International J/24

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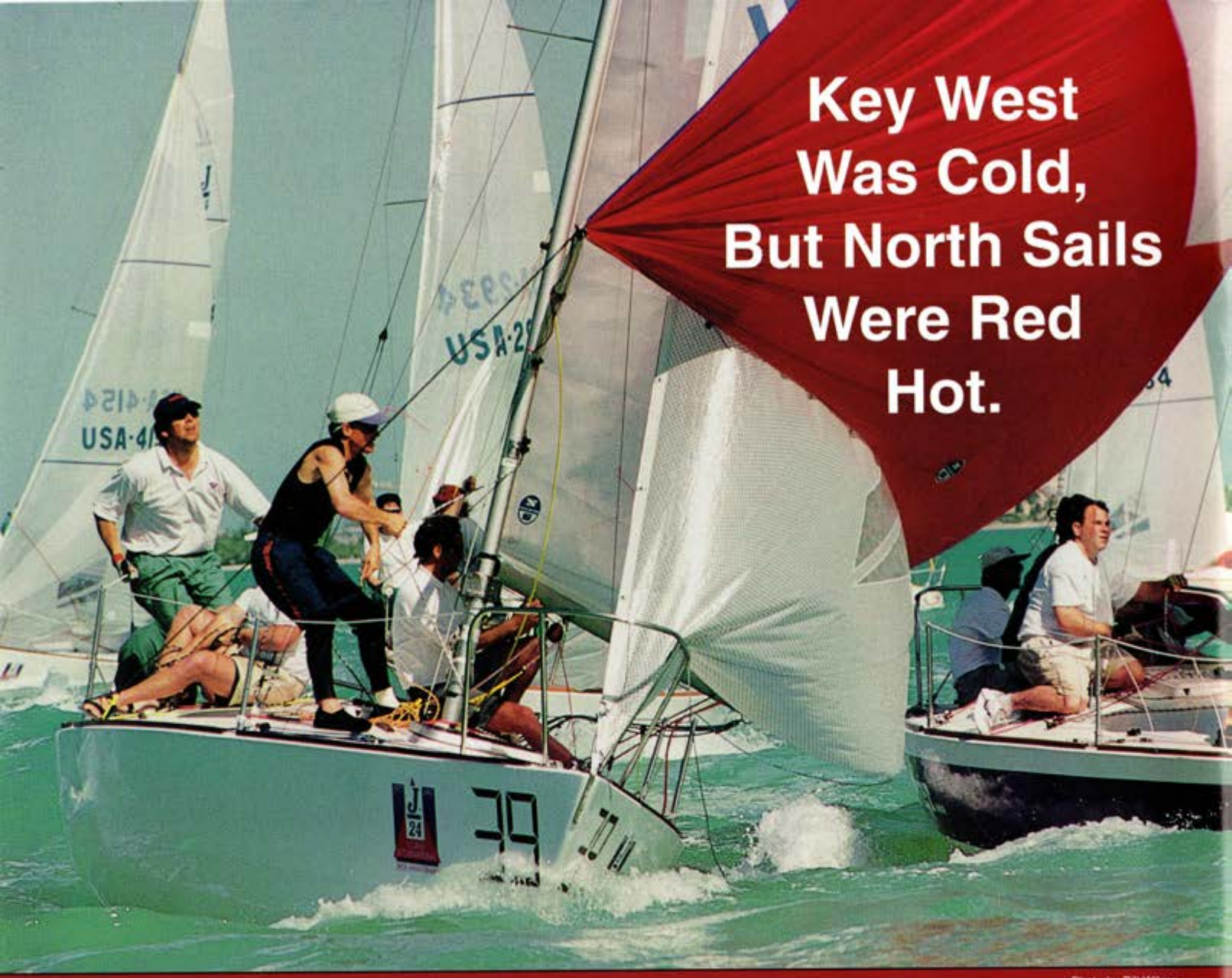
J/24 CLASS INTERNATIONAL

20TH ANNIVERSARY



Key West Was Cold, But North Sails Were Red Hot.

Photo by Bill Wilson

No matter how you look at the numbers, North Sails come out on top:
First Overall (Chris Larson), First Designer Fleet (Will Crump), Top Amateur (Tyler Moore).

First - 1996 World Championships
First- 1996 North Americans
First - 1997 MidWinters

No. 1 in One-Design

NORTH SAILS

North Sails One Design Newport *Brad Read, Ken Read, Jay Miles*
PH: (401) 683-7997 FX: (401) 683-9121
North Sails One Design West *Vince Brun, Chris Snow*
PH: (619) 226-1415 FX: (619) 224-7018
North Sails One Design Chesapeake *Chris Larson*
PH: (410) 269-5662 FX: (410) 268-8155

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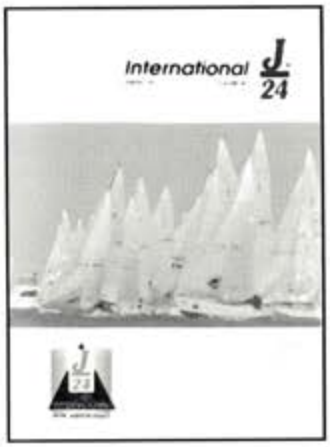

Photo by Jay Tovey/Sailscope

Cover: The 1997 Midwinter Championship hosted by Key West Sailing Club and U.S. J/24 Class Association, in Key West, Florida. The regatta celebrated the 20th anniversary of J/24 racing. Niney-seven boats from seven countries competed, with Chris Larson emerging the winner.

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J/24

IJCA CHAIRMAN'S REPORT

by Geoff Evelyn

Were you there? The "there" was the 20th anniversary of the J/24 Midwinters in Key West. It was great to see ninety-seven J/24s bashing about and a whole lot of folks having fun. Now, I admit some of the fun was tempered by the 25 knot breezes, but the water was warm. It was truly an international event with crews from England, Canada, Mexico, Chile and, of course, one or two crews from the U.S. For all the fun and good times, I would like to thank Jim Keesling and his merry band for putting on a great show. The sad news is that Jim is taking a sabbatical for a year or so and we will miss his talent, and input, on the World Council. Thanks Jim.

The point of bring up the Midwinters is that this is not a Class that has run its course. It a vibrant Class with a boat that is relevant for the times and at the right price. As Jeff Johnstone recently put it; "More J/24's have been sold in the last year than were sold in the early years." I have to only look at the activity of the fleet that I sail in. Boats are changing hands with crew moving up to ownership and new owners joining the fleet. This year we have to reserve a spot to get into our annual training weekend. Internationally interest has stayed high and new countries are joining the association. Fleet building is a local exercise and constant renewal is needed to keep it rolling.

World Council Meeting

At the back of this issue the dry stuff is presented on the happenings of the World Council. I'll try to summarize for those who don't want to read the whole thing. All the rules were passed with the exception of the weight rule. The changes standardize things and hopefully make the boat less expensive to sail. Parts can now be supplied by licensed builders other than the boat builder. Cushions should self-destruct in one season and people will actually be able to sleep on dry cushions.

A round table discussion was held that allowed for a variety of ideas to be presented on how fleets work around the world. Go take a look or better still ask the folks that were there. Some ideas have already been put into use.

Team Racing. A new idea, for us anyway, was suggested as a way to liven up the sailing season. Jim Keesling and Don Ferguson from Canada have agreed to investigate and get something going. Contact them, they're both have e-mail, faxes, telephones and of course snail-mail.

The Technical Committee has a new chairman—John Peck. Dennis Ellis, after years of yeoman work and countless hours, has retired to enjoy the view from his second floor balcony. We will miss you Dennis and thanks from all of us. To commemorate the occasion, Dennis was given a crystal decanter from the IJCA and a plaque from J/Boats. So that we don't miss out on all those years of experience, Dennis has been made a Councilor of Honour. This will allow him to attend our meetings and contribute as he sees fit.

The Future

I seem to have to have a constant near the end of my report and I'll try to continue it for the remainder of my term, which, by the way, will finish in November, 1998. I feel that by then I will have run my course and need to go. What do we need to do to keep the class/boat alive and well? There are probably four things: Keep up the discussion of the rules, find a way of keeping the cost of sailing at a reasonable level, ensure that sponsorship is available at all levels, and maintaining a high level of fun. To meet these, I suggest the following as points of discussion over the next few years:

1. Find a way of taking weight out of the boat that will allow it to "jump" while we are sailing it in all types of weather.

2. Looking at new sail materials that will allow us to use sails for longer than one regatta and keep the cost at an affordable level.

3. Look for world-wide sponsors, develop a resource library of those sponsors that can help at the local level, and maintain examples of presentations that work.

4. Look for events that will challenge our skills while attracting new sailors and still allow us all of us to sit down afterwards and say "That was a great event".

J/24

USJCA PRESIDENT'S REPORT

by Gordon Borges

As the new president of the US J/24 Class, I suppose an introduction is in order. I am taking over from Jim Keesling. Jim was an able leader and positive influence on the class for many years as the governor of District 18 and president of the class for the last two years. His final responsibility as president was the planning and organization of the 20th Midwinters in Key West. We owe him a large debt of gratitude for his efforts on behalf of the largest fleet of J/24s (96) I have ever seen. Jim will devote his newfound time perfecting the art of downwind boat handling. Please take the opportunity to thank him and under no circumstances make him jibe in more than 20 knots.

I have been sailing J/24s in Newport, Rhode Island since 1990. I became a measurer in 1991, was elected District 2 governor in 1993, and served briefly as vice-president of the U.S. Class before being elected president. The current composition of the governors' committee is one of the most active and responsive I can remember. I am proud that they saw fit to choose me from among an excellent pool of representatives.

I want to first address a concern many members seem to express; the feeling that the governors and executive committee are out of touch with the membership. Through three layers of representatives, the local opinions are supposed to flow up. As any business person knows, this is the most difficult piece of corporate communication to foster. With fewer and fewer people as you go up the pyramid, ideas are constantly filtered out (or choked off). This is a model of the bureaucratic process of slow, incremental change. Together, we can change this process. As a commitment to informal, open communication, members can now post messages in the members' forum on the web page

Secondly, and in conjunction with the above, a fledgling "Membership Committee" has been established to serve the class. Its goals are to retain current members, attract new members and convince current J/24 participants to become members. This last group includes the majority of J/24 sailors, crew, etc. who routinely sail and compete but haven't joined the class. Should you have any ideas or interest please contact myself, Nadine Franczyk or Karen Lynch. Many of you took the time to fill out the last survey a year ago. It was an attempt to quantify members' priorities and desires. A follow up is in the works. Please look for it and take ten minutes to fill it out and send it in. As they say, "If you don't vote, don't complain."

I want to continue to refine and, ultimately, nearly eliminate rule and measurement procedure changes. The class has come a long way in the seven years I have been competing. Pre-regatta measurement has become largely a thing of the past. Steve's record keeping and the efforts of the Technical committee (past and present) have resulted in an overwhelming majority of the boats holding current, valid measurement certificates. The days of going to a regatta with bondo and sandpaper seem to be behind us.

At Midwinters XX, Gordon talks with Sandy Wilson of Southwinds magazine.

Looking ahead, nonsensical or unnecessary existing rules must be cleaned up or eliminated. Future rule changes must be overwhelmingly necessary and positive for them to be implemented. Lastly, the measurement procedure must be made absolutely repeatable. The frustration of measuring in at one regatta and not at the next should not be tolerated by a competitor. Two measurers on opposite coasts must be using the same interpretations, references and techniques to measure boats.

Finally, I hope to work in close conjunction with the executive director to support and encourage him as is necessary. A complaint box is usually filled long before a compliment box. Steve's daily efforts facilitate our sailing, our organization, and our enjoyment of the boat. Many of his efforts go unnoticed, please let him know that his efforts are appreciated.

Our class is at an interesting crossroads today. The evolution of sailing clearly is One Design. While the Grand Prix classes have moved towards one-design, their price tags have continued upwards. For a minuscule fraction of that price, we have been doing for twenty years what they are now embracing, i.e. scoring without stopwatches. In no other class or category of sailing will you find a more comprehensive who's who list of competitors. Nor will you find a larger group of husbands and wives or families racing together. Our diversity comes not from diverse boats but from a good design from the outset. Let's show the publications and other classes that the future is here. The evolution of sailing is where we are.

Don't Forget The Social Side

by Steve Podlich

Last month I went to Vermont with Margaret and Sophie to ski. We pulled into the parking lot of Sugarbush Mountain behind a car with a J/24 decal in the window. Greetings and conversation ensued. Later in the day, Paul Beaudin, former Fleet 23 Captain, found me. The guy in the parking lot told him I was there. I had great fun meeting these J/24 skiers.

Midwinters XX drew 97 crews to Key West and many were accompanied by families. Almost all of the feedback was similar. Great Regatta, great venue, the social activities need a little work.

J/24 sailors from all over the US east coast have met in Atlantic City during Sail Expo for several years in a row. Seminars have been a good draw but the dinner party at a local restaurant has been the best attended J/24 event associated with Sail Expo.

In Newport, RI, the Thursday evening racing consistently is the best attended local racing they do.....after the racing they have a pot luck dinner.

Among the many hats Steve wore during Midwinters XX, his favorite was probably support for Team Harold, driven by his wife, Margaret, who was also the Top Women's Helm in the Champion Fleet.

The other day on the phone I spoke to a fellow who loves his J/24 but is disheartened by his J/24 sailing. Fleet participation was falling and he asked if I thought a phone tree would work to get the absent members out. The boats in his fleet sail out of many different marinas and they meet in the middle of the river to race. After the finish they go home. The next time they see each other is at the next starting line. After a while I asked about parties - there are none. Instead of a phone tree, I suggested a party invitation. Hold the party after the next race; don't push the race in the invitation - discuss the party. I am anxious to learn how the ~~parties~~ racing goes this season.

The point I am trying to make is that we like to sail our J/24s but we also like to spend time with our J/24 friends. Around the bar-b-que grill, or at a formal winter holiday party, or in a hot tub after a day of skiing, or in Atlantic City in February—location does not matter. People matter.

Every article I read about fleet building emphasizes the social component of sailing. Check out the Back Issue Index in volume 36 for some great articles on the subject. A good social schedule does not just happen. It should be a major factor in a fleet's planning.

Who is the social chairman? Perhaps the fleet captain does it, perhaps someone is elected especially to perform that function, perhaps there is an informal rotation of parties around the fleet members. Who should be elected? A crew member, a spouse, a sailor who always finishes deep in the standings. In our local fleet we have had a bow-person who was not a member and the wife of a member who only sails about half the time - but she never misses a party. Owning and/or skippering a boat are not prerequisites.

Every fleet needs a social chairman. Without social activity a fleet cannot meet its potential.

By the way, Paul Beaudin and I talked about more than just sailing while I was in Vermont. Check out March '98 on the Calendar of Events on page 67.

Champion of Champions

World-famous Annapolis Yacht Club honors their best each year with a Champion of Champions ceremony. Each champion is presented with a commerorative plaque for a specific and outstanding accomplishment.

World Champion Chris Larson is seen (left) receiving a special award from Annapolis Yacht Club .

Web News

J/24 Cool Links & Pages

TPI, Inc. is about to go on-line. Their entire 1997 J/24 Parts List will be available. Look for them on the Web at: tpicomp.com.

For deck, interior, and rudder parts; running and standing rigging; spars and related parts, call TPI at 401-247-1050, Monday through Friday 0800-1700.

Check out these other sites, which are linked through the J/24 Home Page.

- Fleet 23, Lake Champlain
- Fleet 49, Marina del Rey
- Fleet 63, Santa Barbara
- Fleet 88 Florida Sun Coast
- Fleet 95, Scituate Harbor
- Eugene Yacht Club
- U.K. JCA Home Page
- newsgroup.rec.boats.racing
- Severn Sailing Association Home Page
- ISAF
- Jay Tovey/Sailscope (Midwinters XX photographer)

Dates Set for '98 North Americans and '98 Europeans

Brad Read, chairman of the 1998 North American Championship announced the regatta will be held August 20-23, in Newport, Rhode Island, U.S.A. For more information, contact Read at 401-683-7997, or fax: 401-683-9121.

The 1998 European Championship will take place August 21-28, in Le Crouesty, France. For more information, contact Andre Bourles, French J/24 Class Association, at 33-1-97-47-42-78, or fax: 33-1-97-47-57-50.

Also set are the locations for the following regattas: 1999 Worlds will take place in Monaco; 1999 Europeans will take place in Palermo, Italy; and Newport, Rhode Island, USA, will host the 2000 Worlds.

Kudos!

Sailing World recently announced its annual Medals of Achievement for 1996. As always, many are notable J/24 alums. Chris Larson received an honorable mention in the One-Design Keelboat category for his title of current J/24 World Champion. Congratulations Chris!

Welcome Connie Walker

The International J/24 Class Association office has a new administrative assistant, Connie Walker. Connie is a long time resident of Annapolis. Next time you call, make sure you say hello.

Photo by Jay Tovey/Sailscope

A Debt of Gratitude to Dennis Ellis

Dennis Ellis, past IJCA Technical Chairman, stepped down this past fall at the IJCA World Council meeting. Dennis served as International Technical Chairman since 1993. Previous to his chairmanship, he served on the international technical committee.

The World Council unanimously approved a resolution naming Dennis Ellis an IJCA Councilor of Honor. He was presented an engraved crystal decanter noting his contributions to the Class at the meeting in November.

www.sailing.org/j24

What's new at the J/24 web site? If you haven't visited lately, you've missed a whole new look. Thanks to our resident (volunteer) webmaster Jeff Borland, the page is much more colorful, interactive, and chocked full of new stuff.

Check out the J/24 sailing forum. You can post a message, respond to a general message, or join a discussion.

Need some new racing ideas? Click on Tips From the Pros, a list of industry professional tips.

John Adams, IJCA Councilor of Honor, honors Dennis Ellis at the 1996 World Council meeting.

1997 J/24 World Championship

World Qualifiers

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

IJCA QUALIFIERS	18
Past Champions	5
Founders	Rod Johnstone
	Bob Johnstone
European Champion	Vasco Vascotton
North American Champion	Brad Read
South American Champion	Guillermo Parada
RIWKC 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
Crotia	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
United States	1500
Uruguay	10
Venezuela	10
Virgin Islands,US	3

'97 U.S. World Qualifiers

USJCA slots=9

Northeast Regional Champ.	Britt Hughes
Southeast Regional Champ.	Marty Kullman
Great Lakes Regional Champ.	Doug Kracht
South West Regional Champ.	Rob Johnson
Western Regional Champ.	Kevin Downey
US National Champ.	Kennith Kaan
1997 Midwinters	Brad Read
Top U.S. boat at '96 NAs	Chris Snow
U.S. Class President	Gordon Borges

Copy Deadlines 1997/98

Waterlines #20/Summer	July 15
International J/24 vol. 39	August 1
Wall Calendar	August 1
Waterlines #21/Winter '98	December 15
International J/24 vol. 40	March 15, 1998

It Took Twenty Years to Edit...

It's hard to believe it's been twenty years since the J/24 burst onto the sailing scene. Back then, one-design racing was merely an idea that left a lot of people scratching their heads. These days, one-design is the hottest, fastest growing segment of the new boat market.

International J/24 has been reporting on J/24 trends in deck layout, sail trim, rule modifications, cruising, and more since 1978. The first issue was four pages, one-color, and listed regatta results. With a closer look at the results, you'll notice some familiar names: Ploch, Scott, Allan, Kolius, Klein, Shore, Johnstone.

Over the years, the Class magazine has grown into the most respected, and often copied, one-design Class publication. Our famous "go fast" articles are copied, referred to, and reprinted in publications around the world. In fact, check out the new area on the World Wide Web page, "Tips From the Pro's." You'll find reprints from *International J/24* and all new articles on sail trim, speed and racing. Of course the magazine couldn't have survived twenty years without the support of volunteer writers and photographers, both sailing industry and "civilians." My thanks to everyone who has so generously contributed their time and talent over the years. Any article or photo you see published is available to you. Call us at the office.

Also new to J/24 Class communications is a Members' Forum on our World Wide Web page (www.sailing.org/j24). Members can read, post, or respond to messages. It's an interesting place to exchange ideas with fellow J/24 sailors. Look for messages from me from time to time. I like hearing your ideas. Many of them are developed into articles. This is your magazine. What would you like to read about?

Call me, fax me, email me. I really enjoy talking with members. Thank you for your ideas and feedback.

Here's to twenty more years of racing the premiere one-design keelboat in the world! *Dana Paxton*

J/24 NEWS

NO: 3 J/24 CLASS ASSOCIATION JUNE 1979

Boat Partnerships Defined

Class President Lou Burns and the Executive Committee announce policy on interpretation of co-owners of partnerships for major J/24 events.

Major J/24 Class events such as the World Championship, North American Championship and regional championships are conducted for members of the J/24 Class Association. Accordingly, primary helmspersons must be active members of the J/24 Class Association or members of their immediate households/families.

Active Members are defined under the By-Laws, Article III, Section 1, Paragraph 1 as "individuals who are themselves owners or part owners of J/24's".

A primary helmsman is defined as "the individual who is on the helm at the start of the race and is at the helm for as long a period of time as any other crew member during weather legs."

The Executive Committee has further narrowed the definition of "part owners" or "co-owners" for a specific boat to be individuals who normally sail with one another on the same body of water and in the same fleet or yacht club.

This definition is not intended to restrict an active member from chartering a boat to compete at some distant championship. A non-owner can't by definition be an active member so may not charter a boat to enter championship events.

While attempting to exclude temporary ownership arrangements to "win" major championships, it should be pointed out that the Class should make an effort to attract top sailors world-wide by conducting "open" championships. For this reason, the J/24 Midwinter Championships, held yearly at Key West Florida for the Michelob Cup in January is designated as an "open" event to attract top sailors at a time when there are few conflicts on the sailing schedule.

Other events may, from time to time, be designated as "open" championships with approval of the regional fleets involved and the Class Association.

From The President

Dear Fellow Members,

It's been one year since the birth of the J/24 Class Association, and in that time we have come a remarkably long way. We now number 61 fleets and approximately 15 fleets are formed in Europe and Australia, but not yet formally chartered.

I have attended several meetings of the USYRU this past year, as the J/24 delegate. I have been surprised at the vast amount of work done in organizing and running this organization. Here in the US, the USYRU has come a long way in it's relationship with the one-design sailor and is continuing its effort in our behalf. I would like to take this opportunity to urge all J/24 sailors, no matter where in the world you sail, to join and support your national authority.

Good Sailing

Louis A. Burns President

J/24's Sweep MORC Class Key West To Varadero

The evening of December 14th was a hectic one for the crew of the J24 SHOGUN. Last minute boat preparation details coupled with skipper George Petritz's late-home-from-work act resulted in a mad dash to get the boat from her Sigsbee Park dock to the 1700 start in Key West Harbor. But start we did, amid splashes of color from spinnakers of the eleven boat MORC class. The first yacht race from a United States port to Cuba in 20 years was underway in light northeasterly breezes. The race was organized under the auspices of the five year old Key West Sailing Club, with Commodore Bob Pedron and race committee

Hooked on Frostbiting?

A J/24 event with a new twist has just been announced. Paul Beudin, of fleet 23, in Burlington, Vermont, is coordinating a ski weekend for J/24 Class members. Scheduled for next March 27-29 (that's 1998), at Sugarbush Mountain in Vermont, parties, dinner, ski racing, and fun is on the itinerary.

Let's see...Load the boat van with the normal crew, unhook the boat trailer, strap on the boards, and go have fun with the usual cast of traveling characters. Hmmm...the theme is just a little different: *Warm* beverages after a *cold* day on the (frozen) water. There's an interesting change. Think of it as Midwinters without the sailing, and without the warm weather.

Put it on your calendar and watch for more details on the Web page and in your mailbox.

Jim Keesling (second from left), Midwinters XX Chairman, stops for a quick snapshot in Key West, Florida.

Photo by Patricio Lara

Dear Dr. J:

Recently, a member of our fleet purchased a boat that has a good reputation. He even bought the sails. In his old boat he usually finished just behind me. He assembled the boat and has not done anything to the boat. Since he purchased the boat he has won several regattas. We were wondering what can we do to slow this boat down so we are all the same speed again?

Second Place, Atlanta, GA

Dear Second,

You could take the physical approach demonstrated in this photo. #2181 is the boat that won the '95 Worlds in Rochester. A few good jolts like this and the mast should be out of tune and the hull will no longer be fair; at least not where there is a hole. Before long he will be going slow again. **Dr. J**

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.

Dear Dr. J:

I was reading the modifications to the Class Rules and was confused by the requirement for the mainsheet to be "of a single length of synthetic line." What does that mean?

SitNSail@aol.com, via e-mail

Dear SitNSail,

The new rules made three modifications to the mainsheet: 1) Allowed it to have a power ratio of 6:1; 2) Allowed the line to be 8mm; and 3) Requires it to be a single length. Since the old maximum power ratio was 4:1, the increased power will benefit people without a strong upper body by making it easier to trim the main in big wind. The down side of this is that the skipper will have 50% more line to pull in at the leeward mark. The requirement to use a one-piece mainsheet will prevent someone from rigging a 3:1 system and attaching a 2:1 tackle to the dead end to make the total power ratio 6:1. If you are going to go with a 6:1 mainsheet, you are going to pull in about 23 meters (75 feet) of mainsheet at the bottom of the run. **Dr. J**

Letters to the Editor

I'd like to tell the tale of our boat *Riptide*'s ride through Key Largo en route to Midwinters XX in January.

Riptide's journey started out Thursday evening during the height of a sleet and snow storm in Delaware. The first couple of hours were pretty dicey as he interstate had slush lots of wind and black ice making visibility tough Evidently our efforts to remove the accumulated ice and snow was not enough as we suspect that the additional load may have contributed to metal fatigue which didn't manifest itself until two days later perhaps being aggravated by the rather undulating ride south of Hemstead. Needless to say, we were one lucky J/24 crew. I first felt that something was wrong while sitting in the back seat of the Jeep waiting for my shift when I hard a strange scratching sound. Looking back to the source of the irritating noise, I noticed that the tie down straps on the bow were completely slack, just flapping in he breeze. Fearing that the load had shifted, I quickly came to realize that something very serious was happening as I was able to read my registration numbers through the back window of the car and that the scratching sound was the bow riding on the ladder. Immediately I told John Carr, my jibman, who was driving, to pull over very carefully on the smoothest section of the road. Without question, he complied (just like on the water when we have to tack quickly!). Oddly enough, we pulle dover in front of he Yacht Club on Key Largo opposite an open lumber yard.

As we looked oiver the situation, the bottom of the trailer frame was within 3/4" of the road surface. I don't even want tot hink about htis happening on one of those causeways moving at 50 mph, hitting an immoveable expansion joint or grate. Such a jolt most certainly would have severed the trailer into two pieces witht he boat landing in the ater or worse yet, in the lap of an approaching car! The breaks were clean with very little evidence of rust.

My crew immediately sprang into action. John Carr and Steve Carruth set out to locate a road side welder,. Charlie Robertson and I worked to stabilize the trailer. As we worked, we were developing a contingency plan of U-bolting 12 foot long 4x4's to the frame to allow us to continue to Key West. Our best alternative plan. Meanwhile, Bob flying down from Philadelphia, by way of Chicago, had no idea what he was missing.

Fortunately, John's effort paid off as a generous contractor who witnessed our plight called a few welders on his cell phone. After a bit of cajoling, John talked Rob of Rob's Mobile Repair to come out and help us evn though it meant delaying his departre for a Disney World weekend. Mig gun in hand, Rb worked his magic with channel iron perhpas not the most aesthetic job, but one which will not fail again.

During this process, a few transplanted locals stopped by to offer assistance and chat. In fact we may have found a job opportunity for Steve, who was taking a week off of his last semester of grad school ot do the regatta with us. Thanks also to Boots Greg for her interst in our situation. Perhaps this was an omen of things to come. When it was all said and done, this little side trip of ours cost us a few bucks and an additional two and one half hours travel time which isn't much out of twenty-seven driving hours.

We arrived Saturday night after registration conditioned from the road trip to take on the week of Big Wind, spin outs, a Death Roll, breakaway docks that kept Steve and John from getting a good night's sleep because of their constant vigil to secure breakaway boats, to assorted mechanical woes such as dying fuel pump, a ruptured radiator hose and fuel line. Surprisingly, *Riptide* emerged largely unscathed on the water with nominal damage of stress induced tiller delamination. Our performance as a crew improved every day. Some might say we actually won the most important race Friday morning, even though we wouel have preferred to have sailed, by tying up at the right spot along the wharf Thursday night.

At a recent gathering with my mid-winter and summer regulars, we were busily planning next year's trip. We may make one change next year and leave the bumper sticker off until after we get back.

All in all, our first Midwinter excursion produced countless tales which we will be told to all those who listen for years to come.

'Til the next road trip,
The Crew of Riptide
Nicholas Staikos
John Carr
Bob Gamble
Charlie Robertson

View From the U.S. Technical Chairman

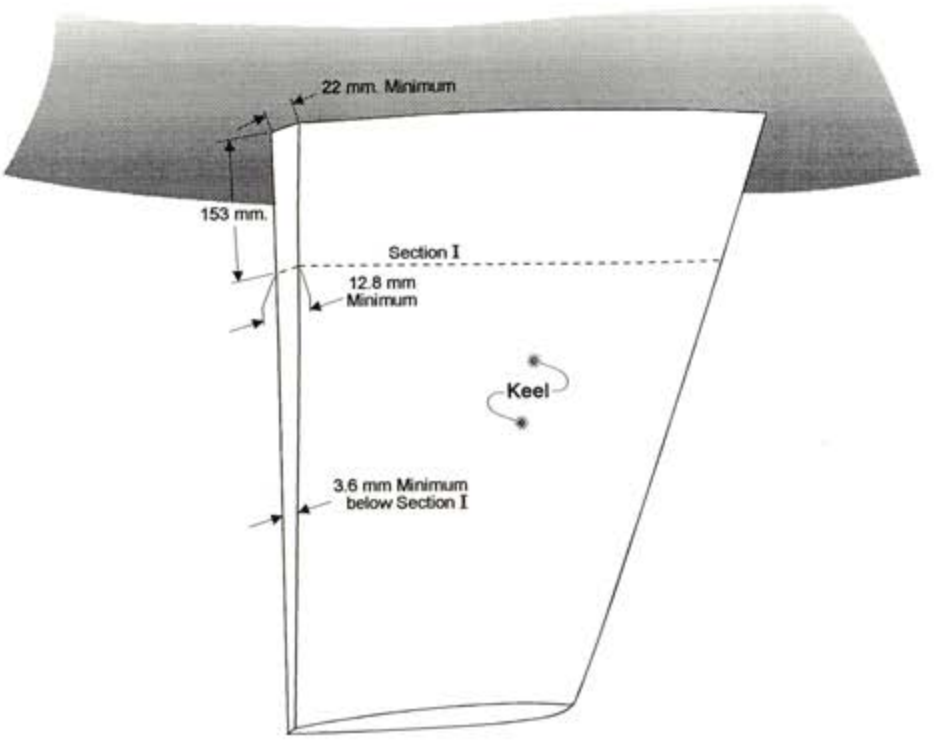
by Reid Stava

After much agony of creation, the measurement manual draft is being circulated among the IJCA Technical Committee for approval. It has been a priority that perspective drawings be used as much as possible. Those in the manual were computer generated by Steve Corona, a Lake Ontario PHRF sailor and handicapper who crews on a J/24 for fun. Steve's drawings will assure clarity and add solid value in comprehending the measurement process. I fully expect the final version of the manual will be ready for general distribution by early summer.

There have been a number of changes to the class rules for 1997-98. By the time you read this, measurer's will have received an outline of the impact on the measuring process. None of the changes should create problems or increase costs for the existing fleet, and should reduce both. For example, both the chute topping lift and downhaul can now be 6mm diameter rope. The requirement of obsolete rope sizes (such as the 9mm diam. mainsheet) has been changed, along with the reduction of the size of headsail sheets (to 8 mm from 10 mm diam.). The following is an overview of the changes that are noteworthy:

Rule 3.1.1 has been changed to include the keel sump in those items conforming to the builders specifications. In addition, a new rule (3.2.2) allows the sump to be faired to the correct keel location. This will avoid the knuckle at the leading edge of the sump/keel intersect, and allow the trailing edge to be reduced to the allowable minimum. Also, the interior has been redefined as the "basic interior" to avoid requiring boats to conform to the latest builders specifications when repairs are made.

Rules 3.2.3 and 3.4.1 have been changed to allow aftermarket main companionway cover and rudder suppliers to be licensed rather than restricting the covers and rudders to being supplied by licensed builders only. This change should



Dwg. 4.5

Width of Keel at Trailing Edge

help reduce the costs of replacing broken or damaged rudders and companionway covers.

The builder added corrector weights (Rule 2.7.4) are, (after March 1, 1997) required to be totally encapsulated and distinctly marked, while the owner added correctors are to be of approximately four (4) equal weights bolted on the outboard side of the Builders weights and sealed with a strap of resinated cloth. This will clarify the difference between those weights that can be modified when changes are made to the equipment carried as part of 3.7.1 from those weights that cannot be altered. Again, note that this applies to boats built *after* March 1st 1997. The effect should be minimal.

Photo by Bill Goodrich

Rule 3.5.4 e) One spinnaker boom downhaul of synthetic rope not less than 6mm diameter.

And for the long sufferers of dripping bunk cushions at wet regatta's: the new rules make them optional equipment (6.1.24), although the cushion weight must be maintained. Also, the spurious requirement of spare flashlight bulbs and batteries has been dropped (4.1.5) (although the flashlight itself is still required). These changes acknowledge the fact that the boat is predominantly a one-design race boat, not just a family cruiser or M.O.R.C. boat (although certainly usable as such).

The requirement of a horseshoe life ring has been modified to "one throwable lifesaving device" (4.1.8) to allow alternatives in those areas where the horseshoe rings are not available or allowed. The old rule (3.8.6) requiring the carrying of 5 liters of water in a 10 liter container has been changed. Gone are the days of having to prove that the water you've been carrying for five years is still drinkable. The water requirement has been changed to optional equipment (6.1.26) and restricted to 10 liters to limit its use as water ballast to meet Rule 3.7.3. In a similar fashion, the maximum weight of the companionway step box has been restricted to 9 kg. (6.1.25) as part of the all up weight for sailing (3.7.3).

The carrying of mast heel adjusters has been a source of contention for some time. While the old rule (7.1.17) prohibited the devices, some argued that if the adjusment feature is removed, the fittings have only cosmetic differences from the standard heel plate. The new rules specifically allow the fittings to be carried but the adjuster portion must be removed while racing. It is still illegal to adjust the standing rigging during racing. Furthermore, the mast is still required to be fixed at the heel during racing (the adjuster cannot be used as the fixing means).

The growing use of electronic position measurement devices has been a concern to the class as the cost of these devices adds to the perception that the boat requires expensive equipment to be competitive. The new rule (8.1.5) prohibits the usage of these devices *while racing*, but not the ability to carry them for safety reasons.

While extensive, the rule changes are primarily intended to clarify some of the vague rule wording and allow the opportunity of reducing the costs of repairs.

On a personal note: I recently was in the Miami area and had the opportunity to renew an acquaintance with Gonzalo Diaz (Augie and Gonzo's dad). I first met Gonzalo when he crewed for my dad in Lightnings in the early 50s in the Cleveland, Ohio area. At the time, his family had the sales and distribution rights in Cuba for the product produced by my dad's company. Dad was also a photography buff who shot several reels of film during a vacation to Cuba to visit the Diaz family, and recently, after converting them to video tape, I sent a copy to Gonzalo. It must have made a hit as I got a nice thank-you note in return. As many of you in the south Florida area know, Gonzalo has been continuously active as a Snipe and J/24 sailor, and, despite his sixty-odd years, sounded as enthusiastic and vigorous as any twenty year old! It was a delight to talk with him again. The point of all this is the continued realization for me that sailing has a surprising rejuvenation capability, and why I see some of the senior members of my club brighten and become more animated when they drop by the place. I hope we all can continue to be as active and maintain Gonzalo's zest for the sport.

Passed rule changes for the 1997-1998 J/24 Class Rules. They will be implementedd on April 1, 1997, with the 1997/98 International J/24 Class Rule Book.

Rule 2.6.1 All class racing at World Events shall be classified Category A as described in Racing Rules of Sailing Appendix G.

Rule 2.7.4 "Additionally, distinctively marked, permanently fixed and completely capsulated corrector weights not exceeding 30 kg in total weight complying with rule 3.7.2 b), b)i), and c) shall be used when required to meet the Builder's minimum weight.

Rule 3.1.1 The hull, keel stub, keel, deck, rudder, sailplan and basic interior layout and fittings shall conform to the building specifications, Class rules and official Plans A, B, C and D.

New Rule 3.2.2 The keel stub may be faired to maximise keel position to rule 3.3.3 within the provisions of the rules 3.1.2 and 3.2.8 a and b.

Rule 3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official Plan A. The main companion way cover shall be supplied by a licensed builder or licensed supplier.

Rule 3.4.1 The rudder shall be supplied by a licensed builder or licensed supplier.

Rule 3.4.2 Plan D will be modified to indicate what is measurable. Items which are presented to describe the approximate dimensions of the rudder will be placed in parenthesis

Rule 3.4.4 Correction to Measurement form
Item 10 on measurement form part D incorrectly references 3.4.4 instead of 3.4.7 and should be corrected

Rule 3.5.2 b "The distance from the forward face of the mast at the lower edge of the band in rule 3.5.2. e, measured directly to the stem at the sheerline (ref. Plan B) shall be not more than 2925 mm or not less than 2895mm."

Rule 3.5.4 d) "One kicking strap (vang) of synthetic rope of not less than 8mm diameter in a tackle not exceeding 8:1 power ratio. A wire strop of not less than 4mm diameter or synthetic rope strop of not less than 8mm and not more than 305mm in length may be used to connect the kicking strap to the attachment bracket on the mast."

Rule 3.5.4 e) One spinnaker boom downhaul of synthetic rope not less than 6mm diameter.

Rule 3.5.4 j) "One mainsheet of a single length of synthetic rope not less than 8mm diameter and having a maximum power ratio of 6:1"

Rule 3.5.4 l) Headsail sheets of synthetic rope not less than 8 mm diameter.

Rule 3.7.2 a) When corrector weights are required to be added, they shall consist of lead ingots located in the hull as shown on Corrector Weight Placement and Interior Layout Plan A.

b) Half the required weight attached amidships on the forward bulkhead located approximately 1000mm forward of the main bulkhead. Two quarters of the required weight in approximately equal ingots attached under each moulded berth to the forward side of the aft cabin bulkhead located approximately 2450 mm aft of the main bulkhead. The corrector weights shall comply with the following:

i) For the requirements of Rule 2.7.4 the three lead ingots shall be permanently attached with bolts, totally capsulated and for hulls built after 1 March 1997 be distinctively marked.

ii) For the requirements of Rule 3.7.1 the lead ingots shall be attached with bolts and sealed with a strap of resinated glass cloth.
When required in addition to the permanent builders correctors Rule 2.7.4, the lead ingots shall be divided into four approximately equal weights and be fixed on the outboard side of the builders correctors (3.7.2.b)i).

c) The total corrector weight required to comply with Rule 2.7.4 shall be recorded on the Measurement Form Part B as item 3. The total corrector weight required to comply with Rule 3.7.1 shall be recorded on the Measurement Form Part D as item 29 and/or the Certificate of Measurement.

Rule 3.8.4 "Not in use"

Rule 3.8.6 "Not in use"

Rule 3.8.7 "One anchor with or without chain of combined minimum weight of 6kg with 40m of 8mm non-floating warp....."

Rule 4.1.5 "One water resistant flashlight."

Rule 4.1.8 "A minimum of one throwable lifesaving device and drogue on deck within reach of the helmsman and ready for instant use."

6.1.24 "Up to 4 berths cushions not exceeding a total weight of 21 kg."

6.1.25 "A companionway step box or ice box between the bunks on the cabin sole with an empty weight not exceeding 9 kg."

6.1.26 "Separate container(s) with no more than 10 liters of fresh water"

7.1.17 "Not in use"

Rule 8.1.4 "The adjustment of standing rigging including all turnbuckles and the ability to adjust the position of the mast heel by any method. The connection to the mast heel of any adjustment device or equipment."

New Rule 8.1.5 "Use of LORAN, GPS or similar position fixing devices."

J/24

CLASS RECORD

World Champions

YEAR	NO.	LOCATION	HELMSPERSON	YACHT	HOMEPORT
1979	I	Newport, RI	Charlie Scott	*Smiles*	USA
1980	II	San Remo, Italy	John Kolius	*San Brandano*	USA
1981	III	Sydney, Australia	Mark Bethwaite	*Bandit*	Australia
1982	IV	San Francisco, CA	John Kolius	*Cheap Sunglasses*	USA
1983	V	Maalmo, Sweden	Ed Baird	*Laissez Faire*	USA
1984	VI	Poole, England	David Curtis	*HJ*	USA
1985	VII	Atsumi Bay, Japan	Ken Read	*Maggie-San*	USA
1986	VIII	Newport, Rhode Island	Ken Read	*96 Degrees*	USA
1987	IX	Capris, Italy	Francesco de Angelis	*Le Coq Hardi*	Italy
1988	X	Sydney, Australia	John Kostecki	*Pee Wee*	USA
1989	XI	Kingston, Ontario	Larry Klein	*Fly Mo J*	USA
1990	XII	Dublin, Ireland	Jim Brady	*Just More Fun*	USA
1991	XIII	Athens, Greece	Ken Read	*Maxx*	USA
1992	XIV	Annapolis, Maryland	Ken Read	*Mookie*	USA
1993	XV	Abersoch, N. Wales, UK	Ken Read	*Head Case*	USA
1994	XVI	Melbourne, Australia	Ken Read	*Jazzed*	USA
1995	XVII	Rochester, NY	Bill Fortenberry	*Fluid Ice*	USA
1996	XVIII	Sardinia, Italy	Chris Larson	*Osama Writing Instruments*	USA

North American Champions

1978	I	Newport, RI	Charlie Scott	*Smiles*	Annapolis, MD
1979	II	Corpus Christi, TX	Mark Ploch	*Tchau*	Clearwater, FL
1980	III	San Francisco, CA	Ed Adams	*Shazamm*	Providence, RI
1981	IV	Rochester, NY	Buddy Duncan	*HJ*	Marblehead, MA
1982	V	Corpus Christi,TX	David Curtis	*HJ*	Marblehead, MA
1983	VI	San Diego,CA	David Curtis	*HJ*	Marblehead, MA
1984	VII	Kingston, Ontario	Ken Read	*Maggie*	Newport, RI
1985	VIII	Marion, MA.	Ken Read	*Maggie*	Newport, RI
1986	XIX	Chicago, IL	David Curtis	*HJ*	Marblehead, MA
1987	X	San Francisco, CA	John Kostecki	*Pee Wee*	Alameda, CA
1988	XI	Corpus Christi, TX	Scott Young	*Thunderstar*	Austin, TX
1989*	XII	Rochester, NY	David Curtis	*American Garage*	Marblehead, MA
1990	XIII	Milwaukee, WI	Geoff Moore	*Not To Worry*	Newport, RI
1991	XIV	Toronto, Ontario	Ken Read	*Maxx*	Newport, RI
1992	XV	Long Beach, CA	Mark Laura/Dave Willke	*Ann Marie*	Seattle, WA
1993	XVI	Hampton, VA	Ken Read	*Mookie*	Newport, RI
1994	XVII	St. Petersburg, FL	Chris Larson	*Love Shack*	Annapolis, MD
1995	XVIII	Montreal, Canada	Steve Thomas	*Rattle & Hum*	Honolulu, HI
1996	XIX	Cleveland, Ohio	Brad Read	*Mookie*	Newport, R.I.

** Won by Ian Bashford (Australia).*

North American Designer Fleet Winners*

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

**No Designer Fleet in 1978,'79, '80, '83, '87, '88, '90, '92, '93,'94, '95, '96*

YEAR	NO.	LOCATION	HELMSPERSON	YACHT	HOMEPORT
			Jr. North American Champions		
1987	I	Abino Bay, Ontario	John Swanson		Eggertsville, NY
1988	II	Oakville, Ontario	Andrew Smith		Oakville, Ontario
1989	III	Rochester, NY	Sean Staniforth		Montreal, Quebec
1990	IV	Santa Barbara, CA	Yumio Dornberg/Sean Kennedy		Santa Monica, CA
1991	V	Event Not Held			
1992	VI	Fair Haven, NY	Steven Hunt		Hampton, VA
1993	VII	Sodus Bay, NY	Aiden King		Skaneateles, NY
1994	VIII	Hawaii	Brian Hill		Holland, MI
1995		Event Not Held			
1996		Event Not Held			
			South American Champions		
1983	I	Buenos Aires, Argentina	Alejandro Irigoyen	*Shadow*	Argentina
1984	II	Ancon, Perú	Alberto D'Angelo	*Black & White*	Perú
1986	III	Rio de Janeiro, Brazil	Marcos Soares	*Linha D'Aqua*	Brazil
1987	IV	Ancón, Perú	Luis Lebreiro	*Alcaravan*	Brazil
1988	V	Ancón, Perú	Ricardo Capparelli	*Rocoto*	Argentina
1989	VI	Buzios, Brazil	Luis Lebreiro		Brazil
1990	VII	Buenos Aires, Argentina	Alejandro Irigoyen	*Shadow*	Argentina
1992	VIII	Lake Rapel, Chile	Alejandro Irigoyen	*Shadow*	Argentina
1993	IX	Ancón, Perú	Alejandro Irigoyen	*Shadow*	Argentina
1993	X	Rio de Janeiro, Brazil	Alberto D'Angelo	*Velia*	Perú
1994	XI	Rio de Janeiro, Brazil	Ivan Pimentel	*Dragao do Mar*	Brazil
1995	XII	Rapel, Chile	Alberto Gonzalez	*CTC Mundo*	Chile
1996	XIII	Buenos Aires, Argentina	Guillermo Parada	*Todos Noticias*	Argentina
			U. S. Midwinter Champions		
1978	I	Key West, FL	Mark Ploch	*Tchau*	Clearwater, FL
1979	II	Key West, FL	Mark Ploch/Jim Brady	*Tchau*	Clearwater, FL
1980	III	Key West, FL	John Jennings	*Black Star*	St. Petersburg, FL
1981	IV	Key West, FL	Augie Diaz	*I'll Go*	Miami, FL
1982	V	Miami, FL	Charlie Scott	*Viva 40*	Annapolis, MD
1983	VI	Miami, FL	Ed Baird	*Impulse*	St. Petersburg, FL
1984	VII	Miami, FL	David Curtis	*HJ*	Marblehead, MA
1985	VIII	Miami, FL	Morgan Reeser	*Sea Sharp*	Miami, FL
1986	IX	Miami, FL	John Kostecki	*Terminator*	Pt. Richmond, CA
1987	X	Miami, FL	John Kostecki	*Pee Wee*	Alameda, CA
1988	XI	Miami, FL	Ed Baird	*Monster Fish*	St. Petersburg, FL
1989	XII	Miami, FL	Jim Brady	*Slap and Tickle*	Annapolis, MD
1990	XIII	New Orleans, LA	Paul Foerster	*Grand Slam*	Dallas, TX
1991	XIV	Miami, FL	Jim Brady	*Fine 4wd*	Annapolis, MD
1992	XV	Miami, FL	Jay Lutz	*Dashboard Mary*	Kemah, TX
1993	XVI	Miami, FL	Ken Read	*Mookie*	Newport, RI
1994	XVII	New Orleans, LA	Terry Hutchinson	*Northern Exposure*	Newport, RI
1995	XVIII	New Orleans, LA	Vince Brun	*Bogus*	San Diego, CA
1996	XIX	Miami, FL	Terry Hutchinson		Newport, RI
1997*	XX	Key West, FL	Chris Larson	*Writing Instruments*	Annapolis, MD
			European Champions*		
1982	I	La Trinite, France	B. Dunand	*Coin Coin Dubois*	Lake Geneva, Switzerland
1983	II	Neuchatel, Switzerland	B. Dunand	*Coin Coin Dubois*	Lake Geneva, Switzerland
1984	III	Naples, Italy	Francesco deAngelis	*Le Coq Hardi*	Naples, Italy
1985	IV	Cork, Ireland	Laurie Smith	*Ghost*	England
1986	V	Scheveningen, Holland	Ed Warwick	*Sanjola IV*	London, England
1987	VI	Athens, Greece	Ed Warwick	*Sanjola IV*	London, England
1988	VII	Cowes, England	David Bedford	*Take Them to The Cleaners*	England
1989*	VIII	Sardinia, Italy	Ian Southworth	*Plastic Bag*	England
1990*	IX	Kiel, W. Germany	Aurelio Dalla Vecchia		Naples, Italy
1991*	X	Cowes, England	David Bedford	*R.S.J.*	England
1992	XI	Marstrand, Sweden	Flavio Favini	*Nebookanezzer*	Italy
1993*	XII	Monte Carlo, Monaco	Luca Santella	*Jadine*	Italy
1994*	XIII	Medemblik, Holland	Anders Edblad		Sweden
1995	XIV	Dun Laoghaire, Ireland	Stuart Jardine	*Stouche*	England
1996	XVI	Marstrand, Sweden	Vasco Vascott	*Kismet*	Italy

Designer Fleet won by Will Crump.

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

J/24

ADVANCE NOTICE

1997 Canadian Championship
July 31 - August 3

The Canadian J/24 Class Association, the Vancouver fleet and the Royal Vancouver Yacht Club in Vancouver, British Columbia, invite you to participate in the 1997 Canadian Championship to be held Thursday through Sunday, July 31 - August 3. Racing will be in English Bay, in waters off the Yacht Club. 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 pay the required entry fees to participate in the event.

A full notice of race will be sent to all parties requesting one. Limited charter boats will be available and will be allocated in order requests are received. Assistance with accommodations will be provided and an active on-shore program is planned.

For further information contact: Lorne Chapman, 886 Esquimalt Ave., West Vancouver, British Columbia, Canada V7T 1J8. Tel: 604-926-6153, fax: 604-689-3348, email: Lchapman@chancellor-partners.com. Also, visit our web site at: www.j-24.com.

J/24

NOTICE OF REGATTA

1997 U.S. National Championship
July 10-12, 1997

Invitation

Corpus Christi Yacht Club and the J/24 Fleet 3 cordially invite you to attend the 1997 U.S. Nationals. Corpus Christi Yacht Club will host this event July 10-12, 1997

Site

Corpus Christi Bay in Corpus Christi, Texas.

Eligibility

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

Schedule

Wednesday, July 9	1200 - 1900	Registration
	2000	Competitors Meeting at Executive Surf Club
Thursday, July 10	0730 - 0930	Late Registration
	1100	Warning Gun - First Race (followed by Race 2,3)

Friday, July 11	0900	Warning Gun - Race 4 (followed by Race 5,6)
Saturday, July 12	0900	Warning Gun - Race 7 (followed by Race 8)

Course

Course will be Windward/Leeward or Olympic.

Rules

The 1997 U.S. Nationals will be governed by the Racing Rules of Sailing for 1997-2000, the prescriptions of US SAILING, the International J/24 Class Rules 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 G of the Racing Rules of Sailing for 1997-2000.

Inspection & Measurement

All participants must present a current measurement certificate, certified as valid by the J/24 Class Association, at registration. Boats without a current certificate will be measured by appointment only on July 8- 9. Any sail not previously measured must be presented for sail measurement prior to 0830 July 10th. Boats/Equipment may be inspected and/or measured at any time during the regatta to verify compliance with Class Rules.

Launch

Launching will be at the Corpus Christi L-Head.

Radio Communications

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).

Scoring

The Low Point Scoring System Appendix A of the Racing Rules of Sailing for 1997-2000 as modified herein, will be used. Eight races are scheduled and all will be scored, no throw-outs. A minimum of three (3) races must be completed for this event to be considered a regatta for purposes of scoring in the National Championship and World Qualification. The scoring penalty, 44.3 and 44.4, will apply.

Prizes

Trophies will be awarded to the top 10 skipper and crew.

Accommodations

Special Accommodations have been arranged with the Omni Marina Hotel, 707 N. Shoreline Blvd., (512)882-1700 or 1-800-288-4786. When making your reservations, you must refer to the J/24 Regatta in order to get a special rate of $55.00/night **(reservations must be made by 6/26/97 to receive this special rate).**

You are welcome to stay aboard your yacht, however, overnight camping on the Corpus Christi L-head is prohibited.

Registration

The completed entry form and a fee of $240 U.S. must be received by July 1, 1997. A $10 discount will apply if mailed on or before June 15, 1997. A late fee of $50 will apply if mailed after July 1, 1997. Checks should be made payable to the Corpus Christi Yacht Club.

Contact

The Corpus Christi Yacht Club, 98 Coopers Alley, Corpus Christi, Texas 78401-2899. Tel. (512-883-6518) Fax (512-883-3121) or Laura Stumpff, Fleet 3 Captain (512)888-5533.

J/24

NOTICE OF REGATTA

1997 Rolex Women's International Keelboat Championship
September 21-27, 1997

Objective

To provide women keelboat and offshore sailors throughout the world with high quality racing competition in keelboats against the top women sailors in the world.

Rules

The regatta will be governed by The Racing Rules of Sailing 1997-2000, the rules of the International J/24 Class Association and the sailing instructions. Class rules concerning class membership are waived. An amended version of RRS 44.3 (Scoring Penalty) will be used. Decisions of the International Jury will be final in accordance with RRS 70.4. The Low Point Scoring System (Appendix A2.2) will be used.

Advertising

This is a Category B event, as specified in Appendix G4, with these additional restrictions: 1. No advertising is permitted for tobacco or watches (except Rolex). 2. No advertising is permitted on jibs, genoas, hulls or spars. 3. Advertising is permitted on spinnakers. 4. Advertising on mainsails will be in accordance with Appendix G4.2(b). 5. All advertising must be submitted to the Organizing Committee for approval by August 1, 1997.

Eligibility, Entry & Liability Insurance

Open to women sailors (skippers and crews) each of whom is a member of a yacht club, a class association or a national federation. Membership in US SAILING is required for all US sailors. An entry fee of $US 350 per boat is payable to Ida Lewis Yacht Club by August 1, 1997. There is a $US 50 late fee for an entry received after August 1, 1997. Proof of liability insurance is required.

Boats

The regatta will be sailed in J/24s on a bring-your-own-boat basis. Some boats will be available for charter.

Schedule

Seven days are scheduled.

Sunday, September 21	0900-1700	Registration and Measurement. Boats measured. Competitors weighed.
Monday, September 22	0930	Competitors' Meeting.
	1300	Optional Practice Starts.
Tues.-Sat., September 23-27	1100	First Warning Signal for Championship Races.

Ten (10) races are scheduled. No more than three (3) races will be sailed on any day. No more than two (2) races will be sailed on Saturday. Three (3) races constitute a championship.

Courses

Traditional Olympic, modified Olympic and Windward/Leeward courses will be sailed on Rhode Island Sound and Narragansett Bay. Gates may be used.

Organization

The United States Sailing Association is the Host National Authority. Ida Lewis Yacht Club is the Host Club. The Organizing Authority is the International Women's Keelboat Championship Organizing Committee of US SAILING.

Prizes

First-place prizes for each race; prizes for 1st through 10th place overall will be awarded.

Housing

Housing in local homes of ILYC members available to competitors only. Motel/hotel information available on request.

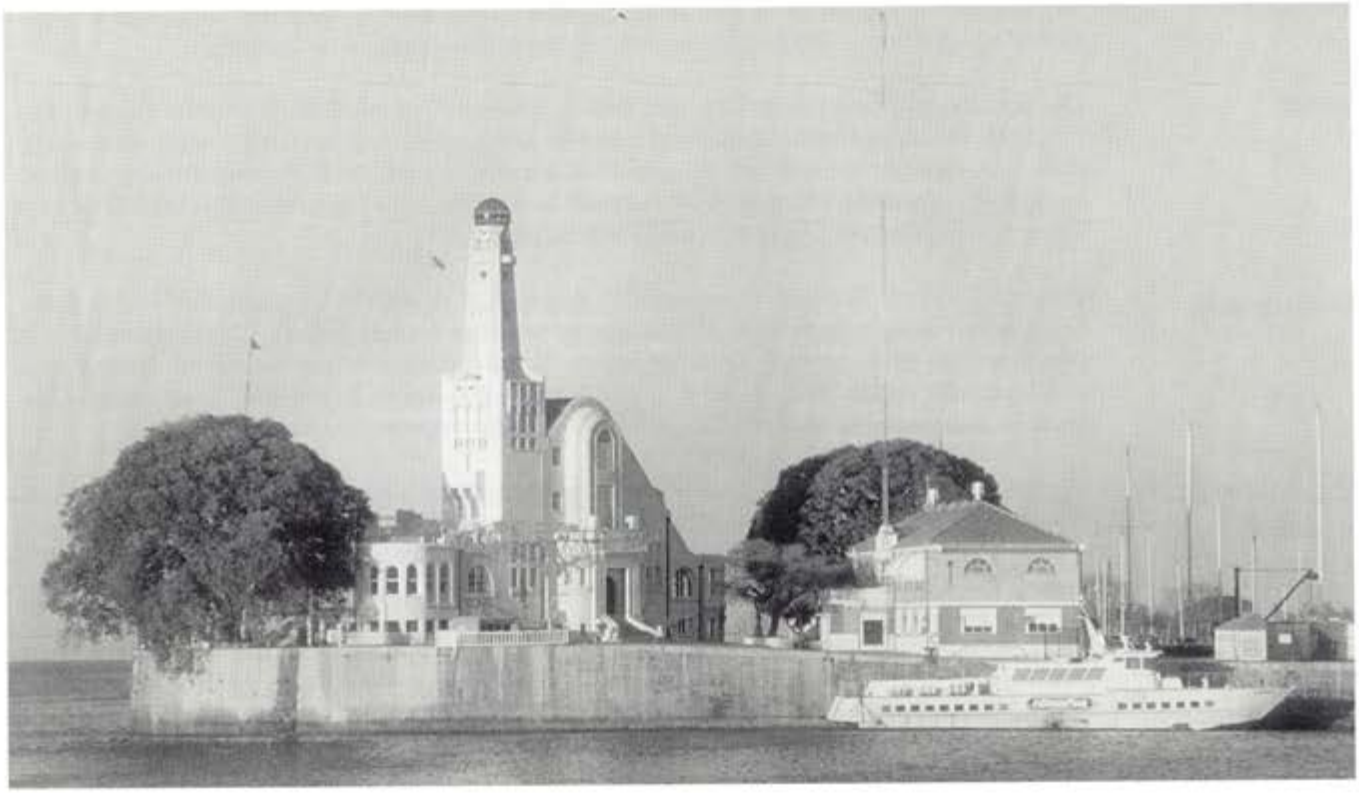
Information

For further information, contact Event Chairman Pam Kirk, 141 Immokolee Drive, Portsmouth, RI 02871 USA. Phone: 401-683-0486; Fax: 401-847-1031.

J/24

NOTICE OF REGATTA

1997 World Championship
Buenos Aires, Argentina
November 13-22, 1997



Organizing Authority

The XIX J/24 World Championship will be organized by the Yacht Club Argentino and the International J/24 Class Association. This Championship will be held from 13th November through 22nd November 1997, in Buenos Aires, Argentina.

Rules

The races will be governed by the 1997-2000 International Yacht Racing Rules (IYRR), the Class rules of the International J/24 Class Association (IJCA), this Notice of Race, except as any of these is altered by the Sailing Instructions. Protests and requests for redress will be heard by an International Jury appointed by the organizing authority constituted in accordance with IYRR Appendix C1.

Event Classification

The regatta will be considered Category A event in accordance with the IYRR Appendix A3.

Advertising

All yachts are required to display advertisements representing the event's sponsor on both sides of the hull in the forward area, in accordance with the IYRR Appendix A3 from 13th November until two hours after the finishing time of the last race.

Eligibility

Besides all yachts may be also required to display a sponsor flag on the backstay during the last of the Championship.

Venue & Racing Area

The World Championship is open to yachts nominated by their IS.F National Authority and accepted by the Organising Committee. Helmsmen must be either nationals or residents

and be registered members of the National J/24 Class Association of the country they represent. The number of entires per country will be in accordance with the International J/24 Class Association regulations.

Yacht Club Argentino, Dársena Norte, Buenos Aires, Argentina. The races will be run in the waters of the River Plate, in front of the Buenos Aires harbour.

Schedule

Thursday, 13th	0900-1800	Measurement & Inspection
Friday, 14th	0900-1800	Measurement & Inspection
Saturday, 15th	0900-1800	Measurement & Inspection
	1300	Practice Race
	1800	Briefing
	1930	Opening Ceremony
Sunday, 16th	1200	1st Race
Monday, 17th	1200	2nd and 3rd Race
Tuesday, 18th	1200	4th and reserved
Wednesday, 19th	1200	5th and 6th Race
Thursday, 20th	1200	7th and 8th Race
Friday, 21st	1200	9th Race
Saturday, 22nd		Prize Giving

Courses

The races will be sailed using the courses as described in the Sailing Instructions.

Scoring

The Low Point System will be used in accordance with the Appendix B2 of the IYRR. A maximum of nine races is scheduled and this Championship will be only valid with 5 races completed. There will be a discard if 7 races or more are run.

Prizes

In addition to the perpetual World Trophies, there will ____ prizes to those competitors finishing in the top 10 positions and for the winners of each races.

Measurement

The entries will be only accepted if the yachts pass on their inspection and measurement. Measuring will take place on the days and dates as stated in the programme and according to the Measurement Regulations of the IJCA. All yachts that have passed the prescribe measurement procedure before the start of the first race are entitled to compete. The International Jury or the Race Committee may order a yacht to be re-checked at any time during the races.

Launching

All boats must be afloat by 1800, Saturday 15th, November 1997 and shall stay until the end of the Championship. Rudders shall remain affixed. It will be forbidden the cleaning or inspection of the hulls. The Jury may authorize hauling out for any cause duly justified.

Entries

The complete entry form and a fee of US$ 500.00-per boat must be received by the Yacht Club Argentino before 1st October 1997. This fee includes launching, hauling, and mooring for the boats as well as the Opening Ceremony and the Prize giving. After the above date, a late fee of US$ 50.00 - will be assessed. Only entries approved by National Authorities are entitled to participate.

Charter

Charter boats will be available through the organizing committee to those who enter from outside South America. Application for charter must be received before July 30, 1997. In addition to the charter fee, refundable damage deposits and proof of insurance will be required.

20 Tips. . .

From his North Sails One Design home office in Annapolis, MD, Chris Larson offers the following tips for racing.

Team clothing looks great in photos.

1★ Dual display Sailcomp.

2★ Cool boat name.

3★ Consult Weather Channel before sailing.

4★ Stream-lined deck layout.

5★ New sails.

6★ Updated running rigging line package.

7★ Team clothing.

8★ On-the-water rig tuning chart.

9★ Updated running rigging line package.

10★ McLube boat before sailing.

Photo by Jim Farmer

See Top 20 Tip, number 2.

. . . From the Top

11★ Properly placed, straight bow numbers.

12★ Sail at max. weight.

13★ Faired rudder, keel, and hull.

14★ A little luck with a lot of skill.

15★ Companionway spinnaker launch bag.

16★ Carry a bottle of ibuprofen on the boat.

17★ Spare winch handle.

18★ Well practiced team.

19★ Beds for everyone at out-of-town regattas.

20★ Remove extra weight from boat: duffles, coolers, dock lines, etc.

Photo by Bill Wilson

Using these tips, and more, Chris swept the 1996 Worlds and the 1997 Midwinters.

Getting Off To A Great Start

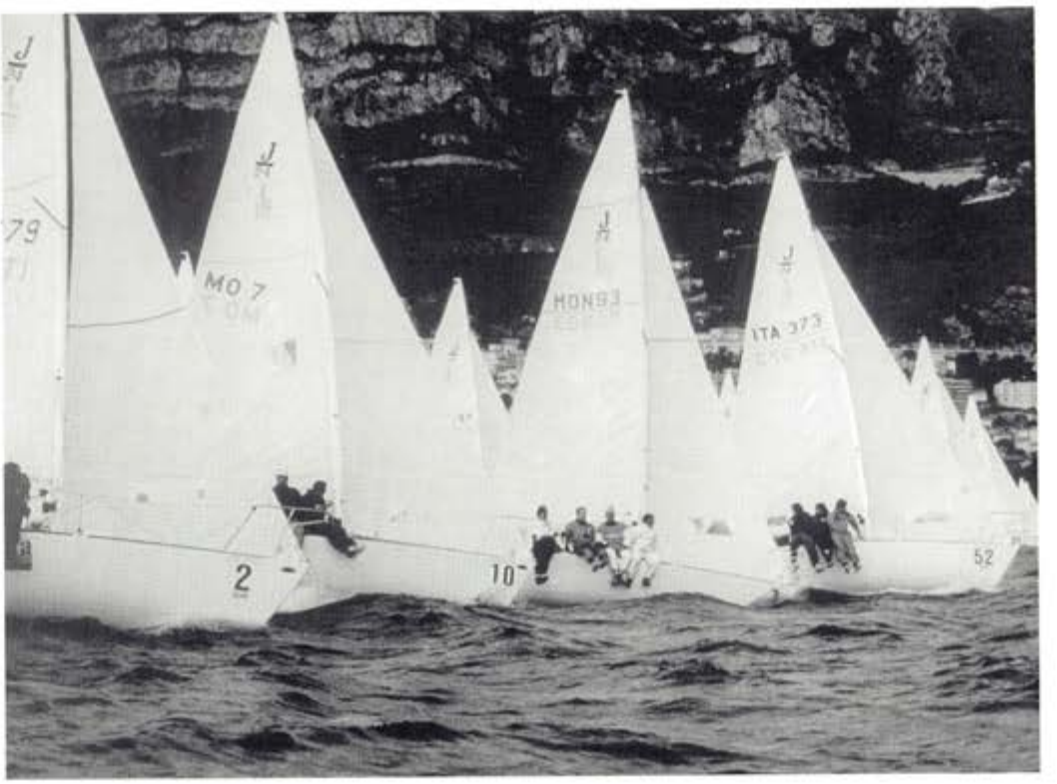
by Sandy Grosvenor

The East Coast Championships is always one of the largest regattas of the year, and frequently gets the "honor" of being the largest starting line since it traditionally has only one fleet. I've been involved with the East Coasts as either a competitor or on the race committee for about ten years in a row; for the last two, I've been the principal race officer. I made the "mistake" of sending an e-mail to Steve Podlich with some thoughts after the 1996 regatta, and he asked me to put those thoughts down for the magazine. Silly me. Rather than put everyone to sleep with technical stuff about managing a large fleet, I thought I'd focus on a couple of points of value from the competitors' side.

Easily the hardest part of handling an 80-boat fleet is getting a good line and then a good start. The class has evolved (and improved) a lot over the last ten years. It used to be pretty close to war: RCs were mediocre at setting a good line, and competitors were pretty bad at knowing where on the line they were. The result: lots of general recalls, lots of black flags (the flag of death, not the 20 percent "zulu" flag), lots of redresses. My personal belief is that first race committees got a lot better, then the competitors got better. Now we're at a point where generally (although there are exceptions), good race management tends to lead to reasonably "well-behaved" fleets.

My tactics for the start as the PRO are actually pretty simple. I try to make sure we have the average wind direction nailed (as much as you can nail the middle of Annapolis's typical fall breeze: 40-50 degree shifting Nor'wester). I set the line square to that wind direction. Before we anchor the main RC, I usually try to set up so that the competitors will have good "land sights." My attitude is that the easier it is for sailors to know where they are on the line, the less likely it is the whole fleet will wander over the line early. With 80 boats, the GPS is accurate enough to set the distance of the line. I usually go for one boat length per boat; for eighty boats, that's 1/3 of a mile (yikes). I then set either a midline buoy or a midline boat. Lastly, I put the best, most experienced eyes I can get on the line at both ends. My goal is simple: If you're over, you're nailed, if you're not, you're OK.

The main thing I notice is that few of the competitors seem to really understand just how incredibly useful that midline buoy is. Let's go into that a bit. Most RCs will set it just under the line, maybe a half a boat length (BL). By doing that, we give you a great, easily seen range anywhere on the line. If the midline buoy is one half BL off the line and is pretty much in the center of the line, then you know the following: 1) in the middle of the line, when your bow is at the buoy, you're 1/2 BL below the line; 2) at an end of the line, if you line up the midline buoy with the far end of the line, then you're one BL (the offset of the buoy times two) below the line; and 3) anywhere in-between, you are between one half and one BL below the line. So use that range. If the far end of the line is to leeward of the buoy, then you're more than one half BL from the line. If it's exactly lined up, then you're within one boat length. Finally, if the



far end is to windward of the buoy, you're either real close or you're over. Trust me, that's a lot more accurate than your bow person is (unless of course they're already adept at ranging off of the buoy)!

So if you set up a bit below this range (exactly how far depends on wind and tide), and you stay below the range until about five seconds to go, you've got your one half to one BL acceleration zone. You also have a good line by which to judge if you could be one of the ones over when you see X-Ray go up. Lastly, if you were over and go back to restart and "round the end" is not in effect, use that midline to help you judge when you've properly restarted. Most boats either over-dip substantially, or under-dip substantially (I'm talking 5-6 boat lengths!).

Caveat time: 1) Remember that the midline buoy is just a guide. It is not part of the line, nor is its placement warranteed in any way. 2) Wait until the buoy settles down to check how it is lining up, especially when there's a tide running. It's pretty common for it to wobble for about a minute, and if you take your sights before it settles down, you could be badly hosed. 3) Get your land-based sights anyway; it's easy for a boat to snag the buoy, or if it drifts too badly, the RC may yank it out midsequence.

If the committee sets a full midline boat instead, there are a few differences, but the principles are the same. The main difference is that the midline boat *is* part of the line. If the RC is nice enough to set that midline boat a little below the straight line from the ends, then you have a great range. But remember that your distances are halved. If the flag on the mid-line boat is one half boat length under the straight line, then: 1) if your bow is at the midline flag, then you are on the line; 2) at either end of the line, when the midline flag lines up with the far end, you are one half boat length under the line; and 3) anywhere in between, when the flags line up, you are between zero and one half boat length under the line. The other nice thing here is that usually the midline boat is anchored bow and stern, so it doesn't wobble like a buoy can.

A few other quick tidbits from the race committee perspective.

The class has pushed hard for RCs to do a radio hail of PMS boats. I won't go into the pros and cons of this, but I will point out the following.

1) If the "I flag" or "Zulu" is up, the RC will often hail boats before the start. Listen to your radio! I rarely see a boat respond to a hail before the start. If you were over at 30 seconds, that's 30 seconds sooner that you can start beelining for the ends. Don't wait until the gun goes off.

2) Get a bow person you trust, use your midline sights, and if your bow person says you're over, start going back then. Don't wait that extra 30 seconds for the RC to hail what your bow person has known all along. It's hard to get the helmsman's ego (I know from personal experience) to believe that you're over, but delaying the restart only screws you up later.

3) If you're not hailed, but you were in a pack with others who were, don't assume that since you weren't hailed you weren't caught. The verbal hail is error prone, there's no way around it. The RC simply does not have time to double check the numbers written down with what's on the tape recorders. Generally, the RC will double check all their information prior to posting results, and will score according to the most accurate information they have. This isn't always a 1:1 ratio with those who were hailed.

(4) If you are hailed but don't think you were over, restart anyway. For two reasons: First, the RC really does have a much better view, and odds are, you were over. And second, if the RC did make an error in hailing you and you were not over and you restart because of that hail, you should be able to get redress.

Sandy's been active in the J/24 Class for over ten years on all sides of the starting line (over early, over late, committee boats). Strange though it may seem, she actually likes doing RC for J/24s. Sandy is Senior Race Officer with US SAILING, and former RC Chairman for Eastport YC. Among others, she was the PRO for the '95 and '96 East Coast Championships.

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Offset Mark Rounding

by Chris Larson

originally published in Sailing World

You're at your first major regatta in a while, and you notice something's different about the course drawing in the sailing instructions. Gone is the old, single leeward mark, and in its place is a leeward gate. Clearly this offers a whole different set of choices, and you're sure the top sailors have already worked through every one. What do you do?

The most important thing to understand is that a leeward gate provides many advantages that a traditional single leeward mark does not, especially for boats behind. First, the gate eliminates much of the congestion at the first leeward mark. Clumps of boats will usually split between the gate's two marks, eliminating pinwheels of boats rounding one mark at the same time. Second, boats in a pack now have more options: they can choose either the left or the right side to make the cleanest rounding possible. Third, in big fleets (where gates are most commonly used), the gate introduces a new tactical element. Boats that are behind, even in second place, can use clusters of boats converging on the leeward gate to their benefit.

At the 1994 J/24 North Americans, we went into the final race competing against Chris Snow for first overall. At the first leeward gate, we rounded first with a four boatlength lead over Chris. We chose the right-hand mark (looking downwind), which we felt would lead us to the favored side of the course. Chris chose the left-hand mark. There was a big group of boats immediately behind us, still approaching the gate, which prevented us from tacking to cover Chris. The wind swung a little to the right, and because we couldn't tack to cover, he made the initial gain. We were never able to get back to him.

That situation demonstrates the advantage that leeward gates give anyone but the leader. As the leader, once you've chosen the mark, you're usually committed to one side of the course, at least early in the leg. If another boat chooses the opposite mark and a lot of boats are coming downwind just upwind of the gate, you don't have the option of being able to tack and cover your competition — you end up pinned on your original tack until the downwind traffic clears. The only time you can afford to tack into traffic is if the side of the gate you choose is significantly upwind of the opposite side.

The race committee will usually set the gate square to the leg, and if the wind shifts, it will make one gate mark farther upwind. For instance, if you're sailing downwind on starboard jibe and that jibe is taking you almost directly to the gate marks, the wind has probably shifted left on the course, creating a header downwind and making the right-hand mark (looking downwind) favored.

So the key to deciding which mark to round is to balance the favored side of the course against the favored end of the gate.

If you're behind, look to pass

Depending on how far you're behind, you'll have several leeward-gate advantages working for you. Start by forming a plan for which side of the course you want to sail on the upwind leg and which gate mark you want to round. You can use the boats ahead as

Photo by Bill Goodrich

telltales, noting which mark the majority is rounding and, once around, which tack those boats closest to the windward mark. That will give you a good indication of whether or not the course is skewed.

As you get closer to the gate, be prepared to change your plan if the situation around you changes. For instance, suppose you're closing in on gate marks and you have decided to go around the right-hand one, since the left side of the course (looking upwind) appears favored. You have four or five boats in front of you, and as you get closer, you discover they're headed for the right-hand mark as well. If the left mark is clear and the right side of the course is not heavily disadvantaged, it might be better to round that one. You'll be able to round in clear air with speed, and you'll soon be free to tack to the advantaged side of the course. If you had stuck with your original plan to round the mark along with the other boats, you would have been forced to tack away to clear your air after rounding the mark anyway. Just don't forget that you still have packs of boats coming downwind to contend with - the farther you are toward the front of the fleet, the more consideration you have to give that factor.

Different Strokes for Different Folks

Not all J24s are rigged the same.

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

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

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

Spinlock RS4 Calibrated (no tool turnbuckles)
Originally, we found this design on Etchells 22s, but this year Spinlock got hold of the design and refined it. No tools, positive locking, finely calibrated, light and compact. *List* $158.95/ **Layline $124.90** by themselves. Your price new wire, terminals and shop work, 4 shrouds, **$585.75**

Merriman type open body turnbuckles
You know the drill on these. The old reliables *List* $58.60/ **Layline $31.95** Your price new wire, terminals and shop work, 4 shrouds **$273.75**

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As you get closer to the gate, be prepared to change your plan if the situation around you changes. For instance, suppose you're closing in on gate marks and you have decided to go around the right-hand one, since the left side of the course (looking upwind) appears favored. You have four or five boats in front of you, and as you get closer, you discover they're headed for the right-hand mark as well. If the left mark is clear and the right side of the course is not heavily disadvantaged, it might be better to round that one. You'll be able to round in clear air with speed, and you'll soon be free to tack to the advantaged side of the course. If you had stuck with your original plan to round the mark along with the other boats, you would have been forced to tack away to clear your air after rounding the mark anyway. Just don't forget that you still have packs of boats coming downwind to contend with - the farther you are toward the front of the fleet, the more consideration you have to give that factor.

Another common situation is when two boats are overlapped, coming in on the same jibe, toward the same gate mark. Let's assume both boats are coming in on starboard jibe, heading for the same left-hand mark. With a single leeward mark, the leeward (or inside) boat may actually be at a disadvantage. If the leeward boat rounds the left-hand mark, it will need to turn almost 180 degrees, which will burn off a lot of speed That's fine if the windward boats wants to do the same thing - both boats will have slowed, and the leeward boat will end up ahead and in control, just as in a regular rounding. However, the windward boat has the choice of delaying its decision until the leeward boat makes its move. If the leeward boat jibes for the left-hand mark, the windward boat won't have to round directly on the leeward boat's transom and possibly be forced to tack way. It will also have a much faster approach by going to the right-hand mark, since the turn won't be as sharp. That will allow the windward boat to exit the rounding with maximum upwind speed. More distance may be covered, but the speed

Photo byBill Goodrich

increase will easily outweigh that loss — depending on conditions, the windward boat could gain several boatlengths. The situation is similar when two or more boats are approaching the right gate mark on port tack.

Finally, consider what happens when two boats are approaching the gate marks on opposite jibes. Regardless of which jibe you're on, your goal is to get around the gate in front of the other boat. If you're on starboard and it appears that the other boat might have an overlap, you have two options. You can try to cross to the inside (well before the two-boatlength circle), and round the right-hand mark. Or, if you can't make it, you can jibe and head for the left mark, where you are guaranteed the inside position and can round first. If you're on port, you have the same options (except for the starboard/port right-of-way advantage), but for the opposite gate marks.

The Rules

I haven't seen any situations in which the gate caused problems that were different from those at a single leeward mark. You might assume a tricky situation would occur if you had two boats approaching the gate, one on starboard jibe heading for the right-hand mark and one on port heading for the opposite mark. If the gate is set correctly (with the marks at least six boatlengths apart) there's really nothing new - it's still a starboard-port situation.

Keep in mind that you now have two two-boatlength circles to deal with, and there are now two different inside overlap situations. Whereas at the left-hand mark the boat farthest left will have the inside overlap. So don't get caught up in the old ways of always rounding the mark to port.

Conversations at big regattas often revolve around leeward-gate roundings, and my impression is that the majority of competitors are consistently positive about this innovation. It adds a new twist to racing - comparable to the NBA's three-point line. Although it may make the frontrunners' leads a little more tenuous, it makes life back in the pack a whole lot more interesting and enjoyable.

Chris Larson is the current J/24 World Champion and Midwinter Champion. He has also won the J/24 Europeans, North Americans, U.S. Nationals, Italian Nationals, U.K. Nationals, and East Coast Championship.

Develop a Performance Profile For Your Boat

by David Dellenbugh

One of the best ways to stay in control of your race and avoid problems is to have a good understanding of how your boat behaves in various conditions. If you're thinking about a jibe set, for example, do you know how much this wil cost you compared to a bearaway set? When you;re lugging in place on the starting line, do yo know how uch time and distance it will take you to accelerate to full speed? This kind of informatio is essential for good tactics and strategy.

On this page I';ve described a bunch of performance factors that vary according to boat type and wind velocity (and, of course, other variables like waves and boathandling skills). On the next page is a chart to help you get a better handle on the performance of *your* boat. Study the variables below, and then start recording information for your boat in the chart. Use the explanations to help you fill in the numbers.

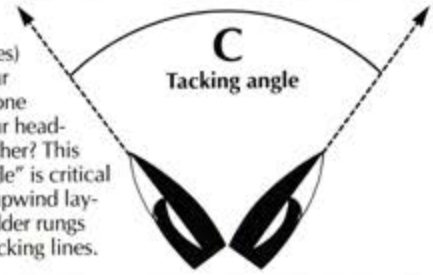
A
Accelerate from 0

How much time (seconds) and how far (boatlengths) does it take you to get up to full speed after you are luffing in place? Critical info for good starts.

B
Sail one boatlength

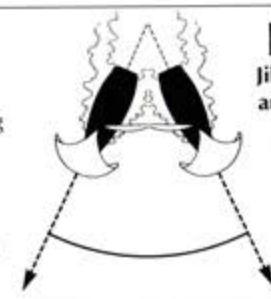
How much time (seconds) does it take you to sail one boatlength upwind at full speed. Useful for judging time and distance in tactical and protest situations.

C
Tacking angle



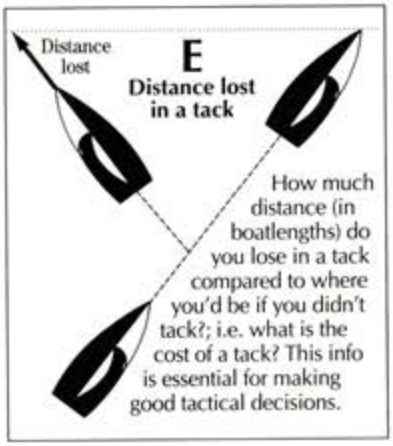
What is the angle (degrees) between your heading on one tack and your heading on the other? This "tacking angle" is critical for judging upwind laylines and ladder rungs and using tacking lines.

D
Jibing angle



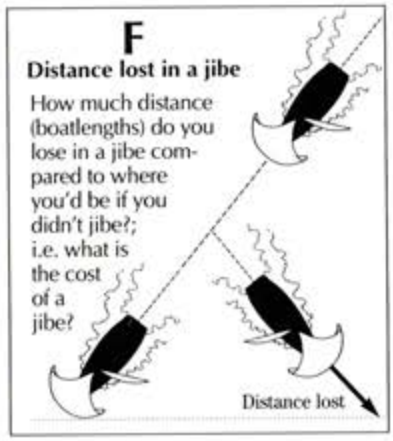
What is the angle (degrees) between your heading on one jibe and your heading on the other jibe? This "jibing angle" is critical for judging downwind laylines and ladder rungs and using tacking lines.

E
Distance lost in a tack



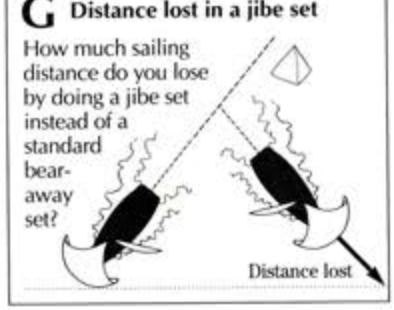
How much distance (in boatlengths) do you lose in a tack compared to where you'd be if you didn't tack?; i.e. what is the cost of a tack? This info is essential for making good tactical decisions.

F
Distance lost in a jibe



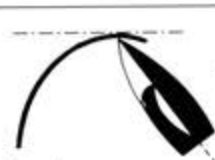
How much distance (boatlengths) do you lose in a jibe compared to where you'd be if you didn't jibe?; i.e. what is the cost of a jibe?

G Distance lost in a jibe set



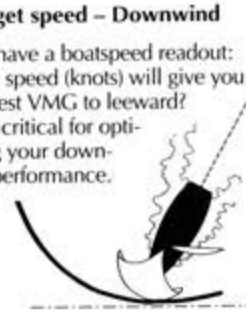
How much sailing distance do you lose by doing a jibe set instead of a standard bear-away set?

H
Target speed Upwind



If you have a boatspeed readout: Which speed (knots) will give you your best VMG to windward? This is critical for optimizing your upwind performance.

I Target speed – Downwind



If you have a boatspeed readout: Which speed (knots) will give you your best VMG to leeward? This is critical for optimizing your downwind performance.

BOAT _____

To fill in the chart, either make your best guess at each number, or test each variable on the water in different wind velocities. Don't worry about being too exact. The main purpose of this exercise is not the specific numbers you record—it's simply to get you thinking about which performance variables are important and how your boat behaves.

	WIND VELOCITY				
	6 knots	**9knots**	**12 knots**	**15 knots**	**20 knots**
A Accelerate from 0 (Seconds/Length)					
B Sail 1 boatlength (Seconds)					
C Tacking angle (Degrees)					
D Jibing angle (Degrees)					
E Distance lost in a tack (Boatlengths)					
F Distance lost in a jibe Boatlengths)					
G Distance lost in a jibe set (Boatlengths)					
H Target speed upwind (Knots)					
I Target speed downwind (Knots)					

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Old Boats, New Lives

In the last issue of *International J/24*, a call was put out to all owners of circa 70's boats. With the Class turning 20, we were interested in what older boats were still in commission. Who's still racing? What work has been done to the boats? If you'd like to include your boat in the Circa 70 Club, send photos and a brief description of any work done to your classic J.

Hull #23, built in October 1977, (top right) is owned by Erik Van Dorn, of fleet 88, in District 7. The original owner was Dennis Murphy a "dealer" in New York City. The boat's original name was *J-Walker*. The boat was last in New York City in 1989 when owned by Robert Cullyer.

At some point between 1989 and 1991, the boat was sold to Joseph McCloskey in Oswego, New York, who sailed it on Lake Ontario.

Purchased in the spring of 1994, hull #23 was originally named *Defiant*. The boat's been raced on Canandaigua Lake (one of New York's Finger Lakes) out of the Cananadaigua Yacht Club for two seasons, enjoying succesful progress and working its way up the fleet. *Defiant* is fast upwind and able to out point many other J/24s. However, downwind has been a different story.

During the winter of 1995/96, a problem was found when the bottom was stripped. The core of the boat was soaked due to approximately fifteen old holes the size of a quarter that had not been fixed properly. After draining more than forty gallons of water from the hull, it was determined to be a lost cause. So, the holes were filled and the bottom sprayed with Interlux 3000. Hull #23 sailed the '96 season heavy and the owners began looking for a new J/24, not wanting to leave the class.

The owners recently bought hull #4041 from Texas owners and are in the process of donating *Defiant* to the Junior Sailing Program at their yacht club. So, *Defiant*'s racing career is not over, just slowed down.

Hull #183 (above) is from San Diego, California. Bought in February, 1992, the owner didn't realize for almost a year that the sail number and the membership number at the Fort Worth Boat Club were the same: 183. She says it's a scary coincidence and by the way, her favorite color is yellow.

Hull #402, built in 1978, has been in the Purton family since 1986 and Dan Purton is the fourth owner. It was in fair shape when first acquired. **Hull #1136, built in 1979,** was purchased in 1990 by King Purton, who is the second owner. All the work done to both boats was by Dan. Both have had their bottoms re-done, as well as the keel and rudders modified. The vermiculite was removed and the bulkheads rebuilt. They also had new soles as well as the interiors resanded, painted, bleached, and varnished.

#402 had the exterior gel coated, the deck recovered, new stanchions and lifelines installed. While, #1136 had the stanchions lowered and adjustable spreaders installed.

Both are primarily raced in PHRF Class B (132 and up) out of the Gulf Coast Sailing Club, in Naples, Florida. Each year they participate in an offshore race to Boca Grande, which is 84-miles round trip, and/or the Naples to Key West race, which is 96-miles roundtrip. #1136 is the more serious racer of the two and does well enough overall to get the attention of the boats in Class A.

Hit or Miss

by Terry Hutchinson

Developing sails for any boat is the challenge and fun part of working for a sailmaker. With the recent changes/ buyouts in the sailmaking world, I was presented with an opportunity to start from scratch and develop new J/24 sails. The big question is where do you start? What is the thought process for coming up with an inventory? Therefore, the focus of this article is to describe exactly how we approached the entire development of the J/24 sail inventory.

For the J/24, or any boat, sail development starts around the parameters of the class rules and characteristics of the boat.

Class Rules In the J/24, we are allowed four sails: one main, two headsails, and one spinnaker, of which only the genoa can be made of mylar polyester material. This inventory is asked to cover a 40-knot range. A huge task. On any other racing boat, you would use seven sails to cover the same range. With this in mind, the upwind design parameters are two-fold.

First, **sail limitations**. The mainsail needs to be flexible enough to go through a full range of adjustment. The genoa needs to be as good in 6 knots, and with some rig adjustment, go fast in 19 knots. The 100% jib has the same demands. The range is the same, but the sail needs to perform and not blow apart at the top end.

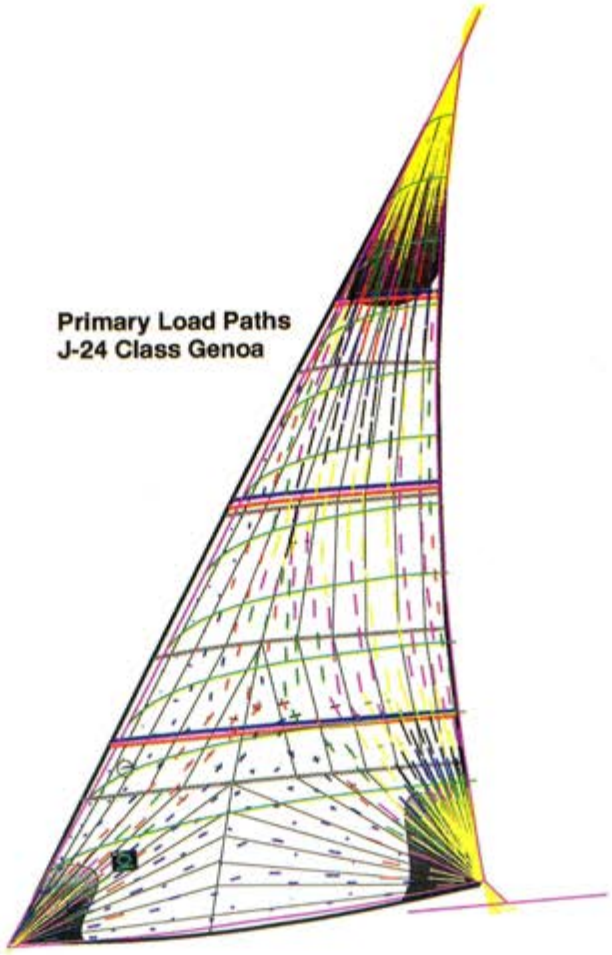
Second, **boat performance**. The Great White Egg! The J/24 has a lee helm problem in light air and is starving for power in up to 10 knots of wind. There is an all-up racing weight and a maximum crew weight, all of which affect the performance of the boat. By knowing the crew weight and hull weight, we can determine actual loads on the boat and determine stretch/loads on the sails. Having this information allows us to build a certain amount of shape into a sail with confidence that the sail will not stretch beyond a certain shape.

Rig tuning parameters. Rig tune (like crew weight and hull weight) affect the boat's performance. There are a couple of different ways of tuning the J/ 24 and both have proven successful. I came from a straight mast set-up, which made it easy to continue to develop sails using those same principles. With the information gathering done, we next go to the drawing board and develop the sails.

Mainsail - The J/24 mainsail is the sail that provides the pointing. The major controls that effect mainsail shape are backstay, outhaul, cunningham, and vang. These adjustments flatten and power up the sail as they are adjusted. The constant in the mainsail is the amount of pre-bend that is put in the rig. The mainsail luff curve is designed to match the pre-bend put into the mast. As rig tensions change, pre-bend stays very close to the same or decreases when the rig is tight. The backstay is then adjusted through full range to control the shape of the sail. Our idea was to maximize the leech of the main for balance in light air, while also keeping 1 3/4" of pre-bend for the light air setting. The end result is a sail that is flatter in the bottom half, but with more projected sail area helping the boat balance. As a gauge to see how much sail area your main is projecting, measure the distance that the boom goes below perpendicular from the mast. The more the boom goes below perpendicular, the less area you sail is projecting.

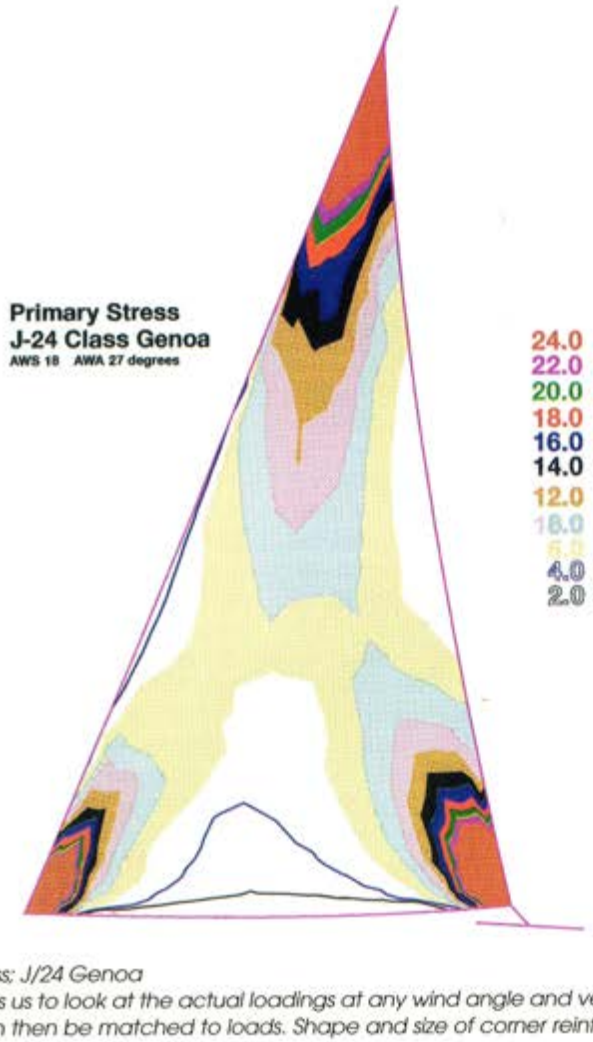
Genoa - With the mainsail being designed a little flatter, the genoa is now responsible for the power sail. If you used a flat mainsail and a flat genoa, you'd be awesome in San Francisco Bay but horrible in every light to medium venue. Therefore, it is very important that the mainsail and genoa complement each other through the range. Our genoa is a touch flatter than a true light #1, and a touch fuller than a true heavy #1. From a design aspect, the trick is to make the sail fully adjustable through the ranges as the rig is adjusted. With the rig set at the base setting of 20 (uppers) and 15 (lowers), and a slight ease on the halyard, the sail simulates a light #1. The headstay has enough sag to power the sail up for 5 knots of breeze. At the same time, when the rig is at 30 (uppers) and 30 (lowers), the draft is forward and the exit is flat, simulating a heavy #1 sail shape. The final consideration with the genoa is that is has to be user friendly. The sail needs to accommodate a wide variety of talent levels and varying conditions.

Blade - When designing the blade, three factors are considered: tri-radial versus crosscut, fabric, and actual design. We chose the tri-radial design primarily because of durability factors. Introductions of new fabrics allows us to build a sail that will better align thread with he actual load that takes lace in the sail . While cheaper to produce and buy, the crosscut sail does not have the ability to align thread and load as well as a tri-radial sail. Therefore, the initial savings ends up costing the consumer more because the sail has to be replaced sooner. From this aspect you kill two birds with one stone. By getting better fabric, the sail will handle the rigors of 25 knots and the rigors of being trounced on by crew when stored down below. The blade, like the genoa, has to be adjustable. However, the design does not reflect radical changes in headstay tension or halyard tension because they are both very tight. The primary adjustment of the blade will be lead position. When developing this sail, it was important to have a sail that can power up in the bottom end of the range (lead forward), and de-power in the upper end (lead aft). The entry of the blade will be full enough to get through chop and slop, but fairly flat in the back end so as to not over power the boat.



Bainbridge International

The Primary Load Paths: The flow of the primary loads determines how materials are arranged. The more closely fibers can be aligned with loads, the more resistant the sail structure will be to stretch.



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Primary Stress: J/24 Genoa
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Spinnaker - One spinnaker, all the time. The design parameters of this sail were done around the type of courses that we race: windward/leeward. With this in mind, we next looked at the type of sails other boats use on these types of race courses. On other boats, a runner will be a big shouldered sail that will project sail area. With this in mind, the key was to take advantage of the rule, the tri-radial design sail, and build a spinnaker that would project more sail area.

Now that we have all the designs done, we now have a set of sails build and lying on the sail loft floor. Are they any good? Well, we are about to find out.

The Final Cut

The final stage of the development process is the two boat testing. To do it right you set one boat up as the constant, one boat as the variable and two observers in a motor boat watching and looking at ser-up. We will run through six or seven, 10-minute boat speed test, stop, and evaluate. Through this entire process, the people in the motor boat are taking photos of the set-up and discussing the progress of each boat. During the break, the three boats get together and discuss the differences in speed, sail set-up and any shifts that happened that could change the outcome of the test. With each sail, this process is meticulously repeated to endure that the desired performance and shape of each sail is achieved.

Once the sails have proven that they are fast on the race course, the continual development follows the same process, but normally only involves one test sail to get the correct change. Being able to accurately monitor the changes eliminates the "hit or miss" variables from sailmaking. For any sailmaker, the ultimate sail test is on the race course. So far, so fast!

Terry Hutchinson, a frequent contributor, is a sailmaker with Quantum Sail Design, in Annapolis, Maryland. Terry is the 1996 Midwinter Champion.

A Fresh Breeze is Sweeping the 1997 Rolex International Women's Keelboat Championship

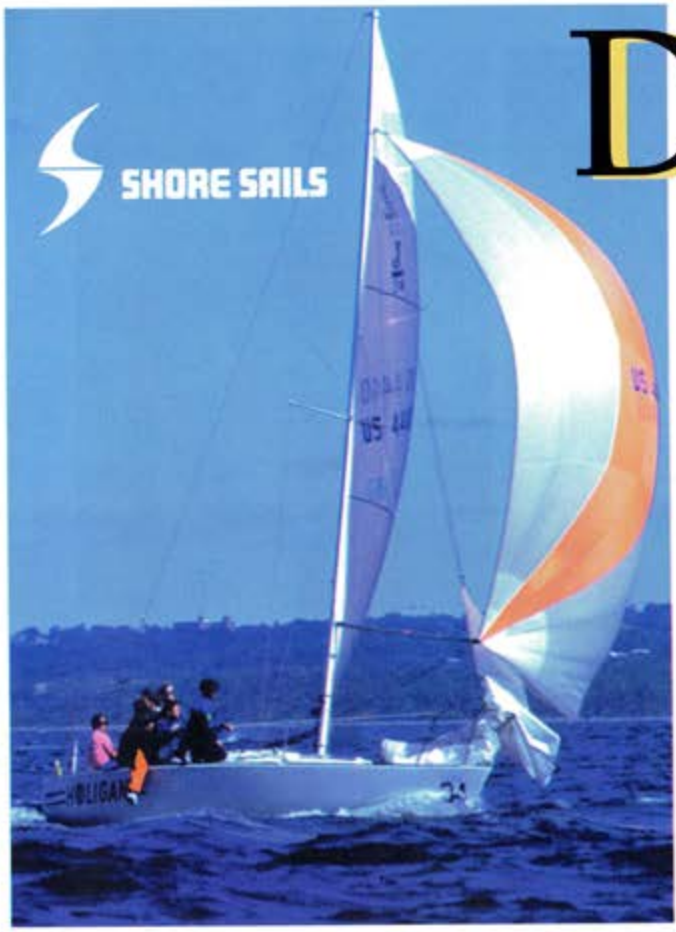
Photo by Onne Van der Wal

Lots of new things are blowing in the wind for the 1997 Rolex International Women's Keelboat Championship. If you thought the event, hosted by Ida Lewis Yacht Club in Newport, R.I., and due for its seventh biennial running on September 21-27, couldn't get any better, you're dead wrong.

First off, a travel day has been accommodated on each weekend before and after the event. Now, your team can register and measure all on Sunday; get in some tuning and Power Practice Starts (compliments of regatta organizers) on Monday; sail an unforgettable ten-race series on Tuesday through Saturday; and in many cases (especially if you're not from overseas), be home by Sunday night.

Organizers have opened up the advertising opportunities to include graphics on both the mainsail and the spinnaker while racing. (No advertising is permitted for tobacco or watches, and all advertising must be submitted to the Organizing Committee for approval.) Measuring by the utilization of the mainsail-only advertising option at the 1995 event, this loosening of the rules will work favorably for the teams that have more than one sponsor or want to make a showier splash with one big sponsor. On the strength of the event's widespread publicity, most teams are able to at least get their local sailmakers, chandleries and gear manufacturers on board. Advertising is allowed on clothing as well, which has contributed to the trend of "team uniforms" at the event.

As usual, Rolex and the organizers have committed to top-notch social events, with a special committee assigned to revamping the traditional mix of casual and elegant evening affairs to take full advantage of a distinct international flavor. Working backwards from the regatta's conclusion on the 27th, the always-much-anticipated Rolex Awards Gala will be held that night at the New York Yacht Club's summer home—Harbour Court. While Ida Lewis is running the Rolex Women's, the New York Yacht Club will be hosting the International Cup, so Newport will be swarming with yachtsmen and yachtswomen from around the world.



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The Japanese contingent showing off their traditional and cosmopolitan flair.

Four-time winner Betsy Alison accepting her Rolex Trophy at the 1995 event.

All photos by Onne Van der Wal

The Rolex Women's teams will be housed by Ida Lewis members, who also double as gracious volunteers for the week, so expect a rich experience of planned as well as spontaneous engagements. Since more than a dozen countries typically participate in the Rolex Women's, each already leaves its cultural mark on the regatta—who can forget the Japanese in their traditional kimonos on awards night?

Okay, so what else? Try an outstanding pre-event clinic with four-time Rolex Yachtswoman of the Year and four-time winner of t his event Betsy Alison. No, you don't have to go to Newport to partake. Rolex and US SAILING have commissioned Betsy to develop several three-day women's keelboat clinics in different areas of the country from late March through July. Betsy, who is also a four-time Rolex Yachtswoman of the Year and a certified US SAILING instructor, has run many clinics on behalf of US SAILING. The first she has set up in this special series is at Austin Yacht Club on March 7-9. A second is being coordinated for the Chicago area. Phone/email her at 401-848-5146/basailing@aol.com for more information or if you want to help put on a clinic in your area. If seven or more boats sign up, the winner of a mini-regatta gets her boat's entry (worth US $350) waived for the Rolex Women's.

Also, J Boats Italy in Torino will hold a regatta that determines who will get support from the organization in traveling to the Rolex Women's. What a great idea! Call the builder in your area and/or your national J/24 association and see how they might be able to help. But before that check out the final Notice of Race on page 19 for further details on the most exciting women's event in the world and keep this year's theme at the forefront of your planning: Train hard, play to win!

MORE FROM THE GREAT NEWS DEPARTMENT! North Sails in Portsmouth, R.I., and Quantum Sail Design Group in Annapolis, Md., have each donated the free use of a brand new set of sails to the lucky winners of an early-bird raffle. To qualify, send your entry and check by July 1, 1997. If you win (you have two chances, so the odds are great!), you'll get use of the sails during the regatta and for the practice days before the event.

See the Notice of Regatta on page 19.

All photos by Onne Van der Wal

It was 20 years ago today... *Midwinters XX*

by Moose McClintock

That Rod and Bob taught us how, and what, to sail? Well, yes and no: Most of us already know how to sail before we go to these things, but the Johnstones came up with the boat. With all due respect to the Beatles (who weren't that distant in memory), twenty years ago, twenty-odd enthusiasts of the hottest new boat on the market gathered in Key West to contest the first of four straight Midwinters to be hosted in this southern party town. Though eventually displaced by Miami and occasionally New Orleans, the allure of Key West and the call of Duval Street remain as the roots that grew the J/24 class into the biggest keelboat success of the last quarter century. In recognition of this, a 20th reunion block party seemed only obvious to accent the regrowth of the class as we head into the 21st century.

While it would be nice to say that every day was warm and the breeze perfect, the real deal sometimes leads the best-laid plans astray. However, had any of the ninety-six boats that gathered in the Truman Annex known the cold and heavy air they would face, I don't think there would be one that wouldn't have shown up anyhow—and probably a few more people who crewed would have brought their own boats. Though the conditions were trying, the important thing that most competitors gain from these regattas is the knowledge of new techniques, layouts, and setups that will go into their memories for the upcoming season.

After the usual registration weigh-in, the majority of the fleet went to bars to watch the Patriots beat Jacksonville (who cared about the Packers?) in the AFC playoffs, while the hardcore sailors decided they were really down here to sail and hit the water for an abbreviated practice race. Though the breeze was marginal jib, it did nothing to prepare the fleet for the first day of the qualifying series. As everyone headed out of the harbor, any hopes of getting

Photo by Jay Tovey/Sailscope

"The jib has enough power to get us through the waves and downwind we were lower and faster than our competitors."

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Midwinters XX Champions (left to right): Paolo Boido, Mark Hallman, Karl Anderson, Jon Rogers, and Chris Larson.

Midwinter XX Champion Fleet

Pos.	Country	Sail#	Bow#	Skipper	R1	R2	R3	R4	R5	R6	Total
1	USA	4457	39	Larson, C.	4	11	4	2	6	9	36.00
2	USA	3893	64	Moore, T.	7	6	3	19	4	6	45.00
3	USA	1964	28	Hookanson, J.	5	3	16	11P20	14	0.75	49.75
4	USA	2934	62	Read, B.	3	37	2	3	10	2	57.00
5	USA	4109	98	Moore, G.	11	2	10	12	0.75	22	57.75
6	USA	4802	88	Zaleski, W.	10	0.75	9	22	15	8	64.75
7	USA	5183	30	Hutchinson, T.	2	5	5	7	3	53PMS	75.00
8	USA	4738	22	Adams, J.	6	4	12	20	18	19	79.00
9	USA	3760	76	Smith, J.	29	8	7	13	17	10	84.00
10	ITL	444	90	Martinez, R.	0.75	53DSQ	6	10	2	15	86.75
11	USA	3379	70	Snow, C.	31P20	9	11	11	13	13	88.00
12	USA	154	37	Kullman, M.	12	19	33	6	20	7	97.00
13	USA	3324	99	Johnstone, J.	53DNC	10	0.75	16	7	20	106.75
14	USA	669	10	Capuco, B.	15	25	24	34	12	3	113.00
15	USA	1997	51	Harden, B.	20	15	21	15	22	26	119.00
16	GBR	4215	31	Jardine, S.	25	22	23	5	26	21	122.00
17	USA	4398	27	Hawthorne, D.	26	7	32	35	8	14	122.00
18	USA	4909	36	Kerst, J.	13	23	14	32	11	31	124.00
19	USA	108	19	Clark, D.	9	12	18	44	24	18	125.00
20	USA	4332	05	Bordignon, T.	18	20	20	26	21	24	129.00
21	USA	4154	89	Reynolds, J.	8	53DNC	53DNC	4	16	4	138.00
22	USA	2373	49	Menis, D.	33	28	29	23	27	5	145.00
23	USA	2274	78	VanRaavensway, P.	30	24	25	39	19	11	148.00
24	USA	3147	13	Wiedeke, F.	19	14	17	42	23	38	153.00
25	USA	3739	87	Williams, E.	34	13	19	27	25	37P20	155.00
26	USA	4335	59	Podlich, M.	17	45P20	31	9	28	32	162.00
27	USA	3958	75	Torreson, B.	32	53PMS	28	8	34	12	167.00
28	USA	1131	66	Ryan, T.	45P20	26	22	36	9	29	167.00
29	JPN	5179	86	Maeda, T.	24	53P40	8	46	5	33	169.00
30	USA	4466	26	Poppen, L.	23	18	30	28	36	35	170.00
31	USA	3135	91	Whitemore, B.	16	17	53DNC	25	30	30	171.00
32	USA	3134	47	McGuckin, M.	31	30	27	30	46	17	181.00
33	USA	1564	83	Worsham, B.	27	27	13	31	35	53DSQ	186.00
34	USA	3876	25	Fleckenstein, M.	28	21	34	17	50	42	192.00
35	USA	3942	56	Parker, A.	14	53DNC	15	38	41	36	197.00
36	USA	5173	35	Keesling, J.	22	53PMS	38	18	42	39	212.00
37	CAN	2718	82	Walker, J.	36	39	36	14	45	45	215.00
38	USA	2185	33	Keesling, F.	42	40	35	37	40	34	228.00
39	USA	53088	23	FitzGerlad, P.	38	36	53P20	41	33	28	229.00
40	USA	3938	74	Sudofsky, M.	39	44	52P20	29	52	16	232.00
41	USA	4207	09	Brown, T.	45	42	47	21	38	40	233.00
42	CAN	3789	84	Wells, S.	53PMS	33	39	53DNC	32	23	233.00
43	USA	2853	24	Flake, A.	46	16	53P20	50	49	25	239.00
44	USA	4449	21	Farmer, J.	40	45	48	40	31	41	245.00
45	USA	3140	54	Lynch, K.	44	32	26	51	47	48	248.00
46	USA	2350	45	Matthews, B.	43	43	37	33	39	53P20	248.00
47	USA	5177	69	Sher, M.	47	38	49	43	29	43	249.00
48	USA	511	0	Gjerde, J.	41	29	41	49	44	47	251.00
49	USA	1700	16	Corr, K.	37	53PMS	40	48	37	46	261.00
50	USA	2249	72	Sterk, D.	53DNC	46	45	24	48	49	265.00
51	USA	840	32	Johnson, A.	49	41	46	45	51	37	269.00
52	USA	1877	18	Dille, A.	48	31	53PMS	47	43	50	272.00

Photo by Jim Farmer

Designer Fleet Champion, Will Crump (right) with crew from the boat Satisfaction, of Annapolis, Maryland.

Midwinter XX Designer Fleet

Pos.	Country	Sail#	Bow#	Skipper	R1	R2	R3	R4	R5	R6	Total
1	USA	3702	17	Crump, W.	2	2	2	0.75	9	4	19.75
2	USA	1330	29	Hull, F.	5	6	8	6	0.75	11	36.75
3	USA	1557	11	Milnes, P.	3	5	11	2	14	2	37.00
4	CAN	4416	12	Clarke, F.	8	4	3	7	17P20	3	42.00
5	USA	4269	65	Overton, R.	11	3	4	10	6	13	47.00
6	USA	3703	48	McNeice, I.	7	7	7	14	7	6	48.00
7	USA	2502	08	Bream, P.	18	8	15	5	2	9	57.00
8	CHI	5145	63	Reid, J.	0.75	48PMS	0.75	4	3	0.75	57.25
9	USA	3913	80	Vincze, J.	4	0.75	23P40	17	19	8	71.75
10	USA	369	03	Graham, D.	40	17	9	3	4	12	85.00
11	USA	3223	41	Lytle, M.	6	9	48PMS	11	16	5	95.00
12	USA	1925	06	Borland, J.	10	11	6	24	15	29P20	95.00
13	USA	549	85	Werner, R.	13	10	25	21	21	10	100.00
14	USA	1257	61	Rathbun, T.	20	18	21	20	11	17	107.00
15	USA	3471	02	Barden, P.	15	48PMS	10	8	20	7	108.00
16	USA	2246	01	Andrew, J.	9	48PMS	17	9	18	14	115.00
17	USA	48	100	Steirack, E.	22	15	14	26	23	15	115.00
18	USA	3883	43	Mack, G.	17	21	48DNC	13	5	21	125.00
19	USA	3024	60	Raham/Murphy	14	16	23	28	10	48PMS	139.00
20	USA	4171	07	Hibben, C.	19	23P20	16	18	17	48PMS	141.00
21	USA	3217	95	Luscomb, J.	28	25	18	33	25	24	153.00
22	USA	2720	55	Osborne, G.	26	13	22	30	34	30	155.00
23	USA	481	40	Lee, T.	33	20	32	27	26	18	156.00
24	USA	4119	81	Roberts, T.	30	19	19	23	36	34	161.00
25	USA	3967	71	Staikos, N.	23	26	26	36	40	16	167.00
26	USA	3970	46	McCullough, J.	25	48PMS	20	25P20	28	22	168.00
27	USA	4131	53	O'Rourke, S.	37	24	28	29	30	23	171.00
28	USA	3697	57	Parramor, M.	24	23	33	40	27	25	172.00
29	USA	558	67	Bauer, B.	29	12	13	39	48PMS	35	176.00
30	USA	3751	58	Fox, B.	35	48PMS	36	15	24	19	177.00
31	USA	2436	96	Taylor, T.	12	48DNC	48DNC	12	12	48DNC	180.00
32	USA	3256	73	Stevenson, S.	31	38P20	30	35	22	28	184.00
33	USA	1396	68	Selfridge, T.	39	33	38	19	31	27	187.00
34	MEX	2165	94	Castilla, J.	36	28	29	31	29	36	189.00
35	USA	2574	14	Cordelle, B.	21	48PMS	12	34	41P20	37	193.00
36	USA	4411	77	Ungar, I.	27	27	24	48DSQ	37	33	196.00
37	USA	1787	52	Niebur, M.	42	31	35	25	39	29	201.00
38	USA	189	50	Milnes, M.	38	22	31	42	35	39	207.00
39	USA	1021	93	Twombly, C.	32	48PMS	36P20	22	38	32	208.00
40	USA	4243	15	Cash, L.	16	48DNC	48DNC	32	42P20	31	217.00
41	USA	1757	44	Magliaro, D.	48DNC	48DNC	48DNC	37	13	26	220.00
42	USA	1768	38	Langdon, J.	34	32	34	41	42	38	221.00
43	USA	2391	20	Dunncan, B.	41	30	37	38	41	40	227.00
47	USA	125	42	Creelman, B.	48DNC	48DNC	48DNC	48DNC	48DNC	48DNC	288.00
44	USA	2917	34	Siewart, J.	48DNC	48DNC	48DNC	48DNC	48DNC	48DNC	288.00
45	USA	4546	79	Vechhi, L.	48DNC	48DNC	48DNC	48DNC	48DNC	48DNC	288.00
46	USA	201	97	Wurst, J.	48DNC	48DNC	48DNC	48DNC	48DNC	48DNC	288.00

Photo by Jay Tovey/Sailscope

out of the bag were quickly dashed by the cold blast of rainy breeze on the far side of a Key West cruise ship.

By the time the fleet had gotten to the starting line, the breeze was a steady 20-25 knots with big seas. The rough conditions quickly took their toll, downing five masts and causing multiple spinouts and crashes. The race committee mercifully sent the fleet in after two of the scheduled three races were completed. The early leaders were former College Sailors of the Year Tyler Moore and Brad Read, closely followed by defending champion Terry Hutchinson, Italian Roberto Martinez and World Champion Chris Larson (were these guys even born when the Beatles were together?). Larson sailed particularly well in the rough conditions after shredding his spinnaker in the first aborted race of the day. He sailed to a 2,3 going wing and wing with his 150%, aiming directly at the leeward gates in full control while spinnakers rolled left and right. Unfortunately, the following day of qualifiers dawned even windier than the first, dooming the unfortunate breakdowns of the day before to the designer fleet.

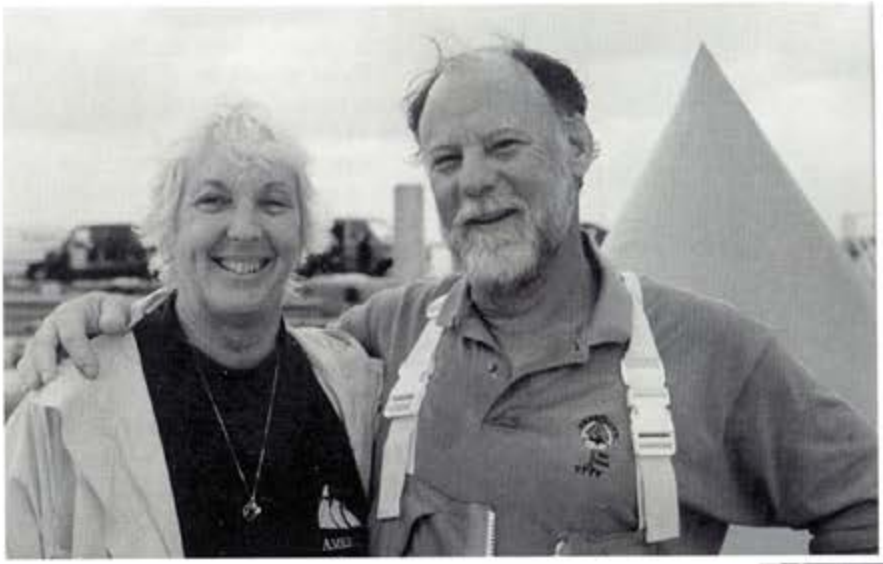
The first day of the Championship saw a continuation of the previous three days weather pattern with small jibs again being the sail of choice. Martinez was fast off the line, leading from start to finish over Hutchinson who narrowly beat Read for second. The early leaders were convinced the right was favored and headed that way off the line in the second race. However, the Zaleski brothers played the left to perfection to open a huge lead over Geoff Moore, both holding their positions to the finish. Hutchinson fought back to fifth while Larson suffered his worst race at eleventh. Brad Read was coming back fast but got tied to one of the omnipresent crab pots and suffered a 37th, a finish that could eventually cost him the championship.

With two races down, the committee got the whipped fleet up for one more race. Jeff Johnstone, who missed the first race with a broken gudgeon, jumped to an early lead and held it to the end to edge Read and Moore. Jens Hookanson, an early frontrunner, suffered a broken hiking stick to drop him to a 16th. Coming off the water, Hutchinson held a slim lead over Tyler Moore and Martinez. A subsequent DSQ for Martinez dropped him out of the running.

The second day of the racing was a stark contrast to the preceding three; a light northerly that slowly built all day with warm temperatures. After a short postponement, the Championship fleet got off with Hookanson opening a huge lead at the weather mark by hitting the filling breeze of the left side. The right corner was death as both Tyler and Geoff Moore, Johnstone and Hutchinson all sailed in light breeze. Hookanson sailed away from the fleet only to take an 'I' flag for a pre-start love tap. Larson and Read both came back well through the fleet to finish 2,3 while Hutchinson was huge, getting back to seventh from a mid-30's weather mark.

The frontrunners were starting to

The line up before a day of racing. Temporary floating docks were used inside the mole.



Susan Lachat and Glenn Sykes, regatta volunteer organizers and Race Committee members.

The cast and crew of Lady Chablis from Canada.

Photo by Jay Tovey/Sailscope

A champion J/24 sailor, Moose McClintock works for Bainbridge International and sailed with Terry Hutchinson at Midwinters XX.

thin out, and with this in mind, Larson turned a small advantage over Hutchinson halfway up the beat of the second race into a slamfest. Fortunately for both, they were in the right corner and it paid off this time. Geoff Moore led the pack out of the corner to score a win while Hutchinson got past Larson before the weather mark. Hutchinson passed a few more boats from his top-ten rounding for a third behind Martinez while Larson dropped to sixth, Read tenth.

Hutchinson was now comfortably in first with all top ten finishes. As the final race of the day got underway, the breeze picked up to 15 knots; perfect conditions. Hookanson again sailed a perfect beat to round the weather mark first and sail away to his second win, though only the first to count. Read and Hutchinson locked into a close battle all the way around the track in third and fourth behind Ben Capuco. Read did a nice job of passing Capuco on the finish line but with Larson in ninth to Hutchinson's fourth, the lead seemed safe. But as was the story of this regatta, Hutchinson did not avoid a bad race again, scoring a PMS for the last race to drop him back to seventh overall. Larson's consistency put him on top.

The final day of the regatta dawned the windiest and coldest of all and the Race Committee, in it's infinite wisdom, deemed the regatta over, giving everyone a head start on the hauling. Larson, with his crew of Karl Anderson, Paulo Boido, Mark Hallman and John Rodgers, finally captured the last major championship to elude him. His consistency gave him a nine point edge over Tyler Moore with Hookanson and Read close behind. In the designer fleet, Will Crump jumped out to an early lead and was never headed in winning.

Special Key West-style on-shore activities entertained the fleet during the week. A new take on the regatta bracelet, a temporary tattoo, was used as J/24 identification around town. The J/24 crowd did their best to dry up the watering holes. So, the local bars, Schooner Wharf, Green Parrot, and Turtle Kraals, hosted creative happy-hour contests and discounts.

Key West Sailing Club and the USJCA turned out a friendly and fun-packed week of events. At Friday night's prize giving ceremony at the ocean-side Patio Beach Club, competitors mingled, checked out photos of themselves taken by Sailscope, exchanged weather stories, and even planned a wedding (story on following page).

Celebrating twenty years of one-design racing, J/24 sailors basked in the glory of accomplishment and focused on the future of competitive sailing.

Left: Midwinters XX was characterized by varying wind and temperature. Early in the week, sailing was cancelled due to extreme winds and gusting conditions. Over 500 J/24 sailors experienced record lows and uncharacteristic overcast, rainy days.

Photo by Jay Tovey/Sailscope

No Worries, of Annapolis, MD, had their share of trying moments during the week. Judging from this photo however, they look right on form.

The conditions off Key West on the first day of qualifying were trying at best. Knockdowns and various breakdowns occurred.

Worlds winning speed... again!

1st - 20th Anniversary Midwinters, Key West

1st - '96 Worlds, Italy, *Writing Instruments, C. Larson*
1st - '94 Worlds, Australia, *Jazzed, K. Read*
1st - '93 Worlds, North Wales, *Head Case, K. Read*
1st - '91 Worlds, Greece, *Head Case, K. Read*

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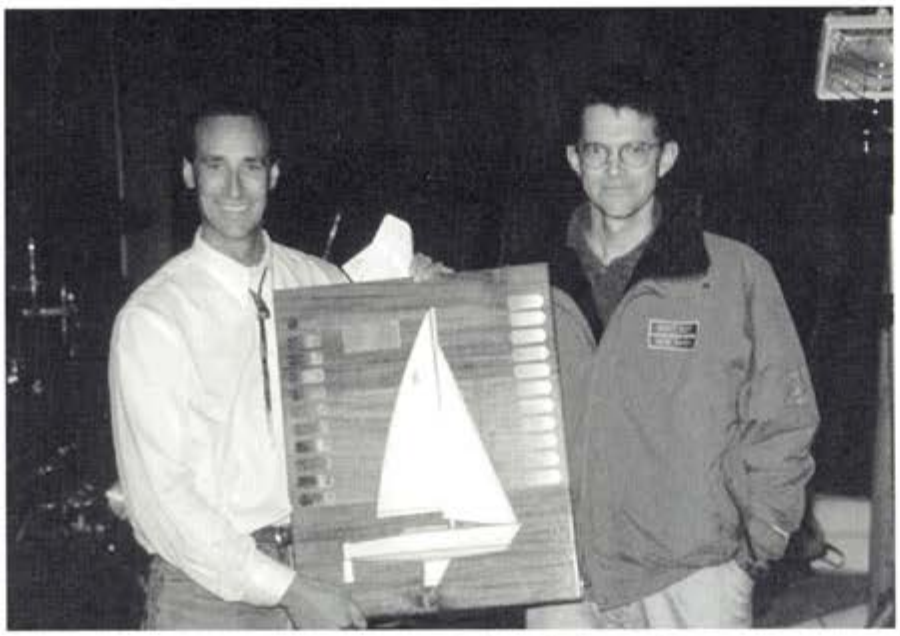

The "This Old Boat Award" was presented to Hull #48, owned by Jim Keesling, by Jeff Johnstone, J Boats, Inc., in recognition of the 1977-78 boat in best condition competing at the Midwinters. Hull #48 was also the oldest boat entered in the regatta and placed seventeenth in the Designer Fleet. J Boats, Inc., together with North Sails are the premiere sponsors of the 20th anniversary regatta.

Breakdowns took a toll on the fleet. The key to success was to finish. Englishman Stuart Jardine exemplified this by sailing the last three legs of race two under jib alone. He was awarded the Master Helm Trophy in the Champion Fleet. Jardine, of Hants, U.K., is the current U.K. National Champion and is shown above with his crew. Combined total age is well over the required 55 age limit.

Top Amateur Trophy went to Tyler Moore (second from right), who is new to the J/24 Class. Sailing with Peter Ryan (right), of Skaneateles, NY, aboard Phineas T. Blister, *Moore created a sensation among long-time J/24 competitors by taking an early lead during qualifying and hanging out at the top. Moore finished his first major J/24 regatta in second place behind World Champion Chris Larson.*

Felicity Clarke, of Canada, receiving her Top Women's Helm Trophy from Jeff Johnstone.

J Boats, Inc., together with North Sails were the premiere sponsors of the 20th anniversary regatta. In a surprising moment, North Sails awarded a new suit of sails to "the skipper who consistently shows up to regattas, races to have fun, and always enjoys themselves no matter what." The new North sails were awarded to Jeanne Langdon, sailing her boat Wicked Wahini.

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 the1996 North Americans, winning the Championship with all new lines on Mookie.

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This Anniversary Won't Be Hard To Remember...

Midwinters XX was exciting for competitors in more than one way. Pat FitzGerlad, sailing his boat Rush Hour, sent this report of one of the more colorful celebrations that took place during the week.

After racing on Thursday, we dressed-up for dinner at an elegant restaurant called Square One. Since two of my crew, Fred Reynolds and Lucinda Annino have been engaged for nearly two years, with still no date set, the conversation inevitably turned to marriage (prompted by my instigator wife, Lauri). Fred told us all how hard it was to get married in Pennsylvania — waiting periods, blood tests, fanfare, relatives, big expectations, etc. Fred's cousin, Tim, is the chef at Square One, and his wife Debbie was with us for dinner. Debbie countered with a description of just how easy it is to get married in Key West.

At one point, Lauri and Debbie headed for the ladies room (supposedly) and when they returned they had one of the waiters in tow. This fellow was the concierge at the Hyatt, who claimed that if they wanted a ceremony (however complex or simple), it could be arranged as soon as that night! A marriage license could be had immediately by merely shelling out the $88.50 required; a justice of the peace, sea captain, preacher, priest, etc. could be located as quickly — the whole thing could be pulled off in a couple of hours! When Fred complained of not having the $88.50, hundred dollar bills flew from everywhere! The evening ended with Lauri arranging with the restaurant piano player to play "Here Comes The Bride," as we walked out the door.

Well, Friday dawned windy which gave the fleet a chance to get a head start on breaking down the boats for the trip home. Our boat left town at 1530, at which time Fred asked if we wanted "to go hit the Parrot?" Lucinda responded "We're going to the courthouse!" The marriage license was purchased and a time set for Saturday morning at 0830 at the Sunset Pier at the foot of Duval Street.

Word spread quickly at the prize giving on Friday night, with most who know Fred expressing near total disbelief. Fred invited anyone who wanted to participate to breakfast at the Ocean Key at 0800. The entire crew of *Who Wa*, Fred, Lucinda (of course) and myself from *Rush Hour*, Tony Iacono from Geoff Moore's boat, Bengt and Marie Johannson from *Eraserhead*, and Fred's cousin Tim and his wife Debbie showed up for the ceremony. The JP arrived at 0830 sharp, dressed in shorts, shades, and a "skipper's" hat. He had all of the important documents under his arm and was ready to go. We moved out to the Pier, where he aligned Fred and Lucinda on the line dividing the Atlantic Ocean from the Gulf of Mexico. The vows were proclaimed, photos were snapped, congratulations offered — all in about ten minutes. Fred got his wish — to get married in his sailing clothes, without fanfare. Lucinda got her wish — to get married!

What a surpassing, fitting end to a great Key West experience.

Photo by PatFitzGerald

Left: Pat FitzGerald of Rush Hour, from Baltimore, MD. It only appears that Pat is getting his boat ready to go back north. What really happened is another story. Hint: see above. Above: Fred Reynolds and Lucinda Annino reciting their wedding vows...Key West style. The whole ceremony was pulled together in less than two days, with the help of some good friends and a few J/24 sailors who stuck around for the big event.

Seen Around Key West

Steve Ward and Kevin McGuckin, from the boat Screamin' Java, were pulled out of the crowd to assist during the famous Mallory Square Sunset Festival. The Festival celebrates the sunset each night with artists, musicians, and unusual performers. Steve and Kevin were challenged to tie this contortionist up as best they could. He eventually freed himself of their knots. Hope they're not the ones tying the boat onto the trailer!

All ninety-seven boats were docked in the old Navy submarine mole. The city of Key West now uses it for cruise ship docking. Besides the strong, gusting wind, competitors also had to navigate the cruise ship traffic coming in and out of port each day.

Happy to be back on land after the first day of qualifying. Wind gusted to 20 knots and many boats suffered breakdowns.

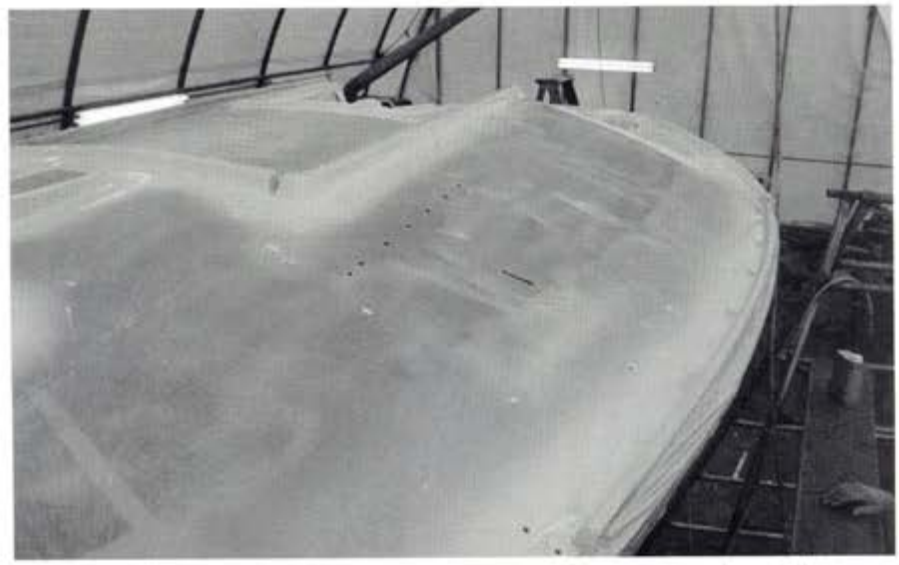
Refit of the Tops'l

by Art Topilow

Toward the end of the 1994 season I finally acknowledged that "Tops'l," my J/24, hull number 3146 bought new in 1982, was ready for a makeover. The boat was cosmetically and functionally starting to show signs of age and hard use. In spite of professional maintenance, thirteen seasons of racing had taken their toll. On the plus side, the boat was structurally sound. It was weighed and measured, and had a good bottom. The bulkheads were not waterlogged, and the mast bearing beam remained solid. When sailed properly, it had good speed. Over the years I had continually upgraded the boat. The main hatch, factory installed, was the new type. The mast had been cut to minimum. The shrouds had been replaced, and the stanchions cut down. A new Harken traveler had been installed. Double life lines were in place, with new stanchion bases and reinforced backing plates. I had secured a tapered spinnaker pole, and an 8:1 vang with a quick release Marlow block had been installed. The forward hatch had been replaced with a Lexan type.

On the minus side, the deck was unsightly secondary to repositioned winches, accumulated stains, and a sun-exposed sickly green color, not anywhere near its original blue. The entire electrical panel had rusted out. The lazarette hatches were chipped and the splash board had multiple fine cracks. The mast needed yet another painting, while the hull was dreary looking. The deck hardware needed to be modernized. Although the interior cushion covers had been replaced, all the bilge areas were grungy. The interior woodwork was mildewed. I was tired of looking at this mess, both inside and out.

My choices seemed clear. Repair and refit, or trade the boat in for a new one. After looking at the total expense for both options, I decided to proceed with an extensive refit. This allowed me to keep the blue color which I really enjoyed, and let me retain my exterior lazarette hatch covers, both of which are not available on new boats. To do the work I chose Rick Applin (now with Quantum Sailmakers) to work on the interior and rigging. Art Culver, of Stump Creek Slipways in Bayville, New Jersey, did the fiberglass repair, sanding, and painting. A local sign maker helped me design a modification of the "Tops'l" logo and apply the finished product. My good friends and crew members, John Quinn and Steve Gaudette, helped with miscellaneous electrical work. A long to do list followed.



The deck hardware is gone. The deck has been sanded and readied for painting.

The painted deck, minus hardware.

Cosmetic: (Culver)

1. Remove all the deck fittings, sand off the paint, fill the holes, select a new shade of powder blue, and spray paint the deck.
2. Sand the hull and spray it dark blue.
3. Sand the bottom, fill a few blisters, and repaint.

Boat with hull prepped for painting.

4. Remove the lazarette hatches, build up the chipped fiberglass, sand, and spray paint.
5. Remove the throughdeck mast tangs from the bulkheads, resecure them after the deck painting, and rebed them at the deck.
6. Clean the bilge areas in the lazarettes, main cabin, forward cabin and then repaint them .
7. Paint the shelves and the cabin top in the main and forward cabins.
8. Remove the traveler bar.
9. Remove all the mast and boom fittings and paint them.
10. Install new lazarette hardware.

Functional and Cosmetic: (Applin)
1. Replace the traveler bar.
2. Remove all the interior woodwork, apply five coats of varnish to it, and put it back.
3.Replace the old spreader bar with a new type.
4. Install a new tiller.
5. Install new genoa and jib tracks.
6. Modernize the deck layout:
Secure a mast cleat for the main halyard, and mast cam cleats for the jib. Add a genoa cunningham, reposition the twings, replace wire halyards with rope, add a pivoting cam cleat for the main outhaul on the boom, and add ratcheting genoa blocks.
7. Install a multi-ended spinnaker halyard system.
8. Reposition the backstay hardware.
9. Install cam cleats for the cabintop winches.
10. Replace all the mast and boom fittings.

Electrical: (Gaudette)
1. Reinstall all the autopilot gear.
2. Redo the entire electrical panel.
3. Move and reinstall the VHF radio.
4. Install new interior lighting fixtures using white and red bulbs.

Solar power and running lights: (Quinn)
1. Install a new diode.
2. Install a solar panel on the interior side of the forward hatch cover.
3. Install new running lights.
4. Install a new mini dry cell rechargeable lightweight battery.

Logo: (Peter)
1. Aid with a computer assisted design.
2. Help apply the new logo.

How DoesIt Look?

Planning and supervising the work was a labor of love made easier by the great people who worked with me on the "Tops'l" refit project. I obtained what I had hoped for— a cosmetically new and functionally up-to-date boat, at a price well below the cost of a new boat. Last year I added a new two-axle triad trailer with electric brakes, rounding out the whole package. All these changes have given me and my crew ongoing pleasure over the past two seasons. Problem areas do remain, including my inability to prevent water from entering the boat at the mast hole.

The "keyboard logo" has its own story. Years back I named my boat the "Tops'l" as a play on the name Topilow's sailboat, the topsail being the second from the bottom square sail on a square rigged sailing ship. As a part-time professional jazz pianist, I tried to integrate the music motif into the name, and came up with the idea of the music clef. Putting the piano keyboard into the logo was just the latest "variation on the theme."

In my opinion, the J/24 remains the premier one-design in its size range. It is affordable, trailerable, easily repairable, and tough enough to withstand the occasional terrible weather we all encounter. There is room for everyone's duffel, space for a good lunch, and in spite of its small size, room for all the crew to go below (after the race) in case of a downpour. To this, add a great class association. I remain "hooked" on the boat. 1997 will be my twentieth season in the class, and my sixteenth season with hull number 3146!

Art Topilow has been an active J/24 class member since 1978, when he bought his first "Tops'l," J/24 hull number 77. He sails his present "Tops'l," hull number 3146, as a member of Fleet 128 and Fleet 79. Professionally, he is a physician in the field of hematology and medical oncology and Director of Hematology at the Jersey Shore Medical Center in Neptune, NJ. Art is also a professional jazz and classical pianist, performing regularly for over 35 years. In addition to articles for the J/24 International Magazine, he publishes in medical journals and magazines on wildlife and jungle exploration.

20 Years and Counting...

by John Peck

I was introduced to the J/24 at the 1979 North American Championship, which attracted forty-five boats to Corpus Christi, Texas. Billy Dawson, the J dealer for Canyon Lake, Texas, took delivery of fire-engine-red hull 1158 which he named Red Neck. The rules called for a three-to-five-man crew. Billy chose to sail with the minimum, and asked me to work the foredeck. Six races were sailed once around a 14-mile trapezoid course, and the seventh race was a 21-mile long distance race. All counted. Dropping a hundred yards at the finish cost about fifteen places. Sailmakers Mark Ploch, Scott Allan, and John Kolius were there and all finished in the top four.

The most frustrating part of measurement at a major regatta was inconsistency in methods and techniques, particularly in keel measurement. A boat could pass keel measurement at the Worlds and not pass at the NAs.

Measurement consisted mainly of reviewing class membership documents, hull numbers, and crew lists. Very few real measurements were verified. The big deal was flotation marks, which were introduced by Rod Johnstone in August, just before the regatta. There were no royalty patches or sail measurement.

With about 1,800 boats sailing in fifteen countries, the class was on the verge of gaining international status through the IYRU with the invaluable assistance of Dennis Ellis in the UK, who at that time was on the IYRU Measurement Committee. Rod Johnstone's weights and measures were converted to the metric system, which was the beginning of a plus of minus tolerance in exact measurements.

Before being elected to the IJCA Technical Committee in 1987, I campaigned US 634 in six Texas Circuits, four Midwinter Championships, five North Americans, and one World Championship. I gained invaluable experience as an active competitor/boat owner trying to beat the rules. Up to that point, there had been only minor changes to the rules since 1979. The most frustrating part of measurement at a major regatta was inconsistency in methods and techniques, particularly in keel measurement. A boat could pass keel measurement at the Worlds and not pass at the NAs.

The first significant change to the Class rules was in response to the "pros" sailing with five "linemen" in the windy conditions found in San Francisco Bay's City Front, Corpus Christi, and Hawaii. Rule 5.1 was changed to allow a minimum of three crew and a maximum weight of 400kg. Although often controversial, this rule has withstood two attempts to set a different weight, and many other classes have followed this philosophy.

When different CAD systems produced different hard curves through the set of points and table of offsets as defined in Keel Plan C, the standardized keel templates were developed by Marvin Beckman, utilizing NASA contractors. These are now commonplace worldwide.

Consistency in measurement was addressed in the United States when measurement seminars were conducted at Midwinter and North American Championships. The seminars not only provided a training ground for measurers, but greatly aided the USJCA in catching up with the rest of the world in actually having a measurement certificate. The seminar format continues to be the most effective way to bring evolving NJCAs up to speed.

Photo courtesy J Boats, Inc.

At the 1979 North Americans, held in Corpus Christi, sailmakers Mark Ploch, Scott Allan, and John Kolius (seen above at the Midwinters months earlier) were there and all finished in the top four.

As crews and keels were equalized, it became increasingly obvious that the flotation mark method of checking all-up racing weight was not sufficient. After two years of weighing boats worldwide to gather data, engineering studies from two continents as to placement of corrector weight, and hours of deliberation, three weights were specified for the hull in various conditions: 1) Rule 2.7.4 dealt with the manufactured weight; 2) Rule 3.7.1 addressed the weight of the yacht with all fixed fittings and running and standing rigging, and 3) Rule 3.7.3 looked at the all-up sailing weight with required and optional equipment on board.

The last significant rule change that helped set all things equal was in redefining the foretriangle. For too long it was assumed that all mast bearing beams were in the same place; therefore, if masts are the same length, all things are equal. Again, after a great deal of research by the Technical Committee, measuring boats from all builders and all vintages, the present method of measuring from the sheer line was developed.

There have been many other changes to the Class rules to add longevity to sails, simplify measurement, increase crew comfort; accommodate new materials and technologies; clarify the original meanings; and most recently, accomplish the common sense realignment of what is optional and what is required to be aboard while racing.

With over 5,500 boats worldwide, the Class has matured to the point that we should not see significant changes to our rules in the near or distant future. Presently, the Technical Committee is most concerned with establishing guidelines for older boats to be correctly restored and/or updated to preserve the owner's investment.

The fact that our rules are solid is demonstrated by close racing among J/24s of any age and from any builder.

A member of the IJCA since its early days. John Peck served on the IJCA technical committee before his election to chairman in 1996.

That's John Peck as he appeared in the Spring 1987 International J/24.

Charlie Scott Wins 1979 North Americans

Reprinted from J/24 News, January, 1979

"It was a lot of fun!" — a comment not usually heard from the mouths of sailors after a tough, close series, but that's what the top skippers said about the first J/24 North Americans. The four-race series, sailed in Rhode Island Sound and Narraganset Bay off Newport, Rhode Island, August 8-11, was won by 24-year-old Charlie Scott, from Annapolis, Maryland, after a tough battle with some of the best sailors in the United States.

Scott, the 1971 Sears Bowl champion, had excellent speed in the predominantly moderate-to-fresh air series, but so did John Kolius, Scott Allan, Bill Shore, and his brother Jim. What the eventual champion had going for him was a good eye for wind shifts and the necessary amount of "winner's luck."

Sixty-four boats from as far away as Texas and Minnesota sailed in the series, which was run by Robin Wallace, of Ida Lewis Yacht Club. Most of the boats were docked at Newport Offshore shipyard, and most, if not all, of the sailors enjoyed refreshments and other support supplied by the Michelob beer company.

With all those sailors from all over the United States, one fleet stood out. "The three Scotts:—Charlie, Allan, and Jim — were from Annapolis, Chesapeake Bay fleet 8, where they had tuned and race their boats through June and July. The preparation showed, and they finished 1-3-6. Without a throw-out race, they would have been 1-2-3, with the more consistent Jim Scott winning out over Allan and then Charlie. If Scott Allan had not misread his circular, he would have won over the Scott brothers.

The series was sailed over a novel trapezoidal course. Picture a triangle with a four-mile weather leg and three-mile reaches. Next slice off the jibe mark. You now have a four-legged course, with a four-mile beat, a two-mile reach, a two-mile run, and another two-mile reach leading to the leeward mark. The long beat spreads the boats out before the weather mark and the slice produces a run. Two of the three buoy races were held around that trapezoid and then finished at the weather mark for 14 miles. The other used slightly shorter legs for 10 1/2 miles.

Once they were used to four buoys instead of three, the competitors came to like he course, although some of the top crews complained that the reaches were too broad and the jibes too easy.

Two other races were scheduled, but only one was started and finished. Race 2 was to be a long distance contest around the buoys in Rhode Island Sound, but fog closed in and the race committee sent the fleet on a 24-mile course around Conanicut Island, in Narraganset Bay. The other race, schedules as Race 4, never got off. After nine general recalls, the race committee decided there wasn't enough time left to finish a race, so they abandoned for the day. Culprits were an extremely shifty breeze and a group of aggressive sailors in highly maneuverable boats.

Charlie Scott started the series off as he says he often does by winning the first race after leading at every mark, in a moderate southwesterly. Second was another Annapolis boat, sailed by Lawrence Leonard, and third was Bill Jorch, Northport, N.Y., with Newport sailmaker Bill Shore at the tiller. Five of the top ten boats were form the Chesapeake, including tenth-place *Swag*, James Mead's J crewed by his wife and three children two of whom were seven years old. A trophy for the crew that best reflects the spirit of the class, donated by Rod Johnstone, was awarded to Mead at the end of the series.

The postponement of the distance race was fortunate for many, since the wind increased to working jib strength between the second general recall and the actual start on the new course. Scott Allan led much of the way until he missed a buoy and had to double back to round properly, losing 30 boats in the process. "We just didn't read the fine print on the Sailing Instructions," he explained later. Allan recovered to 12th and Charlie Scott, who also missed the mark, dropped from about seventh and finished 16th. Midwinter champion, Mark Ploch and Jim Brady, from Clearwater, Florida, won the race ahead of Skip Whyte, from Cambridge, Massachusetts, with Jorch and Shore third. Jim Borden, from Corpus Christi, Texas, finished fourth, and John Kolius, another Texan, was fifth. As it turned out, Allan's faux pas cost him the series, since he now had to count his opening-race ninth.

Charlie Scott recovered nicely from his poor second race to win the third race and take the series lead from Jorch and Shore. Allan finished second in a building southwesterly after early race leader Dave Hirsch , from Stratford, Connecticut, had to do a 720 and dropped to eighth. Kolius, an Olympic medalist, took third and Willet Whitmore, from Swampscott, Massachusetts, recovered from his first race 51st to finish fourth. J-Boats president Bob Johnstone finished fifth; he was fourth in the first race and 45th in the second one—an indication of the level of competition. Meanwhile, Jim Scott was putting together a 5-7-6 series — the sort of record that people begin to notice toward the end of a regatta.

The next day was practice start day under the increasingly impatient supervision of the race committee, but by Friday morning both the wind and the competitiveness had settled down to the point where a race could actually be started. The race organizers had decided to permit a throw-out race, so

Charlie Scott was now leading with two firsts. He had a large but vulnerable (considering his 16th) lead over Jorch/Shore, Whyte, Kolius, his brother, Ploch, and Allan.

Sailing conservatively in light air and keeping an eye on those boats, Scott took ninth in the fourth race, which Tim Dwyer, from Newport, and Vince Brun won, with Allan, Kolius, James Mead, and Jim Scott finishing after in that order. Charlie Scott won the series by two points, and only seven points covered the first six boats.

Scott's crew consisted of Bob Hatch, Theo Peterson, and John Waite. Hatch and the skipper had worked hard on their boat's bottom and keel while they left the running rigging completely stock — *Smiles* had no electronic gear — except for a Windex. "We sanded the bottom and painted the keel and replaced the putty in the fairing area," Scott said. "We had not trouble measuring in except that the trailing edge of the keel was a bit too thin, and we had to build it up."

Scott used Hood sails made by his sailmaker brother. Other sails in the top ten —some made by the skippers — included suits of from Ulmer (Kolius and Ploch), Horizon (Allan), Shore (Jorch and Stu Johnstone), and North (Whyte and Dwyer), and Hood (Jim Scott and Whitmore).

And what did Scott think of the series? "I had a lot of fun. I like the class." His brother Jim echoed the sentiment: "I had the most fun I've had at a regatta in a long time. The sailing was very competitive, and the beer parties in the evening gave me a chance to unwind."

All boats were measured before the series, with special attention paid to keel and rudder shape, and Scott was not alone in having to make alterations. During the series, spot checks were made of first, second, 15th, and 30th finishers, but required equipment was found on all boats checked. There were only three protests in the series, all concerning proper use of the 720 rule.

To commemorate the twentieth anniversary of the J/24 North American championship, International J/24 is pleased to present this regatta review, originally published in J/24 News, a precursor to our current international magazine.

In the last issue, we brought you the original Key West Midwinters article, complete with old photographs. Next fall, we'll re-print the first World championship article.

If members have any old photos from any of the first major regattas, please send them (with a brief explanation) to the Class office. Include a mailing address if you want the photos returned.

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Chicago J/24 Tops U Gotta Regatta

by Greg Mack

Allegro, with Greg Mack and crew Ralph Fisher, Sherman Gerber, John Hagerman, and Eric Moore, got off to a hot start winning the first two of six races and never relinquished the lead. WYC boats, *High Heels*, *Victorios*, in race three, and *AmBush* were close after the first day of four races, and U La La pulled within one point going into the final race after victories in races four and five. *Allegro* sealed the victory with a come from behind win in the final race.

The winds were a perfect 12-16 knots for the first two races and then increased sufficiently to force the majority of the fleet to change to the Hundos always to the liking of *High Heels*. The entire fleet went back to 150s as the winds decreased for the final race The southwest winds were not so predictable, but the finishes were tight.

The northwest winds on the final day, race five, saw the leaders at the first mark coming from both corners with big shifts. The final race favored the right side to catch the puffs and starboard lifts in typical fashion (read Bowers, chapter 5, verse 6, northwest winds).

A sudden virus in the MYC crane provided the biggest scare and had half the fleet performing Zen to witchcraft to get it operational. The women's team on *OZ* proved that they are a force and on track for Newport 97.

J/24 Fleet #1 would like to thank everyone who helped make this a really great event. We would also like to thank all of the sponsors who made very generous donations to make all of this possible.

Harken, West Marine, Team One Newport, Pro Ranier foul weather gear, Hall Rigging, Layline, Ed Reynolds Sails, North Sails, Westin Sea Gear, Hoopers J Boats, Seven Seas, Sequal Ent. Please be sure to thank them next time you do business with them.

Plans are already under way for U Gotta Regatta, District 15 Championship, 20th Anniversary of J/24 Fleet #1, Worlds qualifying regatta (I've got to shorten the title of that regatta!). The dates are September 13-14, 1997 at Wayzata Yacht Club on Lake Minnetonka. This year will be our 20th anniversary of J/24 Fleet #1 and to celebrate we are going to make this the best regatta ever. Plan on attending this event. Come to Lake Minnetonka where it all started, 20 years ago. Looking forward to seeing you all there.

1997 Super Regatta

Once again this season, we will be a major stop in the Super Regatta. The Super Regatta is the combination of three regattas in the Midwest to make up a series event. The three events are: Sheridan Shores Race Weekend, Willmette, IL, July 27-29, U Gotta Regatta, Lake Minnetonka, September 13-14, and the Great Racing Regatta, Lake Geneva, WI, in early October. These events are always well attended. The competition is always great and the prizes even better. Stay tuned for more information. Hope to see you there.

U Gotta Results:

Pos.	Boat	Skipper
1.	*Allegro*	Greg Mack
2.	*U-La-La*	John Benzian
3.	*AmBush*	Dave Breitner
4.	*High Heels*	Bowers/Ferguson
5.	*OZ*	Women's Rolex Team
6.	*Lively*	Murphy/Olness
7.	*Stirred, Not Shaken*	Ken Grey
8.	*No Worries*	Paul Boemer
9.	*007*	Matt Johnson
10.	*Ramscallion*	Steve Wells

Lake Champlain Championship

by Paul Beaudin

The Lake Champlain Championships took place September 21-22 in Burlington, Vermont. Lake Champlain Sailing Center hosted the sixth annual regatta. A great weekend provided ideal conditions for the regatta. The fleet of twenty-four boats sailed three races on Saturday, and two on Sunday in 10-15 knots of wind and partly sunny conditions. Competitors came from Vermont, Maine, Connecticut, New Hampshire, New York, Rhode Island, and Quebec.

Top finisher, sailing for the Chickenbone Yacht Club, was *Downtown*, owned by John Reynolds of Waitsfield and helmed by brother Kirk Reynolds of Skaneateles, NY. *Downtown* finished 6.5 points ahead of the next boat with bullets in two races. Second was *Sugarbabe,* owned by Ernie Pomerleau, of Burlington and driven by David Hanson, of Grand Isle. Third was *Fawn Liebowitz* owned and helmed by Green Mountain Valley School founder Alfredo Hobart. Fourth from Newport, Rhode Island was *Air Jordan,* owned and driven by Jerome Jordan and in fifth was *PT Blister,* owned by Pete Ryan of Skaneateles, NY, and driven by Burlington sailor Tim McKegney. Racing, as usual, was tight and action packed, but more importantly Burlington provided a great place to come and party with our fellow J sailors at the end of the season. Changing of the Colors at Lake George, the following week, is a great resort setting, Burlington on the other hand is a college town full of great restaurants and night life. This year was no exception with an excellent party sponsored and hosted by local micro-brewery Magic Hat. The brewery provided a cozy setting and lots of sampling of our sponsors' wares. Not only ample drink, but a large variety of delicious food. Zoe Kangas, the master of ceremonies, dished out endless give-a-ways and a fabulous time was had by all. Next year look for an even bigger party and the usual great open water sailing of Lake Champlain. Come and see why Fleet 23 consistently turns out many of the top amateur J sailors in country.

Lake Champlain Results

Pos.	Boat	Skipper	Total Pts.
1	*Downtown*	Reynolds, J.	7.5
2	*Sugarbabe*	Pomerleau, E.	14.0
3	*Fawn Liebowitz*	Hobart, A.	14.75
4	*Air Jordan*	Jordan, J.	15.75
5	*PT Blister*	Ryan, P.	19.75
6	*High Noon*	Noone, T.	27.0
7	*Hi-Jack*	Littee, M.	31.0
8	*Basket Case*	McDiarmid, B.	31.0
9	*Denali*	Jessen, T.	32.0
10	*Snowbird*	Tefft, T.	33.0
11	*Hot Chocolate*	Castle, T.	37.0
12	*Iceberg*	Hendershot, W.	37.0
13	*Shockwave*	Solomon, M.	47.0
14	*Lazy Lightning*	Welles, W.	52.0
15	*Rigel*	Keyes, A.	52.0
16	*Spaceman Spiff*	Howell, B.	52.0
17	*Bad Apple*	Morse, B.	53.0
18	*Nirvana*	*Team Nirvana*	57.0
19	*Ice Cubed*	Quaid, M.	61.0
20	*Bouncing Betty*	Kuhn, C.	62.0
21	*Java*	Simkins, D.	70.0
22	*SLippery*	Grosby, M.	74.0
23	*Results*	Signorello, K.	74.0
24	*C-Jam Blues*	Hooper, M.	92.0

Right: Seen at Midwinters XX in Key West...Frank Keesling, District 18 Governor. Frank sailed his boat Dumpster. *Check out the graphics.*

Report from Dutch JCA

by JW van Crevel

Early September, the traditional Zuiderzee Regatta took place in a full range from 25 to zero knots. The first of three days was sailed in the leftovers of a deep depression, with winds during the day varying between 20-25 knots. The short upwind-downwind courses provided a good test of boat handling skills and offered food for excellent stories afterwards. The second day gave us challenging winds and a crossover between genoa and jib. The *Jan Steen* team consolidated their lead with three bullets and a PMS. The final day was dominated by thunderclouds with light and fickle winds. One race was abandoned and the other race finished in a new wind closing in from behind. The *Jan Steen* team managed to survive these challenges and finished first overall. Second was the *Vijf Kleine Kleutertjes* team and Henk Wybinga and team came third.

We were pleased with over twenty entries and nineteen boats competing in our Nationals at the end of September. Such a late date for the Nationals proved popular and extended our active racing season. The host was a brand new yacht club in Edam (yes, the cheese town) and we brought the very experienced race committee from Uitdam, a few miles south. Measurement on Friday went smooth and after the mobile crane was repaired, all boats were launched and prepared. Four German teams made the journey again and gave an international flavour to Edam. As always, a number of teams struggled to get under the 400kg barrier, but the weather forecasts seemed to favour those heavy teams.

Some extra excitement came from the presence of a television crew, filming for a new Dutch sports channel. Four short races were sailed on Saturday in 22-26 knots of wind and steep chop. The *Jan Steen* team was once again in a winning mood and scored a solid four bullets in four races. Henk Wybinga's team and the *Vijf Kleine Kleutertjes* battled for second. The conditions created a bit of a 'demolition derby', with some borrowed boats seriously disintegrating and many boats demonstrating impressive spinnaker broaches. Kathrin Ginsberg on *Jas* outclassed all by crossing the finish line under a 60 degree heel to windward, with the TV crew and all photographers as active witnesses. This scene was featured in a number of newspapers and sailing magazines.

Crew dinners have become a tradition and again this year's event drew a large crowd on Saturday night. The following morning the wind was still well over 20 knots, and increased to 26 knots, so genoas weren't needed in this event. Three races were sailed after which the race committee decided to cancel the final race in the face of further increases in wind speed and a tiring fleet. With another three bullets the *Jan Steen* team, skippered by Frans van der Wel, left no doubt about the National Championship. The water in the harbour must have been quite cold! Henk Wybinga came second and the *Vijf Kleine Kleutertjes* third. The perpetual PMS challenge trophy was won by Leif Tom Loose from Germany with a PMS and DSQ. The 'Debutant' trophy was won by Raoul de Troije and team. We never saw the result of the two days of TV crew presence as the sport channel went bankrupt a few weeks later.

More boats than in previous years continued to sail in the winter. The Braassem winter series attracted up to seven boats, until the frost set in giving us another 'Elf Steden Tocht' (eleven city tour - a skating event) and 40 cm of ice.

Photo by Patricio Lara

The Chile National Championship was held over two weekends in the Fall.

Photo by Patricio Lara

Nevertheless, we got some excellent racing in both strong and light winds. It gets repetitive, but the *Jan Steen* team won the winter series. Three keen new teams have joined the winter racing, all within weeks of purchasing their boats. The enthusiasm of our class members clearly has its effects. One new owner even managed to beat *Jan Steen* on his first race!

Down south (relative concept in a country as small as the Netherlands) Adri van der Velde, one of the longest standing members, managed to bring together six J/24s to practice and race together over the winter. No doubt these owners will be keen to join the Nationals and other events in their area.

We are confident we will have another strong season and look forward to meeting you at J/24 regattas.

Report from Chile JCA

by Enrique Vallejos

During last November and December, 1996, Chilean J/24 sailors held two very exciting championships at Algarrabo, a nice village over the Pacific Ocean, about seventy miles from Santiago.

Throughout each race, sailors got a clear picture about how erroneous the name Pacific is, based on the rough seas we have.

During the weekend of October 19-20, twenty-five boats participated in four windward/leeward races on a six-leg course for the final regatta of the spring championship. Saturday's races were held in a northwest breeze of 8-10 knots, making for a very enjoyble day. On Sunday, the wind shifted to west and blew about 20-25 knots in the first race. Some boats had problems like broaches, spinnakers pole inconveniences, and sail blow-ups. The second race started with 25 knots and increased during to 30 knots, with gusts of 35 knots. It was a big disaster for the fleet. Many boats capsized and ripped sails. One of the boats, *CTC Mundo*, helmed by Alberto Gonzalez (chilean and south american champion in 1995) capsized and sank. Gonzalez really sails as the best, but many times takes risks. He had an incredible broach with a jibing boat and the sunk in about thirty meters of depthof water. With a lot of difficulty, *CTC Mundo* was re-floated about thirty days later.

Chilean National Championship

The Chilean National Championship was held on two weekends: November 30-December 1, and December 7-8, in Algarrabo. We had seven windward/leeward races, with one discard. Thirty boats participated and huge wind and sea conditions made for a very exciting championship. In the lead from the first race, the boat *CTC Mundo*, skippered by Alberto Gonzalez, emerged as the winner with 1-1-1-6 on the first weekend. Gonzalez was sailing a new *CTC Mundo*, after the original sank in October. The second weekend demon-

strated that a championship ends with the last race. The fleet was too anxious in every start and each race started three of more times, because the PMS boats. The race committee was lead by the Argentinian Carlos Diehl, who has kindly supported the Chilean J/24 Class. Fernando Perez and Jorge Galindo were the other members of the committee.

As the regatta progressed, the wind increased and during the last two races, we had about 20 knots from the north. Too many PMSs made the Race Committee's job very difficult. The last two races used the black flag, and as the race instructions appointed, a black flag PMS could not be discarded. *CTC Mundo* received a PMS on the sixth race, making *Caras Hush Puppies,* skippered by Pablo Amunategui, the unofficial winner. Unofficial, because until the end of March, 1997, the win is pending due to a protest by *CTC Mundo* to the Race Committee. The black spot will be solved April 1.

Photo by Patricio Lara

Chile Nationals:

1.	Amunategui	*Caras Hush Puppies*
2.	Jux	*Chinchilla Buck*
3.	Von Appen	*Bellsouth*
4.	Gonzalez, M.	*Buscando*
5.	Gonzalez, A.	*CTC Mundo*
6.	Poncel	*RCA Coyote*
7.	Reid	*Clan Becker*
8.	Perez	*Vital*
9.	Cubillos	*Startel*
10.	Gallyas	*Barracuda*
11.	Seguel	*Match Point*
12.	Herman	*Los Patos*
13.	Perez	*Amnesia*
14.	Vallejos	*Sunset*
15.	Berdichesky	*Pinguino*
16.	Gallyas	*Triumph*
17.	Gallyas	*Linha d'agua*
18.	Castano	*Condoro*
19.	Werth	*Werthservice*
20.	Robles	*Tiare*
21.	Boher	*Fuji Film*
22.	Viada	*Atocc*
23.	Raab	*Mobil So Sorry*
24.	Errandonea	*Asturias*
25.	Gonzalez	*Correcaminos*

Chile Spring Championship:

1	Zuazola	*Rockford*
2.	Amunategui	*Popeye*
3.	Gonzalez, M.	*Buscando*
4.	Gonzalez, A.	*CTC Mundo*
5.	Von Appen	*Bellsouth*
6.	Herman	*Los Platos*
7.	Perez	*Amnesia*
8.	Reid	*Becker*
9.	Gonzalez	*Il Moro*
10.	Seguel	*Match Point*

IJCA ANNUAL MEETING MINUTES

I. Call to order and welcome

The meeting was called to order at the Royal Thames Yacht Club in London, England at 9:13 by World Council Chairman Geoff Evelyn.

Eleven nations were represented: Argentina, Roberto Authier (1 vote); Canada, Don Ferguson (1 vote); France, Andre Bourles (1 vote); Germany, Otto Baur (1 vote); Grand Cayman, Jane Moon (1 vote); Italy, Pinetti Masini (1 vote); Japan, Koji Matsumoto (1 vote); Puerto Rico, John Peck (1 vote); The Netherlands, JW van Crevel (1 vote); United Kingdom, Stuart Jardine (1 vote); United States, Jim Keesling (3 votes). Proxies for Chile and Peru were held by the Argentina JCA (2 votes); for Crotia and Monaco were held by the USJCA (2 votes); for Switzerland was held by the Italian JCA (1 vote); and for Sweden was held by the Dutch JCA (1 vote). The copyright holder was represented by Founder, Bob Johnstone (1 vote). Chairman Geoff Evelyn, Technical Committee Chairman Dennis Ellis and Councilors of Honor John Adams and Bengt Julian, were present. 20 votes were present. Observers were Mercedes Guerrero (ARG); Simon Slater (UK); Technical Committee member, Francesco Cicolo, (ITL); J/BOATS Italy owner Paolo Boido.

The chairman reviewed his travel schedule over the past year. His duties as chairman took him to Sail Expo in February, the Worlds in June and the European Championship in July.

II. Approval of 1995 World Council Minutes

Observers Bengt Julian, Paolo Boido, Francesco Cicolo and Hauke Krusse were added to the list of people in attendance, item I of the minutes. Jim Keesling (USA) moved that the minutes as modified be approved, second by Pinetti Masini, approved by acclimation.

III. Financial Report

The FY 97 budget (appendix 1) and an FY 96 financial data (appendix 2) was distributed in the meeting package. At the moment a review of the FY96 statements (Year ending September 30, 1996) shows a $4600.00 surplus.

Chairman Geoff Evelyn posed the question to the WC weather the WC Chair should continue to attend World and continental events in an official capacity and at IJCA expense. There was no descent.

Roberto Authier (ARG) moved that the report be accepted. Pinetti Masini (ITL) second. Approved by acclamation

IV. Open Discussion

A. Best Practices

1. Mail Boxes - Geoff Evelyn

At the Worlds each competitor had an assigned mailbox. This box was used to distribute all types of information to the crews and was very effective. One competitor at the worlds encouraged the organizers of the North Americans to adopt the same practice.

2. Social Activities - J.W. van Crevel

a. Concentration of catering and refreshments in one central location is important to the success of regattas at all levels. Strong social activities are a powerful marketing tool for the class.

b. It is the social aspects which cause the fleet to thrive.

3. Publication and scheduling of major events - Jim Keesling

If major events are scheduled for the same time every year then members can schedule for the event more easily.

a. Events scheduled during the school year may prevent students and teachers from participating.

b. Events scheduled over a long weekend (Thursday through Sunday) allow competitors to do more sailing in less vacation days.

c. Major events (Nationals and Continentals) often do not get very large fleets, Regional events often do. Competitors attitude is "Why travel if good regional events with large fleets are close?"

The Dutch NJCA reported that their regatta held in late September annually is always successful due to predictability.

d. The used boat market is making the Class affordable to many more sailors. For some one travel event a year is all that is affordable.

e. Many fast races on a few number of days is becoming a popular schedule.

4. Reciprocal Team Racing

Fleets in Toronto and Denver report success in team racing.

a. 3 to 5 boat teams

b. encourages the sailors in the top of the fleet to help the novice sailors in the back of the fleet due to the scoring detriment of finishing last.

c. Great opportunity to bring in new blood and introduce them to the Class.

d. Team racing includes a strong social aspect. (see IV.A.2 above)

e. Small jib and mainsail only (no kites) to make sailing simple and concentrate on tactics.

f. Events are simple since visitors do not need to bring boats. Step off the plane and sail.

g. When borrowed boats are used damage becomes a problem

i. All sailors must be careful to avoid contact

ii. Keep owner or his representative aboard for insurance reasons.

h. The Class could take a leadership roll in Team racing

i. JW Van Crevel and Otto Baur will organize European J/24 team racing.

ii. Jim Keesling and Don Williams will organize North

American team racing.

i. On the water umpires help to minimize collisions and damage

5. Possible new local scoring system

a. Rank all sailors who sail on the boats on a scale of 1 to 15. A 1 is a never been sailing novice and a 15 is the world champion.

b. In a local competition limit the maximum average rank of the sailors on each boat. This will force the top of the fleet to sail with some less experienced sailors and will allow the less experienced skippers a chance to get some of the top crews.

6. Local focus is the key to health.

7. Successful formulas

a. Use the big multi-class regattas (Magazine regattas) to get publicity and publication.

b. Magazine regattas draw traveling boats.

c. Cannot conflict with other activities

i. Sailing for most cannot change from a weekend summer sport to a year round sport.

ii. A large portion of our sailing takes place:

-in the evenings on weeknights

-at popular regattas with a major social schedule

d. Circuit Events

i. Successful circuits are presently running in:

-Texas, USA

-New Jersey, USA

-Ontario, Canada

-The Netherlands and Germany

ii. Boats that travel in a circuit boost the fleet at each host club to make exceptional regattas.

8. Class Representative at regattas. Assign a representative at regattas to be a liaison between the competitors and the RC and Jury. This allows for direct feedback even if the schedule of the RC chairman and jury prevents them from speaking to everyone.

9. Use of VHF radios to notify boats which are PMS (JW van Crevel)

a. Use of VHF rushes decisions made by the Race Committee. Leads to errors.

b. Use of VHF adds cost

c. Use of VHF is illegal in some circumstances in some nations

d. Perhaps the regattas should give each competitor a small receiver for such communications

10. Use of Black and "Z" flags (appendix 3)

a. RC chair gets what he asks for - if the lines are not square the competitors will be bunch and there will be general recalls

-this stresses the need for excellent race management

b. These penalties are inherently unfair.

c. reduce or eliminate General Recalls and put the fear of god into the fleet

d. use a midline boat, this gives the competitors a range mark to use to judge their location on the line.

11. General Class Marketing

a. Pins - are available from the class office

b. Brochures

- are available from class office.

- have an empty box for NJCAs to customize brochures for their local use.

c. Web Page

- should add testimonials on why people sail a J/24

- must have dependable up to date results

d. What is J/Boats doing? This was answered by J/Boats representative Bob Johnstone.

- Putting the boat in the Nations Cup, and the IYRU World Sailing Championship

- J/Boats is third in line for annual revenues from J/24 owners. sailmakers get most revenue, then the Class, then J/boats

-J/24 is the cornerstone of J/BOATS' line. Class strength is important to overall strength.

e. Invite owners of other classes to come sail a J/24 - see team racing above

f. Website offers sailors a chance to be involved in a virtual regatta every weekend of the year

A. Women's Olympic Match Racing

1. Criteria for being considered is rather onerous

2. There was great uncertainty of there being an 11th medal.

V. Technical Committee

A. Activities of the Technical Committee

1. The technical committee has attempted to keep old boat competitive however modifications to present building standards makes it difficult.

a. J/BOATS has not policed interior plans and as a result there are 4 or 5 different interior layouts.

b. Fillets at the intersection of the Keel stub to the canoe body have been allowed to be rounded.

2. Thorpe Thruster - A quick reduction of the keel's trailing edge from 12.8mm at station 1 to 3.6mm several mm below station 1 - has been determined to be illegal. A Interpretation from the Technical committee will be forthcoming.

3. Continued work on the measurement process.

a. measures are not police - they are Class members which help others get their boats Class legal.

4. After discussion the practice of storing a permanently installed lifting strap over the keel while racing has been approved.

5. The builder in Brazil has never paid royalties. As a result the 33 boats built since 78 by that builder are not Class legal and may not be used in J/24 competition.

Roberto Authier (ARG) reported that there was no measurement at the 94 South American Championship in Rio de Janeiro. An un-official spot check showed that the keels on some of these boats are illegally placed.

Dennis thanked the Technical Committee and the Class office for the help over the past 4 years and the measurers around the world which have supported the Committee.

B. Proposed 1997 Rule Changes (appendix 4)

1. Rule 2.6.1 - to allow category A advertising at all events except the World Championship.

Passed Unanimously

2. Rule 2.7.4 - To mark builders lead. Passed unanimously

3. Rule 3.1.1 - To allow owners to modernise interior layouts. There was a minor wording change. Passed unanimously.

4. Rule 3.2.2 - To permit owners to alter the faired position of the keel stub to be similar to boats currently supplied by licensed builders. - Passed unanimously.

5. Rule 3.2.3 - To permit seahoods and hatches to be built by Licensed suppliers. Passed unanimously

6. Rule 3.4.1 - To permit rudders to be built by other specialists and in countries where no licensed builder presently exists. Passed unanimously.

7. Rule 3.4.2 - To indicate what items on Plan D are measurable. Passed unanimously

8. Rule 3.4.4 - Correction to Measurement form. Passed unanimously.

9. Rule 3.5.2 b - Change the measurement of "J" to simplify measurement. Passed 17 for, 3 against.

10. Rule 3.5.4 f - To allow a rope strop. Passed unanimously.

11. Rule 3.5.4 e - To standardise running rigging sizes. Passed unanimously.

12. Rule 3.5.4 j - To allow a more powerful mainsheet and to standardise running rigging sizes. Passed unanimously.

13 Rule 3.5.4 l - To standardise running rigging sizes. Passed 19 for, 1 against.

14. Rule 3.6.4 - To use the new sail measurement manual. Passed unanimously.

15. Rule 3.6.5 - To use the new sail measurement manual. Passed unanimously.

16. Rule 3.7.2 - To differentiate between Builders Correctors Rule 2.7.4 that are to remain on the hull for ever and Dry Yacht Weight Rule 3.7.1 that may be adjusted. Passed unanimously.

17 and 23. Rules 3.8.4 and 6.1.24 - To make the berth cushions optional equipment. Passed 17 for and 3 against

18 and 25. Rules 3.8.6 and 6.1.26 - To make the fresh water optional equipment. Passed unanimously.

19. Rule 3.8.7 - To standardise running rigging sizes. Passed unanimously

20. Rule 4.1.5 - To delete need for flashlight spares. Passed unanimously.

21. Rule 4.1.8 - To allow other types of throwable devises besides horseshoe rings

22. Rule 5.1 - To lower crew weight to 310kg. Defeated 2 for, 18 against.

24. Rule 6.1.25 - To set a maximum weight of the optional step box. Passed unanimously.

26 and 27. Rules 7.1.17 and 8.1.4. To clarify that adjusting the mast step and the attachment of adjustment devises is not is not permitted while racing. Passed 17 for, 3 against.

28. Rule 8.1.5 - To prohibit use of GPS or similar while racing. Passed unanimously.

1:36 Adjourn for lunch
2:35 Reconvene

On the occasion of Dennis Ellis' last meeting as IJCA Technical Committee chairman Councilor of Honor, John Adams, Congratulated Dennis and the Technical Committee for excellent administration over the years which have resulted in one of the best sets of class rules among the International Classes.

Bob Johnstone presented a plaque to Dennis Ellis from J/BOATS for his years of dedication to the Class

On behalf of the IJCA John Adams presented to Dennis a bottle of Paddy and an etched crystal decanter.

VI. J/BOATS inc.

J/Boats written report was briefly presented by Bob Johnstone. (Appendix 5)

VII. World and Continental events

A. Future Rotation for World Championships

Rotation for Worlds after 2000 was discussed. Motion by Don Ferguson (CAN) to allow any National J/24 Class Association to bid for the next World Championship available except for the NJCA which won the Worlds bid the previous year. Second by JW van Crevel (NED). Passed unanimously.

B. 2000 Worlds - North America

A bid from Newport, Rhode Island, USA was presented and accepted by acclimation.

C. 1999 Europeans

A bid from Italy was presented and accepted by acclimation.

VIII. Reports

Annual reports from the NJCAs can be found in appendicies 11-17.

A. Executive Director.

1. Written reports on membership (appendix 6) and publications (appendix 7) were included in the meeting packet. In the interest of brevity the report was not presented.

2. It was reported that the Spanish navy has a fleet of J/24s and the office needs to press the Spanish Federation to join the IJCA.

B. World Championships

1. 1996 Sardinia

a. A report of the regatta (appendix 8) from the Executive Director was distributed with the meeting package and was endorsed by Pinetti Masini

b. The most difficult problem was charter boats. Acquiring an adequate supply at a reasonable rate was difficult.

John Adams, Councilor of Honor, seen at Midwinters XX. John sailed with Stuart Jardine. John has been involved with the Class since its inception.

2. 1997 Argentina

a. The regatta report was distributed (appendix 11)

b. convincing owners to charter boats at reasonable rates will be the largest challenge. Crews from Argentina attended both the Rochester and Sardinia Worlds and both chartered expensive boats - up to $4,000.

3. 1998 San Francesco

a. Report of the 1997 North Americans was combined with this report.

b. Host will be asked to host both regattas during the same week in successive years.

4. 1999 Monaco

a. No Report

C. European Championships

1. 1996 Marstrand (appendix 9)

a. The event was well run and considered a success by those who attended.

2. 1997 Plymouth

a. The UKJCA is pressing to keep all activities at the Yacht Club

b. Don Sutherland has been nominated as the Jury Chair

c. Little or no sponsorship in the form of cash is expected. In kind sponsorship is a little easier.

d. The marina is close to the Yacht Club

e. loads of accommodations are available but early bookings is important.

3. 1998 Brittany

a. The committee has been formed

b. The date is expected to be late August or early September.

D. North American Championship

1. 1996 Cleveland

a. Good regatta with better participation than last year, heavy social schedule.

2. 1997 San Francisco

a. See above VI.B.3

3. 1998 Newport

a. Selection of Newport was affirmed by the World Council

E. South American Championships

1. 1996 Argentina

a. Report was distributed with Meeting materials (appendix 7)

F. Asia Pacific Championship

a. This event was not held

IX. Old Business

A. Regatta Standards. A comment was made by the Chairman that this document and the Standard Sailing Instructions are "living" documents and suggestions and comments are always encouraged.

B. Sailing Instructions

C. Review allocation of Worlds Qualifying Slots

1. 1997 Argentina (appendix 10)

a. A review of the NJCA entries was included with the Executive Director's report.

i. In addition to the normal entries additional invitations were approved by the 1995 World Council.

-double allotments were allowed for South American NJCAs with the provision that each team bring its own boat.

- Triple allotments were allowed for Argentina.

- IJCA invitations to the Founders (2)

- Continental Champions (4)

- Rolex International Women's Keelboat Champion (1)

- 5 Past Champions to be issued at the discretion of the Executive Board (5)

- Host Fleet spots (5) with the provision that adequate charter boats be available.

ii. A total entry of 99 boats is possible given the figures at this time.

X. New Business

A. Allocation of Worlds Qualifying Slots

1. 1998 San Francisco (appendix 10)

a. A review of the NJCA entries was included with the Executive Director's report.

i. In addition to the normal entries additional invitations were approved by the 1996 World Council.

-double allotments were allowed for North American NJCA's with the provision that each team bring its own boat.

- Triple allotments were allowed for the USA.

- IJCA invitations to the Founders (2)

- Continental Champions (4)

- Rolex International Women's Keelboat Champion (1)

- 5 Past Champions to be issued at the discretion of the Executive Board (5)

- Host Fleet spots (5) with the provision that adequate charter boats be available.

ii. A total entry of 114 boats is possible given the figures at this time.

2. A committee on Charter boats was formed. Geoff Evelyn, Stuart Jardine, and Paolo Boido will serve.

XI. Elections

A. Chairman

Geoff Evelyn was nominated by Jim Keesling (USA), Second by Stuart Jardine (UK)

B. Vice Chairman

Donald Manasse was nominated by World Council member Simon Slater, second by Chairman Geoff Evelyn

C. Technical Committee Chairman

John Peck was nominated by departing Technical Committee Chair Dennis Ellis, second by Stuart Jardine, (UK)

D. Technical Committee Members

Hauke Krusse, Reid Stava, and Francesco Cicolo were nominated by Chairman Geoff Evelyn, second by Stuart Jardine (UK).

E. Council Members(3)

Roberto Authier, Jim Keesling and Donald Manasse were nominated by Chairman Geoff Evelyn, Second by Stuart Jardine.

The slate was elected by acclimation.

XII. 1997 IJCA Meeting Scheduling

A. There was discussion about holding the meeting in conjunction with the ISAF meeting to be held in Gotenborg, Sweden or with the World Championships in Buenos Aries, Argentina.

B. The site is to be determined by the chairman.

XIII. Adjournment

A. At 4:52 Jim Keesling (USA) moved for adjournment, second by World Council member Simon Slater.

Members may request a copy of the minutes with Appendices from the IJCA Office.

An • indicates a 1998 World qualifier
An + indicates a 1999 World qualifier

APRIL

12-13 **Atlanta Cup**
Flowery Branch, GA
James Howard
H: 770-447-0739

19-20 **Pink Moon Regatta**
Havre de Grace, MD
Tim Winger
B: 717-392-1128

19-20 **J Fest West**
San Francisco, CA
Don Oliver
B: 415-398-1200

26-27 **Cowtown Stampede**
Fort Worth BC
Lee Cash
H: 817-457-3032

MAY

3-4 **J Daze**
Canandaigua, NY
Sally Bardwell
H: 716-394-0350

10-11 **Barnegat Bay Spring Regatta**
Toms River, NJ
Stu Challoner
B: 908-240-5466

17-18 **Patagonia Great Lakes Regatta**
Muskegon YC
Scott Sikkema
616-456-7711

17-18 **Elite Series**
San Francisco, CA
Don Oliver
B: 415-398-1200

24-25 **Southwest Championship**
Rush Creek YC
Bill Worsham
B: 512-463-9215

24-25 **Raritan Bay Championship**
Raritan Bay, NJ
Eric Leitner
H: 908-442-4168

24-25 **Memorial Day Regatta**
San Francisco, CA
Don Oliver
B: 415-398-1200

25-26 **Memorial Day Regatta**
Ida Lewis YC
Newport, RI
401-846-1969

JUNE

7-8 **District 20 Champ.**
San Francisco, CA
Don Oliver
B: 415-398-1200

14-15 **Dead Crab Classic**
Cape May, NJ
Christine McShane
H: 215-648-0615

20-22 **Chicago Sailing World N.O.O.D.**
Brett Eickenberg
H: 847-724-4841

20-21 **District 17 Champ.**
Oklahoma City, OK
Steve Mason
405-842-1066

21-22 **Western Regional Champ.**
Ventura, CA
Douglas Farrell
H: 805-642-6870

21-22 **Dist. 12 Champ.**
Cleveland, OH
Robert Netkowicz
H: 814-866-1730

21-22 **Canadian Pacific Coast**
Royal Vancouver YC
Lorne Chapman
604-689-3348

23-27 **Block Island Race Week**
914-834-8857

28-29 **Terry Wilkens Regatta**
Ocean City, NJ
Michael McGuckin
H: 609-346-3077

28-29 **Challenge Cup**
Sodus Bay, NY
Mike Foley
H: 716-346-5084

28-29 **Dist. 21 Champ. #1/3**
Santa Barbar, CA
Kent Pierce
805-566-0103

Texas Circuit

April 26-27
Cowtown Stampede
Fort Worth BC

May 24-25
Southwest Championship
Rush Creek YC

July 10-12
U.S. National Championship/
Last Stop Regatta
Corpus Christi

September 28-29
Beasley Cup
Houston

October 19-20
Shreveport, LA

November 23-24
Texas Circus

District 21 World Qualifying Series

Qualifier #1/3
June 28-29
Santa Barbara YC

Qualifier #2/3
October 25-26
Dana Point YC

Qualifier #3/3
January 1-2, 1998
California YC

Parkway Series

May 10-11
Barnegat Bay Spring Regatta

May 24-25
Raritan Bay Championship

June 14-15
Dead Crab Classic

June 28-29
Terry Wilkens Regatta

July 5-6
Transplant Cup
District 4 Championship

August 8-10
Heart Cup

September 6-7
Blue Water Regatta

JULY

5-6 **Transplant Cup/District 4 Championship**
Staten Island, NY
Paul Scalisi
B: 201-982-3902

10-12 **•U.S. National Championship/**
Last Stop Regatta
Corpus Christi, TX
Laura Stumpff
512-888-5533

12-13 **Dist. 7 Champ.**
Ithaca, NY
Ron Seacord
H: 607-277-4787

18-20 **Los Angeles Sailing World N.O.O.D.**
Jeff Brenner
B: 310-831-1203

18-20 **•Newport Regatta**
Northeast Regional Champ.
Trixie Bobrovniczky
401-846-1983

25-27 **Sheridan Shore Race Wkend**
Wilmette, IL
Greg Mack
H: 312-988-7171

25-27 **Marblehead Race Week**
Jeff Dropkin
BL 508-745-5005

31-Aug.1 Dist. 18 Champ.
Dillon, CO
Frank Keesling
H: 303-694-6808

31-Aug. 3 Canadian Championship
Royal Vancouver YC
Lorne Chapman
604-689-3348

AUGUST

1-3 **Buzzards Bay/Dist. 2 Champ.**
South Dartmouth, MA
508-997-0762

8-10 **Heart Cup**
Ocean City, NJ
Michael McGuckin
H: 609-346-3077

8-10 **Dillon Open**
Dillon, CO
Jim Keesling
H: 609-346-3077

9-10 **Dist. 1 Champ.**
Northeast Harbor, ME
Tom Brown
B: 207-276-3329

Aug 13-17 •North American Championship
San Francisco, Ca., USA
Don Oliver
415-398-1200
75557.3342@compuserve.com

15-17 **Newport Sailing World N.O.O.D.**
401-847-1588

15-17 **Verve Cup**
Chicago, IL
Brett Eickenberg
H: 847-724-4841

16-17 **Dist. 22 Champ.**
Honolulu, HI
Fuzz Foster
B: 808-591-9192

16-17 **Leukemia Cup**
Cape May, NJ
Dave Schultz
B: 215-751-9008

22-24 **CORK**
Kingston, Ontario
Kathy Ogilvie
H: 416-482-4593

23-24 **Dist. 3 Champ.**
Greenwich, CT
Mark Parry
H: 203-637-2199

23-24 **Scituate One-Design**
Chris Clancy
H: 617-545-6934

30-Sept. 1 Dist. 6 Champ.
Annapolis, MD
Ben Capuco
H: 410-263-8854

SEPTEMBER

5-7 **Great Lakes Regatta**
Erie, PA
Pat Huntley
814-734-8804

To promote your regatta, get the name plastered anywhere and everywhere. Midwinters XX got the word around via bumper stickers.

6-7 **Ft. Schuyler Invitational**
Maritime College
Dave Coughlin
B: 718-409-7460

6-7 **Blue Water Regatta**
Atlantic Highlands, NJ
Elaine Haher
B: 908-699-8069

6-7 **Downeast Regatta**
Falmouth, ME
Bruce Morse
H: 207-797-8657

6-7 **Quebec Open**
Montreal, Quebec, Canada
Michel Littee
B: 514-747-3500

13-14 **U Gotta Regatta**
Minnetonka, MN
Tim Oelschlager
H: 612-949-9052

13-14 **Lake Champlain Champ.**
Burlington, VT
Paul Beudin
802-862-6554

19-20 **Houston Sailing World N.O.O.D.**
401-847-1588

20-21 **J Jamboree/NH State Champ**
Winnipesaukee Sailing Assoc.
Ed Philpot
B: 603-528-2900

20-21 **Toms River #2**
Toms River, NJ
Fred Weideke
B: 908-269-3377

21-27 **•Rolex Int'l Women's Keelboat Championship**
Newport, R.I., USA
Pam Kirk
B: 401-683-0486
F: 401-847-1031

27-28 **Fall One Design**
San Francisco, CA
Don Oliver
B: 415-398-1200

27-28 **Changing of the Colors**
Lake George Club
Charlanne Ryan-McDonough
H: 518-793-3827

District 7 Pennant Series

May 3-4
J Daze

July12-13
District 7 Champ.

27-28 **Radisson Cup**
Hampton, VA
Rob Overton
757-727-7700

28-29 **Beasley Cup**
Houston, TX
Bill Worsham
H: 512-469-9607

OCTOBER

4-5 **Milford/Housatonic Regatta**
George Wall
H: 203-453-1001

11-12 **Noroton Invitational**
Noroton, CT
Jan Raymond
203-655-9662

17-18 **St. Francis Masters**
San Francisco, CA
Don Oliver
B: 415-398-1200

18-20 **Dist. 10 Champ.**
Miami, FL
Doug Wilson
305-361-4352

19-20 **Back on the Map**
Shreveport, LA
Bill Worsham
H: 512-469-9607

25-26 **Dist. 21 World Qual. #2**

Joe Leeflang
H: 714-248-1453

31-Nov.2 **East Coast Championship**
Annapolis, MD
Ben Capuco
H: 410-263-8854

NOVEMBER

13-22 **World Championship**
Buenos Aires, Argentina
Roberto Authier
54-1-742-7059

23-24 **Texas Circus**
Bill Worsham
H: 512-469-9607

JANUARY 1998

1-2 **Dist. 21 World Qual. #3**
Joe Leeflang
H: 714-248-1453

MARCH 1998

27-29 **J/24 Class Ski Weekend**
Sugarbush, VT
Paul Beaudin
802-434-5044

AUGUST 1998

20-23 **+North American Championship**
Newport, RI, USA
Brad Read
401-683-7997

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 Fall '97 issue, send by August 1.
For Spring '98 issue, send by March 15.

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
E: GEvelyn@osha.igs.net

Vice Chairman
Donald Manasse
6 Blvd. D'Itlaie Monte Carlo
98000 Credex, Monaco
F: 33-93 50 66 58
E: Dmanasse@monaco.mmmc

Past Chairman
Glenn Gustafson
687 Green Bay Rd
Highland Park, IL 60035
H: 708-432-1062
E: Glenn_D_Gustafson
@em.FCNBD.com

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

Council Members
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

Donald Manasse
see above

Gordon Borges
281 Franklin Street
Bristol, RI 02809
B: 401-254-0690
F: 401-2541690
E:GBorges@waterlinesystems.com

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

Dennis Ellis
Claymore, The Parade
Cowes, Isle of Wight
England PO31 7QJ
H: 44-1983-293-548
F: 44-1983-292-962
E: 106436.1164

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

Executive Director*
Steve Podlich
612 Third St., Suite 4A
Annapolis, MD 21403
B: 410-626-0240
F: 410-280-5423
E: 71562.2514@compuserve.com

*non voting

IJCA Technical Committee

Technical Chairman
John Peck
see above

Technical Committee
Hauke Kruess
Rothenbaumchaussee 71b 2000
Hamburg 13, Germany
H/F: 49-040-418797

Francesco Ciccolo
Via G Bruno No. 11
16146 Genoa, Italy
B: 39-10-241-2557
F: 39-10-362-0152
E: Cicc003.pn.itnet.it

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

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

National J/24 Class Associations

Argentina
Pres: Siegfriedo Spitzky
Sec: Roberto Authier
Gaboto 762
1642-San Isidro
Buenos Aires
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
Kahirah 2290
NSW
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
B: 441-295-1272
F: 441-295-4143
E: Jdyer@longtail.ibl.bm

Brazil
Eduardo Birkeland
Rua Uruguaiana
10/1905
Rio de Janiero
B/F: 55-21-221-7634
E: Birkelan@prontocom.com.br

Canada
Pres: Don Ferguson
CJCA/510 Eastern Avenue
Toronto, Ontario
M4M 1C7
B: 416-778-8981
F: 416-778-9304
E: 102654.3567
@compuserve.com

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

Chile
Fernando Perez
Carlos Antunez 2520 Depto 101
Santiago
B: 56-2 2317921
F: 56-2 3342691

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

Germany
Henning "Otto" Baur
Hexentwiete 39
22559 Hamburg
B: 49-40-85031550
F: 49-40-813122

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

Holland
Pres: Remco van der Berg
Sec: Kathrin Ginsberg
Keizersgracht 429
1017 DJ Amsterdam
The Netherlands
B: 31-20-620-1817
F: 31-30-639-0080

Ireland
Pres: Sean Dillon
Sec: Sally Crawford
55 Merville Road
Co. Dublin
B: 353-6688857
F : 353-6688609

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

Japan
Pres: Koji Matsumoto
E: tempus@ka2.so-net.or.jp
Sec: Saito Hideo
17-1, Ginza 6-chome, Chuo-ku
Tokyo 104-23
B: 81-03-5565-2682
F: 81-03-5565-3419

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

Monaco
Pres: Jean Francois Bourely
Sec: Donald Manasse
26 Blvd. D'Itlaie
Monte Carlo
98000 Credex
B/F: 377-9350-2921
E: Dmanasse@monaco.mc

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

Peru
Hector Estremaddoyro
Carlos Tenaud 192
Surco-Lima
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

Singapore
Al Sargent
14A Kim Keat Close
Balestier 328925
65-431-1518
F: 65-337-6109
E: Al_Sargent@hotmail.com

Sweden
Christian Hagen
Otterbaeksvagen 7
436 51 Hovas
B: 46-31-622609
F: 46-31-622790

Switzerland
Michel Glaus
Chemin Sur-Rang 8
Ch-1234 Pinchat/Geneve
B: 41-22-308-10-64
F: 41-22-308-10-69
E: A3081065@swissonline.ch

United Kingdom
Pres: Daryl Conyers
Sec: Stuart Jardine
Plovers, Kitwalls Lane
Milford on Sea
Lymington, Hants S041 8SS
B/F: 44-01590-644728
E: Jardine@intersail.co.uk

United States
Gordon Borges
c/o USJCA
612 Third Street, Suite 4A
Annapolis, MD 21403-3213
B: 410-626-0240
F: 410-280-5423
E:GBorges@waterlinesystems.com

Uruguay
Gabriela Grasso
La Paz 1240
Montevideo 11100
B: 598-2-98-62-73
F: 598-2-98-09-76

U.S. Virgin Islands
British Virgin Islands
Robin Craigen
Box 8309 Cruz Bay
St. John, VI 00831
H: 809-494-3656
F: 809-494-4731
E: Jambo@caribsurf.com

Venezuela
Maurizio Costanzo
c/o Kostan Sails CSS 1233
PO Box 025323
Pto. La Cruz, Edo Anzoategui
F: 5881-68-8266
E: 73070.2622
@compuserve.com

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: 385-51-516534
F: 39-19-2891545

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
E: FJarrin@gu.pro.ec

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

1997 International Calendar

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

MAY
17-19 Grand Prix du Crouesty
Yacht Club du Crouesty-Arzon
C. Faque, B: 33-2-97-41-85-11

JULY
12-15 UK National Championship
Royal Western YC, 44-1752-660077

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

31-Aug. 3 Canadian Championship
Lorne Chapman
B: 604-687-8141

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

22 CORK
Kathy Ogilvie, H: 416-482-4593

SEPTEMBER
21-27 Rolex Int'l Women's Keelboat Champ
Newport, R.I., USA
PAm Kirk, B: 401-683-0486

27 Dutch National Championship
Hellevoetsluis
JW van Crevel, B: 312-062-01817

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

NOVEMBER
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

AUGUST 1998
21-28 European Championship/France
André Bourles, B: 33-1-97-47-42-78

20-23 North American Championship/
Newport, R.I., USA
Brad Read, B: (401) 683-7997
F: (401) 683-9121

1998 World Championship XX
San Francisco, Ca., USA
Don Oliver, B: (415) 398-1200

1999 World Championship XXI/Monaco
Donald Manasse, F: 33-93 50 66 58

European Championship/Italy

2000 World Championship/Newport, R.I., USA

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

USJCA Executive Committee

President
Gordon Borges
281 Franklin Street
Bristol, RI 02809
H: 401-846-7620
B: 401-254-0690
F: 401-254-1690
E: GBorges
@waterlinesystems.com

Vice President
Nadine Franczyk
318 39th St.
Manhattan Beach, CA 90266
H: 310-545-3112
B: 714-755-3660
F: 714-755-3677
E: 76312.1050
@compuserve.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
E: 75557.3442@compuserve.com

Governor-At-Large
vacant

*non-voting

Technical Chairman
Reid Stava
144 Shaftsbury Rd.
Rochester, NY 14610
H: 716-288-7183
B: 716-422-2423
F: 716-422-9965
E: Reid_Stava
@XN.Xerox.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
E: AJBoats@aol.com

Executive Director*
Steve Podlich
612 Third St., Suite 4A
Annapolis, MD 21403
B: 410-626-0240
F: 410-280-5423
E: 71562.2514@compuserve.com

USJCA Technical Committee

Chairman
Reid Stava, D-7, Ft 41
see above

Northeast (Districts 1, 2, 3, 6)
George Wall
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
322 Greenhurst Dr.
Erie, PA 16509
H: 814-866-1730
B: 814-838-4561
E: 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
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
E: SteveH@nlis.net

William Aronson, Fleet 43
RR #1 Box 1865
Limerick, ME 04048
H: 207-793-4362
B: 207-775-8941
F: 207-761-6140
E: Bill@IME.net

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
E: 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
E: GBorges
@waterlinesystems.com

David Wilson, Fleet 50
26 W. Narrangansett 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
E: 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
E: 73552.1505@compuserve.com

Jeep H.T. Califano, Fleet 61
147 Pine Tree Rd.
Bloomingdale, NJ 07403
H: 201-838-3548
B: 201-393-2581
F: 201-393-6644
E: 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
E: Murphy@nova.med.nyu.edu
E: 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
E: lqc1698@is2.nyu.edu

Timothy Ryan, Fleet 148
20 East 35th St., Apt. 2D
New York, NY 10016
H: 212-685-6901
B: 212-782-4267
E: TRyan@Btymny.com

David Wilson, Fleet 128
664 Locust Point Rd.
Locust, NJ 07760
H: 908-291-3037
B: 908-291-2189
E: 1507418@aol.com

District 6

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

Mark Hillman, Fleet 8
527 2nd St.
Annapolis, MD 21403
H: 410-626-2574
B: 410-269-7783
F: 410-269-7785
E: MAH@the-hermes.net

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

Mark Bennett, Fleet 8
1405 Abingdon Dr #2
Alexandria, VA 22314
H: 703-549-6339
E: Msbenn@aol.com

Tim Mowry, Fleet 8
1830 Shore Drive
Annapolis, MD 21401
H: 410-266-3169

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

District 7

Rodger Voss, Fleet 24
11 Venezio Ave.
Albany, NY 12203
H/B: 518-869-9411
E: 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: 716-477-2880
E: RBBayley@kodak.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
E: Reid_Stava.@XN.Xerox.com

*Hank Killion, Fleet 42
377 Still River Rd.
Bolton, NY 01740
H/F: 508-779-6675
B: 401-457-9217
E:
74552.3473@compuserve.com

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

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

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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
Rochester, NY 14612
H: 716-225-7533
B: 716-722-4422

Lambert Lai, Fleet 110
1655 Waterford Rd.
Walworth, NY 14568
H: 315-986-4495
B: 716-338-4000
E: 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
E: Asaibene@raleigh.ibm.com

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: 305-535-4390
E: 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
E: Wilson@wdw.aoml.noaa.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
E: 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
E: Lillo@mr.picker.com

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
2105 Shore Poin tRd
League City, TX 77573
H: 281-535-0358
B: 214-931-8065
F: 214-931-6526
E: Mullins@gte.net

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
E: 71732.3723@compuserve.com

Bill Worsham, Fleet 21
1700 Nueces St. #105
Austin, TX 78701
H: 512-469-9607
B: 512-463-9215
E: 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
E: 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
E: 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
E: DKracht@ibm.net

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
E: 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
E: 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 Street
Manhattan Beach, CA 90266
H: 310-545-3112
B: 714-755-3660
F: 714-755-3677
E: 76312.1050@compuserve.com

Richard A. Rychlik, Fleet 145
1520 Calle Artigas
Thousand Oaks, CA 91360
H: 805-523-9728
B: 818-557-5207
F: 213-849-1525

District 22

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.com

23 **Lake Champlain**
Alan Ouellette
247 S. Winooski Ave., Apt. 2
Burlington, VT 05401
H: 802-863-4624
E: Lptchaos@together.net

28 **Marblehead**
Jeffrey Dropkin
40 Cedar Street
Marblehead, MA 01945
H: 617-639-0152
B: 508-745-5005
F: 508-745-1947

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 Winnipesaukee**
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
E: GBorges @waterlinesystems.com

16 **Buzzards Bay**
Robert Bell
20 Giffords Corner Rd.
Marion, MA 02738
H: 508-748-2659
B: 508-763-9285

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

47 **Mt. Hope Bay**
Robert Lambert
238 Magnolia St.
Cranston, RI 02910
H: 401-467-5711
B: 401-847-3339

50 **Newport**
Tom Kirk
141 Immikolee Dr
Portsmouth, RI 02871
H: 401-685-0486
E: EPLAB @mail.gbsnet.com

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
Dhuck@ejv.com

4 **Milford**
George Wall
42 Arrowhead Dr.
Guilford, CT 06437
H/F: 203-453-1001
B: 203-386-4542
E: 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.
Bloomingdale, NJ 07424
H: 201-838-3548
B: 201-393-2581
F: 201-393-6644
E: HerbCalifano @alliedsignal.com

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

106 Oyster Bay
Aidan Glackin
P.O. Box 2232
Halesite, NY 11743
H: 516-385-7485
B/F: 516-421-4131

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: 908-224-0319
B: 908-946-9400
E: RFoulke@aol.com

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
E: sailing@us.ibm.com

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

79 Barnegat Bay
Stu Challoner
230 Main Street
Toms River, NJ 08753
H: 908-286-9580
B: 908-240-5466
F: 908-505-1115

128 Atlantic Highlands
Elaine Haher
33 Ramsey Rd.
Middletown, NJ 07748
H: 908-671-3788
B: 908-699-8069
E: ehaher@notes.cc.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
E: 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
E: BCapuco@va.gibbscox.com

8 Annapolis
Beth Scheidt
2709 Thyme Dr.
Edgewater, MD 21037
H: 410-573-1728
B: 800-638-7747
F: 410-290-1857
E: scheidts@annap.infi.ne

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
E: 75411.27@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
E: Dickquist@oswego.edu

51 Cayuga Lake
Margaret Spear
105 Berkshire Rd
Ithaca, NY 14850
H: 607-257-2920
B: 607-272-7424
F: 607-272-7428

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

88 Canandaigua
Erik Van Dorn
134 Versailes Rd
Rochester, NY 14621
H: 716-339-9462
B: 716-383-3155
F: 716-383-3159
E: Evvandorn@aol.com

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
E: 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
E: 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
E: 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
E: Robwhitley@aol.com

133 Augusta
Ed Joy
6312 Keg Creek Drive
Appling, GA 30802
E: 706541.0793@compuserve.com

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
E: CHAAIA@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
E: Wilson@wdw.aoml.noaa.gov

10 **Key Biscayne**
Stephen Perry
1415 Dorado Ave.
Coral Gables, FL 33146
H: 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
E: 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
E: 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
E: 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
E: 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
E: Netko@aol.com

6 **Lake St. Clair**
Douglas Turner
3437 Uptonorth
Troy, MI 48084
H: 810540-8990
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
E: 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**
Rollie Fisher
1641 Hawthorne
Trenton, MI
H: 313-676-0127
B: 313-323-6627

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
E: 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
4514 Water Elm Ct
Houston, TX 77059
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
E: 7686@texas.net

21 **Austin**
Greg Buck
2310 Larson Ln
Cedar Park, TX 78613
H: 512-259-2798
B: 512-266-2507
F: 512-266-9861

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

54 **Ft. Worth**
Lee Cash
7804 Laver Ct
Ft. Worth, TX 76112
H: 817-457-3032
B: 972-371-4305
F: 972-371-6016
E: Lee.Cash@dalsemi.com

92 **Shreveport**
William Jennings
108 Markhaven
Longview, TX
H: 903-663-3576
B: 903-236-8440
F: 903-236-8490

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**
Kevin Corr
9607 East Oaks Ln
Irving, TX 75063
H: 972-402-9423
B: 214-741-8820
F: 214-741-8686
E: Kcorr@aol.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
E: DKracht@ibm.net

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: 312-672-0666
F: 312-266-1612

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
7318 1st Ave
Kenosha, WI 53314
H: 414-657-1922
B: 847-360-3428

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
2401 Coachlight Ln
Edmond, OK 73013
H: 405330-3460
B: 405-522-4109
F: 405-521-2146
E: SGreenawalt@mailhost.oktax.state.ok.us

38 Grand Lake
David A. Bond
Rt 2, Bpx 285
Inola, OK 74036
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
E: Cardenv@aol.com

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: 303-321-0080
F: 303-321-2353
E: 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
E: 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
E: 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
PO 2899
Couer d'Alene, ID 83816
H/B: 208-667-5199
E: 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
E: 75557.3342@compuserve.com

17 San Francisco Bay
Jeff Littfin
514 Roxbury Way
Belmont, CA 94002
H: 415-593-8959
B: 408-447-5732
E: JCL@cup.hp.com

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
E: 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
E: 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
E: 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
E: Chris@northsailsus.com

145 Ventura County
Jack LeMaire
1100 Shelburn Ln
Ventura, CA 93001
H: 805-641-0905
B: 805-985-1818

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
B: 808-591-9192
F: 808-593-8199

73 Honolulu
Marvin Lee
2247 Amokemoke
Pearl City, HI 96782
H: 808-455-4250
B: 808-842-2162
F: 808-842-2236
E: MLee396553@aol.com

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

INTERNATIONAL J/24 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 time of registration.

__ Measurement Certificate enclosed

Enclosed is my regatta entry fee of $ _____.

Helmsperson's Signature _____ Date _____

INTERNATIONAL J/24 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 helming priveleges.

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:

☐ Full member.	($40.00)	_____
☐ Associate member (subscription, no helm priveleges).	($25.00)	_____
☐ Junior member (not older than 19 on 12/31/97). DOB:___/___/___	($20.00)	_____
☐ Magazine back issues _____ (full listing of back issues in Volume 37).	($8.00)	_____
☐ Send _____ 1997 calendar. (add $3.00 for overseas addresses).	($10.00)	_____
	TOTAL	_____

Signature _____ **Date** _____

INTERNATIONAL J/24 CLASS ASSOCIATION • 612 Third St., Suite 4 A • Annapolis, MD 21403-3213
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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 completely dry, providing an ultra slippery surface with superior bonding and anti-stick qualities. *"Sailkote will outperform and last 5 times longer than any lubricant based on silicon, wax, teflon®, or oil."* **Sailkote**™ dries in seconds, and stays put so it will not easily wipe off or wash away, or attract contaminants like dirt, salt or grime that quickly degrade the initial lubricity of typical wet lubricants.

So, what does using **Sailkote**™ mean for you? On sails, it repels dirt and water and minimizes water and salt absorption, keeping spinnakers and headsails lighter and easier to handle. It reduces friction at points of abrasion on shrouds, masts and overlapping sails. It increases sail shape efficiency and generally increases cloth life. It works on any Dacron®, Mylar®, Kevlar®, or 3DL® sail. On the hull, it reduces drag and minimizes underwater growth adhesion while it repels waterline dirt, grime and oil deposits. The hard dry film also protects hull surfaces from minor chafe and abrasion from sand and other abrasive elements. It keeps masts, spars, shrouds and rigging clean and dry while minimizing friction during sail maneuvers thus reducing overall drag. In fact **Sailkote**™ protects and makes anything that moves work better: wind speed and direction indicators, telltales, blocks, ball bearings, traveller cars and tracks, pole end fittings, sail slides, sail tracks, headstay grooves, turnbuckles, tiller head, pintles and steering hardware, allowing maximum ease of use even under heavy loads. Top ranked US Laser sailer **Nick Adamson** sums it up this way: *"The bottom line is: Team McLube marine products have a significant number of invaluable sailing/racing applications . . . and the word is getting around!* ***If you're not using Sailkote you're really giving your opponents a tremendous advantage."***

USA SAILING TEAM

Sailkote™ is available in 16 oz. Spray Cans, Quarts, and Gallons at **West Marine**, **Annapolis Performance Sailing**, **Layline**, **Waterline**, and **Team One Newport**. Or call us toll free at **1-888 TEAM MCLUBE** for a free brochure, technical help, or additional information on where to get the **Sailkote**™ advantage

CELEBRATING a decade of EXCELLENCE

ROLEX INTERNATIONAL WOMEN'S KEELBOAT CHAMPIONSHIP 1995

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.

Canada Katie Nicoll Kim Dywer Diana Baird Jennifer Dolan Barbara Jones Yvonne Petersen • Kathy Ogilvie Fiona Gray Vanessa Case Petra Fischer Cathy Stedman Sarah Case **Chile** Piroska Gallyas Veronica Celedon Constanza Grisanti Claudia Consiglere Millaray Palma Paola Magnasco **Holland** Felice Van Der AA Kim Amons Francoise Broekhof Marleen Cleyhdert Ardies Bolweg Marieke Paulie **Hong Kong** Laura Tewes Jaemi Hodgson Jane Dudok van Heel Jana La Rosa Jenny Cooper Mary Maloney • Amy Waring Maureen Miller Inge Strompf Wanaret Daeng Susie Thomson Jenny Buck **Japan** Sumiyo Kaneko Akiko Khoyama Yuko Tateno Tomoko Terakawa Yoke Takazawa Mika Sugiura • Chinatsu Yamamoto Mayumi Horiuchi Sayaka Kaneko Urara Ichikawa Yasuko Maeda Keiko Nishimatsu • Mikiko Tsuchiya Midori Kameyama Mikiko Yagi Tamaki Murase Noriko Tanaka Eiko Ikedo Kaoru Hiramatsu • Michiyo Ishimaru Tanabe Satsuki Takagawa Ogawa Michiyo Mitomi Chie Ishiyama Hiroe Matsui Kyoko Asami Nagisa Tanabe **Norway** Beate Kristiansen Snne Syrrist Ane Torvanger Henriette Undrum Karianne Undrum Camilla Monefeldt **Russia** Liliana Selioukova Natalya Sarkisian Mariya Gerebtsova Mariya Veshnygkova Olga Solntseva Anna Novikova **Sweden** Helena Strang Tinta Arvefors Anna-Karin Ojerskog Anna Holmdahl Karin Silbernagel Lotta Mikkelsen **USA** Cynthia Best Debbie Schoenherr Jane Sherry Sandra Thompson Gretchen Dorian Sandi Svoboda • Diana Weidenbacker Christine McDonough Debbie Baldridge Avis Loring Maggie McCormick Sage Grossi Lauren Ridgley • Nancy DeVries Joan Hurban Lyn Rockhill Kathy Smith Diane Krawczyk Laura Sudarsky • Vicki Sodaro Aimee Hess Stephanie Wondolleck Susie Humphrey Maureen Ford Helena Cannady • Melissa Purdy Merritt Carey Linda Lindquist Joan Touchette Kris Farrar Stookey Louise Van Voorhis • Jean Lambert Jane Gleason Donna Flannery Debbie Barlow Raquel DeCosta Lynne Carr Kim Oricchio • Karen Lynch Sandy Hayes Liz Walsh Kiki Zanea Cindy Olsen • Nancy Haberland Diane Burton Debbie French Debra Sparks Lisa Ryan Kathy Romanek • Cory Sertl Amy Moran Donna Corbishley Dina Kowalyshyn Julie Minahan Betsy Altman • Francine Alheid Ellen Murphy Monica Paness Betsy Haggerty Sharynne Wilder • Becky Wilson Lisa Beardwood Alix Barton Lise Merrifield Trice Bouzaid Betsy McClintock • Janice Smith Laura Dunn Anne Neuhauser Ellie Neuhauser Pam Tanner Laura Schaefer • Katherine Morgan Dawn Donoghue Ingrid Christiansen Linda Kaiser Jennifer Ross Courtney Corroon • Courtenay Becker Dey Paula Lewin Debbie Pettibone Carol Newman Trish Walcott Marci Porter • Holly Wolford Jodi Hillmar Barb Seal Lea Bartlett Earlyn Bartholomee Judy Acosta • Jeanne Langdon Jenny McDermott Brenda Walter Cathy Edmunstone Judy Jordan Laura Herr • Susan Arms Sandy Vissman Lori Thompson Kathy Reed Stephanie Wylie Lisa Griffith • Margaret Podlich Joni Palmer Kim Couranz Joyce Ferguson Beth Scheidt Jill Bennett • Nadine Franczyk Liz Hjorth Kathy Ullrich Shala Youngerman Amy Marie Pyle Christel Billhofer • Sue Stevenson Holly Faus Kirsten Sutt Lisa Deppen Elaine Haher • Robin Kervitsky Martine Meyers Amy Ellison Debbie Riemers Anne Steacy Judy Foxworth • Jane Kirk Sharon Ferris Kim Wood Amy Gross Martha MacKechnie Kate Jennings • Heidi Riddle Amy Backus Betsy Yingling Kim Disbrow Kate Loper • Betsy Alison Hannah Swett Karen Neri Nancy Hood Cara Read Kris McClintock • Sue Milnes Wallace Michelle Kirby Lynne Shore Denise MacGillivray Ellen Coppe Wendy Lotz.

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.