinetti Masini moved that the FY97 budget be accepted as presented. Ziggy Spitzky seconded. Motion carried unanimously.

Discussion followed concerning the fact that NJCAs may realize income from sale of royalties by increasing the cost at which they sell royalties to sailmakers and members.

E. World Championships

NJCA's were asked again to distribute bids for the World and Continental Championships 30 days before the World Council Meeting.

1. 1995 Rochester (August 18-25, 1995)—73 boats participated. Measurement went very well. The jury had some problems with the use of the Z flag and Black flag. Excellent race management, seven races in four days. Twenty year-old boats were first (hull #2181) and third (#556). Many excellent social events. Host club provided free housing for all competitors.

2. 1996 Sardinia (May 31-June 9, 1996)—IJCA Vice Chair Jim Keesling inspected the Sardinia site last week. A map of regatta and measurement sites was distributed and discussed.

Logistics information was distributed. Housing is available from \$340 for eight days for four-six people. Ferry fare for car and trailer will cost \$340 return from Genoa.

The regatta site at Porto Rotundo is for sale. Both Porto Rotundo and Porto Cervo are presently owned by the same



Otto Baur, Germany JCA President and Hauke Krues, IJCA Technical Committee, hosted IJCA World Council members.

company and Porto Cervo is a back-up site if new owner of Porto Rotundo does not support the regatta. Prices are same at both locations

Charter boats will be available from several sources. Organizer will have twenty good boats available.

Italian Nationals will be held two weeks prior the Worlds. Excellent chance to practice.

By December '95 the list of available charter boats will be available. Charter fee will be in line with past Worlds (\$1500) and set by December. Insurance details will be made by December

IJCA Vice Chair Jim Keesling reported that he inspected the site in the off season, July and August high season. Either site (Cervo or Rotundo) is capable of hosting the regatta. YC Costa Smeralda recently ran an Optimist championship for 400 boats. Porto Rotundo has some islands in the sailing area which may cause local knowledge. Porto Cervo has a cleaner coast and sailing area. Marina Manager at Porto Rotundo is excited about the regatta and seems capable. Porto Rotundo is a walking town once you arrive.

IJCA Chairman Geoff Evelyn asked that the PRO and Jury be nominated by January.

The regatta schedule was discussed and host agreed to make some changes. Measurement will be Friday, May 31, through Sunday, June 2. Sailing will be Monday through Saturday with trophy presentation on Saturday.

3. 1997 Argentina (Nov 13-22)—They plan to run multiple race days. Yacht Club Argentina has recently improved its clubhouse. Racing area is a ten minute sail from the YC. Downtown Buenos Aires is ten-fifteen minute walk. A 3500 square meter space for measurement and a tent has been acquired. There are four or five cranes available. Charter boats will be available both from individual owners and through companies. A list of boats (and a description of those boats) available from individual owners will be available six months prior to the regatta. Mooring will be on bouys.

4. 1998 San Francisco, USA—No dates set yet. The same yacht club is hosting the '97 North Americans. The St. Francis Yacht Club and the local fleet are excited about hosting this event.

5. 1999. Presentations were made by the Greek JCA, Monaco JCA, and the Swedish JCA. The bid by Monaco was approved.

F. European Championships

1. 1995 Dublin (July 7-14, 1995). IJCA Chairman Geoff Evelyn reported it was a fantastic event both socially and on the water. There was one problem with the jury.

Jeff Johnstone moved to establish a perpetual trophy in the honor of Kathy Manasse given to first woman helm at the European championship. Donald Manasse seconded. Passed unanimously. Donald suggested that the YC de Monaco may help to provide the trophy.

2. 1996 Marstrand (July 26-August 2, 1996). Planning for the regatta is progressing well and they expect an excellent regatta. (See appendix)

3. 1997 Plymouth. Organization has started and the regatta is likely to be schedule for mid July.

4. 1998. Proposals were accepted from France and Germany. The French bid was accepted.

G. North American Championship

1. 1994 Saint Petersburg (November 6-12, 1994). Forty-eight boats, good regatta.

2. 1995 Montreal (June 4-12, 1995). (See appendix 13)

3. 1996 Cleveland (September 12-15, 1996). A short (Four sailing days, Thursday-Sunday) format is being used.

4. 1997 San Francisco. Same host as the '98 Worlds—with these two regattas, they expect some growth and good sailing in the next few years.

H. South American Championship

1. 1995 Lake Rapel, Chile (January 7-15, 1995). Many crews used as practice for the '97 Worlds. The regatta was used to select competitors for the '96 Worlds.

J. Technical Committee: Dennis Ellis reporting.

1. A summary of Technical Committee interpretations was reviewed.

a. A fillet at the top of the keel on some boats was observed at the '95 Worlds. The technical committee is investigating.

b. An interpretation has been issued that will clarify that the cabin sole shall consist of one layer of 1/2 inch plywood or metric equivalent.

2. Rules Change proposals were distributed (appendix 14) and the time line for review and approval was discussed.

- Review and discussion by NJCAs, Nov '95-Aug '96.
- Submission to IYRU, Sept '96.
- Vote by World Council, Nov '96.
- Approval by IYRU, Nov '96.
- Implementation, April '97.

IV. Old Business

A. Regatta Guidelines.

B. Sailing Instructions. (See appendix 16)

Motion by Evelyn to adopt Sailing Instruction for World and Continental SI as amended. Second by Pinetti Masini. Passed unanimously.

C. Copyright. Jeff Johnstone, Jim Keesling, and Geoff Evelyn met in Atlantic City in February '95. Jeff Johnstone informed the Class at that time that J/BOATS is not prepared to transfer the copyright at any time in the foreseeable future.

Jeff Johnstone indicated two past problems that he views as the catalyst for acquisition of the copyright. 1. spec changes, and 2. availability of spare parts. Both problems have been addressed. Additionally, he felt that the IJCA is not prepared to control sales and distribution. Jeff Johnstone is willing to add a provision to the contract between IYRU and J/BOATS to require IJCA approval of building and specification changes.

Motion by Geoff Evelyn. The contract between IYRU and

J/BOATS is to be modified to include consultation and agreement by the IJCA Technical Committee Chairman before building specifications are changed. Second by Donald Manasse. Passed unanimously.

D. Review allocation of '96 Worlds Qualifying Slots. (See appendix 15) Executive Director instructed to call Spanish JCA to encourage membership.

Bengt Julin suggested only immediate past champ should be invited to the Worlds.

Motion by Geoff Evelyn. IJCA World Qualifiers shall include current World Champion, each Continental Champion, the Founders, and the International Women's Keelboat Champion. Second by Dennis Ellis. Motion withdrawn after discussion

Motion by Donald Manasse. IJCA World Qualifiers shall include current World Champion, each Continental Champion, the Founders, and the International Women's Keelboat Champion. Additionally the IJCA chairman and vice chairman shall be given five slots to be given to past world champions or used by the IJCA chair. Second by Dennis Ellis. Passed unanimously.

D. Contract between IJCA and Worlds host. (See appendix 17)

Motion by Geoff Evelyn to accept contract as presented. Second by Eduardo Porter. Withdrawn after discussion.

Motion by Donald Manasse. That there shall be an agreement between the Host and the IJCA. This agreement shall be executed by the IJCA chairman. Second by Jim Keesling. Passed unanimously.

E. Rules for Conducting World Championship. This document was distributed and discussed. Jim Keesling to help further refine. Document accepted in principal.

V. New Business

A. Allocation of Worlds Qualifying Slots.

1. 1997 Argentina. World slots will be distributed in accordance with recent practices and item P of the Regatta Standards as modified by D in Old Business (above). NJCAs with three to twenty-five paid members may send one qualifier. Argentina to receive three times normal allocation and other South American NJCAs to receive double normal allocation.

B. Olympics. Sailors' forums indicate interest in the Olympics if boats are provided and the event is all match racing.

Jeff Johnstone indicated that the World Championship of Sailing (Voile '94) was not a good business proposition because the selection of the boats was made too soon before the event. Sydney 2000 is far enough out to allow good advertising.

J/BOATS will provide boats at regional eliminations.

J/24 owners would need to lend boats for nationals eliminations.

Motion by Keesling to continue pursuit of the Olympics only if the event chosen by the IYRU is in provided boats and is all match racing. Second by Donald Manasse. Passed unanimously.

C. Category B.

Motion by Christian Hagen that '96 European Championship be allowed to use Category B of IYRR Appendix A# Advertising and Event Categories. Second by Dennis Ellis.

U.S. feels it widens gap between "haves" and "haves not."

Canadian class allows it up to national level as successful experiment.

Motion passed unanimously.

Motion by Siegfriedo Spitzky that '96 South American Championship be allowed to use Category B of IYRR Appendix A—Advertising and Event Categories. Second by Dennis Ellis. Passed unanimously.

D. Rule change proposals from NJCAs.

Chairman Geoff Evelyn indicated he has heard some call for lowering the crew weight. UKJCA has experimented with a 340 kg. limit and found the boats quite manageable in windy conditions and more lively downwind. USJCA expressed concern that older sailors who have gained weight would be discouraged from participating. Italians suggested cost savings for those who travel to regattas since a four-person auto could be used and fewer hotel rooms would be necessary.

Motion by Jim Keesling to modify Rule 5.1 to lower crew weight to 320 kg. (+/-) 10 kg. (exact weight to be determined by the IJCA TC). Second by Bengt Julin. Motion carried eight in favor, six against.

NJCA's are requested to survey membership to find best weight and experiment at regattas with lower weights.

E. Rotation of World Championships. Deferred. The 2001-2005 rotation will be determined by the 1996 World Council.

VI. Elections

A. Technical Committee Chairman. Dennis Ellis elected by acclamation.

B. Technical Committee Members. Hauke Krusse, John Peck, Reid Stava elected by acclamation.

Motion by Donald Manasse to place Francesco Chicolo on the Technical Committee as an ex officio member. Approved by acclamation.

C. Council Members (3). Pinetti Masini, Ziggy Spitzky, and Simon Slater elected by acclamation.

VII. 1996 IJCA Meeting Scheduling. The next meeting to be at IYRU AGM site the day before the IYRU meeting (ed. note. The IYRU meeting will be in London, November 3-9, 1996. The IJCA World Council meeting is scheduled for Saturday, November 2, 1996, in London).

VIII. Adjournment. At 1705 Donald Manasse moved to adjourn the meeting. Second by Dennis Ellis. No one stuck around for a vote.

An * indicates a 1997 World qualifier
An • indicates a 1998 World qualifier

MAY

- 4-5 Cowtown Stampede**
Ft. Worth, TX
Brian Dyer
H: (817) 738-1328
- 4-5 J Daze**
Canandaigua, NY
Sally Bardwell
H: (716) 394-0350
- 11-12 Greenwich Cup**
Indian Harbor (CT) YC
David Huck
(203) 625-0472
- 17-19 Sailing World/N.O.O.D.**
Los Angeles (CA) YC
Lisa Novak
(401) 847-1588
- 18-19 Spring Fling OD Regatta**
Ithaca Yacht Club
Ron Seacord
(607) 277-4787

- 18-19 4th Annual Patagonia Spring Regatta**
Muskegon (MI) YC
Scott Sikkema
H: (616) 456-1447, x238

- 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

- 25-26 Raritan Bay Memorial Day Regatta**
Perth Amboy, NJ
Eric Leitner
H: (908) 442-4168

- 25-26 ABYC/One Design Regatta**
Toronto, Ontario, Canada
Roger Renaud
(416) 463-0250

- 30- June 7 World Championship**
Yacht Club Costa Smeralda
Sardinia, Italy
F: (39) 789/91212

- 31- June 2 Sailing World/N.O.O.D.**
Detroit, MI
Lisa Novak
(401) 847-1588

JUNE

- 8-9 Seawanhaka OD Regatta**
Oyster Bay, NY
Al Constants
(201) 994-1700, x551

- 8-9 Dead Crab Classic**
Cape May, NJ
Chrissy McShane
H: (610) 648-0615

- 15-16 *J Fest/Western Reg. Champ.**
Seattle, WA
Harry Dursch
H: (206) 747-4065

- 15-16 Midland Walwyn OD Regatta**
Ottawa, Ontario, Canada
Scott Hayley
H: (613) 820-6455

- 21-23 Sailing World/N.O.O.D.**
Chicago (IL) YC
Lisa Novak
(401) 847-1588

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

- 22-23 Terry Wilkens Regatta**
Ocean City, NJ
Mike McGuckin
H: (609) 346-3077

- 22-23 West. Canadian Dist. Champ.**
Vancouver, B.C., Canada
Chuck Ramsay
I: CRamsay@archwdgc.com

- 28-29 District 21 Champ.**
Santa Barbara (CA) YC
Kent Pierce
H: (805) 565-2191

- 29-30 Sodus Bay Challenge**
Sodus Bay (NY) YC
Steve Hesler
(315) 223-3144

JULY

- 4-6 SAYRA**
Charleston, SC
Robert Key
(803) 252-4844

- 6-7 Transplant Cup**
Staten Isl. (NY) YC
Paul Scalisi
H: (718) 356-2069

- 6-7 Western Ontario's**
Mississauga, Ontario, Canada
Paul Detlor
B: (905) 846-1095

1996 Texas Circuit

Austin Regatta
March 23-24

Back on theMap Regatta
April 13-14

Cowtown Stampede
May 4-5

***Southwest Regional**
May 25-26

Oklahoma City Regatta
June 22-23

Beasley Cup
September 28-29

Texas Circuit Corpus Christi Stop
October 19-20

Texas Circus
November 23-24

1996 Parkway Series

Raritan Bay Memorial Day Regatta
May 25-26

Dead Crab Classic
June 8-9

Terry Wilkens Regatta
June 22-23

Transplant Cup
July 6-7

Red Grant Regatta
July 13-14

Heart Cup
August 2-4

Manhattan Regatta
August 17-18

Leukemia Cup
August 24-25

Blue Water Regatta
September 7-8

Barnegat Bay Championship
September 21-22

13-14 Red Grant Regatta
Perth Amboy, NJ
Eric Leitner
H: (908) 442-4168

19-21 Junior North Americans
Toronto, Canada
Don Ferguson
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19 Newport Regatta/District 2 Championship
Trixie Bobrovniczky
H: (401) 846-1983

20-21 Falmouth Regatta (ME)
Carol Hill
H: (508) 548-3865

**21-22 Screwpile Challenge/
District 6 Champ.**
Solomons Isl, MD
L.G. Raley
B: (301) 862-3100

**26-28 Sheridan Shore Race
Weekend**
Wilmette, IL
Greg Mack
H: (312) 988-7171

AUGUST

2-4 Heart Cup
Ocean City, NJ
Mike McGuckin
H: (609) 346-3077

2-4 Buzzards Bay Regatta
Marion, MA
Frank Lingard
H: (508) 759-5052

2-4 Ocean Spray Regatta
Scituate (MA) YC
Chris Clancy
H: (617) 545-6934

2-4 District 18 Championship
Dillon (CO) YC
Frank Keesling
B: (303) 321-0080

3-4 Muskoka Regatta
Bracebridge, Ontario, Canada
Murray Sarafinchin
B: (416) 674-1771

7-11 *Canadian Nationals
Halifax, N.S., Canada
Carla Dale
H: (902) 469-3174

9-11 *Great Lakes Championship
Milwaukee YC
Doug Kracht
B: (800) 937-0744

10-11 District 7 Championship
Fairhaven (NY) YC
John Dickquist
(315) 343-7957

16-18 Sailing World/N.O.O.D.
Newport, RI
Lisa Novak
(401) 847-1588

17-19 Verve Cup
Chicago YC
Doug Nestler
H: (312) 472-7908

17-18 District 3 Championship
Riverside (CT) YC
Mark Parry
B: (212) 554-7876

17-18 Manhattan Regatta
New York City
Peter Cavrell
B: (212) 213-3300

23-25 CORK/Ontario Champ.
Sue Parkinson
B: (613) 545-1322

24-25 District 12 Championship
Sandusky (OH) YC
Jim Keane
H: (419) 433-2468

**24-25 Scituate OD Regatta
/District 1 Champ**
Scituate (MA) Harbor YC
Chris Clancy
H: (617) 545-6934

24-25 Leukemia Cup
Cape May, NJ
Dave Schultz
B: (215) 627-7788

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

SEPTEMBER

**7-8 *Northeast Regional
Championship**
Indian Harbor (CT) YC
David Huck
H: (203) 625-0472

7-8 District 22 Championship
Waikiki YC
Ric Shema
B: (808) 949-7141

7-8 Downeast Regatta
Falmouth Foreside, ME
Bill Newberry
H: (207) 775-8447

7-8 Blue Water Regatta
Atlantic Highlands, NJ
Mark Segal
H: (908) 685-9193

1996 District 7 Pennant Series

J Daze
May 4-5

Sodus Bay Challenge
June 29-30

District 7 Championship
August 10-11

Changing of the Colors
September 28-29

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

14-15 J-Jamboree North
Lake Winnepesaukee, NH
Ed Philpot
B: (603) 528-2900

20-22 Sailing World/N.O.O.D.
La Port, TX
Lisa Novak
(401) 847-1588

21-22 North Sails/Lake Champlain Champ.
Burlington, VT
Paul Beaudin
B: (802) 862-6554

21-22 Barnegat Bay J/24 Champ.
Toms River, NJ
Fred Weideke
H: (908) 269-9110

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

28-29 Changing of the Colors
Diamond Point, NY
Charlanne Ryan-McDonough
H: (518) 793-3827

28-29 Radison Cup
Hampton, VA
Rob Overton
H: (804) 850-5558

OCTOBER

5-6 EYC Clambake
Edgewater (Ohio) YC
Joe Colling
H: (216) 671-1995

5-6 Milford/Huestonic Regatta
George Wall
H: (203) 453-1001

11-13 Great Racing/District 15 Champ.
Lake Geneva (WI) YC
Michael Kurzawa
B: (414) 443-0100

12-13 Columbus Day Regatta
Noroton, CT
Jan Raymond
H: (203) 655-0819

19-20 Texas Circuit Corpus Christi Stop
Laura Stumpff
(512) 888-5533

19 Beaver Moon Regatta
Havre de Grace, MD
Tim Winger
B: (717) 392-1128

NOVEMBER

1-3 East Coast Championship
Annapolis, MD
Beth Scheidt
H: (410) 573-1728

2-3 Miss Piggy
Atlanta, GA
Doug Meyhoeffer
H: (770) 925-0216

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

JANUARY 1997

5-11 •Midwinter Championship 20th Anniversary Regatta
Key West, FL
Steve Podlich
(410) 626-0240



The Texas Circus consistently draws a big crowd as one of the stops on the Texas Circuit, or District 14 Championship. The '95 regatta was held November 23-24, in Lake Canyon, Texas.

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 Fall '96 issue, send by August 1.
For Spring '97 issue, send by March 15.

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 yet recognized NJCAs:**

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Nissan Motor Co.

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*Please notify the Class office of
 any additions to international
 calendar.*

1996 International Calendar of Events**MAY**

11-12 Spring Cup
 12-18 Italian Nationals
 16-19 North Sea Regatta
 25-27 Golden Pfingstbusch
 30-June 7 **World Championship**
 TBD Japan Women's Keelboat Championship

JUNE

22-25 Kiel Week
 29-30 French Nationals
 30-July 3 UK Nationals
 Pwllheli, North Wales

JULY

10-13 German Open Championship
 18-21 Jr. North American Championship
 27-Aug. 2 European Championship
 28-Aug. 4 Cowes Week
 Berlin, Germany
 Toronto, Canada
 Marstrand, Sweden

AUGUST

7-11 Canadian Nationals
 17-18 Summer Cup
 30-Sep. 2 Zuiderzee Regatta
 Halifax, Nova Scotia
 Cowes Cor. YC
 Muiden, IJsselmeer

SEPTEMBER

12-15 North American Championship
 20-22 Dutch Nationals
 28-29 Autumn Cup
 Edgewater YC, Ohio, USA
 IJsselmeer
 Plymouth, England

JULY 1997

TBD North American Championship
 13-27 European Championship
 San Francisco, Ca., USA
 Plymouth, England

NOVEMBER 1997

13-22 World Championship XIX
 Buenos Aires, Argentina

1998

World Championship XX
 European Championship
 San Francisco, Ca., USA
 France

1999

World Championship XXI
 Monaco

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Southwest (Dist. 14, 17, 18, 19)

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Western (Districts 20, 21, 22)

vacant

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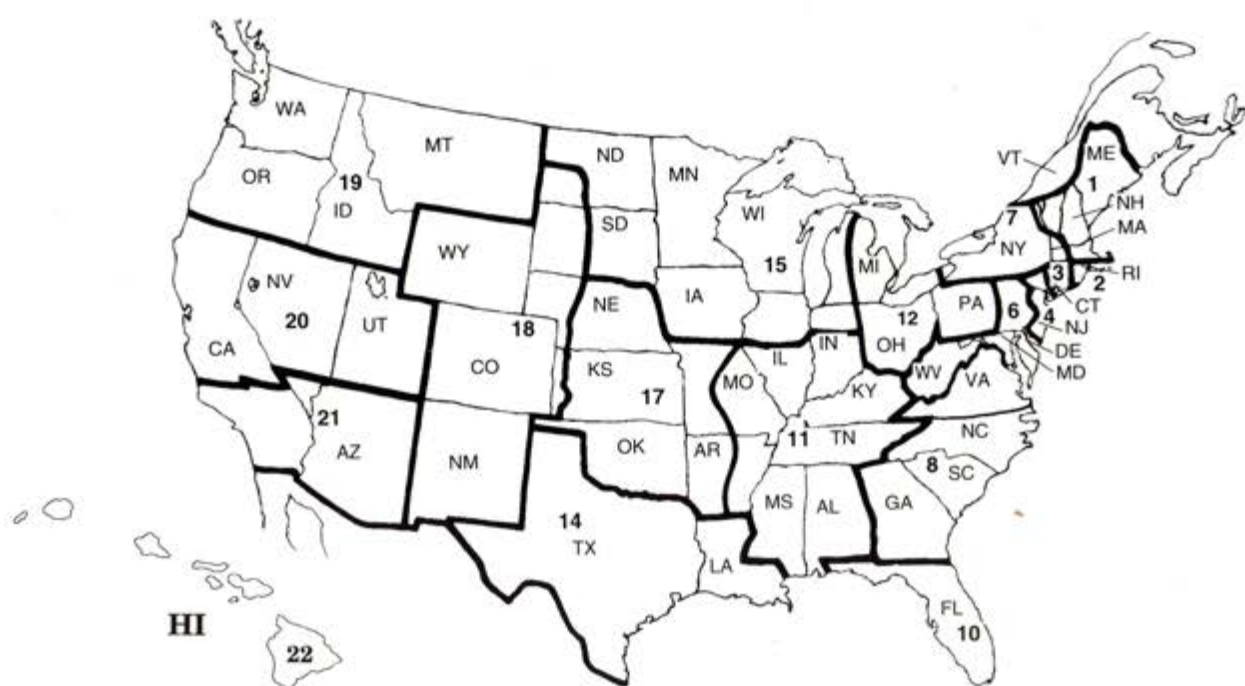
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F: (770) 916-1489

133 Augusta
Jim Farmer
see above

134 Smith Mountain Lake
Benjamin R. Gardner
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B: (803) 233-1511
F: (803) 233-3706

District 10

Southeast Region
Fleets: 10, 14, 55, 68, 86, 87, 136

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H: (305) 361-6565
B: (305) 361-4352
F: (305) 361-4582
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10 Key Biscayne
Stephen Perry
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B: (305) 448-7417
F: (305) 667-6860

14 West Palm Beach
John J. Kearns
2406 24th Ct.
Jupiter, FL 33477
H: (407) 743-0416
B: (407) 796-4422
I: Jjkiii@aol.com

55 Jacksonville
Floyd Bates
P.O. Box 2858
Jacksonville, FL 32203
H: (904) 389-0992
B: (904) 355-2080
F: (904) 355-7021

68 Naples
John Landry
3535 Heritage Ln.
Ft. Myers, FL 33908
H: (813) 489-2499
B: (813) 639-7626
F: (813) 637-9866

86 Florida Sun Coast
Martin Kullman
1130 86th Ave., N.
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H: (813) 577-2689
B: (813) 578-3800

87 Indian River
James Neihouse
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B: (813) 898-5551
F: (813) 895-1192

District 11

Southeast Region
Fleets: 74, 80, 131

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74 Chattanooga
Mike Hester
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B: (706) 861-1070
F: (706) 861-1067

80 Nashville
Chuck Trotter
see above

131 Eagle Creek Reservoir
Leroy Leeman
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I: AllenLeeman@iquest.net

District 12

Great Lakes Region
Fleets: 6, 19, 75, 102, 129, 157

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B: (810) 589-3113
F: (810) 587-0647

19 Presque Isle
Chris Bloomstine
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B: (814) 452-3200
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75 Sandusky
Jim Keane
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B: (419) 625-0105
F: (419) 626-6342

102 Cleveland
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157 Western Lake Erie
Lon Ethington
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B: (419) 241-1227

District 14

Southwest Region
Fleets: 3, 5, 9, 21, 29, 54, 92, 94, 158

Gov Dr. William Cantrell
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5 Galveston Bay
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Houston, TX 77062
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B: (713) 588-3924
F: (713) 588-3950

9 Canyon Lake
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Ft. Worth, TX 76116
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B: (817) 429-0432
F: (817) 429-1849

92 Shreveport
William Jennings
108 Markhaven
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B: (903) 758-8023
F: (903) 757-2494

94 Lake Ponchartrain
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F: (504) 837-3114

158 Rush Creek
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District 15

Great Lakes Region
Fleets: 1, 12, 37, 62, 96, 100, 123, 126, 130, 137, 149, 150, 152

Gov Douglas J. Kracht
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Mequon, WI 53092
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12 Belmont Harbor - Chicago
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B: (312) 876-3718
F: (312) 876-4112

37 Milwaukee Bay
Paul Boemer
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62 Traverse City
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- 96 Lake Geneva**
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- 130 Monroe Harbor-Chicago**
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- 137 Lake Forest**
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Lake Forest, IL 60045
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F: (906) 789-1089
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- 152 Neenah Nodaway**
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B: (414) 751-7263
- District 17**
Southwest Region
Fleets: 38, 39, 53, 85
- Gov Scott Greenawalt**
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- 38 Grand Lake**
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B: (918) 258-9688
F: (918) 251-6405
- 39 Oklahoma City**
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F: (918) 234-4626
- District 18**
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Fleets: 46, 141, 159
- Gov Frank Keesling**
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F: (303) 321-2353
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- 46 Lake Dillon**
Frank Keesling
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- 141 Paseo Del Norte**
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F: (505) 761-3636
- 159 Cherry Creek**
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F: (303) 973-9938
- District 19**
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Fleets: 25, 26, 27, 90, 121
- Gov Harry Dursch**
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- 90 Lake City**
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- District 20**
Western Region
Fleet: 17
- Gov Don Oliver**
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- District 21**
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Fleets: 49, 57, 59, 63, 70, 145, 155
- Gov Nadine Franczyk**
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- 59 Long Beach**
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- 63 Santa Barbara**
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- 145 Ventura County**
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- 155 Dana Point**
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- District 22**
Western Region
Fleets: 73, 156
- Gov James E. "Fuzz" Foster**
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F: (808) 593-8199
- 73 Honolulu**
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- 156 Maui**
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F: (808) 877-5801

J[®] **24** **INTERNATIONAL** **CLASS ASSOCIATION**

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 _____

Helm person _____

Helm person'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 \$ _____.

Helm person'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) (\$5.00) _____

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

Signature _____ Date _____

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

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.

Please send 1996 publications, at \$14 (\$26 overseas) for each subscription to the following:

Name _____ Name _____

Street _____ Street _____

City _____ State _____ Zip _____ City _____ State _____ Zip _____

Name _____ Name _____

Street _____ Street _____

City _____ State _____ Zip _____ City _____ State _____ Zip _____

SIGNATURE OF CLASS MEMBER _____

PRINTED NAME OF CLASS MEMBER _____

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

Since 1977 America's Cup® U.S. Challengers and Defenders have extensively used a secret state-of-the-art dry lubricant on hulls, headsails, telltales, winches and literally dozens of other race winning applications to dominate the Cup. "At the Young America compound we had literally hundreds of uses for Team McLube's Sailkote. From the mold to the finish line and everything in between . . . including the sail loft and rigging shop. We even coated our tools to protect them and make them work better!" **John Marshall**, (President PACT 2000).

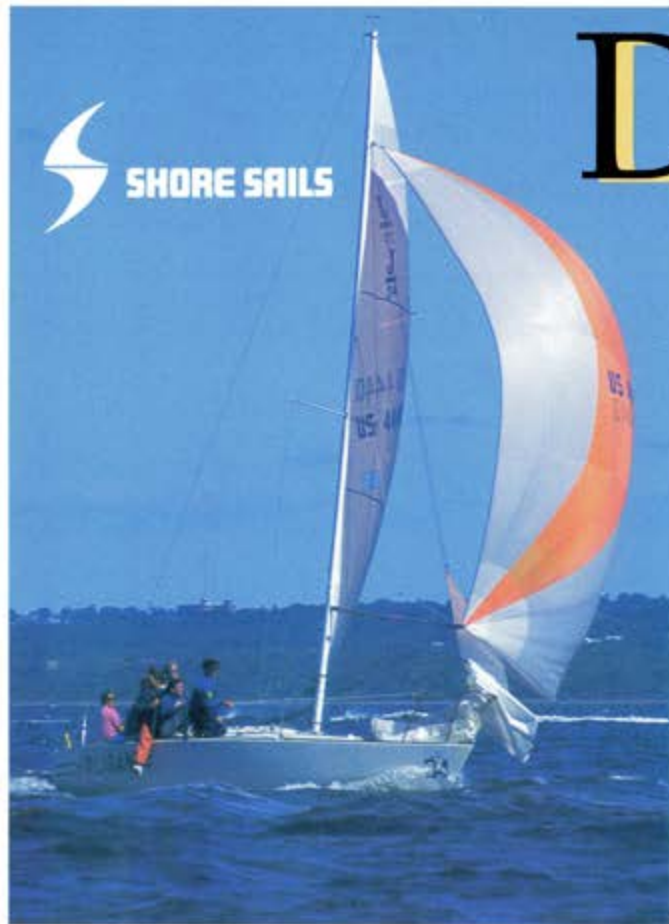
But now the secret is out! Team McLube's **Sailkote™** has recently been designated the official dry film lubricant of the US Sailing Team. And the winning tradition continues: "We utilized Sailkote on every moving part, below the waterline, and on head-sails and rigging on our J24, Etchell 22, and Soling. There is no question that Sailkote was a significant factor in winning each of their respective World Championships. With Sailkote on board we can concentrate on tactics and sailing and keep our head out of the boat!" **Ron Rosenberg**, (US Sailing Team Coach and 1996 Soling Olympic Hopeful). And that's not all, **Sailkote™** makes anything that sails, from sailboards and dinghies to racer / cruisers and catamarans, sail better: "I apply Sailkote to my traveller, downhaul, outhaul, and boom vang control lines, mast, boom, hull, rudder, daggerboard, and sail. End result: my controls are much easier to crank on in breezy conditions when they're heavily loaded." **Nick Adamson**, (Laser Class 1996 US Olympic Hopeful). And, "We spray Sailkote on our hulls, centerboards, and nearly every piece of rigging that moves. We wouldn't go sailing without it!" **Pease & Jay Glaser**, (Tornado Class 1996 US Olympic Hopefuls). The top racers in every class, from Maxi boats to world class one-design campaigners, have secretly enjoyed the race proven benefits of **Sailkote™** for years.



Now Team McLube is bringing its 20 years of world wide development to the entire sailing community. Formulated with Dupont Krytox®, (the next generation high performance dry lubricant), **Sailkote™** is the only dry film lubricant that is ultra slippery with superior bonding and anti-stick qualities. "Sailkote will outperform and last 5 times longer than any lubricant based on silicones, waxes, teflons or oil." **Sailkote™** dries in seconds, and stays dry so it will not attract dirt, salt or grime like typical wet lubricants. What does using **Sailkote™** mean

for you? On sails, it repels dirt and water and minimizes water and salt absorption, keeping spinnakers and headsails lighter and easier to handle. It reduces friction at points of abrasion on shrouds, masts and points of overlapping sails. It increases sail shape efficiency and generally increases cloth

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Charlie Ogletree, Jay Lutz

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Midwinters XX
January 11-17, 1997
Key West, Florida

Be There!