



International

FALL 1997 / SPRING 1998

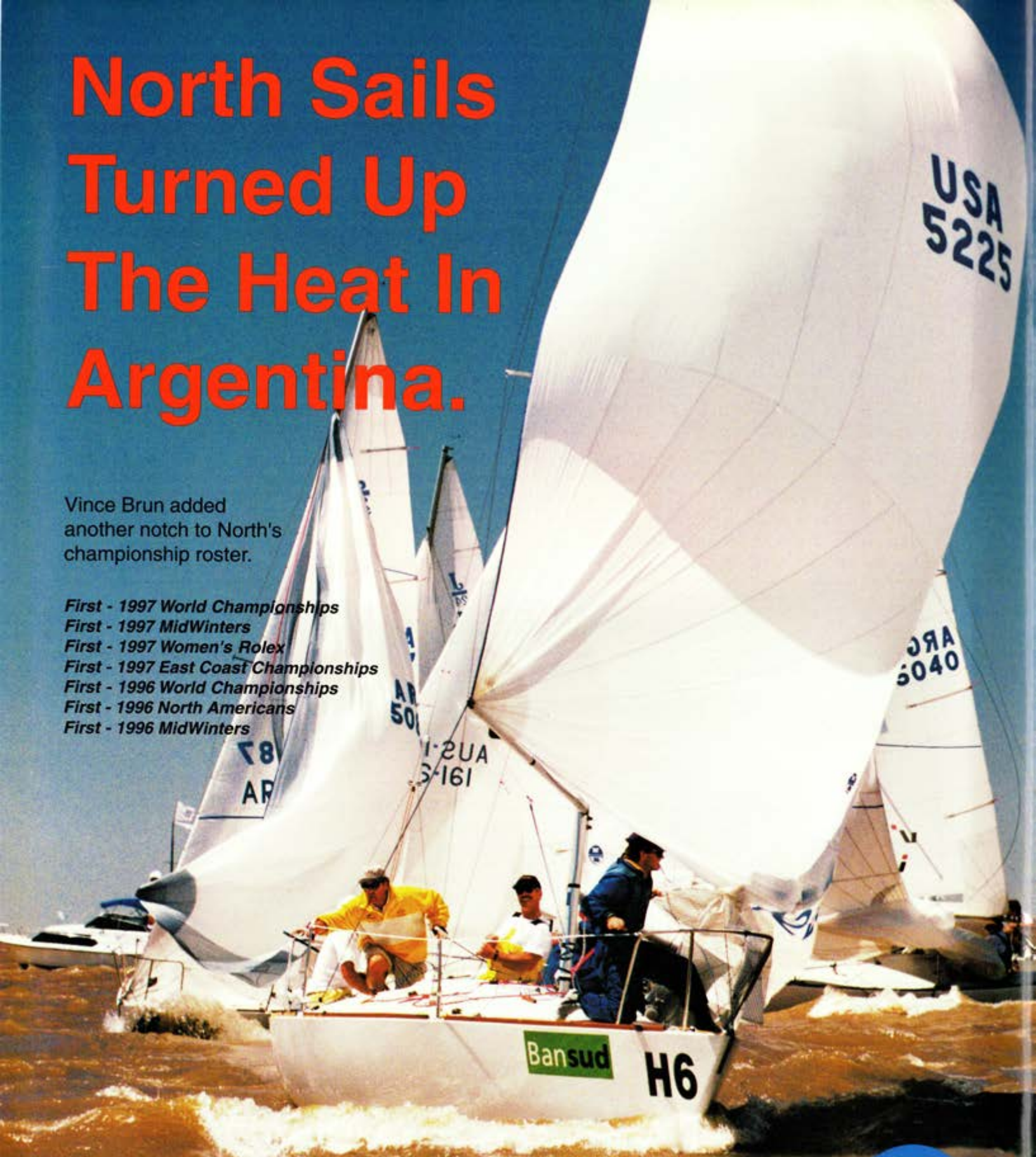
VOLUME 39

J[®]
24

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



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Cover and inside back cover
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J/24s in action at the Caribbean
Ocean Racing Triangle Series,
CORT '97. See pages 33 - 36.

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by Geoff Evelyn

I want to do something different in this report. Every year, Jeff Johnstone supplies both the IJCA and the US Class Association with a report on the activities of J/Boats. Normally it is covered in the back of the class magazine where it gets lost.

J/Boats plays an integral part of how we go about J/24 sailing. We need to recognize the work that J/Boats does for us worldwide in monitoring the various boat builders and parts suppliers.

New sailing rules

At the recent European Championships, I was asked to sit on the International Jury (it helps to be from one of the colonies sometimes). The experience was eye opening. The new rules affect both the racers and the volunteers who allow us to have all that fun – the race committee. I thought one comment captured the essence of the week: "We are on the bleeding edge of the new rules and the way they are being applied and interpreted by both sailors and juries."

What was once a "little duck" in a port-starboard situation is now subject to protest. You're looking now at a DSQ instead of a dent in your wallet for some beer at the bar afterward. Sailing port laylines at windward marks is fraught with danger and the possibility of the dreaded DSQ. As sailors we have a responsibility to be aware of the new rules, and change our sailing habits to adhere to them. The message sent out during the Europeans and other events is to avoid putting yourself in a position that even remotely pushes the rules. It will cost you. J/24 sailors used to have a reputation for a bumper-boats style of sailing. Of late we have moved away from a disregard of the rules. We need to keep it that way.

Read the new rulebook. Go to rules seminars. Buy a copy of one of the several books that analyzes and interprets the rules. Talk to protest committees and ask the members why they made certain decisions. Most of all, respect the job that they do and the job being done by the race committee. We are not in competition with them but with each other – win your race on the water.

The Copyright Holder's report

New J/24 activity in the United States is quiet. J/Boats has sold the remainder of the Nation's Cup boats and there are some potential new orders that will allow a production run before the year end.

Australia is up and running, with a recent run of 10 boats. Six went to China, one to New Zealand and the rest sold in Australia. Spars for that part of the world are being built by Sparloft Industries in Auckland. This company's owners were responsible for introducing the J/24 to New Zealand. I believe they will do an excellent job as Pacific Rim spar suppliers. Argentina production has slowed in the past year. A few stock boats have been sold in anticipation of the upcoming world championships. Markets in Argentina and Chile are probably saturated. Paolo Boido of J/Boats Italy had a production run of five boats this spring. New boat interest in Europe is not very high, as the availability of good used boats satisfies most demand. There seems to be the continuing cycle of growing and dying fleets as seen elsewhere.

Z Spars is up and running again with J/24 masts in North America. All orders should be shipped by the end of August and should be able to meet normal demand through the remainder of the sailing season. J/Boats is always looking to ensure that there is an adequate supply of masts.

Growth

Class growth continues to be a topic of discussion any time class members get together. In Jeff J's comments we see that a modest number of boats are being supplied to new areas. The class will have to concentrate on these areas. The Pacific Rim nations represent an area that could give the class hundreds of new members. J/24s have proven staying power. Our current strong presence in Japan, Singapore and Australia gives us a great head start over other newer classes. Though Jeff J did not mention it, the builder in Japan is active again. Japan is eager to hold a world's event and that should really get things moving. This year we plan to institute a more proactive and coordinated world-wide approach to support the activities of the individual national class associations in marketing the class by appointing a non-voting position to the executive who would be responsible for this important task.

In closing I would like to remind you of the need to be aware of the new rules and their impact, and the need to continue to have fun both on and off the water.



by Gordon Borges

A lot of water has passed under the bridge since the last magazine. There is much to talk about in terms of the past, present, and future of the USJCA.

The Past

At the USJCA annual meeting last fall, it was apparent that we didn't have the resources in the class office to manage the day-to-day business and get the fall magazine published. Our decision at that time was to farm out the magazine layout on a contract basis. Unfortunately, the contractor didn't work out, and the unpublished magazine languished into the winter. Based on the information I had at the time, I felt it was best to forego the fall magazine and start fresh in the spring. In the meantime, the rejuvenated internet homepage was updated, thanks primarily to the work of District 21 Governor John Fracisco.

In addition, during this time period, I took a new (paying) job that forced me to curtail seriously my activities as president. Thankfully, USJCA Vice President Nadine Franczyk has been willing to step in and take up the slack. Her efforts have gone well above and beyond the job of vice president that she accepted last fall, and I sincerely thank her for that. This magazine would not be in your hands without her hard work.

The Present

A lot of hard work, especially on the part of Reid Stava and Steve Podlich, has brought the measurement manual to completion. Publication of this document, which contains diagrams and descriptions of the entire measurement process, will benefit owners as well as measurers.

Steve Podlich recently announced his intention to leave the class office after some seven years of service as executive director. As this magazine went to press, the Executive Committee was soliciting responses from persons interested in filling Steve's position. Those of us who have worked with Steve on a variety of class issues know and appreciate his dedication to the class, and all class members owe him a debt of gratitude. Good luck, Steve, in your future endeavors, which hopefully will include a few major J/24 regattas (as a SAILOR!).

The Future

The Summer of '98 will not be short on excitement for the J/24 class in the U.S. With the Nationals and Worlds in San Francisco in July, followed quickly by the North Americans in Newport in August (which will include the USJCA annual meeting), there will be plenty to keep us busy. Meanwhile, a new era will begin at the class office, with the selection of only the third executive director in our history.



The past, the present, the future: Matt Johnson's original hull no. 7 at the District 15 Championships, Wayzata Yacht Club, Wisconsin.

PHOTO: M. KURZAWA

As difficult as it may seem at times in the coming months, our focus at the national level will continue to be on the needs and desired of our membership. The key to making this happen is, of course, a constant stream of feedback from you. Be sure to keep in touch with your fleet captain and district governor, and if it seems that they could be doing more, then I encourage you to offer them a hand. You will be amazed at the return on a small investment of time.

It has been a pleasure serving you as class president. I hope to see each of you in Newport in August.

Regards,

Farewell

by Steve Podlich

As you probably know by now I am leaving my position with the J/24 Class. I am off for other pastures, not greener pastures, for no other pasture will captivate my heart like J/24 sailing.

The list of things I'll miss goes on and on. A call from a never never who has heard that the J/24 Class is the place to learn. A call from an old salt who wants to prove his moxie in a one design. Traveling to regattas and connecting a face to a friendly voice on the phone. Telling a worried owner that a measurement certificate makes no difference on Wednesday evening, but that participation matters when it comes to beer can racing. A call from an old time owner trying to sell the J/24 he has owned since it was built because his family does not fit in a J/24, right now, "But don't worry I'll be back"

This Class is not all about the championships, although the championships are the most visible. This Class is about the annual regattas where we meet our old friends and make new ones. You can be sure I'll return to the Easter Regatta, Fleet 67, Columbia, S.C., every time I have the chance. And the list of regattas I want to attend (but will probably never have the chance) is extensive:

- Great Racing Regatta, Fleet 96, Lake Geneva, WI
- Changing of the Colors, Fleet 24, Lake George, NY
- U-Gotta Regatta, Fleet 1, Lake Minnetonka, MN
- The Memorial Day Regattas in Fleet 2 Raritan, NJ; Fleet 50, Newport RI; Fleet 17 San Francisco, CA; and Fleet 158, Rush Creek, TX (whoops, that is a championship)
- The Stone Crab Regatta, Fleet 86, St Petersburg, FL

- The Lake Champlain Fall Regatta, Fleet 23, Burlington VT (hosted by the Chickenbone YC)
- The Dead Crab Classic, Fleet 69, Cape May, NJ
- Dillion Open, Fleet 46, Dillon, CO Youngstown Levels, no host fleet, just the whole town of Youngstown, NY
- Any summer Tuesday evening on Lake Washington, Fleet 26, Seattle

My wish list of J/24 Regattas in other countries includes CORK in Canada, Kieler Woche in Germany, CORT in the Caribbean, Bermuda Race Week, SPA Regatta in Holland

This is just a partial list of the regattas that have captured my imagination – every fleet in every country with a J/24 Fleet has one of these special regattas. There is more tradition in these regattas than any championship. And you will find more friends there. If your interest is peaked by this list, do not let the far-off locations scare you. Give the fleet captain a call and find a local boat you can use. Better yet, exchange the use of your boat at your annual regatta.

But the thing I'll miss the most is helping people to make their leisure sport fun. In fact the pasture I am moving to is greener, I'll get to participate in my own leisure sport without the pressures of work.

Thanks for allowing me to make your sport special.

Smooth Sailing,



Go Category B

While the issue of professionalism in sailing is controversial, the simple truth is that in sailing, many of those who love the sport, and are good at it, will somehow make a living doing it. (Rarely a good one at that). Sailors are drawn to many classes where professionals start on the same line, drink from the same keg and can share their knowledge. So why fear or restrict our sailors?

In fact, advertising restrictions in the class hinders average sailors rather than professionals at a time when the class is experiencing a revival. At the 1997 U.S. Midwinter Championship, 100 boats competed. A few months later, however, we only drew 40-some boats to our North American Championship in San Francisco. Pros were at both regattas. Both were in exceptional locations. The discrepancy in attendance was the cost of traveling – a hurdle for uniting our class nationally and internationally.

Take an example from different areas in the fleets and explore how shifting many of our championship regattas from Category A to Category B advertising might affect those class members. (Category A permits only a makers mark for the sails, hull and clothing, each of a restricted size. Category B allows two advertisements or logos on either the hull or sails, two additional logos on clothing or gear and unlimited on the spinnaker.) Imagine an industry pro who is a proven champion in the class. Most pros already peddle their products to the fleet. Most participants have seen their products. In most cases, industry pros have all or most of their expenses paid for at the regattas they attend. Most don't attend as many events as they could. These are the people who make the regattas celebrity events. Give them more opportunity to travel and you will see more participation from regional and local competitors. After all, the self-regulating factor is that there are no cash prizes; and there should be none (except maybe to offer some expense reimbursement for the last-place boat that traveled).

Now imagine a team on the upper echelon of the regional level. It could be either young, starving professionals or long-standing top local sailors. It is the most likely to incite local or regional pride in their funding efforts from sponsors such as local sports bars or the odd friend-of-a-friend. These sailors stand to gain the most. They are the eager to travel. Surprisingly, they are also the most likely to get the most for their sponsors. Nick von der Wense, a teammate of mine, sailed with the *German Grips* team from the Blankenese Sailing Club (average age 23). They experienced just such luck with their sponsors. The random cover shot from the May 1996 *J/24 Magazine* got them out of their old '79 hull and into a newer one, and earned them some money for expenses. They didn't win much the year of the cover shot; but with the new boat, they placed top 10 in the '97 Euro-

peans. The simple fact is that the best shots and exposure in sailing or any racing come from the middle of the pack.

The economics of the issue are even more interesting. Going Category B would be a significant stride forward in making the class cheaper. Remember those professionals who have their regattas paid for? Now think about why your sails carry the heavy tag. The price your sails includes the cost of sending those pros to competitions. Maybe sails could be cheaper if the pros covered their travel expenses through sponsorship? Professionals are capable of writing off most of their personal expenses on these trips as "business training." The average sailor is not entitled to many of the benefits the pros see. How can the playing field be level if the average sailor is restricted in the way he can campaign? Just because the fleet has logos on its sails doesn't mean that professionalism is pushing people out of the class. It's actually returning to the grassroots of the class by pulling people into small keelboats and on the road when they wouldn't otherwise be there. Why? Because they can afford the class and they get a chance to race with and against their favorite "rock stars."

The elements for this successful transition are already in place. We have proved that Category B can work.

The Rolex International Women's Keelboat Championship is a shining example. Maybe those women's teams could participate in more regattas if they could advertise in the other events. Wouldn't a series of regattas sell as a better package for women seeking sponsorship? We have a group of U.S. regattas that could easily be organized into a circuit complete with point rankings such as you would find in other classes like the Laser class. Those regattas would only fuel national attention to the legitimacy of sailing as a sport.

We already have an office and staff capable of producing media packets complete with pictures and regatta summaries to be distributed to magazines and newspapers other than our own. The class office could help offer some legitimacy to those seeking sponsors. All of which would increase the prestige and value of J/24s and the class.

This could all be very simple even if higher entries were necessary for those displaying advertising. Category B is good for the value of the boats, good for the prestige of the class and good for the sailors who want to travel. You never know, the class magazine might even turn into a newsstand publication.

Will Crump, Head Coach
J/World Annapolis

PRELIMINARY NOTICE OF REGATTA 1999 J/24 MIDWINTER CHAMPIONSHIPS

INVITATION: Rocky Mountain Boatworks, Ltd. and the Key West Sailing Club invite you to Crawl Duval, suntan with beer-in-hand, and sail 'til you drop in Key West for the 22nd Midwinter Championships.

SITE: The 22nd Annual Midwinter Championships will be sailed on the waters of Key West, Florida, from January 9 to 15, 1999. The regatta is organized by Rocky Mountain Boatworks, Ltd. and the Key West Sailing Club.

RULES: The Championship will be governed by the current Racing Rules of Sailing (RRS), the rules of the International J/24 Class and the Sailing Instructions. Members of a yacht's crew may rotate on a schedule predetermined by the skipper if the crew list and rotation schedule is submitted.

ADVERTISING: The regatta is classified as a Category B event, as per Appendix G of the RRS.

ELIGIBILITY: The regatta is open to all J/24 yachts as defined by the International J/24 Class Association.

SCHEDULE:

SATURDAY, JANUARY 9

8 a.m. Turn off alarm, go back to bed at the beach
10 a.m. Stroll over to race trailer and obtain race packet.

SUNDAY JANUARY 10

8 a.m. Throw alarm clock against wall, curse at friends who kept you out too late last night.
10 am Put boat into water and practice tacking.
Finish entry and measurement hassles.

MONDAY, JANUARY 11

9:50 am White Flag - practice race,
Championship races to follow.

TUESDAY - FRIDAY

9:50 am White flag Championship races (12 scheduled)

INSPECTION & MEASUREMENT: Measurement in Key West is by appointment only. PLEASE HAVE YOUR BOAT MEASURED BEFORE YOU ARRIVE.

COURSE: Racing will be windward/leeward. Course length will be determined by sailing conditions.

ENTRIES: Entries must be submitted on an entry form as found in the class magazine. The fees are:

- \$275 national authority member
- \$100 late fee (after December 1, 1998)
- \$375 non-national authority member

CONTACT:

Jim Keesling (303) 694-2345, FAX (303) 224-9960,
e-mail JimKeeJ24@aol.com

WEBSITE: Boatnet.com\J24Midwinters99

1998 SWEDISH NATIONALS

The Swedish Nationals will take place in Åhus, a small town 100 km from Malmö on the southeast coast of Sweden. This event, called Three Island Race, will have three classes only: W60, 49er and J/24. In the evenings it's party time.

The courses are right off the beach and we are counting on about 35,000 spectators (last year there were 30,000) over five days. There will be both national TV (by helicopter and two days exclusively on the J/24) and daily radio reports. A commentator on the beach will give updates to the spectators during the races. Prizegiving will be held after the last race every day.

We welcome international crews for this event. We are counting on a minimum of 30 J/24s participating. This is a great happening. Great sailing, well-organized, international judges, and samba in the evening. Participating boats now committed are from Sweden, Denmark, Germany, pending: Holland, Norway, Switzerland and Hungary.

The Swedish Championship would be great as a tune up for the Europeans in France. Last year it was just W60 and 49ers participating. Most of the other class associations have tried to be invited but have been denied. The only class interesting to the organizers was the J/24 Class. The marketing budget for the event is 1 million SEK for TV, radio and newspaper commercials. There will also be a tournament in beach handball (170 teams from all over Europe), tents with restaurants, beer tents and other amusements.

ENTRY FEE: 400 SEK

SOCIAL EVENTS: The harbor area is a carnival area for the whole week. 30,000 visitors last year. The town is a typical summer vacation town with an old city center. The J/24s will be anchored in the harbor center for everybody to see.

SAILING AREA: 4 nm south of Åhus. Could be a current. Last year 5-12 m/s. Deep water very close to shore.

COURSES: Windward/leeward. One mark at a max of 100 m outside the sand beach with spectators. Speaker on the beach, helicopter video taping national and regional TV on the beach and on vessels close to racing area.

MEASUREMENT: Will be conducted on July 7.

RACES: From July 13 until July 15. Three races a day and with July 16 as a spare day

MAIN SPONSOR: Steinlager.

ACCOMMODATION: Will be in a school at very low cost or at a sporting center about 100 sek/night/person.

RACE WEEK Just 30 nm south of Åhus, in Simrishamn, will be a race week just after the nationals.. That week will end with a distance race from Simrishamn around the Island of Bornholm and back. Takes about 20h. Prize money involved.

IJCA EXECUTIVE COMMITTEE

CHAIRMAN

Geoff Evelyn
214 Lichen Crescent
Oshawa, Ontario L1J 7K8 CANADA
905-725-2173
GEVELYN@OSHA.IGS.NET

VICE CHAIRMAN

Donald Manasse
"Les Lauriers"
15 Blvd Princesse Charlotte
MC 98000 MONACO
377 93 50 08 06
DMANASSE@MONACO.MC

PAST CHAIRMAN

Glenn Gustafson
687 Green Bay Road
Highland Park, IL 60035 USA
708-432-1062

IJCA TECHNICAL COMMITTEE

CHAIRMAN

John Peck
P.O. Box 12652
San Antonio, TX 78212 USA
210-735-9855
71732.3723@compuserve.com

IJCA COUNCIL MEMBERS

Koji Matsumoto
1850-305 Horiuchi
Hayama, Kanagawa JAPAN
81-468760064
TEMPUS@KA2.SO-NET.OR.JP

Stuart Jardine
Plovers, Kitlerus Lane,
Milford on the Sea
Hants, SO41 0RJ ENGLAND
44 1590 644 728
JARDINE@INTERSAIL.CO.UK

Gordon Borges
9 Thurston Avenue
Newport, RI 02840 USA
401-846-7620



The International Technical Committee at the 1997 Worlds from left to right: Reid Stava, USA, Chairman John Peck, USA, Hanhe Kruess, Germany; Francesco Ciccolo, Italy and Marshall Lytle, USA

COUNCILORS OF HONOR

Bengt Julin
Tyska Skolgrand 3
11131 Stockholm SWEDEN
08 100258

Dennis Ellis
Claymore, The Parade
Cowes, Isle of Wight
PO31 7QJ ENGLAND
44 01 983 293548

John Adams
Tiggins Field, Kelsale
Saxmundham, Suffolk
Suffolk IP17 2QX ENGLAND
44 01728 603 156

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Jeff Johnstone
557 Thames Street, P.O. Box 90
Newport, RI 02840 USA
jeffjboats@aol.com

EXECUTIVE DIRECTOR

Steve Podlich
612 Third Street
Annapolis, MD 21403 USA
71562.2514@compuserve.com

IJCA TECHNICAL COMMITTEE

CHAIRMAN

John Peck
P.O. Box 12652
San Antonio, TX 78212 USA
210-735-9855
71732.3723@compuserve.com

Marshall Lytle
1435 Ancona Avenue
Coral Gables, FL 33146 USA
305-663-8115
71221.1557@compuserve.com

Reid Stava
144 Shaftsbury Road
Rochester, NY 14610 USA
716-288-7183
REIDSTAVA.WBST@XEROX.COM

Francesco Ciccolo
Via delle Eliche n.44/47
16100 Genova ITALY
39-10-3779329
cicc003@pn.itnet.it

Hauke Kruess
Rothenbaumchaussee 41b
2000 Hamburg 13 GERMANY
49 40 418797
Hauke28@aol.com

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to really
show
off
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Do you have a custom logo, burgee, boat name or color? Have you got the best captain and crew or won a regatta on your J/24?

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Imageprints are 17.5" x 23.5", full color profile images of the J/24 including builder specifications, with unlimited options for customizing. Just send for your free color Imageprint sample sheet and ordering guide or call us today with all of your boat's info and we'll get started immediately!



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USJCA MEMBERS ELIGIBLE

MacDiarmid	Blake	District 1 Champion (passdown)
Lynch	Karen	District 2 Champion
Zaleski	Chris	District 3 Champion
Leitner	Eric	District 4 Champion
Hillman	Mark	District 6 Champion
Fleckenstein	Mark	District 7 Champion (passdown)
Williams	L. Edward	District 8 Champion
Kerst	Josh	District 12 Champion
Worsham	Bill	District 14 Championship (passdown)
Mack	Gregory	District 15 Champion
Greenawalt	Scott	District 17 Champion
Keesling	Frank	District 18 Champion
Whittemore	Keith	District 19 Champion
Wijzen	Seadon	District 20 Champion
Klatt	David	District 21 Qualifying Series
Kaan	Kenneth	District 22 Champion
Clark	Doug	Northeast Regional Champion (passdown)
Howard, Jr.	James	Southeast Regional Championship (passdown)
Harden	Robert	Southwest Regional Champion
Snow	Christopher	Western Regional Champion
Hookanson	Jens	East Coast Champion
Crump	William	National Champion (passdown)
Miles	Jay	Midwinter Champion
Selfridge	Tom	an accepted petition entry
Purdy	Melissa	an accepted petition entry
Kelley Jr.	Charlie	an accepted petition entry
Hibben	Charles	an accepted petition entry
Perkins	Phillips	a host fleet member
Duffy	Timothy	a host fleet member
Goeprich	Brian	a host fleet member
Wilmot	Seamus	a host fleet member
Littfin	Jeff	a host fleet member
Hutchinson	Terry	North American Champion
Brun	Vince	Past World Champion
Larson	Chris	Past World Champion

IJCA QUALIFIERS

Past Champions	5
Founders	Bob Johnstone, Rodney Johnstone
European Champion	1
North American Champion	1
South American Champion	1
RIVKC Champion	1
Host Fleet invitations	5

NATIONAL J/24 CLASS ASSOCIATION

	1997 membership/98 Worlds	
Argentina J/24 Class Association	65	3
Australian J/24 Class Association	155	4
Bermuda J/24 Class Association	11	2
Brazilian J/24 Class Association	27	2
British Virgin Is J/24 Class Association	3	1
Canadian J/24 Class Association	178	8
Asociacion Chilena d Veleros J24 (Chile)	151	2
Chinese Taipei J/24 Class Association	8	1
Croatian J/24 Class Association	3	1
Denmark J/24 Class Association	6	1
Dutch J/24 Class Association	20	1
French J/24 Class Association	70	3
Grand Cayman J/24 Class Association	10	1
Greek J/24 Class Association	15	1
Deutsche J/24 Klassen (Germany)	45	2
Irish J/24 Class Association	35	2
Italian J/24 Class Association	255	5
J/24 Class Association of Monaco	26	2
Japan J/24 Class Association	301	5
Mexican J/24 Class Association	50	6
New Zealand J/24 Class Association	3	1
Peruvian J/24 Class Association	22	1
Puerto Rico J/24 Class Association	15	1
Swedish J/24 Class Association	40	2
UK J/24 Class Association	55	3
Uruguayan J/24 Class Association	20	1
US J/24 Class Association	1596	27
US Virgin Islands J/24 Class Association	3	1

What does it take to run J/24 World Championship?

Lots of time and lots of people

by Terri Jayne and Wayne Clough

Preparations for the 1998 World Championship in San Francisco started in 1995! District Governor Don Oliver was determined to bring the Worlds to San Francisco. He began preparations by drawing up a proposal for the International Executive Council. After that proposal was accepted, we were on our way.

San Francisco is known as one of the most beautiful places in the world to sail, as well as having challenging conditions, which will make for a competitive and memorable championship. Fleet 17, as a host was awarded five additional slots over and above the U.S. allotment. Among the Fleet Leadership, it was decided that we would compete for the extra five spots over the course of two seasons. This was done to insure that only regular active members would qualify for the spots, rather than "Rock Stars" dropping in for a regatta or two, and winning a qualifying spot. There was no opposition against anyone professional or otherwise, competing, we only wanted to insure that they would be around for the entire season. This arrangement worked very well, and five deserving Fleet 17 members qualified for the worlds. An additional qualifier came out of the District 20 Regatta.

Then the real work began. Our meetings started about a year prior to the event at the St. Francis Yacht Club, the host site for the event. The early meetings were largely organizational and general in nature. An area of particular concern was measurement. As you probably know, all boats and sails must be completely measured to complete registration and be eligible to race. When you consider that we anticipated a 60-65 boat fleet, you can imagine the magnitude of this process. Nadine Franczyk, USJCA vice president was extremely helpful. She competed in the 1996 Worlds in Italy and came to the table with many valuable suggestions.

Governor at Large and US Technical Committee member Bill Worsham, from Austin, Texas, conducted a Measurement Seminar February 28th. There were 12 participants with varying amounts of measurement experience. At the end of the classroom session, where there was much discussion of the evolution of the rules, a local boat was completely measured and weighed by the group.

Volunteers were solicited from Fleet 17 to help on the measurement days. John Peck from Texas, Tim Winger from Pennsylvania and George Wall from Connecticut were contacted and agreed to come west to act as "Measurement Gurus." Both John, Tim and George have measured at previous world regattas. It is important to have a real schedule

for the volunteers. We were able to get good amount commitments by being flexible with what the volunteers were able to do. Some were only able to commit to partial hours at particular times of the day.

Meeting frequency increased several months before the regatta. More involvement from the St. Francis Yacht Club was imperative as we got closer to the date. The number of details seem to increase exponentially as the time left to complete them decreased.

Having a primary contact person at the host club is really a key factor. In our case, Elisabeth Buford Collins acted in this capacity. She was our conduit to all the committees and contacts, no small contribution considering the stellar follow through was combined with the birth of her son Henry.

Apart from the central figure, you will need department chairpeople. For example Wayne Clough served as the charter boat coordinator; Terri Oleson was the lead person for the Regatta Program, designing and producing it. Susie Gregory and Julie Wiard tapped the local establishment resources for advertising. Ravi Pugh and Julie Harrar attended to the social events, and Theresa Berkely arranged housing for out-of-town race officials as well as assisting Race Manager Matt Jones. Matt arranged the measurement site in addition to handling all race management details.

In short, it's a lot of work that requires the effort of many people. Here's some general advice to all; start early. The sooner you begin the better. Divide the responsibilities. Designate leaders for Registration, Boat and Sail Measurement, Publicity, Housing, Social Events, Merchandising (shirts and event gear), and Boat Chartering. Have a plan and a timeline to measure your progress.

Like so many other sailing experiences, the reward for all the hard work is usually the relationships you develop with the people you are working with. You will meet many new people. Some you will meet again, some you will not. People make the difference. Don't be surprised, that after swearing you'll never do anything like this again, you have your hand high in the air to volunteer at your clubs next function. Have fun. We hope to see you in San Francisco this summer for the Nationals and/or the Worlds.

P.S. Please check out the St. Francis Yacht Club web site for further information at www.stfyc.com or the J/24 class web site.

Proposed Rules Changes

The following are proposed rule changes for the period 1999-2000. They are listed here for discussion purposes only. Do not make the mistake of modifying your boat to take advantage of any of these proposed rule changes.

The opinions of J/24 Class Association members should be expressed to their National J/24 Class Association. At the annual World Council meeting of the IJCA the NJCAs will vote on these proposals. This meeting is scheduled for October 24, 1998. Those proposals which are accepted will probably go into effect on April 1, 1999.

Members of the USJCA are encouraged to discuss their opinions with their District Governor. The District Governors meet in the late summer and their vote will determine the position of the USJCA. Members of other NJCAs should discuss their opinions with their national Class officers.

Proposed changes to the International J/24 Class Rules to take effect with the publication of the 1999-00 Rule Book:

- Rule 1.1** Add to the last sentence: "...safety, *comfort, and the one design nature of the boat.*"
Reasons: 1. To emphasize ONE DESIGN.
2. To discourage developmental thoughts and experimentation
- Rule 2.5.1** Delete the existing wording and replace with the following: *"The Measurement Certificate shall include all of the information contained in Parts A, B, C and D of the J/24 Class Measurement Form."*
Reason: To assure uniformity of Measurement Certificates
- Rule 2.7.1** Delete the existing wording and replace with the following: *"Yachts shall only be measured by a measurer recognized by the International J/24 Class Association."*
Reason: To assure uniform procedures.
Currently there are inconsistencies between National Authorities.
- Rule 3.2.1** Add the following to the first paragraph: *"No yacht shall be deemed a J/24 until it has been completed with a building number assigned by J Boats, Inc. molded into the transom."*
Reason: This is the original wording from Rule 2.5.1 that is being moved to the appropriate section of the rules.
- Rule 3.4.2** Delete the existing wording and replace with: "The external dimensions and configuration of the rudder shall comply with official Plan D."
Reasons: 1. To correct a mistake in the 1997-98 Class Rule Book
2. To simplify measurement (see also changes to Plan D)
- Rule 3.5** Add: *"and Rigging"*
Reason: Rules under 3.5 define spars, standing and running rigging
- Rule 3.5.1** Delete the first sentence.
Reason: To remove reference to aluminum, which is adequately covered in the spar specifications as it pertains to the mast and boom.
- Rule 3.5.6** Delete the third sentence, including (a), (b) and (c)
Reason: To simplify the rules
- Rule 3.6.3** Add the following to the first sentence: *"...may be fitted with not more than four transparent windows..."*
Reason: To limit the use of material other than specified in 3.6.2 and 3.6.9
- Rule 3.6.4** Delete the existing wording and replace with the following: *"The sails shall be measured in accordance with Appendix A of the Class Rules."*
Reasons: 1. To remove confusion as to references that may change over time
2. To maintain consistency and simplify sail measurement.
3. Note the addition of Appendix A to the Rule Book (see Exhibit D)

Rule 3.6.5 Delete the existing wording and replace with the following: ***“Sails may be reinforced with additional layers of cloth of weight not greater than the body of the sail.”***

Reasons: 1. To encourage reinforcements that favor the longevity of a sail
2. To simplify the rules
3. To simplify measurement

Rule 3.6.9 Delete the present rule, and replace with:

“Minimum Sail Cloth Weights Cloth weights shall be defined, in case of woven materials, as the weight of the finished coated woven material used in the sail and, in the case of substrate/film laminate, as the weight of the finished fabric, including substrate, film and adhesive, used in the sail. Each sail shall be indelibly stamped near the head by the sailmaker with the following:

“I certify that this sail has been manufactured to comply with the J/24 Class Rules, and only fabrics in accordance with Rule 3.6.2 have been used. In accordance with Rule 3.6.9, the minimum weight of any part of this sail is not less than _____ grams per square meter.

Signed: _____

Dated: _____

Loft: _____”

Minimum Cloth weights for class sails shall be as follows:

MAINSAIL minimum cloth weight shall be 260 grams per square meter, except for a foot shelve not exceeding 300mm in width.

JIB minimum cloth weight shall be 260 grams per square meter.

GENOA minimum cloth weight shall be 200 grams per square meter of woven material; 138 grams per square meter of substrate/film laminate, and genoas measured after January 1, 1999 shall not weigh less than _____kg weighed dry without sailbag or any rigging. No abnormal distribution of sail materials, or abnormal components shall be used to increase the weight of the sail to satisfy this rule.

SPINNAKER minimum cloth weight shall be 40 grams per square meter.”

Reason: 1. To hold sailmakers to a higher degree of integrity
2. To simplify measurement

Rule 3.6.15 Delete the existing wording and replace with the following: ***“Measured sails shall be stamped with a Class Stamp, signed and dated by the measurer across the Class Royalty tag.”***

Reasons: 1. To be consistent with all sails
2. To prevent Royalty Tags from being moved from sail to sail

PLAN A (DECK LAYOUT)

Remove the “2880 – 2910mm” dimension from the stem fitting to the mast.

Reason: To maintain consistency; all other dimensions relate to placement of items that are installed by licensed builders that may not be moved

PLAN A (INTERIOR LAYOUT)

Replace the existing Interior Layout with the modified Interior Layout that was approved by the ISAF in 1977

Reason: To correct a mistake in the 1997-98 Rule Book (revised Plan A attached as Exhibit A)

PLAN C (KEEL PLAN)

A. Remove the dimensions from the corner of the transom to the trailing edge of the keel

Reason: To remove measurements relating to keel placement that are defined in 3.3.3, as this plan defines the shape of the keel and its measurement

B. Replace the existing Table of Offsets with expanded table (attached Exhibit B) that defines minimum and maximums at each section

Reason: To clarify measurements and eliminate interpretations of the current table

TABLE OF OFFSETS, PLAN C

KEEL SECTIONS												
	I		II		III		IV		V		VI	
Location distance from hull down:	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.
Leading edge	235	261	429	455	623	649	817	843	1011	1037	1205	1231
Trailing edge	153	173	303	323	453	473	603	623	753	773	903	923
Max. section chord length (x)	1015		898		781		664		547		430	
Minimum leading edge radius	13		13		13		13		13		13	
Section 1/2 width, y, at distance from leading edge:	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.
0.0125x	16.0	+7	14.9	+7	13.8	+7	12.7	+7	11.6	+7	10.5	+7
0.025x	22.5		20.6		18.7		16.8		14.9		13.0	
0.05x	32.0		29.0		26.0		23.0		20.0		17.0	
0.10x	46.3		41.5		36.7		31.9		27.1		22.3	
0.15x	56.5		50.3		44.1		37.9		31.7		25.5	
0.20x	64.0		56.7		49.4		42.1		34.8		27.5	
0.25x	68.5		60.6		52.7		44.8		36.9		29.0	
0.30x	70.1		62.0		53.9		45.8		37.7		29.6	
0.35x	70.7		62.5		54.3		46.1		37.9		29.7	
0.40x	69.9		61.8		53.7		45.6		37.5		29.4	
0.50x	64.0		56.8		49.6		42.4		35.2		28.0	
0.60x	54.4		48.5		42.6		36.7		30.8		24.9	
0.70x	43.0		38.4		33.8		29.2		24.6		20.0	
0.80x	31.0		27.6		24.2		20.8		17.4		14.0	
0.90x	18.7		15.5		13.7		11.8		9.8		8.0	
Trailing edge 1.00x	6.4		1.8		1.8		1.8		1.8		1.8	

PLAN D (RUDDER PLAN)

A. Add the phrase “(Reference)” under the bold face heading “Section A Offsets in Millimeters”

B. Add at the following footnote: “Dimensions in ‘()’ are for reference”

C. Correct and bold face the wording to read: “The leading edge shall be parallel to the transom with in a tolerance of + / - 10mm.”

D. Add the following wording in bold face: “The width of the rudder at 105mm from the leading edge shall not be less than 39mm.”

Reasons: 1. To simplify the rules

2. To simplify measurement (revised Plan D attached as Exhibit C)

APPENDIX A (New)

This new addition to the Class Rule Book includes diagrams and reference to the rules relating to the specifics of measuring the four Class sails. The complete Appendix is attached as Exhibit D.

Mylar vs. Dacron

An old concept has new relevance

When was the last time you saw a top contender at a regatta sail with anything other than new sails? We all know that the boat, and the way we sail it, takes a heavy toll on sails, especially genoas. Tacking, luffing, taking wind shots, hoisting and dropping sails around the rigging contribute to an abusive life for the primary headsail. This poor beast has to perform in 0 to 20 knots of wind. Limitations in sailcloth may make a perfect sail impossible.

For the sailmaker, the primary consideration is to find a sail cloth that is both durable and can withstand the abuse. Ironically, that cloth may be one we started to abandon years ago for what seemed, at the time, a better alternative.

The rise of Mylar

In the 80s, the class allowed the use of relatively new, laminated polyester fabrics generically called Mylars due to the primary load-bearing Mylar film that makes up part of its construction. These fabrics are inexpensive and can be constructed in sexy radial patterns. Mylar sails started to replace those made of Dacron.

Unfortunately, Mylars were not as rugged as we hoped. The class allowed a minimum weight of around 3 ounces per yard (138 grams/square meter) for the Mylar sail. The minimum for the original woven polyester clothes was about 4.5 ounces per yard (200 grams/square meter). It was quickly discovered that the minimum weight Mylar would not stand up to the abuses we impart on the sails. Over time, sailmakers have been forced to make these sails increasingly heavier. The typical Mylar genoa today uses 5.5 ounce material as its primary cloth. The Mylar genoa is a heavier sail than the Dacron one it replaced.

A new look at Dacron

This year I've been testing a number of woven sails. Dave Curtis, well known for his dominating the class in its Dacron days, and Jud Smith developed the products while I coordinated the tests.

We experimented with some sails with radial layouts, but most had old-fashion, cross-cut patterns. Woven Dacron sails are more expensive to produce, with an increase of about 15 percent in material costs. Using the cross-cut pattern gave us the flexibility to create the shapes we are looking for while closing the labor cost gap between the two products.

At first I was a little nervous about the switch. But the sails looked good and the new woven cloths seemed to be more stable than I remembered. The sail did not seem to

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creep any more than a laminate sail and held up in a breeze. The sail proved lighter and much more durable than the Mylar, especially over the course of the full season.

Dave had great stories about the switch to Mylar. He never thought it was a great idea. He used his last Dacron genoa, one built for the world championships, in the North Americans, midwinters and the following year's North Americans. The sail flew in four full-week long regattas. That's about 30 days of championship sailing on a single genoa used by a sailmaker at the highest level of competition. He stayed with the sail because it looked fine and performed. Curtis won or placed in the top three at each of the events.

Though many sail reps may disagree, the truth is, at top-level racing today you have to nurse your genoa to get through a single week of competition. Unless the first week is very easy on the sail, sailing a second major regatta is out of the question.

More than once, and with more than one sailmaker, I have tested laminate sails after a single regatta. After scanning the photos and taking measurements, we were shocked at the amount of change a sail can exhibit after only a short amount of exposure and use. The Dacron sail seems to take a licking and keep on ticking. Although a Dacron sail still wears and changes shape, it has a vastly improved working life. On average, I estimate, that a Dacron sail will have a life span two to three times longer than any Mylar sail.

The only drawback to Dacron sails is that they do like to break in a bit. I would put a few good days of local use on the sail before taking it to a major event. This is similar to mainsails that settle in, a little, over the first week and get faster.

After a season of experimenting, I have decided not to go back to Mylar sails. I'll save plastic wrap for the sandwiches. I'm happier with woven sails. In our neck of the woods we have to use sails for at least the season. Sailing J/24s is expensive enough. Anything we can do to cut costs and level the playing field will help keep the class strong.

Remember, this is the gospel according to me and is not the only idea out there. But I have sailed J/24s for 20 years and have used hundreds of sails. So don't be surprised if more old-fashioned, cross-cut Dacron genoas start showing up. Consider asking your sailmaker about Dacron before selecting your next sails.

Sail cloths

Dacron, made by DuPont, is the most common and well respected fiber used to make woven and laminated clothes. DuPont weaves a polyester thread (Dacron 52) which is specifically manufactured as a base fiber for sailcloth. Other companies also manufacture sails out of a variety of polyester threads from reliably established suppliers, such as Allied Signal (1W70 thread and their newer Pentex high modulus polyester).

Woven cloths have been around since the beginning and are common, to us, as the cloth in our mains and jibs. The cloth is woven as tightly as possible and then stabilized with a resin coating to lock the weave together. As the sail is used, flexing causes the resins to fatigue and the sail becomes fuller and more stretchy.

Laminated sails are made from the same polyester, in both a woven thread and clear films, sandwiched together in a single cloth. The film is the primary load-bearing element in standard polyesters, because internal fibers are made of the same polyester and stretch equal to or more than the film part of the cloth.

The strength of the laminates are their cost and ability, when new, to be a light and low-stretch sailcloth. The downside to Mylars is excessive shrinkage. While all laminate clothes shrink, woven clothes can shrink a little as well. The films shrink with exposure to the elements and they also shrink due to creasing in the fabric with handling. Think of taking a piece of aluminum foil and crunching it up. It is impossible to get it back to its original size.

Understand your position

by Jay Miles

Ok J/24 sailors, let's get one thing straight. In all my years (thirteen to be exact) of racing in the class, I have spent countless hours, days, even seasons doing every single position on the boat except bow (and I never intend to). I loathe the bow and everything it stands for. Never loan the bow person your car keys, and never ask them to hold your wallet. Anyone who chooses to soak up waves, perform acrobatics on a slick, slanted surface, and willingly goes forward on those cold windy days to hank on the blade just can't be trusted. For the rest of you semi-sane sailors who prefer the area behind the mast, this article is for you.

What is perfect teamwork? Every sport has different answers to this question; but on the J/24, teamwork is when you perform your specific job flawlessly, and at the same time help your teammates perform their jobs better. The greatest compliment bestowed on any winning athlete is that they take their teammates to a higher level. Sailing is the ultimate team sport and the following guideline will help you define your exact role on the boat and hopefully learn a few tricks, which will help your teammates at the same time. Bow guys, you're on your own.

Mastman

Also known as the fifth man, twing guy and moveable ballast, the mastman is without a doubt the most underrated and least appreciated job on the J/24. It's not a glorious position because you still absorb the waves that the bow guy (sponge) fails to reflect. This position also tends to leave you with the most remarkable bruises known to humankind. At the same time however, you have a ton of responsibility, and if things fail to run smoothly here, boathandling suffers.

The primary responsibilities that fall under the mastman's domain include the sail control lines: boomvang, cunningham, jib cunningham, and outhaul. More than just knowing where these controls are, it's crucial to know what they do and when they're most important. The fastest and most effective way to learn this would be to sail a Laser the next time it's blowing 25 knots. You'll learn quickly. If you don't have a death wish, feel free to ask your local experts. The best rule of thumb for the control lines is, the harder it blows, the tighter you want everything. Since wind is consistently inconsistent, these control lines should never be set and left alone. Adjust them through every puff and lull to keep the boat at maximum speed.

Other responsibilities include twings, foreguy and topping lift. The twing is fairly simple: keep the weather one on and leeward one off. The foreguy and topping lift should be

adjusted in conjunction to keep the clews of the spinnaker at an even height. Before dousing the spinnaker, the mast man needs to be a "human pole" in order to keep spinnaker filled while the pole is put away. The best way to human-pole is to stand up and keep one hand on the shroud and one hand on the guy while leaning forward and outboard. When dousing the spinnaker to windward, pull the guy until the clew is in your hand and pass it to the tactician. The mast man should get the spinnaker all the way around the forestay and down while the tactician stuffs the sail into the companionway.

Tricks of the trade:

- Wear a watch so you can either call time or at least act as backup for the starting sequence
- Hike as hard as you can.
- Call puffs and waves for the skipper.
- When tacking, always overhaul the windward jib sheet on your way across the boat.
- Coordinate with the tactician so you turn your legs the same way during a tack. This will keep you from getting tangled.
- When roll jibing in light to medium air, roll the boat and hang your weight to leeward as you pull the new twing (legal). This has the same effect as if rolling off the shrouds (illegal).
- When roll tacking in very light air, stay outside of the genoa and let it be trimmed inside of you. Once on the new tack you can roll under the foot of the genoa and up to the middle or new windward side.

Tactician

The next position back on the rail is for the tactician. While usually the brains (or scapegoat) of the operation, the tactician should begin his or her day before reaching the dock by gathering the forecast. Good sources for accurate weather include a weather radio, the Weather Channel or the internet. If sailing in an unfamiliar area, investigate the tide trends and geographic wind shifts by asking the locals.

Recommended tools for the tactician include a pencil for tracking wind shifts and a stop watch for the starting sequence. When I'm in the role of tactician, I try make my boat one of the first to leave the dock. This usually takes prodding the crew away from the coffee and donuts and down to the boat. Being out early helps you figure out wind trends and current set, but more importantly, lets the team set the boat up for the conditions. Speed is the tactician's

best friend, so make sure you have enough time before the race to set the shrouds, halyard tension, and jib leads for the right conditions.

Before the sequence, develop a gameplan and find the favored end. Let your team know your strategy and why. Ideally everyone on the crew agrees with the plan and if you're right, you'll get tons of credit at the keg that night. If you're wrong, at least everyone else was wrong with you.

During the sequence, the tactician should act as extra set of eyes for the skipper. While watching for wind shifts up the course, the tactician should also keep tabs on the where the competition is migrating. If one end of the line is favored and overcrowded, it's a good idea to stay away. If an end of the line looks winnable and gets you toward your game plan faster, go for it.

While making the final approach to the line, the tactician should be looking for competitors approaching from behind. The skipper is usually concentrating on threats in front and on the sides, so it's a huge help if you can warn him of boats trying to steel your hole from behind.

Once racing, you become the full-time eyes for your driver. Important information to feed the skipper includes relative speed and height in relation to other boats. Also, the team should know how your gameplan is unfolding. If you're deviating, explain why.

Sailing is a game of positioning, and the tactician's most important role is to keep the boat in clean air and know where you are on the course at all times. If you're near the front, it's easy to find a lane. If back in the pack, your choices are more limited. When the shifts are small and slow (less than 5 degrees) it's generally better to sail to an edge for clean air. If the shifts are large and quick (more than 10 degrees) you're better off eating a little bad air to stay on the lifted tack.

The tactician's boathandling roles involve getting the spinnaker up and down. On the hoists, the tactician overhauls the guy before eventually handing it off to the cockpit person. On the douse, the tactician should concentrate on stuffing the spinnaker into the companionway.

Tricks of the trade:

- Since you know the weather before you leave the dock, make sure the crew brings appropriate gear. Unless the weather's going to be real nasty, encourage everyone to bring the bare minimum to keep the boat light.
- When tacking, slide headfirst across the deck on your stomach. Use your hand to keep the old jib sheet from wrapping into the new winch.
- In lighter air, stack the crew weight forward on the rail. Under 10 knots, you should sit 6 inches forward of the stanchion. When fully hiked, sit right against the stanchion and stack the crew weight back against you.
- When roll tacking in light air, stay on the leeward side and let the genoa trim inside of you. Once the sail is in, either slide up to the middle or the windward side by rolling under the foot of the genoa or stepping behind it.
- When roll jibing, watch the skipper, and if he is fighting the tiller after the jibe, adjust your weight to help balance the helm.

Cockpit

Anyone who has tried tacking a genoa in 18 knots, or has flown a spinnaker in 25, knows that the cockpit is the most technical and difficult position on the J/24. The popular myth about the cockpit is that the position requires sheer strength. I find that coordination and speed are much more important than brute force.

For those of you who don't cross sheet, do yourself a favor and spend an afternoon learning. It will make your job easier and being able to trim the genoa from the weather rail is an enormous advantage. To make cross sheeting easier, be sure to use ratchet blocks for the genoa lead and cut the sheets short. When the genoa is fully trimmed, the lazy jib sheet should only have a spare 6 to 8 inches. Any more will trip you up or get tangled during the tack.

When setting the spinnaker, roll back into the cockpit and cleat the genoa. As the tactician begins to prefeed the guy, the cockpit man should feed the spinnaker clew out of the companionway and around the outside the genoa. If the clew goes under or inside the genoa, you're asking for trouble; the spinnaker will surely hang up on the genoa on the way up. As the spinnaker is hoisted, feed the rest of the chute out of the companionway and grab the spinnaker sheet. Once the sail is full, take the guy from the tactician.

On the douse, overhaul the spinnaker sheet to help the spinnaker get around the bow and into the companionway. Keep a wrap and a half on the windward winch and trim as the skipper rounds up. If the wind is up, use the winch handle and grind the genoa inside the lifeline. Once in 95 percent of the way, jump up on the rail and hike. The skipper should then be able to grind the last few inches for you.

Tricks of the trade:

- If you're having trouble timing the release of the sheet during the tack, ask the skipper to count down the release for you. He will have a better idea of when the boat is head to wind.
- Make sure the boat has the larger-sized winches. The factory winches are too small.
- Lube your winches to ensure the least resistance while tacking.
- Install two winch handle pockets and keep two handles in the cockpit in case one handle gets kicked overboard during the race.
- Before dousing the spinnaker, run the sheet through your hand and make sure no kinks are going to keep the chute from rotating around the boat.
- When using brand new genoa or spinnaker sheets, soak them to get the soap out of the line and wet sand them to soften them up.
- Advil



Skipper

We all know that J/24 skippers are completely neurotic. The reason being is that they spend a majority of the time staring at telltales, and don't know the first thing about what happens during the race. While the skipper's job is limited, he or she is almost always given full credit when the team wins. Their role includes the mainsheet, traveler, backstay and genoa fine trim which all must be adjusted in unison to keep the boat tracking through the water quickly. Driving a J/24 is difficult because the boat behaves very differently from light to heavy air. The most important barometer the skipper should concentrate on is the feel of the helm. A fast boat is one that has a neutral or slight weather helm, which is often hard to create.

To develop any sort of feel or "helm" in light air is a constant struggle. Be sure to loosen the rig to create headstay sag, which powers up the sails. The best trick for creating the right amount of helm is to over trim the mainsheet. By carrying a tight leech and closing the top batten 5 degrees, you'll develop a touch of helm and point much higher. Keep the traveler to windward and the boom on centerline. The backstay should be eased until the boat begins to be overpowered or the headstay begins to over sag.

As the wind picks up, weather helm develops on its own. The skippers must adjust the amount of mainsheet tension, backstay and traveler position to keep a neutral helm. The best rule of thumb is to pull on six inches of backstay for every inch you drop the traveler. The mainsheet should be played to keep the top batten parallel to the boom. In flat water, drive the boat as flat and as high as you dare. As the waves increase, you need to foot more and generate more forward speed to power through waves.

The timing of your tacks and jibes should change drastically from light to heavy air. In light air you can over turn the tacks and jibes to keep the sails filled and the boat mov-

ing fast. As the wind picks up, slow the tacks down to help the cockpit person get the genoa inside the lifeline. The best way to do this is to turn enough to get the genoa blown around the mast, but halt the turn as the genoa lays inside the life line. When the genoa is most of the way in, finish the turn. The jibing angles become narrower and eventually you sail and jibe the J/24 dead down.

Use the crew weight down wind to steer the boat. Slight crew adjustments will easily make the boat head up or down without putting drag on the rudder. If your using excess tiller movements out of the tacks and jibes, relay the problem to the crew so they can either role more or less accordingly.

Tricks of the trade:

- The most important part of the race is the first minute. Concentrate on beating the boats on either side of you so you can get your bow poked out.
- Keep your tuning time through the tacks consistent. This will help the cockpit develop a rhythm with you. If your timing is off, count down your turn the same way to help you.
- Approach the leeward mark sailing dead downwind. This will allow the mast man to "human guy" which helps get the pole put away before the mark.
- You have a better view of the racecourse underneath the boom. Feed important information about boats your crossing and ducking to the tactician so he can decide appropriate action.
- Never let them see you sweat.

Every J/24 team that has sailed together for a long time develops its own version of this same system. I hope what I've learned sailing J/24's over the years helps you and your team on the way to better and eventually perfect boat handling.

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(and again, and again!)



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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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FINAL RESULTS

1997 J-24 WORLD CHAMPIONSHIP BUENOS AIRES, ARGENTINA

1	USA 5225	WRITING INSTRUMENT	BRUN, Vincent	28
2	ITA 402	KERMESSE	VASCOTTO, Vasco	39
3	ARG 5094	TADEUS	BAQUERIZAS, Guillermo	49
4	ARG 4677	PORCA MISERIA	GRIMALDI, Juan Ignacio	52
5	CHI 5223	CAPICUA	GONZALEZ MAS, Alberto	64
6	ARG 4878	U 5	PARADA, Guillermo	71
7	ARG 5087	SIMBA	DOMATO, Andrés	81
8	ITA 197	FRANNY	SODO MIGLIORI, Antonio	93
9	ARG 4877	NOCTURNO	CORTI, Miguel	98
10	ARG 5167	PAN AM	MARINO, Gabriel	99
11	ITA 219	VANNA	FAVINI, Flavio	108
12	ARG 3517	NUBARRON	VAN ABERMAETE, Leopoldo	127
13	ARG 5039	ALFA BETA	CAMPERO, Francisco	129
14	CHI 5014	ROCKFORD	ZUAZOLA, Rodrigo	138
15	FRA 5151	BAUME&MERCIER	EMIG, Marc	141
16	AUS 161	INGRID	GIRDIS, Stephen	144
17	ARG 5044	EXTASIS	ENGELHARD, Federico	147
18	ITA 92	CITTA D'GENOVA	CAPONNETO, Mario	155
19	FRA 5160	CLUBS D'ANTIBES	DICK, Jean Pierre	168
20	ARG 5134	ON LINE	COSTA, Martin	173
21	FRA 4789	SAGEHOR	VIDEAU, Luc	178
22	ARG 5195	BONITA	WARBURG, Gustavo	184
23	ARG 5040	NENE	RIPOLL, Sergio	189
24	ITA 437	KIKI J	SIGNORINI, Alberto	192
25	FRA 4720	VOILE PERFORMANCE	CHARON, Benoit	199
26	AUS 139	HAYWIRE	HAGAN, Robert	208
27	ARG 5169	TSUNAMI	MAC GOWAN, Fabian	208
28	GER 50	GRIPS PS	LOOSE, Leif Tom	222
29	BRA 803	SEX SIMBOL	PONTES, Daniel	224
30	USA 4906	ZAK ATTACK	KAAN, Ken	225
31	ARG 4879	KANZA	ROMERO, Marcelo	228
32	AUS 168	MAKE MY JAY	LA FONTAINE, Raymond	234
33	AUS 193	WILDFIRE	OTTAWAY, Hugo	238
34	ARG 5095	OTRO PENNY	AUTHIER, Roberto	247
35	MON 78	TOPO II	RODELATO, Claude	249
36	CHI 3535	PUELICHE	BOHER, Fernando	252
37	JPN 5019	SIESTA	MAEDA, Takuya	260
38	USA 5000	5000	SWIETELSKY, Ernst	261
39	AUS 177	VORTEX	WILLMOTT, Grant	267
40	CHI 5145	CLAN	REID Juan Eduardo	270
41	CHI 5145	MARINA	CUBILLOS PEREZ, Felipe	279
42	US 1379	EUREKA	JARDINE, Adrian	283
43	USA 2918	PINGUE	INGHAM, Mike	294
44	BRA 1861	VOLTA SECA 4	LEBREIRO, Luiz Clarkson	297
45	JPN 4820	GEKKO JR.	HATAKEYAMA, Tomomi	311
46	CAY 1	KAMIKAZE	MOON, Andrew S.	331
47	CHI 4880	MACHT POINT	BUNSTER, Patricio Seguel	333
48	JPN 4448	APOLLONIA	FUKUMOTO, Seishiro	347
49	JPN 4692	HAZEDON	SAITO, Takuji	353
50	JPN 5013	STAR & STAR	MATUZAKI, Kovichi	357
51	CHI 4192	AIQUE-NIHUE	PEREZ SPENCER, Cristóbal	362
52	URU 2749	ENVUELTO EN LLAMAS	KNUPPEL, Bernd	363
53	BRA 989	CAIDO DEL CIELO	PEREIRA CORREIA, Luiz J.	398

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Vince Brun wins the '97 Worlds

A crew's eye-view

by Moose McClintock

Think of Buenos Aires and you think of sunlit beaches, bathing beauties and a beautiful little shoreside city. At least I did, being geographically challenged and not entirely knowledgeable on where exactly Buenos Aires is. I found, to my chagrin, that the city is not a lot smaller than most major U.S. cities, and does mirror its North American cousins with skyscrapers and congestion. Beaches are nowhere near it, and therefore there were no bathing beauties. The next time I do one of these regattas I'm looking at an atlas.

Despite my naivete about the world around me, I jumped at the chance to sail with Vince Brun in the 1997 World Championship. Vince was the defending champion, of sorts, having been the tactical assist to Chris Larson in 1996 for his dramatic, come-from-behind win in Porto Rotondo, Italy.

In addition to his advantage in linguistics, Vince had the same crew from '96 with Jon Rodgers on the bow, Karl Anderson (five-time champion with three different skippers) in the cockpit and Italian J-Boat builder Paolo Boido on the twings. I provided some meat in the middle; though I was nowhere near as good as the meat in the restaurants, one of Argentina's specialties.

We arrived in Argentina almost one week before the regatta began. We hoped to work on the boat a bit, but mostly wanted a lot of time on the water. It had been awhile since Vince had been sailing the boats. Unfortunately, the pace of Argentine life is a little slower than we were accustomed to, and it took several days to chase down a few essentials before we were able to get on the water. We did manage a solid afternoon of sailing with Snipe champion, Guillermo Parada.

The experience left us with three immediate impressions of the area. First, the water was incredibly dirty (though I later found out that we were sailing in a river delta and the water was mostly muddy). Second, the conditions were very choppy due to the 10- to 12-foot depth and 1-knot current. Third, coming from the wide-open mouth of the river, the wind was very shift, often changing 40 degrees.

Perhaps the biggest lesson we learned about the area and boat set-up came during one eye-opening afternoon sailing against local and pre-regatta favorite, Guillermo Baquerizas. Guillermo and his team slapped us around in little jib weather, always going higher and often faster. After five hours, Vince came to the conclusion that vang sheeting in this condition wouldn't work because the jib had to be powered up for the chop. With the main eased in puffs, the bow went down, slowly but surely. We traveler sheeted with a tighter main leech and, over the course of the series, I think we probably pointed higher than any other boat on the course.

A late weigh-in was meant to equalize things, and I think it did (though not eating for a week in the "land of the steak" was painful). As the Yacht Club Argentina held the practice race, several things became evident. The current would be a major factor, skewing the beats dramatically and making the starts extremely difficult. There was at least one general recall in every start of the series. The sides of the course proved much better than the middle. The chop created dramatic speed differences. The wind remained very shift. And, most distressing of all, the Argentines were very fast. We sparred with Baquerizas and Italian Flavio Favini before



Vince Brun and crew on USA 5225, a small part of the 53-boat fleet, and Argentine J/24 Class Secretary Roberto Authier at the helm of *Otro Penry*. Opposite: Traffic at the top mark, off-the-water socializing, Vince Brun, and Austria's Bob Hagen who has missed only one Worlds in the past 20 years.

Baquerizas came out of the left corner on the last beat to win. Favini was second and we finished third. The sudden shifts and walls of breeze left us all a little leery of racing for real.

The first day of the championship, a one-race day, dawned windy and wet. After several attempts to get the race off, the black flag came out. We started right at the committee boat, not wanting to chance the line with a following current. Everything looked great until we were T-boned on the line (fortunately I got my leg in the way of the two bows so we suffered only one hole, though I did pull the stanchion over 45 degrees). We bailed out quickly to the right with Baquerizas, and followed our game plan. We rounded the weather mark first with Baquerizas right behind. We were somewhat stunned to see Baquerizas blow right through us to leeward, taking the lead and increasing it to the end. We remained second all the way around, staying ahead of Favini and Parada. They slowly ground us down, but we held off the wolves. A rig check at the dock confirmed that our new rigging had stretched quite a bit in the little jib weather.

With a tighter rig, we approached the second day's races with a little more confidence. Baquerizas led most of the way as we worked our way back from a top-six weather mark. Up the last beat we really got into phase and picked him off just before the finish. The tight rig seemed to make a big difference in the 18- to 20-knot breeze. Vince's steering ability in the chop was critical. I think his experience with the slap-

ping of a Star boat in chop made it a little easier to deal with mentally.

Armed with the confidence a little speed can provide, we won the second race going away while Baquerizas stayed consistent with a third. Parada, with a 4-3 in the first two races, followed with another fourth, but had been hit with a Z-flag penalty in a general recall. This left us 2 points ahead of Baquerizas with a big spread back to third.

The next day was similar to the previous day, but with a little less breeze. Everyone was comfortably in 150% range. A conservative start and first beat had us at the weather mark in fourth with Baquerizas out of the top 10. We were looking good, but a case of the slows downwind dropped us to sixth by the leeward mark, where we were promptly T-boned. Luckily my leg wasn't in the way this time. Tito Gonzalez of Chile passed us just before the rounding. He went on to win by a large margin while we struggled a bit up the beat and on the following run. Baquerizas passed us and put a couple boats between us by banging the right corner.

The second race of the day was by far the worst of the series for both of us. We were in good shape up the first beat, rounding in the top six. However, in the puffy conditions, the edges of the course proved the place to be on the run. Unfortunately, we were mired in the middle. When we did get out to the edge, the breeze shifted enough to make us overstand. We struggled to a mid-20's leeward mark, enough to put Baquerizas, who had been a spot in the rear view mirror minutes earlier, ahead of us. We pushed hard to



catch him, banging the right corner on the last beat, and hopped onto a 10-degree righty. As Baquerizas came across to us from the middle right he couldn't quite cross. He leebowed, forcing us to sail nose-to-nose for the next 10 minutes. As we closed on the finish line, we tangled with other boats, allowing Baquerizas to get by on a left shift. We were 3 points behind and 6 points ahead of Italian Vasco Vascotto who notched all top-10 finishes including a bullet in the second race of the day.

The last of the two-race days started in light winds – not our strongest condition. After the inevitable general recall, we got off the line on the right side and headed right with Baquerizas ahead to leeward. We both took a hitch back halfway up the beat before going further right. When Baquerizas came back three lengths ahead, we tacked abeam and to leeward. A right shift combined with current pushing the fleet to weather left those on the right overstood. We pinched Baquerizas off and rounded first. However, a quick gybe back to the heading breeze cost us. Baquerizas passed us again and went on to score a big victory, heralded by screaming and horn-honking from spectators at the finish. All we could do was watch from second and think: "Who is this guy?"

We finally caught a break in the second race of the day. Baquerizas was pinned in the middle of the line while we hit the right side again. Gonzalez, with Australian Bob Hagan hot on his heels, came shooting out of the left corner far, ahead of the fleet. While Tito went on to win, we slowly picked our way along from rounding in sixth to finish second with always-present Vascotto in third. Baquerizas struggled and crossed ninth. But there was silence as he went over the line. He posted an OCS.

With drops now figured, we had a 5-point lead. It was a solid lead, but nowhere near safe in the unpredictable conditions. We knew that if we put seven boats between us and Baquerizas, and stayed in the top eight, we would win. It seemed an improbable feat.

The following day of sailing was canceled after the committee tried to start us several times in light, shifting conditions. The committee decided to go for two races on the final day to ensure a nine-race regatta. We would have to sail at least one of the two races.

Fortunately, the breeze was up and our luck seemed to be coming together. Getting off the line clear at the leeward end with Baquerizas to leeward, we managed to hit the layline perfectly. We rounded the first mark just ahead of Chilean Rodrigo Zuazola while Baquerizas overstood and fell to 12th. As the wind continued to die and back, we stretched our lead on the run but fell prey to the dying breeze. We lost the lead to Juan Grimaldi on the second beat. Grimaldi continued to stretch on us, though we caught up and closed distance near the finish. We lost by one boatlength. Fearing that lost boatlength was going to cost us, we started counting places. Vascotto made an outstanding comeback to cross fourth – good, but not good enough for the series. Vasco told us that Baquerizas took an I flag, adding 11 points his 13th-place finish. We took the title, and Vascotto finished second overall.

While we went home to pull the boat, Gonzalez took an early lead in the second race and extended it. Vascotto's sole quest was to stay close to Baquerizas. He did, posting a third to Baquerizas' fifth. Vascotto finished second overall with Baquerizas in third. Gonzalez' win rescued him from a 29th in the first race to finish fifth overall behind Grimaldi.

U.S. Nationals

If you thought Key West was warm, Corpus was Africa hot!

The folks in Corpus Christi, Texas, set a new standard in southern hospitality at the 1997 U.S. National Championships. From the moment we arrived on the "L-head" (where the yacht club is located), we were greeted with smiles, especially from the Captain of Fleet 3, Laura Stumpff. This club really understands the fun and competition of sailing. This was the only regatta I've been to where the skipper's meeting was in a bar (the Executive Surf Club) the night before racing and there was a meeting for everyone but the skippers. Each day we were graced with some of the best conditions (chop aside) you could ask for and our choice of Gatorade, water or beer when we cooled down after the racing. Every morning we woke up to warm 85-degree temperatures and 10-knot easterlies that built into solid seabreezes.

On the first day of sailing, the locals proved that racing here is special and defended their home turf. In the first race, *Team Satisfaction* led at the first mark until Bobby Harden and Eric Nelson of *Mr. Happy* slid past and led at every mark thereafter. *Team Satisfaction* faded to fifth place. Austin natives Harden and Nelson, who arrived in Corpus a month early to practice, set the tone for their regatta early with a decisive win. Texans Bill Worsham on *Shadowfax* and Dave Hinrichsen on *Low Rent* finished second and third with Chris Snow on *Monster Fish* in fifth.

In the second race, Snow proved capable of mastering trying conditions. With 18 to 20 knots of wind and a good chop, the fleet split in its opinion as to which headsail to use. Snow finished first flying a genoa, while Harden & Nelson finished a tight second with the jib. Fred Am Rhein's *Flour Power* finished third with *Team Satisfaction* and Hinrichsen in fourth and fifth.

By the final race of the day, the wind was up to 23 knots on a very choppy Corpus Christi Bay. The whole fleet went to the jib. By the oddest coincidence, the first seven boats finished in exactly the order they would stand at the end of the regatta: 1. Harden & Nelson, 2. Team Satisfaction, 3. Hinrichsen, 4. Mexican entry Luis Alvarez of *Ta'lento*, 5. Snow, 6. Am Rhein, 7. Worsham.

Confused about our boatspeed, my team and I chose a new mast-base position on Day Two. We struggled with new Quantum sailshapes that were different than what we were accustomed to. We also went through the growing pains of working two new crewmembers into the routine. With so much going on, from sail trim and communication to learning how to drive through the chop, we found it difficult to assess a value or a blame to each of our races. We finally agreed that we had too much prebend on the first day, and overcorrected it for the second day. With a program that runs on a shoestring budget, we didn't have the fancy gadgets to fiddle with the base on the water. The two fifths and a seventh *Team Satisfaction* scored the second day proved our error. We were close, but still not on the mark yet.

The conditions were a little lighter for the first race on Friday. Racing began in a nice 13- to 16-knot morning breeze and a slightly kinder wave condition. Snow stepped up the level of competition again taking a commanding lead. Harden

& Nelson proved their speed was no fluke and scored a second. Am Rhein of *Flour Power* followed in second.

In the second race Snow again moved out on the fleet only to be reeled in after ripping his spinnaker and further frustrated by an OCS. A surprise southerly shift on the last windward leg brought John Schultz and *Bushwacker* to the top followed by Harden & Nelson in second and Hinrichsen in third.

By the third race of the day, the wind had built to 20 knots again. The fleet made little effort to labor over the use of the genoas. Snow led the fleet around the course. On impressive downwind runs, he set the genoa wing-on-wing and gained the boats he lost on each upwind leg. He finished first followed by Alvarez, Am Rhein, and Harden & Nelson. At day's end, the standings were *Mr. Happy*, *Low Rent*, *Team Satisfaction*, *Monster Fish* and *Ta'lento*.

At the start of the third day, we again played with the rig and discussed how we needed to perform in order to jump into second place. Our starts were good and we were confident that we could read the course. In the first race my team finally got some satisfaction. With 14- to 16-knot winds and conditions similar the day before, the fleet pounded its way around the racecourse. We led at every mark only to be overtaken in the last 100 yards in a heated tacking duel with *Mr. Happy*. Alvarez and his Mexican team finished third.

Before the second start, the breeze made a quick jump and most of the fleet switched to the jib. The puff was short-lived and four of us shifted back to the genoa before the gun. That decision was crucial and we established an early lead. We led at every mark again, but this time held the lead. Alvarez finished second with Snow close behind.

As it turned out, we really needed to have a great day to climb into second and we did it. The crew on *Mr. Happy* proved that they were definitely the most prepared for this regatta. They demonstrated consistent boatspeed and performance. Alvarez and crew on *Ta'lento* also proved strong finishers after a slow start on the first day. Hinrichsen, Am Rhein and Worsham proved to be strong local talent. Although Snow probably left the regatta unhappy, he still sailed two of the most impressive races I've ever seen. He performed magnificently without a spinnaker in tough conditions.

As for the yacht club and the venue, this place is begging to be the venue for the Worlds or North Americans. The club has the facilities to handle a 60-to-70-boat fleet, and the wind and weather are awesome enough to rank beside San Francisco. The seabreeze rolls in like clockwork and wave conditions ensure that drivers will get a workout.

More importantly, these people are honestly friendly. Every person I ran into after the awards ceremony congratulated me and thanked me for coming. Maybe I've been around the crowd that grunts and scowls at each other too long, but I'm looking for an excuse to go back. It was pretty hot - but a different month or the right attitude could correct that problem. Thanks Laura, and I hope to come back to Corpus again.



Vascotto wins '97 Italian Nationals

by Michele Ivaldi

Weather conditions for the 1997 Italian National Championships were ideal with temperature around 25 degrees Celsius and wind between 10 and 20 knots.

On the first day we raced in 10 knots of evenly distributed wind. The winner was *Vanna*, with Flavio Favini at the tiller. Unfortunately we could not sail the second and third races scheduled for that day, despite the ideal conditions, apparently because a sudden attack of hunger occurred to a volunteer in charge of laying the buoys – he'd gone ashore with speedboat and buoys.

The second race, on the following day, is run in winds between 10 and 15 knots. After a first beat with unstable winds, a change in the wind direction transforms the race in the typical horse race. Boats follow one behind the other. We are first in front of the Montefuscos. During the second race of the day, the wind settles but goes lighter too. Once again many boats make an early start and it's not easy to find one's space on the first beat. During the first reach tactics are crucial for not being sheltered by the others, and at the ground borders many crews manage to take advantage of this. We win again, achieving the first place overall thanks to Favini having had a bad day.

On the third day we sail three races in a nice southerly wind with gusts up to 20 knots. It seems to be the Montefuscos' day, they win the first race, but are disqualified for an early start. A question arises: Is it better to start early and hope not to be caught or make a proper start and be hope-

lessly behind? In my opinion everybody should be given the chance to start regularly, even if this would cost a few more delays. During the second race *Vanna* dominates and we get a good second, in front of the *Fiamme Gialle* crew with Paolo Cian at the tiller.

After time for a sandwich, the third race of the day starts. Favini goes well around the first buoy but some accident with the offset buoy costs him quite a few positions which will eventually turn out to be crucial at the end of the championship. Unexpectedly, Pellizzaro conquers the first place on a fast *Magica Fata*. On the next to last day, to everybody's surprise, the wind blows at 35-40 knots and the races are all cancelled. Ourselves and Favini are mathematically first because, thanks to a maybe arguable rule, only one race can be run on the last day. And so it is. The last is a match-race against a very competitive Favini and the championship is ours.

Michele Ivaldi is Vascotto's tactician on Parimor Murphy & Nye.

1997 Italian Nationals, 66 boats

1 402	<i>P M & N</i>	Rubbini F.	4 1 1 4 2 5 9 17
2 219	<i>Vanna</i>	Sestini B./Favini F.	1 7 5 1 1 6 5 19
3 434	<i>Faimma Gailla</i>	Cian Paolo E.	2 3 13 6 3 7 6 27
4 158	<i>Citta de Lecce</i>	Bizzarro/Montefusco	3 2 6 pms 6 12 1 30
5 186	<i>Midland-Baraldi J Celon M.</i>		9 8 7 2 9 4 4 34

Irish crew wins '97 British Nationals

by Ward Woods

We arrived at the British National Championship, sailed at the Royal Western YC July 12 to 15, on Queen Anne's Battery in Plymouth, late on Saturday morning, after driving from Holyhead overnight. We were in a fairly confident mood having won all five races in the Welsh National Championships two weeks previously. While the entry in Wales was not large, there were many well-known British J/24 sailors.

We had the boat launched and rigged by 2:30 ready for the first three races starting on Sunday morning. Sunday dawned dull and overcast with a 15- to 20-knot southwesterly blowing, leaving the 31 entries lining up for the 11 am start flying working jibs.

The course, which never varied during eight races over three days, was windward-leeward with twin leeward marks forming a gate that reduced congestion very effectively. Stuart Jardine, winner of the Dublin Bay Europeans in 1995 and reigning British National Champion, had the perfect start to this campaign with a comfortable win in the first race. We sailed a steady race in *Jessica* crossing the line in fourth place only to move up to third when Frenchman D. Pierre was judged to have started prematurely.

Race Two logged two general recalls before starting under the black flag rule. The French contingent showed its strength with D. Pierre in first, C. Pinot in third and L. Videau in sixth. *Jessica* finished fifth with another solid showing. The Jardines slipped to seventh. In the last race on Sunday, *Jessica* had her worst result of the regatta, crossing the line seventh but moved up to sixth after yet another French team was OCS. Once again the Jardines won this race in perhaps the most difficult conditions of the regatta – a lumpy, building sea. Our finishes of 3-5-6 left us reasonably satisfied in third overall behind Frenchman C. Pinot and the Jardines, but definitely feeling we could do better.

Race Four began on Monday morning at 11 am with a clean start in a light breeze, but with more wind in the forecast. *Jessica* had the best start allowing us to tack first to the favoured right right-hand side of the beat. We held a narrow lead at the first windward mark and never relinquished it, winning a close race by just a few feet ahead of D. Pierre and L. Videau.

Drifting downwind after this race we noticed that the tack slug on the mainsail had torn from the sail. This led to some panicked repair attempts before Race Five. Repairs were completed but seemed to affect our concentration as we had our first bad start of the regatta. We quickly found clean air and tacked up the middle of the beat. The fleet was spread evenly on both sides and much to our surprise we found ourselves with a narrow lead at the first mark. This was our best race and we won comfortably in front of the Jardines.

Further repairs to our mainsail were required between Races Two and Three. Tired after two races, this repair probably kept us focused on the race ahead. After another good start we arrived in third place at the weather mark. We took the lead on the second beat and a clean sweep for the day beckoned. It was not to be as one of the ever dangerous Pinot caught a couple of waves to pass us on the final run and close covered us up the final beat to record their only win. We sailed ashore thoroughly satisfied with our two firsts and a second and a clean slate on protests.

Tuesday morning, with two races to go, the scoreboard showed that we held the narrowest of leads. We were one quarter point ahead of Pinot, 2.5 points ahead of Pierre, 5 points clear of the Jardines and 7.5 points ahead of Ellis. The rest of the fleet had fallen back too far to realistically threaten the lead.

The first race Tuesday proved to be a very tense affair, and though we finished third we lost the overall lead by .75 points to Pinot. However, after much addition and subtraction afloat we discovered that we could not finish worse than third overall. Knowing this seemed to calm us down as we prepared for the final race.

We had a great start and, after covering our nearest competitors up the first beat, we reached the windward mark in a comfortable third. Close covering the competitors in fourth and fifth, we finished fourth ahead of Pinot and the Jardines, and behind Ellis's *Hitchhikers Guide to the Galaxy*. This proved enough to win the British Open Championships by 1.25 points.

Ward Woods helmed Jessica, with Mark Pettitt, Anna Walsh, Dee O'Byrne and Franz Rothschild crewing.



Charon tops '97 Europeans

Benoit Charon and crew aboard *CMCO* (Ken Read's twice world championship-winning hull *ex-Headcase*) earned a much-deserved win at the 1997 European Championships, held at Plymouth by the Royal Western Yacht Club from July 20 to 25. Despite very light winds on the first three days of the event, 10 races were held.

The first day light seabreeze that only filled at 2 p.m. underlined the French contingent's light-air abilities. After two general recalls on a port-biased line that caused principal race officer David Warren to raise the black flag, the third start was clean. At the first windward mark, the first seven boats included five French crews as well as an Italian and a British team. The French boat, *Club D'Antibes*, helmed by Marc Bouvet, rounded first and stayed there until the finish. The top seven boats by the leeward mark had opened a lead over the rest of the fleet that rapidly spread out in the very light air.

The top British boat, Stuart and Adrian Jardine's *Stouche* (sponsored by Intersail and Hyde) gained five places after rounding the first windward mark and finished second. Other top British finishers were *Tiger*, helmed by Jim Anderson (seventh), and *Jam Too* helmed by Daryl Conyers (ninth). This turned out to be the only race of the day, as the last boats finished in a dying breeze and an increasing tide.

Light winds continued into the second day of the championship, again cutting short the programme to one race. With a cross tide on the start line, and 50 boats jostling for position, a clean start promised to be difficult. Once again, the fleet started under the black flag. The threat of instant disqualification did not discourage premature starters. Eleven boats were ejected, including *Club D'Antibes*, winner of the first day's race and one of the top British boats, *Hitch Hiker*. The fourth start got away, but there were more disqualifications. At the first windward mark Alistair Evans, helming *Cattle*

Truck, led the fleet. He gained a slight advantage going right. Unfortunately, he gybed at the hitch mark into the dead air behind the fleet and lost the advantage. Again, the French proved their dominance in these conditions, taking seven of the top 10 places in the provisional results.

Once ashore, the ejected boats appealed to the International Jury for redress and argued that the outer-limit mark was not anchored firmly and had moved on the tide. The Jury found in their favour, and awarded them average points.

A light wind finally held for the day, and Warren could complete the scheduled three races. With the result of the second race in the protest room, the standings after these races stood to change considerably. A heavy current favoured one side of the course.

Once again the French showed their speed in light winds, with *CMCO* taking the third race, *Logique Floue* winning Race Four and *Master* prevailing in Race Five. David Ellis shot up the rankings with a consistent set of high placings. Two top boats, *Clubs D'Antibes* and *Stouche* self-destructed, finishing some of the races out of the top 10. The poor showings seriously reduced their chances for the title, proving again that the key for the top spot being consistency.

With the sun gone and the wind in, another three races started on Day Four. *CMCO* consolidated its lead, while *Hitch Hiker* put in steady top results. *Clubs D'Antibes* and *Stouche* came back to form.

A steady southwesterly greeted the fleet on Thursday morning. On a pin-end favoured line, *Stouche* came off the line first, preventing Ellis from executing his favourite port-tack flyer strategy – one he used to gain the right side of the course off the favoured-end of the line. *Stouche* never gave up this position, but Ellis, who had to duck off the line, employed some good tactical sailing to come back to second.



Action at the '97 European Championships at the Royal Western Yacht Club in Plymouth.

CMCO finished third, knocking in another top result. *CMCO* led the second race all the way around the course, until a large windshift to the west let *Stouche* nip them on the line. *SFG* was close behind in third. This windshift caused the race officer to move the course closer to the breakwater in Plymouth Sound. The position of the course under the cliffs caused some interesting windshifts. Crews changed positions rapidly in some exciting racing. Frenchman P. Ponsot won the race, with Italian A. Migliori close behind in second.

With two races scheduled and a light, shifty breeze, the title was still open. But, Charon and the crew of *CMCO* held their nerve to win with a race to spare.

Warren bravely set the fleet off in a very light south-westerly. All the crews went off on port tack to the favoured side of the course. At this stage, both *CMCO* and *Hitch Hiker* were down in the pack and the race was wide open. By the

time the leaders reached the windward mark, the wind died. Three boats rounded the mark with a substantial lead on the rest of the back. The next bunch anchored mere yards from the buoy.

The wind filled slightly, allowing the rest of the fleet to round. But the first three (*Clubs D'Antibes*, *Cattle Truck* and *Wijit*) took first, second and third respectively. *CMCO* sailed well in this fluky wind to finish sixth and take the championship.

The last race saw a little more wind. A large windshift to the west on the first beat gave Gill a good lead by the windward mark. They held their lead to the finish. *Hitch Hiker* put in a fourth to confirm second overall. The best performance of this race was by Jim Griffiths' 1979 Westerly boat *DJ* who came fifth. After a good first beat they held their position and pulled away from some of the better known crews of the J/24 fleet.

Ashore, the Marina and Club facilities were enjoyed by all, with Carlsberg lager for all crews after racing each day, and videos from the day's sailing. At the prizegiving, Charon praised the club, race committee and other competitors in excellent English, which was much appreciated by all. Many crews were already discussing the prospect of the next European Championship at Port Crouesty, France, with the thought of excellent sailing, oysters and wine.

Molson Dry 1997 Canadian J/24 Championships

July 31- August 3, 1997

by Michael Kidd

For the first time in its history, the J/24 Canadian Championships were held in Western Canada. This recognizes the recent growth in both Vancouver and Vancouver Island J/24 fleets. As recently as 1992 there were only 3 or 4 J/24s in Vancouver. The regatta was held at Royal Vancouver Yacht Club on English Bay in Vancouver B.C. Vancouver is about 150 miles north of Seattle, Washington.

The fleet of 32 boats experienced two beautiful sunny days of 10-12 knots of a steady thermal west wind, and two frustrating days of 3-8 knots of wind. The thermal was weaker than normal for most of the summer, might as well blame El Nino. The midsummer temperatures of 25 Celsius (80 Fahrenheit) along with the spectacular local scenery showed why tourism is the fastest growing industry in Vancouver. The dates of the regatta coincided with a million-dollar summer fireworks festival for which the yacht club's upper deck bar provided the perfect vantage point. Those willing to stay up until nightfall at 10 p.m. on the Wednesday and Saturday nights were not disappointed.

The full eight race series was completed and the top three boats finished only points apart. Richard Self of *Castor* took the series over Brett Willetts in *Atom Ant* with Richard Clarke in *Lahaina Fish Co.* a further point back. Richard Self boasts a top-notch program that includes a crew with Olympic and America's Cup experience. Richard has also won two Eight-Metre world championships himself. The crew consisted of helmsman Dave Willetts, Scott Davis, Paul Cobban and Jim Christiansen. They needed all their experience as well as strong teamwork to overhaul the four sailmakers that finished second, third, fourth, and fifth. Both *Casper* and *Atom Ant* have qualified for the 1998 Worlds by finishing first and second. The top 11 boats were all from the local Vancouver fleet except for Tim Knight/Jeff Eckhard from Victoria in 4th and Paul Bogataj from Seattle in 6th.

The festivities got under way on the night before the real racing started with a practice race held during the clubs weekly Wednesday evening series. Thirty Js jammed on the short Wednesday night course was quite a shock and got everyone's lungs warmed up for the real thing.

The strong Wednesday night breeze gave way to a feeble westerly on Thursday that saw a shortened and then eventually abandoned race, followed by a light air race that was completed. Friday's 10 to 12 knot thermal allowed for three races and then a light air Saturday program followed by another sunny 10 to 12 knot thermal on Sunday.

The fleet included 19 local Vancouver boats plus five from Vancouver Island and five from Seattle, Washington. Three charter boats were provided to the Eastern Canadian crews of Don Williams from Halifax, David Walters from Toronto and Peter Woods of Ottawa.

Since the winds and tides for the regatta were not by the book, the "local knowledge" imparted to the visitors only served to confuse them more. Of course the locals were equally baffled by the repeated failure of the common "bang the beach" strategy. However, this made for a more level playing field.

Past CJCA President Don Williams – with current President Don Ferguson of Toronto in his crew – made their presence well known by losing a protest, hitting the committee boat and retiring, taking a black flag, winning Race Seven and then taking a 20% penalty in Race Eight. It will be hard for them to forget this regatta (and hard for us to forget them). We thank them and the two other Eastern crews for making the cross-country trek to make this a truly national event.

The financial support of the title sponsor Molson Dry beer and co-sponsor Pepsi All-Sport made a very active social program possible. This included hosted dinners and entertainment on three of the four nights of the event. The social committee headed by Dawn Jordan and Tracy St. Claire put on a great show with the highlight being the Theatre Sports performance (improvisation theatre) on Saturday night.

Regatta Chair Lorne Chapman and Jury Chair Rick Hatch took some lighthearted ribbing as well as the unfortunate crew who took the full time limit for Race Five and still failed to finish despite going through the finish line three different times. Obviously they forgot the string theorem.

Other local sponsor support allowed numerous daily prizes each day (it paid to come third not first on the day). The Western District donated a new perpetual trophy for Day One winner and the first winner was Brett Willetts. Fred Stearman and his crew on *Illini* won a special award from Molson's for consuming over 100 of the sponsor's products during the event, although they were unable to attend the final day prize giving to accept the award.

Holding of this event in Western Canada has given a further boost to the still growing local J/24 fleets and arguably the J/24 is now the largest active one-design in Vancouver.



ONNE VAN DER WAL, PHOTOS



The Next Step for young women

There are many great women sailors already out there, but there's always room for more. With this in mind, Rolex sponsored and coordinated with Media Pro International to organize the Next Step Program.

Next Step brought 13 top young women to Newport to show them where sailing could take them. The young sailors were primarily from New England for the pilot version of the program.

Friday night, the girls attended a dinner where they talked with some of the competitors about opportunities in sailing for women. Saturday, the girls watched the competitors get ready to race, attended the morning weather briefing and followed the racing from spectator boats.

"Rolex brought these girls – who are really dedicated to racing and are the cream of the crop on their level of racing – to Newport to expose them to women sailors, the Rolex event, and J/24 racing," notes Joni Palmer, a junior sailing consultant who worked with Rolex and Media Pro in coordinating Next Step. She added that Rolex hopes to continue the program in future years.



Alison narrowly wins her fifth Rolex Championship

by Kim Couranz

In the last race of a hard-fought series, Betsy Alison (Newport, R.I.) notched her fourth consecutive and fifth overall Rolex International Women's Keelboat Championship title in September. Sailing *Willy* with Nancy Hood, Kris McClintock, Karen Neri, Nancy Haberland, and Dini Hall, Alison narrowly won the event. Had Jody Swanson (Buffalo, N.Y.) and the crew of *Swan Dive* not been OCS in the last race, they would have won the regatta.

More than 200 of the world's best women sailors came to Newport, Rhode Island, from as far away as Japan and New Zealand September 21 to 27 for the seventh running of this event, sailed since its inception in J/24s. The 36 teams, most sailing with crews of six (although a team of five and a team of seven were spotted), enjoyed a variety of weather conditions and tight competition during the 10-race, two-throwout event, sailed on Narragansett Bay and Rhode Island Sound.

Felicity Hayward (Toronto, CAN) was the top skipper from outside the United States, finishing seventh overall, with crew Melissa Clark, Storey Holt, Heather Jones, Philippa Clarke, and Martha Henderson.

To get a feel for the local conditions, most teams took advantage of the on-the-water practice session Monday afternoon run by North Sails. The women practiced starting maneuvers on a tight line just south of Rose Island up the bay from Newport. As wind conditions that built from the top end of the big genoa to bottom end of the little jib, the afternoon also gave the teams the chance to do some boatspeed testing.

The first day of competition, Tuesday, dawned with weather reports predicting 25 knots and 7-foot seas out on the ocean. Race organizers decided to keep the fleet in the Bay. Three races were held in the area between Rose and Gould Islands, requiring a bit of careful navigation to avoid Halfway Rock. The breeze did not hold as forecasted. The committee ran two Gold Cup and one windward-leeward races in winds that slowly diminished to 12 to 14 knots.

An indication of how tight the competition is at this event, a different team won each race – Vicky Sodaro (Tiburon, Calif.), Cory Sertl (Rochester, N.Y.), and Swanson.

Wednesday woke up windy and cold and racing was postponed to give crews on five boats that had been damaged



ONNE VAN DER WAL PHOTOS





overnight time to make repairs. A front that passed overnight shifted the blustery wind 180 degrees from the previous afternoon. The strong north wind left many of the boats docked at Fort Adams State Park vulnerable. Hulls rubbed hard against the docks, and rigs had swung into each other with all the rocking, causing damage.

While boat repairs were underway, the wind decided to take a vacation. By the time the AP on shore came down and boats headed out to the ocean, the breeze died completely. A light seabreeze filled later, and the day's only race started in gentle wind. By the time Alison crossed the finish line to win the race, however, the breeze built to 15 knots, challenging competitors whose rigs were set for light air.

The women made up for some lost time on Thursday, sailing three races on the ocean. Alison crossed the line first in the first race, but was OCS, handing the win to Courtenay Dey (The Dalles, Or.) and Ellie Field (Little Compton, R.I.) and their crew. Swanson and Alison won the other two races.

Three races brought close-quartered sailing especially at the many mark roundings. The day was filled with protests that kept the jury busy until late that evening. (Overheard outside the protest room: "We're 19th in line at the moment!") The results of some of the protests had some important effects on the standings. With an OCS and one DSQ as her two throwouts, Alison looked to be in trouble and couldn't afford another bad race.

On Friday Swanson won the first race in 5- to 10-knot conditions and Sertl prevailed in the light and shifty conditions of the second race.

The eighth race of the series, a five-legged windward-lee-

ward, was a bit lopsided and most boats could not lay the starting line on starboard. The first windward leg was a one-tack drag race to the weather mark. Windshifts continued. On the last downwind leg, crews used genoas to get to the leeward mark and spinnakers to get to the finish.

The difficult conditions kept scores tight. At the end of Friday's racing – counting the two throwouts allowed if 10 races were complete – crews in the top pack were neck and neck. Swanson had 17 points with Alison was 2 points back. One point separated Sertl (25) and Sodaro (26). These crews still had to keep an eye on the big picture, as the fifth through 12th place crews included a tight group of talented sailors who were punched out from the rest of the fleet.

Racing started in a light northerly on Saturday. The breeze eventually died and left the women floating as fast as they could when the two-and-one-half-hour time limit expired. An unsteady southeasterly filled in and gradually clocked to the right as the 10th and final race started. With points as close as they were, every tack and gybe often meant gaining or losing a place in the overall standings.

Dey & Field won the race, while Alison finished fourth. Swanson rounded the top mark in 11th. She fought back to cross the line sixth. That would have tied her with Alison and won her the regatta on a tiebreaker – had she not been over early at the start.

As with any event sailed in J/24s, off-the-water activities were important as well. The festivities kicked off with an opening reception on Sunday evening at the Ida Lewis Yacht Club. After evening hors d'oeuvres at the Candy Store at the Clarke Cooke House, Monday was free, giving the women

time to complete last-minute boat repairs, eat a good dinner and go to sleep early.

The international group donned plastic lobster bibs for a New England lobster (and chicken) feast at Kempanaar's Clambake Club on Tuesday night. Wednesday, the sailors invaded the Newport Art Museum for hors d'oeuvres and the chance to see a special exhibit of Winslow Homer wood etchings from the 1850s, 60s, and 70s. The women went to the beach for dinner on Thursday - to the Rotunda at Easton's Beach for International Night, featuring pasta bars and stir-fry. A highlight of the evening's entertainment - karaoke - was Heidi Backus Riddle and team *Flamingo's* rendition of "Newport, Newport" (to the tune of "New York, New York").

Friday night off gave the teams time to explore Newport, rest up for Saturday's grueling racing and for the awards party at the elegant Marble House mansion on Bellevue Avenue. Accepting its sixth-place overall trophy, the crew of *Flamingo* dared the other competitors to top their karaoke performance at the next Rolex. We're all looking forward to seeing who rises to the challenge.

Why I won't quit sailing

Ok, so I have a hard time with failure. There, I've admitted it. But after spending the past two years with one goal in mind - to finish in the Top 10 at the Rolex - 12th just wasn't going to cut it. After the frustration of losing 10 boats on the last leg of Friday's second race (I'm not kidding, 10, costing us at least two places in the regatta), sailing under spinnakers to the supposedly upwind finish, I was convinced that Saturday would be my last day ever racing sailboats.

Well, of course that wasn't the case. I went racing four days later, and I'm getting back into J/24 racing just a week after the Rolex (when my skipper's husband gets to drive what is, after all, his boat too).

The drive home to Annapolis gave me some time to think about why we race sailboats and why we keep coming back - even if we don't win or achieve our goals.

For one, we love sailing. Newport showed us all sorts of weather conditions, challenging us to react to puffs, lulls and shifts, to think about current and predict/guess what the weather would do. That every day of sailing is a new experience because nothing is ever exactly the same, draws us back.

Regattas are enjoyable as well, and sailors are fun people. At the Rolex, the women on *Hakuna Matata* sailed with a foam lizard hanging from their stern pulpit. When they got to the boat on Saturday, they found in place of the missing lizard a ransom note using the names of competing boats, as in, "We'll throw the lizard in the Mosh Pit." That sort of fun just doesn't happen anywhere else. (To the women of *Hakuna Matata*, I promise it wasn't the crew of *Harold*.) But I'll give you all a few more clues if you haven't gotten your lizard back.

And, yes, there is the competition. In a pure one-design class like the J/24, anyone can win any given race on any given

day, so why not just keep trying? And no matter where you finish in the fleet, everyone works and thinks hard. We all learn along the way.

Most importantly, we develop friendship, both with our crew and the other teams we meet at regattas. Racing J/24s, we run into friends at regattas year after year, which is really neat.

Friends we make through sailing are the friends we keep for life. They are the only people who really understand what makes us tick. They share our motivations. They understand why we enjoy being on boats, sopping wet, battling up the weather leg in breeze where the little jib would be more comfortable, but we use the genoa for power. They understand why we work the genoa hard in and out to get through those big waves. They even understand why we do all this for a week straight - and don't think we're crazy for it (or if they do, they accept us just the way we are).

On that note, thanks to Joni, Joyce, Beth, Lisa, and especially to Margaret and Jill for keeping me sailing!

I'll see you all in Newport in two years!

- Kim Couranz

Caribbean Fleet and CORT '97

The J/24 has been a popular class in the Caribbean Islands for many years. J/24 sailors compete in PHRF and other handicapped events with great success. The Rolex Cup, one of the most prestigious events on the calendar, was won outright by J/24s from 1978-81. In '95 and '96 it took an out-of-the-box carbon-fibre Nelson Marek 46 to repeat the same performance.

In local PHRF racing, the J/24 had strong appeal because of its equal rating – at least this had the label of a one-design fleet. However PHRF saw stripping-out without penalty. This was great for those prepared to go to such lengths; but many became disillusioned over time as a wide spread of results followed. The Caribbean Sailing Association rating system was widely adopted in the early '90s. This is a measurement rule with factors to account for rig and hull variations. The variations in J/24s produced a spread of ratings that was again unsatisfactory. The optimal configuration of rig and sails included oversize spinnakers, 120% jibs and longer forestays without corrector weights or class required equipment, plus a crew weight limit in excess of 500 kg.

The concept of class racing received a revival with the Central American and Caribbean Games in Puerto Rico in 1991. A National J/24 Class Association was established in Puerto Rico in the '80s and for a while class racing was strong. However, when racers returned to their local areas they saw no benefit to racing in class-legal trim when there was no credit on the rating – out came the corrector weights.

A fleet of 10 or so boats contested the 1996 CORT (Caribbean Ocean Racing Triangle) Series and the variations were quite obvious. Ratings protests at the Rolex Cup Regatta led to all J/24s having spinnakers checked and many class-legal sails were found to be oversize under the CSA rule. After this, a greater spread of ratings emerged. This was clearly unsatisfactory and at the final leg of CORT, in the BVI the following week, J/24 owners met and resolved with the help of CSA to bring the International J/24 Class to the islands and adopt true one-design racing across the board.

Since then faxes and e-mails have flown between George Silver in St. Croix, Hector Jimenez in Puerto Rico, Robin Craigen in Tortola and the IJCA to arrange a measurement training seminar in Tortola. International Technical Committee Chairman, John Peck from the U.S. flew to Tortola in October to train measurers and conducted the first measurements. Now in the Leeward Islands, 20 J/24s are class-legal. National class associations exist in the B.V.I. and U.S.V.I. as well as the existing NJCA in Puerto Rico. These are recognized by the CSA and regatta organizers as the authority to regulate the class.

The 1997 CORT Series was the most competitive on record. In the three-regatta series, run on consecutive weekends in Puerto Rico, St. Thomas and Tortola, Efrain Lugo's *Orion* clearly dominated followed by Jose Caballero's *San Juan Star* and the ever-present *Son of Syndicate*, sailed by Eric Tulla.

For those looking to escape the cold winter climate and race in such great conditions next year it is certain that boats will be available for charter. Contact the BVI, PR and USVI Class Associations for details. The first J/24 Caribbean Championships are planned for June 1998.

CORT 97: Heineken Cup, Puerto Rico

March 23 - 25, 1997

After enduring 25 to 30 knot trade winds for most of February and early March, the Leeward Islands suddenly fell under a blanket of calm that said, "It must be time for the CORT series." Among the J/24 fleet there was a great deal of excitement and we waited eagerly for the scratch sheets as we completed registration.

Due to a variety of circumstances, only 50 percent of the Puerto Rico fleet entered the event despite the fact that fifteen boats are class legal. This was a big dent in the impact we hoped to have at the start of CORT. Biggest sympathies go to Hector Jimenez, the dedicated president of the PRJCA who was behind much of the preparation for the J/24 Class measuring. Hector's crew called him the week before the regatta, after months of practice together, and announced they would not be racing due to business commitments. Hector's boat *Carolo* is worthy of a place in a museum: You could shave in the reflection of the clean bottom and you need sunglasses to avoid the glare from the fresh varnish inside. However for CORT '97 *Carolo* sat on a trailer. Another Puerto Rican boat, *Yes!*, suffered a broken mast practicing in the strong winds during the previous month.

The CSA rating caused a variety of ripples among J/24 owners. The Puerto Rican fleet met the week prior to CORT and argued that as the CSA rating allows a crew weight limit of 1132 lbs, against the IJCA limit of 882 lbs, and while we can race in class legal trim, we would be penalizing ourselves in the typical 15 knot winds against the fleet when considering overall prizes if we enforce the lower crew weight. The Puerto Ricans voted to sail with the CSA crew weight limit as an exception to racing in J/24 class-legal trim. Visiting yachts from the BVI and USVI opted for the sake of unity to follow suit. The issue was raised at a class meeting in PR and we resolved that it is our primary goal to race in true class legal trim by the end of the year.

So 12 J/24s met on the starting line of the first race. Puerto Rico is the favorite event of CORT for the small boat

sailors. The committee set short two-mile leg, windward/leeward courses that are a good match for all. The winds were 5 to 10 knots with flat seas, clear skies and temperatures in the 80s: perfect sailing weather.

From the first gun of the day the whole fleet stayed tightly bunched, and as the first boats began to trade tacks, it was obvious that boat speed was no longer the only way to the front. Level racing was taking place and tactics played the decisive role. For visiting yachts, where local fleet numbers are small, the first race was a big learning curve. Getting in phase with wind shifts and finding better pressure were key, as well as dodging the competition. In the final beat the wind gods played an evil trick on the leading group of five boats.



Son of Syndicate covered *Orion* and took *Exodus* and *Spellbinder* to the left side of the course. A 40-degree wind shift put them to the back of the fleet and catapulted *Tee Time*, skippered by Luis Lomba, a newcomer to the class, to first place followed by *San Juan Star*, *Roadkill* and *Jambo*!

Orion, smarting from their eighth place on Day One, came out with all guns blazing to score two bullets in Races Two and Three on Saturday. Their boatspeed was impressive at all times and aggressive tactics pulled them up the fleet all day. Visiting yachts spent a great deal of time trying to figure out how they were doing it. The closeness of the fleet saw boats climbing to the lead only to round the next mark at the back, but Efrain Lugo's *Orion* was always there. *Tee Time* again showed great consistency while Eric Tulla, long time master of the J/24 class, was having a terrible time finding his way to the top on *Son of Syndicate*. George "Moose" Silver's *Roadkill* was having a great regatta showing consistency of 3-3-3 until they were DSQ'd for a start line collision with *Son of Syndicate* in Race Two.

The issue of class compliance reared its head on day three when the first checks were made. After Race Four, *San Juan Star* was found not to be carrying all the required safety equipment. Three other yachts checked were clean. However the concept of self-policing in the J/24 Class is so new that when it came to consider a class protest, the regatta organizers had not made provisions. The protest wasn't heard. Subsequent amendments were made at the other CORT regattas, and this example served as a useful notice of intent

to see class compliance enforced by the measurers. The offender escaped with a stern warning to comply.

The last day of racing saw *Orion* dominate again. Skipper Fraitto Lugo with PRJCA President Hector Jimenez, on board calling tactics again led the fleet to the finish after crossing the start line late and clinched the regatta from *Tee Time* with *Son of Syndicate* in third. Again, the fleet was tight with all yachts finishing within two minutes.

Final positions saw *Orion* clinch the class by one half point from *Son of Syndicate*, with *Tee Time* in third, and *San Juan Star* fourth.

And so yachts made their way across the Caribbean Sea to the U.S. Virgin Islands, some 60 miles to the East.

CORT 97: Rolex Cup

March 28-30, 1997

Twelve J/24s met on the starting line in St. Thomas in the U.S. Virgin Islands. The Rolex is known for its long courses and day one was typically punishing on the small boats. Sailing the same course as the 80-ft. Maxi *Longhorn*, the J/24s beat around the Olympic Triangle course of some 20 miles in just over five hours. This was brutal on crews who were pushing themselves all the way just to beat the posted time limit of 4 p.m. *Longhorn*'s crew was home in time for lunch that day: The J/24s just made happy hour. *Orion* was again at the front followed by *Exodus*, *San Juan Star* and *St. Crispin's*

Day, from St. Croix. Inspections were high on the agenda and as the first three boats were checked, the measurers were amazed that Keki Figueroa's *Exodus* was sailing without most of the required safety and additional equipment on board. This time there was no delay in a protest from the Class and the judges agreed that *Exodus* be DSQ'd from the race with a strong warning to comply for the remainder of the event. The message was out and future inspections of the J/24 fleet were straightforward as owners proudly showed off their new equipment happy to be in a closely regulated class. The inspections brought the fleet much closer together.

Day Two brought a two-race format, both windward/leeward, which should have suited the smaller boats very well. The first race, over a distance of 6.7 miles, started in light winds of 5 to 10 knots. Again, a tight field worked its way up the first beat. The leading group emerged from the right side of the course where stronger pressure was to be found and again *Orion*, from Puerto Rico, was leading. Close behind was *St. Crispin's Day* and Peter Lauria's *Jumpin' Jack Flash*, the only entry from St. Thomas. Going down the run, the wind began to shift right and the leg was a straight procession to the gate at the bottom. A large squall built on the horizon and in anticipation of the expected wind shift, most of the fleet headed right. Again the leaders were punished for being in front. The 40-degree wind shift was far more than expected. As the leaders reached down to the mark, boats that had stayed to the middle of the course were lifted to the mark. Chris Stanton from St. Croix, at 16 the young-

est skipper in the race, took *Jersey Devil* to the front of the fleet, and he and his younger brothers celebrated their first win of the CORT. Up until now they had not found the form of last year when they finished second overall in Rolex and CORT. *Orion* made a good recovery to hold second away from *San Juan Star*.

For race three, the Race Committee set a slightly longer 7.7 mile course anticipating that the new breeze would hold. But the wind was fading even as the first classes started and among the J/24 fleet, hurried last minute rig adjustments were made to match the wind. The wind was barely enough the fill spinnakers downwind and no-one could believe that the Committee did not use the option to shorten the course as the time limit for the day approached. At the final windward mark, the fleet faced a 3-mile reach to the finish and *Orion* missed the time limit by 50 seconds. The fleet paraded across the line discontent at having wasted the afternoon, but the J/24 times were re-instated when the International Jury panel ruled that the time limit of 1600 was invalid as all yachts in the racing fleet, including the J/24 Class, were competing for the same trophy and therefore had to be allowed to record a finish time.

The final race of the Rolex Cup has almost always been the Coral World Race which took the fleet on a tour via Coral World in St. Thomas and up to the British Virgin Islands and back. This year the course was modified and racers were much happier with the skewed windward/leeward course of 17 miles in the Pillsbury Sound.

Conditions on Easter Sunday could only be described as ideal with a fresh 10 to 15 knot wind and small waves under a clear blue sky as the fleet hit the line. *Jambo!*, from the BVI, hit the line perfectly pinning *Orion* underneath with all boats aiming to go right, playing the shore and avoiding the current around Great St. James Island. As *Jambo!* broke right, the fleet came over and a tight pack crossed each other all the way to the mark. *St. Crispin's Day* rounded the windward mark first, followed by *Exodus* who was caught in the current and drifted down into the mark. *Jambo!* rounded next and held on starboard while a lot of the fleet gybed immediately and headed left. Current and better pressure on the right brought *Jambo!* ahead of *Son of Syndicate* at the first leeward mark with the remainder of the fleet drawn out behind.

Anticipating current *Jambo!* and *Syndicate* headed up the shore. *Exodus* took the right side and made up a huge amount of time when those on the left overstood. At the mark *Jambo!* passed just ahead and rounded to starboard. *Exodus* followed setting their spinnaker and then, in a moment of blindness, gybed straight into the middle of *Son of Syndicate* approaching on starboard. *Exodus* lost its forestay but through quick action by their crew was able to save the mast. Eric Tulla's *Son of Syndicate* was not so fortunate receiving a hole reminiscent of a cannonball fired from a pirate ship right on the waterline. Holding on starboard tack they were able to effect a patch with duct tape and limped home to end their most disappointing performance in years. *Jambo!* continued on their way with *Orion* now taking up the chase and dramatically was caught at the end of the last beat. *Orion* broke right and found more pressure and *Jambo!* covered too late to make up the difference letting *St Crispin's Day* through at the same time.

Keki Figueroa of *Exodus* picked up the Johnson's Reef Trophy for goodwill in the face of adversity on the race course after he paid the protest fee for *Son of Syndicate's* redress hearing and retired his yacht from the race.

Orion's young skipper, Fraitto, picked up his second trophy of the CORT Series and a new Rolex Submariner Watch for another great performance. Jose Caballero in *San Juan Star* was second with Luis Lomba in *Tee Time* third.

CORT 97: BVI Spring Regatta

April 4-6, 1997

Twelve yachts reached the starting line for the BVI Spring Regatta. *Tee Time* was unable to stay for the final event of CORT, but *Barclay KATS*, crewed by the KATS (Kids-And-The-Sea) program from Tortola, joined the fleet. The kids, all graduates of the island's learn-to-sail program (average age less than 14), turned in a great performance everyday and will no doubt be a threat in future events.

The wind that the Caribbean is famed for had finally arrived and the committee ran two excellent windward/leeward courses on day one. *Son of Syndicate* returned to the form of the past with a solid second behind the ever quick *Orion* in race one. Chris Stanton's *Jersey Devil* broke their boom at the start halting their charge before it began. They were able to sail back and rig a spare in time for race two. Race Two saw *Exodus* get away from the fleet when they led the fleet to the second weather mark, which was under tow at the time by the rudder of *Equation*, one of the big boats, driven by Peter Holmberg with his America's Cup Challenge crew on board. The mark boat tried to respond quickly to this incident but not before *Exodus* had rounded where they thought the mark was. As the next boat arrived, the committee hoisted flag M and threw out another mark and fired off a horn. *Exodus* was away while the fleet had to beat another 50 yards up to the new mark. After protest, the result was allowed to stand and *Son of Syndicate* collected another second, followed by *Orion*.

Day Two and Race Three saw steady winds again in the 15 to 18 knot range as the BVI Committee set an Olympic Triangle course. *Orion* dazzled the fleet with its powers of recovery after they were obliged to do 720-degree turn at the start following a collision with the transom of *Son of Syndicate*. Mid-race, they rounded a leeward mark right behind *St Crispin's Day* and made contact with their transom. They exonerated themselves with another 720 turn. Yet, they were still able to recover to lead *Son of Syndicate* home by 30 seconds with *San Juan Star* in third.

The final day of CORT brought similar conditions at the start of the previous two days. The wind rapidly built while other classes started. The J/24 fleet was split with half the boats switching to the 100% jib, and the remainder holding on to the 150%. The wind played a cruel game easing at the start and those stuck with the smaller headsail tried desperately to power up. Fortunately the wind returned for the second half of the beat, evening the score. In the leading group approaching the weather mark *Roadkill* waved *St. Crispin's Day* on port through and at the crucial moment

lost her rudder. A collision was just avoided but *Roadkill* was unfortunately forced to retire. Again round the mark it was another procession led by *Orion*.

The young crew on *Barclay KATS* were right up in the action at the mark and drew admiring glances for their determination as they hoisted their spinnaker – with five of them hanging onto the halyard to get it up! Finding the elusive puffs of wind coming off Tortola and Beef Island was the key to the downwind leg. *St. Crispin's Day* staying right looked good all the way to the leeward mark with *Orion* and *Son of Syndicate* close behind. Positions were largely unchanged on the next two legs and as the fleet rounded the final leeward mark the leaders headed right looking for more breeze. *St. Crispin's Day* and *Jambo!* saw gains in the shifts every time they moved left. *St. Crispin's Day* played the middle to cover her position on the leaders and *Jambo!* enjoying the more favorable wave direction pushed even harder left.

As the leaders reassembled approaching the final mark, *Orion* led with *Son of Syndicate*, *Exodus* and *Jambo!* following. Robin Craigen on *Jambo!* broke from *Exodus* hoping to gain from hitting the port-tack layline. The leading three boats sailed on waiting for *Orion* to tack and watched in horror as *Jambo!* was lifted right to the mark. *Orion* scrambled to get round just ahead of *Jambo!* and gybed immediately to port. *Jambo!* seeing a wind line building from the left stayed on starboard. *Son of Syndicate* also went for the port gybe following *Orion* into a windless hole. *Jambo!* held her speed, inched ahead and was looking good. In a gripping drag race to the line. *Orion* ground back the difference and in one great surf before the line crept through to clinch the regatta and the CORT series final race by 2 seconds. *Son of Syndicate* was punished for following *Orion* as *Exodus* crept in by one second to take third.

The first series of one-design racing was over and all agreed that the efforts of the measurers and Class Associations of Puerto Rico, St. Croix (USVI) and BVI had produced the best racing ever in the J/24 division. Many newspapers were quick to reiterate this point.

From the class meeting, held at the conclusion of CORT, there was an over-riding desire among the sailors to race in true one-design trim in the near future. The fleet seems certain to grow with the interest generated. For those looking to escape the cold winter climate and race in such great conditions next year it is certain that boats will be available for charter. Contact the BVI, PR and USVI Class Associations for details.

Spi Ouest France

Oysters And Wine Galore!

by Annick Hurtel and Stuart Jardine

The 19th Annual Spi Quest was sailed March 27 to 31, 1997 at La Trinite Sur La Mer, France. La S.N.T. - Societe Nautique de la Trinite organized the regatta and *Ouest France*, the largest circulation newspaper in France, sponsored it.

La Trinite is one of the best known sailing harbors on the south coast of Brittany. The other most famous port is La Crouesty, which is where they will hoist the flag for the 1998 J/24 European Championship.

The local crews were very well represented. Four British crews made the journey to compete with our best helmsmen. Jean Pierre Dick, skippering *Sweet Tart*, sponsored by Clubs d'Antibes, Chris Larson's former world champion boat. The struggle between the three leading boats was very close. Each leader had won two legs.

A six-race schedule from Friday to Monday is always a good opener to the European sailing calendar. The regatta committee regularly introduces a long race, up to 40 miles that invariably ends in the dark, testing both the navigation lights and the crew's skill in night sailing with minimum aid.

The Jardine brothers started the regatta strong with two firsts and a third. Both Jean Pierre Dick and "The Little Big Man," Luc Videau, the French champion, were close behind. This left a head-to-head in the final race between Jean Pierre Dick and Stuart Jardine. Jardine had the advantage of knowing that as long as they could keep Jean Pierre out of second place if they won – or below fifth if they didn't – the regatta was secure. The Jardines placed themselves close under the lee of the French boat at the start and maintained a loose but healthy cover for the remainder of the race. When on the final beat, it was obvious that a win was not in the cards.

At the end the Jardine brothers, sailing aboard *Stouche*, showed their superiority and won the regatta. Stuart Jardine commented, "This year, we tried new sails. The boat was really very fast, faster than last year; but, it began to be difficult to win. The French are better trained and are getting better and better. Of course, the brothers Jardine will be back next year. But maybe for the last time. Did you notice our age? We're 63! So, I think we may well retire after this..."

Our beloved France JCA chairman, Andre Bourles, who was generally not very keen on this competition, was just great this year. He was particularly well placed. He placed fourth in two races. You can see that being busy with the administration of the class and organizing the 1998 Europeans did not stop him from concentrating on the water!

The high point of the event was the prize-giving ceremony Monday afternoon. There was a special prize given to the first boat in each series. Each winner was weighed on a scale that balanced him against an equivalent in oysters and wine. So, Mr. Jardine was awarded 73 kilograms (approximately 600) of oysters and 73 bottles of Muscadet.

Prizes were given by the sponsors to the second and third place skippers in each series: Brittany Leg Cup, Aigle clothing, S.F.R. bags, and Beuchet watches.

For the 20th Anniversary of the Spi Ouest France, the committee is planning something grandiose and hopes to have more foreign crews and perhaps some Americans, as well. The French are already polishing up the hulls in anticipation.

Spi Ouest Regatta results

1.	GBR	4215	Jardine, S.	<i>Stouche</i>	17.10
2.	FRA	5160	Dick, J.P.	<i>Clubs D'Antibes</i>	21.00
3.	FRA	4357	Aubert, P.	<i>Julia</i>	41.40
4.	FRA	4789	Videau, L.	<i>Boomerang</i>	41.70
5.	FRA	4230	Haudusse, A.	<i>Didjerydo</i>	42.70
6.	GBR	4242	Ellis, D.	<i>Hitch Hiker</i>	45.70

North Sea Regatta in Holland

The North Sea Regatta, sponsored by GROUP 4, is a large, national event with IMS and one-design competitors sailing out of the old fishing village of Scheveningen. In 1997, a total of 450 entries competed for the prizes.

In the J/24 class there is always very close competition on this difficult water. (There is a tide stream of 2 to 3 knots). Everyday the North Sea Regatta distributes a regatta magazine. The J/24 Class was displayed with photos and articles.

After three races, in the 13-boat J/24 Class was very competitive. First, second and third place boats all had the same points. The fourth and final race was a winner-take-all race. Unfortunately, all races were canceled due to an enormous sea fog with visibility at 20 meters or less. All competitors had to find the harbour and not end up on the beach.

As Dutch IMS sailors do not have a one-design class, the interest in existing one design classes is gaining more popularity in the Netherlands. The J/24 Class is steady competitor for this race.

The IMS fleet is presently spread around in X Yachts, ILC 40s, Mumm 36s and custom one-off boats. At the international events, the atmosphere and racing with the J/24 gives the class a steady membership. The Dutch Royal Yacht Club recently brought three J/24s for instruction and racing with their young people.

Italian J/24 Team Championship

In the middle of July in Castelletto di Brenzone, located in the middle of the famous Lake Garda, the local club hosted the 4th Italian J/24 Team Championship. Six teams from Genova, Rimini, the Italian Navy and three from the Garda fleet entered the regatta which was held over three days. Of the foreseen 15 races, only 13 were completed due to a lack of wind on the third day. In each race, three-boat teams raced against one another while two umpires followed. The course was about 20-minutes long with the finish downwind to be immediately ready for the next start. This allowed the race committee to stay at anchor all the time at the same place.

The Genova team, as well as Garda 1 and Garda 2, were formed by well-known Italian helmsmen. It was very unusual

to see them helping each other against other competitors. The secret of the winning in fact is to make a member of the other team finish the race in last place while having one of your team finish first.

We will repeat the format and also introduce club team racing, encouraging teams to visit other fleets and use the local J/24s. This avoids the costs and problems connected to moving the boats around Italy. This format is very interesting and we will promote this kind of racing because it is in the spirit of group efforts. Castelletto di Brenzone was very hospitable, offering drinks and spaghetti to all participants at the end of the races each day.

Italian Team results

1.	Italian Navy	ITA 416-ITA 417-ITA 418
2.	Garda 1	ITA 339-ITA 347-ITA 367
3.	Genova	ITA 92-ITA 377-ITA 444
4.	Rimini	ITA 143-ITA 209-ITA 241
5.	Garda 3	ITA 243-NED 10-GER 29
6.	Garda 2	ITA 198-ITA 433-ITA 446

Italian J/24 news

Vasco Vascotto has been well known for a while as one of the most able helmsmen in the class. But not many would believe this 25-year-old guy from Trieste could win most of the races in which he participates. Competition in Italy is high, and there's no shortage of boat owners who can afford to offer interesting rewards and programs. Vascotto goes with nonchalance from the ILC 30 world championship, to the national title in the ESTE 24 and to this Italian J/24 in Gallipoli. Consecration? Who knows? Certainly congratulations are in order because Vasco Vascotto has stopped, at last, being the young, rising star of Italian sailing. As a stubborn "donkey" (in his Muggia they'll understand what this means), Vascotto has decided to turn into a professional. Put aside (despite himself) Olympic ambitions, he has dedicated his efforts to open sea and one-designs, with application and method. Talent was there. Now results, too.

In Gallipoli and during the rest of this year on the J/24 *Parimor Murphy & Nye* there was another talent to help Vasco out with tactics: Michele Ivaldi, kept away from the Olympic circuit by university commitments and reflection pauses – but the Olympic world is already calling out for him.

In competition against the two of them is Flavio Favini, last Italian nationals winner and a very classy helmsman. He is a very fine interpreter of J/24s (and not of J/24s only). Once we've talked about the two main characters, Vascotto and Favini (five victories out of seven, the other two to Montefusco and Pellizzaro on *Magica Fata*, best outsider) it's left to comments on the world of J/24s which still represent the favourite keelboats in Italy. To see 66 J/24s in such an off the track (but wonderful for wind and atmosphere) place such as Gallipoli is a nice view.

To the new class secretary Francesco Ciccolo (Pinetti Masini leaves after eight years) congratulations and our best wishes for solving also the small contradictions of which we'll talk about in following issues.



YOICHI YABE, PHOTOS

3M Cup: Japan Women's Keelboat Championship 1997

by Michiyo Ishimaru

The only keelboat regatta that is solely competed by women in Japan was held in Sagami Bay, Kanagawa Pref. (60 km west of Tokyo), May 15 to 18. Nine boats and 60 women competed in this event. The competitors ranged in age from the teens to 40s, and included students, housewives and company executives.

Four races were sailed over three days. On all of these days, southwesterly light wind of 1 to 6 m/s was the condition and the competitors had to endure the strong current. Racing was very close between the top four boats and no one knew who the winner would be when the last race started.

Pop Gun, winner of the cup last year, won the regatta again and became the first boat to win this regatta consecutively. *Shellback*, whose jib trimmer, Keiko Nitta, works for the sponsor company of the regatta this year, Sumitomo 3M, also came close but finished in fourth place overall.

This regatta counted its 14th running this year. For the first time, important roles such as the race committee chair, chief of the measuring committee and protest chair were women. The competitors also participated in building up the event by taking part in the organization committee, and aimed at making the event easier for women to participate.

Among the competitors were six mothers of small children. The number of married sailors also increased, which is rare in Japan. I hope that the regatta will become the first race in Japan to facilitate baby-sitting services in the near future. In Japan, it is unfortunately often the case that women give up the sport of sailing when they get married. The J/24 women sailors are working hard to build an environment that enables sailing to be a life-long sport to enjoy.

The winning boat *Pop Gun* approaching the first mark. *Fer de Font Femme*, below

Sumitomo 3M is positively considering sponsoring this event again next year. We are hoping to lessen the burden for overseas teams that participate in this event. Please feel free to contact Michiyo Ishimaru at the secretariat office if you have any inquiries about the 1998 regatta at tel: +81-3-3293-5495, fax: +81-3-3293-9029

3M Cup results

1. <i>Pop Gun</i>	1-4-1-4	6
2. <i>Tosei</i>	5-1-2-3	6
3. <i>Fer de Font Femme</i>	3-3-6-1	7
4. <i>Shell Back</i>	2-2-3-8	7
5. <i>Claris</i>	7-6-4-2	12
6. <i>Pink Kiss</i>	4-OCS-5-6	15
7. <i>Harakara</i>	6-5-8-7	18
8. <i>Meisu</i>	8-7-7-5	19
9. <i>Lanitia</i>	9-OCS-9-9	27



Great! Great! Great Racing Regatta

October 11-12, 1997
Lake Geneva Yacht Club,
Fontana, Wisconsin

by Mike Kurzawa

In the tradition of the Lake Geneva Yacht Club, when the wind blows, races are held. The 10th anniversary of the Great Racing Regatta for the one-design J/24 Class was no exception – and in fact a real blast! But first the 36-boat fleet had to deal with Saturday's conditions which while pleasant enough were not anything like the perpetual week-long forecasts for "windy."

The regatta format began Friday with registration, crew weigh-in (class maximum strictly enforced), boat measurement, launching and purchase of the ever-popular raffle tickets for donated sponsor merchandise. As in years past, it was a good get-organized, make-ready day with temperatures near 80 and mild breeze.

Saturday morning completed the process and at 11 am the scheduled back-to-back races commenced on time. Race One presented a mostly 5-8 knot northwesterly. Muskegon's Laurie Poppen at the helm of Ken Gray's *Slurred Not Spoken* (formerly of *Flying Toaster* fame) picked up where they left off three weeks earlier when they won the final race of the District 15 Championship on Lake Minnetonka (Wayzata Club) near Minneapolis. Going right (north) early off the unusually long line, Laurie found a better wind which gave her a comfortable lead at the first regatta mark, followed by Mark Gurney's *Buzz* also from Muskegon, Michigan, and in third Lori Delfosse's *Diamond Broach* (the old *Lead Sled*) from Milwaukee with Eric Jones on the stick. By the second windward go-around, Poppen still first but now followed by Wayzata's David Ferguson and Mark Bowers team aboard *High Heels*.

Downwind, Poppen found her leading position of little help as boats from behind road a westerly breeze to windward of her and ahead approaching the leeward gate. Now it was Ferguson who was first to gybe-around for the final beat; *High Heels* worked steadily north of center toward the finish. Second around was Wendell Sherry's *Leprechaun* (Geneva) who mimicked *Heels*' course and seemed to be closing from behind with a slight edge in boatspeed. Three-quarters into the leg, a wiley shift from the west brought Muskegon's Brian Torresen (*DaBeanFlika*) and Eric Jones across from the south shore and momentarily into the lead as they both crossed Ferguson and Sherry. Ferguson tacked to go north again while *Leprechaun* continued west. The new leaders chose not to stay with Ferguson – first here in 1992 and second in 1993 and 1996 – so that when the wind swung back around, it was Ferguson again with a clear shot to the finish and comfortably ahead of Jones who just squeezed-out Torresen for second. Fourth was Gull Lake's Tim Knapper who had worked his way north from an initial south shore heading; fifth came *Leprechaun* struggling with little of the west wind which favored those ahead and those now closing from behind.

After some delay, Race Two began in the continuing northwesterly, this time with the starting area moved east toward Black Point and the top pin up under Conference



High Heels finishing first overall at the Great Racing Regatta

MIKE KURZAWA, PHOTOS

Point. There was a little more or less wind than Race One depending upon where one found it; after the first boat, the mark was moved west slightly out into the lake. First around was Geneva's John Mick with *Spot*, then Jon Gjerde and John Benizan on *Ullala* from Wayzata. *Spot* headed back south looking to revisit the westerly which brought him the lead after a leeward end start; *Ullala* followed. But others gybed with the idea that the wind was now to blow across the bay and turn down the lake into the leeward marks.

For the most part this latter course worked better as the left side of the run carried the fleet faster and lower. At the gate, those ahead almost unanimously headed west, but when it came to Ferguson's turn, he remembered the great advantage on the east side and so rounded the east gate. *High Heels* was now in clear air and moving fast. Tacking west, *Heels* locked in on a long starboard layline which brought some very nice lifts and a very nice lead at the newly-positioned top mark. Jones, Torresen and *Ullala* followed. At the finish it was Ferguson first, Jones again second and Milwaukee's Doug Kracht in third as he was able to pull ahead of Brian Torresen by playing the right-side (north side) shifts on the final leg. Fifth was *Zoom* and Chad Olness (first 1997 Sheridan Shores Race Week in Wilmette).

Race Three began in less wind. Traverse City's Tom Babel, 1996 District Champion at Geneva, decided not to wait until the second windward leg for someone to recognize that the right side was favored once again. At the start he immediately tacked *Bohemian Rapture* to port and north. Tacking back he was now favored, and rounded with a fair lead ahead of Chicago's Peter Wright and Wayzata's Greg Bittle, then *Diamond Broach* once again up with the leaders, *Red Eye Express* and *Buzz*. After two more legs it was

still Babel, increasing his lead to five minutes, but in noticeably less wind. Bittle moved up to second and then Greg Mack with *Allegro* (1997 District 15 Champion) came third with the hammer down after not too much fun in the first two races. At this point, Jones stood sixth and Ferguson seventh. Babel continued to expand his margin to nearly 15 minutes as the lake transformed itself into a sea of tranquility despite the gallant efforts of the racin' Js. Mother Nature prevailed this time, although with little complaint. The abandonment was met mostly with cheers; free beer was put on tap and more raffle tickets were sold – even though the Neenah gang was already preordained to win lots of the good stuff.

All in all, it had been a pretty good day on the water. Yet lingering amongst the tales of mark confrontations and wrong-way boners was the prevalent question of what had ever happened to those forecasts for wind and more wind. Was some news station really going to keep us "safe from the storm"? (Blah! Weather blather!) Was this wind forecast going to be a regatta no-show?

Not to worry. Sunday was a new day. A fine day. A windy day. A great-to-be-alive day. A Great! Great! Great! Racing Day. The forecast had arrived! Wind southwest.

By the start of Race Four, a steady 20 knots (an, you guessed it, higher in the gusts). A warm, strong breeze: wind which beckons one forth with the challenge, "Come forward and give me a try" – which many did. Here were Js ready to race. Here was a race committee willing to let them. After one restart, it was John Mick's *Spot* out front again with *Ullala* a close second, ten lengths back came the pack. Down the run they planed and whirled. At the gate it was *Spot* first taking the east gate, then *Ullala* second going to the west end. The contest continued upwind and in more wind.

Through the shifts, steaks, puff and magnifico blasts



Greg Mack's *Allegro* on a full plane

Gjerde guided the Wayzata team into the lead while the fleet advanced to challenge *Spot* who had worked more south of the pack to the typically favored side. On her approach to the second windward mark, she found the port layline to be costly and unexpectedly exciting. Twice *Spot* was forced over to starboard – a maneuver one really doesn't want to execute especially when it is blowing stink – to avoid the melee of speeding starboard tackers demanding rights, even if one couldn't hear a word of their shouts. On her third attempt at a crossing, *Spot* found herself trapped, couldn't tack, couldn't escape and had no choice but to fouled *Gotcha* (gotcha!). So now it was circling in penalty turns before *Spot* was back in the race chasing the pack in conditions where anything can happen. But *Ullala* was on their way to win. Laurie Poppen brought her Muskegon boat up for a convincing second ahead of Peter Wright in *Whatever* and Wilmette's Tom Kane, Jr. in *Red Eye Express*.

Race Five got even better, or more incredulous if one was not quite ready for more wind. It was windy alright, but not an angry rage. No Rogue waves, no fear of being lost at sea. Still the potential violence was there when the wind exploded in mighty jerks to turn boats around which weren't prepared to jump forward. So while some surged and gushed ahead, others – rightly – worried they might hesitate and stumble. There was little time to give directions to those who didn't instinctively know what to do next. Surely, Race Four had previewed conditions which proved daunting to some and it was wise for them to sit out this finale. What continued was a live action match of skill and rocketing boats; the strategy was to succeed in winds respected by all.

At the start it was still a steady 20 knots, with gusts much stronger. By the second windward leg, wind readings approached a near steady 35 knots. off the line, it was *Spot* once again in good leeward position heading south, with *High Heels* more to windward and showing a better angle, although slightly back. Into the calmer conditions on the approach to the south shore, it was *Heels* who tacked first for the mark and who along with *Spot*, *Allegro*, *Ullala* and *Bohemian Rapture* played the big wind race as a tactical match for the win. Downwind it a wild, wild ride... the big pay-back for all those crummy light-air days this past summer.

Beginning the final run, it was Ferguson with *High Heels*, (comfortably out ahead in the regatta) out in front, then Tom Babel, Greg Mack and John Gjerde all pretty much evenly distanced and all somewhat contently cruising on starboard under the south shore. it was Babel who gybed first to end the parade, then *Allegro*, *Ullala* and Ferguson followed.

Babel's early gybe got *Rapture* out into the lake ahead of his competition onto a plane before the others caught their ride. With vertical bow waves extending aft to nearly the cockpit, Babel broke though and creamed ahead. Hull speed exceeded 15 knots. Then the unexpected. The chute halyard cleat let-go. Now the sail flew horizontally ahead of the bow as the crew raced to catch up. Hoist again? Or douse it? Leeward gate rapidly approaching. Take it down. *Allegro* surfs up and slides by to leeward, inside for the east gate mark. On the gybe *Allegro* takes the mark wide enough to invite Babel inside and to windward; then *Allegro* must return to pick up the middle man who has missed the lifeline and is

in the water to leeward.

Babel now focused his attention on the two Wayzata boats of Ferguson/Bowers and Gjerde who have taken the more windward west gate which is an apparent advantage if the wind continues to clock right. After coming slightly south, Babel tacks west to cross *High Heels* and Gjerde and to position more to the right. Gjerde continues south. Heels eventually worked more right of Babel but not in time to overcome Babel's advantage in getting to some favorable slants out of the south and into the finishing area first. Ferguson followed with a comfortable second and the regatta win overall. *Ullala* became the best over all Sunday finishers with her third. *Spot* came fourth and *Allegro* was fifth.

Bohica was Geneva's only casualty, a spectacular one at that if only because it was so unusual. After experiencing three sequential broaches with the chute flying, she finally put her mast in the water to stay. Now on her side and with full crew on board (despite being vertically challenged), a plan was devised to retrieve the still flying chute by walking a man up the mast to free the halyard. As this attempt unfolded, the yacht was turned down beyond a safe 90 degrees: with the companionway open and the leeward lazarette unpinned and flooding, the waterline was brought low enough to pour water into the cabin. With assistance *Bohica* was righted from the turtled position and towed a short distance to shore. But upon arrival at the club, the air which until then had been trapped in the bow and permitted a tow to take place, now escaped and put *Bohica* on the bottom. In a depth of 20 feet, the mast protruded skyward reminiscent of some ancient shipwreck. For everyone, it was the first sunken J24 they had ever seen (Do they really sink?). Generally it was a scene of disbelief or stark realization.

Within a short time, the summoned pier barge (all Geneva piers are removed and re-installed each season) arrived and hoisted *Bohica* to waterlevel after Todd Gamble made the dive to attach the lifting strap. After a fast pump-out she was back on her trailer with only minor damage and major lessons learned. It is interesting to note that the typical scoring treatment of a dnf is the same as a dns. Perhaps future sailing instructions need a modification to reward those who feel capable enough to start but are unable to finish.

Special thanks to our principal race officer Mike Sherin and Chief Judge Bob Van Berekhy. Thanks to our sponsors including Melges Boat Works, North Sails, Reynolds Sails, Bowers Sails, Doyle Sails, Tillotson Pearson, West Bay Boat Works and Rich Core, Layline, Harken, Hall Rigging, West Marine, Boat US, High Sierra and many, many more. Congratulations to the District 15 Super Regatta series winners: Greg Mack, first; Ken Gray and Laurie Poppen, second; and Paul Boemer, third. In 1998 this series expands to include the Muskegon Spring Regatta.

These days have passed and now we move on – always to the remember the Great Day, The Great Regatta.

J24 First Annual Ski Weekend First Annual Ski Weekend and Sail/Ski Challenge

March 27-28, 1998

by Paul Beaudin

We converged on Sugarbush, Vermont, for the best alternative to towing your boat south for a winter break - the J/24 Ski Weekend & Sail/Ski Challenge, March 27 to 28. The first class weekend was a great success and everyone that attended is sure to spread the word to make this event even bigger next season. Sugarbush is a great ski area with awesome terrain and a ton of snow. I'm a little biased, but it's the best hill in the East. The El Nino heat wave hit a few days before everyone arrived bringing great sun and unusually warm weather for our event. It felt more like sailing weather than skiing. Friday the early birds meet at one of the infamous local watering holes, The Blue Tooth, for a brief recap of last summer's sailing stories. It seemed that they all had the opportunity to grow a bit over the winter. Putting that together with the correct ratio of adult beverages and good time was had by all in attendance, I think? It's still a little foggy.

Saturday brought sun, snow and fun. Temperatures top out at close to 70 degrees and the skiing was excellent. Everyone got together in the morning for a java and sunscreen, then pairing off for each group's preferred slopes. I work at Sugarbush, as the Director of Snowboarding and this kept me occupied, but I still found time to keep a loose cover on the fleet. I ran into Roger Voss, District 7 Governor, and team on top of the mountain and did a few bumps with the boys and girls down Ripcord and Organgrinder. We all met back at the upper deck of the Valley House lodge for lunch in the sun. That afternoon we all headed back out for a few more turns.

Sugarbush sponsored a very nice apre ski party for the class with a little wine, cheese and beer, and some more wine and beer, making everyone quite merry. Many of us then stumbled off to the sports center for a little soak in the hot tub, to ease a few of those strain muscles. We had to be in top form for the next day's racing. That evening many of the fleet connected at John Egan's Big World Pub for some chow and grog. The day had obviously taken its toll and most of the gang retired early to get ready for racing.

Sunday was another beautiful day with a mix of sun and clouds and temps in the upper 50s. The race department set the course – a double giant slalom – and we were off to the races. Each team consisted of three to five crewmembers. With each competitor skiing two runs. The top three skiers in a team scored their best run. In the case of the Sail/Ski trophies, the scores were average with the sailing finish of each team to determine our winners.

The racing was very fun and not quite as hardcore as our sailing can be. It still made for some very interesting results. Top seated Team Fawn Liebowitz, Helmsman, Al Hobart, is the founder of America's foremost ski racing prep school, The Green Mountain Valley School was edged out by new comers, Team Dragonfly, John Beal and family, from Charlotte, Vermont and also by Roger Voss' Team Spirit. Roger's crew posted the two top times and missed the gold by only .2 points. After racing, we convened for awards with cool prizes from

Bolle, Airwalk, Fila and Black Diamond, all supplied compliments of The American Ski Company.

Mark your calendars for next year. The sailing portion will be one event on Lake Champlain on September 26 - 27, 1998, with the ski portion at the class ski weekend at Sugarbush on March 27-28, 1998 with two, three or four-day vacation packages.

First Sail Ski Challenge results

Top Ski Team Team Dragonfly, Charlotte, VT
John Beal, John Beal Jr. and Putnam Pane

Top Combined

Lake Champlain Championships

Team Spirit, Lake George, NY
Roger Voss, Al Merchant, Amy Merchant,
Mike King, Bob Kraemer

East Coast Championships

Team Fawn Liebowitz, Waitsfield, Vt.
Al Hobart, Al Ouellette, Mike Quaid

Top Man	Al Merchant	Team Spirit
Top Woman	Sue Schoenig	Team Tramp
Top Junior Man	Putnam Pane	Team Dragonfly
Top Junior Woman	Allison Russell	Team Slippery

Cowtown Stampede

Fort Worth Boat Club
April 25-26, 1998

by Lee Cash Slick, USA 4243

The fifth regatta of the Texas J24 Circuit was held at the Fort Worth Boat Club April 25 to 26, and Fort Worth lived up to its reputation of providing plenty of wind for the visiting J24s. Saturday dawned clear with a building wind from the South. The weather forecast was calling for temperatures in the low 80's and winds of 20 to 30 knot winds. Twenty boats headed out with little jibs and tight rigs. By the time we made it to the starting line, it began to look like the wind forecast was going to be on the low side. As the boats were lining up for the start, the race committee recorded gusts to 37 knots and decided to send us back to the harbor. While the boats sat in the harbor, the committee stayed on the water looking for another part of the lake better suited for racing. After an hour delay, the AP was lowered and the sails were hoisted again.

Racing was close and at times spectacular. The beats had everyone hiking as hard as they could and the sheets in constant motion. At the windward mark everyone hoisted their chutes, and we all headed off on a great ride. If the thrill of the ride was not enough, watching nearby boats spin out got the adrenaline pumping. The leeward gates helped the fleet spread out and everyone got it sorted out in time to start back upwind again.

The most interesting leeward leg for the crew on *mr. happy* had to be the second run of the first race. Their spin halyard started coming apart, and the chute was getting further and further from the mast with every gust. When it came time to get their chute down, the halyard was so frayed it wouldn't go into the mast. With the leeward shore coming up at an alarming pace, they managed to get the halyard running, and held onto a top half finish. When the spare line on board was found to be too big to fit through the mast, they headed for the club, bought some new line, made it back out almost five minutes late for the second race, and still managed another mid-fleet finish. After this less than stellar beginning, *mr. happy* got its act together and they were able to climb up to fourth by the end of the regatta. Maybe there is a reason there is an 01 on their bow.

With three races in the books, a bunch of tired sailors headed for the dock. As soon as the boats were put away, the club had the fajita buffet ready and the keg was tapped. I would like to thank our club manager, Evelyn Babin, for a great addition to the regatta. It was her idea to include the skipper's dinner in the registration fee, and the bribe worked with nearly every boat staying at the club for the evening. A critical part of any regatta is giving the sailors a chance to socialize on shore, and there's nothing like good food and a juke box to get the party started. Before long we were all heroes and ready to try again.

Sunday morning the weather was overcast with a chance of thunderstorms building after noon. We all headed out with the big jibs this time and enjoyed a fine 12 to 14 knots for Race Four. As we headed back to the start of Race Five, the puffs started to build again. A few boats made the change down to the blades either because they were sailing with





COWTOWN STAMPEDE PHOTOS: SUE BODYCOMB, YACHT SHOTS

four or because they believed the forecast of more wind to come. After the 10-minute gun the wind really started building, and there was a scramble for the little jibs. A few boats kept the big jibs on and were able to make it to the first mark. The only loser in the decision process was Greg Buck on *Turn & Burn* when he asked his crew if they could make a jib change in two-and-one-half minutes. You guessed it, a bare headed start dropped him several places in the final standings. Then to rub salt in the wounds, the wind dropped during the race and everyone changed back up to the big jibs on the second run.

Back on the dock, one of the local club members, Sue Bodycomb, had a display of photos she had taken Saturday. We had seen her and her husband Rosser at several of the mark roundings in what has to be the smallest boat that will float two people. They have a real knack of getting in close enough for great action shots and never being in the way of the racers. Everyone in Ft Worth has at least one of her shots hanging on their wall. Good regatta shots are hard to come by, so thanks Sue for letting us carry home some memories.

With only one protest filed Saturday and none Sunday, we were able to give the judges a full nights sleep and get everyone on the road at a reasonable hour Sunday. We owe a special thanks to the PRO, Berkley Merrill, for getting in some good racing in trying conditions. He kept things moving with no delays between races, so you weren't out there getting beat up waiting. I also know he would like to thank the FWBC members that spent their weekend in the small boats getting all of the marks placed at the right spots. Until you have set a gate mark while taking solid water over the bow of your boat, I don't think you have any right to complain about how it was done.

The team of Conger and Pledger in No. 05, *More Grief*, lead the eventual winner of the Cowtown Stampede Kirk Livingston in No. 02 around the top mark. Opposite page: Janie Davis brought her boat *Rock n Roll* to the Stampede from Oklahoma. They sailed a good regatta with four women and one lucky guy on board.

If you are anywhere near Texas and want some fantastic J/24 racing, give the Texas Circuit a try. The level of competition will challenge any boat in the nation, but the real attraction is the friendly nature of the events. Try it, you'll like it.

Cowtown Stampede results

									Total
1	Kirk Livingston	<i>Tool Time</i>	1565	4	3	3	1	8	19
2	Peck/Porter	<i>Monster Fish</i>	4029	3	5	1	61	2	21
3	Bill Worsham	<i>Shadowfax</i>	1564	2	1	4	8	7	22
4	Harden/Nelson	<i>mr. happy</i>	1997	9	12	2	2	1	26
5	Wm. Cantrell	<i>Lightnin'</i>	2975	1	6	8	7	6	28
6	Bryan Dyer		3764	5	9	5	10	5	34
7	Greg Buck	<i>Turn & Burn</i>	2420	8	4	7	3	14	36
8	Conger/Pledger	<i>More Grief</i>	2573	6	10	11	5	4	36
9	FW Am Rheim	<i>Flour Power</i>	272	ocs	21	9	4	3	43
10	David Broadway	<i>Superman</i>	2380	13	8	6	9	9	45
11	Jim Anderson	<i>Graybeard</i>	1040	11	7	10	12	101	54
12	Lee Cash	<i>Slick</i>	4243	7	11	13	16	11	58
13	Kevin Corr	<i>Esprit De Corr</i>	1700	10	14	12	11	12	59
14	Mark Smith	<i>After Midnight</i>	2702	12	13	14	15	13	67
15	Brian Carter	<i>Good Bull</i>	786	14	15	16	14	15	74
16	Janie Davis	<i>Rock n Roll</i>	1913	16	16	15	13	16	76
17	Bill Burson	<i>BLUEMAX</i>	361	18	18	19	17	17	89
18	Jerrell Wolauer	<i>Itsy</i>	2278	17	19	17	19	18	90
19	Allyn Johnson	<i>RayBan</i>	1597	15	17	18	20	DNS	91
20	Billy Mullins	<i>Impulse</i>	1975	DNS	DNS	20	18	DNS	101

Arnold Goes To Hollywood

No. 4045, wins the
First Annual J-24 Winter Circuit

What, you didn't know there was a Winter Circuit? Well, there was and *Arnold* was there and you weren't. It started in Jacksonville in November 1997, proceeded to Miami in January 1998 for the Midwinters, and ended in February with the GMC Yukon/Sailing World NOOD on Tampa Bay. OK, so *Arnold* was the only J/24 that did the whole circuit. We posted a second in Jacksonville, eighth in the NOOD and something ugly in Miami (the gory details of that finish are available elsewhere). You all had a fair chance- things were posted on the J/24 web page. A win is a win and we're taking it.

The whole thing started with a bunch of boat owners talking last summer about putting together a winter circuit. Enthusiasm kind of petered out for most. I won't use any names- you know who you are. But Mike Sudofsky who owns *Gizmo* and I got hooked on our own rhetoric. Or maybe it was the dreadful weather and our dreadful finishes in Annapolis at the East Coasts that supplied the impetus. Maybe it was Mike bribing me by offering to tow *Arnold* to Jacksonville straight from Annapolis after the East Coasts, set up the rig and pay for the rooms that weekend that sealed the deal. We would co-skipper and use Mike's wheels, my boat, and I provide a winter bunk for *Gizmo* in my backyard. It didn't hurt that Mike has a new Chevy Tahoe and that he and his wife Kate kind of live on the road due to business interests. I think I would have needed a gun to stop Mike from hooking up *Arnold* to that new Tahoe - he was so psyched. Besides, the idea of a regatta in Florida about every six weeks throughout the winter was irresistible.

Here's how it went.

Jacksonville Florida Yacht Club, King's Day Regatta November 14-16, 1997

They don't call it the Florida Yacht Club for nothing. It's the oldest club in Florida and one of the biggest (they grow yacht clubs big in Florida). The club has a dozen tennis courts, a pool big enough to host two Olympics at once, and a grand entrance hall festooned with photos of the annual crop of debutantes that Jacksonville society trots out each year. I'm surprised they even let J/24 sailors in the place. But the people at the club couldn't have been friendlier, especially Pat Lambert and local sailors Pete Peterson and Canadian transplant Steve Wells on *Ramscallian*. Amazingly, even the regatta food was good, something lacking during the rest of the circuit. The club rightfully prides itself on a gourmet pasta night.

Sailing in Jacksonville takes place on the St. Johns River. The club fronts the tidal, miles-wide river just minutes from the racecourse. It's a bit like sailing on the bay in Annapolis complete with crab pots. Temperatures were in the 70s with a light northeasterly wind.

I'm pleased to say I won the first race (we got the gate right on the last downwind leg and covered to the finish). But after that, all the glory belonged to local hero Peter

Bream, owner of *Tar Heel*. Bream won the event, followed by *Arnold Goes....* and *Ramscallian* in third. I won't tell you how many J/24s sailed. This has been primarily a Melges 24 regatta in the past; but we aim to change that.

On Sunday, sailing wrapped up early, leaving plenty of time to drink beer, ruminate on moving to Jacksonville, haul boats at the club hoist and tuck *Arnold* away for a six-week suntan before the Midwinters. The club welcomes people to temporarily store boats for about \$50 (many Melges do) as a prelude to Miami. We parked the Tahoe at an off-airport lot for about \$100 as Mike and Kate were off to Puerto Rico and who knows where else for most of the next six weeks. I was home late Sunday night after a terrific weekend that cost me little more than the \$178 round-trip ticket on Delta.

Miami Coral Reef Yacht Club, Midwinters January 3-9, 1998

Frankly we were sort of disappointed going in because the venue this year was Miami instead of Key West. Who can forget 100 boats, tons of breeze, and copping a buzz on those non-sailing afternoons at Sloppy Joes writing postcards that got home a week after you did? So we took the initiative and splurged on a condo on the oceanfront in South Beach. We would make the week fun no matter what.

I flew to Jacksonville early Saturday with Fred Siegert, our bow man for the rest of the circuit, to pick up *Arnold* and the Tahoe and drive to somewhere in the Miami area to launch the boat. (Seems that Steve Podlich was still working out launching arrangements until the last minute.) When we got to the Sailing Center in Coconut Grove (we got word on the cell phone en-route that this was one of the launching choices), it was closed for the evening. We finagled our way into the Coral Reef Y.C. parking lot next door because you definitely do not want to leave your boat in Needle Park outside the Sailing Center's fence. We were in SoBe by midnight, just when things come alive, where we caught the show on the sidewalk from our balcony. A cellophane top, micro-mini with panties optional and high heels constitute evening wear. Women wear less in the daytime as it's warmer. This was going to be a great week no matter what happened on the water.

What can I tell you about the sailing - it was perfect, with a manageable fleet of 31 (small but loaded with talent), breezes building through the week from about 12 to 18 knots under mostly blue skies and 80-degree temperatures. If you could place an order for weather, this would be it. Terry Hutchinson demonstrated that he is the cream of the class at the moment, and a nice guy to boot (he patched a 20-foot tear in our chute overnight, gratis). We showed little. I had mostly races in the lower teens and Mike was really taking his lumps. He would get revenge in St Pete, though *Ramscallian* beat us handily to tie *Arnold* for circuit honors with one event to go.

Back at South Beach, we were having a ball. Do you know how little those models wear on those beach shoots? They seemed to be going on all the time, or so I was told breathlessly by the crew after their morning run.

After one horrible regatta meal at Coral Reef (the club has an excellent restaurant, it's just not for sailors), we

skipped the rest of the festivities there and hung out at the News Cafe (poor Versace), Michael Cain's, Joe's Stone Crabs and a Cuban place on Calle Ocho. It's a street party along Beach Drive every night.

Sartorial Hint: bring lots of black linen pants and shirts. Khaki shorts and knit shirts with little horses or alligators look ridiculous in SoBe. What was I thinking?

St. Petersburg GMC Yukon/Sailing World NOOD Regatta February 19-22, 1998

Mike drove *Arnold* to St. Pete at the end of the midwinters and parked it in a boat storage facility near the yacht club for about \$40 for the six weeks between the events. He left the Tahoe with a local business associate. So all we had to do was rig after flying in Thursday (Mike from Mexico, Kate the skier from Colorado, and the rest of us from Philadelphia). Did I mention that Mike blew out a second tire enroute to St. Pete (the first one blew going to Jacksonville)?

Another hint: For those tempted to travel with a single-axle trailer, get trailer tires with a load rating well over 2000 lbs. apiece. They're a pain to find under the best of circumstances and impossible in an emergency. After a zillion calls we found Cooper Tire trailer rated radials (normally you need bias ply) with a 2500 lb capacity that fit our trailer's snug tire wells. Now we're ready to roll to Argentina.

St. Petersburg Yacht Club is the mother of all yacht clubs. The clubhouse stretches for a city block along the Tampa Bay front. It has two restaurants, one of which tolerates the likes of J/24 sailors and serves good food. The only shortcoming I could detect is that the St. Pete swimming pool is skimpy compared to the Florida Yacht Club's. Next door is a huge sailing center (not run by the yacht club) where we launched and rafted up during the regatta.

The NOOD was a big event with 145 boats (20 J-24s) in a huge variety of classes including a Sonar fleet with a physically handicapped (wheelchair) crewed group. Those guys had guts to go out there especially in heavy air.

Sailing took place on two separate courses well out in Tampa Bay (it's enormous). There were three new wrinkles to deal with at the NOOD: mandatory life jackets, trapezoidal/windward/leeward courses, and no pre-set order of class starts. The T1 course, for example, was windward, leeward, windward, reach, long run, reach, windward finish.

There was also a T2 which started with a trap and finished windward/leeward/windward. Often these courses were used in alternating fashion, keeping successive classes well separated.

After getting over some initial confusion, we decided we liked the trap courses in medium air (too long for light air and not chute friendly in heavy air). "Don't try this at home" is probably good advice as setting such courses in any sort of proper geometric fashion is well beyond the capabilities of most clubs.

As for the order of start thing, you just had to be alert for your class flag to go up and await the start of a new starting sequence (the starts did not roll from one to another).

The first day of racing saw medium air, the second light air, and the third was an El Nino-driven, heavy-air event (tornadoes tore through central Florida later that day killing many people). Stewart Jardin, a European J/24 champion, won the regatta easily. But, with Mike driving *Arnold* hard in the last race, we tested him finishing second just a couple of boatlengths behind. The wind really began to howl while we waited to haul. What a mess that was. The look of freshly crunched gelcoat was everywhere, especially on Henderson 30s as they blew wildly about the basin.

The NOOD had a great bunch of sponsors. But for the usual inedible regatta food, we had a great time sipping Mount Gay, drinking Sam Adams, and stuffing the raffle box in the hope of winning a GMC Yukon (we tried hiding the emblem on Mike's new Tahoe). Also, because *Ramsallian* unexpectedly did not show for the NOOD, Winter Circuit honors were ours (we think we had Steve's number anyway).

Thanks to Mike, Kate (she fills in on the boat when we are short a person, scouts good restaurants, and can even back up the trailer under a hoist), Dave Reknor, Dylan Rogers, Jack Lord, Fred Siegert, Wayne Popham, Dick O'Keefe and Dave Barry, all of whom made portions of the circuit.

I have discovered the cure for winter – even a long, drab, rainy El Nino one. Just head south on I-95 (hopefully on good tires) 'til you hit the first Florida regatta and repeat every six weeks till it's over.

Hope to see you on the Winter Circuit next year.



ARGENTINA

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

AUSTRALIA

Paul Charlton
P.O. Box 77
Kahirah 2290 NSW Australia
H: 61 49 572591
B: 61 49 447411
F: 61 2 49 599105

BERMUDA

Shelagh Tasker
4, Gibbs Hill Road
Southampton SN 02 Bermuda
H: 441 238 8565
B: 441 236 2345 x 1608
F: 441 232 0651
smat@northrock.bm

BRAZIL

Eduardo Birkeland
Rua Uruguaiana 10/1905
Rio de Janeiro 20020 Brazil
B: 55-21-221-7634
F: 55-21-221-7634
birkelan@pontocom.com.br

BRITISH VIRGIN ISLANDS

Pres: Robin Craigen
Robin Craigen
P.O. Box 8309 Cruz Bay
St. Johns, VI 00831
H: 809-949-3656
B: 809-496-7042
F: 809-494-4731
JAMBO@CARIBSURF.COM

CANADA

Don Ferguson
366 Adelaide Street East
Suite 241
Toronto, Ontario M5A 3X9
Canada
H: 416-369-0417
F: 416 369 0785
canj24@interlog.com

CAYMAN ISLANDS

Jane Moon
P.O. Box 30513
Nelson Quay Governors Harbor
Grand Cayman, Cayman Islands
H: 345 945-4383
B: 809-947-4383
F: 345 945-4383
janemoon@candw.ky

CHILE

Enrique Vallejos
Avda. Del Parque 4265
Hispano Chilena Bld Floor 3
Ciudad Empresarial
Huechuraba
Santiago, Chile
H: 56-2-6405600
F: 56-2-6406700
usia@iactiva.cl

CROATIA

Marin Lovrovic
Stari Voljak6
51000 Rijeka Croatia
F: 385-51-516534

DENMARK

Jackie Vogter
Nykobingvej 43
4571 Grevinge Denmark

FRANCE

Pres: Andre Bourles
Annick Hurtel
Le MainGuen
56660 Saint Jean Brevelay
France
B: 33 2 97 60 41 03
F: 33 2 97 60 41 03

GERMANY

Pres: Otto Bauer
Jan-Marc Ulrich
Flerrentwiete 37
22559 Hamburg Germany
H: 49-40-813263
F: 49-40-813263
J24KV@aol.com

GREECE

Pantelis Dalambiras
32 Diligianni
145 62 Kifissia Greece
H: 301 808 5475
B: 301 801 7654
F: 301 808 5475
pdds@hol.gr

IRELAND

Pres: Bryan Maguire
Sally Crawford
55 Merville Road
Stillorgan Co Dublin Ireland
B: 353 288 2998
F: 353 1 288 2998
CRAWF@IOLIE

ITALY

Francesco Ciccolo
Via delle Eliche n.44/47
16100 Genova Italy
H: 39-10-3779329 B: 39-10-
2412557 F: 39-10-3779329
cicc003@pn.itnet.it

JAPAN

Pres: Koji Matsumoto
Saito Hideo
17-1, Ginza 6-chome, Chuo-ku
Tokyo 104-23 Japan
B: 03-5565-2682
F: 03-5565-3419
KOJI'S - TEMPUS
@KA2.SO-NET.OR.JP

MEXICO

Luis Alvarez
Sevilla #4 5th Floor
Col. Juarez CP
06600 Mexico
H: 525 207 6606
F: 525 207 5646
110134.1131@compuserve.com

MONACO

Pres: Jean Francois Bourelly
Donald Manasse
"Les Lauriers"
15 blvd Princesse Charlotte
MC 98000 Monaco
H: 377 93 50 08 06
B: 377 93 50 29 21
F: 377 93 50 82 08
DMANASSE@MONACO.MC

NETHERLANDS

Pres: Remco van der Berg
Kathrin Ginsberg
Keizersgracht 429
1017 DJ Amsterdam
Netherlands
B: 31 20 620 1817
F: 31 20 639 0080
100710.1726@compuserve.com

NEW ZEALAND

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

PERU

Guido Carabelli Pace
Beethoven 243
San Borja
Lima Peru
H: 511 2240667
B: 5113628800
F: 5113688610

PUERTO RICO

Pres: Omar Cancio Martinez
Hector Jimenez
Concordia St #6
Ponce, PR 00731
H: 787-840-0090/0190
F: 787-848-0090
HECXJIM@CARIBE.NET

REPUBLIC OF CHINA

Kenny Wang
9th Floor
No. 1, Woh long Street
Taipei Taiwan
B: 886-2-378-5111
F: 886-2-378-5001

SWEDEN

Thomas Nielsen
Gunnarstorgsgatan 28
S 216 22 Malmö Sweden
H: 46-40 15 55 43
B: 45 33 33 71 24
F: 46-40-15 55 43
tn@dk.vaxilne.com

UNITED KINGDOM

Pres: Daryl Conyers
Stuart Jardine
Plovers, Kitlerus Lane
Milford on the Sea, Hants
SO41 0RJ United Kingdom
H: 44 1590 644 728
F: 44 1590 644 728
JARDINE@INTERSAIL.CO.UK

URUGUAY

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

US VIRGIN ISLANDS

George Silver
P.O. Box 24604
Christiansted, USVI 00824

USA

Pres: Gordon Borges
612 Third Street
Annapolis, MD 21403-3213
B: 410-626-0240
F: 410-280-5423
71562.2514@compuserve.com

BELGIUM

Jan Goderis
De Braekeleerstraat #36
2018 Antwerp Belgium
H: 32-3-237-2497
B: 32-3-203-7153
F: 32-3-203-7292

ECUADOR

Octavio Jarrin
C/A 1112, P.O. Box 522970
Miami, FL 33152-2970
FJARRIN@QU.PRO.EC

SLOVENIA

Matija Gorjan
Prol. brig. 20
6310 Izola Slovenia
F: 386 66 271 942
MATIJA.GORJAN@EUNET.SI

SWITZERLAND

Michel Glaus
Chemin Sur-Rang 8
CH-1234 Pinchat/Geneve
Geneve Switzerland
H: 41-22-342-95-97
B: 41-22-308-10-64 F: 41-22-308.10.69
A3081065@SWISSONLINE.CH

VENEZUELA

Pres: Mila Doval de Costanzo
Maurizio Costanzo
Kostan Sails CSS 1233
PO Box 025323
Pto. La Cruz, Edo Anzoategui
Miami, FL 33102-5323
H: 5881 68 8266
73070,2622@compuserve.com

USJCA OFFICERS

President

Gordon Borges
9 Thurston Avenue
Newport RI 02840-
H: 401-846-7620

Vice President

Nadine Franczyk
1643 Kansas Street
Redwood City CA
94061-2659
H: 650-368-9418
W: 408-873-3680
F: 408-873-3693
NADINE@IMGIS.COM

Governor at Large

Bill Worsham
1700 Nueces Street, #105
Austin TX 78701
H: 512-469-9607
W: 512-463-9215
bworsham@compuserve.com

Finance Committee Chairman

Don F. Oliver
7 Monterey Avenue
San Anselmo CA 94960
H: 415-456-8936
W: 415-398-1200
F: 415-398-3514
esquin@earthlink.net

Technical Committee Chairman

Reid J Stava
144 Shaftsbury Road
Rochester NY 14610
H: 716-288-7183
W: 716-422-2423
F: 716-422-9965
REID_STAVA@XN.XEROX.COM

Copyright Holder

Jeff Johnstone
P.O. Box 90
Newport RI 02840-1728
H: 401-849-6229
W: 401-846-8410

Executive Director

Steve & Margaret Podlich
709 Hillcrest Drive
Annapolis MD 21401
W: 410-626-0240
F: 410-280-5423
J24CLASS@compuserve.com

Technical Committee

Southwest

James E. Anderson
121 James Drive
Heath TX 75087
H: 972-771-6823

Southeast

James N. Howard, Jr.
2621 Woodside Drive
Duluth GA 30136
H: 770-447-0739
W: 770-532-4655
F: 770-532-4059
j24classic@mindspring.com

Chairman

Reid J Stava
144 Shaftsbury Road
Rochester NY 14610
H: 716-288-7183
W: 716-422-2423
F: 716-422-9965
REID_STAVA@XN.XEROX.COM

Northeast

George E. Wall
42 Arrowhead Drive
Guilford CT 06437
H: 203-453-1001
W: 203-386-4542
F: 203-453-1001
73552.1505@compuserve.com

Western

Bill Worsham
1700 Nueces Street, #105
Austin TX 78701
H: 512-469-9607
W: 512-463-9215
bworsham@compuserve.com

USJCA DISTRICT GOVERNORS AND FLEET CAPTAINS

GOVERNOR DISTRICT 1

Edward D. Philpot, Jr.
36 McGrath Street
Laconia NH 03246
H: 603-527-0932
W: 603-528-2900
F: 603-528-1117
ephilpot@lr.net

23 BURLINGTON

Allen Ouellette
6 Overlook Drive
So Burlington VT 05403
H: 802-863-4624
CPTCHAOS@TOGETHER.NET

28 MARBLEHEAD

Jeffrey P. Dropkin
40 Cedar Street
Marblehead MA 01945
H: 617-639-0152
W: 508-745-5005
F: 508-745-1947
DROPKIN@JUNO.COM

43 CASCO BAY

Bill Newberry
4 Running Brook Road
Standish ME 04084
H: 207-893-8244
W: 207-892-6653
F: 207-892-3086
BNEWBERRY@XYNETIX.COM

95 SCITUATE HARBOR

John Glancy
8 Kimberly Road
Scituate MA 02066
H: 781-545-6690
W: 508-427-4545
F: 508-427-5411

113 NORTHEAST HARBOR

Alan Joseph
Box 841
North East Harbor ME 04662
H: 207-276-5684
W: 207-276-5201
F: 207-276-4210

138 CAMDEN

Thomas Amory
20 John Street
Camden ME 04843
H: 207-236-3633
W: 207-563-3885
F: 207-563-3886
amory@midcoast.com

139 PORTSMOUTH

Groves Dinning
P.O. Box 361
Stratham NH 03885
H: 603-772-6413
W: 603-772-3498
F: 603-772-3498
J24SAIL@AOL.COM

140 LAKE WINNIPESQUEE

Ron Egan
168 Lafayette Road #16
North Hampton NH 03862
H: 603-964-6271
W: 505-977-3000
F: 508-977-6833
REGAN@ANALOGIC.COM

GOVERNOR DISTRICT 2

Gordon Borges
9 Thurston Ave
Newport RI 02840
H: 401-846-7620

16 BUZZARDS BAY

Robert C. Bell
20 Giffords Corner Road
Marion MA 02738
H: 508-748-2659
W: 508-291-2304
F: 508-291-0133

31 EASTERN CT.

Moise N. Solomon
21 Fishers View Road
Noank CT 06340
H: 860-536-8774
W: 617-271-8751
F: 617-271-3086
MSOLOMON@MITRE.ORG

47 MT. HOPE BAY

Nick Sollecito
15 Dundas Avenue
Warwick RI 02889
H: 401-732-2988
W: 508-672-4021
F: 508-677-4914
YND@aol.com

50 NEWPORT

Dave Crocker
P.O. Box 1466
Newport RI 02840
H: 401-846-7620
W: 401-848-7901
DbCrocker@aol.com

89 GARDINER'S BAY

Paul Fried
PO Box 023150
Brooklyn NY 11202
H: 718-625-1467
W: 718-240-5589

104 NANTUCKET SOUND

Ian T. McNeice
PO Box 2231
Nantucket MA 02584
H: 508-228-0288
W: 508-228-0288

160 FALMOUTH

Forrest W. Nelson
61 Blood Road, PO Box 101
Hollis NH 03049-0101
H: 603-465-7038

GOVERNOR DISTRICT 3

J. Britt Hughes
434 Housatonic Avenue
Stratford CT 06497
H: 203-375-2495
W: 203-375-2495
F: 203-377-9929
74250.3073@compuserve.com

4 MILFORD

George E. Wall
42 Arrowhead Drive
Guilford CT 06437
H: 203-453-1001
W: 203-386-4542
F: 203-453-1001
73552.1505@compuserve.com

22 GREENWICH

Mark N. Parry
1535 East Putnam, Apt 202
Old Greenwich CT 06870
H: 203-637-7473
W: 212-554-7876
F: 212-554-7700

61 CITY ISLAND

Ellen Murphy & Roy H Smith
190 Fordham Street, Apt 15
City Island NY 10464
H: 718-885-3246
W: 914-345-6815
MURPHYe@panix.com

99 NOROTON

Susan & Hugh Balloch
11 Overbrook Lane
Darien CT 06820-2819
H: 203-655-2088
W: 212-622-3115
F: 212-622-3586

99 NOROTON

Karen & Scott Harrison
20 Hope Drive
Darien CT 06820
H: 203-655-1490
W: 800-428-0124
F: 203-719-7063
harrissc@swissbank.com

106 OYSTER BAY

Aidan Glackin
Gina Drive, PO Box 2232
Centerport NY 11721
H: 516-385-7485
W: 516-421-4131
F: 516-421-4131

154 PENFIELD

Anne Hannan
139 Breakers Lane
Stratford CT 06497
H: 203-386-9647
W: 203-492-8205

GOVERNOR DISTRICT 4

Robert M. Foulke
106 Madison Avenue
Little Silver NJ 07739-1034
H: 732-224-0319
W: 732-224-0357
F: 732-224-0357
rfoulke@aol.com

2 RARITAN BAY

Eric Leitner
113 Water Street
Perth Amboy NJ 08861
H: 908-442-4168
W: 908-442-8948
F: 908-442-4168

60 HUDSON RIVER

Alex Harrison
55 A High Street
Croton On Hudson NY
10520-1808
H: 914-271-9413
W: 914-892-5294
F: 914-892-5541
SAILING@US.IBM.COM

69 CAPE MAY

Christine McShane
134 Valley Stream Circle
Wayne PA 19087-
H: 610-648-0615

79 BARNEGAT BAY

Stuart Challoner
P.O. Box 657
Mantoloking NJ 08738
H: 908-286-9580
W: 908-240-5466
F: 908-505-1115

**128 ATLANTIC
HIGHLANDS**

Elaine HaHer
33 Ramsey Road
Middletown NJ 07748
H: 908-671-3788
W: 908-699-8069
F: 908-336-4157
EHAHER@notes.cc.bellcore.com

**135 OCEAN CITY -
SOUTH JERSEY**

Michael B. McGuckin
10 Cooper Skill Drive
Sicklerville NJ 08081
H: 609-346-3077
W: 609-234-8900
F: 609-234-8919

148 MANHATTAN YC

Peter Cavrell
420 East 64th Street
New York NY 10021
W: 212-630-8180
F: 212-630-8105

**153 GREAT KILLS
HARBOR**

Paul Scalisi
287 Ramona Avenue
Staten Island NY 10312
H: 718-356-2069
W: 973-972-3902
F: 201-982-3716
SCALISPA@UMDNJ.EDU

GOVERNOR DISTRICT 6

Timothy M Winger
1280 Fawnwood Drive
Lancaster PA 17601
H: 717-898-0856
W: 717-392-1128
F: 717-392-0734
noveltymfg@aol.com

8 ANNAPOLIS

Jeanne L Langdon
1525 S State Street
Dover DE 19901
H: 302-734-3446
W: 302-739-4636
F: 302-739-4624
JEANNE1768@AOL.COM.

15 HAVRE DE GRACE

David W. Sterck
624 S. Washington Street
Havre De Grace MD 21078
H: 410-939-6327
W: 888-714-1985

GOVERNOR DISTRICT 7

Rodger L. Voss
11 Venezio Avenue
Albany NY 12203
H: 518-869-9411
W: 518-786-3666
F: 518-786-0906
RVOSS@OASYSTEMS.COM

11 NIAGARA FRONTIER

Charles J. Manney, Jr.
710 Parkhurst Blvd
Kenmore NY 14223-1733
H: 716-837-3919
W: 716-723-4981
F: 716-723-4299
PGHB63A@PRODIGY.COM

24 LAKE GEORGE

Tom Selfridge
120 S. Church Street
Schenectady NY 12305
H: 518-644-9999
W: 518-370-3155
F: 518-370-3162

41 ROCHESTER

Ernest F Ferullo
1599 East Avenue, Apt 7
Rochester NY 14610-1664
H: 716-244-7578
W: 716-244-7578
F: 716-473-3893

42 FAIR HAVEN

John J. Dickquist
830 Co. Rte. 20
Oswego NY 13126
H: 315-343-7957
W: 315-343-8948
F: 315-343-8146
jdoswego@aol.com

51 CAYUGA LAKE

Margaret Spear
105 Berkshire Road
Ithaca NY 14850
H: 607-257-2920
W: 607-272-7424
F: 607-272-7428
DINGER@BAKA.COM

78 BUFFALO HARBOR

Mark E. Nuwer
870 Townline Road
Alden NY 14004
H: 716-685-0352
W: 716-631-0610
F: 716-631-0629
MEN@AMHERST.COM

88 CANANDAIGUA YC

William Schmidt
76 Florence Avenue
Rochester NY 14616
H: 716-663-8017
W: 716-924-1430
F: 716-924-4446

108 SKANEATELAS

Mark S. Fleckenstein
2752 Rickard Road
Skaneateles NY 13152
H: 315-685-6423
W: 315-677-5105
F: 315-677-3190

110 SODUS BAY

Howard Skinner
7474 Park Avenue, LeRoy Island
Wolcott NY 14590
H: 315-587-2881

146 PORT OF OSWEGO

Michael R Gagliardi
16 Erregger Terrace.
Syracuse NY 13224
H: 315-446-3454
W: 607-273-1190
F: 607-273-0591

GOVERNOR DISTRICT 8

Jim Farmer
P.O. Box 514
Augusta GA 30903
H: 706-738-0101
W: 803-279-7620
F: 803-441-6467
JIMFARMER@AOL.COM

7 CHARLESTON

Randall Carr
46 Fenwick Drive
Charleston SC 29407
H: 803-763-4205
W: 803-792-4374
F: 803-792-3814

40 LAKE NORMAN

John K. Ketner
811 Bromley Road #5
Charlotte NC 28207
H: 704-358-8194
W: 704-353-7848
F: 704-353-7745
jketner@travelers.com
67 Lake Murray
Roger A. Dougal
182 Cokesdale Road
Columbia SC 29212
H: 803-781-5011
W: 803-777-7890
DOUGAL@ECE.SC.EDU

71 HAMPTON ROADS

Cecy M. Castruccio
742 Washington Park, #C4
Norfolk VA 23517
H: 757-627-4564
W: 757-627-4444
F: 757-627-9367
CMC@EIMSKIP.norfolk.va.us

97 HILTON HEAD

Jeff Olson
728 Schooner Ct. HH Sail Center
Hilton Head SC 29928

115 LAKE LANIER

Jessica & Dailey Tipton
3570 Indian Hills Drive
Marietta GA 30068
H: 770-565-5889
W: 770-218-6710
datipton@mindspring.com

133 AUGUSTA

Dr. Edwin D. Joy, Jr.
6312 Keg Creek Drive
Appling GA 30802-
H: 706-541-0793
W: 706-721-2411
EDWINJOY@COMPUSERVE.COM

134 SMITH MTN. LAKE

Benjamin R. Gardner
48 Hickory Ridge
Martinsville VA 24112-
H: 703-632-8736
W: 703-638-2455

**144 WRIGHTSVILLE
BEACH**

William B. Fuller
304 N Front Street # N
Wilmington NC 28409
H: 910-815-0588
F: 910-257-1658
WBFULLER@AOL.COM

**151 WESTERN
CAROLINA SAILING**

M. Brooks Gallagher
14 Lake Circle Dr
Greenville SC 29609
H: 803-235-2804
W: 803-233-1511
F: 803-233-3706

GOVERNOR DISTRICT 10

Doug Wilson
191 West Enid Drive
Key Biscayne FL 33149
H: 305-361-6565
W: 305-361-4352
F: 305-361-4412
WILSON@AOMLNOAA.GOV

10 BISCAYNE BAY

Stephen C. Perry
1415 Dorado Avenue
Coral Gables FL 33146
H: 305-667-6860
W: 305-448-7417
F: 305-669-2560

13 KEY WEST

Mark W Milnes
30825 Granada Avenue
Big Pine Key FL 33043-
H: 305-872-9458
W: 305-872-7831
F: 305-872-9458
zwdw46a@prodigy.com

14 PALM BEACH

John J Kearns
120 South Hampton Drive
Jupiter FL 33458-
H: 561-743-0416
W: 561-796-4422
JJKIII@AOL.COM

55 JACKSONVILLE

Floyd D. Bates
PO Box 2858
Jacksonville FL 32203-2858
H: 904-389-0992
W: 904-355-2080
F: 904-355-7021

68 NAPLES

John Landry
3535 Heritage Lane
Ft. Myers FL 33908
H: 813-489-2499
W: 813-639-7626
F: 813-637-9866

**86 FLORIDA
SUN COAST**

Martin Kullman
1130 86th Avenue N
St. Petersburg FL 33702-
H: 813-577-2689
W: 813-578-3800
MKULLMAN@F12.RJF.COM

87 INDIAN RIVER

James Neihouse
63 Hill Top Lane
Rockledge FL 32955-0000
H: 407-639-9899
W: 407-632-0133
F: 407-632-7448
INTERNET:LNEIHOUSE@aol.com

GOVERNOR DISTRICT 11

Chuck Trotter
1005 Flintlock Ct.
Nashville TN 37217
H: 615-399-2130
W: 615-399-2130
Chuck1005@aol.com

74 CHATTANOOGA

Peter M. Duvoisin
4917 Bal Harbor Circle
Chattanooga TN 37416
H: 423-894-5191
W: 423-698-2435
F: 423-697-6161

80 11 NASHVILLE

Chuck Trotter
1005 Flintlock Ct.
Nashville TN 37217
H: 615-399-2130
W: 615-399-2130
Chuck1005@AOL.com

131 LAKE MONROE

Le Roy Leeman
819 Woodrow Avenue
Indianapolis IN 46241-2324
H: 317-241-1422
allenleeman@quest.net

GOVERNOR DISTRICT 12

Adam Zangerle
3806 Edgewater Drive
Ashtabula OH 44004-2130
H: 216-964-2764
W: 440-354-2600
F: 440-639-4457
JAZANGERLE@AOL.COM

6 LAKE ST. CLAIR

Douglas H. Turner
3437 Uptonorth
Troy MI 48084-
H: 810-540-8990
W: 810-589-3113
F: 810-587-0647

75 SANDUSKY

James Keane
727 Gloucester Drive
Huron OH 44839
H: 419-433-2648
W: 419-625-0105
F: 419-626-6342

102 EDGEWATER

John W. Hawkins
866 Eastlawn Drive
Highland Heights OH 44143-
H: 216-461-8620
W: 216-641-4877
F: 216-641-7213
JHAWKINS@WATERLOX.COM

**157 WESTERN
LAKE ERIE**

Rollie M & Erika Fisher
1641 Hawthorne
Trenton MI 48183-1819
H: 313-676-0127
W: 313-323-6627
F: 313-692-0278

GOVERNOR DISTRICT 14

Bill Worsham
1700 Nueces Street # 105
Austin TX 78701-
H: 512-469-9607
W: 512-463-9215
bworsham@COMPUSERVE.COM

3 CORPUS CHRISTI

Laura Stumpff
P.O. 367
Jamestown PA 16134
H: 412-932-3326

5 GALVESTON

Timothy D. Napp
4514 Water Elm Court
Houston TX 77059-
H: 281-480-0665
W: 713-428-5506
F: 713-428-5603
tnapp@merichem.com

9 CANYON LAKE

Fred W. Am Rhein
3875 E. Southcross, Suite F
San Antonio TX 78222-
H: 210-494-6383
W: 210-337-2229
F: 210-337-1775
C7686@TEXAS.NET

21 AUSTIN

Nelson Reynolds
5103 Pryor Lane
Austin TX 78734-
H: 512-266-7671
W: 512-244-6689
F: 512-244-6694
NELSON@COLCOM.COM

54 FORT WORTH

Lee Cash
7804 Laver Court
Ft. Worth TX 76112-
H: 817-457-3032
W: 972-371-4305
F: 972-371-6016
LEE.CASH@DALSEMI.COM

92 SHREVEPORT

William M. Jennings
108 Markhaven
Longview TX 75601-
H: 903-663-3576
W: 903-236-8440
F: 903-236-8490

94 LAKE PONTCHARTRAIN

Jerry Coogan
2955 Ridgelake Drive, #107
Metairie LA 70002-
H: 504-626-0825
W: 504-837-4616
F: 504-837-3114

158 RUSH CREEK

Kevin E. Corr
9607 East Oaks Lane
Irving TX 75063-8686
H: 972-402-9423
W: 214-741-8820
F: 214-741-8686
Kevin.e.CORR
@us.arthuranderson.com

GOVERNOR DISTRICT 15

Douglas J. Kracht
441 E Cedar Lane
Mequon WI 53092
H: 414-241-9283
W: 888-333-1973
DKKRACHT@IBM.NET

1 MINNETONKA

Tim Oelschlager
236 Barry Avenue South
Wayzata MN 55391-1602
H: 612-404-2190
W: 612-740-5695
F: 612-921-9084

12 CHICAGO

Russell Burke
2000 N Lincoln Park W, Apt 908
Chicago IL 60614-
H: 773-248-6820
F: 773-248-7583
RUSSBURKE@AOL.com

37 MILWAUKEE BAY

Paul G. Boemer
1812 E. Dean Road
Fox Point WI 53217-
H: 414-352-7245
W: 800-236-3282

62 TRAVERSE CITY

Mike Dow
1977 Outer Drive W
Traverse City MI 49684-8688
H: 616-929-4436
W: 616-928-7919
F: 616-929-4436

96 GENVEA LAKE

Ronald & Judy Bjurstrom
4611 East Lake Shore Dr.
Wonder Lakes IL 60097-8156
H: 815-653-9643
W: 847-367-3195

100 WILMETTE HARBOR

Gregory Mack
1460 N. Sandburg Ter. #1609
Chicago IL 60610
H: 312-988-7171
W: 312-672-0666
F: 312-266-1612

123 GULL LAKE

Tim & Joni Knapper
10901 East CD Avenue
Richland MI 49083-
H: 616-629-9656
W: 616-665-7075
F: 616-665-7060
TKNAPPER@AOL.COM

126 WAUKEGAN HARBOR

Edward L. Leslie III
7318 1st Avenue
Kenosha WI 53143-
H: 414-657-1922
W: 847-360-3428

130 MONROE HARBOR-CHICAGO

T. J. Rathbun
1216 Taylor Street
Joliet IL 60435
H: 815-741-4146
W: 815-730-1977
F: 815-730-1934

137 LAKE FOREST

Scott C. Ritson
1084 Old Colony Road
Lake Forest IL 60045
H: 847-234-9120
W: 847-816-6848
F: 847-234-9232

149 LITTLE BAY DE NOC

Daniel R. Branson
1616 12th Avenue S
Escanaba MI 49829
H: 906-786-0521
W: 906-786-1884
F: 906-789-1089

150 MUSKEGON

Laurie Poppen
7337 48th Avenue
Montague MI 49437-
H: 616-894-8776

152 NEEAH NODAWAY

Donald G. Turner
275 Lake Road
Menasha WI 54952
H: 920-722-6533
F: 920-722-5335

161 SHEBOYGAN

Paul Wagner
2976 Woodbine Drive
Sheboygan WI 53081-
H: 414-452-5119
W: 414-459-3649
paul.wagner@excel.net

GOVERNOR DISTRICT 17

Scott L. Greenawalt
2401 Coachlight Drive
Edmond OK 73013-
H: 405-330-3460
W: 405-522-4109
F: 405-521-2146
SGREENAWALT
@Mercury.OKTAX.STATE.OK.US

38 GRAND LAKE

David A Bond
RT 2, Box 285
Inola OK 74036-
H: 918-543-2697
W: 918-258-9688
F: 918-251-6405

39 OKLAHOMA

Kevin D. Kendall
3745 Dow Drive
Oklahoma City OK 73116-1820
H: 405-843-0800
W: 403-954-7074
F: 403-954-4101
KKENDALL@TELEPATH.COM

53 KANZA J-RACERS

Schoen C. Fitzgerald
2322 Bromfield Circle
Wichita KS 67226
H: 316-682-8477
W: 316-683-8880
F: 316-683-6018

85 TULSA

Bruce A. Hurst
1539 S Norfolk Ave.
Tulsa OK 74120
H: 918-599-0904
W: 918-234-4621
F: 000-000-0000
bhurst.busprod.com

109 KANSAS CITY

Jerry Sharbutt
12107 W. 72nd Street
Shawnee KS 66216-
H: 913-631-3114
W: 913-764-8484
F: 913-791-1704
lowell.sharbutt@jocoks.com

GOVERNOR DISTRICT 18

Frank M. Keesling
3877 South Wabash Street
Denver CO 80237-
H: 303-694-6808
W: 303-321-0080
F: 303-321-2353
FMKEESLING@AOL.COM

46 LAKE DILLON

Robin McBeth & Rob. M. Pincus
616 Emery Street
Longmont CO 80501-
H: 303-682-9318
W: 303-449-4897
F: 303-449-0797
RPINCUS@GBSINC.COM

141 PASCO DEL NORTE

Sue & Rich Strasia
546 Hwy 165
Placitas NM 87043-0546
H: 505-867-0026
W: 505-241-3348
F: 505-241-3443

159 CHERRY CREEK

A. Burdick/Bruce Rindahl
10512 Grizzly Gulch
Littleton CO 80126-
H: 303-973-7173
W: 303-973-1380
F: 303-973-9938

GOVERNOR DISTRICT 19

Harry Dursch
5459 Pleasure Point Lane SE
Bellevue WA 98006-
H: 206-747-4065
73543.406@compuserve.com

25 FLAT HEAD LAKE

Jeffrey & Jennifer Fisher
P.O. Box 55
Whitefish MT 59937
H: 406-862-5416
W: 406-862-4822
skihawk@digisys.net

26 SEATTLE

Karl Schulmeisters
18828 131st Drive SE
Snohomish WA 98296-
H: 206-399-6717
W: 206-936-9249
F: 360-668-9126
KARLSC@MSN.COM

27 PORTLAND

Tim Hansen
1050 Bayberry Rd.
Lk. Oswego OR 97034
H: 503-635-3892
W: 360-694-1501

90 LAKE CITY

Brien Duncan
HCR 2 Box 121A
Harrison ID 83833-
H: 208-667-3496
Brien.Duncan@gte.net

121 LAKE PEN O'REILLE

Stan Schultz
S 425 Alpine Drive
Liberty Lake WA 99019
H: 509-255-9656

GOVERNOR DISTRICT 20

Don F. Oliver
7 Monterey Avenue
San Anselmo CA 94960
H: 415-456-8936
W: 415-398-1200
F: 415-398-3514
esquin@earthlink.net

17 SAN FRANCISCO

Wayne Clough
2104 Alameda Avenue
Alameda CA 94501
H: 510-865-4046
W: 415-392-6850
F: 415-392-0427
wtjc@aol.com

GOVERNOR DISTRICT 21

John Fracisco
207 Whiting Street #F
El Segundo CA 90245-
H: 310-322-5747
W: 310-813-0727
JOHN.FRACISCO@TRW.COM

49 MARINA DEL REY

Peter J. Lane
10990 Wilshire Blvd, #1280
Los Angeles CA 90024-
H: 310-261-1779
W: 310-473-9100
F: 310-473-7200
PETELANE@IX.NETCOM.COM

57 NEWPORT HARBOR

Skip & Stephanie Elliott
870 Production Place
Newport Beach CA 92663-
H: 714-975-0517
W: 714-645-6697
F: 714-642-5415

59 LONG BEACH

Alan E. Smith
2601 Crestview Drive
Newport Beach CA 92663
H: 714-642-4812
W: 714-673-0300
F: 714-673-9267

63 SANTA BARBARA

Kent & Jeanene Pierce
607 Cowles Rd.
Santa Barbara CA 93108-1801
H: 805-565-2195
W: 805-497-2866
F: 805-497-0145
kentpierce@COMPUSERVE.COM

70 SAN DIEGO

Christopher Snow
1111 Anchorage Lane
San Diego CA 92106
H: 619-224-3329
W: 619-226-1415
F: 619-224-7018
CHRIS@OD.NORTHSAILES.COM

145 VENTURA COUNTY

Daniel Chepley, Jr.
125 San Fernando Ave.
Oxnard CA 93035-4579
H: 805-985-4769
W: 805-240-2070
F: 805-240-5960
US2155@SOCA.COM

155 DANA POINT

Joe Leeflang
33841 Malaga Dr.
Dana Point CA 92629-
H: 714-248-1453
F: 714-496-1603

GOVERNOR DISTRICT 22

James "Fuzz" E. Foster
742 Queen St. #300
Honolulu HI 96813-5206
H: 808-591-9192
W: 808-591-9192
F: 808-593-8199
fuzz@sales.northsails.com

73 HONOLULU

Marvin Lee
2247 Amokemoke St.
Pearl City HI 96782-
H: 808-455-4250
W: 808-842-2162
F: 808-842-2236
MLEE396553@AOL.com

156 MAUI

Bruce Olsten
564 Pio Dr.
Wailuku HI 96793
H: 808-242-9620
W: 808-877-3513
F: 808-877-5801

MEASURERS

by District and Fleet

1 23

Allen Ouellette
6 Overlook Drive
So Burlington VT 05403
H: 802-863-4624
CPTCHAOS@TOGETHER.NET

1 43

Wm. Aronson
RR #1 Box 1865
Limerick ME 04048
H: 207-793-4362
W: 207-793-3429
F: 207-793-3413
BILL@IME.NET

1 43

Steve P. Helms
6 Forest Street
Freeport ME 04032
H: 207-865-3201
W: 207-846-6400
F: 207-846-5136
INTERNET:STEVEH@NLIS.NET

1 95

Hank Killion
35 Red Gate Lane
Franklin MA 02038-
H: 508-553-0867
W: 401-457-9217
F: 508-553-0867
74552.3473@compuserve.co

1 113

G. Scott Hale
HC 77 Box 123
Hancock ME 04640
H: 207-422-3418
W: 207-244-5573
F: 207-244-9833

1 138

Will Dennett
PO Box 841
Rockport ME 04856-
H: 207-236-2445
W: 207-230-0288
F: 207-230-0288
AURORA@MIDCOAST.COM

1 140

Edward D. Philpot, Jr.
36 McGrath Street
Laconia NH 03246
H: 603-527-0932
W: 603-528-2900
F: 603-528-1117
ephilpot@lr.net

2 31

Moise N. Solomon
21 Fishers View Road
Noank CT 06340-0000
H: 860-536-8774
W: 617-271-8751
F: 617-271-3086
MSOLOMON@MITRE.ORG

2 50

Mike Nahmias
11 Steeple Bush Drive
Wakefield RI 02879-
H: 401-792-7073

2 104

Ian T. McNeice
PO Box 2231
Nantucket MA 02584
H: 508-228-0288
W: 508-228-0288

3 4

George Desrosiers
1181 Daniel's Farm Road
Trumbull CT 06611
H: 203-261-6369
W: 203-384-0047
F: 203-366-6714
MOORES.MVNG@SNET.NET

3 4

Timothy Naeser
22 Meadowbrook Drive
Huntington CT 06484-
H: 203-929-5567
W: 203-385-7021

3 4

George E. Wall
42 Arrowhead Drive
Guilford CT 06437
H: 203-453-1001
W: 203-386-4542
F: 203-453-1001
73552.1505@compuserve.com

3 61

Jeep (H.T.) Califano
147 Pine Tree Road
Bloomington NJ 07424-
H: 201-838-3548
W: 201-393-2581
F: 201-393-6644
HERB.CALIFANO
@ALLIEDSIGNAL.COM

3 61

Ellen Murphy & Roy H. Smith
190 Fordham Street, Apt 15
City Island NY 10464-
H: 718-885-3246
W: 914-345-6815 MUR-
PHYe@panix.com

3 106

Aidan Glackin
Gina Drive, PO Box 2232
Centerport NY 11721
H: 516-385-7485
W: 516-421-4131
F: 516-421-4131

4 69

Jim Forrester
114 Ogden Road
Wenonah NJ 08090-
H: 609-468-7494
W: 215-209-7467
F: 215-209-7448

4 148

Antonio Nicoletti
10 Park Avenue
New York NY 10016
H: 212-679-8259
W: 718-472-8118
F: 718-472-8180
NICNYC@EARTHLINK.NET

4 148

Timothy Ryan
20 East 35th Street, Apt 2D
New York NY 10016-
H: 212-585-3274
W: 212-782-4267
F: 212-782-4934
TRYAN@BTMNY.COM

6 8

Mark S. Bennett
418 First Street
Annapolis MD 21403-
H: 410-267-8376
W: 410-320-1641
F: 410-295-0095
markbennett@mindspring.COM

6 8

Ben Capuco
134 Monticello Avenue
Annapolis MD 21401-3445 H:
410-263-8854
W: 703-416-3619
F: 703-416-3679
BCAPUCO@VA.GIBBS.COX.COM

6 8

Mark Hillman
527 2nd Street
Annapolis MD 21403-
H: 410-626-2574
W: 410-269-7783
F: 410-269-7785 INTER-
NET:MAH@THE-HERMES.NET

6 15

Timothy M. Winger
1280 Fawnwood Drive
Lancaster PA 17601
H: 717-898-0856
W: 717-392-1128
F: 717-392-0734
noveltyimg@aol.com

7 24

Stephen J. Honeybill
6223 Greens Corner Road
Galway NY 12074
H: 518-882-6882
W: 518-357-1700
F: 518-357-1709
shoney@

7 24

Rodger L. Voss
11 Venezia Ave
Albany NY 12203
H: 518-869-9411
W: 518-786-3666
F: 518-786-0906
RVOSS@OASYSTEMS.COM

7 41

Robert B. Bayley
100 Ontario Blvd
Hilton NY 14468
H: 716-225-4625
W: 716-477-2880
F: 716-477-9674
RBBAYLEY@KODAK.COM

7 41

Mark Sertl
7 Brookwood Road
Rochester NY 14610-2101
H: 716-482-3977
W: 716-248-5490
F: 716-248-8122

7 41

Reid J. Stava
144 Shaftsbury Road
Rochester NY 14610
H: 716-288-7183
W: 716-422-2423
F: 716-422-9965
REID_STAVA@XN.XEROX.COM

7 51

Ernest Hauser
405 S Albany Street
Ithaca NY 14850
H: 607-275-7188
F: 607-254-4780
HAUSER@geology.cornell.edu

7 110

Lambert K. Lai
1655 Waterford Road
Walworth NY 14568
H: 315-986-4495
W: 716-338-4000
76167.1620@compuserve.com

7 146

Charles V. Krylo
113 Margo Lane
Fayetteville NY 13066
H: 315-637-3707
CVKSAIL@AOL.COM

8 40

Dave J. Asaibene
106 Eastgreen Drive
Chapel Hill NC 27516-
H: 919-942-3172
W: 919-517-2312
ASAIBENE@RALEIGH.IBM.COM

8 71

L. Edward Williams
202 Porter Avenue
Hampton VA 23669
H: 804-723-6830
W: 804-727-0750

8 115

Randy Baker
5616 Pinewood Drive
Flowery Branch GA 30542
H: 770-967-0606
W: 770-532-4655
F: 770-532-4059

8 115

James N. Howard, Jr.
2621 Woodside Drive
Duluth GA 30136
H: 770-447-0739
W: 770-532-4655
F: 770-532-4059
j24classic@mindspring.com

10 10

Marshall B. Lytle III
1435 Ancona Avenue
Coral Gables FL 33146
H: 305-663-8115
W: 305-535-7571
F: 305-535-7574
MBLytle@COMPUSERVE.COM

12 75

Jim Bunsey
5887 Mills Creek Lane
N. Ridgeville OH 44039
H: 216-327-6364
W: 216-526-6915
F: 216-526-6149

12 75

James Keane
727 Gloucester Drive
Huron OH 44839
H: 419-433-2648
W: 419-625-0105
F: 419-626-6342

12 102

Terrence L. Bowdish
35765 Nightshade Lane
Solon OH 44139
H: 216-248-8841
W: 216-766-5735
F: 216-766-5749
tbowdish@inficon.com

12 102

Kevin Graf
1055 Rosalie Avenue
Lakewood OH 44107-1240
H: 216-521-6277
W: 216-522-6713 F:
GRAFKC@WORLDNET.ATT.NET

12 102

Aarne Lillo
2817 George Avenue
Parma OH 44134
H: 216-888-1923
W: 216-473-5437
LILLO@MR.PICKER.COM

14 5

Kyle J. Mullins
2105 Shore Point Drive
League City TX 77573
H: 281-535-0358
W: 214-931-8065
F: 214-931-6526
MULLINS@GTE.NET

14 9

John Peck
PO Box 12652
San Antonio TX 78212-0652
H: 512-735-9855
W: 210-732-9264
F: 210-735-9844
71732.3723@compuserve.com

14 94

Thomas S. Meric, Jr.
5574 Bellaire Drive
New Orleans LA 70124
H: 504-486-5926
W: 504-588-9488
F: 504-588-9490

14 158

James E. Anderson
121 James Drive
Heath TX 75087
H: 972-771-6823

14 158

William & Julie Cantrell
4 Nobhill
Greenville TX 75401-8051
H: 903-455-8606
W: 903-408-7706
F: 903-408-7807
74252.1560@compuserve.com

15 1

Tim Oelschlager
236 Barry Avenue South
Wayzata MN 55391-1602
H: 612-404-2190
W: 612-740-5695
F: 612-921-9084

15 12

Glenn Gustafson
687 Green Bay Road
Highland Park IL 60035
H: 847-432-1062
W: 847-374-4920
F: 847-432-1073
GLENN_D_GUSTAFSON
@EM.FCNBD.COM

15 37

Mark Ernst
6296 Homestead Drive
Belgium WI 53004-9671
H: 414-285-7142
W: 414-207-7000
F: 414-207-7100

15 37

Douglas J. Kracht
441 E Cedar Lane
Mequon WI 53092
H: 414-241-9283
W: 888-333-1973
DKKRACHT@IBM.NET

15 37

Thomas D. Shropshire
2704 N Hackett
Milwaukee WI 53211
H: 414-961-8746

15 96

Michael J. Kurzawa
635 North 77 Street
Wauwatosa WI 53213-3511
H: 414-443-0100
W: 414-443-0100
F: 414-443-1363

15 100

Thomas J. Kane
1023 Glenwood Lane
Glenview IL 60025
H: 708-657-9498
W: 847-864-7465

18 46

Jim Keesling
5500 Boatworks Drive
Littleton CO 80126
H: 303-789-5383
W: 303-694-2345
F: 303-224-9960
73134.540@compuserve.com

19 26

Jack Christiansen
7704 Dibble Avenue NW
Seattle WA 98117
H: 206-706-0377
W: 206-632-5753
F: 206-632-5715
JACKC@SALES.
NORTHSAILS.COM

20 17

Wayne Clough
2104 Alameda Avenue
Alameda CA 94501
H: 510-865-4046
W: 415-392-6850
F: 415-392-0427
wtjc@aol.com

20 17

Paul Dines
1544 James Avenue
Redwood City CA 94062
H: 650-780-2117
W: 408-543-3415
F: 408-543-3404
PAULA.DINES@LMCO.COM

20 17

Nadine Franczyk
1643 Kansas Street
Redwood City CA 94061-2659
H: 650-368-9418
W: 408-873-3680
F: 408-873-3693
NADINE@IMGIS.COM

20 17

Ken Glidewell, Jr.
8 Jordan Avenue #6
San Francisco CA 94118
H: 415-386-6400
W: 800-598-2226
F: 415-386-6402
KENGLIDE@hotmail.COM

21 49

Richard A. Rychlik
1520 Calle Artigas
Thousand Oaks CA 91360-6808
H: 805-523-9728
W: 818-557-5207
F: 213-849-1525
rrych@earthlink.net

22 73

Dan Doyle
27 Pueohala Place
Kailua HI 96734
H: 808-263-6375
W: 808-941-1699
F: 808-941-1984
Doyle@writeme.com

22 73

James "Fuzz" E. Foster
742 Queen Street, #300
Honolulu HI 96813-5206
H: 808-591-9192
W: 808-591-9192
F: 808-593-8199
fuzz@sales.northsails.com

I N T E R N A T I O N A L C L A S S A S S O C I A T I O N

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 CLASS ASSOCIATION

1998 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, 1998, 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, 1998 Spring and Fall issues of International J/24 magazine, two issues of Waterlines newsletter, and be eligible to participate in J/24 racing at all levels.

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

Junior Member: For members not older than 19 on December 31, 1998. Includes all benefits of full membership

Enclosed is my check, payable to "J/24 Class Association" for 1998 membership dues:

- | | |
|---|-----------------|
| <input type="checkbox"/> Full member. | (\$40.00) _____ |
| <input type="checkbox"/> Associate member (subscription, no helm privileges). | (\$25.00) _____ |
| <input type="checkbox"/> Junior member (not older than 19 on 12/31/97). DOB: ____/____/____ | (\$20.00) _____ |
| <input type="checkbox"/> Magazine back issues _____ (full listing of back issues in Volume 37). | (\$8.00) _____ |
| <input type="checkbox"/> Send _____ 1998 calendar. (add \$3.00 for overseas addresses). | (\$10.00) _____ |
| | TOTAL _____ |

Signature _____ Date _____

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J/24

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Great! Great! Great Racing Regatta

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Lake Geneva Yacht Club,
Fontana, Wisconsin

by Mike Kurzawa

In the tradition of the Lake Geneva Yacht Club, when the wind blows, races are held. The 10th anniversary of the Great Racing Regatta for the one-design J-24 Class was no exception – and in fact a real blast! But first the 36-boat fleet had to deal with Saturday's conditions which while pleasant enough were not anything like the perpetual week-long forecasts for "windy."

The regatta format began Friday with registration, crew weigh-in (class maximum strictly enforced), boat measurement, launching and purchase of the ever-popular raffle tickets for donated sponsor merchandise. As in years past, it was a good get-organized, make-ready day with temperatures near 80 and mild breeze.

Saturday morning completed the process and at 11 am the scheduled back-to-back races commenced on time. Race One presented a mostly 5-8 knot northwesterly. Muskegon's Laurie Poppen at the helm of Ken Gray's *Slurred Not Spoken* (formerly of *Flying Toaster* fame) picked up where they left off three weeks earlier when they won the final race of the District 15 Championship on Lake Minnetonka (Wayzata Club) near Minneapolis. Going right (north) early off the unusually long line, Laurie found a better wind which gave her a comfortable lead at the first regatta mark, followed by Mark Gurney's *Buzz* also from Muskegon, Michigan, and in third Lori Delfosse's *Diamond Broach* (the old *Lead Sled*) from Milwaukee with Eric Jones on the stick. By the second windward go-around, Poppen still first but now followed by Wayzata's David Ferguson and Mark Bowers team aboard *High Heels*.

Downwind, Poppen found her leading position of little help as boats from behind road a westerly breeze to windward of her and ahead approaching the leeward gate. Now it was Ferguson who was first to gybe-around for the final beat; *High Heels* worked steadily north of center toward the finish. Second around was Wendell Sherry's *Leprechaun* (Geneva) who mimicked *Heels*' course and seemed to be closing from behind with a slight edge in boatspeed. Three-quarters into the leg, a wiley shift from the west brought Muskegon's Brian Torresen (*DaBeanFika*) and Eric Jones across from the south shore and momentarily into the lead as they both crossed Ferguson and Sherry. Ferguson tacked to go north again while *Leprechaun* continued west. The new leaders chose not to stay with Ferguson – first here in 1992 and second in 1993 and 1996 – so that when the wind swung back around, it was Ferguson again with a clear shot to the finish and comfortably ahead of Jones who just squeezed-out Torresen for second. Fourth was Gull Lake's Tim Knapper who had worked his way north from an initial south shore heading; fifth came *Leprechaun* struggling with little of the west wind which favored those ahead and those now closing from behind.

After some delay, Race Two began in the continuing northwesterly, this time with the starting area moved east toward Black Point and the top pin up under Conference



High Heels finishing first overall at the Great Racing Regatta

MIKE KURZAWA, PHOTOS

Point. There was a little more or less wind than Race One depending upon where one found it; after the first boat, the mark was moved west slightly out into the lake. First around was Geneva's John Mick with *Spot*, then Jon Gjerde and John Benizan on *Ullala* from Wayzata. *Spot* headed back south looking to revisit the westerly which brought him the lead after a leeward end start; *Ullala* followed. But others gybed with the idea that the wind was now to blow across the bay and turn down the lake into the leeward marks.

For the most part this latter course worked better as the left side of the run carried the fleet faster and lower. At the gate, those ahead almost unanimously headed west, but when it came to Ferguson's turn, he remembered the great advantage on the east side and so rounded the east gate. *High Heels* was now in clear air and moving fast. Tacking west, *Heels* locked in on a long starboard layline which brought some very nice lifts and a very nice lead at the newly-positioned top mark. Jones, Torresen and *Ullala* followed. At the finish it was Ferguson first, Jones again second and Milwaukee's Doug Kracht in third as he was able to pull ahead of Brian Torresen by playing the right-side (north side) shifts on the final leg. Fifth was *Zoom* and Chad Olness (first 1997 Sheridan Shores Race Week in Wilmette).

Race Three began in less wind. Traverse City's Tom Babel, 1996 District Champion at Geneva, decided not to wait until the second windward leg for someone to recognize that the right side was favored once again. At the start he immediately tacked *Bohemian Rapture* to port and north. Tacking back he was now favored, and rounded with a fair lead ahead of Chicago's Peter Wright and Wayzata's Greg Bittle, then *Diamond Broach* once again up with the leaders, *Red Eye Express* and *Buzz*. After two more legs it was