



*International*

FALL 1996

VOLUME 37

**J<sup>®</sup>**  
**24**



# Our Sails Stand Up To The Toughest Competition.

(See Center Spread.)

## **WORLD CHAMPIONSHIPS\***

1st	1996
1st	1995
1st	1994
1st	1993
1st	1992
1st	1991

## **NORTH AMERICAN CHAMPIONSHIPS\***

1st	1996
1st	1995
1st	1994
1st	1993
1st	1992
1st	1991

## **EUROPEAN CHAMPIONSHIPS\***

1st	1996
1st	1994
1st	1993
1st	1992
1st	1990

*\*Combined results of North Newport and North San Diego designs.*

Your Choice In J/24 Sails.





Photo by Dan Ljungsvik/ZYNK

Cover: The 1996 European Championship hosted by Royal Gothenburg Yacht Club in Marstrand, Sweden. The event was sponsored by Steinlager and Everfresh. Fifty-two boats from ten countries competed, with Vasco Vascotton emerging the winner.

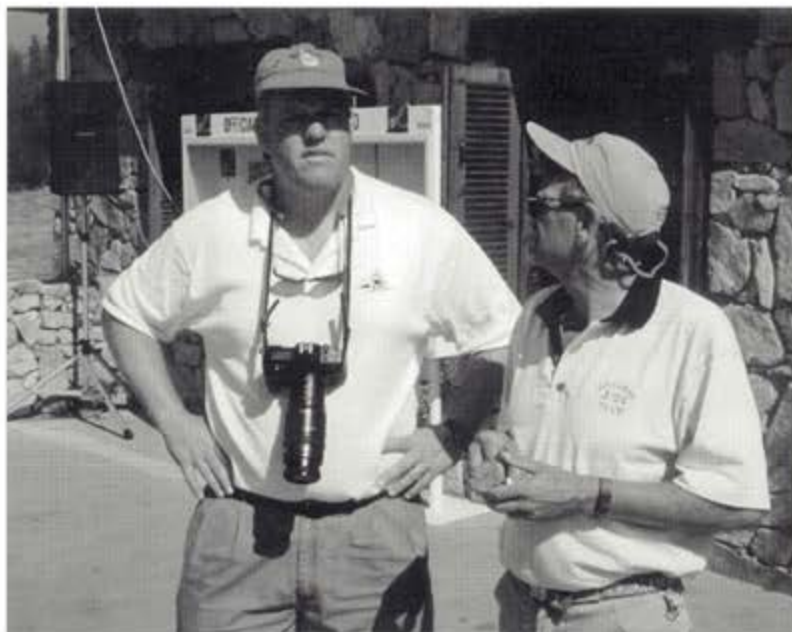
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by Geoff Evelyn

Bermuda Race Week-Hamilton, Bermuda  
 Cavanaugh Cup-Toronto, Ontario  
 1996 J/24 World Championship-Porto Rotundo, Italy  
 PCYC Open-Port Credit, Ontario, Canada  
 1996 European's-Marstrand, Sweden  
 CORK-Kingston, Ontario, Canada  
 1996 North American Championship -Cleveland, OH, USA



Geoff conferring with Steve Podlich at the Worlds in Italy.

These are some of the regattas I've attended in the past six months either as a competitor or as an observer on your behalf. The common thread, other than the obvious, was the fun content at each event. Each organizing committee, in their own way, created an atmosphere whereby at the start of the event everybody was in a good mood. Then, they made sure that the mood stayed strong for the rest of the event. This good mood, fun aspect of the regatta carried over to what happened on the water and manifested itself with record LOW number of protests at the Worlds, the Europeans, and the North Americans. This is not to say that competitors are not protesting when appropriate, but they are sailing better and smarter. The days of bumper boat J/24 regattas are hopefully fading into the past.

One event that stands out in my mind as a great example of how to create a fun atmosphere was in Sweden

when the committee had a fun race in the middle of the Marstrand harbor. The start consisted of all the crew having to down a small amount of the sponsor's product and then a LeMans style start to a 1/4 mile triangle course. Propulsion was supposed to be by sail only. Propulsion, in some cases, was not by sail alone and crew weight was well above 400kg limit. Everybody had a great laugh and a smile on their face.

This type of event may not be repeatable at your event, and probably shouldn't, but my suggestion is; Be creative and keep in mind the fun content when you're planning your event.

I would be remiss if I did not mention the efforts of the committee in Cleveland for the work they put into making the whole 1996 North Americans a fun event. The racing was hard with great on-the-water work and a full after-racing schedule. They, along with the committee in Italy, have established the benchmarks for future North American and World Championships.

### The Future

The future of the class involves many things; one of the more important is good healthy discussion around our rules and their evolution. At the last World Council meeting several rule changes were proposed and submitted for members to discuss and comment on. Generally speaking, all the proposals were well received and will in all likelihood become effective as of March 1, 1997. One proposal has created a great deal of discussion and invoked a great deal of passion on both sides. The change in crew weight, if I am reading the many comments that have been received, will probably NOT receive final approval in November. This is the second time that a crew weight change has been proposed since the 400kg limit was put into place and I truly believe it will not be the last but let's not stop talking about our rules. They are what make us a great class to be a part of and a strong selling point with other sailors interested in buying a J/24 and joining our class association.

Speaking of which, our numbers continue to grow internationally. For the first time in our history we now have more members outside our founding national class - the USJCA. This trend should continue as the boat continues to be used in international events and the class ensures that all of our events are of excellent quality and have a good healthy dose of fun.

See you on the water,

FALL 1996



### Twenty Years of Sailing J/24s

by Jim Keesling



Photo courtesy J Boats, Inc.

The original J/24 Midwinters. Still inspiring us all after all these years.

It started in a Garage, and now it's 5100 *plus* worldwide. The J/24 has come a long way and is now beginning the next 20 years. We couldn't have made it this far without all of you; the owners of the boats and the members of the Class. Who would ever realize how far we would have come. Rolex Yachtsmen and Yachtswomen of the Year, the Sailboat Hall of Fame, Rolex International Women's Keelboat Champion, America's Cup competitors, Nations Cup selection, and most important you, me, and all the other owners just like us who enjoy sailing the boat at our home club with the other 90% of the owners.

I am inviting all of you to Key West this January for the Midwinters XX... the 20th anniversary. Not for the competitive racing, but for the memories. Memories of the first race you ever sailed, the first tack you made, (the first sinking you had....NOT!), how you used to rig the boat, changes we had made both good and bad, and a chance to tell us where you would like to see the J/24 Class be in the next 20 years.

Bring your friends, family, and fellow boat owners. Hitch up the rig and head south. The sailing is going to be great, friends to see and good times to be had. Even if you don't travel, do it this once. It will be well worth the adventure. Great boats, Great People... The J/24!

See you in Key West!



## Key West or Bust!

January 11-17, 1997  
Midwinters XX

### Put Up or Shut Up

by Steve Podlich

The 7th Rolex International Keelboat Championship will be held next September 21-27, 1997. This biennial event has become the de facto J/24 Women's World Championship, the winner receives an invitation to the J/24 World Championship. But this event is not one that the J/24 Class should take for granted. It is not under our control and we may lose it if we do not perform this year.

The regatta is a US SAILING championship and is hosted by the Ida Lewis Yacht Club in Newport, R.I., USA. Rolex Watch USA has been a steadfast supporter and sponsor of this regatta. The name of the regatta is "Rolex International Women's Keelboat Championship." Not the International Women's J/24 Championship. If the J/24 is not the correct boat to make this regatta successful, they can hold it in any other class of keelboat. That would be a terrible loss for the J/24 Class.

I've learned that the regatta organizers and the sponsors have quietly been pulling for the reduced weight limit which is presently under consideration. (By the time you read this the decision will be made.) They have not lobbied for this rule change, but simply hope it passes because they think their regatta will be better attended and more successful if the crews consist of 5 women instead of 6.

So here is the challenge. If the new crew weight is not adopted, then we need to prove to the regatta hosts and sponsors that the J/24 is the right boat for the RIWKC. How? By attending the regatta. I know that more than half of our membership is male. But I know that almost every boat out there has women crew members. And I know that every woman who attends this regatta has a good time and learns a lot about sailing a J/24 and their own abilities.

1997 is the year for ALL eligible female J/24 sailors to shoot for the Rolex.

If the turnout does not improve over the 38 entries of 1995, the regatta may use a different keelboat next time. This might be the last opportunity for women J/24 sailors to participate in this regatta. Last chance folks, don't miss it.

If on the other hand entries are up significantly there will be several advantages to our class and members. The regatta will be super competitive. The organizers will have a tough time turning away from the J/24 Class. The J/24 will be validated as the best boat for this highly visible international championship.

Either way, anyone with an interest in this regatta should attend in 1997.

The J/24 Class Association and Fleet 50 have supported the regatta with staff and equipment, and there is not much more we can do. We are the sum of our members. If you, the members, want to give additional support to this regatta you



Photo by Barb Rosenbaum

With new crew Sophie Hope Podlich at the 1996 North Americans.

must vote with your feet. Support this regatta. Encourage women who sail J/24s to form crews and go to the RIWKC. Sail with them, sail against them, help make them the best they can be, and help them with sponsorship to afford the trip to Newport.

Hundreds of women from more than fifteen nations have participated in and enjoyed this regatta. This is not a challenge that can be overcome by the USJCA alone. The International J/24 Class Association World Council has shown its respect for this regatta by awarding the winner an entry to the Worlds. If each National J/24 Class Association send representatives, the competitors will win, the regatta will win, and the Class will win.

I'll admit I'm being a little selfish here. Our local fleet, Fleet 8, is having a female population explosion. *AJ*, *FLaK*, *Harold*, *Pendragon*, *Santa's Sled*, and *Show Dog* all have new female infant crew members. I'd like the 2015 Rolex International Women's Keelboat Championship to feature a J/24 sailed by a group of young women from Annapolis racing against another crew from Annapolis; their moms. Let's support the RIWKC!

*Steve*





Do silly hats really work?

### Web News

#### Surfed the Web Lately?

If not, then you've missed the results from the U.S. Nationals, the Worlds, and the Europeans. Webmaster Jeff Borland is busy searching the world to bring IJCA members the latest in J/24 news.

Recently added to the J/24 page is a listing of e-mail addresses of class members, updates on all kinds of info, and links to new pages (see below).

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

#### J/24 Cool Links & Pages

These sites are new and can be accessed through the IJCA home page.

*Atlantic Canadian J/24 Class Association*

The address for their new Web page: [www.cfn.cs.dal.ca/SportFit/CAJA/index.html](http://www.cfn.cs.dal.ca/SportFit/CAJA/index.html)

*Argentina J/24 Class Association*

The address for their new Web page: [www.dacas.com.ar/j-24.htm](http://www.dacas.com.ar/j-24.htm). E-mail the AJCA at [j-24@dacas.com.ar](mailto:j-24@dacas.com.ar).

[www.sailing.org/j24](http://www.sailing.org/j24)

### IJCA Executives Set to Meet

On November 3, IJCA executives, international Technical Committee members, and NJCA representatives will meet in London, England. Throughout the year, the World Council communicates primarily via email and telephone. The face-to-face provides a chance for everyone to discuss J/24 issues at the same time as the IYRU international meeting.

Regatta sites will be awarded for the following regattas: '99 Europeans, '98 North Americans, and the 2000 Worlds!

Also, each NJCA representative will bring feedback from their members on different issues. Most importantly, the *proposed* rule changes for 1997 will be voted upon.

A full report will be available in the Spring issue of *International J/24*.

### Check Your '97 Calendars

What's that? You don't have a 1997 calendar? Easily solved. The 1997 International J/24 Wall Calendar will be available in October. Thirteen months of cool racing shots, fast boats and inspiration all for only ten bucks.

Reserve your copy now by sending a check for a mere \$USD 10.00 to the Class office. They're a hot gift item for crew, friends, coworkers, kids, and a nifty stocking stuffer.

This year looks to be the best ever published!

### Sailmaking Forces Join Forces

North Sails recently announced the merger with the Newport, Rhode Island based team of Ken and Brad Read. The new organization will be able to offer comprehensive customer service, as well as the quality sails J/24 sailors are used to. The Read brothers join the North J/24 team of Vince Brun, Chris Snow and world champion, Chris Larson.

Ken and Brad can be reached at North Sails Rhode Island, (401) 683-7997.

### Hutchinson Returns to Annapolis

Two-time Midwinter champion Terry Hutchinson has joined Quantum Sail Design Group. Well-known around the world for his J/24 accomplishments, Terry will continue to provide exceptional service to J/24 owners and sailors from his new base in Annapolis.

Quantum is the first new sailmaking company in the industry in the last 20 years. You can reach Terry (when he's not on the water) at (410) 268-1161.

### Fun is an Eleven Letter Word

For the crew aboard *Pandemonium on the Funny Farm*, the crew just gets sillier and sillier. We like it. It all started when the current owner bought a boat named *Pandamonium*. From there, the new crew added their own special touches like the back flipping pig. The pig is based on the character in *Charlotte's Web*, by E.B. White. To make it easier to say, the crew refers to the boat as *Wilbur*. Party on.



### Snap A Shot!

Pictures of J/24 sailors from every NJCA are wanted by the Class Office. Next time you go out sailing, take along your camera and send a picture (or three) that best depicts your crew in action.

Then, come on down to Key West and see yourself with other J/24 Class members from around the world. Happy snapping!



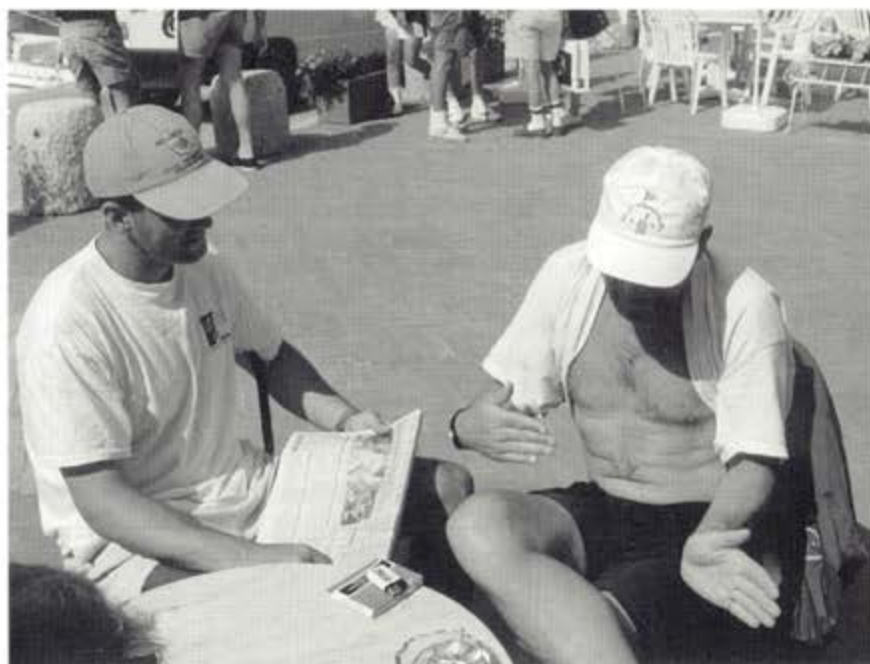
### The News From Down Under

The September issue of *Australian Sailing* features a wrap-up of the '96 World Championship in Sardinia, Italy. The entire world seems to be intrigued by the amazing statistics needed by Chris Larson to clinch the championship. For a full report on the Worlds, see page 34.

For *Australian Sailing* subscription information, call (02) 9281 2333, or fax: (02) 9281 2750.

### I Need A Date

Regatta dates. If you are a regatta organizer, send a notice of your event by completing the handy form found on page 69 of *International J/24*. Remember, when you send in your dates, keep this newsletter in mind for results, photos, and most importantly, a regatta review. Thank you.



Seen at the '96 World Championship in Porto Rotondo, Italy: Karate Sailing!



## 1997 J/24 World Championship World Qualifiers

Total number of maximum qualified crew 114  
who could attend the 1997 World Championship:

### IJCA QUALIFIERS

18

Past Champions

All past champs (Scott, Koliou, Bethwaite, Baird, Curtis, K. Read, de Angelis, Kostecki, Klein, Brady, Fortenberry, Larson)

Founders

Rod Johnstone

Bob Johnstone

European Champion

Vasco Vascotton

North American Champion

Brad Read

South American Champion

Guillermo Parada

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	65
Australia	235
Bermuda	13
Brazil	27
Canada	150
Chile	151
Chinese Taipei	10
Croatia	3
France	52
Germany	40
Gibraltar	4
Grand Cayman	10
Greece	15
Ireland	35
Italy	255
Japan	312
Mexico	52
Monaco	26
Peru	19
Puerto Rico	4
Sweden	70
Switzerland	32
The Netherlands	26
United Kingdom	80
USA	1500
Venezuela	10
Virgin Islands, US	3



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## '97 U.S. World Qualifiers

USJCA slots=9

Northeast Regional Champ.

Southeast Regional Champ.

Great Lakes Regional Champ.

South West Regional Champ.

Western Regional Champ.

US National Champ.

1997 Midwinters

Top U.S. boat at '96 NAs

U.S. Class President

Britt Hughes

TBD in Nov.

Doug Kracht

Rob Johnson

Kevin Downey

Kennith Kaan

TBD Jan. 11-17

Chris Snow

Jim Keesling

## Copy Deadlines

Waterlines #19/January  
International J/24 vol. 38  
Waterlines #20/August  
International J/24 vol. 39

December 15  
March 15  
July 15  
August 15

## In Memory of Ian Bashford 1959-1996



Ian Bashford, age 37, died April 14 of a massive heart attack at his home in Vicentia, Australia.

Best known for his successes in the Hobie Cat, the J/24, and Etchells classes, Bashford spurred interest in each class, catapulting each to a new level worldwide. Ian led the company of Bashford Boatbuilder Pty. Ltd., building over 200 boats per year.

Ian travelled the world extensively, achieving success at regional, national, and international regattas. He quickly earned a reputation as one of the most consistent performers at world championships. It is fair to say that Ian was regarded as one of the world's top helmsmen. He placed eighth at the '94 Worlds in Australia.

The International J/24 Class Association owes him a debt of gratitude. Many J/24 sailors have learned with and from him.

He is survived by his wife Louise, his daughter Ashley, and his son Stuart. He will be missed the world over.

*International J/24 Class Association*

I admired Ian for his apparent ability to live life at a million miles an hour, always testing the limits in everything he did, in a lot of ways larger than life.

I remember once we went to Singapore to race, arriving at about 2:00 a.m., all so drunk that I was surprised when they let us in the country. Singapore being what it is. We all made it to bed and I was awoken about three hours later by the sound of a cricket game outside. Ian had somehow got the people sharing the apartment with him up and out, they looked how I felt and Ian looked and acted like he had ten hours sleep.

My strongest memory is of one race of a Victorian title which was abandoned prior to the start due to about 35 knots of breeze. I was in absolute survival mode and Ian was sailing around with everything up, nothing flapping, beautifully upright and as if the boat was on a railway track.

Ian built about half the J/24s in Australia before moving on to bigger boats where he has been probably the most successful boat builder in Australia over the last few years. His ability in a boat and his zest for life is remembered by all of us who raced with or against him, his enthusiasm, his vision, and his willingness to have a go will be missed by the yachting fraternity.

*Stephen Hunter*



Dear Dr. J

Do you have a quick solution to my problem? I have some little dings in my keel from where I hit a rock during my last weekend cruise. Is there something I can do myself?

Signed, Nick in Chippewa Falls

Dear Nick,

Yes, it's quite simple. Stop hitting objects with a relative density greater than 3. If that doesn't work, you'll need the assistance of a professional in below-the-waterline mishaps. **Dr. J**



Dear Dr. J

After reading Jim Keesling's column in the Spring *International J/24*, we set out to practice his downwind technique. Can you recommend the most effective way to de-water a J/24?

Signed, Challenged in Neptune Beach

Dear Challenged,

The most effective way to de-water a J/24 is not to water a J/24. In extreme conditions, keep the rear lazarettes locked. **Dr. J**

Photo by Franco Rodino

### Dr. J's Tip of The Month:

Join world champions, owners, members, juniors, masters, and friends at the Midwinters XX in Key West, Florida. Midwinters XX will celebrate 20 years of one-design sailing from January 11-17. For more info or to register, call the Class office at (410) 626-0240.

*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.*



## Letters to the Editor

Dear J/24 Class:

In 1985 my sisters and I purchased our J/24 because it "fit" our body types. For the past twelve seasons, we have sailed with the same five person (female) crew at 870 pounds.

Proposing to lower the crew's total weight limit *now* is unfair to those of us who chose the boat to match our physical characteristics and abilities.

I'm close to 50 and over 150 pounds. I want to leave on my terms, or when my skipper asks me to retire...not because new Class rules force me out. If the maximum weight limit is lowered, I will still race and spend money on gear and equipment; but not in the J/24 fleet!

Susan Backus Starr  
US 4123

Dear Steve:

I recently received a copy of the Spring J/24 Class magazine, and read with great interest Al Constants excellent article about "Z" Flag usage at the 1995 Rochester Worlds.

In as much as I was the port line race committee entrusted with line sighting and number recalling, I feel compelled to explain my view of the whole unfortunate chain of events. Mr. Constants' article was the first time I had read the decisions of the International Jury regarding the "Z" flag penalties awarded in Race #5 which were ultimately eliminated.

The following opinions are mine, alone. I have not spoken with any other race manager, nor jury member, involved in the Worlds since the completion of the regatta.

The 1995 Worlds was my fourth as a race manager at a continental or world level J/24 championship. In all but one, my position was "port line" boat captain. My partner calling the other end of the line during the Worlds is a longtime race committee associate, with whom I had filled identical roles in at five major events, involving anywhere from 15 to 75 competitors. In fact, two years prior to the J/24 Worlds we successfully worked the Soling Worlds at RYC with very similar fleet dynamics and size. So, as a team we were experienced in the problems of big fleet starting (bow numbers, 3/8th mile lines, white hulls en masse, etc.).

Focusing on the decision of the jury which found improper line sighting as a reason to uphold the redress protests, I believe the jury missed the mark in its facts found, basing its decision on its own on-the-water observations rather than also accepting testimony of those who sighted the line during the starts in question. In fact, I was summoned to the jury room during the deliberations, then dismissed after a two-hour wait without being given an opportunity to testify.

Leading into Race #5, we found the fleet becoming more unruly than in previous races, leading to the multiple recalls and use of the "Z" Flag option. My opinion of the reason for this is that as some competitors' fortunes waned, they became more strident in their desire to be among the leaders, if only for one race or even a weather leg. In fact, this perspective was confirmed by one skipper, who after the fiasco on the final day said, "we had had such a terrible week we wanted to play in front for awhile. Getting a PMS wasn't

going to hurt our chances... we kept our nose out in front for every start (on the final day)." I suspect others may have been working from the same position.

During the multiple recalls in Race #5, we observed the pack lining up at two minutes or more to go and accelerating through the line at anywhere from 1:10 to one minute. The entire front row, nose-to-nose, of 20 to 40 boats drove over hard. Certainly a favored end had an effect in some recalls. When we observed end bunching, we responded by adjusting the pin-end line boat to square it up and encourage starters to spread out. (As much as 200 yards at a time, due to the line length!).

I find it interesting the jury based their decision on an "over the shoulder" view of my activity (reading numbers into a radio and tape recorder). The fact is that at the onset of the "I/Z" Flag rules, it was a simple matter to identify **at least** fifteen PMS boats from either end, even without sight of the opposite flag...all I had to do was swivel my head to the left and read bow numbers sailing up the course, 25 yards to windward! There was never a question of, perhaps, inappropriately identifying a boat which wasn't PMS; we never got into the second and third rows!

Bear in mind that at one minute we would identify as many bow numbers as possible in the first pack (typically 8 to 15 from my end), then read them into the tape recorder and over the radio to the signal boat, which would be doing all the PMS hailing to competitors on a separate channel. The time requirement for this was, perhaps, fifteen to twenty seconds. Meanwhile, the remainder of the fleet would follow and the flag at the other end would disappear until after the start.

This could account for the jury's observation that I was calling numbers into the radio without a view of the other end. What they failed to recognize is that the bow numbers we were calling were tens of yards up the course, and not returning around the ends, with yet 30 seconds to go. I strongly dispute any intimation that I was trying to line up a non-visible flag, incorrectly identifying clear starters. Unfortunately I was never given the chance to say so in front of the jury.

The hardest starts to call are those in which the fleet punches at 10 or 15 seconds. Then, the race committee must be very careful that he/she identifies all the PMSs, and only the PMSs. Believe me, in most of the Race #5 starts and all the next day, there was a "buffer" of at least one row between the sure PMSs and the group which may or may not have been.

Our listing of 14 boats on the RC report to receive 20% penalties is *prima facie* evidence that we weren't guessing. The actual numbers, as Reid Stava correctly stated in his protest, were higher. I disagree, however, that this is prejudicial. The practice of calling a few when more were over stems from a conservatism favoring the competitors; e.g. we listed only those that we knew, for sure, were PMS. Those "probably" or "maybe" or "possibly" over were not listed. The very nature of general recalls is that some PMS boats are not identifiable. To overlay a penalty on identified boats during a general recall means that someone who should have received a penalty, did not. The actual number (few or many) doesn't matter. Any prejudice within this methodology is the fault of the rule itself, not the on-the-water administration of it.

Hailing numbers to competitors over the radio is an



admirable concept, and in regattas where PMSs number under double digits, is usually achievable. I agree that it is unfortunate a competitor can lose a chance to win, after investing much time, money and effort, by not knowing he/she was PMS. However, hailing by radio in large fleets is difficult at best, and prone to breakdown in times of stress.

Friday morning, as the race committee prepared for the final day, we knew we had very little chance of getting off a valid start. We could see the competitors reading the jury's decision on the notice board and, simply stated, licking their chops. I'll never forget, during one aborted start, looking up toward the leeward mark, located some 150 yards to windward of the line, with 30 seconds to go. One foreign boat was within a few boat lengths, sailing hard to weather, and the gun still had not fired!

Even though the jury did not "declare any section of the sailing instructions null and void", this was the net effect in the competitors' minds. It should be said that at international regattas with accomplished juries, policies are sometimes arrived at behind the scenes which are neither officially posted nor generally available to competitors. I believe this may have been the case with the PRO's decision not to employ the "Z" or black flags on Friday.

Finally, a few thoughts on line management based on twenty years of experience. The best port line boat is usually **not** a large sail boat or power boat with a bridge. The reason for this is that the port end of the line must be agile enough to move quickly when the wind shifts, to square the line (sometimes in less than two minutes before the preparatory signal). This is best done in a small, lightweight boat with a long anchor line. I do agree that tall line poles with big orange flags help competitors sight the line more accurately. At the Worlds our flag staffs were fifteen feet long with 48" square flags; based on our four-tenths mile lines, this may not have been enough. The reason we use an inflatable is that it can absorb a great deal of punishment, being hit by pin-end starters, without damage. At the Worlds my 15' Zodiac was hit by at least 10 boats during the week, and boarded by one of those.

The root of the problem at the 1995 J/24 Worlds was, indeed, too long a starting line with too many boats. Fifty is

# Up To Speed



*Photo by Andrew Spodek*

Optimizing your J/24 is a big part of getting up to speed. At Hall Rigging we can help you get there. We sail the boats and we are tuned in to all the latest rule changes. Now that you can use Spectra, Vectran or Technora you'll want to make sure you're selecting the right line for the right use. So call the J/24 experts at Hall and get up to speed today.

*Shown above: Brad Read (North Sails) and Jens Hookanson (Hall Rigging) were up to speed at the 1996 North Americans, winning the Championship with all new lines on Mookie.*

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probably the practical limit unless the group is well-behaved, which this group was not. In previous years RYC had considerable success with nearly the same set of line circumstances. I guess the answer is that a long line with 70 boats is a ticking time bomb. It chose Race #5 of the Worlds to finally go off.

I hope these comments provide some information that was lacking during the redress protests, and in subsequent discussion. As Mr. Constants accurately described, the actions of the jury in deciding the issue was "a slap in the face", because we two line sighters felt we had fairly and accurately called many starts in a row under trying circumstances.

Sincerely,  
Chip Evaul



Dear Steve,

re: A Proposal for the Next 20 Years

The J/24 is about to turn 20. When I purchased my first J/24 (I have since owned two more) in 1978 it was the most exciting boat around, a sailing breakthrough for sure. But a lot has changed since then. What was once cutting edge is now quite dated, almost old fashioned. Today's latest designs are much lighter, faster, and in many respects easier to sail. They have their drawbacks too such as suspect construction, lack of cruisability, and much lighter initial cost.

I believe that there is a way to update the J/24 and save the boat from the slow but steady slide into becoming a dinosaur by making certain fundamental (but extremely doable) changes that borrow some of the best features from today's sport boats while saving the basic strengths of the J/24:

1. Lighten the boat substantially—around 250 lbs. or more (300 would be better).
2. Adjust crew weight so that a crew of 4 is the norm.
3. Change the rig to a carbon fibre mast with one working size jib.

The above changes all interrelate with the goal of producing a boat that, with crew, will hit the starting line about 450 pounds lighter, sail upwind about as fast as today's boat but with much less need for muscle in the cockpit, turn the corner and fly downwind. This "Super J/24" will be less expensive in the long run (only one jib, a proposal that sailmakers may pan), will be less crew intensive and certainly much more crew friendly, and overall will be a livelier, faster boat.

How do you get that weight out of the boat, I hear you ask. Since 1977 (the year J/24s went into production), many items on the boat have grown lighter, for example sails, running rigging, and outboards all weigh less than they used to. (Do we really need to fix lead fishing weights to the 3.5 Tohatsu to be legal?) The headfoil and topping lift as well as many original deck fittings are gone. Then there is the useless 12 lbs. of water and container (or the weight they represent), the big battery, cushions, bunkboards, etc. Add to that the weight saved by a carbon mast, no genoa, genoa track or blocks, and by chucking the big tool/step box and myriad of other items that many boats lug around (including weight correctors) just to reach today's excessively heavy weight requirements and things start getting interesting (and fast). Take a look at what Karl Anderson of Karl's Boat Shop said on page 29 of the Fall 1995, *International J/24*, about how exciting a J/24 on a diet can be to race.

But won't it cost a ton for a carbon mast, you ask. Well they sure aren't giving the away, but the current aluminum masts on our aging fleet are not cheap and will not last forever. If the class arranged for a bulk purchase direct from the manufacturer, reusing much of the rigging from the old masts as possible, the price might be palatable, especially since there will be one less sail to buy.

But won't these changes hurt the boat's cruisability? (Where are the reputed J/24 cruisers, anyway?) This objection, which is voiced anytime a serious class change is

proposed, is simply ridiculous. to cruise the "Super J/24" all you would need [to] do is put the bunk boards, cushions, and the big battery back aboard, load up a cooler and go. The cruisability of the boat is inherent in its design. We do not have to race the boat fully outfitted for cruising to preserve that option. When was the last time you crossed the finish line and headed directly off for the weekend?

Attending regattas, going upwind in some air, and surfing waves, are key aspects of racing. The "Super J/24" will allow us to do all these things faster or at least a lot easier. Let's see, we won't need those V8s to tow any more, when we get there we can easily step the mast by hand, upwind our best crew (who on my boat is sometimes a woman or sometimes a guy whose college years are long behind) is doing cockpit, and downwind is a blast. And we didn't even have to buy Melges 24s.

I hope that this proposal generates debate, and certainly there are many details left unresolved or perhaps other fundamental changes that may make even more sense. But the class does not have the luxury of debating forever, as it has in the past, over relatively minor things such as crew weight or whether to keep cushions aboard. There are far too many more modern choices out there for our class to rest on its laurels any longer. If this call for change strikes a responsive chord among the class membership, class sponsored prototype testing could quickly prove (or disprove) the value of the "Super J" concept and whether to adopt it.

Evolve or perish.

Sincerely,  
Jack Van Dalen (fleet 69)  
via email

**Do you own a "Circa '70s" J/24?**

**We are putting together a story  
about original J/24s.**

**Send us photos (we promise to return  
them) with a brief description of  
the condition of your boat when you  
purchased it, work you've done,  
and whether you're the only owner,  
or one in a string of owners.**

**J<sup>®</sup>  
24**

**Look for this feature in 1997!**



## View From the U.S. Technical Chairman

by Reid Stava

This has been an enlightening first year as your U.S. Technical Committee Chairman. It has given me an opportunity to spend some time conducting measurement seminars at each end of the country. This spring, I had the pleasure of being at the Eastport Yacht Club for a new measurers training and boat measuring session. The seminar began with a Friday night review of the basics of hull, rig, and sail measurement using drawings from the Measurement Manual. The next day was spent introducing everyone to the intricacies of hull and rigging measurements using several local boats. A similar program was followed in May at the U.S. National Championship regatta in Ventura, California.

Each went well, with several new measurers brought on board. We have been using a draft of the Measurement Manual during the seminars. The drawings for the manual have been a valuable aid in shortening the introduction portion of the seminars, as well as forming a useful reference

for future measurement work. A vital part of the training is to assure that the attendees have hands on experience in measuring a J/24. In an ideal world, the seminar is independent of a regatta so as to avoid the distractions of attendees having to break off to prepare their boat. In practice, this is rarely the case and, as a result, the trainees have to participate in more than one session to gain exposure to all aspects of measurement. As a means of qualifying each trainee, we now use a Measurers Certificate form to validate each aspect of the training.

While on the topic, the Measurement Manual now has computer renditions of the original hand sketches of the various measurement form requirements, and to date all of the sail drawings have been converted. Currently underway is the conversion of the hull and rigging drawings. The drawings will have text instructions for better clarity. The draft is indexed to the items listed in the measurement forms



The measurement process at the '96 South Americans.

found in the class rules. I expect to have a second draft in the hands of the U.S. Technical Committee shortly.

There has been quite a response regarding the proposed rule changes, specifically the new weight proposal. At best, some of the commentators have indicated a reluctant willingness to adapt to the change, although they were in the minority. Usually, the comments have been strongly against the proposal, with many feeling that they would be forced to look into other one-designs that allow them to use the crew they have worked

over the years to develop. Admittedly, the comments are of domestic origin. Dennis Ellis, the IJCA Technical chairman, may have an entirely different perspective from non-U.S. sailors.

In short, this proposal is quite controversial and it is unlikely it will be adapted in its present form. The balance of the proposed changes are mostly improvements in the clarity of the existing rules and should present little issue to boat owners.

An aid in developing consistent sailing instructions has been the development of a set of standardized class instructions. This has avoided the need to re-invent the sailing instructions by every major regatta host. It has also insured that all required elements are covered in a consistent format. A follow-on item would be a set of Notice of Regatta requirements to assure potential hosts of world qualifier events are aware of the class requirements. Too frequently, efforts to reduce the hassle of getting a boat ready at a regatta have compromised the need for assuring conformance to all of the measurement form requirements. This is particularly true in sail measurements, a common need at all regattas, but particularly at world qualifiers. Standardizing the Notice will enable host committees to better plan for the necessary facilities and manpower needed to fulfill this requirement.

It should be noted that **all World qualifying regatta** hosts are required to provide for both boat and sail measurement. Hosts for such events should provide for protected measurement areas in places where the weather is changeable. This is particularly true for sail measurements. In addition, having the capability to tape out a floor area for the



*Measurement at the '96 Worlds in Sardinia, Italy.*

measurements listed on the Sail Measurement Form (in the class rule book) allows the sails to be verified as to their compliance rather than dimensionally measured (a much faster process). Sail layouts can be overlapped to minimize the floor area. Hull and mast measurements are less frequently required, now that most of the boats have a certificate, but still require space and personnel.

A miscommunication of this need resulted in an eleventh hour scramble at the North Americans in Cleveland to enable measuring (verifying) the 65+ sets of new suit of sails. Edgewater YC, host for the event, managed to provide a last minute space for the process. We began measuring late morning the day before the regatta and were finished by early evening. Even IJCA Chairman Geoff Evelyn was down on his hands and knees for most of the day. Many thanks to Regatta Chairman Barb Rosenbaum and Edgewater Fleet Captain Aarne Lillo for being able to respond in a seamless fashion to the last minute alteration of plans.

I hope to be at the 20th Anniversary Midwinters and look forward to meeting many more of you then.



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### 1997 Midwinter Championship January 11-17, 1997

- Invitation** The U.S. J/24 Class Association and the Key West Sailing Club are pleased to invite all sailors to the 20th Annual J/24 Midwinter Championship Regatta.
- Site** The J/24 Midwinter Championship will be held from January 11th through 17th, on the waters south of Key West, Florida. The United States J/24 Class Association is the organizing authority. The Key West Sailing Club is the host club.
- Rules** This regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the prescriptions of USSAILING, the International J/24 Class Association 1995-1996 Class Rules, this Notice (except as any of these are altered by the Sailing Instructions) and the Sailing Instructions. The Jury will have final authority on all matters. If there are to be co-skippers, one must be designated as primary skipper for World Championship Qualification purposes. This regatta is classified as a Category A event (IYRR Appendix A3). Competitors may be required to display regatta sponsor's advertising on their yachts.
- IJCA Rule 5.1 shall be modified to read, "The crew shall consist of not less than three persons and total crew weight (in swim wear) shall not exceed 400 kg at weigh-in prior to the start of the regatta. Members of a yacht's crew may rotate on a schedule predetermined by the skipper if the crew list and rotation schedule is submitted before 0900 on January 10. Crew rotation shall not change without authorization from the jury. The crew of yachts who fail to submit a crew list and rotation schedule prior to the deadline shall remain the same throughout the regatta; no crew rotation will be allowed on these yachts."
- Eligibility** The regatta is open to all J/24 yachts as defined by the International J/24 Class Association. Participants must have paid all event fees before becoming official competitors. All competing yachts must be covered by appropriate liability insurance covering all potential liability associated with competing in this regatta.
- Schedule**
- |                       |           |  |
|-----------------------|-----------|--|
| Saturday, January 11  | 0900-1700 | Registration, sail measurement and launching.                  |
| Sunday, January 12    | 0900-1700 | Registration, sail measurement and launching.                  |
|                       | 1500      | Practice Race  |
|                       | 1900      | Competitors Meeting  |
| Monday, January 13    | 0950      | Warning Signal, Qualifying Series, Races to follow.            |
| Tuesday, January 14   | 0950      | Warning Signal, Qualifying Series, Races to follow.            |
| Wednesday, January 15 | 0950      | Warning Signal, Championship/Designer Series, Races to follow. |
| Thursday, January 16  | 0950      | Warning Signal, Championship/Designer Series, Races to follow. |
| Friday, January 17    | 0950      | Warning Signal, Championship/Designer Series, Races to follow. |
- Inspection & Measurement** A current Measurement Certificate must be submitted by December 15. Sail measurement will be conducted January 11 and 12. Sails which have been previously measured and stamped will not be remeasured but must be presented to be marked with the regatta stamp and to have the royalty label numbers recorded. Boat measurement will be available by appointment on January 11 and 12. A measurement fee of \$5 per item on part D, or \$185 for a complete measurement will be charged. Owners are strongly encouraged to have their yachts measured in their home area prior to heading south. Yachts will be subject to random inspection at any time during the regatta.
- Racing** The 1997 Midwinter Championship will consist of as many as 14 races. The entrants will be divided into groups to sail up to six qualifying races. The fleet will then be divided into divisions based upon the results of the qualification series. The first division will constitute the Championship Fleet and the other division, the Designer Fleet.

<b>Course</b>	Racing will be on windward/leeward and olympic courses. Course length will be determined based on sailing conditions.												
<b>Scoring</b>	The Low Point Scoring System, Appendix B2.2 of the IYRR will be used except all races will be scored, no throwout. The Percentage Penalties, Appendix B1.2 of the IYRR, will apply.												
<b>Prizes</b>	Prizes will be awarded in the following categories: <table> <tr> <td><u>Race winners</u></td><td><u>Championship Fleet and Designer Fleet</u></td></tr> <tr> <td>Qualifying races</td><td>Top 5 overall</td></tr> <tr> <td>Champ series races</td><td>Top woman helmsman</td></tr> <tr> <td>Designer series races</td><td>Top junior helmsman (under 20 on 12/30/97)</td></tr> <tr> <td></td><td>Top master helmsman (over 55 on 01/11/97)</td></tr> <tr> <td></td><td>Top family crew (min. 3 directly related [mother, daughter, grandson])</td></tr> </table>	<u>Race winners</u>	<u>Championship Fleet and Designer Fleet</u>	Qualifying races	Top 5 overall	Champ series races	Top woman helmsman	Designer series races	Top junior helmsman (under 20 on 12/30/97)		Top master helmsman (over 55 on 01/11/97)		Top family crew (min. 3 directly related [mother, daughter, grandson])
<u>Race winners</u>	<u>Championship Fleet and Designer Fleet</u>												
Qualifying races	Top 5 overall												
Champ series races	Top woman helmsman												
Designer series races	Top junior helmsman (under 20 on 12/30/97)												
	Top master helmsman (over 55 on 01/11/97)												
	Top family crew (min. 3 directly related [mother, daughter, grandson])												
<b>General Information</b>	<p>The regatta will qualify the highest placing USJCA member to attend the 1997 World Championship. Decisions of the Jury that affect World Championship Qualification will be final in accordance with IYRR 1.5(a). The 1997 Worlds will be held on November 13-22 in Buenos Aires, Argentina.</p> <p>The official J/24 Class Sailing Instructions will be used and will be available at registration. Support boats and outside assistance will not be allowed. All yachts shall be afloat by 1700 hours on January 12, 1997, and shall remain in the water until the end of the series, unless specific permission is granted by the Jury. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta.</p>												
<b>Launching Hauling &amp; Docking</b>	Tentative arrangements for launching, hauling and docking have been made at the Truman Annex Marina, Key West, Florida. Trailer storage during the event will be in a nearby parking area. Docking and mooring facilities at the Truman Annex Marina will be available beginning Saturday, January 11, 1997. All yachts must be removed from Truman Annex Marina no later than 1200 hours, January 18, 1997. Docking arrangements during Key West Race Week and haul out at the end of Key West Race Week are pending, additional information will be available at a later date.												
<b>Housing</b>	Participants should arrange local accommodations for themselves. Accommodations may be reserved by calling: Ivy Gray at (888) 459-9378 in Key West, or Robin at Rent Key West, 800-833-7368, fax 305-292-3723. Travel arrangements may be made through Travel Associates. Regatta fares are available. Call Ginger at 800-548-5488.												
<b>Entries</b>	Each entry must be submitted on the entry form included. Fully paid entries postmarked before October 31, 1996 will be eligible for a raffle. Every attempt will be made to grant special requests for bow numbers provided the entry form is received prior to December 1, 1996. Following that date, all entries will be assigned a bow number. Entries must be accompanied by a check for \$350.00 made payable to "J/24 Midwinters". The entry fee for competitors who are not US SAILING members or a member of their home National Authority will be \$385. Entries postmarked during December must include a \$75.00 late fee. Entries submitted after January 1 must include a \$150.00 late fee. Entries will be acknowledged by mail. The entry fee includes participation in the regatta, bow numbers, launching, hauling, mooring, and admission to opening and closing events.												
<b>Cancellation &amp; Refunds</b>	Full refunds will be provided prior to December 15, 1996. Refunds will not be provided after that date.												
<b>Contact</b>	Telephone inquiries may be made to the U.S. J/24 Class Association. For information regarding charters, call Doug Wilson at (H) 305-361-6565 or (B) 305-361-4352.												



**1997 South American Championship  
March 22-29, 1997**

- Site** The thirteenth South American Championship will be sailed on Callao Bay, Peru from March 22-29, 1997. The regatta is organized by the Peruvian J/24 Class Association and hosted by the Yacht Club Peruano (YCP).
- Rules** The championship will be governed by the current International Yacht Racing Rules (IYRR), the International J/24 Class Association Class Rules, this Notice of Race, and the Sailing Instructions.
- Advertising** The regatta is classified as a Category B event according to the Appendix A3 of the IYRR.
- Eligibility** The regatta is open to any current member of a National J/24 Class Association.
- Schedule**
- |           |          |           |                              |
|-----------|----------|-----------|------------------------------|
| Saturday  | March 22 | 0900-1800 | Measurement and Registration |
| Sunday    | March 23 | 0900-1800 | Measurement and Registration |
|           |          | 1900      | Welcome Ceremony             |
| Monday    | March 24 | 1100      | Skippers Meeting             |
|           |          | 1400      | Practice Race                |
| Tuesday   | March 25 | 1300      | Races 1 & 2                  |
| Wednesday | March 26 |           | Free day                     |
| Thursday  | March 27 | 1300      | Races 3 & 4                  |
| Friday    | March 28 | 1300      | Races 5 & 6                  |
| Saturday  | March 29 | 1300      | Race 7 and reserve           |
|           |          | 1900      | Closing Ceremony             |
- Courses** Windward/Leeward or per sailing instructions.
- Scoring** A Low Point Scoring System of Appendix B2 will be used.
- Prizes** Prizes will be given to the first, second, and third place in the championship. A prize will be given to the first of each race. Participation awards will be given to all yachts.
- Measurement & Inspection** Measurement and inspection will take place on each yacht before registration is complete. Yachts must be available for measurement at the Yacht Club Peruano, prior to launching, not later than 1000 hours of Saturday March 22.
- Housing** Lima and the residential district of Miraflores and San Isidro have hotels of all categories to suit all needs. The organizing committee may obtain special conditions in certain hotels. It is also possible that some institutions may offer free lodging to the participating crews.
- Tourism** The organizing committee has contacted important touring agencies for their offering, at the end of the regatta, tours to Cusco, Machu Pichu, Nasca and the jungle of Iquitos, as well as around the city of Lima.
- Social** Social events and entertainment are planned for competitors.
- Registration** Registration shall be in writing on the special form which will be sent by the organizing committee to anyone who requests it.  
The registration fee is US\$200.00 for yachts that do not display yacht sponsor's advertising, in accordance with rule 4.1 of Appendix A3, and US\$300.00 for yachts that display yacht sponsor's advertising.  
The registration form and the registration fee must be received together at the office address no later than February 28, 1997.
- Office Address** Mail for additional information and registration should be addressed to: Ms. Ana Teresa Balbuena, Asociación Peruana de Veleros Clase J/24, Malecón Cisneros 280-2A, Miraflores, Lima 18, Perú, Fax: +51 1 447 4559.
- Charters** A limited number of charter boats will be available. Applications for charter must be sent as soon as possible to the office address.


### 1997 North American Championship August 13-17, 1997



Photo by General Hutton

<b>Invitation</b>	The U.S. J/24 Class Association and Fleet 17 and the St. Francis Yacht Club in San Francisco, California, cordially invite you to attend the 1997 North American Championship to be held Thursday through Sunday, August 14-17, 1997.		
<b>New Format</b>	The format for the 1997 North American Championship has been revised to bring you up to ten races in four days (Thursday through Sunday).		
<b>Site</b>	The 1997 North American Championship will be held on the San Francisco Bay. The St. Francis Yacht Club (St. FYC) is located on San Francisco Bay.		
<b>Eligibility</b>	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.		
<b>Schedule</b>	Wednesday, August 13	1000-2200 1730	Registration, sail/certificate check, launch Join St. FYC fleet for practice
	Thursday, August 14	0700- 1100 1130 1300	Registration for late arrivals Skipper's meeting Race 1 and 2
	Friday, August 15	1000-1700	Races 3, 4 and 5
	Saturday, August 16	1000-1700	Races 6, 7 and 8
	Sunday, August 17	0900-1230	Races 9 and 10 Haul-out by bow numbers, awards



<b>Courses</b>	The Race Committee will establish race courses which will require approximately 70 minutes for the first boat to finish.
<b>Rules</b>	<p>The 1997 North American Championship will be governed by the 1997-2000 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 AS of the IYRR.</p> <div data-bbox="805 147 1428 581" data-label="Complex-Block"> <p><b>WHY THE WINNERS HAVE BETTER SPEED AND POINTING!</b></p>  <p>Winners understand that the keel's shape is a critical factor affecting the pointing ability and speed potential of the boat. Advanced technology in Computer Keels Company's patented templates and instructions make it practical for you to fair your keel, providing higher pointing and improved boat speed.</p> <p><b>COMPUTER KEELS COMPANY</b>  <b>PO Box 39757, Edina, MN 55439</b>  <b>(612) 829-5670 Fax (612) 829-0387</b></p> <p><small>Copyright © 1993 Computer Keels Company</small></p> </div>
<b>Personal Flotation Inspection &amp; Measurement</b>	<p>All participants shall wear personal flotation devices while racing.</p> <p>All participants must present a current measurement certificate, certified as valid by the J/24 Class Association, at registration. Boats without a current certificate will be measured by appointment only on August 13 and 14. 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.</p>
<b>Launching</b>	Boats will be launched and hauled free of charge at St. FYC. Yachts will be moored within the club basin during the regatta. All yachts shall be afloat by 1130 Thursday, August 14 and shall not be hauled out before the end of the regatta without permission of the Race Committee. Rudders shall remain affixed. Out-of-town boats will be given haul-out priority (by bow number) based on furthest distance to travel.
<b>Radio Communications</b>	The Race Committee will use VHF Channel 72 to communicate Communications information to the fleet (i.e. countdown to the start and premature starter information).
<b>Scoring</b>	The Low-Point Scoring System will be used, each boat's scoring will be the sum of their scores for all races (i.e. no throw outs). The percentage penalty will apply.
<b>Prizes</b>	Trophies will be awarded to the top 10% of the fleet, or top 10% of each division if the fleet is split. Non-professional awards and daily awards will be presented.
<b>Accommodations</b>	Participants are allowed to sleep on their boats. Many hotels are within walking and/or easy driving distance from the yacht club. Contact Matt Jones at (415) 563-6363 for additional information.
<b>Contact</b>	<p>The completed entry form and a fee of \$295 U.S. must be received by the organizing committee by August 1, 1997. A late fee of \$50 will apply after that date. Checks should be made payable to "J/24 Fleet 17" and mailed to St. FYC. A \$20 discount will be allowed to entrants who provide proof of membership in US SAILING with their Entry Form. ("Proof" may be a photocopy of a current membership card or an American Sailor mailing label, e.g.)</p> <p>The St. Francis Yacht Club, On The Marina, San Francisco, CA 94123. Tel. (415) 563-6363 Fax (415) 563-8670 or our E-mail address 73512,1324@compuserve.com.</p>

# Developing the Role of the Tactician

*The roles to be played... Advisor, Coach, Lawyer, Conductor, Comedian, Psychiatrist, Speed Doctor, Sail Trimmer, Weatherman, Fireman, Seeing eye dog, Whipping dog...*

*by Jahn Tihansky*



Photo by Franco Rodino

"So, who wants to do tactics today?" A common question aboard many boats the morning of a race. Being a good tactician requires a broad mix of skills, with the "correct" blend largely dependent on onboard personalities.

In many instances, the skipper/helmsman makes the decisions as to game plan, when to tack, what sails to use etc. As you might imagine, even the most talented sailors can become overburdened trying to keep track of everything.

The tactician can help ease this burden simply by acting as the eyes and ears for the skipper. They can keep track of other boats, watch compass numbers, judge relative speed, keep track of wind strength, etc. Some skippers work well by simply digesting this information and then making their own calls.

**Advisor:** As the eyes and ears of the helmsman, the tactician is often relied upon to make the calls, especially when the helmsman is immersed in

concentration. Being able to deliver an informative yet concise manner is crucial.

**Coach:** By being able to look around, the tactician has the best overview of the big picture and is usually in an ideal position to keep crew choreography running smoothly.

**Lawyer:** Knowledge of the rules is key for anyone in a role of power. The more fluent a tactician is with the racing rules, the better they can position the boat in most situations. This flu-



ency will earn more trust from the skipper.

**Conductor:** A tactician must be a step ahead of each crew member all the time so as to know what is coming and guide the team around any "potholes." This role is one of the more difficult to play and requires considerable experience in all positions onboard.

**Comedian:** Given that the odds of a tactician always being correct are not high, any tactician worth their salt must possess both thick skin and a sense of humor, not to mention an open mind.

Rebuilding a crew's morale after a severe spanking by the competition is often best done by the person who took them there to begin with. Self-deprecating humor will help avoid the prima donna complex often associated with the position.

**Shrink:** Keeping a nervous, edgy skipper in the groove can take real mind games! Convincing the skipper to follow you blindly down a path is best done with a carrot and stick as opposed to a billyclub. Humor is often insufficient to bring a crew back from serious depths. Rebuilding confidence after a critical error must come from a leader and role model. Remember the "It Ain't Over 'Til It's Over" attitude.

**Speed Doctor:** The best tacticians know all the right "buttons to push" in order to change gears. Being in the best position to judge relative speed and upcoming conditions, the tactician is often a step ahead of the trimmers and many times calls for the gear changes. Again, their "big picture" perspective is especially useful here.

**Sail Trimmer:** As with the speed doctor role, a tactician must know what adjustments to make to each sail and when. This also goes for analyzing each sail's current trim to insure nothing is out of wack. It is pointless to have the headsail depowered while the main is fully-powered up! This is perhaps the trickiest area you will tread upon in that many trimmers get quite defensive when you question their work! (See advisor, coach, conductor, comedian and speed doctor roles above.)

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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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**Weatherman:** Obviously, the weather can play a key role in developing your race strategies. Because the tactician is often free to move and look around, they are often trusted with keeping up with the weather. For aspiring tacticians, simply getting a couple of good forecasts for the time and area in which you'll be sailing will be much appreciated by most skippers. Keeping track of changes in weather can sometimes yield surprise strategic advan-

tages on the race course.

**Fireman:** Sometimes, the tactician is responsible for nothing but tactics. In this case, they are also an extra set of hands always available on standby and can be useful for helping in sail handling crises etc.

**Seeing Eye Dog:** As said before, the tactician is often looked upon as a guide for a helmsman allowing the helmsman to concentrate on driving fast. Remember though, don't take your



master anywhere that you can't extricate them from!

**Whipping dog:** Things don't always go right tactically aboard any boat. Sometimes it is a combination of errors, both tactical and crew work-wise that dooms a particular race. This is why being thick-skinned was previously mentioned as a desirable trait. Take the heat and keep your crew from disintegrating when at all possible. If they are ready to cut you up and feed you to the sharks, it may be time to start looking for another ride.

The more experienced tactician often is given a certain amount of decision-making authority, the amount depending on both the level of trust of the skipper and their ultimate level of experience. A few of the decisions that can be delegated to an entry level tactician include: determining favored end of starting line, when to tack or gybe due to a shift, and calling laylines (using a hand-bearing compass), and perhaps what headsail or spinnaker to use based on present windspeed.

As the experience-hence trust level rises, more responsibilities can be added.

These can include: calling upwind and downwind crossing situations, judging overlaps, communicating with other boats, directing the crew, and perhaps also providing guidance information to the helmsman in tight situations (pointing vs. footing), when to take the hole at a leeward mark etc.

For the sake of further discussion, I've broken down the responsibilities down into three levels with level 1 responsibilities being suitable for those new to the tactician role, level 2 chores being for those with some time and experience (i.e. legitimate confidence) under their belts, and level 3 chores being for those with considerable experience, including successful stints at the helm, trimming, foredeck, mast, navigation, etc. At level 3, you should be comfortable being totally responsible for the boat including all actions and consequences!

It is important to understand that each boat, skipper and crew has its own unique onboard chemistry. Finding the ideal level of participation/input for the tactician role takes time and communication skills.

Make no presumptions! The quick-

est way to alienate an entire crew is to come aboard as the hotshot know it all, demanding instant respect from the other crew members. If the crew has sailed together for a while, carving your place onboard will require delicate bridge building and considerable sensitivity to everyone's egos.

A great way to break the ice is to hold a crew meeting, even if it's simply a pow-wow in the cockpit on the way out to the race course. Usually this is led by the skipper who introduces the tactician and vests them with whatever responsibilities deemed appropriate.

It's up to the tactician to make it from there!

---

*John Tihansky is President of J World Performance Sailing School in Annapolis. He has competed in events worldwide including three J/24 World Championships. Most notably, he crewed for John Kosteck's winning entry at the '86 Midwinters, and crew aboard Ken Read's winning boat at the '93 North Americans. Reach him at (800) 966-2038.*

### Tools of the Tactician

- Pencil and note pad. Waterproof preferred.
- Watch. LCD digital type with count down and count up features preferred.
- Hand-bearing compass. Hockey puck type is usually sufficient, Data-scope sure is nice.
- Data-tracking sheets. Wet notes or notepad to track info. compass, wind speed, start line info, current, competition etc.
- NOAA large-scale chart of race area. No excuse not to have a race area chart onboard.
- Current charts. Somewhat more difficult to find, but quite helpful in areas of tidal movement.
- Weather radio. A handheld VHF is ideal. Also can be used to eavesdrop on race committee communications, and listen for individual recalls at the start.
- Binoculars. Seeing stuff before your competitors has been a desirable tactical advantage since the days of pirates.
- Rule book. I can count on one hand all the people I know who can quote the racing rules without the book. "Should we fly the 'I' flag?" What does code flag 'C' mean?"
- Sailing Instructions. Is the 720 rule in effect or do we fly the 'I' flag?; What does course 'W' mean?, which start are we, anyway? You'll often find yourself lost without them.



## Level 1

### *Fundamental Tactical Roles*

#### PRESTART: *Gathering data*

- ☐ Log upwind compass headings on each tack
- ☐ Log head-to-wind numbers
- ☐ Note wind speed and direction
- ☐ Locate marks

#### STARTING LINE

- ☐ Determine line ranges
- ☐ Determine starting line compass bearing and perpendicular bearing
- ☐ Track timed run of starting line at average speed
- ☐ Take down course information from committee boat
- ☐ Know your start time and where your class starts in the sequence
- ☐ Keep start time
- ☐ Watch for recall flags
- ☐ Listen to the radio on appropriate VHF channel.

#### WINDWARD LEGS

- ☐ Provide feedback of compass headings for each tack
- ☐ Track mean headings
- ☐ Help track other boats visually and with hand bearing compass
- ☐ Keep track of next mark

#### WINDWARD MARKS

- ☐ Call distance to mark
- ☐ Help crew work where needed (fireman role)
- ☐ Find next mark
- ☐ Look for boats still coming upwind that could conflict

#### DOWNWIND LEGS

- ☐ Keep track of next mark
- ☐ Provide feedback of downwind compass headings
- ☐ Track competitors using hand-bearing compass
- ☐ Track wind speed.

#### LEEWARD MARKS

- ☐ Call distance to mark
- ☐ Help crew work where needed (fireman role)
- ☐ Look for next mark
- ☐ Look for boats still coming down wind that could conflict

#### FINISH

- ☐ Provide compass heading information (up/down in final stages of last leg)
- ☐ Keep track of competitors and crossing positions
- ☐ Track time differences between your boat and others

## Level 2

### *Addition to Level 1 responsibilities*

#### PRESTART

- ☐ Determine current set and drift
- ☐ Provide basic interpretation of level 1 data

#### STARTING LINE

- ☐ Determine line ranges
- ☐ Provide helmsman with information about other boats
- ☐ Help determine favored end of line
- ☐ Watch for shifts up the course
- ☐ Call time and/or distance to the line for helmsman
- ☐ Keep time for any timed-run type starts.

#### WINDWARD LEGS

- ☐ Help call puffs
- ☐ Provide analysis of relative performance of other boats (higher, faster, lower, slower, more or less heeled)
- ☐ Help with crossing situations
- ☐ Help judge time/distance to next mark.

#### WINDWARD MARKS

- ☐ Count down lengths to mark
- ☐ Provide skipper with information of surrounding boat proximities
- ☐ Call spinnaker hoist
- ☐ Advise on favored tack to start downwind leg.

#### DOWNWIND LEGS

- ☐ Help call puffs
- ☐ Provide analysis of relative performance of other boats (higher, faster, lower, slower, more or less heeled)
- ☐ Help with crossing situations
- ☐ Help judge time/distance to next mark.

#### LEEWARD MARKS

- ☐ Count down lengths to mark
- ☐ Provide skipper with information of surrounding boat proximities
- ☐ Call spinnaker drop
- ☐ Advise on favored tack to start up wind leg.

#### FINISH

- ☐ Help determine favored end of line
- ☐ Provide information regarding proximity of close competitors
- ☐ Determine lifted tack to finish

## Level 3

### *Addition to Level 1/ 2 responsibilities*

#### PRESTART

- ☐ Judge where there is more wind velocity
- ☐ Attempt to choose a favored side
- ☐ Analyze performance relative to other boats
- ☐ Advise on appropriate sails and settings for the conditions

#### STARTING LINE

- ☐ Communicate with other boats
- ☐ Take a more active role in speed and course control
- ☐ Help guide helmsman to ideal starting spot on line
- ☐ Provide advice on when to abort an approach and best path to escape

#### WINDWARD LEGS

- ☐ Suggest/call speed control adjustments based on situation
- ☐ Suggest/call tacks for shifts, puffs, and tactical considerations
- ☐ Suggest/call crossing situations
- ☐ Suggest/call laylines
- ☐ Suggest/call sail selections
- ☐ Suggest/call time/distance to next mark

- ☐ Keep crew focused on their jobs and priorities

#### WINDWARD MARKS

- ☐ Provide legal advice
- ☐ Suggest/call overlaps
- ☐ Communicate with surrounding boats
- ☐ Provide guidance to skipper with respect to other boats
- ☐ Provide legal advice

#### DOWNWIND LEGS

- ☐ Suggest/call crossing situations
- ☐ Suggest/call gybes for shifts, puffs, and tactical considerations
- ☐ Suggest/call sail selections for next leg

#### LEEWARD MARKS

- ☐ Suggest/call final approach and takedown type
- ☐ Call overlaps
- ☐ Communicate with surrounding boats
- ☐ Provide guidance to skipper with respect to other boats
- ☐ Provide legal advice

#### FINISH

- ☐ Suggest/call final approach
- ☐ Provide guidance to skipper with respect to other boats
- ☐ Call when to shoot, provide legal advice





# Vince Looks Back

## *An Interview on 20 Years of J/24*

### *Sailing with Vince Brun*

---

by Chris Snow

Vince Brun is undeniably one of the most successful one design sailors in the world today. As manager of North Sails One Design for the past eight years and a sailmaker for over 20 years, Vince has been heavily involved with many different one design classes and always keeps coming back to the J/24. He's won literally hundreds of different one design regattas (including five World championships, one in the J/24) and sailed all over the world. Over the years he's owned five J/24s! We wanted to find out what keeps drawing him to the class.

Chris Snow, who works with Vince, managed to get him to slow down for just a few minutes to look back on 20 years of J/24 racing and what keeps drawing him to the class.

**Chris:** This January is going to be the 20th Anniversary Midwinters in Key West. What made you go do that first Midwinter regatta?

**Vince:** The J/24 was just out of the box and had won many major events in the USA. I was sailing Solings and I felt that the J/24 was such a fun boat to sail with such hot sailors being involved, there was no doubt in my mind that I wanted to be with them and make history. The entry list for the regatta was nothing but the best sailors in the USA at the time and it didn't take long to figure out that we would reach a little deeper in our savings and be there.

**Chris:** Remember how you did?

**Vince:** Yes, how can I forget one of the best regattas of my life! We were leading going into the last race and we had pushed the starting line one time too many, resulting in having to come back and re-start. Well, we ended up third overall, which was very good for us. My best friend Mark Ploch sailed a great last race and finished first overall, with my other friend John Koliuss in second overall.

**Chris:** In those early years do you remember how you set the boat up? Was it much different than today?

**Vince:** At the time, no one knew much about J/24s, and I did use some of the knowledge that I had from Solings with good success. I knew the importance shroud tension had on sails and with that we did make some changes

from heavy to light winds, helping my speed through the Key West ranges. Those changes were nowhere near as sophisticated as the rig changes we make today.

**Chris:** How much crew weight did you sail with?

**Vince:** I have no idea, but I'm sure we had five on board. No one knew what was the ideal weight (not sure if we'd know it today, if we all hadn't been influenced by the weight rule). What I'm saying is that we all know that the weight is better in heavy winds and being light is good in light winds. The big question is, "Where is the cross over point?" I did like it better when we didn't have the weight rule and it was easy to pick up crew. The crew selection was more like inviting your buddies to race together.



Vince (on left) accepting the 1996 World Championship trophy with Jon Rogers, Karl Anderson, and Paolo Boido. Not shown: Chris Larson.



**Chris:** Do you think the rule changes (weight limit, tighter tolerances) have helped the class stay strong?

**Vince:** Without the rule changes that we had, we would not have survived as a class, considering the big influx of hot sailors we had in the early eighties. I do give a lot of credit to Bob and Rod Johnstone for the vision and leadership at the early stages of the class.

**Chris:** Vince, what are the some of the things that keep you coming back to the boat?

**Vince:** I would have to say it is the challenges the boat gives you on so many different levels.

**Chris:** Like what?

**Vince:** Well, first of all, more than any other one design class, it is important to have a well prepared boat. Maybe the number of crew members has something to do with the need to have the deck layout being just right, so no one is getting in each others space. Kenny Read, must have been the one that first took this job seriously and made the boats close to what we have today.

**Chris:** So you look at the boat preparation work as positive?

**Vince:** In a way. Frankly, I enjoy tinkering with boats as much as anyone else, although with my job at North Sails and two kids, I find I have less and less time to do it!

**Chris:** What are some of the other appealing aspects of the boat to you?

**Vince:** Well, the most appealing thing about the boat to me is the team aspect it forces on you as a skipper or crew.

**Chris:** What do you mean?

**Vince:** As the skipper of a J/24, your role in sailing the boat is actually quite limited. Your visibility is very restricted by the sails and the crew hiking to weather. This forces the skipper to rely very heavily on the crew to make most of the calls regarding tactics on the course. You just can't see enough to make a good decision and when you do turn your head to take a good look, you really run the risk of slowing the boat down big time.

This really forces you to take a good look at yourself and the people on your crew, and build a team that can

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1st - '91 Worlds, Greece, *Head Case, K. Read*

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work together whether you're leading the fleet, or fighting your way to the front from the back of the fleet. The boat really rewards those that work together.

The other good thing that the J/24 does is promote people of very different sizes sailing together. The weight limit and the fact that you need five or six good sets of hands on the boat means that you can have one person who weighs 110 pounds and another who weighs 230 on the same boat. That's pretty unique in the world of sailboat racing. It also means that husbands and wives, boyfriends and girlfriends, and families can sail together, which in today's world is a big plus and not very common in other high level classes.

**Chris:** What do you look for in a crew?

**Vince:** Pretty simple, really. I try to get the best people for each position I possibly can. Unfortunately I don't get to sail with the same people as often as I'd like, so to offset that, I try to get organized for a big regatta as early as I can when the best people are still available. For tactician, I often try to get another skipper. In general, skippers are more aware of what is happening outside our own boat. For cockpit, you want to have someone that has as much experience on J/24s as possible, since this job requires a really fit person with lots of patience for the skipper. The mast person is the person that has many jobs onboard, and can help tremendously with the overall success of the team. I normally try to get someone that can help the tactician and has a good knowledge of J/24s. For foredeck, I normally tend to use someone that has experience with the spinnaker pole and hopefully also has experience on a J/24.



Vince Brun sailed aboard Tchou in the first Midwinter Championship in Key West.

Photo courtesy J Boats, Inc.

Obviously, I try to get people that can get along and have the same goals as I have. For most people though, sailing with the same crew regularly against good competition is the best way to develop a team. It's by getting out there and making mistakes as a group that you really develop into a team.

**Chris:** I hear people saying that the J/24 is a "dog" and that the new "sportboats" are where it's at. What do you think?

**Vince:** Well, you are always going to have new boats that come along and they will certainly attract a certain crowd of people. Not everyone has the money or the inclination to invest a lot of money in a daysailer and to sail against a few other boats spread around the country. Right now, the J/24 fleet in the U.S. is around 1700 boats. Out of that, 1000 boats sail on a regular basis and the big events are well attended like no other international class. If you like competitive one design sailing, it's hard to find anything better than J/24 class racing.

**Chris:** Explain.

**Vince:** Well we all know that the J/24 is a pretty heavy boat, right? Some might say that makes the boat a low performer. Well, it's that feature of the boat that makes them all go generally the same speed. Sure, Brad Read is going to go a little faster than some guy who's only had his boat for a short time, but in light to moderate air, J/24s really do go very close to the same speed if they are set up correctly. That gives the new boat owner a real chance at finishing at the top of the fleet now and then and very often beating the top guys. That's what keeps people coming back to race again and again. No one wants to sail a boat where they don't have at least a fighting chance of doing well.

**Chris:** Thanks, that's a pretty great inspiration for us all to get out there and do more racing.

---

Chris Snow works for North Sails One Design in San Diego. He placed second in the 1996 North Americans.



# High Drama on High Seas

## Larson Clinches Worlds

by Terry Hutchinson

with photo captions by Bill Worsham



The 1996 J/24 World Championship was held June 1-8 in beautiful Porto Rotondo, Italy. At the beginning of the event, the usual cast of characters were seen speed testing and fine tuning their boat handling, looking for the edge. In our brand new Italian built J/24 *Rudy*, our team was looking good and it would be a matter of avoiding the big mistake that would enable us to win this regatta.

However, avoiding the big mistake is tough to do with the new format of races. Since the 1995 Worlds, the format for racing has been changed from a seven race, one throw-out series to a nine race, one throw out series. The courses are windward/leeward and much

shorter, putting a premium on good starts and boat speed. Also, with more races, the emphasis tactically is to take a more conservative approach. With two more races to screw up, you are always working for a top five finish. Just as an example, had any team been able to manage a fifth place average in Italy, they would have won the regatta by 15 points. Not bad for finishing fifth every race!

The actual racing area for this regatta presented some challenges for the competitors. On the right side of the race course you had a 3000 foot cliff. It was about four miles away from the top end of the course, but if the wind went far enough right, which was the trend with the sea breeze, that cliff could play a factor with a fairly large wind shadow.



Top: Experience, preparation and perseverance paid off for Chris Larson and crew in their 1996 Breeze World Championship victory on the Italian island of Sardinia. Bottom: His Majesty, the Aga Khan at the awards ceremony. Runner-up Sandro Montefusco and his crew on *Buccia di Banana* (*Banana Peels*) were cheered loudly by everyone at the prizegiving after their heartbreaking final race. Guillermo Parada and his Argentine crew were likewise saluted for a fine performance, finishing third. A soccer game nearly broke out following the awards presentation, when many sailors hailed their trophy-bearing countrymen in celebration in at least three languages.





Photo by Franco Rodino



Photo by Franco Rodino



Photo by Nadine Franczyk

Top: Osama and Ventoblu battled it out at the Italian Nationals, also in Porto Rotondo, in preparation for the Worlds. Bottom left: Close-up of the racing action. Bottom right: Category A doesn't apply to the van!



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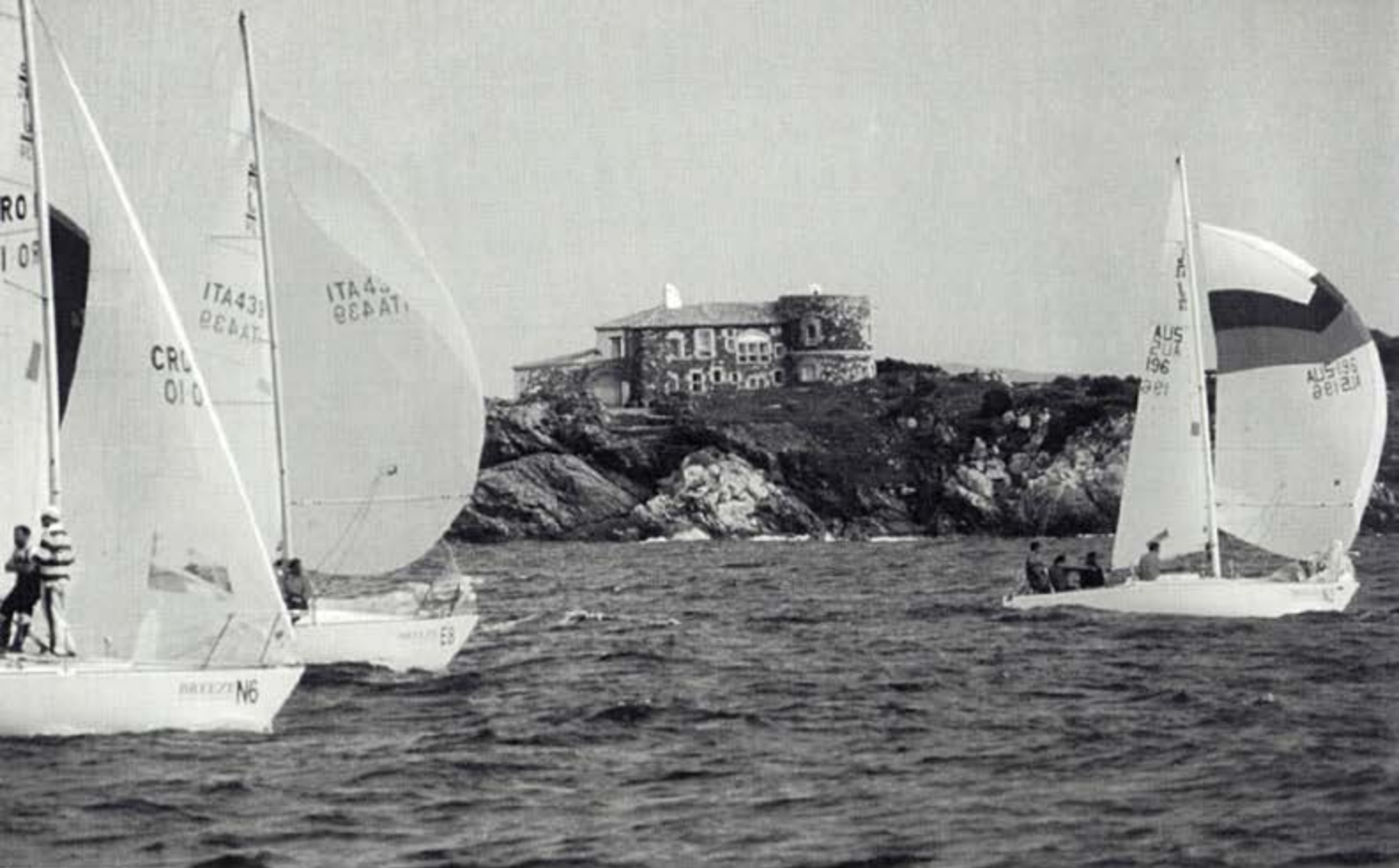


Photo by Franco Rodino



*"The Wait." Larson, with crew members Vince Brun, Karl Andersen, Paolo Boido and Jon Rogers took control of the regatta by finishing first in Race 8, only to discover later that evening that they were scored PMS. Suddenly finding themselves in fifth place overall, a distant 22 points out of the lead, they somehow regained their composure on the final day, winning the 9th and final race while the four leaders were perfectly scattered throughout the fleet.*





YCCS set a new standard for regatta reporting on the internet, with individual race reports including (in two languages) GPS mapping of the mark locations, wind and starting line statistics, and a chart of mark-by-mark standings, in addition to the complete series results. The saviour of many crew was Vivian Rodriguez of the Yacht Club Costa Smeralda.

The Race Committee, knowing the trend in the breeze, set a skewed starting line with the pin favored as much as 10 degrees. The tough tactical decision would consider two factors. 1. Has the sea breeze started its right turn? 2. If it had started the right hand turn, could you start to the left taking advantage of the favored end and still make it across the right hand boats? The current on the course was fairly even and seemed to be windblown as much as it was tidal.

Once racing started, the regatta became the regatta nobody wanted to win, or was it the curse of the Breeze news reporter. The Breeze reporter (Breeze was the major sponsor of the regatta) was a beautiful Italian woman in her mid-twenties who would interview the top boats after each day of racing. Oddly enough, after each interview that team would go out and have a horrible race. Fortunately or unfortunately, for team

*Rudy*, we were always lurking in the shadows, hanging around in fourth and escaped being interviewed.

Early on in this regatta the top American teams were struggling with consistency. Team *Rudy* was sailing well, but suffered a torn spinnaker in race two that cost ten places in the race. Chris Larson and his team on *Osama Writing Instruments* were up and down as well with both boats sitting in fifth and sixth after four races. At this stage in the game, the regatta could be an Italian sweep as Vasco Vascato, Thomasso Chieffi, and Flavio Favini were sailing consistently. Argentinean Guillermo Parada started with a twenty-first place but then reeled off a 6-1-2-2 that put him at the top *with* a drop race. But this would all change, because the Breeze lady slowly and methodically planned her curse and interviewed each sailor. In the end, it was Chris Larson who survived the curse, but not without a scare. You see, the morning of race eight, Chris was seen on the dock with tactician Vince Brun talking to Ms. Breeze. Guess what happened that day?





Photo by Franco Rodino

*Fiamma Gialla* driven by Paolo Cian of Italy. A soccer game nearly broke out following the awards presentation, when many sailors hailed their trophy-bearing countrymen in celebration in at least three languages. Seventeen countries were represented in the 62 boat fleet, including five American teams.

PMS. OOPS! This seemed to be the end of Chris as he went from what would of been a comfortable lead to fifth. With all this in mind, Parada scored a 33, Favini PMS, Vascato 37. With one race to go, team *Rudy* had a chance to win. We were avoiding the interviews. However, it was not going to be an easy task. Any one of the top five players could win the event.

On the last day, we finally got the normal prevailing conditions advertised to competitors. The pin was favored by 10 degrees, but you had to get right for shift and pressure. After three general recalls, the black flag went up, and the fleet got conservative; all except for the two Americans. *Osama Writing Instruments* nailed the start at the boat and was gone. Team *Rudy* started ten boat lengths down and basically waited for them to tack. As the fleet proceeded right, *Rudy* searched for the competition to see what they had to do win. At the first mark, both Parada and the Italian Montefusco were deep, Larson was winning, and team *Rudy* was in tenth. From our perspective we liked



Two-time Midwinter champion Terry Hutchinson works for Quantum Sail Design Group and is based in Annapolis, Maryland. He is shown above (on left) with Rudy crew: Wil Jeffers, Ralph Fisher, Dave Crocker, and John Alofsin.





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our chances. Quickly doing the math, if Larson wins and Parada and Montefusco stay deep, all team *Rudy* had to do is finish fifth. The race progressed and by the last leeward mark, *Rudy* was in sixth, Parada deep, Montefusco making the charge, and Larson way ahead. With fifth place six boat lengths ahead, *Rudy* spent the first half of the leg working on closing the distance. We accomplished this goal, but it was becoming appar-

ently obvious we had to make something happen to get into fifth. The discussion quickly turned to, and proceeded to sit at the finish to count boats as each player finished. In the end, *Osama Writing Instruments* won by 1.75 points over Montefusco and 4.75 points over *Rudy* and the Argentinean Parada. Later Parada was heard saying all he had to do was finish eighteenth in one of the last two races. That comment alone

says something about the competition at this regatta and the level of sailors who win J/24 world championships. Congratulations go out to *Osama Writing Instruments*: Chris Larson, Karl Anderson, Vince Brun, Paolo Boido, and Jon Rodgers for a job well done.

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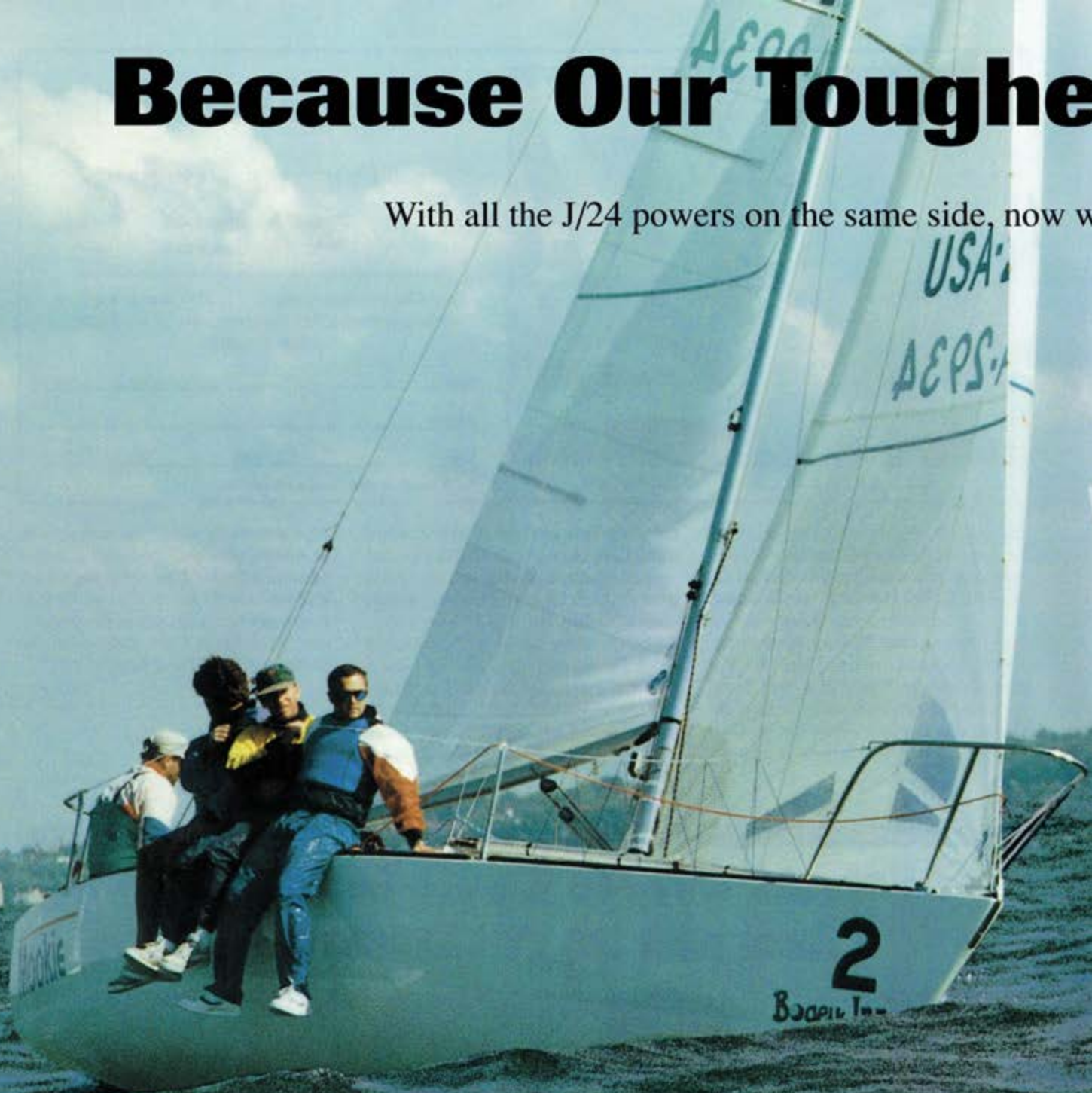
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*Photos by Andrew Spodek (left) and Franco Rodino (right)*



The Jardine brothers and friends relax after a day's racing.

Photo by Chris Kearby

## 1996 World Championship Results

Pos.	Sail#	Skipper	Boat	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL
1.	USA 5160	Larson, C.	<i>Writing Instruments</i>	15	4	10	8	1	17	5	PMS	1	60.50
2.	ITA 158	Montefusco, S.	<i>Buccia di Banana</i>	1	26	2	4	13	4	11	3	24	61.75
3.	ARG 4878	Parada, G.	<i>Kiki J</i>	21	6	1	2	2	8	3	33	22	64.75
4.	USA 2934	Hutchinson, T.	<i>Rudy</i>	8	YMP	7	3	14	1	13	9	10	64.75
5.	ITA 318	Dali, P.	<i>Breez</i>	22	18	17	17	5	9	7	5	2	80.00
6.	ITA 245	Chieffi, T.	<i>Doctor J</i>	6	1	PEN	13	30	3	36	8	9	87.75
7.	ITA 382	Vascotto, V.	<i>Vento Blu</i>	4	5	4	9	4	18	10	37	38	91.00
8.	ITA 434	Cian, P.E.	<i>Fiamma Gialla</i>	5	8	20	24	11	10	14	19	7	94.00
9.	ITA 219	Favini, F.	<i>Vanna</i>	3	2	31	32	3	7	4	PMS	25	107.00
10.	ITA 233	Ribolli, A.	<i>J di F</i>	25	3	24	6	23	6	15	PMS	16	118.00
11.	ARG 5087	Domato, A.	<i>Genova '92</i>	7	9	30	15	21	14	19	16	21	122.00
12.	ARG 5094	Baquerizas, G.	<i>Binbow</i>	9	10	27	7	6	42	52	13	13	127.00
13.	GBR 4215	Jardine, S.	<i>Stouche</i>	19	14	9	33	PEN	37	8	10	6	136.00
14.	JPN 4907	Kai, M.	<i>Zu Paulu</i>	16	29	13	5	31	54	1	39	4	137.50
15.	ARG 4677	Grimaldi, J.I.	<i>Indafara</i>	10	7	PMS	1	19	28	27	2	49	142.75
16.	ITA 426	Lamaro, G.	<i>Be Beef 2</i>	13	37	32	28	7	41	18	25	3	163.00
17.	CHI 5014	Zuazola, R.	<i>Te Quiero Mucho</i>	42	15	5	26	10	35	25	17	30	163.00
18.	CRO 10	Lourovic, M.	<i>Junior</i>	11	31	16	25	32	34	12	21	19	167.00
19.	AUS 196	Sodo Migliori, A.	<i>Old Italia</i>	14	12	PMS	39	12	20	22	34	15	168.00
20.	ITA 444	Martinez, R.	<i>Charlotte Creole</i>	2	19	19	16	17	12	33	PMS	52	170.00
21.	FRA 4789	Videau, L.	<i>Tardus</i>	30	34	29	11	25	29	24	12	14	174.00
22.	ITA 439	Passoni, R.	<i>L'emilio</i>	38	20	3	14	33	23	21	30	DNF	182.00
23.	JPN 5083	Iwade, A.	<i>Siesta</i>	34	17	11	52	PMS	11	32	14	11	182.00
24.	FRA 5151	Emig, M.	<i>Ville de Marseille</i>	41	27	18	27	18	5	38	22	28	183.00
25.	GER 31	Ross, T.	<i>Unkel Toms Hutte</i>	36	24	14	22	37	27	28	7	44	195.00
26.	MON 93	Fino, J.F.	<i>Le Prince de Galles</i>	24	21	42	41	22	13	48	11	32	206.00
27.	NED 39	Van Der Wel, F.	<i>Jan Steen</i>	44	46	23	19	9	PEN	30	4	42	217.00
28.	GER 38	Cramer, T.	<i>Sponosred By</i>	37	45	46	12	15	22	20	38	34	223.00
29.	ITA 280	Ciboldi, G.	<i>Gullisara</i>	23	23	21	58	20	36	49	49	5	226.00
30.	ITA 428	Cruciani, F.	<i>Impreme</i>	17	30	28	23	43	24	23	42	55	230.00
31.	JPN 3826	Kondo, K.	<i>New Mollica</i>	40	48	45	36	40	2	26	6	43	238.00
32.	GER 15	Kaehler, J.	<i>Jean</i>	28	47	15	53	24	25	41	43	17	240.00
33.	ITA 401	Recchi, C.	<i>Benbow</i>	20	40	12	29	46	33	2	PMS	RET	245.00
34.	AUS 190	La Fontaine, R.	<i>Make My Way</i>	31	35	8	42	27	47	51	32	23	245.00
35.	MON 78	Rodelato, C.	<i>Topo Too</i>	12	32	PMS	21	49	43	42	20	26	245.00
36.	SWE 123	Haeger, S.	<i>Kalles</i>	29	22	43	18	8	40	47	46	41	247.00
37.	FRA 5146	Fedensieu, A.	<i>Prado</i>	18	33	PMS	46	29	46	31	41	12	256.00
38.	USA 4756	Worsham, W.	<i>Mollica</i>	57	42	PEN	57	34	53	6	26	8	260.00
39.	GBR 4242	Ellis, D.	<i>Hitchiker's Guide</i>	43	11	39	20	47	38	29	35	50	262.00
40.	USA 38	Leitner, E.	<i>Apple Pie</i>	32	DSQ	26	YMP	YMP	32	34	29	29	262.60
41.	CAY 1	Moon, A.	<i>Mollicona</i>	50	PEN	41	35	36	39	9	1	56	266.75



# European Encounter in Viking Waters

*by Christian Haeger, Per Lindell, and Henrik Hansson*

Fifty-two boats from ten countries, including newcomers Denmark and Norway, enjoyed a week of tight racing and typical Marstrand weather for the 15th European Championship. The event was sponsored by Steinlager and Everfresh (a local fruit and vegetable wholesaler) and hosted by Royal Gothenburg Yacht Club (GKSS), July 26-August 2. The waters of Marstrand are ideal for sailing and offer challenges such as strong wind, deceiving currents, and big waves. Therefore, Marstrand is the natural sailing capital of Sweden's west coast.

The event had two experimental features, both of which worked out very well. This was the first major J/24 championship sailed under Category B sponsorship rules, and the measurement

process was accomplished in just two days instead of the usual three. This meant that the event could be compressed into one week from Saturday to Friday, thus saving the volunteer officials some holiday time. All boats were required to present valid measurement certificates at registration. A simplified measurement procedure was used in which select measurements were taken on the whole fleet (lifeline height and keel position) and further spot checks were made on select boats. Sail measurement was also a smooth procedure as previously measured sails were checked for measurement stamps and royalty labels. The usual needle's eye of the crew weigh-in period saw some remarkable weight reduction taking place

in less than 24 hours.

Racing was similar to the successful format tried in Holland in 1994: 12 short races on four-legged, windward/leeward courses with an offset mark at the windward end and a leeward gate. This concept proved to be successful in minimizing incidents and providing exciting racing.

A tune-up race was sailed on Sunday afternoon, and the Fjord showed its best side with westerly winds of 15-20 knots and nice sunshine. The Italian crews immediately showed that they would be a force to be reckoned with.

In the evening, the opening ceremony was held at the old Carlsten fortress on top of Marstrand. Sailors walked through the town up to the

*Photo by Dan Ljungsvik/ZYNK*





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## 1996 European Championship Results

Pos.	Country	Sail#	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total
1.	ITA	424	Vascotto	5	4	1	1	DSQ	1	4	4	8	1	2	30
2.	ITA	434	Cian	2	1	2	6	7	20	10	3	5	2	4	41.75
3.	SWE	111	Lovén	4	3	7	11	PMS	12	1	2	2	6	3	50.75
4.	SWE	4480	Bergström	3	5	6	19	9	17	DSQ	9	14	11	6	99
5.	FRA	4720	Charon	10	6	11	2	3	18	28	PMS	7	14	1	100.75
6.	SWE	112	Grävare	7	18	9	37	3	2	13	1	12	12	8	101
7.	FRA	4789	Videau	1	7	10	30	13	24	18	6	4	10	10	102.75
8.	SWE	115	Lager	16	12	16	17	16	16	11	7	9	23	3	125
9.	SWE	66	Wilson	9	15	3	3	10	4	26	16	11	DNF	31	128
10.	MON	78	Rodelato	6	26	12	22	1	22	16	28	6	8	12	130.75
11.	SWE	123	Haeger	14	9	21	33	11	23	24	1	10	3	16	131.75
12.	SWE	109	Johannson	15	8	20	15	15	5	30	PMS	3	7	14	132
13.	ITA	158	Montefusco	8	2	8	5	PMS	14	15	PMS	1	4	24	137.75
14.	GER	A2	König	20	22	17	13	6	11	39	11	19	5	21	145
15.	Ger	15	Kaehler	12	11	5	28	8	DSQ	27	5	17	18	DNF	146
16.	SWE	46	Skoog	18	16	28	4	14	2.5	3	22	1.5	22	9	148
17.	GER	5	Loose	29	19	25	12	2	15	5	PMS	20	36	7	170
18.	SWE	103	Hallbäck	DSQ	10	DSQ	16	4	13	2	12	Y34	19	11	178
19.	SWE	102	Edblad	17	Y22	7	18	26	32	8	21	13	18	DNF	182
20.	SWE	100	Salamon	2.5	14	4	20	PMS	28	17	14	33	14	22	191
21.	SWE	101	Persson	21	13	DSQ	Y19	17	10	12	30	13	31	26	192
22.	Ger	16	Rieckborn	13	25	32	29	12	40	6	23	18	26	23	207
23.	SWE	110	Björling	11	27	14	38	21	29	7	28	22	32	17	208
24.	GER	38	Crmer	24	24	36	10	19	32	23	19	42	20	13	220
25.	GER	40	PMS	21	15	31	31	7	8	32	24	17	36	DNF	222
26.	CRO	645	Hajdinjak	22	PMS	19	8	25	6	PMS	27	21	19	DNF	223
27.	ITA	411	Pantano	37	27	9	27	27	23	31	23	20	20	DNF	256
28.	GER	17	Nentwicikj	33	39	13	25	20	3	22	18	DSQ	DNS	30	260
29.	SWE	77	Sköld	35	PMS	18	36	29	8	43	10	25	24	32	260
30.	NED	41	Klippers	26	23	34	14	9	9	DSQ	20	38	37	34	270



## Dutch President Reports from the Center of the Fleet

by JW van Crevel

About 30,000 people watched the finals of the 'Swedish Match' from the rocks of Marstrand. Had they been the 30,000 J/24 sailors worldwide, we would have had hundreds of boats at the 1996 Europeans in Marstrand. If you have seen the sailing waters and entourage of fans in Marstrand, few things will prevent you from taking the opportunity to race there. The waters are crystal clear, surrounded by beautiful Swedish coastline, and a rapidly building swell makes for nice surfing. According to the locals, "it rarely rains in Marstrand." This statement was supported by many sunny days out on the water where we could see a thick cloud cover over the mainland. The island's core business is yachting and caters to most sailors' needs, especially when the event sponsors include a beer company.

Dutch J/24 sailors did not spend a

great deal of time near the front of the fleet at the '96 Europeans, but I am proud to report that there were a few occasions. At the Opening Ceremony Parade, up to the Carlsten fortress, all nine participating nations followed the band with their national flag. This was supposedly done in alphabetical order, but the Dutch contingent saw an opportunity to take the lead early in the series and jumped all queues to get behind the band, making it to the castle in first position.

Whenever there was anything free in the social program, the Dutch team paid tribute to their national character and got there first, always staying late just to make sure there was not a surprise round of free beer at 3:00 a.m.

On Tuesday the winds were very light. At the start of the second race most of the fleet was at the pin, but the

Dutch teams were at the opposite end. When, 20 seconds before the start, a new breeze filled in from the right, the three Dutch boats were the first to set their spinnaker and reach toward the windward mark. The team skippered by Frank Lampe would have arrived first at this mark, had they not been polite enough to invite the Swedish boat behind them to round first.

Other than that, Dutch teams only had a few brief appearances at the front and spent the rest of the time in a more central position in the fleet. Your reporter therefore, has little notion of how the Championship was won, but does know that once again Marstrand and the Swedish J/24 class pulled off a fantastic event with excellent racing, wind, weather, and socials.

fortress in a parade following ten national flags representing all participating nations. At the fortress they were welcomed by commandant of the fortress and his guard. The welcome started with a speech about the fortress and finished with the firing of the largest gun of the fortress. Afterward, Steinlager and the local restaurants treated everyone to beer and fresh shrimp.

The first day of racing started with the same conditions as the practice race. Everyone had their small headsails up for the first race, which was won by French champion Luc Videau. The wind then started to decrease and more and more boats changed to the big jib during the second race, which was won by Gian Paolo from Italy. The third race was sailed in 10-14 knots, and with a big sea running, left over from the morning's heavier breezes, many crews struggled to find speed. Vasco Vascotton and his team on *Kismet*, of Italy, did not struggle and won the race handsomely over Gian Paolo.

After the first day, Gian Paolo had an incredible 2-1-2 scoreline and received the first day's bottle of Moët

Champagne to celebrate his lead. The daily worst prize went to Magnus Grävaré on SWE-46 for bringing an unmeasured genoa out on the water. Sportingly they sailed the whole day with the small jib and suffered big losses.

Tuesday morning was overcast with light easterly winds. In Marstrand this usually means very unstable conditions with changing wind and current. Everyone (at least us Swedes) expected a postponement but the fourth race was started on time. At the gun a major shift occurred and made it possible to lay the mark on port from the middle of the line. The race was allowed to continue and eventually was won by *Kismet*.

The fifth race was promptly started in a dying breeze, and after a few minutes the boats that had started near the boat end of the line could set spinnakers for a reach to the mark, while the boats at the pin end suffered a 25 degree veer. The breeze then decided to quit altogether and, after drifting around for an hour and a half, the race was cancelled and further racing was postponed to the next day. The champagne of the day went to *Kismet* who passed Gian Paolo with .25 points. Daily worst prize went

to former Swedish Class President Lars Winroth and his crew for swimming nude in front of the spectators boat. Lars claimed that all the women aboard enjoyed it tremendously.

Wednesday was also overcast with some light rain showers, but fortunately the 10-15 knot southwesterly wind had returned and blew steady for the whole day. This was the day *Kismet* showed their superior sailing ability in typical Marstrand conditions, where the order of the day was go left, stay left, and then hit the port layline. On the water they had a 1-1-4 scoreline despite a terrible start in the last race. Unfortunately they were later disqualified in race five for an incident at the starting line, giving the race to Claude Rodelato of Monaco. The last race of the day was won by local favorite Dan Lovén on SWE-111, *Rebel*.

After racing it was time for the Campari Cup. This was a small race inside the harbor with main, small jib, spinnaker, any number of people on board, and free Campari for all. A Le Mans start is used, where one person from each boat lines up on shore. At the start signal, he/she has to drink a bottle





Photo by Dan Ljungsvik/ZYNK

of beer, run 80 meters to their boat where the rest of the crew is hoisting the sails, and then race around a short course in the harbor. The race was won by the Swedish boat Arne (named after the owner with the extra slogan, *Sponsored by Myself*). The Dutch boat *Fly* did a great job in the motorboat class.

On Thursday morning the sky had cleared and the wind held at 10-12 knots from the southwest. As on the previous day, the left side was favored and together with a favored pin end of the line, made for very congested starts. The first race was won by Sten Haeger on *Kalles kaviar*, taking his first bullet in a major J/24 championship after some excellent finishes during the past six or seven years. The other two races went to Sandro Montefusco on ITA-158 and to *Kismet*, who was almost untouchable in first place. Gian Paolo was equally solid in second place, while Dan Lovén in third had an incredible lead of more than 40 points over the fourth boat.

Friday's racing started in *big* breeze, *big* waves, and *big* sunshine. The wind was more westerly than the previous day, and most of the top boats

played the middle right during the first beat. However (as usual in Marstrand) left was the way to go and *Rebel* and Björn Lager on *Local Hero* appeared from the left corner to round first and second. Benoît Charon on FRA-4720 sailed a tremendous first run to take the lead and the last bullet of the regatta. *Kismet* sailed on to the regatta win with a second place finish, while the luckiest guy of the day was Jan Bergström and the team on *Evolution* who on the last 40 meters of the race used the surf to pass two boats, thus clinching fourth place in the regatta.

The last race was canceled due to an increase in wind speed and the moment this became known, everyone set their spinnakers for the most important race of the regatta: the one to the crane. The people strolling on the parade on Marstrand's shore viewed the beautiful sight of about fifty spinnakers passing just yards from the south fortress of the island.

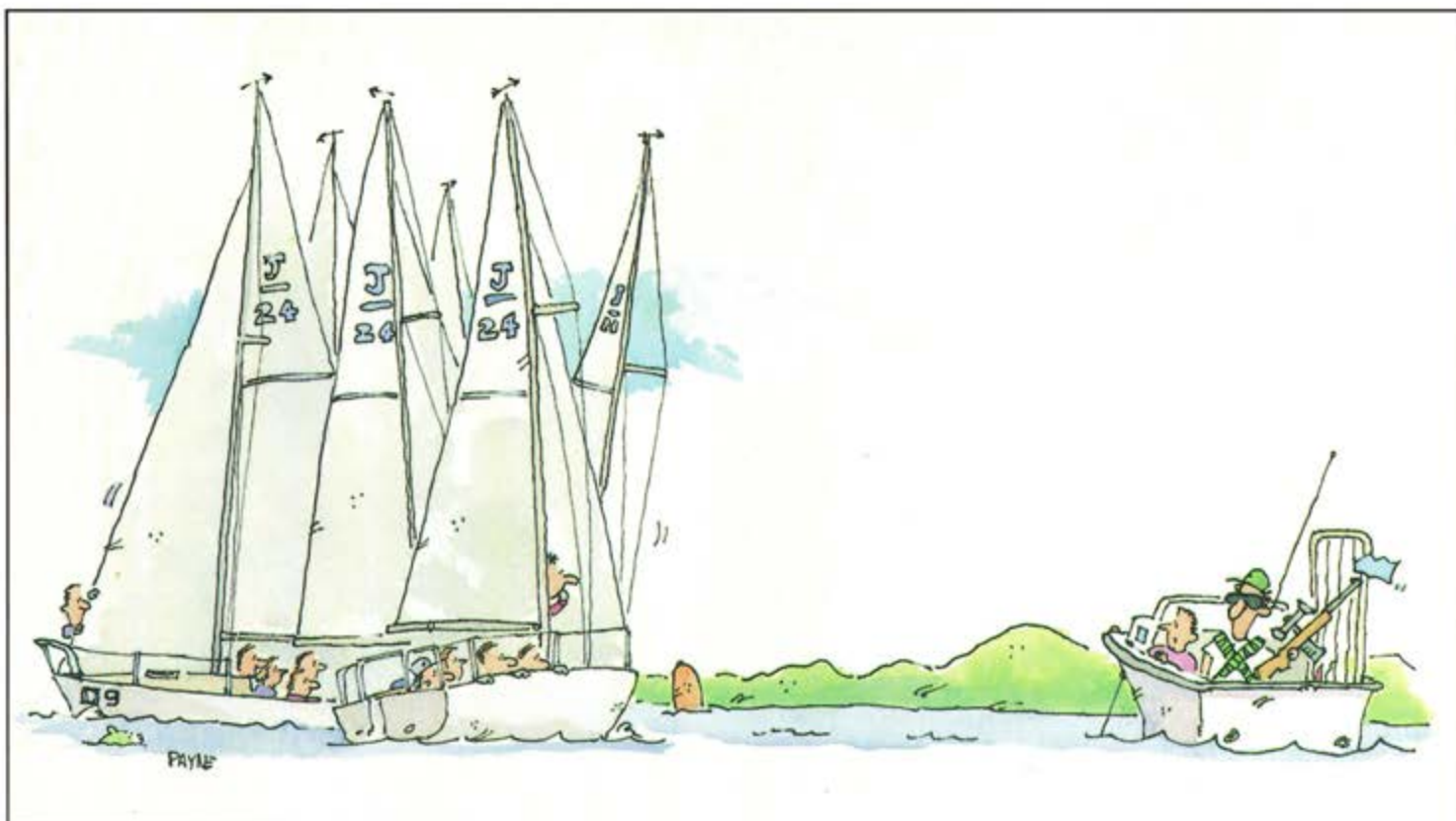
Almost all boats were out of the water in time for the prizegiving ceremony. The Swedish J/24 Class Association took the opportunity to treat

everyone to beer before the ceremony, so the wait was quite pleasant. Even though the crew on *Kismet* got champagne for the first daily prize, they couldn't open it in time to receive their trophy. After a while with a cork screw, they made up for the delay by pouring champagne over the crowd. They hardly had enough left over for the crew to celebrate victory. As Vascotton made his speech he neglected to mention the cold weather and waters customary to Scandinavian sailing. Little did he know, he and his crew were about to have a close encounter with the waters of Marstrand. As is customary in Marstrand, the winning crew of *Kismet* was thrown into the harbor and the racing jacket Vascotton wore bore witness that this was not anticipated. The crew of *Kismet* looked quite surprised as they swam among the boats in the harbor with smiles on their faces.



# Starting Line Technique

with illustration by Thomas Payne



Every season, it seems, the J/24 Class office receives suggestions on starting line techniques. Race Committee members send their ideas, Regatta Chairs have their own opinions, and the thousands of crew racing around the world offer unique perspectives.

Race Committees are made up of knowledgeable volunteers. Each individual brings their own experiences to the group to create an effective committee to run a regatta. Wind and weather are not 100% predictable. Committee members are a resourceful group, especially during the pre-start and starting sequences.

Lake Champlain, however, seems to have developed a new spin on starting lines. You can imagine the reaction following the course of events in September.

During one weekend regatta, the race committee ran out of blanks for the starting shotgun. After a quick discussion, they proceeded to use a .22 handgun. With live ammo.

A large splash in the water accompanied the warning shot. Skippers and crew quickly rethought their race strategy. The boat end was favored. In the end, only the truly brave went for the boat.

Gives new meaning to the term, "Scored a bullet in the first race!"

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Thomas Payne is a cartoonist, illustrator, artist, and J/24 sailor.

# It Happened in Key West

*reprinted from the J/24 Class Association News, June 1979*



*Everything has changed. The boats, the crew, the racing, the hair styles. What hasn't changed is the non-stop fun J/24 racing that originated 20 years ago in Key West.*

Four days of sunshine, warm water, and good sailing breezes in the middle of the winter and record snowfalls elsewhere. And, just about everyone was an old friend from past sailing events. It was more like a reunion or what could be imagined as a sailor's heaven than a regatta.

One was reminded of large fleet one-design races at the start and every turning mark, because no matter how idyllic the sailing became on the weather leg...soaking up the sun, watching dolphins play under a bow to weather, or just concentrating on sailing...all hell would break loose when converging on the weather mark. Where did all these boats come from? Approach the mark wrong, take a few sterns, a few more,

tack, get trapped, swing around, a few more sterns and 15 boats lost! Take off on the reach, gain for boats planing, go a little too high, lose six, gain back three on a mark rounding, pick up two more on the run, play that wrong and lose five. Forget the proper genoa lead or vang and lose two more on the jib reach. Stay low on the rum line and gain them back plus two more who had luffed too high.

The best of the best won by good sailing. And, it was a star studded fleet. More than 25 boats had world, olympian, USYRU, of national champs on the helm or in the crew. Off the starting line in clean air, playing each wave and the main, concentrating hard for 10 minutes to gain a few feet, but no great

edges in boat speed. They are all going fast. In fact on one leg, there were boats with reefed main and 150's, full mains and 150's, reefed mains and 100's, and full mains and 100's...trying to find the optimum combination of sail shape, crew weight, wave conditions, and power.

We're all learning how to get more out of the J/24 and no one yet seems to have all the answers. Dave Ullman, two time world 470 champ commented, "Wow, this class has come a long way in one year. You can't just jump into a boat and expect to win. And, there are a lot of people moving the boat well who don't have much experience outside the J/24...but who have obviously had time on the tiller of the J's."

Consistency paid off for Mark



Ploch, but he didn't have what you would call a professional crew. So, it wasn't weight on the rail that worked in a windy series, either. Only four boats were able to stay in the top ten for more than three races. Twenty-one boats got there at least once.

Stuart Johnstone and Larry Klein deserve special mention for super sailing first place finishes in the two races not won by Scott Allan.

Six of the top ten boats were sailmakers...there were just as many under 14th place. There were world champions in Lightnings, 470's, Stars, Lasers, Penguins, Youths, and national champs in E Scows, FD's, 1/2 tonners, Thistles, Lido 14's, Sunfish, Ensigns, and Rainbows.

But, in the second week of January at America's first major one-design event, Mark Ploch was the best in the world.



*The original J/24 deck form.*

*At right: John Kolius*



# South American Championship

by Mercedes Guerrero

During the first week of April, the Club Veleros Barlovento became South America's sailing capital. Sailors from Perú, Ecuador, Chile, Uruguay, and Argentina gathered to participate in the 1996 J/24 South American Championship. The event was organized by the Asociacion Argentina de la Clase Internacional J/24 and the Club Veleros Barlovento with the sponsorship of Fuji Reifschneider. For the Argentinian crews, this championship meant not only the possibility of becoming the South American champion, but also the possibility of qualifying for one of the three slots Argentina had for the World Championship in Sardinia.

A new record of participants was set with thirty-four boats representing five different countries. Considering the distance between countries in South America, this was quite impressive. The

recently born Uruguay fleet was represented by three boats who came across the River Plate by the Buquebus (a ferry line). The Chilean boats crossed the Andes Mountains bringing with them two stars from the Northern Hemisphere. Rodrigo Zuazola brought Chris Larson and Tito Gonzalez, former South American champion, to crew for him. Gonzalez invited Betsy Alison, who had been to the South Americans in Chile to be part of the crew. Three teams came from Perú and chartered boats and one team from Ecuador. The Argentinian boats, twenty-three in all, came from different parts of the country. Even the J/24 sailors, who for some reason or other couldn't come with their boats, helped out and got to know other J/24 sailors.

Days of international comradeship followed as some of the teams also stayed

in the club. Dinners and meetings were occasionally interrupted by idiomatic confusion. We all took an "accelerated course" in foreign jokes. There was no lack of extracurricular competition. One evening the Chileans invited everybody to a beer and pizza party at the Sans Souci Palace, which is an old building that has been transformed into small apartments. The apartment had a good outdoor terrace and great solid columns. Some of them dared the crowd to become Tarzan and climb up a rope that they had thrown from a window which was about 12 meters high. The only ones who could achieve the goal were the Chileans.

The regatta started with boat measurement. It couldn't have been done without the help of volunteers and members from the club. A lot of hard work was done during the weekend by Buby



Photo by Mercedes Guerrero

Argentina, Chile (sponsored by Becker), Ecuador (sponsored by Bonita), and Uruguay get together at the windward mark.



Spitzky. Boats, tillers, keels, masts, and sails of all thirty-four boats were measured and weighed. It was a good experience for us in preparation for the Worlds we're hosting next year.

The Opening Ceremony was Monday afternoon. National flags were hoisted with welcoming words from the Comodoro (Chairman) of the C.V.B., Mr. Miguel Soto and the president of Fuji Reifschneider Argentina, Mr. Christian Kelly. The weather was excellent with mild days and soft breezes and stayed that way until Wednesday when it was time to start the first race.

#### **Chronicle of a Moved Regatta**

Wednesday morning was cloudy and looked as if at any moment it would start to rain. Nevertheless, the storm (a typical kind of storm we have here called *Sudestada*) waited for the first race to be well on the way before breaking into full violence. The first victims were those who had put up their *genoa*. They had more trouble reaching the windward mark than those who decided to use their jib. The rain fell as a curtain of water and made it difficult to see the buoys. Gusts of wind of more than 30 knots from the southeast made more than one boat see the world upside-down. Among them Andy Domato, who managed to cross the finish line in sixth place. Two crewmen of Guido Carabelli's boat fell on the water and were promptly rescued by *Las Chicas*, who was right behind them. *Las Chicas* was the only all female crew participating in the event. Their sport spirit was comparable to the gallantry showed by the rescued Peruvians, who gave each of the girls a present brought especially for such occasions from Perú. (In fact, my



Photo by Mercedes Guerrero

Some of the crew getting their picture taken with Betsy Alison at the Sans Souci Palace/Team Chile party. From left to right, first row: Mercedes Moral, Andrea Broen, unknown, Marcela Domato, Carolina Freitag. Second row upstairs: Mercedes Guerrero, Betsy Alison, and Mara Musini.



Photo by Mercedes Guerrero

Although there were lots of women crew, this is the only all women crew with Silvia Scarpatti at the helm of *Las Chicas*.



husband and I simply made them feel at home, and they gave us a present too!)

Finally the first race was won by Guillermo Parada with his boat *Todos Noticias*. Even though there were some misfortunes, most of the boats managed to cross the finish line and get back to the club. The second race was postponed until the next day.

On Thursday the weather remained rainy and windy, although the *Sudestada* was working its way out. The two races scheduled were run in better conditions than the previous day although there were no doubts on which foresail had to be used. Racing was upwind-downwind with six legs and remained that way without variation, as the wind stayed steady from the southeast.

For the *Seguros Florencia* crew this was a day of glory with a first in both races placing them in the top position. A curious thing happened with the Domato family. Instead of crewing on one boat, young Andy was at the helm of *Seguros Florencia* (in fact he started with his own crew last year), his sister Marcela made the foredeck in *Las Chicas*, and their father was on the sheets on *Fuji of F. Boer*, a Chilean boat.

Friday, the foreign boats asked for some sun. They wondered where the light breezes were along with the clear and sunny days that we had promised. Like an answer, wind veered to land and a timid sun appeared through the clouds. In the first leg of the first race, some boats had their jibs up, due to a change of wind speed in the second windward leg. Everybody had their genoas up for a real thrill at the start of the second race. Imagine all thirty-four boats starting on time, all on starboard tack! No less beautiful was the sight of all the boats returning home with the sun shining through their iridescent spinnakers. On the horizon grey storm clouds menaced. But the clouds stayed there, and the next day appeared sunny with strong wind from the southwest, which we call the Pampero. The Pampero sometimes helps the river to drain more than usual. So hard was the wind that the competitors had to come back in without racing since there wasn't



Roberto Authier and crew return from the day's racing.

Photo by Mercedes Guerrero



Guido Carabelli, former president of the Peru JCA with the current president, Pedro Tomatis.

Photo by Mercedes Guerrero

enough water to get to the race course.

The prize giving ceremony was Saturday night. There were awards for the top ten and medals for all participants. Also, there was a special prize in the form of a painting, given to the *Las Chicas* crew for their solidarity. Mr. Pedro Tomatis, president of the Peruvian J/24 Class, thanked everybody in the name of the Peruvian team for the hospitality received and invited everyone to the next South Americans to be held in Perú during Holy Week in 1997.

The night ended with a meal of empanadas (a small meat pie) and wine with lots of music, dancing, and fun while the champions, Guillermo Parada and his crew, inevitably had to go through a christening of being thrown into the river by their friends.

Mercedes Guerrero is the #1 volunteer for the Argentina J/24 Class Association. She frequently writes about Argentinian J/24 racing for International J24.





1996 South American Champions, Todos Noticias receive their trophy. From left to right: Guillermo Parada, Matias Blanco, Maciel Cicchetti, Guillermo Arredondo, and Juan Pablo.

## South American Championship: April 6, 1996

Pos.	Bow	Country	Sail#	Skipper	Boat	R 1	R 3	R 4	R 5	R 6	Total	Final (with discard)
1.	01	ARG	4878	Parada, Guillermo	<i>Todo Noticias</i>	.75	5	(7)	2	.75	15.50	8.50
2.	26	ARG	5087	Domato, Andres	<i>Floren Seguros</i>	(6)	.75	.75	4	3	14.50	8.50
3.	04	ARG	5094	Baquerizas, Guillermo	<i>Tadeus</i>	5	2	(9)	.75	2	18.75	9.75
4.	12	ARG	4677	Grimaldi, Juan	<i>Banco de Boston</i>	2	6	2	(11)	8	29	18
5.	13	ARG	5040	Calabrese, Juan	<i>Quinto</i>	4	4	(15)	3	7	33	18
6.	31	ARG	5039	Campero, Francisco	<i>Alfa Beta</i>	(17)	7	3	7	5	39	22
7.	19	ARG	5129	Campero, Gonzalo	<i>Banco Roberts</i>	3	8	6	8	(22)	47	25
8.	05	CHI	4191	Gonzalez, Mas	<i>CTC Mundo</i>	(16)	3	5	15	6	45	29
9.	08	CHI	5014	Zuazola, Rodrigo	<i>Rockford</i>	12	(14)	10	9	4	49	35
10.	34	ARG	3	Pittaluga, Enrique	<i>Nocturno</i>	7	12	(14)	5	12	50	36
11.	03	ARG	5044	Salinas, Gabriel	<i>Extasis</i>	8	9	4	(23)	18	62	39
12.	21	ARG	5134	Mac, Call Johnny	<i>On Line</i>	13	DNF	12	10	9	79	44
13.	23	ARG	5166	Warburg, Gustavo	<i>Petiribi</i>	10	10	13	(20)	15	68	48
14.	18	ARG	5164	Ubertini, Seba	<i>Guer del Vento</i>	9	15	(16)	13	14	67	51
15.	07	ECU	5195	Monge, Xavier	<i>Bonita</i>	(23)	11	11	12	20	77	54
16.	10	ARG	4680	Martinez, Autin	<i>Cala</i>	14	16	8	25DSQ(35)		98	63
17.	02	ARG	5036	Conte, Fabian	<i>Carniv. Vulgaris</i>	20	(25)	23	14	11	93	68
18.	11	CHI	4433	Reid, Juan Eduardo	<i>Clan Becker</i>	19	(21)	19	21	10	90	69
19.	06	ARG	2753	Rossi, Alejandro	<i>World Link Int</i>	21	(27)	21	16	13	98	71
20.	17	ARG	4106	Agnoletti, Carlos	<i>Caido del Cielo</i>	(26)	22YMP18.30		18	16	100.30	74.30
21.	22	PER	693	Mauri, Juan Carlos	<i>Nubarron</i>	(25)	17	18	19	21	100	75
22.	32	ARG	5191	Authier, Roberto	<i>Ziggy</i>	28	28	17	6DSQ(35)		114	79
23.	29	138	URU	Carabelli, Horacio	<i>Aleph III</i>	11	13PMS(35)		33	24	116	81
24.	28	URU	4674	Sojo, Enrique	<i>Tadeus, Jr.</i>	22	18	20	22	(27)	109	82
25.	20	CHI	3535	Boher, Fernando	<i>Fuji Film</i>	15	19	25	(27)	26	112	85
26.	27	URU	2476	Knuppel, Bernd	<i>Env en Llamas</i>	24	23	22	(28)	19	116	88
27.	15	ARG	5169	Campos, Pablo	<i>Tsunami</i>	18DNF(35)		27	17	32	129	94
28.	24	PER	4876	Carabelli, Pace	<i>Otro Penny</i>	DNF(35)	20	28	29	17	129	94
29.	25	PER	4602	Cano, Ricardo	<i>Curupay</i>	(29)	26	24	24	25	128	99
30.	30	ARG	2757	Ambrus, Rodolf	<i>Zurich Seguros</i>	27	30DNC(35)		26	23	141	106
31.	16	ARG	4943	Scarpatti, Silvana	<i>Fair Play</i>	YMP(32)	31	29	32	29	153	121
32.	33	ARG	5045	Tasso, Juan	<i>Dunga Dunga</i>	30	24DSQ(35)		30	28	156	121
33.	09	ARG	4648	Marsanco, Mariano	<i>Garrapata</i>	(32)	31	29	32	29	153	121

\*Race #2 was not raced.

# Key West or Bust !



## January 11-17, 1997 Midwinters XX

☆ *This is the place to be for fun this winter* ☆

### Schedule

Saturday, January 11 • Registration, sail measurement and launching

Sunday, January 12 • Registration, sail measurement and launching

Practice Race, Competitors Meeting

Monday, January 13-17 • Racing

Bigtime social events nightly

### Accommodations

Ivy Gray at (888) 459-9378 in Key West

Robin at Rent Key West

(800) 833-7368, fax 305-292-3723

Travel arrangements

Call Ginger at (800) 548-5488

### Information

Entries fully paid & postmarked before  
October 31, 1996 will be eligible for a raffle for  
use of a set of new North sails.

See page 20 for the full notice of regatta.



**Prizes will be awarded daily and overall in the following categories**

Race Winners

Qualifying Races

Championship Series Races

Designer Series Races

Championship Fleet & Designer Fleet

Top 5 Overall

Top Woman Helm

Top Junior Helm (under 20 on 12/30/97)

Top Master Helm (over 55 on 01/11/97)

Top family Crew (min. 3 directly related)

**Questions? Call USJCA at (410) 626-0240.**





# Close Racing in Cleveland North Americans

by Greg Van Pelt

## Thursday - Ladies and Gentlemen, Welcome to Cleveland!

Clear of the cut, the waves would slam hard on the port bow, yawing the boats high on the crests, keels exposed until the hulls buried again in the next swell. On the rails spray stung at faces, and feet submerged in water warmer than air, then chilled quickly in the wind. In the ominous September afternoon, sixty-nine boats pounded and plunged into the open water of Lake Erie for the 1996 North American Championship.

On the racecourse four miles offshore, twenty-five knot winds ranged from the Northwest across a hundred miles of open lake, driving six or eight or ten foot waves at intervals less than the waterline of a J/24. In the pre-start maneuvering, boats would ride high on the swells, rudders clear on the crests, only to disappear seconds later, spars and mains barely visible through the roiling seas and overcast.

Despite the conditions, the Race Committee aboard Edgewater Yacht Club's surging, lurching *Ark* got the first race of the NAs off on time with a clean start. From the slightly-favored left side of the course, Cleveland's Chris Carroll and Adam Zangerle pushed hard, to round the weather mark at the head of the lead pack. In the strong winds, oscillations were quick and brief, and a clear lane and solid crew-work beat fastidiousness in playing the shifts. At the end of the five-leg windward-leeward course, Chris Snow's *American Garage* edged Carroll and Zangerle, followed by Steve Wood in *Tasmanian Devil* in third. Jody Swanson's *PMS* hurt her championship contention, costing seventy points in the largest NA fleet in years.

A wall of sails at the boat-end caused one general recall before the second race was off. Again, the left side held a slight edge, but clear air and room-to-tack counted for more than ra-



*Mookie*, with Brad Read at the helm, scored two bullets on his way to clinching victory.

bid attention to the short, tight oscillations of the driving Northwest winds. Five legs around the windward-leeward course left Tom Kane's *Red Eye Express* taking the gun, with Brad Read in *Mookie* second and Eric Leitner in *Apple Pie* third. A fourth place finish for Carroll and Zangerle gave them the series lead

with 6 points; a shattered-and-splinted boom and sixth place in the second race left Snow in second with 6.75 points.

Onshore that night, it took a truckload of Crooked River, official beer of the J/24 North Americans, backed by the smooth flow of Tanqueray Vodka, to ease the aches and bring warmth to the

extremities of anyone who'd spent the day forward of the cockpit.

### Friday - High Hopes and Low Pressure

It was good to be blue again.

All season, Carroll and Zangerle had vacillated between Zangerle's blue boat and a newer white hull chartered for the season—campaigning with varying success—and ultimately trailered in favor of the older blue boat, 3602. The names too had fluctuated: *Julia*, among others, and, finally, *12 Step Program*. Now, as localized low pressure systems rolled down the southern shore of Lake Erie driving high winds and rain into the Edgewater basin and the fleet waited through the first delay, the crew of *12 Step Program* enjoyed the lead into the second day of the North American Championship.

The weather and the waiting began to test the fleet in a way competition could not. One two-hour delay was followed by another. Coffee and donuts on the Yacht Club's patio were followed by the box lunches originally ordered as provisions. Crew napped in cars; skippers re-reviewed NOAA forecasts and speculated endlessly about the possibilities for racing. Club management started the diesel refrigeration units on the Crooked River truck. And the Committee delayed until it was clear the scheduled three-race day would be, at best, one race.

In mid-afternoon a single gun sent the fleet out onto the lake and into prevailing seas driven by a Northwest wind. On the water, thunder cells skirted the racecourse, sent Windex's spinning through 90-degree shifts and whipped the water to froth as isolated low-pressure areas passed shoreward of the fleet. It was waterspouts that settled the question of racing for the day; in the interest of safety, the Committee abandoned the race and the fleet returned to the safety and relative comfort of Edgewater Yacht Club, and the solace of the beer truck. For many, a hot shower and an early berth were the preferred end to a long and frustrating day.

*12 Step Program*, the local favorite, held the lead.

### Saturday - Blues and Destruction

In his years as a sailmaker, Gary Disbrow had shunned foul weather



*The crew of No Worries feeling the conditions.*

pants. But conditions in the series urged him toward warmth and comfort, and he had, almost reluctantly, donned pants and boots as 25-gusting-to-35-knot winds and four-to-six-foot seas hammered the racecourse from the Northwest.

Now, dragged under the oddly warm waters that crashed over him, Disbrow struggled to free himself of the sea boots that threatened to haul him to the bottom, gasping and fighting for air. He was still battling his gear when George Osborne and his crew on *Mosh Pit* somehow dragged him from the buffeting seas.

Disbrow went in the water when Joe Colling's *Irish Temper* broached, mast tip under, on the first run of the first five-legged, windward-leeward

course of the day. It took three of Colling's crew standing on the keel in the treacherous seas to right the boat, leaving Disbrow drifting free, Colling's shoulder injured, and the chute ripped in flogging emerald and white shreds.

It was not Saturday's only damage. Rudders broke, booms snapped, seams on crinkling new sails burst from the pressure and pounding waves. Sobstad, the only local loft in service on a boatshow weekend, patched some twenty spinnakers overnight. On *Fast Forward*, Bob Netkovicz had decided to retire when the boom slammed into his jaw, dislodging two teeth and requiring ten stitches to close the gash in his chin.

The Committee, engaged in their own struggle on the surging, lurching *Ark* and the bouncing chase boats, im-





Local sailor Mike Titgemeyer shows his true colors via the second most talked about spinnaker.

Photo by Greg Van Pelt

After the Midwinters, Jim Keesling's boat received a new and improved spinnaker.



Photo by Greg Van Pelt

probably succeeded in getting off two of the day's three scheduled races. Again the left side of the course provided a slight advantage to anyone able to stay upright, but focus and controlled sailhandling kept the leaders in front. And onboard their boats.

In the third race of the series, Snow's *American Garage* prevailed over the Zaleski Twins in second and Read in third. Zangerle and Carroll were ninth. Far out in the raging lake, Read won the fourth race, triumphantly popping his chute for the return to Edgewater. Snow followed in second and Al Constants in *Blitz* third.

At the end of the four races required to determine the North Ameri-

can Champion, Snow led with 9.5 points, trailed by Read at 11.75. Carroll/Zangerle held on for fifth in the race and third overall.

That night on the patio the Crooked River truck pumped Settler's Ale microbrew; Captain Morgan's Rum flowed in quantity; and Columbus' Bogen Inn, a major sponsor of the regatta, provided amazing chicken and ribs. Draped behind the bandstand where Crazy Marvin and the Blues Express jammed into the brisk night air, the shredded foot of Joe Colling's green and white spinnaker drifted in the breeze.

### Sunday - It Ain't Over Until the End

In the morning Chris Snow's father called the office at Edgewater Yacht Club, glad to hear the kid led the regatta. On the race course, the Northwest winds had abated to twenty knots or less and the seas had at least relaxed into rolling swells of four to six feet.

Coming clean off the line in the first race, the leaders took the pin end, and held the starboard tack to the left side. A port tack approach left Read hung in starboard traffic at the first mark; at the end of the five windward-leeward legs, he trailed the Zaleski Twins across the line, followed by Al Constants' *Blitz*. But with Snow in sixth and Chris Carroll ninth, it was enough

to put *Mookie* in the lead for the regatta.

Able to get a second race off before the pressure of haulout approached, the Committee set another close-to-square line. Read took the gun in this one, followed by *Contants* in second and *Snow* in third. *12 Step Program* took its first finish out of the top ten, with a thirteenth in the final race of the Championship.

Like everything else at the North American Championship except the conditions, haulout went with the smooth professionalism Barb Rosenbaum and Fleet 102 brought to regatta production. Two lifts, no waiting, boats hauled by bow number as much as feasible. Within a couple of hours nearly sixty J/24's sat road-ready, skippers and crews waiting for the awards ceremony, which brought, naturally, a break in the overcast drizzle.

"Survival" was how new North American Champion Brad Read characterized the competition. But for the crew of *12 Step Program*, who finished fifth, only one point behind *Constants' Blitz* for top amateur honors, it had been good to be blue.

"Well," said one observer, "It sure won't be remembered as a wimpy championship."



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Photo by Greg Van Pelt

1996 North American champions. From left to right: Jens Hookansen, Gordon Borges, Rich Bowen, J/24 Class Executive Director Steve Podlich, Brad Read, Jay Miles, Edgewater Yacht Club Commodore Alan Hensel, and IJCA Chairman Geoff Evelyn.

## 1996 North American Championship: Top 35

Pos	Sail#	BowSkipper	Boat	R1	R2	R3	R4	R5	R 6	TOTAL
1.	US 2934	02 Read, B.	<i>Mookie</i>	6	2	3	.75	2	.75	14.50
2.	US 3379	33 Snow, C.	<i>American Garage</i>	.75	6	.75	2	6	3	18.50
3.	US 4802	04 Zaleski, W.	<i>Twins</i>	5	11	2	8	.75	4	30.75
4.	US 3775	06 Constants, A.	<i>Blitz</i>	4	21	8	3	3	2	41.00
5.	US 3602	24 Carroll, C.	<i>12 Step Program</i>	2	4	9	5	9	13	42.00
6.	US 4154	11 Reynolds, J.	<i>Downtown</i>	10	8	7	6	4	12	47.00
7.	US 38	08 Leitner, E.	<i>Apple Pie</i>	12	3	11	10	13	10	59.00
8.	US 2901	05 Hobart, A.	<i>Fawn Liebowitz</i>	9	13	18P20	9	8	6	63.00
9.	US 3708	22 Moscrop, H.	<i>Overdraught</i>	8	14	10	18	16	17	83.00
10.	US 3836	21 Kane, T.	<i>Red Eye Express</i>		7	.75	5	70PMS	5	92.75
11.	US 3702	56 Crump, W.	<i>Satisfaction</i>	27	9	15	11	10	21P20	93.00
12.	CA 3913	66 Vincze, J.	<i>information.hwy@rcyc</i>	18	15	20	12	7	22	94.00
13.	US 833	19 Johansson, B.	<i>Anna</i>	11	17	14	17	37P20	9	105.00
14.	US 4396	03 Swanson, J.		70PMS	7	6	4	11	8	106.00
15.	US 3969	14 Wood, S.	<i>Tasmanian Devil</i>	3	58P20	13	7	12	21	114.00
16.	US 4398	27 Hawthorne, D.	<i>War Party</i>	14	49P20	12	13	14	18	120.00
17.	CA 4286	58 Wolfs, R.	<i>Tango</i>	23	12	24	25	19	24	127.00
18.	CA 3749	45 Ryder, A.	<i>Snow Job</i>	16	33	22	14	17	28	130.00
19.	US 2521	63 Breitner, D.	<i>Ambush</i>	22	16	19	27	15	31	130.00
20.	US 912	16 Bremer, T.	<i>Catapult</i>	15	20	28	29	26	25	143.00
21.	US 641	42 Seidel, B.	<i>Out of Trouble</i>	17	22	29	16	30	32	146.00
22.	CA 2728	59 Clark, D.	<i>The Black Boat</i>	34	10	46	19	21	34	164.00
23.	US 374	23 Poppen, L.	<i>Stirred, not shaken</i>	32	18	30	33	38P20	16	167.00
24.	US 1029	61 Gardner, E.	<i>Surprise</i>	42	28	33	26	33	15	177.00
25.	US 3140	73 Lynch, K.	<i>Active Culture</i>	19	65	27	22	29	19	181.00
26.	US 1925	17 Borland, J.	<i>No Worries</i>	25	25	23	70PMS	20	26	189.00
27.	CA 2561	09 Baird, D.	<i>Show Down</i>	28	70PMS	17	24	22	36	197.00
28.	US 106	41 Titgemeyer, M.	<i>people eater</i>	44	57	26	15	34	23	199.00
29.	CA 3789	71 Wells, S.	<i>Ramsclanian</i>	3	19	36	70DNF	31	14	203.00
30.	US 669	43 Capuco, B.	<i>Show Dog</i>	13	5	37	70DNF70DSQ		11	206.00
31.	US 2720	35 Osborne, G.	<i>Mosh Pit</i>	50	46	32	25YMP	27	30	210.00
32.	US 184	36 Van de Velde, J.	<i>Mind Games</i>	20	23	16	30	58P20	70DNC	217.00
33.	CA 2623	67 Smith, L.	<i>Plan B</i>	55	31	53	36	25	20	220.00
34.	US 1073	13 Wadovick, J.	<i>Quick Return</i>	24	41P20	31	70DNF	28	27	221.00
35.	US 3757	50 Colling, J.	<i>Irish Temper</i>	21	70PMS	18	70DNF	18	29	226.00

## 1996 North American Championship: 36-69

Pos	Sail#	BowSkipper	Boat	R1	R2	R3	R4	R5	R6	TOTAL
36.	CA 4282	10 Burt, G.	<i>Toe Tags</i>	26	53P20	44	34	39	39	235.00
37.	US 3888	53 DePeters, J.	<i>Jack Be Nimble</i>	36	29	41	31	54	46	237.00
38.	US 332	37 Fisher, R.	<i>Cheap Plastic Toy</i>	39	41	39	38	37	43	237.00
39.	CA 3524	65 Walters, D.	<i>Toxic Avenger</i>	48	37	51	37	46	33	252.00
40.	US 1697	38 Rosenbaum, B.	<i>Gray Area</i>	38	42	45	70DNF	40	37	272.00
41.	US 4119	64 Roberts, T.	<i>Hummer</i>	47	51	43	43	45	44	273.00
42.	CA 4107	32 McKenzie, G.	<i>Slam Dance</i>	54	54	70P50	23	32	42	275.00
43.	CA 4865	15 Wilkins, J.	<i>Zit</i>	62	52	49	40	38	35	276.00
44.	US 4013	20 Bloomstine, C.	<i>Huh?</i>	51	43	52	21	41	70DNC	278.00
45.	US 105	40 Mills, D.	<i>Shadowfax</i>	30	32	70DNF70DNC	42	40	40	284.00
46.	US 4171	07 Hibben, C.	<i>Chuck Wagon</i>	40	40	39P20	28	70DNC	70DNC	287.00
47.	US 1386	47 Turner, D.	<i>Mental</i>	60	70PMS	55	32	35	38	290.00
48.	US 3697	39 Paramore, M.	<i>Turning Point</i>	57	64	48	42	43	41	295.00
49.	US 3962	70 Desanto, D.	<i>2SX</i>	49	49	42	70DNF	47	48	305.00
50.	US 5173	25 Keesling, J.	<i>The Dog House</i>	41	34	21	70DNF70DNC	70DNC	70DNC	306.00
51.	US 419	68 Claxton, D.	<i>Northern Exposure</i>	56	56	38	20	70DNC	70DNC	310.00
52.	US 3936	44 Graf, C.	<i>Grafix</i>	57P20	36	34	70DNF	48	70DNC	315.00
53.	US 5020	30 Lai, L.	<i>Dr. Feelgood</i>	37	26	70DNF70DNC70DSQ	45	318.00		
54.	US 3483	51 Gregory, M.	<i>Jade</i>	46	24	47	70DNF70DNC	70DNC	70DNC	327.00
55.	US 4597	69 Bruss, L.	<i>Last Minute</i>	70P50	60	57	44	49	47	327.00
56.	US 3457	26 Zimmerman, D.	<i>Kid Knapper</i>	66	53	54	39	53	70DNC	335.00
57.	US 4046	62 Stackpoole, H.	<i>Suicide Blonde</i>	63	62	50	41	52	70DNC	338.00
58.	US 3608	60 Aaron, P.	<i>Phantom</i>	53	47	56	70DNF	50	70DNC	346.00
59.	US 4278	55 Stava, R.	<i>batea blanc</i>	43P20	70P50	35	70DNC70DNC	70DNC	70DNC	358.00
60.	US 1166	31 Rohloff, B.	<i>Blackjack</i>	70PMS	30	70DNC70DNC	51	70DNC	70DNC	361.00
61.	US 2277	46 Baker, D.	<i>Moonshadow</i>	61	58	70DNF70DNC	36	70DNC	70DNC	365.00
62.	US 3133	18 Witter, J.A.	<i>Blown Away</i>	31	59	70DNF70DNC70DNC70DNC	370.00			
63.	US 4739	54 Netkowicz, B.	<i>Fast Forward</i>	52	45	70DNF70DNC70DNC70DNC	377.00			
64.	US 3577	34 Fanberg, E.	<i>Carry On</i>	45	55	70DNF70DNC70DNC70DNC	380.00			
65.	US 4198	29 Huntley, P.	<i>Graffiti</i>	70P50	48	70DNC70DNC70DNC70DNC	398.00			
66.	CA 504	57 Kozun, A.	<i>Fubar</i>	64	61	70DNF70DNC70DNC70DNC	405.00			
67.	US 3276	12 Delfosse, L.	<i>Diamond Broach</i>	58	70P5070DNF70DNC70DNC70DNC	408.00				
68.	US 3890	48 Pier, J.	<i>Ironic</i>	65	63	70DNF70DNC70DNC70DNC	408.00			
69.	US 4290	49 Leeman, L.	<i>Rock-n-Roll</i>	70DNF	70DNC70DNC70DNC70DNC70DNC	420.00				



Did they or didn't they?

Photo by Greg Van Pelt



# From Fantasy to Reality: '96 North Americans in Cleveland

by Barbara K. Rosenbaum

For the two years since we began planning the J/24 North American Championship, the regatta organizing committee and I were smug; we imagined the crystal-blue skies and crisp temperatures that September brings to Cleveland and Lake Erie. We planned for flat water and a steady prevailing wind of 15 knots—everybody's optimum conditions. It even looked like that on the day before the regatta started, as the first of what would become a 70-boat fleet started to trickle in from Annapolis, Colorado, and Canada.

But on Thursday morning, a mean low-pressure system settled in over the region; on the national news, the weather forecasters began referring to it as the Cleveland Low. For four days, the sky was battleship gray, the winds danced around 30, the waves were so tall and steep even the locals were amazed. And it rained. And rained. September turned out to be the wettest month in Cleveland history, and much of that came down on top of the 1996 North American Championship.

So why did so many people make a special effort to tell us how much they enjoyed the regatta? Why, even now, are we still receiving notes and e-mails from people who were here? I don't have any one answer but can share with you some of the answers participants and our organizing committee came up with in retrospect. Ah, retrospect.

For starters, we knew we had a good location on our side. We could count on drawing the hot shots from the East Coast, and we were close enough to the Midwest and Ontario—with a smaller number of hard-core travelers—to draw them as well. We knew from the beginning that we had potential for a 70-boat fleet. We were right on the money, 70 boats registered and 69 were on the starting line. How did we do that?

Promotion was key. Over two years we printed stickers and t-shirts and got them out to several large events we felt we could draw from. Advertisements of a new Thursday through Sunday for-

mat were placed in *Waterlines* and the *Class* magazine, *International J/24*, with our logos splashed everywhere. Not to mention that each member of Fleet 102, and particularly members of the organizing committee, became ambassadors for the event at every regatta and bar during our two year journey.

Once we got people to Cleveland, the main objective was pulling off an aggressive race schedule. One of our best decisions was to use Steve Podlich as our chief race official. The race management was truly the highlight of the event and while Edgewater Yacht Club has a good group of race managers, they don't run 70 boat J/24 regattas very often ... Steve does. His experience gave us six starts out of eight tries, square lines, 70 minute race courses, and his leap-frog technique for starting subsequent races saved precious time when fatigue started to set in. And while everyone enjoyed the racing, no one was looking for more. Steve knew when enough was enough. His experience, combined with a good local support staff and sound advice from Jim Keesling and Geoff Evelyn, made for good race management decisions.

Keeping things moving off the water was a high priority as well. Early on, we took the attitude that our on-shore hospitality and entertainment

should reflect what and who we are rather than trying to be something we're not. What participants got was good ol' grass roots. Lots of beer, affordable and accessible grub, daily giveaways, blues by "Crazy Marvin," local housing, and Nancy "Z".

If you needed a boat part, laundromat, currency exchanged, or a hospital, Nancy Zangerle was there for you. Always accessible, she became a friendly, familiar face that all participants, race committee, and organizing committee came to rely on. Every regatta should have their version of Nancy.

Lastly, when the J/24 Class office spoke, we listened. Suggestions from race format to promotions came through Steve from you the class members. We simply talked to a lot of people and tried to incorporate what we heard.

We still fantasize about those blue skies and flat, brisk southwesterlies. Guess we'll have to do it again 'til we get it right. We had location, location, location. Cleveland is just close enough to draw the hot shots from the East Coast and the numbers were pumped up by the strong Canadian and Midwest participation.

*Barb Rosenbaum was the Regatta Chair for the 1996 North American Championship.*



Crazy Marvin (second from left) with North Americans committee members Barb Rosenbaum, Adam Zangerle, Bob Rosenbaum, Geoff Novak.



## District 21 Championship Qualifies Kieding for Worlds

by Kent Pierce

1996 marked the 59th anniversary of Santa Barbara's Semana Nautica Summer Sports Festival, which was held June 29-30. Semana Nautica is more than just a long running one-design yacht racing event; it is a full blown celebration of sports in which the entire community turns out to participate, celebrate, and welcome participants from outside the area. Events include everything from beach volleyball, lifeguard competitions and triathlons to outrigger canoeing, lacrosse, and water polo. For Santa Barbara Yacht Club and its members, the regatta, its social activities, and outside participation are the focal point of Semana Nautica. This year over 120 sailors in five one-design divisions and five youth divisions participated in the regatta.

The one design classes for this year's regatta included Seashells, Sabots, C-13s, Lasers, Nacras/misc., multi-hulls, Mercuries, and J/24s. Youth sailors (Seashells, Sabots, C-13s), sailed on a course inside the harbor. All other classes sailed courses set on the waters offshore from SBYC. Two offshore courses were set with the J/24 class on its own course.

After Saturday's sailing, participants were calling it a "Chamber of Commerce" weekend as participants enjoyed absolutely perfect sailing conditions: 15 knots of breeze, flat seas, and lots of sunshine. After three races on Saturday, Ken Kieding of SBYC led the fleet with scores of 2-1-1 followed closely by Chris Snow with 1-2-2.

Saturday's apres-sailing activities included live reggae, a magician, dinner buffet, and happy hour drink prices. The dock party immediately after the races also featured Three Big Dogs home brew with an awesome custom label.

On Sunday, the J/24 fleet took to the sea in anticipation of a noon start, only to be greeted by a complete lack of wind. After a long postponement, the race committee moved the fleet down coast in search of a light easterly. A one-lap windward/leeward race was finally started at about 2:00 p.m. in a diminishing 4-6 knot breeze. Chris Snow led the fleet by a comfortable margin and Ken Kieding watched the possibility of the regatta slip away. Halfway down the run, however, the dying wind shifted 120+ degrees to the right putting the back of the fleet in front, and the front of the fleet in back. The Race Committee decided that the shift made for an unfair competition and abandoned the race and the concluding race scheduled to follow. Saturday's results would stand for the regatta.



Great weather challenged the fleet leaders.

### Results:

Pos.	Skipper	Boat	R1	R2	R3	Total
1.	Kieding, K.	<i>Jump Start</i>	2	1	1	3.50
2.	Snow, C.	<i>La Vitesse</i>	1	2	2	4.75
3.	Matson, C.	<i>Dumb &amp; Dumber</i>	4	3	4	11
4.	Carpenter, J.	<i>Jake</i>	5	4	3	12
5.	Toole, P.	<i>Three Big Dogs</i>	3	6*	7.4	16.40
6.	Crane, K.	<i>Fish Lips</i>	6	5	7	18
7.	Glover, G.	<i>Mixed Nuts</i>	8	7	6	21
8.	Holloway, W.	<i>Abracadabra</i>	7	8	9	24
9.	Robertson, B.	<i>Zoni</i>	9	10	8	27
10.	Dunn	<i>Cowabunga</i>	12.4	9	11	32.40
11.	Burbidge, J.	<i>Radio Flyer</i>	11	12	10	33
12.	Fleisher	<i>24 Again!</i>	12	11	12	35

\* denotes 20% penalty



### Jardine Wins U.K. National Championship

by Kay Duvall

A challenge was finally conquered by J/24 World Masters and European champion Stuart Jardine this month when he won his first ever U.K. J/24 National Championship.

In the scenic waters off Pwllheli in North Cardigan Bay, Stuart together with his twin brother Adrian, took the lead aboard *Stouche* in a strong fleet throughout a four-day event which began on Sunday, June 29.

Superbly hosted by Pwllheli Sailing Club, competitors around the U.K. enjoyed an event that was professionally race managed and provided first class onshore and marina facilities.

Wind strength varied throughout the championship but was never in short supply, ranging from 10 to 35 knots. With both offshore and onshore breezes, the changing sea state contributed to an exciting and challenging series of eight windward/leeward races.

Race one was sailed in a force 3 southwesterly breeze and saw an early contest for first place. The lead was juggled four times within the race, three of which were on the final beat to the finish. Callum Edge in *Wijit* managed to pip *Stouche* to the post, closely followed by Simon Slater in *RSJ* and David Ellis in *Hitchhikers*. In the Westerly fleet, the first home was David Stuart in *Jehu*, followed by Phil Barnes in *Juno*, and Ian McMillan in *Triple X*.

The wind moderated slightly for the afternoon's race and brought a first place for *Hitchhikers* followed by Tony Bostock with *Jigalo* and *Juno* with an extremely close finish between the three.

Monday's racing came with more wind, 20-25 knots, which made for perfect J/24 windward/leeward sailing. A steep pattern of waves on starboard tack provided surfing conditions on port jibe downwind. The race was led from the start by *Wijit* with *Hitchhikers* second, and *Stouche* third. In the Westerly fleet first was *Juno*, then *Jigalo* and *Triple X*.

The fourth race saw *RSJ* pull away with a convincing lead only to find at the finish she had been PMS'd giving *Stouche* the first race win, *Wijit* second,

and Phil Owens in *Jeepers*, third. *Juno* once again was the first Westerly followed by *Jehu* and *Jigalo*.

On Tuesday, the 20 knot breeze had veered to the west rendering the sea state more tricky and points were now very close between *Stouche*, *Wijit*, and *Hitchhikers*. In race five, *Wijit* gained a good lead from the first beat, *Stouche* pulled another second and *Hitchhikers* was third and the overall lead changed from *Stouche* to *Wijit*.

The wind moderated considerably for the afternoon's race with weather fronts passing through. The race officer



U.K. National champions *Stouche*, driven by Stuart Jardine.



cleverly waited for a settled direction and set race six off in 10 knots of breeze with patchy pressure. *Stouche* sailed tactically to win the race regaining the championship lead. Justin Chisom in *Convicts* came home second with *Hitchhikers* third. *Juno* sailed home in fourth place extending the lead for the Westerly trophy, followed by *Jehu* and *Jigalo*.

On Tuesday night the forecasted gale set in with a vengeance and on Wednesday morning the wind had moderated somewhat but was still gusting up to 40 knots. The race officer postponed racing for one hour by which time the wind had dropped to 30 knots. The committee boat left the area to check conditions on the course and once able to hold station, radioed ashore to call the fleet for race seven.

In the breezy conditions *Wijit* led off the start only to be taken by *Hitchhikers* and *Stouche* during the first beat. *Hitchhikers* led throughout the race, followed by *Stouche* and *Wijit*, but by now Stuart Jardine had secured the championship lead due to his impressive third place discard. In the Westerly, *Triple X* was first, *Juno* second, and *Jigalo* third.

In the last race *Hitchhikers* again sailed extremely well into first position with *Stouche* and *Wijit* very close behind. The three boats drew away from the fleet but the order remained the same throughout the race. *Juno* was the first Westerly home then *Jigalo* and *Triple X*.

After a superb championship, Stuart Jardine took the title of J/24 National Champion. David Ellis after sailing astoundingly well on the last day secured second position by one point. Callum Edge took third with Darryl Conyers in *Jam* in fourth.

The Westerly Trophy went to Phil Barnes (eighth position overall), with Tony Bostock (tenth position overall) second, and Ian McMillan (eleventh overall) third.

During the presentation of awards, Stuart Jardine summed up the championship's success. He said, "This event, thanks to the Pwllheli Sailing Club, has provided one of the best J/24 National events I have known. Our team has been trying to win this award for a long time and at last we have it!"

"The racing was very close and provided a superb challenge for all competitors. I am encouraged to see the J/24 Class building at club level and full support recognition of the Westerly fleets' performance in the prize giving."

#### U.K. National Championship Results

Pos	Sail#	Skipper	Boat	R1	R2	R3	R4	R5	R6	R7	R8	Sub	Disc	Total
1.	4215	Jardine, S.	<i>Stouche</i>	2	2	3	.75	2	.75	2	2	14.50	3	11.50
2.	4242	Ellis, D.	<i>Hitchhikers</i>	4	.75	2	18	3	3	.75	.75	32.25	18	14.25
3.	4235	Edge, C.	<i>Wijit</i>	.75	5	.75	2	.75	5	3	3	20.25	5	15.25
4.	4153	Conyers, D.	<i>Thompson Local</i>	5	4	5	4	5	9	4	5	41	9	32
5.	4222	Slater, S.	<i>RSJ</i>	3	3	4	18	6	8	7	6	55	18	37
6.	4237	Chisholm, J.	<i>Convicts on Tour</i>	18	10	8	5	4	2	5	4	56	18	38
7.	4194	Owen, P.	<i>Jeepers</i>	6	12	6	3	7	6	9	9	58	12	46
8.	4001	Barnes, P.	<i>Juno</i>	10	9	7	6	8	4	8	7	59	10	49
9.	4180	Riddell, R.	<i>Jape</i>	8	6	10	8	13	16	10	8	79	16	63
10.	4084	Bostock, T.	<i>Jigalo</i>	12	8	9	10	11	10	11	10	81	12	69
11.	5284	McMillan, I.	<i>Triple X</i>	11	15	11	11	10	12	6	11	87	15	72
12.	4157	Stuart, D.R.	<i>Jehu</i>	9	7	19	9	9	7	20	20	100	20	80
13.	4028	Jones, T.	<i>J Dreamer</i>	13	11	13	12	15	13	13	12	102	15	87
14.	4170	Anderson, J.	<i>Tiger</i>	14	13	12	7	12	11	20	20	109	20	89
15.	4245	Duvall, K.	<i>Fuzzy Duck</i>	7	14	14	20	14	14	12	18	113	20	93
16.	4201	Jordan, N.	<i>Combat</i>	15	16	15	13	17	17	20	20	133	20	113

## All Japan Match Race Championship

by T. Hayakawa

The fifth All Japan Match Race Championship was held at New Nishinomiya Harbor at the Kansai Yacht Club on July 6-7. Nishinomiya Harbor, in Kobe, was damaged by the earthquake last year.

Eight boats were selected from Kanto, Kansai, Tokai, and Kyusyu districts. The national authority, Japan Yachting Association, helped to organized the regatta. A seminar for umpires was also held during the regatta.

Races were held in 4 knot conditions, making the matches less exciting. Kisyuu junior sailing team, with Mr. Ninomiya at the helm, performed well. Their knowledge of the racing rules helped them win the regatta.

After racing was finished, the Umpires and racers met to discuss the future of Japanese Match Racing. The Japanese J/24 Class will continue to promote this event enthusiastically. With the success of the All Japan Match Race, it can be said that Nishinomiya is recovered from the Earthquake.

In related news: Japanese sailor Aiko Saito was se-

#### Japan Match Race Championship Results

1. Ninomiya
2. Maeda
3. Hakusan
4. Kuramichi
5. Osani
6. Nakno
7. Ochi
8. Kondo

lected in the Europe class for the 1996 Olympics in Savannah, Georgia, USA.

Also, *Popgun*, with Ms. Yamamoto at the helm, won the Japan J/24 Ladies Championship. Rounding out the top ten were: *Claris*, *Pink Kiss*, *Fer de Font*, *Tosei*, *Shellbuck*, *Harakara*, *Maiden Hong Kong*, *Lull*, and *Pacific Boys*.



## Italian Nationals Warm Up Fleet for Worlds

by Franco Rodino

The Italian fleet held the much-anticipated Italian National Championship May 12-18. With the World Championship (also in Porto Rotundo) less than two weeks away, forty-two teams turned up for some very useful training. Six races were held against the wonderful background of Coast Smeralda. Windy days alternated with breezeless days making for good competition.

Crews came fully equipped and ready to battle for the National Championship and to be among the fifteen teams to go to the Worlds. All the crews were really charming, outfitted with new T-shirts and trousers. Boats were polished as if they were new. While one person worked on the helm, someone else worked on the keel, the sails, and quite everything else, in preparation for the first day of sailing.

All the most important yachting names entered, including Flavio Favini, past European champion. Favini is the best known Italian champion. Perhaps international J/24 fans don't know that the popular champion is not only a European champion, but last year he won the Admiral's Cup in England. Also present were: Sandro Montefusco, from the south of Italy and past Olympic sailor; Vasco Vascotton; Pietro D'Ali, our Whitbread hero; Paolo Cian, from Naples; Tom Chieffi, from the America's Cup; Andre Ribolli; Roby Martinez, five-time Italian J/24 champion; and others like Casartelli, Gianluck Lamaro, Giangiacomo Ciboldi, Claudio Recchi, Fabio Ascoli, Roberto Passoni, and Antony Sodo Migliori.

With such a large fleet on the starting line, the organizing committee divided the fleet into two groups: designers and champions. The latter raced for the prestigious Grandfather Cup, the first for the National Cup.

In the end, the disappointment was great for local sailors. The flying boat from Annapolis, known as Chris Larson (who is very popular in Italy), won our championship. Larson, legendary *Osama Writing Instruments* helmsman and champion, is often imported by Paolo Boido to win and give great performances. He did both.



Photo by Franco Rodino

*Victory never felt so good.*

## Italian National Championship

Pos	Bow	Country	Sail	Skipper	Boat	R1	R2	R3	R4	R5	Total	Final
1.	A6	USA	5160	Larson, Chris	<i>Osama</i>	13	1	2	1	4	20.50	7.50
2.	B3	ITA	219	Favini, Flavio	<i>Vanna Rockport</i>	6	6	5	2	29	48.00	19.00
3.	D5	ITA	15	Montefusco, Sandro	<i>Bucia di Banana</i>	24	5	1	3	11	43.75	19.75
4.	B6	CRO	10	Lovrovic, Marin	<i>Junior</i>	9	3	22	13	3	50.00	28.00
5.	B5	ITA	382	Vascotton, Vasco	<i>Vento Blu</i>	15	4	7	10	7	43.00	28.00
6.	A2	ITA	318	D'Ali, Pietro	<i>Breez</i>	3	8	PEN	6	13	42.00	29.00
7.	N1	ITA	434	Cian, P.E.	<i>Fiamma Fialla</i>	16	12	8	4	5	45.00	29.00
8.	P1	ITA	245	Chieffi, Tomaso	<i>SDA Express Courier</i>	2	11	13	5	35	66.00	31.00
9.	A7	JPN	5083	Iwade, Akira	<i>Siesta</i>	14	13	6	8	8	49.00	35.00
10.	M9	ITA	233	Riboli, Andrea	<i>J Di F</i>	20	2	14	7	20	63.00	43.00
11.	S6	FRA	5151	Emig, Marc	<i>Marseille</i>	8	9	16	14	36	83.00	47.00
12.	B4	ITA	444	Martinez, Roberto	<i>Charlotte Creole</i>	4	DSQ	9	12	23	92.00	48.00
13.	D1	ITA	238	Chiatelli, Federico	<i>Grifo</i>	12	22	21	17	2	74.00	52.00
14.	I4	ITA	420	Ferrarrse, R.	<i>Avoltore</i>	17	10	10	27	21	85.00	58.00
15.	O6	ITA	428	Cruciani, F.	<i>Impreme</i>	33	21	11	9	19	93.00	60.00

## Dutch Sailing Season in Full Swing

by JW van Crevel

Our regular series of class events and other races has just concluded. The Dutch fleet had lots of good competition in preparation for the Dutch Nationals in September.

Our annual Spring Series coincided with the Queen's Birthday and drew a nice fleet. We even had the pleasure of having the well-known Race Committee from Royal Yacht Club Hollandia. The *Jan Steen* crew opened the series with seven bullets, making it pretty hard for others to catch up. Even though their results dropped later in the series, they won overall.

From there, we went to Scheveningen, where we had four days of racing on a lumpy sea. Like last year, we faced some challenges with the course descriptions. Some boats struggled to determine the number of laps required. Again *Jan Steen* won convincingly. The battle for second through fourth was intense and decided only after two protests. Kathrin Ginsberg surprised the committee by bringing witnesses from each J/24 to her protest hearing.

Two teams travelled to the Worlds in Italy, for a once-in-a-lifetime experience and a long car journey. A small number of boats attended the Zeeland Wedstrijden regatta in the south of the Netherlands, to practice sailing in 25+ knots of wind. One twisted mast and one damaged main bulkhead was the score, plus some hairy spinnaker rides and of course stories to last a dozen light-air events.

One team almost made it to Kiel Week and three teams did make it to the Europeans, not quite taking home medals, but they had a great time and learned plenty.

Our calendar is roughly the same every year. Our racing tends to be close and exciting and we enjoy having a drink or a meal together afterwards. So this gives you the same report every year. Why not, for a change, introduce you to some of our teams. After all, half the fun of racing is all the people you meet. Here goes.

Many will recognize the *Jan Steen* (NED 39) crew. They used to sail NED 6 and are currently the longest serving crew

in the Dutch fleet. They usually end in the top three in national events and tend to be at their best in the first half of the season. They have a large collection of bright orange spinnakers, sail at 400 kg or more, and love strong winds. The boat's owners Jan and Ton form the graphic design powerhouse behind the Dutch J/24 Class, and are responsible for the highly sought after sailing T-shirts in the Netherlands.

Another long-serving team are Adri van der Velde and crew (NED 25). He started his campaign many years ago by capsizing and sinking his boat in 30 meters of water. He bought the wreck, including a hole through which you could launch the complete kitchen, from the insurance company and repaired it beautifully. Adri has a stove and therefore always has hot coffee between races. The current owner of NED 6, Ivo Kok, is another old hand who only recently bought his own boat. He used to crew for Donald Schotel and knows J/24 sailing well.

We are proud to have a lady-driver, Kathrin Ginsberg, in NED 7. Her significant other, Staf, serves as cockpit hand, leaving other teams guessing who pulls the strings. This team would prefer races to be just one very long beat in light to moderate winds, as Kathrin loves sailing upwind with the genoa better than anything else. Our all student team on NED 41 no doubt have the lowest average age and the lowest annual budget. An extra challenge for them is that as a result of changes in Dutch driver's licences, none of their team is allowed to drive a car towing a J/24! This has not stopped them from travelling nor from building their own trailer.

By now anybody who has been in the proximity of a Dutch J/24 event or the '95 and '96 Europeans will know the *Joker* team (NED 24) with owner/driver Frank Lampe. You always hear them before you see them, although their new hull colors have shifted this balance slightly. The team on NED 40 do not race in all events, but are always on the pace whenever they do. They are easy to spot in their color coordinated gear and fleet of cars that exceeds the value of their boat multifold. And, of course, there is *Vijf Kleine Kleutertjes* (NED 16) our perpetual second. They have missed more prizes by one point or less than they care to remember.

We hope that this brief introduction to some of the Dutch J/24 sailors will encourage you to come to one of our



events next year and look forward to seeing you there or elsewhere in Europe. Meanwhile we will get on with two more class events, including our Nationals.

## Canadian Nationals

by Stephanie Ryan

Sailors from across Canada and the eastern United States were in Halifax, Nova Scotia, August 9-11, 1996 to compete in the 1996 Canadian J/24 National Championship.

A total of twenty-two boats participated in The Hakansson Sawblades—Leckie's Marine sponsored event. The winner of the championship was local entry Sean McDermott and his crew of Dave MacKay, Joe Sampson, Carla Dale, and Don Ferguson. Sean and the crew of *Swish* sail out of the host club, Royal Nova Scotia Yacht Squadron, the oldest established yacht club in North America.

"The calibre of sailing at this event was excellent. The Canadian title was up for grabs till the last race," says Sean. "The winds were unpredictable and required tactical sailing. It was some of the most challenging conditions I have ever raced in."

Winds in Halifax in August are usually strong and consistent, but during this regatta they were blowing in strange directions and were unpredictable over the three days of racing. As a result only six of the seven scheduled races qualified in the final results.

With the title, Sean and his crew qualify for the 1997 World Championship to be held in Argentina, November 13-22, 1997.

Tom Brown from Maine was impressed with the organization of the event. "This was probably the best event we have ever attended, the people in Halifax were fantastic, I would recommend this race to any sailors thinking of attending regattas in this area."

The 1997 Canadian National Championship will be held in Vancouver, British Columbia.



So, we can figure out what the guy up the mast is doing, but what about the guy with the bagpipes in the background?



Regatta Chair Carla Dale with Road Runner skipper Kirk Rowe.



Sponsors, organizers and crew members get together for a group shot.

## Canadian National Results

Pos.	Sail	Skipper	Boat	R1	R2	R3	R4	R5	R6	Total
1.	3424	McDermott, S.	<i>Swish</i>	5	3	2	8	11	2	31
2.	4802	Zaleski	<i>Twins</i>	6	1	23P	1	5	5	40.50
3.	3708	Moscrop, H.	<i>Overdraught</i>	4	2	4	17	13	3	43
4.	4128	Kinley, E.	<i>Chebutco</i>	1	22	9	4	4	6	45.75
5.	2171	Self, R.	<i>Kids 3</i>	7	20	5	3	3	8	46
6.	4260	Moss, G.	<i>Kwela</i>	15	12	12	6	1	1	46.50
7.	4122	Hendershot, W.	<i>Iceberg</i>	3	9	13	7	7	9	48
8.	4106	Pask-Ogilvie, K.	<i>Full Tilt Boogie</i>	8	4	3	9	15	11	50
9.	3849	Williams, D.	<i>Min. Headroom</i>	14Z	7	23D	2	6	4	56
10.	4207	Brown, T.	<i>Local Talent</i>	10	5	1	19	14	10	58.75
11.	4019	Littee, M.	<i>Hi Jack</i>	11	10	14	11	12	12	70
12.	543	Hakansson, T.	<i>J Slocum</i>	12	8	10	15	13Z	13	71
13.	3717	Traves, J.	<i>Fred of Falmouth</i>	2	11	18	5	22	18	76
14.	3943	Hovey, N.	<i>Liquid Asset</i>	19	6	19	12	2	19	77
15.	4796	Rowe, K.	<i>Road Runner</i>	1323Z		6	14	10	16	82
16.	578	Winham, G.	<i>J Barleycorn</i>	17	15	11	10	9	20	82
17.	3919	Sasco, D.	<i>Abracadabra</i>	21	16	7	18	16	14	92
18.	3968	Acland, A.	<i>Anticipation</i>	18	14	8	21	17	17	95
19.	3778	Morris, I.	<i>Whiskeyjack</i>	20	21	15	16	18	7	97
20.	7	Shannon, S.	<i>Still Awesome</i>	16	18	17	13	19	15	98
21.	42	Hamblin, N.	<i>Jamming</i>	14	13	16	20	2123Q		107
22.	3774	Power, M.	<i>Celebrity</i>	22	17	20	22	20	21	122

On the water action.





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

### 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
- 8-10 **\*Southeast Regional Championship**  
St. Petersburg, FL  
Doug Wilson  
H: (305) 361-6565
- 23-24 **Texas Circus**  
Lake Canyon (TX) YC  
Fred AmRhein  
H: (210) 494-6383

### JANUARY 1997

- 11-17 **•Midwinter XX 20th Anniversary Regatta**  
Key West, FL  
Steve Podlich  
(410) 626-0240

### JUNE 1997

- 28-30 **•Easter Regatta**  
Columbia, SC  
John Lane  
B: (803) 772-1439

### AUGUST 1997

- Aug 13-17 **•North American Championship**  
San Francisco, Ca., USA  
Don Oliver  
(415) 398-1200

### SEPTEMBER 1997

- 20-21 **J Jamboree/NH State Champ**  
Winnepesaukee Sailing Assoc.  
Ed Philpot  
B: (603) 528-2900
- 21-27 **•Rolex Int'l Women's Keelboat Championship**  
Newport, R.I., USA  
Pam Kirk  
B: (401) 683-0486  
F: (401) 847-1031

### Add your regatta to the J/24 Calendar

- Must be of regional interest.
- Information must be complete.
- Sorry, only 1 phone number per regatta.
- For promoting your regatta, send results, a review, and photos to Class office.

#### Regatta

List in (circle) USJCA or Int'l Calendar

#### Dates

#### Host Yacht Club

#### City/State or City/Country

#### Name of contact for more information

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

Fax to the Class office at (410) 280-5423.  
For Spring '97 issue, send by March 1.  
For Fall '97 issue, send by August 1.



Left: Wil Crump and Mattia D'Errico pause with Satisfaction in front of the Rock and Roll Hall of Fame on route to the 1996 North American Championship, in Cleveland.

## IJCA Executive Committee

### Chairman

Geoff Evelyn  
214 Lichen Crescent  
Oshawa, Ontario L1J 7K8  
Canada  
H: (905) 725-2173  
B: (905) 433-6245  
F: (905) 433-5433  
I: GEvelyn@osha.igs.net

### Vice Chairman

Jim Keesling  
8200 S. Akron St., Ste 115  
Englewood, CO 80112  
H: (303) 789-5383  
B: (303) 790-8033  
F: (303) 790-8021  
I: 73134.540@compuserve.com

### Past Chairman

Glenn Gustafson  
687 Green Bay Rd.  
Highland Park, IL 60035  
H: (708) 432-1062  
I: Glenn\_D\_Gustafson  
@em.FCNBD.com

### Technical Chairman

Dennis Ellis  
Claymore, The Parade  
Cowes, Isle of Wight  
England PO31 7QJ  
Tel: 44-1983-293-548  
F: 44-1983-292-962

### Council Members

Siegfriedo Spitzky  
Av. del Libertador 7504  
Piso 15-Dto. A  
(1429) Capital Federal  
Argentina  
H: 54-1-701-7099

\*non voting

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

Simon Slater  
The Dast House  
Pankridge Street  
Crandall, Franham, Surrey  
GU10 5RH England  
H: 44-01252-850-811  
B: 44-0173-456-8444  
F: 44-173-456-8268

### Councilors of Honor\*

John Adams  
9 Albert Bridge Rd.  
London  
SW11 4PX England  
H: 44-171-622-8998  
F: 44-171-498-5317  
  
Bengt Julin  
Tyska Skolgrand 3  
11131 Stockholm  
Sweden  
H: 46-8-100358

### Copyright Holder

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

### Executive Director\*

Steve Podlich  
612 Third St., Suite 4A  
Annapolis, MD 21403  
B: (410) 626-0240  
F: (410) 280-5423  
I: 71562.2514@compuserve.com

## National J/24 Class Associations

### Argentina

Pres: Siegfriedo Spitzky  
Sec: Roberto Authier  
Gaboto 762  
(1642) San Isidro  
Buenos Aires, Argentina  
H: 54-1-742-0534  
B: 54-1-742-7059  
F: 54-1-747-4162  
E: j-24@dacas.com.ar

### Australia

Paul Charlton  
P.O. Box 77  
Kahira 2290  
NSW, Australia  
H: 61-49-572591  
B: 61-49-447411  
F: 61-49-521191

### Bermuda

Dist Governor: Kate Williams  
Sec: Jonathan Dyer  
#9 Uppington Crescent  
Rockville Lane  
Pembroke HM06  
Bermuda  
B: (441) 297-7082  
F: (441) 295-4541  
I: Jdyer@longtail.lib.lbm

### Brazil

Eduardo Birkeland  
Rua Uruguaiana  
10/1905  
Rio de Janeiro  
Brazil  
B/F: 55-21-221-7634

### Canada

Don Ferguson  
510 Eastern Avenue  
Toronto, Ontario  
M4M 1C7 Canada  
B: (416) 778-8981  
F: (416) 778-9304  
I: 102654.3567  
@compuserve.com

### China

Kenny Wang  
9th floor, #1, Woh Long Street  
Taipei, Taiwan, R.O.C.  
B: 886-2-378-5111  
F: 886-2-378-5001

### Chile

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

### France

André Bourles  
5 rue Joseph le Brix  
56000 Vannes, France  
B: 33-1-97-47-42-78  
F: 33-1-97-47-57-50

### Germany

Henning "Otto" Baur  
Hexentwiete 39  
22559 Hamburg, Germany  
F: 49-40-813122

### Greece

Pres: Fragoulis Mantzarakis  
Sec: Alkis Mangriotis  
P.O. Box 70296  
Glyfada, Athens  
GR 166 10, Greece  
B: 30-01-65-11-656  
F: 30-01-65-20-070

### Holland

Pres: Jan Willem van Crevel  
I: 100710.1726  
@compuserve.com  
Sec: Josee Vincken  
JW Brouwersstraat 16  
1071 LJ Amsterdam  
The Netherlands  
B: 31-20 2369 652  
F: 31-20 2358 658

### Ireland

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

### Italy

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

### Japan

Pres: Koji Matsumoto  
Sec: Shuya Tokuda  
17-1, Ginza 6-chome, Chuo-ku  
Tokyo 104-23  
Japan  
B: 81-03-5565-2682  
F: 81-03-5565-3419

### Mexico

Ralph Nelles  
Avenida 9 #120  
Col. Independencia  
03630 Mexico D.F.  
Mexico  
B: 525-532-4553  
F: 525-286-9066

## IJCA Technical Committee

### Chairman

Dennis Ellis  
(address/phone above)

### Committee Members

Hauke Kruss  
Rothenbaumchaussée 71b  
2000 Hamburg 13 Germany  
H/F: 49-040-418797

Marshall Lytle  
1435 Ancona Ave.  
Coral Gables, FL 33146  
H: (305) 663-8115  
B: (305) 535-4312  
I: 71221.1557@compuserve.com

John Peck  
P.O. Box 12652  
San Antonio, TX 78212-0652  
H: (210) 735-9855  
B: (210) 732-9264  
F: (210) 735-9844  
I: 71732.3723@compuserve.com

Reid Stava  
144 Shaftsbury Rd.  
Rochester, NY 14610  
H: (716) 288-7183  
B: (716) 422-2423  
F: (716) 422-9965  
I: reidstava.wbst@xerox.com

Francesco Ciccolo  
Via G Bruno No. 11  
16146 Genoa, Italy  
ex officio member



**Monaco**

Pres: Jean Francois Bourelly  
 Sec: Donald Manasse  
 26 Blvd. D'Italie  
 Monte Carlo  
 98000 Credex, Monaco  
 F: 33-93 50 66 58

**Peru**

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

**Puerto Rico**

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

**Sweden**

Christian Hagen  
 Otterbäcksvägen 7  
 43651 Hovås  
 Sweden  
 H: 46-31 281133  
 B: 46-31 622609  
 F: 46-31 622790

**Switzerland**

Michel Glaus  
 Chemin Sur-Rang 8  
 Ch-1234 Vessy-Geneve  
 Switzerland  
 B: 41-22-343-44-42  
 F: 41-22-343-50-63  
 I: 0223429597  
 @videotex.mediatex.c

**United Kingdom**

Pres: Daryl Conyers  
 Sec: Stuart Jardine  
 Plovers, Kitwalls Lane  
 Milford on Sea  
 Lymington, Hants S041 8SS  
 England  
 B/F: 44-01590-644728

**United States**

Jim Keesling  
 c/o J/24 Class Association  
 612 Third Street, Suite 4A  
 Annapolis, MD 21403-3213  
 U.S.A.  
 B: (410) 626-0240  
 F: (410) 280-5423  
 I: 73134.540@compuserve.com

**U.S. Virgin Islands****British Virgin Islands**

Robin Craigen  
 Box 8309 Cruz Bay  
 St. John, VI 00831  
 U.S.A.  
 H: (809) 494-3656  
 F: (809) 494-4731  
 I: Jambo@caribsurf.com

**Venezuela**

Maurizio Costanzo  
 c/o Kostas Sails  
 Calle Libertad, #98  
 Edif. Salerno, Mezz. 2-A  
 Pto. La Cruz, Edo Anzoategui  
 F: 5881-68-8266  
 I: 73070.2622  
 @compuserve.com

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

**Belgium**

Jan Goderis  
 De Braekeleerstraat #36  
 2018 Antwerp  
 Belgium  
 B: 32-3-203-7153  
 F: 32-3-203-7253

**Croatia**

Marin Lovrovic  
 Stari Voljak 6  
 51000  
 Rijeka, Croatia  
 B: 39-19-289-1545

**Denmark**

Jackie Vogter  
 Nykøbingvej 43  
 4571 Grevinge  
 Denmark

**Ecuador**

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

**Gibraltar**

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

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

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

**Nissan Motor Co.**

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

**TPI**

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

**J Boats Argentina**

España 1272  
 (1642) San Isidro  
 Buenos Aires, Argentina  
 Tel: 54-1-742-7059  
 F: 54-1-747-4162

## 1996/97 International Calendar of Events

**NOVEMBER**

9-10, 16-17 Peru National Championship  
 Callao, Peru

**JANUARY 1997**

11-17 Midwinter XX Championship  
 Key West, Fla., USA  
**20th Anniversary Regatta**  
 Steve Podlich (410) 626-0240

**MARCH 1997**

22-29 South American Championship  
 Callao, Peru  
 Teresa Balbuena, B: 51-1-447-4559

**APRIL 1997**

26-28 Spring Series  
 Medemblik, Netherlands  
 JW van Crevel, H: 31-20-664-0551

**JULY 1997**

18-25 European Championship  
 Plymouth, England  
 Stuart Jardine, B/F: 44-01590-644728

**AUGUST 1997**

13-17 North American Championship  
 San Francisco, Ca., USA  
 Don Oliver, B: (415) 398-1200

**OCTOBER 1997**

19-20 Chile National Championship, Part 1  
 Algarrobo, Chile  
 Claudia Ponce Barra, B: (02) 2051948

**NOVEMBER 1997**

9-10 Chile National Championship, Part 2  
 Algarrobo, Chile  
 Claudia Ponce Barra, B: (02) 2051948

**13-22**

World Championship XIX  
 Buenos Aires, Argentina  
 Roberto Authier, B: 54-1-742-7059

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 Don Oliver, B: (415) 398-1200

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 André Bourles, B: 33-1-97-47-42-78

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### USJCA Executive Committee

#### President

Jim Keesling  
8200 S. Akron St., Ste. 115  
Englewood, CO 80112  
H: (303) 789-5383  
B: (303) 790-8033  
F: (303) 790-8021  
I: 73134.540@compuserve.com

#### Vice President

Gordon Borges  
c/o Waterline Systems  
281 Franklin Street  
Bristol, RI 02809  
H: (401) 846-7620  
B: (401) 254-0690  
F: (401) 254-1690  
I: GBorges  
@waterlinesystems.com

#### Finance Committee Chair

Don Oliver  
7 Monterey Ave.  
San Aselmo, CA 94960  
H: (415) 456-8936  
B: (415) 398-1200  
F: (415) 398-3514  
I: 75557.3442@compuserve.com

#### Technical Chairman

Reid Stava  
144 Shaftsbury Rd.  
Rochester, NY 14610  
H: (716) 288-7183  
B: (716) 422-2423  
F: (716) 422-9965  
I: Reid\_Stava  
@XN.Xerox.com

#### Governor-At-Large

Nadine Franczyk  
318 39th St.  
Manhattan Beach, CA 90266  
H: (310) 545-3112  
B: (310) 395-3221  
F: (310) 394-6017  
I: 76312.1050  
@compuserve.com

#### Designer

Rodney Johnstone  
P.O. Box 222  
Stonington, CT 06378  
H: (860) 535-2623  
B: (860) 535-2680  
F: (860) 536-9848

#### Copyright Holder

Jeff Johnstone  
P.O. Box 90  
Newport, RI 02840  
B: (401) 846-8410  
F: (401) 846-4723  
I: AJBoats@aol.com

#### Executive Director\*

Steve Podlich  
612 Third St., Suite 4A  
Annapolis, MD 21403  
B: (410) 626-0240  
F: (410) 280-5423  
I: 71562.2514@compuserve.com

\*non-voting

### USJCA Technical Committee

#### Chairman

Reid Stava, D-7, Ft 41  
see above

#### Northeast (Districts 1,2,3,6)

George Wall, D-2, Ft 4  
42 Arrowhead Dr.  
Guilford, CT 06437  
H/F: (203) 453-1001  
B: (203) 386-4542  
I: 73552.1505  
@compuserve.com

#### Great Lakes (Dist. 7, 12, 15)

Robert Netkowicz, Fleet 19  
322 Greenhurst Dr.  
Erie, PA 16509  
H: (814) 866-1730  
B: (814) 838-4561  
I: Netko@aol.com

#### Southeast (Districts 8, 10, 11)

James Howard, Jr.  
2621 Woodside Dr.  
Duluth, GA 30136  
H: (770) 447-0739  
B: (770) 532-4655  
F: (770) 532-4059

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

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

#### Western (Districts 20, 21, 22)

vacant

### USJCA National Measurers

An \* indicates membership in the USJCA Technical Committee.

#### District 1

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

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

G. Scott Hale, Fleet 113  
P.O. Box 151  
Otter Creek, ME 04665  
H: (207) 288-3451  
B: (207) 244-5573  
F: (207) 244-9833

#### District 2

Moise Solomon, Fleet 31  
21 Fishers View Rd.  
Noank, CT 06340  
H: (203) 536-8774  
B: (617) 271-8751  
F: (617) 271-3086  
I: MSolomon@mitre.org

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

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

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

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

#### District 3

George Desrosiers, Fleet 4  
1181 Daniels Farm Rd.  
Trumbull, CT 06611  
H: (203) 261-6369  
B: (203) 384-0047  
F: (203) 366-6714  
I: 72007.2712@compuserve.com

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

\*George Wall, Fleet 4  
42 Arrowhead Dr.  
Guilford, CT 06437  
H: (203) 453-1001  
B: (203) 386-4542  
I: 73552.1505@compuserve.com

Jeep (H.T.) Califano, Fleet 61  
147 Pine Tree Rd.  
Bloomington, NJ 07403  
H: (201) 838-3548  
B: (201) 393-2581  
F: (201) 393-6644  
I: HerbCalifano  
@alliedsignal.com

Ellen Murphy, Fleet 61  
Roy Smith  
190 Fordham St., Apt. 15  
City Island, NY 10464  
H: (718) 885-3246  
B: Ellen (914) 345-6815  
B: Roy (212) 263-5744  
I: Murphy@nova.med.nyu.edu  
I: Roy@mchip00.med.nyu.edu

Paul Romanos, Fleet 99  
21 Harriet Lane  
Darien, CT 06820  
H/B: (203) 655-2907



## District 4

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

Laura Christopherson, Flt 148  
26 Gramercy Park South #5H  
New York, NY 10003  
H: (212) 533-4246  
B: (212) 250-9797  
I: lqc1698@is2.nyu.edu

Timothy Ryan, Fleet 148  
20 East 35th St., Apt. 2D  
New York, NY 10016  
H: (212) 685-6901  
I: TRyan1131@aol.com

David Wilson, Fleet 128  
664 Locust Point Rd.  
Locust, NJ 07760  
H: (908) 291-3037  
B: (908) 291-2189

## District 6

Ben Capuco, Fleet 8  
134 Monticello Ave.  
Annapolis, MD 21401  
H: (410) 263-8854  
B: (703) 416-3619  
F: (703) 416-3679  
I: BCapuco@va.gibbscox.com

Mark Hillman, Fleet 8  
527 2nd St.  
Annapolis, MD 21403  
H: (410) 626-8063  
B: (410) 841-5315  
F: (410) 841-6775  
I: MAH@the\_hermes.net

Steve Podlich, Fleet 8  
612 Third St., Suite 4A  
Annapolis, MD 21403  
B: (410) 626-0240  
F: (410) 280-5423  
I: 71562.2514@compuserve.com

Tim Winger, Fleet 15  
1280 Fawnwood Dr.  
Lancaster, PA 17601  
H: (717) 898-0856  
B: (717) 392-1128  
F: (717) 392-0734

L.G. Raley, Fleet 143  
Rte 4 Box 217  
Hollywood, MD 20636  
H: (301) 373-5700  
B: (301) 862-3100  
F: (301) 862-3298

## District 7

Rodger Voss, Fleet 24  
11 Venezia Ave.  
Albany, NY 12203  
H/B: (518) 869-9411  
I: 75411.274@compuserve.com

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

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

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

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

\*Reid Stava, Fleet 41  
144 Shaftsbury Rd.  
Rochester, NY 14610  
H: (716) 288-7183  
B: (716) 422-2423  
F: (716) 422-9965  
I: Reid\_Stava@XN.Xerox.com

\*Hank Killion, Fleet 42  
377 Still River Rd.  
Bolton, NY 01740  
H/F: (508) 779-6675  
B: (401) 455-3610  
I: 74552.3473@compuserve.com

Ernest Hauser, Fleet 51  
1437 East Shore Dr.  
Ithaca, NY 14850  
H: (607) 277-4787  
F: (607) 254-4780  
I: Hauser@geology.cornell.edu

Paul Grenauer, Fleet 78  
77 Charleston Ave.  
Kenmore, NY 14217  
H: (716) 875-9319  
F: (716) 634-2809

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

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

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Lambert Lai, Fleet 110  
1655 Waterford Rd.  
Walworth, NY 14568  
H: (315) 986-4495  
B: (716) 338-4000  
I: 76167.1620  
@compuserve.com

Charles Krylo, Fleet 146  
113 Margo Lane  
Fayetteville, NY 13066  
H: (315) 637-3707

## District 8

David Asaibene, Fleet 40  
106 Eastgreen Dr.  
Chapel Hill, NC 27516  
H: (919) 942-3172

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

James Howard Jr., Fleet 115  
2621 Woodside Dr.  
Duluth, GA 30136  
H: (770) 447-0739  
B: (770) 532-4655  
F: (770) 532-4059

## District 10

Marshall Lytle, Fleet 10  
1435 Ancona Ave.  
Coral Gables, FL 33146  
H: (305) 663-8115  
B: (305) 535-4312  
F: (305) 535-4340  
I: 71221.1557@compuserve.com

Doug Wilson, Fleet 10  
191 W. Enid Dr.  
Key Biscayne, FL 33149  
H: (305) 361-6565  
B: (305) 361-4352  
F: (305) 361-4412  
I: Wilson@wdw.aoml.erl.gov

## District 12

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

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

\*Robert Netkowicz, Fleet 19  
322 Greenhurst Dr.  
Erie, PA 16509  
H: (814) 866-1730  
B: (814) 838-4561  
I: Netko@aol.com

Jim Keane, Fleet 75  
727 Gloucester Dr.  
Huron, OH 44839  
H: (419) 433-2648  
B: (419) 625-0105  
F: (419) 626-6342

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

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

William Grant, Fleet 102  
104 E. 226th Street Dr.  
Euclid, OH 44123  
H: (216) 731-4850  
B: (216) 692-3145

Terry Bowdish, Fleet 129  
35765 Nightshade Ln.  
Solon, OH 44139  
H: (216) 248-8841  
B: (216) 766-5735  
F: (216) 766-5749

## District 14

Kyle J. Mullins, Fleet 5  
5000 Old Shepard Pl. #617  
Plano, TX 75093  
H: (214) 732-0236  
B: (214) 931-8065  
F: (214) 931-6526

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

John Peck, Fleet 9  
P.O. Box 12652  
San Antonio, TX 78212  
H: (210) 735-9855  
B: (210) 732-9264  
F: (210) 735-9844  
I: 71732.3723@compuserve.com

Bill Worsham, Fleet 21  
1700 Nueces St. #105  
Austin, TX 78701  
H: (512) 469-9607  
B: (512) 463-9215  
I: 74073.3675  
@compuserve.com

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

Julie Cantrell, Fleet 29  
William Cantrell  
4 Nobhill  
Greenville, TX 75401  
H: (903) 455-8606  
B: (903) 408-7706  
F: (903) 408-4818  
I: 74252.1560@compuserve.com

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

## District 15

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

Glenn Gustafson, Fleet 12  
687 Green Bay Rd.  
Highland Park, IL 60035  
H: (847) 432-1062  
I: Glenn\_D\_Gustafson  
@em.FCNBD.com

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

Mark R. Ernst, Fleet 37  
6296 Homestead Dr.  
Belgium, WI 53004  
H: (414) 285-7142  
B: (414) 276-6600

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

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

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

Russell R. Sobotta, Fleet 37  
5989 Artist Bay Rd.  
West Bend, WI 53095  
H/B: (414) 335-3699  
F: (414) 335-3468  
I: 74541.3313@compuserve.com

Michael J. Kurzawa, Fleet 96  
P.O. Box 415  
Fontana, WI 53125  
H: (414) 443-0100  
B/F: (414) 443-1363

## District 18

Jim Keesling, Fleet 46  
8200 S. Akron Street, Suite 115  
Englewood, CO 80112  
H: (303) 789-5383  
B: (303) 790-8033  
F: (303) 790-8021  
I: 73134.540@compuserve.com

## District 19

Paul Bogataj, Fleet 26  
10032 Rainier Ave. S  
Seattle, WA 98178  
H: (206) 772-7231

Jack Christiansen, Fleet 26  
7704 Dibble Ave. NW  
Seattle, WA 98117  
H: (206) 706-0377  
B: (206) 632-5753  
F: (206) 632-5715

Jeff Dahl, Fleet 27  
210 NE 78th Ave.  
Portland, OR 97213  
H: (206) 772-7231

## District 20

Ken Glidewell, Fleet 17  
P.O. Box 26582  
San Francisco, CA 94126  
H/B: (415) 386-6400  
F: (415) 386-6402

## District 21

Nadine Franczyk, Fleet 49  
318 39th St.  
Manhattan Beach, CA 90266  
H: (310) 545-3112  
B: (310) 395-3221  
F: (310) 394-6017  
I: 76312.1050@compuserve.com

Richard A. Rychlik, Fleet 145  
1520 Calle Artigas  
Thousand Oaks, CA 91360  
H: (805) 523-9728  
B: (805) 482-1722  
F: (805) 482-8776

## District 22

Daniel Doyle, Fleet 73  
27 Pueohala Pl.  
Kailua, HI 96734  
H: (808) 263-6375  
B: (808) 941-1699  
F: (808) 941-1984

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



### District 1

#### Northeast Region

Fleets: 23, 28, 43, 95, 112, 113, 138, 139, 140

**Gov Ed Philpot**  
36 McGrath Street  
Laconia, NH 03246  
H: (603) 527-0932  
B: (603) 528-2900  
F: (603) 528-1117  
E: L&P@Lawson\_Philpot.org

**23 Lake Champlain**  
Alan Ouellette  
247 S. Winooski Ave., Apt. 2  
Burlington, VT 05401  
H: (802) 863-4624

**28 Marblehead**  
John Caldwell Jr.  
3 Prescott St.  
Charlestown, MA 02129  
H: (617) 242-2441  
B: (617) 742-5533

**43 Casco Bay**  
Alvin Bugbee  
31 Cottage Farms Rd.  
Cape Elizabeth, ME 04107  
H: (207) 799-6566  
B: (207) 775-8993

**95 Scituate Harbor**  
Christopher W. Clancy  
59 Dreamwold Rd.  
Scituate, MA 02066  
H: (617) 545-6934

**112 Split Rock Flat**  
Jerry Williams  
25 Elm Terrace  
Burlington, VT 05401  
H: (207) 658-5532

**113 Northeast Harbor**  
Alan Joseph  
Box 841  
N. E. Harbor, ME 04662  
H: (207) 276-5684  
B: (207) 276-5201  
F: (207) 276-4210

**138 Camden**  
Jeff Dinse  
23 Gleason St.  
Thomaston, ME 04861  
H: (207) 236-4182

**139 Portsmouth**  
Groves Dinning  
P.O. Box 361  
Stratham, NH 03885  
H: (603) 772-6413  
B/F: (603) 772-3498

**140 Lake Winnepesaukee**  
see above

### District 2

#### Northeast Region

Fleets: 16, 31, 47, 50, 89, 104, 147, 160

**Gov Gordon Borges**  
c/o Waterline Systems  
281 Franklin Street  
Bristol, RI 02809  
H: (401) 846-7620  
B: (401) 254-0690  
F: (401) 254-1690  
I: GBorges@waterlinesystems.com

**16 Buzzards Bay**  
Mark Reynolds  
17 Stallbrook Rd.  
Milford, MA 01757  
H: (508) 634-8637  
B: (508) 435-9500  
F: (508) 435-3439

**31 Eastern Connecticut**  
Moise Solomon  
21 Fishers View Rd.  
Noank, CT 06340  
B: (860) 536-8774  
F: (617) 271-8751  
I: MSolomon@mitre.org

**47 Mt. Hope Bay**  
Robert Lambert  
238 Magnolia St.  
Cranston, RI 02910  
H: (401) 467-5711  
B: (401) 272-6333

**50 Newport**  
Tom Kirk  
141 Immikolee Dr  
Portsmouth, RI 02871  
H: (401) 685-0486

**89 Gardiner's Bay**  
Paul Fried  
P.O. Box 023150  
Brooklyn, NY 11202  
H: (718) 625-1467  
B: (718) 240-5589

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

**147 Duck Island**  
Lenny Goldberg  
173 Old Saltworks Rd.  
Westbrook, CT 06498  
H: (203) 399-4170  
B: (203) 669-0767

**160 Falmouth**  
Forrest Nelson  
61 Blood Rd.  
Hollis, NH 03049  
H: (603) 465-7038

### District 3

#### Northeast Region

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

**Gov David Huck**  
28 Old Field Point Rd  
Greenwich, CT 06830  
H: (203) 625-0472  
I: Dhuck@ejv.com

**4 Milford**  
George Wall  
42 Arrowhead Dr.  
Guilford, CT 06437  
H/F: (203) 453-1001  
B: (203) 386-4542  
I: 73552.1505@compuserve.com

**22 Greenwich**  
Mark Parry  
17 Buxton Lane  
Riverside, CT 06878  
H: (203) 637-2199  
B: (212) 554-7876  
F: (212) 554-7700

**61 City Island**  
Jeep (H.T.) Califano  
147 Pine Tree Rd.  
Bloomington, NJ 07424  
H: (201) 838-3548  
B: (201) 393-2581  
F: (201) 393-6644  
I: HerbCalifano@alliedsignal.com

**99 Noroton**  
Chip & Jan Raymond  
11 Waverly Rd.  
Darien, CT 06820  
H/B: (203) 655-9662  
F: (203) 655-0819

**106 Oyster Bay**  
Aidan Glackin  
P.O. Box 2232  
Halesite, NY 11743  
H: (516) 385-7485  
B: (516) 492-5142

**154 Penfield**  
Anne Hannan  
280 Breakers Ln.  
Stratford, CT 06497  
H: (203) 380-1402  
B: (203) 492-5142

### District 4

#### Northeast Region

Fleets: 2, 60, 69, 79, 128, 135, 142, 148, 153

**Gov Robert Foulke**  
106 Madison Ave.  
Little Silver, NJ 07739  
H: (908) 946-9400  
B: (908) 224-0319

**2 Raritan Bay**  
Eric Leitner  
113 Water St.  
Perth Amboy, NJ 08861  
H: (908) 442-4168  
B: (908) 442-8948

**60 Hudson River**  
Alex Harrison  
30 Scenic Dr. Apt. 30U  
Croton-on-Hudson, NY 10520  
H: (914) 271-9413  
B: (914) 892-5294  
F: (914) 892-5541

**69 Cape May**  
Christine McShane  
134 Valley Stream Circle  
Wayne, PA 19087  
H: (215) 648-0615

**79 Barnegat Bay**  
Stu Challoner  
P.O. Box 657  
Mantoloking, NJ 08738  
H: (908) 286-9580  
B: (908) 920-2444  
F: (908) 920-2450

**128 Atlantic Highlands**  
Mark Segal  
18 Ottawa Trail  
Branchburg, NJ 08876  
H: (908) 685-9193  
B: (201) 829-4567  
F: (201) 829-5889  
I: MS@Thumper.Bellcore.com

**135 Ocean City-South Jersey**  
Mike McGuckin  
10 Cooper Skill Drive  
Sicklerville, NJ 08081  
H: (609) 346-3077  
B: (609) 234-8900  
F: (609) 234-8919

**148 Manhattan Yacht Club**  
Peter Cavrell  
420 East 64th St.  
New York, NY 10021  
B: (212) 213-3300  
F: (212) 213-2473

**153 Great Kills Harbor**  
Paul Scalisi  
287 Ramona Ave.  
Staten Island, NY 10312  
H: (718) 356-2069  
B: (201) 982-3902  
F: (201) 982-3716  
I: Scalisi.Paul@brooklyn.va.gov

**District 6**  
**Northeast Region**  
*Fleets: 8, 15, 143*

**Gov Ben Capuco**  
134 Monticello Ave.  
Annapolis, MD 21401  
H: (410) 263-8854  
B: (703) 416-3619  
F: (703) 416-3679  
I: BCapuco@va.gibbscox.com

**8 Annapolis**  
Beth Scheidt  
2709 Thyme Dr.  
H: (410) 573-1728  
B: (800) 638-7747  
F: (410) 290-1857  
I: scheidts@annap.infi.net

**15 Havre de Grace**  
Tim Winger  
1280 Fawnwood Dr.  
Lancaster, PA 17601  
H: (717) 898-0856  
B: (717) 392-1128  
F: (717) 392-0734

**143 Solomons Island**  
L. G. Raley  
Rt. 4 - Box 217  
Hollywood, MD 20636  
H: (301) 373-5700  
B: (301) 862-3100

**District 7**  
**Great Lakes Region**  
*Fleets: 11, 24, 41, 42, 51, 78, 88, 108, 110, 146*

**Gov Rodger L. Voss**  
11 Venzio Ave.  
Albany, NY 12203  
H/B: (518) 869-9411  
I: 75411.274@compuserve.com

**11 Niagara Frontier**  
Jody Swanson  
162 Crosby Blvd.  
Buffalo, NY 14226  
H: (716) 835-7261  
B: (716) 877-6900  
F: (716) 877-1713

**24 Lake George**  
Charlanne Ryan-McDonough  
8 Fort Amherst Rd.  
Queensbury, NY 12804  
H: (518) 793-3827

**41 Rochester**  
Ernest Ferullo  
46 Ericsson Street  
Rochester, NY 14610  
H/B: (716) 244-7578  
F: (716) 473-3893

**42 Fair Haven**  
John Dickquist  
830 Co. Rte. 20  
Oswego, NY 13126  
H: (315) 343-7957  
B: (315) 343-8948  
F: (315) 343-8146  
I: Dickquist@oswego.edu

**51 Cayuga Lake**  
Clare Fewtrell  
619 Comfort Rd.  
Ithaca, NY 14850  
H: (607) 273-0315  
I: CMF3@cornell.edu

**78 Buffalo Harbor**  
Jerald Kuhn  
160 Bryant St.  
Buffalo, NY 14222  
H: (716) 881-3280  
B: (716) 878-7525

**88 Canandaigua**  
Gary Schmidt  
8 Caywood Lane  
Fairport, NY 14450  
H: (716) 425-4882  
B: (716) 987-2232  
F: (716) 487-2484

**108 Skaneateles**  
Jeff King  
P.O. Box 454  
Syracuse, NY 13152  
H: (315) 685-5827  
B: (315) 455-4551  
F: (315) 455-4575

**110 Sodus Bay**  
Steve Hesler  
23 Windrush Valley  
Fairport, NY 14450  
H: (716) 223-3144  
B: (716) 424-2010

**146 Port of Oswego**  
Mike Gagliardi  
16 Erregger Terrace  
Syracuse, NY 13224  
H: (315) 446-3454  
B: (203) 240-2409  
F: (203) 240-2580

**District 8**  
**Southeast Region**  
*Fleets: 7, 40, 67, 71, 115, 133, 134, 144, 151*

**Gov Jim Farmer**  
P.O. Box 514  
Augusta, GA 30903  
H: (706) 738-0101  
B: (803) 279-7620  
F: (803) 441-6467  
I: jimfarmer@aol.com

**7 Charleston**  
Randall Carr  
46 Fenwick Dr.  
Charleston, SC 29407  
H: (803) 763-4205  
B: (803) 792-4374  
F: (803) 792-3814

**40 Lake Norman**  
Jim Singer  
130 Beach Lane  
Mooresville, NC 28115  
H: (704) 662-0072  
B: (704) 662-0073  
F: (704) 892-1365

**67 Lake Murray**  
Roger Dougal  
182 Cokesdale Rd.  
Columbia, SC 29212  
H: (803) 781-5011  
B: (803) 777-7890  
I: Dougal@ece.sc.edu

**71 Hampton Roads**  
Rob Overton  
169 Atlantic Ave. Apt. C  
Hampton, VA 23664  
H: (804) 850-5558  
B: (804) 727-7700  
F: (804) 722-0249  
I: Rob@Wagner.dhwa.com

**115 Lake Lanier**  
Robert Whitley  
P.O. Box 675331  
Marietta, GA 30067  
H: (770) 988-9790  
B: (770) 955-8917  
F: (770) 916-1489

**133 Augusta**  
Jim Farmer  
see above

**134 Smith Mountain Lake**  
Benjamin R. Gardner  
48 Hickory Ridge  
Martinsville, VA 24112  
H: (703) 632-8736  
B: (703) 638-2455

**144 Wrightsville Beach**  
Cothran Harris  
225 S. Water St.  
Wilmington, NC 28401  
H: (910) 251-8553  
B: (910) 763-3643  
F: (910) 251-1083  
I: Janebob@aol.com

**151 Western Carolina Sailing Club**  
M. Brooks Gallagher  
14 Lake Circle Dr.  
Greenville, SC 29609  
H: (803) 235-2804  
B: (803) 233-1511  
F: (803) 233-3706

**District 10**  
**Southeast Region**  
*Fleets: 10, 13, 14, 55, 68, 86, 87*

**Gov Doug Wilson**  
191 W. Enid Dr.  
Key Biscayne, FL 33149  
H: (305) 361-6565  
B: (305) 361-4352  
F: (305) 361-4412  
I: Wilson@wdw.aoml.erl.gov

**10 Key Biscayne**  
Stephen Perry  
1415 Dorado Ave.  
Coral Gables, FL 33146  
H/F: (305) 667-6860  
B: (305) 448-7417

**13 Key West**  
Mark Milnes  
30825 Granda Ave.  
Big Pine Key, FL 33043  
H/F: (305) 872-9458  
B: (305) 872-7831

**14 West Palm Beach**  
John J. Kearns  
120 South Hampton Dr.  
Jupiter, FL 33458  
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.  
St. Petersburg, FL 33702  
H: (813) 577-2689  
B: (813) 578-3800

**87 Indian River**  
James Neihouse  
63 Hill Top Ln.  
Rockledge, FL 32955  
H: (407) 639-9899  
B: (407) 632-0133  
F: (407) 632-7448  
I: Lneihouse@aol.com

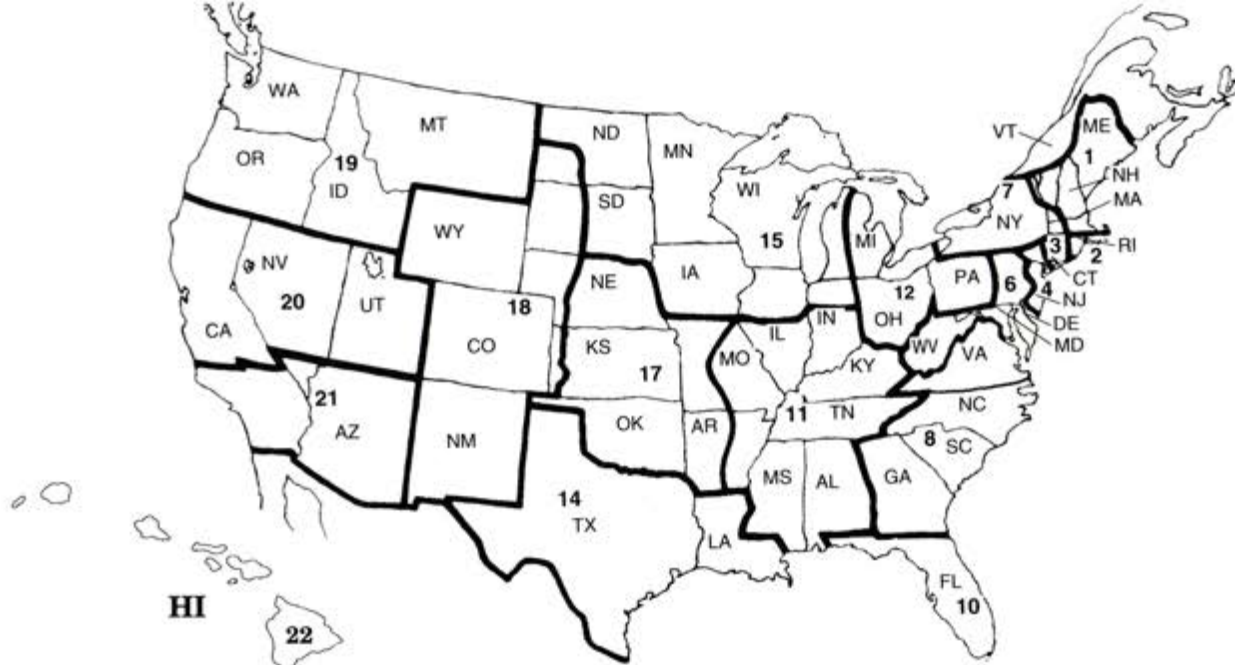
**District 11**  
**Southeast Region**  
*Fleets: 74, 80, 131*

**Gov Chuck Trotter**  
1005 Flintlock Ct.  
Nashville, TN 37217  
H/B: (615) 399-2130  
I: Chuck1005@aol.com

**74 Chattanooga**  
Mike Hester  
6404 Lake Shadows Cr.  
Hixson, TN 37343  
H: (615) 622-4519  
B: (706) 861-1070  
F: (706) 861-1067

**80 Nashville**  
Chuck Trotter  
see above





**131 Eagle Creek Reservoir**  
Leroy Leeman  
819 Woodrow Ave.  
Indianapolis, IN 46241  
H: (317) 241-1422  
I: AllenLeeman@iquest.net

#### District 12

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

**Gov Robert Netkowicz**  
322 Greenhurst Drive  
Erie, PA 16509  
H: (814) 866-1730  
B: (814) 838-4561  
I: Netko@aol.com

**6 Lake St. Clair**  
Douglas Turner  
3437 Uptonorth  
Troy, MI 48084  
H: (810) 544-1294  
B: (810) 589-3113  
F: (810) 587-0647

**19 Presque Isle**  
Chris Bloomstine  
P.O. Box 1133  
Erie, PA 16512  
H: (814) 459-5406  
B: (814) 452-3200  
F: (814) 454-5598

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

**102 Cleveland**  
Joe Colling  
15700 Lydian Ave.  
Cleveland, OH 44111  
H: (216) 671-1995  
I: 76243.3202  
@compuserve.com

**129 Mentor Harbor**  
Terry Bowdish  
35765 Nightshade Ln.  
Solon, OH 44139  
H: (216) 248-8841  
B: (216) 766-5735  
F: (216) 766-5749

**157 Western Lake Erie**  
Lon Ethington  
2302 Ottawa River Rd.  
Toledo, OH 43611  
H: (419) 726-5690  
B: (419) 241-1227

#### District 14

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

**Gov Bill Worsham**  
1700 Nueces St. #105  
Austin, TX 78701  
H: (512) 469-9607  
B: (512) 463-9215  
I: 74073.3675  
@compuserve.com

**3 Corpus Christi**  
Laura Stumpff  
P.O. Box 3923  
Corpus Christi, TX 78463  
H: (512) 888-5533

**5 Galveston Bay**  
Tim Napp  
15908 Seahorse Dr.  
Houston, TX 77062  
H: (713) 480-0665  
B: (713) 455-1311  
F: (713) 455-0276

**9 Canyon Lake**  
Fred Amrhein  
2928 E. Southcross  
San Antonio, TX 78223  
H: (210) 494-6383  
B: (210) 534-8962  
F: (210) 534-8960  
I: 7686@texas.net

**21 Austin**  
Eric Nelson  
6306 Evangeline Trail  
Austin, TX 78727  
H: (512) 331-7983  
B: (512) 838-0100  
I: Eric\_Nelson@vnet.ibm.com

**29 Dallas**  
Buck Entriken  
1751 Burnett Rd.  
Rockwell, TX 75087  
H: (214) 771-1929  
B: (214) 993-1805

**54 Ft. Worth**  
Brian Dyer  
6816 Kirkwood  
Ft. Worth, TX 76116  
H: (817) 738-1328  
B: (817) 429-0432  
F: (817) 429-1849

**92 Shreveport**  
William Jennings  
108 Markhaven  
Longview, TX  
H: (903) 663-3576  
B: (903) 758-8023  
F: (903) 757-2494

**94 Lake Ponchartrain**  
Jerry Coogan  
2955 Ridgelake Dr. #107  
Metairie, LA 70002  
H: (504) 626-0825  
B: (504) 837-4616  
F: (504) 837-3114

**158 Rush Creek**  
Martin Minot  
4318 Duck Pond Lane  
Rowlett, TX 75088  
H: (214) 475-8309  
B: (214) 995-3108  
F: (214) 995-2308  
I: J24@msg.ti.com

#### District 15

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

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

**1 Minnetonka**  
Tim Oelschlager  
18454 Creeks Bend Dr.  
Minnetonka, MN 55345  
H: (612) 404-9320  
B: (612) 740-5695

**12 Belmont Harbor - Chicago**  
Keith Eickenberg  
423 W. Belden, 2d. floor  
Chicago, IL 60614  
H: (312) 348-8711  
B: (312) 876-3718  
F: (312) 876-4112

**37 Milwaukee Bay**  
Paul Boemer  
1812 E. Dean Rd.  
Foxpoint, WI 53217  
H: (414) 352-7245  
B: (800) 236-3282

**62 Traverse City**  
Mike Dow  
1977 Outer Dr. W.  
Traverse City, MI 49684  
B: (616) 941-1222  
F: (616) 929-4436

**96 Lake Geneva**  
Wendell Sherry  
1260 Candlewood Court  
Downers Grove, IL 60515  
H: (708) 495-2001  
F: (708) 971-1141

**100 Wilmette Harbor**  
Greg Mack  
1460 N. Sandburg Ter. #1609  
Chicago, IL 60610  
H: (312) 488-7171  
B: (312) 306-1259  
F: (312) 280-4898

**123 Gull Lake**  
Tim Knapper  
10901 East CD Ave  
Richland, MI 49083  
H: (616) 629-9656  
B: (616) 665-7075  
F: (616) 665-7060  
E: TKnapper@aol.com

**126 Waukegan Harbor**  
Edward Leslie  
2836 E. Bonniebrook Ln.  
Waukegan, IL 60087  
H: (708) 263-0563  
B: (847) 662-9200

**130 Monroe Harbor-Chicago**  
Tim Rathbun  
2455 Glenwood  
Joliet, IL 60435  
H: (815) 741-4146  
B: (815) 729-4800  
F: (815) 729-4711

**137 Lake Forest**  
Scott Ritson  
1084 Old Colony Rd.  
Lake Forest, IL 60045  
H: (708) 234-9120  
B: (708) 937-4333  
F: (708) 234-9232

**149 Little Bay de Noc**  
Dan Branson  
1616 12th Ave. So.  
Escanaba, MI 49829  
H: (906) 786-0521  
B: (906) 786-1884  
F: (906) 789-1089

**150 Muskegon**  
Scott Sikkema  
1650 Wealthy SE  
E. Grand Rapids, MI 49506  
H: (616) 451-2821  
B: (616) 456-7711  
F: (616) 456-7791

**152 Neenah Nodaway**  
Donald Turner  
275 Lake Rd.  
Menasha, WI 54952  
H: (414) 722-6533  
B: (414) 751-7263

### **District 17** **Southwest Region** *Fleets: 38, 39, 53, 85*

**Gov Scott Greenawalt**  
11325 N. May #D  
Oklahoma City, OK 73120  
H: (405) 751-3460  
B: (405) 522-4109  
F: (405) 521-2146

**38 Grand Lake**  
David A. Bond  
P.O. Box 1900  
Broken Arrow, OK 74013  
H: (918) 543-2697  
B: (918) 258-9688  
F: (918) 251-6405

**39 Oklahoma City**  
Stephen Mason  
1301 Bedford  
Oklahoma City, OK 73116  
H: (405) 842-1066  
B: (405) 843-4687

**53 Wichita**  
Schoen C. Fitzgerald  
2322 Bromfield Cir.  
Wichita, KS 67226  
H: (316) 682-8477  
B: (316) 683-8880  
F: (316) 683-6018

**85 Tulsa**  
Bruce Hurst  
1539 S. Norfolk Ave.  
Tulsa, OK 74120  
H: (918) 599-0904  
B: (918) 234-4621

### **District 18** **Western Region** *Fleets: 46, 141, 159*

**Gov Frank Keesling**  
3877 South Wabash Street  
Denver, CO 80237  
H: (303) 694-6808  
B: (303) 694-2550  
F: (303) 321-2353  
I: Fmkeesling@aol.com

**46 Lake Dillon**  
Frank Keesling  
see above

**141 Paseo Del Norte**  
Rich Strasia  
546 Hwy. 165  
Placitas, NM 87043  
H: (505) 867-0026  
B: (505) 241-3348  
F: (505) 241-3443

**159 Cherry Creek**  
Angie Burdick  
6271 W. Elmhurst Ave.  
Littleton, CO 80123  
H: (303) 973-7173  
B: (303) 973-1380  
F: (303) 973-9938

### **District 19** **Western Region** *Fleets: 25, 26, 27, 90, 121*

**Gov Harry Dursch**  
5459 Pleasure Pt. Ln. SE  
Bellevue, WA 98006  
H: (206) 747-4065  
I: 73543.406  
@compuserve.com

**25 Flathead Lake**  
Jeff Fisher  
P.O. Box 55  
Whitefish, MT 59937  
H: (406) 862-6861  
B: (406) 862-3687

**26 Seattle**  
Karl Schulmeisters  
18828 131st Dr. SE  
Snohomish, WA 98296  
H: (206) 399-6717  
B: (206) 936-9249  
F: (206) 668-9126  
I: Karlsc@msn.com

**27 Portland**  
Tim Hansen  
1050 Bayberry Rd.  
Lake Oswego, OR 97034  
H: (503) 635-3892  
B: (306) 694-1501

**90 Lake City**  
Ed Broberg  
E. 814 Cascade Place  
Spokane, WA 99208  
H: (509) 468-7687  
B/F: (509) 468-9385  
I: ed.broberg@on-ramp.ior.com

**121 Lake Pend O'Reille**  
Stan Schultz  
S. 425 Alpine Dr.  
Liberty Lake, WA 99019  
H: (509) 255-9656

### **District 20** **Western Region** *Fleet: 17*

**Gov Don Oliver**  
7 Monterey Ave.  
San Anselmo, CA 94960  
H: (415) 456-8936  
B: (415) 398-1200  
F: (415) 398-3514  
I: 75557.3342  
@compuserve.com

**17 San Francisco Bay**  
David Holscher  
2195 Paradise Dr.  
Tiburon, CA 94920  
H: (415) 435-9911  
B: (510) 548-7604  
F: (510) 548-7633

### **District 21** **Western Region** *Fleets: 49, 57, 59, 63, 70, 145, 155*

**Gov Nadine Franczyk**  
318 39th St.  
Manhattan Bch., CA 90266  
H: (310) 545-3112  
B: (310) 395-3221  
F: (310) 394-6017  
I: 76312.1050  
@compuserve.com

**49 Marina del Rey**  
Peter Ross  
1349 Prospect Ave.  
Long Beach, CA 90804  
H: (310) 597-4418  
B: (310) 332-0383  
I: chip@vms.masd.northgrum.com

**57 Newport Harbor**  
Skip Elliot  
870 Production Place  
Newport Beach, CA 92663  
H: (714) 975-0517  
B: (714) 645-6697  
F: (714) 642-5415

**59 Long Beach**  
Alan Smith  
2601 Crestview Dr.  
Newport Beach, CA 92663  
H: (714) 642-4812  
B: (714) 673-0300  
F: (714) 673-9267

**63 Santa Barbara**  
Thomas Anhalt  
6286 Covington Way  
Goleta, CA 93117  
H: (808) 967-8683  
B: (805) 961-6539  
I: TAnhalt@earthlink.net

**70 San Diego**  
Chris Snow  
1111 Anchorage Ln.  
San Diego, CA 92106  
H: (619) 224-3329  
B: (619) 226-1415  
F: (619) 224-7018  
I: CSNSODW.concentric.com

**145 Ventura County**  
Dan Chepley  
125 San Fernando Ave.  
Oxnard, CA 93035  
H/F: (805) 985-4769  
B: (805) 983-0044  
E: Tvsails@aol.com

**155 Dana Point**  
Joe Leflang  
34055 Zarzito Dr.  
Dana Point, CA 92629  
H: (714) 248-1453

### **District 22** **Western Region** *Fleets: 73, 156*

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

**73 Honolulu**  
Dan Doyle  
27 Pueohala Pl.  
Kailua, HI 96734  
H: (808) 263-6375  
B: (808) 941-1699  
F: (808) 941-1984  
I: 71222.2037@compuserve.com

**156 Maui**  
Bruce Olsten  
572 Pio Dr.  
Wailuku, HI 96793  
H: (808) 242-9620  
B: (808) 877-3513  
F: (808) 877-5801



# **J<sup>®</sup>** **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 \_\_\_\_\_  
 Helmsperson \_\_\_\_\_  
 Helmsperson's Address \_\_\_\_\_ Tel. (H) \_\_\_\_\_  
 \_\_\_\_\_ Tel. (B) \_\_\_\_\_  
 Crew \_\_\_\_\_ Crew \_\_\_\_\_  
 Crew \_\_\_\_\_ Crew \_\_\_\_\_  
 Sail No. \_\_\_\_\_ Hull Color \_\_\_\_\_ Yacht Name \_\_\_\_\_  
 \_\_\_ I am a current J/24 Class Association member.      \_\_\_ I am not now a Class member but will join at  
 \_\_\_ Measurement Certificate enclosed                      time of registration.  
 Enclosed is my regatta entry fee of \$ \_\_\_\_\_.  
 Helmsperson's Signature \_\_\_\_\_ Date \_\_\_\_\_

# INTERNATIONAL CLASS ASSOCIATION

## 1997 USJCA MEMBERSHIP APPLICATION FORM \$40 Full membership, \$52 Non-U.S. Residents\* per Calendar Year

All J/24 owners, co-owners, and helmspersons must be Class Association members to participate in J/24 fleet racing. \*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.

NAME \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

TEL (H): ( ) \_\_\_\_\_ (B): ( ) \_\_\_\_\_ FAX: ( ) \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_ HULL# \_\_\_\_\_

YACHT NAME \_\_\_\_\_ FLEET # \_\_\_\_\_ DISTRICT # \_\_\_\_\_

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1997, and agree to abide by all Class Rules. I am a (check one) \_\_\_ J/24 owner; \_\_\_ co-owner; \_\_\_ helmsperson only; \_\_\_ other

**Full Member:** Includes membership card, transom sticker, window decal, 1997 Spring and Fall issues of International J/24 magazine, two issues of Waterlines newsletter, and be eligible to participate in J/24 racing at all levels.

**Associate Member:** Includes all benefits of full membership except helms privileges.

**Junior Member:** For members not older than 19 on 12/31/97. Includes all benefits of full membership.

Enclosed is my check, payable to "J/24 Class Association" for 1997 membership dues:

- |   |           |       |
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World class sailors across the globe from the America's Cup®, Olympics, and One Design Championships have discovered the race winning secret of **Sailkote's™** dry lubrication technology. They know that **Sailkote™** can make a significant improvement in boat and crew performance and provide a race winning advantage under all sailing conditions. 1996 J/24 World Champion **Chris Larson** is no exception:

*"Sailkote™ was one of the main ingredients to our success in our quest for the 1996 J/24 World Championship... we coated nearly everything on the boat including the entire mast and mainsail track, spreader tips, genoa, forestay, mainsail luff rope, mainsail foot, and all blocks, tracks, and traveler." Now you can bring the advantage of Team McLube's 20 years of race proven world wide development to your next J/24 regatta. **Sailkote™** is formulated with Dupont Krytox®, the next generation high performance, high tech dry lubricant. **Sailkote™** is the only marine specific lubricant that goes on wet but ends up*

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# CELEBRATING a decade of EXCELLENCE

In 1985, the inaugural Rolex International Women's Keelboat Championship challenged women to compete on boats far more demanding than dinghies. Ten years later, the biennial event remains a proving ground, a stepping stone and a world-class championship. The Rolex Women's is both the path to the future and the pinnacle of achievement in women's sailing.



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

**The 1997 dates are September 21-27!  
We look forward to seeing you there!**