International

24°



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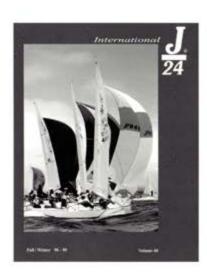
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July 1998 Worlds San Francisco Cover Photo Courtesy of: Myriah's Eyes - Alameda CA

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A Year In Transition

This has been a busy year for the Class; two successful world championships in less than 12 months with two different but deserving champions, an extremely well attended and run North American's, a great European Champion hosted by the French Class Association and a new Executive Director. Add to that the movement of the Class Office to the West Coast and a change of executive in our largest class association, it definitely has been an exciting year and one that has not been without its difficult moments. The next year will be a challenge for all of us.

The appointment of Wayne Clough, only the third Executive Director since the inception of the Class, is an important event. Wayne brings an enormous enthusiasm to the position. As a long term J/24 sailor, fleet organizer and member supporter he understands the needs of the individual members. He also is well aware of the importance that timely communication plays in keeping the Class alive. We all need to help Wayne accomplish his goals by helping him when he sends out that call for articles and pictures for the magazine. He'll do his part but lets make life a little easier for him.

On The International Scene

The recent annual meeting saw all the rule proposals put forth by the technical committee approved by the World Council and the final approval given by the members of the Keelboat Committee of ISAF. Our proposals were well received and only minor wording changes were suggested. These changes will help the Class go forward and ensure that we can maintain the one-design nature of the Class while keeping the cost of running the boat manageable. We should give thanks to our unsung heroes of the International Technical Committee.

Much is being said these days of sponsorship. ISAF has a proposal on the table that would change the way sponsorship / advertising is treated. International Class, such as ourselves, would declare that they either allow advertising or not allow advertising and event organizers would not be in a position to prevent boats from displaying the names of their sponsors. There is much discussion to done before the rules are finalized.

I Couldn't Have Said It Any Better

There are rumours about the demise of the J/24 Class. If I may quote Mark Twain "The report of my death was an exaggeration" and suggest that the Class is indeed healthy and has a good future ahead of it. The following comments taken from our Web Site, to my mind, indicate that we'll be around for a while yet.

"The J/24 class is far from a dead and dying breed. For an off year, non-world qualifier, the Garden State Parkway Circuit had a good/great year. Several new faces showed up and the numbers were good even though some regulars were not as

active due to non-worlds qualifier. If anyone saw there were 93 boats at the North Americans, sounds to me like a healthy number. Like I said the class has to mature past the paranoia that we are suddenly going down the tubes. It's simply not true, and due to the size and expanse of the class there has to be cyclic growth and loss of membership. Technology is constantly going to throw new and creative boats at the established paradigm. We as the biggest paradigm need to accept it and do what we can to promote our strengths.

- Moderate to low start up and campaign costs
- Strict enforcement of the One-design sailing concept.
- 3. Premier Regional and National Championship Regattas
- 4. The best sailors in the world.

If we promote these assets you can make the choice very easy for sailors to opt for a J/24, instead of a tricked out sportboat. No one is ever going to say that sailing a sportboat is not fun and maybe even exhilerating, but they 're are no where near as many established fleets. Sailing at a 93 boat NA's makes up for the speed differences easily, and all for less than half the cost. Can we end this debate now that the horse is dead?

The following comments come from a class member in the United Kingdom.

"I am a born again J24 owner based in Poole UK, having left these class in 1988 due to family additions. I have since been active in various dinghies (including 14's) leading up to my buying a Melges 24. During this period, the UK J-Fleet fragmented falling in numbers to less than half that of their peak, to outsiders the class just seemed to disappear. To have a bit of fun and a holiday I then borrowed a friend's J24 to casually compete in the European Championships which were held in the UK last year. I was doing this with no serious intent at all. It was unexpectedly one of the most enjoyable and competitive weeks racing I had competed in for years. So much so that I sold my Melges and bought a J24 and have had no regrets what so ever. In fact, our local fleet has now grown from 8 to 19+ during the past two seasons with similar stories from other fleets. The class is attracting many quality players back from other classes and is going from strength to strength by the week as is the numbers joining the association. The only factor restricting class growth at the moment is an apparent lack of second hand boats for sale. The class is most certainly back on the up & up in the UK."

The future of the Class is the responsibility of all of us and I look forward to being a part of that task and hope that see more comments like the ones above.





Dear Fellow Sailor's;

The year of transition! and Goals for 1999!

It's been a very busy year in our Class with many successful regattas, some changes in our Class Officers, moving of the office, and a couple of good annual meetings (US and International)......But I'm happy to say the Class is alive and strong!

Wayne reports that membership renewals for 1999 are quite strong already. In my first few months as "official" President of the Class, I have been assisting Wayne in getting the new Class office getting up and running as well as becoming more familiar with the International constituents of the Class, its issues and concerns (many of which are the same as ours....fleet growth, etc.).

I also experienced my first International J/24 Class Association meeting in the wonderful city of Paris at the end of October and some of the group also watched the Halloween reveling in a foreign city. I for one don't remember Halloween being a big holiday in Europe when I grew up there, but seems that they're catching on to the American ways. But, back to the meeting...I am excited to say that on an International level, the foreign constituents present were very supportive in assisting us with the class office transition and improving Class communication.

Our goal during the upcoming year is to enable more prompt, and effective service to the Class members via bringing the office up to date with better technology, streamlining our processes and a re-vamped web site is in the works already as well. This of course takes time and effort on all of our parts, not only from the class office, the volunteer force (fleet captains, district governors, judges, race committees, etc.), but also from each of you as Class members by lending your support via maintaining your membership, recruiting new fleet members, submitting regatta reports and photos to the Class office for publications, etc.

At the time of the publication of the last magazine, I remember sitting at St. Francis proofing the final copy in the middle of measuring tons of boats at the '98 Worlds here in San Francisco.

I am glad to say that we had a wonderfully successful event as well as at the '98 NA's in Newport RI. I don't need to repeat to anyone that Brad Read did an awesome job attracting the largest number of boats in a J/24 regatta during 1998. But, now we're headed towards another one of our goals that we want to reach by the end of 1999, which is the timely publication of the magazine.

The calendar, the 1999-2000 Rule Book, and this "Fall/Winter" issue, would not be possible without Wayne and his wife Terri Jayne's much appreciated volunteer support in diligently getting them ready and out to print. As we move forward in '99 please take note of Wayne's insightful comments on making this publication a success. (And please submit material for the Spring/Summer '99 magazine!

The magazine is just part of the glue that binds us together, even if just to remember friends across the seas by while seeing a familiar face in a picture, or reading an article and learning some new technical aspect, or cruising the results.....wishing you were at that regatta.

Happy Sailing!

Nadine J. Franczyk USJCA President





This is the first of what I hope will be many reports to you, the J24Class membership. I want to begin by thanking Steve Podlich for his years of service to the Class. If you get the chance, please give your individual thanks to Steve. As Sandy Grosvenor said to me at the US Sailing Association Annual meeting this past fall, "now Steve is just another whiny competitor." Thank you, Steve, for your help and encouragement. PS: Please do not change your phone number!

By way of introduction, I will tell you that I have been involved in sailboat racing for over forty years. I grew up in New York, racing on Great South Bay. I was active in many one-design boats there including Blue Jays, Lightnings, Thistles and Finns. I've spent the last thirteen years racing the J24. Along the way, I have served as Fleet Captain in the areas where I have lived. I began measuring boats right around the time John Kostecki shared the domination of the Class with Ken Read. I have an interesting story involving Ken Read at the 1987 North Americans, but it will have to wait for another time.

My knowledge of the Class has not been restricted to the time that I have been a member. The Class publication, International J24, has afforded me the opportunity to get to know, albeit vicariously, many more of you than would have been possible otherwise. I'm reminded of the American Express commercials where a not so easy to recognize successful/famous person asks, "Do you know me?" I'm happy to say, in many cases, yes, I do know you. Through these many years, many of the names have remained the same. Others have moved on and only visit us now for major championships. Or perhaps we read about our alumni achieving great things in other boats or endeavors. But something remains constant. The constant is the people you meet along the way. Our Class has been blessed with a wonderful group of people that cared enough to make a difference. You all know who they are in your area. Some are widely known both nationally and internationally. It is vitally important to our Class that new people and fresh perspectives are continually brought into our organization.

We have enjoyed many years of success because our boats are fun to sail, reasonably inexpensive and built to last but the people have been the glue that have held us all together. Please be sure to read Scott Greenawalt's article beginning on page 16.

Let's make sure that we are identifying and nurturing the future leaders of our Class. The Fleet Captains, District Governors, measurers, regatta organizers and volunteers that make our boat and our sport special.

In closing, let me remind everyone that the publication of this magazine is probably the single most difficult task of the International Class Office. The magazine is you. It is for and about you. It doesn't exist without you. By and large, you submit the articles and photographs. I ask for your help in continuing the wonderful tradition of having a chronicle of J24 sailing all over the world. Remember that the need for stories and photographs is on going and never ending.

Wayne Clough Executive Director



Volume 40

View from the U.S. Technical Chairman

International

Since the 1999-2000 Class rules will be out by the time you read this, I thought it might be worthwhile to review some of the major changes and their possible impact on the class.

Probably the most talked about change is the allowance of Pentex sailcloth. This isn't a rule change per se, rather it is the elimination of the exotic material rating that the cloth had (class rule 7.1.18). Since this change will be effective Jan. 1 1999, there has been a rash of activity among the sailmakers to have the cloth in sails to be used in the 1999 Mid-Winters. Based upon cloth costs, the genoa sail cost impact will be minimal, if any. Since the material is a polyester, it could be used in the mains and jibs as well, however, these sails must be made of woven vrs. the laminate polyester material allowed in genoa's. Using Pentex in woven cloth requires more resin impregnation in the standard sailcloth making process than the current yarns require. Experiences in other classes using this application of Pentex indicate the woven cloth sails have a significantly reduced life expectancy. This in itself will make Pentex usage in the mains and jibs unlikely as the sails would be cost prohibitive due to the need of replacing them after every regatta. The minimal cloth weights of those sails result in as long a competitive life as possible using the current class of polyester.

In addition, the restrictions on sail reinforcement layering and placement has been removed (rule 3.6.5). This should allow the sailmakers to optimize the resistance of the sails to distortion (the reinforcement plys themselves must still be no thicker than the main body of the sail). Because the sailcloth thickness itself can vary, the IJCA Technical Committee established a minimum total sail weight of 6.5kg (14.365 lbs.). Tests in other classes indicate that sails made at the minimum weight suffer short life (as in one regatta only!) and would be cost prohibitive to maintain competitiveness. In establishing the weight (by measuring sails at the '98 Worlds in San Francisco) most of the sails weighed between 7 (15.5 lbs.) and 8kg (17.5 lbs.). By the way, the sails were weighed by ingeniously wrapping them around a 4in. dia. plastic pipe of sufficient length, weighing the whole and subtracting the pipe weight. The sails could then be slid into their sausage bags without further ado. The ability of sailmakers to use their own discretion for reinforcements allows heavier chafing patches at the spreader and stanchion, the greatest areas of premature wear. Overall, it is expected that the sailmakers will have a greater ability to develop designs that allow better sail competitive life without incurring additional costs.

Many of the additional changes are intended to clarify the one design nature of the class. This is being done to discourage a growing tendency to have experimental hull features that push the limits of the rule wording.

Rules 2.5.1 and 3.2.1: The wording requiring a building number molded into the transom has been moved to Rule 3.2.1 since it pertains to hull requirements. In its place is a statement that the Measurement Certificate shall contain all the information contained in parts A,B,C, and D of the class rules. This is to assure world wide uniformity of the certificates.

Rule 2.7.1 has been modified to require that a J/24 Class measurer be recognized by the International J/24 Class Association to assure uniform procedures. Formally the requirement was that the measurer be recognized only by their national authority.

Rule 3.4.2 has been modified to require that the rudder comply with Plan D in its entirety rather than just the table of offsets. This is to simplify the measurement of the rudder. Note that other than the offsets table and length, the remainder of the dimensions are reference, that is are not normally measured. However they are included to provide the measurer a basis for inspecting shape consistency among the boats.

Rule 3.5 was changed from 'Spars' to Spars and Rigging' as both have been covered in this section.

Rule 3.5.2 has been modified to remove the reference to aluminum extrusions as this is already covered by the requirement that the spars conform to the copyright specifications.

Rule 3.6.3 has been modified to limit the number of sail windows to 4 in each of the main, jib, and genoa. Previously there was no limit to the number and there were several attempts to have the sails built with a majority of the area of window material which conflicted with the intention of cloth weight limitations.

Rule 3.6.4: Since the Measurement Manual has been published, the sail measuring portion has been added as Appendix A of the class rules. This eliminates the referencing of ISAF measurement procedures and makes measuring the sails independent of outside organizations.

Rule 3.6.5 has been modified as outlined in the second paragraph to allow unrestricted reinforcements provided they are of the same weight cloth as the body of the sail. The intention is to allow better strengthening of the sails, hence longer racing life. Contrary to some fears, this will not 'open the door' to exotic, high cost designs that only 'deep pocket' competitors can afford since sailmakers make their profits in volume sales, not one of a kind sails. The evolution of the class has reached the point that despite a variety of sail designs there is no one design that has a significant speed advantage.

Rule 3.6.9 has been modified to reflect the impact of PENTEX material. Because genoa sails can be made of laminate materials, there has been no way of establishing a single cloth weight, hence sailmakers are being requested to certify that the sail complies with the J/24 Class Rules. In addition, a total genoa sail weight spec has been added.

Rule 3.6.10 & 3.6.11have been modified to eliminate the reference to chafing patches as it is felt the only restrictions on the patches are that they are of the same material weight as the main body of the sail. This should allow sailmakers to optimize reinforcement strength, hence improve sail durability.

Rule 3.6.15 has been modified to clarify that sail measurers must sign across the royalty patch, a practice that is already in place.

It should be remembered that these changes were initially proposed to the national authority's technical committees (in our case the USJCA), reviewed for clarity and value before being proposed to the International Technical Committee. This group reviewed the proposals for relative benefit and intent before making a packaged proposal to the IJCA. The process usually takes the better part of a year to allow careful analysis, and is intended to assure that the changes are in the best interests of the class.



PRELIMINARY NOTICE OF REGATTA

1999 J/24 US NATIONAL CHAMPIONSHIPS

INVITATION: J/24 Fleet 99 and the Noroton Yacht Club invite you to the eighteenth annual J/24 Columbus Day Regatta. In 1999, this regatta will also serve as the US National Championships and qualifier for the 2000 World Championships in Newport RI.

SITE: Noroton Yacht Club, Darien CT. Sailing will take place on the waters of Long Island Sound south of the club.

RULES: This regatta will be governed by the current Racing Rules of Sailing (RRS), the rules of the International J/24 Class, and the Sailing Instructions.

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

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

SCHEDULE:

FRIDAY, OCTOBER 8

1400 - 2000 Launching, Registration and Refreshments

SATURDAY, OCTOBER 9

0700 - 1000 Launching and Registration

0930 Competitors Meeting

1100 Warning Signal, First Race of the Day, Additional Races to Follow

After Racing Refreshments and Dinner at Noroton Yacht Club

SUNDAY, OCTOBER 10

1000 Warning Signal, First Race of the Day, Additional Races to Follow

After Racing Refreshments and Dinner at Noroton Yacht Club

MONDAY, COLUMBUS DAY, OCTOBER 11

1000 Warning Signal, First Race of the Day, Additional Races to Follow

1430 No Warning Signal will be made after 2:30 p.m.

After Racing Awards at Noroton Yacht Club

INSPECTION AND MEASUREMENT: Each boat is required to have a valid measurement certificate. Boats may be inspected at any time for compliance with J/24 Class Rules.

COURSE: Courses will be Windward-Leeward as described in the Sailing Instructions.

ENTRIES: **Due to limited on-shore facilities, there will be a maximum of 70 entries accepted.** Completed entries will be accepted based on the order of receipt by the organizing committee prior to August 1, 1999. An entry is complete when a J/ 24 Regatta Registration Form (printed in the class magazine), (copy of) Measurement Certificate, (copy of) Class Membership Card(s) for Helmsman and Owner, and entry fee of \$250 is received. A confirmation of entry will be mailed to all accepted entrants. Entries may be accepted after August 1, at the discretion of the organizing committee, up to the limit of 70 entries, and subject to a \$50 late fee.

US Sailing members may deduct \$25 from the fee. A copy of your US Sailing Membership Card must be included with the entry documents.

HAUL-OUT RESTRICTIONS: All boats shall be launched prior to 1000 Saturday, October 9, 1999. Boats shall not hauled out during the regatta except and according to the terms of prior written permission of the organizing committee.

ADDITIONAL INFORMATION:

Jan Raymond (203) 655-9662, FAX (203) 655-0819

EMAIL: chipandjan@aol.com

PRELIMINARY NOTICE OF REGATTA



1999 ROLEX INTERNATIONAL WOMEN'S KEELBOAT CHAMPIONSHIP

SEPTEMBER 19-25, 1999

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

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

ADVERTISING: This is a Category B event, as specified in Appendix G4, with these additional restrictions:

- 1. No advertising is permitted for tobacco or watches (except Rolex).
- 2. No advertising is permitted on jibs, genoas, hulls or spars.
- Advertising is permitted on spinnakers.
- 4. Advertising on mainsails will be in accordance with Appendix G4.2(b).
- 5. All advertising must be submitted to the Organizing Committee for approval by August 1, 1999.

ELIGIBILITY, ENTRY AND LIABILTY INSURANCE: Open to women sailors (skippers and crews) each of whom is a member of a yacht club, a class association or a national federation. Membership in US SAILING is required for all US sailors. An entry fee of \$US 350 per boat is payable to Ida Lewis Yacht Club by August 1, 1999. There is a \$US 50 late fee for an entry received after August 1, 1999. Proof of liability insurance is required.

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

SCHEDULE:

Seven days are scheduled.

Sunday, September 19 0900 to 1700 Registration and Measurement. Boats measured.

Competitors weighed.

Monday, September 20 0930 Competitors' Meeting. 1300 Optional Practice Starts.

Tuesday through Saturday, September 21-25 1100 First Warning Signal for Championship Races.

Ten (10) races are scheduled.

No more than three (3) races will be sailed on any day. No more than two (2) races will be sailed on Saturday.

Three (3) races constitute a championship.

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

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

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

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

FOR FURTHER INFORMATION,

CONTACT EVENT CHAIRMAN DENISE MACGILLIVRAY,

P.O.B 1172, NEWPORT, RI 02840 USA. PHONE: 401-849-5492; FAX: 401-849-8168;

EMAIL: Jwrld@aol.com

Since 1985, the biennial Rolex International Women's Keelboat Championship has lured top women sailors from the U.S. and overseas. The list of past competitors reads like a whos who in womens sailing, yet there is a wide range of experience and ability among each year's 200+ participants.

The racing format allows for ten races over five days, with a day for registration and measurement and a day for organized tune-ups and starting practices. Pre-race briefings by guest sailing experts help with weather forecasts and local knowledge. Pre-regatta seminars, provided at no cost by local sailmakers and J/24 champions, hone sailing skills both on and off the water.

Over the course of the event, the hospitality of host Ida Lewis Yacht Club and the City of Newport shines through. Fabulous nightly socials and parties culminate with the Rolex Awards Gala at the famous Rosecliff Mansion, where "The Great Gatsby" was filmed. When all is said and done, foreign cultures are not so foreign and new friends — from across the country and continents away — are many.

For those who want to test their skills against the best women sailors in the world, the competition is close and challenging. For those who ask, "Am I good enough to compete?," the answer is in the sharing of information and the learning from each other.

...and then the shared experience is much, much more.

STEP UP TO THE CHALLENGE! 1999 ROLEX WOMEN'S CLINICS

WHO Betsy Alison will conduct several regional clinics sponsored by Rolex and US

SAILING. Alison, the current Rolex Yachtswoman of the Year and five-time winner of the Rolex International Women's Keelboat Championship, is a US SAILING certified instructor committed to improving your skill level and

tuning your team-work.

WHO ATTENDS All potential Rolex International Women's Keelboat Championship participants

with or without J/24 experience are invited. (Bring your own boat and team.)

WHAT TO EXPECT One- and three-day clinics, covering Boat and Sail Tuning, Boat Handling

and Teamwork, will also feature slide shows and video feedback. When seven or more boats attend a clinic, the winner of a mini-regatta will earn free entry into the 1999 Rolex International Women's Keelboat Championship.

WHEN/WHERE Clinics will be held between late March and late July. Locations are being

determined and will be posted on the US SAILING web site www.ussailing.org.

If you are interested in helping host a clinic in your area, please email Betsy

Alison at basailing@aol.com

MARK THIS ON YOUR CALENDAR!!!

Friday, July 16th Rolex Women's Clinic Hosted by Sail Newport In conjunction with the annual Sail Newport Regatta, July 17-18

Don't miss this opportunity to learn with Betsy and then sail against some of the best J/24 competition in the Northeast! At the same time, you'll be training at the sight of the Rolex International Women's Keelboat Championship. For clinic reservations, contact Betsy Alison at basailing@aol.com. To receive a Notice of Race for the Sail Newport Regatta, call 401-846-1983, email rad@sailnewport.org or visit the Sail Newport web site www.sailnewport.org

International

PRELIMINARY NOTICE OF REGATTA



1999 WORLD CHAMPIONSHIP GENOA, ITALY OCTOBER 1ST TO 8TH, 1999

INVITATION

On behalf of the Italian J/24 Class Association and the Italian Sailing Federation, the Yacht Club Italiano is honored to invite sailors from around the world to enter the XXI International J/24 World Championship regatta.

ORGANIZING AUTHORITY

The XXI International J/24 World Championship will be organized by the Yacht Club Italiano (Y.C.I.) and the International J/24 Class Association.

RULES

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

EVENT CLASSIFICATION AND ADVERTISING

The regatta will be considered Category A event in accordance with RRS Appendix G. All yachts may be required to display advertisements representing the event's sponsor(s) on both sides of the forward 25% of the hull while on the water from October 3rd, 1999 until the completion of racing on October 8th, 1999,

ELIGIBILITY

The World Championship is open to boats nominated by their national authority, whose entry has been accepted by the Organizing Authority. Helmsmen must be either nationals or resident and registered members of the NJCA of the country they represent. Italian helmsmen shall be current members of the F.I.V. with a medical certification. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations. Competitors must meet all ownership, National Sailing Association membership, and class membership and boat measurement requirements and must have paid all event fees before becoming official competitors.

SCHEDULE

	FRIDAY,	OCT 1st	MEASUREMENT & REGISTRATION
	SATURDAY,	OCT 2ND	MEASUREMENT & REGISTRATION
	SUNDAY,	OCT 3 ND	MEASUREMENT, REGISTRATION AND PRACTICE
RACE			
	MONDAY,	Ост 4™	Race 1
	TUESDAY,	Ост 5™	RACE 2 & 3
	WEDNESDAY,	Ост 6™	RACE 4 & 5
	THURSDAY,	Ост 711	RACE 6 & 7
	FRIDAY,	Ост 8111	RACE 8 & 9

If conditions permit, more than two (2) races may be held on any day except Monday Oct 4th.

SCORING

The Low-Point Scoring System, Racing Rules of Sailing Appendix A2.2 will be used. The Scoring Penalty (RRS 44.3) will apply. Nine Races are scheduled. The championship will be valid if five races are completed. There will be a discard if seven or more races are completed.



PRIZES

In addition to the perpetual World Trophies, trophies will be awarded to the top10 boats and the winner of each race.

SAILING INSTRUCTIONS

Sailing instructions will be available from September 30th, 1999 and will be distributed during registration.

VENUE

The regatta will take place in the waters of the Gulf of Genoa

Courses

The course will be windward/leeward.

MEASUREMENT & INSPECTION

All participants must present a current measurement certificate, certified as valid by the J/24 Class Association, at Registration. Boats and sails will be measured October 1st, 2nd and 3rd only. Boats may be inspected and or measured at any time during the regatta to verify compliance with Class Rules.

LAUNCHING

Boats will be launched and hauled free of charge. Boats will be berthed at the Yacht Club Italiano in the harbour of Genoa during the regatta. All boats shall be afloat by 1800 hours, Sunday, Oct 3rd and shall not be hauled out before the end of the regatta without permission of the Jury. Rudders shall remain affixed throughout the regatta. Out-of-town boats will be given haul-out priority based on furthest distance to travel.

RADIOS

The Race Committee may use VHF channel 72 to communicate information to the flee, countdown to the start, and premature starter information.

LODGING

Participants wishing to sleep on their boats must request approval from the Organizing Authority. Hotel bookings may be made through the Y.C.I. by contacting Mrs. Ferrari at +39 010 2461206 or fax +39 010 2461193.

ENTRY

The Organizing Authority must receive the completed entry form and a fee of \$450 US per boat by August 30, 1999. Checks should be made payable to the "Y.C.I. J/24 Worlds" and mailed to the Yacht Club Italiano. A late fee of \$75 US will apply after that date. Late entries will be accepted at the discretion of the Organizing Authority up to the close of Registration. Registration shall be completed with the Organizing Authority Friday October 1, 1999 through October 3, 1999. Entry fees cover launching, haul-out, mooring, temporary Y.C.I. membership and entry to all social events, including prize giving. Entry forms may be obtained from the Yacht Club Italiano or the Italian J/24 Class Association office at the following addresses

Yacht Club Italiano

Porticcilo Duca degli Abruzzi, I-16128 Genova, Italy Fax +39 010 2461193, Phone +39 010 2461206 http://www.yci.it e-mail_info@yci.it J/24 Class Association of Italy Via al Molo Cagni 16128 Genova Phone/Fax +39 010 3779329 Cell +39 0337-253401

CHARTER

A limited number of charter boats are available for overseas entries. The Charter Form may be obtained by contacting the following.

J/Boats Italy Mr. Paolo Boido Phone/fax +39 011 8178377 Cell +39 0335 6885005

International

PRELIMINARY NOTICE OF REGATTA

1999 North American Championship

Chicago Yacht Club and International J/24 Class Fleet 12 (Chicago-Belmont Harbor) will host the 1999 North American Championship Regatta on July 21-25, 1999, and serve as regatta organizing authority. The regatta will be held in the open waters of Lake Michigan off of Belmont Harbor, Chicago, Illinois.

1. Rules

1.1 General Rules

The regatta will be governed by the 1997-2000 Racing Rules of Sailing (RRS), the prescriptions of The United States Sailing Association (US SAILING), the rules of the International J/24 Class Association, this Notice of Race, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. Protests and requests for redress will be heard by a jury constituted in accordance with RRS 89 (b).

Protests and requests for redress will be heard by an International Jury appointed by the organizing authority constituted in accordance with Racing Rules of Sailing Appendix Q. This regatta is classified as a Category A event per Appendix G of the Racing Rules of Sailing.

2. Eligibility and Entry

2.1 Membership

Races are open to any J/24 boat whose owner, co-owner or charterer is regular member of the International J/24 Class or any of its national affiliates, and whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or resident and registered members of the NJCA of the country they represent.

2.2. Entry

Eligible yachts shall be entered by submitting a completed 1999 North American Championship Regatta Entry Form and entry fee of US\$300 to the Regatta Committee prior to June 15, 1999... Entries received after June 15, 1999 will be charged a US\$75 late fee. Entries should be mailed to:

Chicago Yacht Club

J/24 NA Championship Regatta

400 E Monroe St

Chicago, IL 60603-6493

Wristbands will be required for access to food and beverage areas. Wristbands will cost \$XX and \$XX for minors/ no-alcohol.

3. Schedule of Events

1200-2000	Registration
1200-1800	Measurement
0900-2000	Registration
0900-1500	Measurement
1200	Opening Ceremonies
1400	Practice Race
1000	Race 1 (or Qualification Race 1)
1200	Race 2 (or Qualification Race 2)
1400	Race 3 (or Qualification Race 3)
1700	Welcome Party/Dinner
1000	Race 4 (or Final Race 1)
1200	Race 5 (or Final Race 2)
1400	Race 6 (or Final Race 3)
1700	Entertainment/Dinner
1000	Race 7 (or Final Race 4)
1200	Race 8 (or Final Race 5)
1400	Race 9 (or Final Race 6)
1700	Entertainment/Dinner
1000	Race 10 (or Final Race 7)
1300	Awards and Closing Ceremony
1400	Food and Beverages Available
	1200-1800 0900-2000 0900-1500 1200 1400 1200 1400 1700 1200 1400 1700 1000 1200 1400 1700 1000 1200 1400 1700

4. Sailing Instructions

Sailing Instructions will be available at Registration. Additional instructions and notices will be posted on the Official Notice Board at the Chicago YC Belmont



Racing will take place in the open waters of Lake Michigan near Belmont Harbor. Refer to the Sailing Instructions for detailed description of racing area and courses.

At the discretion of the Regatta Organizing Authority the fleet may be divided into four groups to sail a Qaulification Series. Based on the results of the Qualification Series, the fleet will be split into two divisions which will each sail a Final Series. The top half will constitute the Championship fleet, the other half will constitute the Designer fleet.

6. Scoring

The low point scoring system Racing Rules of Sailing, Appendix A will be used. The Scoring Penalty (Racing Rules of Sailing 44.3) shall apply.

7. Prizes

Prizes will be awarded to yachts finishing in the top 15% of all yachts entered in the regatta.

8. Inspection

A current valid J/24 class measurement certificate must be presented at registration for each yacht entered. All sails without measurment form and stamp wil be measured.

A limited number of boats will be measured on July 20 and July 21 by appointment only.

Document Inspection or measurement will be carried out on each yacht before its registration is complete.

9. Launching

There are two cranes at Chicago YC Belmont Station for lauching and haul-out. Trailer parking will be provided during the regatta. A 24 hour metered parking lot is available for tow vehicles.

All boats must be afloat by 0800, July 22, and shall not be hauled out before the end of the series without the prior written permission of the Jury. Careening and dive-cleaning shall not be permitted during the regatta. Yachts will be moored on Club docks or mooring cans during the regatta. The services of sailmakers, chandlers and riggers shall be available for the duration of the regatta.

10. Charter

A limited number of charter boats may be available through the organizing committee to those who enter from overseas countries. In addition to the charter fee, a refundable damage deposit will be required. Application for charter must be made before April 15, 1999

11. Contact

Requests for information and entries may be directed to:

Russ Burke russburke@aol.com

-or-

Chicago Yacht Club 400 E. Monroe Street Chicago, IL 60603-6493

(312) 861-7777

Visit our web page at: www.chicagoyachtclub.com

International J.

1999 North American Championship Entry Form July 22-25, 1999

wish to enter the event named above agree to be bound by The Racing Rules of Sai ng the J/24 Class Rules, and by all other rules that govern this event. understand that must register upon arrival for a confirmed entry in said regatta.

Yacht Name				
Sai Number	Hu Color			-
Boat Owner				
Co-Owner				
Helmsperson				
Address				
Home Phone	Work Phor	ne		
Crew:				
Crew.				
Crew.				
Crew am a current J/24 Class Association Regular		Y	N	
am not now a Class member but wi join at re		Υ	N	
Copy of valid Class Measurement Certificate e		Υ	N	
Enclosed is my entry fee of US\$300 00 ma J/24 North American Regatta.	de payable to	Chicago	Yacht (C ub,
Helmsperson's Signature			Date	





PENTEX

By Chris Snow

As many of you may know the class has officially approved the use of Pentex fiber for use in the genoa. We thought you would all like to know our thoughts and experiences with this fiber and the impact it hopefully will have on your J/24 sailing.

First of all we are excited the class has approved the use of this new fiber. This move represents forward thinking by your class and hopefully a real move towards making sails that last longer and lowering the cost of racing. Time will be the best test of this new material but it is nice to see that the class is willing to experiment and try new things after careful consideration.

Laminated cloth made with Pentex fibers appear to be anywhere from 25-75% more resistant to stretch than the equivalent standard polyester fibers now in use. Pentex also is a little more resistant to the effects of the sun.

While there are many other factors (shrinkage for example) that affect the racing lifespan of a sail this increased resistance to stretch sure can't hurt. For the past few years we have been using the "Diax" range of mylar material from Bainbridge to build our genoas from. We have been very happy with the consistency of these materials and feel that they last longer than material were using before. "Diax" is a fairly soft mylar material and this seems to help the sail from shrinking too much over time.

For our new Pentex genoas we plan to use Bainbridge's line of "Diax Pentex mylars. These use very similar constructions to what we are using now and so the transistion should be quite simple.

For a one design loft, we have quite a bit of experience using Pentex cloth. Last winter the Melges 24 class approved the use of laminated Pentex in it's mainsails and jibs. Prior to that you were allowed just standard woven dacron or polyester/mylar like the J/24 now allows. We made the transition to Pentex in fine style and in fact our Pentex Melges 24 main and jib recently won the 95 boat Melges 24 Worlds in England. North Sails had been using Pentex in it's 3DL genoas for over the past year.

Unfortunately, the fiber is more expensive (most things that are better are). Our plan as always is to keep prices increases to a bare minimum and hopefully the added lifespan of sail will more than offest this. In speaking with some of my buddies in North's big boat division they have nothing but good things to say about Pentex and how it helps sails to last longer.

Another change that will take effect soon is that the class will now be measuring the all up weight of the genoa (6.5 kilos) rather than the weight per square meter of the cloth. This will make it simpler for measurers and also will improve the life expectancy of our sails. Vince Brun and I weighed one of our GP-2 genoas right after it was completed and the sail weighed 6.45 kilos. Our plan is to increase the size of our reinforcing patches to bring the sail up to the minimum weight, a move that is sure to improve longevity. Anyhow, the J/24 team at North Sails is excited about the changes the J/24 class is making and we are looking forward to working with you to take advantage of these changes. For more information contact any member of the North J/24 Team in the U.S.:

Vince Brun

Chris Snow

Tim Healy

Bill Fortenberry

Chris Larson

PENTEX

The Latest and Greatest ... ??? ...

By The Zaleski Twins

In our opinion, it doesn't seem that there is an advantage in using Pentex as a Class legal fiber. First of all it is more expensive than polyester so the sails will cost more. This would be acceptable if the sails would last longer but according to the cloth producers, durability is the same as polyester. So it is our belief that the replacement cycle won't change. The only advantage of Pentex is that it is significantly stronger, so the performance of the sail will benefit, but that is not what the Class is after.

On another subject, we feel that it doesn't make a lot of sense to put a weight limit on the Genoa. It is better to specify minimum cloth weight instead. Replacement of a Genoa is not due to fiber breakdown or even fabric stretch. Rather, it's due to a subtle loss of shape created by Mylar shrinkage. Making a heavier Genoa does not solve the problem.

Despite all of the above it may be inevitable to use Pentex because we think it is eventually going to replace Polyester laminates entirely.

Chris and Waldek Zaleski

twins@zsails.com Volume 40



PENTEX

My Experience...

By Vince Brun

As a J-24 sailor and as a sailmaker for about 20 years, I feel very strongly, that is my duty to write all of you again about the new Pentex cloth ruling. As we all have discussed many times, the Pentex laminated cloth (Mylar film laminated to Pentex yarns) will be a great opportunity to the J-24 Class, allowing the sailmakers to make a better and more durable genoa.

Thanks for all your efforts to make it legal. The problem now is that we have discussed at length Mylar/Pentex laminated cloth for genoas, but very little was said or discussed on Pentex woven cloth for mains and jibs. The great tight woven cloth we have today, is achieved by having the cloth passing through a oven, under controlled temperature, making the polyester yarns shrink and as a result making a very tight weave.

The basic problem with Pentex is that the yarn has very little shrinkage under heat, making it very hard to use our standard sailcloth process developed over years. The quick and dirty solution to the problem is, to impregnate the cloth with more resin, making it a lot less durable. Because this is a huge problem, we currently have only one cloth manufacturer in the USA, Challenge Sailcloth, making limited numbers of yards and styles of Pentex woven cloth.

My experience with Pentex woven cloth:

During the 1996 Olympics in Savannah, looking for the advantage on speed, I used Challenge Pentex woven cloth on Star sails. My experience was, that the cloth will perform better, with very low stretch for its weight, but lacks tremendously in durability. The jib we had at the Olympics, won the Gold Medal, but was totally destroyed after the event.

I'm concerned that we would create the same scenario in our J-24 Class, where we would have some high profile sailors making high performance sails, without paying any attention to the durability problem.

We are all aware that the J-24 Class voted to make Pentex legal, to make the sails more durable and economical. Allowing Pentex on mains and jibs, will be a huge departure from the original concept.

For more information on Pentex woven cloth, please contact any big cloth supplier and or sailmakers, before you go ahead with this decision to allow Pentex for Mains and Jibs.

Bainbridge Sailcloth 888-824-7245

Dimension Polyant 800-441-2424

(J-24 sailor John Glueck)

Contender Sailcloth 401-674-7700

(J-24 sailor Moose McClintock)





Road to the Worlds (Or How Badly Do You Really Want to Do This?)

By Scott Greenawalt

When we qualified for the 1998 J/24 World Championships last year I had no idea what an adventure I was embarking on. But in June of this year I found out this was going to be no easy trip.

June 13, 1998, after taking three bullets in the District 17 Championship Regatta, our Valhalla was hit by a tornado (The big swirly kind). The boat was out of the water on the trailer (long story) when it hit. And Yes, I was pretty close. I was in the water hugging the sea-wall in our inner harbor when the tornado hit. It was incredible! I witnessed 15 centerboard boats come flying over my head and slam into other keel boats in their slips. I saw part of the roof come flying off of our club house. The turmoil lasted for about one minute, then completely subsided. I started to climb out of the water when I saw the tree to the west of the center-board lot start throwing it's limbs off, from the opposite direction as before. I realized that I had been in the "eye" of a tornado. I had never heard of that before, but it was consistent with my observations. This tornado was large. I don't think the winds were particularly strong for a tornado (say 120mph), but it was big.

After the second round of carnage was over I climbed out of the water and looked at my J/24 Valhalla. To my horror, she was destroyed. The boat was picked up off the trailer and smashed onto the ground. The stick (new) snapped in half, the starboard aft bulk-head was buckled, the hull crushed, the keel was bent (yes, bent), the keel support stringers have all buckled and there are severe stress fractures all along the keel attachment on the hull. There's more but I think you get the idea.

I met with my insurance adjuster a few days later and after a quick inspection he agreed that the boat was a total loss. The loss of Valhalla is especially painful because when we purchased the boat five years ago, it was a wreck. The bottom was trashed, the boat was painted black, it had been left in the water for two years without any attention, but it was cheap! Over the years, we had done a vermiculite job, put a new epoxy bottom on it, reglassed the keel to the stub, reinforced the stantions, fared the keel (twice), resurfaced the deck, completely re-outfitted the layout, painted it white, replaced the mast and rigging, re-cored sections of the deck and generally taken very good care of the boat. We sailed Valhalla hard but always put her away with care. We took a dog-meat-slow boat and made it very fast. Anyone who had sailed against us at this years Southwest Championship would attest to the fact that the boat had great speed.

One might think that our trip to the World Championships in San Francisco had to be canceled But you would be wrong. Within one week of the tornado, two members of our local fleet volunteered their boats to us for the Worlds, Steve Mason and Steve Bruno. I was over-whelmed by their generosity and can't thank them enough. We ended up taking Steve Bruno's boat, Rumline, to the Worlds. It is a very well-prepared boat and it is set up almost identically to Valhalla, especially for the trimmer and driver.

When we got the news about Rumline we thought our troubles were over. Little did we know that in the middle of the trip we would be thinking that maybe that Tom Joad fellow from Stienbecks' "The Grapes of Wrath" didn't have it all that bad.

We had a lot of work to do in a very short period of time. While Steve's boat was in good shape it still needed a lot of TLC to get it ready for San Francisco. Some equipment needed replacing, the bottom needed work, the trailer hadn't traveled anywhere in several years...you get the idea.

Hank Jost and I decided to tow Rumline to San Francisco using my father's 1975 Ford F250 crew cab pick-up. It was a sight to behold. It is baby blue, with that never-been-waxed powdery blue sort of motif. It had a few rust spots that the previous owner was kind enough to allow his eight-year-old son to touch up with a can of Krylon. Awesome...simply awesome. Oh and did I forget to mention?..dual exhaust with headers. Not only was this baby stunning to look at, it sounded like it was ready for auction, ...Oh.. I mean action!

By the time we left I felt I had prepared for almost every contingency. I brought spare tires, a floor jack, fairing compound, long boards, heat lamps (they turned out to be quite popular with some of the other competitors during measurement), sand paper, spare gas can, come-along, bearings, seals, fix-a-flat, grease gun, air tank, small DC powered air compressor, fiber glass and resin, balsa-core, break fluid, power steering fluid, I even brought a spare light bar for the trailer just in case the trailer lights went out. So I thought we were in pretty good shape when we left.

I picked up Hank on Tuesday at 3:30 pm at his house. My theory was that we could make Alburqueque by 2:00 am and sleep a little. We would then drive hard the next day and be in Bakersfield early Thursday morning. That would have us driving through the desert late at night and early the next morning. It's laughable now thinking we expected to pull that one off, but that was my plan.

Like I said I picked up Hank. As we were leaving Oklahoma City Hank realized he had left his wallet back at his office, so off we go pulling a J/24 through downtown OKC to get his wallet. (That wouldn't be the last time we heard from

(Scott Greenawalt continued)

Hank's wallet on this trip). So no big deal. We were just a little behind schedule.

Off we go. On a lark I brought my hand-held tape recorder because I thought there might be some interesting things happen along the way that I wanted to remember. Just to rib Hank a little my first entry was about having to retrieve his wallet.

We ended up getting away at about 4:00pm. The truck was running on the hotter side of the gauge as we got down the road. We stopped and added some coolant. We reached the teaming metropolis of Eric, Oklahoma (just on the Texas border) at about 6:00pm. The engine was running real hot (240deg). We pulled into a restaurant/truck stop to see if we could get some help. They told us there was a guy who runs a tire shop and does some work on vehicles. "Maybe he could take a look at it for you."

Turns out this was a tire shop but it was also a place where these guys work on their stock cars. (Read drink beer and talk about stock cars) We told the first guy we saw about our dilemma and he said another guy would help us. I think his name was Bubba. (You gotta love it, right?)

We consulted with the aforementioned Bubba and he was convinced it was our water pump. The pump wasn't leaking and didn't seem to be loose but I thought he probably knows more than we do. Besides, Bubba just HAPPENED to have a brand new water pump for this Ford 460 V-8 back at the house. I should have smelled a rat in there somewhere but we were captive and I am probably a little too trusting. Bubba returned with the water pump and installed it in about 2 hours. Cost \$75.00. What a deal I thought! It would have been a great deal but it didn't fix the problem. Bubba thought and thought and then he asked Daddy Billy Bob (not his real name) for a consult. Daddy Billy Bob convinced Bubba that what we had here was a radiator problem. Bubba looked in the radiator and discovered that most of the channels the water flows through were blocked.

Bubba told me he just HAPPENED to have a used radiator for a Ford 460 v-8 back at his house. I was beginning to wonder if I would be rebuilding my truck out of Bubbas salvaged Ford Pick-up in his back yard. To shorten this story a bit we ended up going through three used radiator's but the last one did seem to solve the problem. It was slightly smaller capacity but it circulated water like champ. Bubba only charged us \$20 dollars for the radiator and the labor because he felt bad about selling us a water pump we really didn't need. Imagine that! I was totally captive and found someone honest who refused to take advantage of the situation. I think there may be hope for mankind after all.

To make up for the lost time we drove through the night and arrived in Albuquerque at about 8:00am. The truck ran just fine and the temperature was warm but ok (200deg). I wrote earlier about how much character this truck had. To add to the ambiance and the unique experience of our trip, we noticed that the cruise control would not shut off no matter how hard you applied the breaks. We had to physically shut off the cruise control before it would quit sending information to the fuel system. Otherwise the trip to Albuquurque was fairly uneventful (Hank did run out of gas once but I had a spare gas can with 3 gallons of fuel in it). The other thing that was disconcerting was that every light on the vehicle would flicker indiscriminately. There seemed to be no pattern and it would stop as quickly as it started. I was too tired by this time and thought it might be a good idea to climb inside the boat and lie down on the berth and get some sleep. That worked for awhile...until we roasted a trailer tire. Good God! Was that a rude awakening! I didn't try and sleep in the boat for the rest of the trip.

When we got to Albuquerque we needed to find a tire shop and a parts store. We found a small fuel leak and we needed to re-provision our supplies of oil, power steering fluid, brake fluid, and duct tape. This monster leaked everything known to mankind and as long as you kept an eye on everything she ran just fine.

After re-provisioning and fixing our fuel leak, we decided we would quit pushing so hard and take some time to go have a proper breakfast. That is what we needed as we both felt much better after a relaxing breakfast. We left Albuqeurque at 10:00am. As we were pulling out of town, Hank told me we needed to go back to the restaurant because he had left his wallet on the top of the truck??? I told you earlier that wasn't the last time we would hear from Hank's wallet on this trip. We searched the restaurant, the parking lot and the road leading out of town to no avail. At this point we were quite a sight. Imagine what the locals thought when they saw two guys in this old baby blue crew cab pick-up pulling a J/24 through the streets of Albuqeurque with their heads hanging out of the windows saying things like "Slow down Scott... that may be it over there...Uh...never mind"

We never found his wallet so we spent a lot of time on the telephone canceling his credit cards and re-ordering travelers checks. We got back on the road about noon. As we got further from Albuquerque we had to be more careful with how fast we drove. The engine temperature started climbing as we gained



(Scott Greenawalt continued)

altitude and the outside temperature went up. We were asking that small radiator to do things it wasn't designed to do.

Before long we turned the air conditioner off and the heater on to try and sink heat out of the engine. It is miserable but in a tight spot it's a trick that works. The engine temperature was stable at least, (210-215deg).

Pulling into Flagstaff we started thinking about crossing the desert. As much as we were having to baby the truck we thought we might check with a radiator shop and see what they could do for us. We stopped at the only radiator shop in town and the guy told us we just needed a bigger radiator. He didn't have any in stock. And it would be the next day before he could look for one. Worse, he told us, it would be the next day before he could install it. To hell with that we thought...onward!

It was late and the air temperature started to cool off so we decided to press on. Everything went fine until we tried to climb back out of the Colorado river valley outside of Needles, California at 11:00 pm. We were both very surprised to realize how hot it still was. We had to stop twice on the long uphill grade to pour water on the radiator and cool the engine down.

We got into Barstow at about 1:00am Thursday morning. We were very tired and were not thinking clearly so we decided to get a room and get 5-6 hours of sleep. We still had the desert to contend with. I wanted to get an early start so we left a wake-up call for 7:00 in the morning. At 9:30am I woke up and looked at my watch and shrieked, "Hank! They forgot our wake-up call." So we high-tailed it out of Barstow. The rest of the trip was about the same, heater on, slow down on uphill grades, if it was steep, get out and douse the radiator with water periodically. In other words, it was living hell.

We drove across the Bay Bridge at around 5:30 local time. What a sight. I questioned whether or not we would ever get here or when we did, if we would see J/24's racing in the Berkeley Circle as we crossed the bridge.

After all we had been through it was a real hoot to see the stares we got as we drove through downtown San Francisco at 5:30pm in this rig with dual exhaust and headers. Whenever we started climbing a hill we would set off car alarms...NO KIDDING! We counted six car alarms on our way to St. Francis Yacht Club. Not that we were trying to or anything like that.

We arrived at 6:00pm on Thursday evening. As I stopped the truck, I expected a door or a wheel or something to fall off, but it didn't. Steve's boat (Rumline) had raced extensively on the Texas Circuit and competed in two Continental Championships several years ago. But it had not been measured in several years. So I was pretty sure we were going to be ok. So much for making assumptions

The trailing edge of the keel stub at the hull intersection was too thin as was the cord length of the rudder. With a glint of sadism in his eyes, Steve Podlich told us he could not allow the teak and holly cabin sole Mark Foster had installed in the boat when he sailed the boat with Steve Bruno. Great I thought. That's all I need right now, measurement problems. I hadn't taken the floorboard out, but when I saw it I had to agree. It was grossly over built. Russell Cole (my bowman) and Hank came to me asking if I knew where we could find some lead. We only needed about 7 kilo's. I told them no, but I bet we could build a step box made from the 2x4's laying around where they had built the measurement scaffolding. Russell and Hank scurried off and got to work.

That step box was a piece of art, let me tell you. Anytime you install a step box it must be permanently affixed to the boat. The guy who was measuring the boat went into the cabin and tugged on the step box, fully expecting to rip it out of the boat. He told me he was really surprised that it held. Russell and Hank did a great job. And to prove it was really a step box they had put non-skid tape on it. Nice touch.

Meanwhile, I tried using Marine-Tex to fix the keel and rudder problems...big mistake. I did not bring any quick cure stuff. Bigger mistake. Good thing I brought my heat lamps. I couldn't really start sanding on that stuff until the next day. It took me three attempts to get the rudder right and it was Friday afternoon before we were ready. The queue to get in the water was long so we again decided to take it easy and enjoy the rest of the day.

The first time we actually sailed the boat in the Bay was the first race of the World Championships. Not real conducive to bringing home the silver. I do not intend to give a blow-byblow description of the racing. There are other articles in this issue that will deal with that. As for our performance, let's just say that Vince and Terry didn't lose any sleep worrying about us.

Finishing 56 out of 64, wasn't what I had hoped for. But we learned a lot. The thing that was the most surprising to me was how easily the very things that got us there in the first place, like good starts, good boat handling, staying flat, concentrating on boat speed, etc. seemed to be the first things to leave us. It really is very different competing at that level. No matter how much you have practiced, trained and analyzed,

there are 63 other boats that have practiced, trained and analyzed as much or more than you have.

I loved being fortunate enough to be there. The guys in the top of standings called us "Happy's". As in "Just happy to be here". San Francisco Bay is a fantastic venue. Saint Francis Yacht Club makes you feel like it's your club (at least for a week or so) If given the opportunity again I will go back. Nothing can compare to sailing in the Bay and being hosted by the STFYC.

I really appreciate the efforts of the rest of the crew. I've already told you about Hank and Russell. The other two members of the team were Barbara Jones from Atlanta Ga. and Jeremy Woan from San Francisco. We had never sailed with Barbara or Jeremy before but they fit right in and worked hard to do their best. Since Jeremy was the only local on the boat, he became our de-facto social chairman. And a great one he was. He showed some fantastic places to eat. Hank, Russell, Barbara, and Jeremy tried as hard as they could to keep the boat going fast and in the right direction. No one could ask for more effort than those four gave. It was loads of fun...but all things must come to an end and so did this.

I made arrangements for a new radiator to be installed (another long story) in the truck before we left. That was the end of our overheating problems...or so I thought. We only had three problems on the return trip.

We blew a trailer tire 20 miles outside of Oakland (At that point we were not optimistic about the trip back). Just like the other one, we shredded it. So we mounted the spare and pulled into some town about 20 miles south of Oakland for a replacement

The thermostat decided to lock up at 1:00 am on the long uphill grade coming into Flagstaff. Hank was driving and I was taking a nap. He smelled something odd and decided to check the engine temp. It was running at 265 degrees. Yikes! We hopped out and started pouring water all over the radiator to no avail. Then Hank remembered that Bubba (Billy in Eric Oklahoma) told us that if you are overheating and the bottom hose is pressured up, than it is probably the thermostat. It took us awhile because the engine was so hot. The engine temperature was so high that the coolant became super-heated. Every time we tried remove the thermostat housing we would get high pressure steam jetting out from around the housing. How we kept from blowing the head gasket or cracking the head I will never know. I guess sometimes you just get lucky. Eventually, we pulled out the thermostat, filled the radiator up and kept driving. Luckily, we did no damage and the truck ran fine after that.

Next problem was finding a place to stay in Flagstaff. We blew an hour and a half looking for rooms only to find no vacancy every where we looked (tourist season in the Grand Canyon).

We finally pulled off the road and got about three hours of sleep in the truck just out side Winslow Az. (I was looking pretty hard for that girl in that flat-bed slowing down to take a look at me.) The rest of the trip was tedious but uneventful.

As I reflect I initially felt very strongly about my J/24, Valhalla. But as I think about, I think those feelings come more from what we accomplished with her and the people we accomplished it with. Even though the work was hard and many times frustrating, it was after all, something I was doing with my friends. Everyone who was part of the team put in time helping recondition the boat. Without the following list of people none of what we accomplished would have happened. My sincere thanks to my Mom and Dad who helped get us into the boat in the first place and provided continual support and cheerleading along the way. Andy Oden, Mark Fish and Hank Jost were with the boat from the start. They collectively put in hundreds of hours of sanding, grinding, practicing, thinking and rethinking about all aspects of our program. Without them the journey would have not been the adventure it turned out to be. Mike Sinkankas and Alison Heather joined us along the way and pitched right in doing whatever was necessary to make the boat go fast and keep the whole thing loads of fun. Lastly, my wife Patrice, who started out as crew and later twice became a mommy, all I can say is Thank-you. There is no way we could have done all that we did without you. There were countless times where repairs did not go as planned and I needed to spend extra time at the warehouse to get the boat ready for some event. Patrice was habitually supportive and self-sacrificing.

I've had adventures in my day but few can compare to the incredible twists of fate we had as we attempted to sail in the World Championships. The path we traveled was full of obstacles but it was also full of self discovery and some valuable lessons about how decent people can really be. The most important thing I learned in San Francisco has nothing to do with racing sail boats, it has everything to do with how unpredictable life is and valuable friendships can be.

Epilogue: The Albuquerque police caught the guys that got off with hanks wallet...unbelievable. The theives slipped up when they tried to buy a pitcher of beer with one of Hanks travelers checks. The bartender noticed that they had co-signed the check with their own name instead of forging Hanks'. Life is full of wonders.

By Anne Howard



Team Classic - (standing left to right) Mark Shepard, Anne Howard, Linda Baker, James Howard, (seated) Randy Baker

This is a story of a J/24 team from Georgia that went to the 1998 J/24 Worlds in San Francisco. On April 21st of this year our team found out that we had a slot that was passed down to us to sail in the 1998 Worlds. When Steve Podlich faxed us the letter we were excited and just a little overwhelmed! The team of Classic would have just barely three months to come up with enough money, time off from work, and getting ready to sail the most important regatta of our lives.

The crew of Classic consists of James "Sputter" Howard, skipper and my husband. Randy, trimmer, and Linda Baker (James's sister) spinnaker, Barbara Jones, foredeck, and myself, Anne Howard in the middle. In order to sail at the max weight of 880 lbs., Barbara was nice enough to step off the boat, which gave us the opportunity to ask our brother-in-law, Mark Shepard from Clearwater to sail with us. What a family affair! I must add this footnote: Barbara was luchy enough to find a ride on a boat from Oklahoma and had a great time racing against us.

We had the team together, so the next step was James, Randy and Linda convincing their boss (James and Linda's father) for three weeks off from the family business. Mark works for NuClear sails and his boss was nice enough to let him off for the week of racing. I work part-time for a doctor so it was no problem for me. Next, we had to ask Grandparents to take care of the kids (James and I have one girl and Randy & Linda have two girls).

The last step was getting enough money together for our three week adventure out west. With the help of our fleet and members of Lake Lanier Sailing Club we held a White Elephant Auction and raised enough money to get our plans started. A good friend of ours, Rob Fowler (who used to have a J/24) designed a tee shirt for us and donated 50 of them to us which we sold to friends and club members. We tried to get sponsorship, but with such a short time frame we were unsuccessful at going that route. So with money coming in from friends and family we came up with enough to make our dream happen.

Our adventure started on July the 10th. Friday when James, Randy, Linda and myself left in a Ford ex-

tended cab pick-up truck with *Classic* behind. Mark flew into San Francisco on the 17th. It took us 6 days to make the drive from Atlanta, Georgia to San Francisco. We did make a side trip and drove to the Grand Canyon to spend a day there.

We checked into the hotel the afternoon of the 15th and immediately started getting *Classic* ready for the measuring process which took a total of two and a half days of waiting in the measuring line, redoing the edge of our rudder and getting the sails measured. Finally, on Saturday we got *Classic* in the water, but unfortunately, it was too late to make the start of the practice race.

The next six days were filled with the most fun I've ever had sailing on *Classic*. Each day we left the dock at 8:30 and didn't get back until 4:30pm. Monday was the most exciting day of the series with winds of 30+ and lots of waves and chop. A few breakdowns happened on this day and a couple of injuries on other boats. We were lucky, no problems except a broach which we came out of without any problems.

We left San Francisco on Sunday the 26th and headed toward Las Vegas to have some fun. On the way there we saw Will Crumps's boat, *Satisfaction*, and another J/24 parked in a lot in the Mojave Desert. On Wednesday in the middle of New Mexico we passed Will on the highway and waved hello. These were the only times that we saw another J on the highway.

Team Classic finished 44th out of 65 boats and had the best time of our lives. We felt that we did pretty good for a boat made back in 1981 and a crew that aren't rock stars, but a family who has a great time sailing together!

By Anne Howard

Fleet #115 in District 8 hosted the Southeastern Championships at Lake Lanier Sailing Club in Flowery Branch Georgia on March 27-29 1998. The regatta was a Worlds Qualifier for 1999 in Genoa Italy.

Racing was started on Friday with only 13 boats going for the one shot to Genoa. Despite the Low turnout the fleet had boats from Richmond, VA, St. Augustine, FL and Wayne, PA.

Courses for the regatta were the standard windward leeward. A total of 6 races were sailed in the series with winds ranging from 5 – 15 knots. After 6 races there was a three point difference between Shawn Burke on *Blumpkin* and James Howard sailing on *Classic*. The regatta was decided on Sunday with Shawn Burke winning, as the racing was cancelled for lack of wind.

Off the water activities included a dinner hosted by Mondavi Wines and a raffle held both Friday and Saturday nights. The fleet would like to thank the many sponsors, Becks Beer, NuClear Sails, Shore Sails, Mc Lube, and Wheathermark.

A special thanks also goes to Linda Merkle and Karen Ahrens who are not members of the J-24 Fleet, but volunteered their time to help Fleet 115 host the Reatta.

	Top Five Results:								Total	
1.	Shawn Burke/Wyn Jones	Blumpkin	2	1	1	5	1	1	11	
2.	James Howard	Classic	1	2	4	1	2	4	14	
3.	Jim Farmer	Party Reptile	4	5	3	12	3	2	29	
4.	Will Crump	Satisfaction	7	7	6	3	6	3	32	
5.	Steve Wells	Ramscalian	5	4	2	2	5	15	33	





International J. 24

By Rob Moore

White boats, white sails, and white-hot competition.

That's our abbreviated impression of the J/24 World Championship, a nine-race series hosted by St. Francis YC on the Berkeley Circle on July 19-24. Not that the regatta wasn't plenty colorful - mix 65 boats from 13 countries and all over the United States together, throw in 300-some of the best sailors on the planet, add 20 knots of breeze and chop, and, viola, you've got the recipe for one hell of an intense regatta.

As one of only two world championships on the Bay this year (the 11:Metres were in October), this was the hottest thing anyone has seen on our local waters since last year's I-14 Worlds. . . with the possible exception of a freighter laden with 277 spent uranium fuel rods - a radioactive gift from South Korea -that passed a mile upwind of the fleet during the third day of racing.



Ed Broberg with back to camera & Tim Winger in Measurement Shed

The script for the J/24 Worlds called for a battle royale between three sailmakers, all veteran J/24 campaigners - defending champion Vince Brun, age 51, of North Sails San Diego, who won the last Worlds in Buenos Aires; 32-year-old Chris Larson of North Sails Annapolis, the '97 Rolex Yachtsman of the Year as well as winner of the '96 J/24 Worlds in Sardinia; and perennial powerhouse Terry Hutchinson, a 30-year-old Quantum Sails rep from Annapolis.

Brun, an affable Brazilian expatriate whose resume already includes half a dozen world titles in Solings, Stars and J/24s, was widely considered the pre-regatta favorite. Sailing with an all-star crew that included class stalwarts Kris and Moose McClintock, Brun did nothing to discourage that notion by dominating the J/24 Nationals hosted by San Francisco YC the weekend before the Worlds



Left to right - Steve Podlich, Matt Jones, Terry Hutchinson... What's for lunch?

After two general recalls, Argentinian sailor Guillermo Baquerizas won the opener of the Worlds - followed by the 'holy trinity' of Brun, Hutchinson and Larson in that order.

The stage was set for the rest of the week: each day the fleet sailed at least one, and sometimes two, long double windward/leeward races on the Berkeley Circle in winds ranging from 12-22 knots. Race manager Matt Jones and his squad of 35 volunteers used every trick in the book to control the aggressive fleet: an offset at the weather mark, a gate at the leeward mark, use of VHF radios for countdowns and over-earlies, and, most interesting, generously long (and quite square) starting lines that featured the race committee boat motoring midline upwind of the fleet, shapes and flags visible to everyone

"Communication with your fleet is the key," noted Jones, who deserves kudos for orchestrating a near-perfect event.





1998 World Champion Terry Hutchinson gets "launched" at the pin end.

Midway through the series, Brun was looking, well, invincible. His 2,2,5,1,3 record put him nine solid points ahead of Hutchinson and miles ahead of Larson, who'd booted the fourth race with a 14th, his eventual throwout. The tide began to turn, however, in the six race as Larson regained his Rolex form with the start of back-to-back bullets while Vince and Terry both began fading. The sixth race was a minor setback for Brun, who took a seventh, and an unmitigated disaster for Hutchinson, who was tossed out by Brun for contact at the leeward mark. Terry was forced to eat 66 points, his throwout.

The seventh and eighth races were both sailed on Thursday, with Terry and Chris pulling even nearer to Vince when he had a meltdown at the start of the first race - an OCS saw him start dead last, but battle back to a 16th, his throwout. Going into Friday's finale, Brun had a six-point lead over Larson and nine points over Hutchinson - not quite enough for comfort in this talented fleet.

With oodles of sales revenues on the line (big victories sell sails, and there are 5,200 potential J/24 customers out there) as well as international bragging rights (past winners of the Worlds include the likes of six-time champ Ken Read, John Kolius, John Kostecki, Ed Baird, Dave Curtis, Jim Brady and the late Larry Klein). . well, the pressure was definitely on.

After what was probably a sleepless night for all three contenders, it was time for the final shoot-out. Hutchinson and his Evita gang (Dave Crocker, Dave Moffet, Matt Beck and Will Jeffers) led wire-to-wire, completing a brilliant comeback. Behind them, both Brun and Larson were over early and deep on the first beat. Neither fully recovered, though Brun manuevered his Fatal Attraction from the twenties up to the

low teens, desperately trying to pull himself back into the regatta lead. Had he passed just one more boat, it would have forced a tie that would have been broken in his favor.

Brun ended up 10th in the finale, ostensibly giving the regatta to Hutchinson by a point. A subsequent suspense-filled evening in The Room (there were no less than three different protests that could have bumped Brun back to the top) eventually did nothing to alter the final results.



John Adams Photo



Julie Harrar Photo



Hutchinson's scores of 3,6,6,6,1,(66),5,2,1 were good enough to earn him the J/24 World title, barely. For Brun, it must have been a bitter pill to swallow, but he accepted the defeat graciously, welcoming Hutchinson warmly into this elite pantheon of one design sailing gods.

"To finally win this after all these years is a really big thrill,"

said Terry, who has finished in the top five at the J/24 Worlds a bunch of times, but never on the top rung.

"It was a long time coming!"

The sound and the fury of the Worlds faded quickly as the tired sailors scattered to various corners of the country and the world. Brun headed immediately home to his family in San Diego; Larson was bracing himself for the mind-numbing task of towing his J/24 across the country, while Hutchinson was looking forward to sailing on the 1D-48 Abracadabra in the Kenwood Cup. Inevitably, the three rivals will meet again, either at the J/24s Worlds in Italy next October, or sooner.



Matt Jones also disappeared after the regatta, heading for the Sierras with his family for a much-needed vacation away from sailboats.

"This was a benchmark regatta, both in terms of competition and - humor me here - race management,"

"It doesn't get much better than this." he claimed.

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Editors Note

Scott Greenawalt received a special "Sportsmanship" Award for his rescue of a fellow competitor who had fallen overboard during the 1998 Worlds Competition.

Julie Harrar Photo

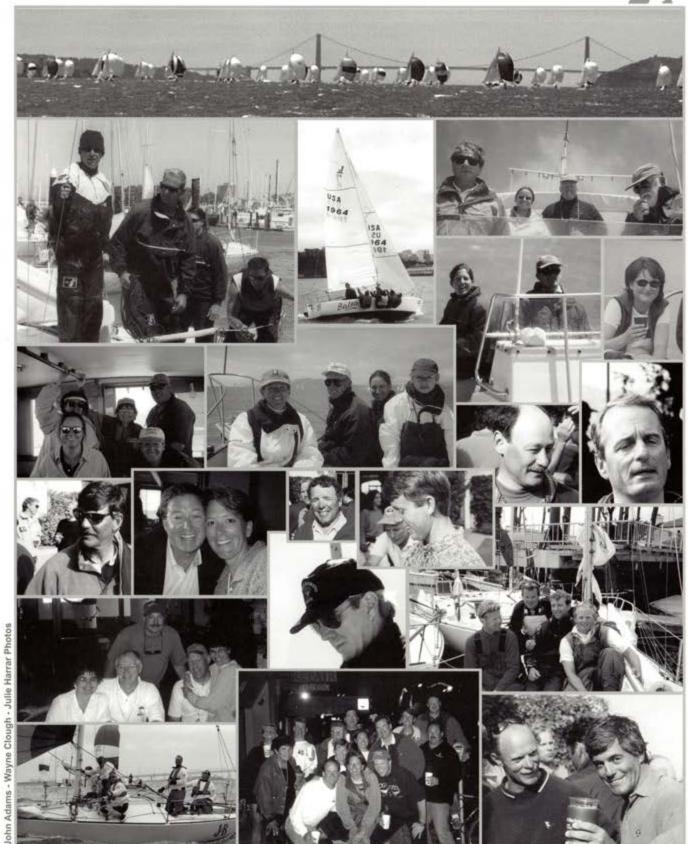


Volume 40

International 24

Seen Around...

The Worlds





SAN FRANCISCO ST. FRANCIS YACHT CLUB 1998 J/24 WORLD CHAMPIONSHIPS FINAL RESULTS

1 throw out(s) Races: 1 to 9. Y= Yacht Materially Prejudiced I = Infringement; D = DSQ: * = throw out; Sail No. Bow Race 4 Race 6 Race 7 Race 8 Race 9 No. Skipper Name Race 1 Race 2 Race 3 Race 5 1.00 30.00 5.00 2.00 1 5183 **59 USA** HUTCHINSON 3.00 6.00 6.00 6.00 1.00 66.00° 2 5208 **58 USA** BRUN 2.00 2.00 5.00 1.00 3.00 7.00 16.00° 1.00 10.00 31.00 LARSON 4.00 14.00 8.00 1.00 1.00 4.00 25.00* 41.00 3 5235 **55 USA** 8.00 1.00 2.00 15.00 9.00 4.00 40.00* 68.00 4 5223 16 CHI GONZALEZ 10.00 17.00 4.00 8.00 5 4906 51 USA KAAN 21.001 3.00 15.00 3.00 9.10Y 22.00* 12.00 7.00 3.00 73.10 24.00* 7.00 6.00 6.00 76.00 6 3843 43 USA WHITTEMORE 5.00 5.00 20.00 15.00 12.00 5.00 77.00 13.00 7.00 8.00 4.00 5.00 33.00 2.00 66.00° 7 4677 01 ARG GRIMALDI 12.00 32.00* 2.00 17.00 10.00 13.00 8.00 7.00 79.00 8 1964 **49 USA** HOOKANSON 10.00 4802 7.00 1.00 18.00 9.00 11.00 18.00 27.00* 11.00 15.00 90.00 9 46 USA ZALESKI 22.00 21.00 23.00° 8.00 15.00 4.00 104.00 SNOW 6.00 14.00 14.00 10 241 **39 USA BAQUERIZAS** 16.00 13.00 33.00 66.00° 5.00 106.00 1.00 18.00 11 5094 02 ARG 13.00 7.00 5.00 19.00 66,00* 14.00 107.00 14.00 18.00 16.00 12 5008 41 USA WIJSEN 18.00 3.00 20.00 25.00° 11.00 110.00 13 08 CAN WILLETTS 23.00 4.00 17.00 10.00 14.00 11.00 5181 36.00* 31.00 10.00 6.00 18.00 12.00 13.00 126.00 14 108 **38 USA** CLARK 16.00 20.00 20.00 3.00 11.00 14.00 2.00 139.00 44 USA MILES 66.00* 11.00 12.00 66.00D 15 2934 14.00 22.00 9.00 17.00 141.00 **18 MEX BELAUSTEGUIGOITIA 21.00** 28.00* 24.00 28.00 6.00 16 4439 23.00 151.00 17 5014 14 CHI ZUAZOLA 28.00 12.00 9.00 50.00 7.00 16.00 6.00 57.00° 27.00 20.00 3.00 17.00 16.00 158.00 GOEPFRICH 57.00* 26.00 18 4266 62 USA 9.00 32.00 2.00 23.00 20.00 37.00 167.00 KLATT 33.00 26.00 30.00 4.00 19 1663 **37 USA** 29.00 35.00* 27.00 15.00 24.00 8.00 170.00 HARDEN 30.00 25.001 22,001 20 1997 **36 USA** 19.00 38.00 19.00 176.00 21 5150 19 FRA DICK 24.00 44.00* 13.00 7.00 30.00 26.00 19.00 25.00 34.00 20.00 29.00 36,001 45.00* 184.00 22 4909 **33 USA** KERST 20.00 9.00 11.00 23.00 43.00 43.00 16.00 9.00 184.00 22 4584 **21 JPN** MAIN 15.00 66.00* 2.00 33.00 24 4720 60 FRA CHARON 11.00 42.00° 28.00 35.00 13.00 34.00 24.00 10.00 34.00 189.00 25 4526 65 USA WILMOT 32.001 48.00* 29.00 19.00 27.00 37.00 4.00 29.00 20.00 197.00 25 4557 61 USA DUFFY 22.00 27.00 10.00 24.00 29.00 47.00* 32.00 26.00 27.00 197.00 47.00 36.00 30.00 10.00 13.00 66.00* 204.00 27 3421 **54 USA** LAFFITTE 17.00 30.00 21.00 9.00 14.00 66.00D 25.00 211.00 28 533 56 USA PURDY 66.00* 24.00 31.00 27.00 15.00 5179 **23 JPN IWADE** 29.00 39.001 16.00 36.00 24.00 32.00 53,00* 28.00 18.00 222.00 29 23.00 59.00* 19.00 48.00 28.00 28.80Y 26.00 229.80 04 AUS PLANTE 34.00 23.00 30 193 38.00 19.00 26.00 27.00 28.00 231.00 27.00 25.00 41.00 48.00* 31 4339 **63 USA** LITTFIN 29.00 24.00 237.00 **32 USA** QUIZON/HILLMAN 35.00 35.00 45.00° 17.00 45 00 21.00 31.00 32 196 39.00 32.00 270.00 51.00* 37.00 21.00 33 3702 **52 USA** CRUMP 18.00 34.00 50.00 39.00 49.00* 22.00 275.00 34 4215 **30 GBR JARDINE** 45.00 46.00 34.00 13.00 37.00 40.00 38.00 21.00 35 1564 03 USA WORSHAM 66.00° 39.00 51.001 51.001 22.00 12.00 58.00 18.00 276.00

International J

1998 Worlds Results Continued

Race	s: 1 to 9.	1 thro	w out(s)									han "	ir .
			* = throw out;	I = Infringement;			D = DSQ;		Y= Yacht Materially Prejudic			ced	
No.	Sail No.	Bow	Skipper Name	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	
35	2988	26 MEX	ORTIZ	47.00	31.00	47.00	43.00	25.00	8.00	30.00	53.00*	45.00	276.00
37	4235	31 GBR	PEACE	32.00	16.00	66.00*	32.00	40.00	17.00	66.001	42.00	36.00	281.00
37	2138	09 CAN	KILLEEN	43.00	45.00	22.00	11.00	50.00*	42.00	35.00	41.00	42.00	281.00
39	5145	15 CHI	REID	31.00	37.00	33.00	34.00	31.00	36.00	25.00	66.00*	66.001	293.00
40	3729	10 CAN	BURNS	66.00*	54.00	44.00	40.00	43.00	4.00	51.00	36.00	30.00	302.00
41	4907	24 JPN	KAI	40.00	33.00	53.001	46.00	32.00	25.00	62.00*	33.00	43.00	305.00
42	3139	42 USA	WILLIAMS	39.00	21.00	66.00*	56.00	23.00	38.40Y	34.00	66.00D	29.00	306.40
43	4301	64 USA	PERKINS	26.00	43.00	30.00	44.00	41.00	31.00	66 00*	66.00	33.00	314.00
44	3004	45 USA	HOWARD	44.00	15.00	66.00*	52.00	47.00	35.00	53.00	37.00	41.00	324.00
45	198	20 SWE	DURRING	41.00	36.00	32.00	21.00	52.001	66.00*	47.00	48.00	52.001	329.00
45	38	34 USA	LEITNER	25.00	51.00	25.00	55.00	42.00	54.00	48.00	35.00	66.00*	331.00
46	4819	22 JPN	KAWAOKA	38.00	41.00	61.00*	51.00	46.00	21.00	44.00	46.00	44.00	331.00
48	4286	11 CAN	WOLFS	42.00	60.00*	54.00	5.00	52.00	55.00	50.00	51.00	35.00	344.00
49	539	12 CAN	TUULOS	46.00	22.00	66.00*	53.00	57.00	57.00	31.00	30.00	49.00	345.00
50	3535	17 CHI	BOHER	52.00	40.00	43.00	40.001	35.00	53.00*	52.00	39.00	46.00	347.00
51	5144	50 USA	LYNCH	50.00	63.00*	55.00	29.00	59.00	44.00	17.00	48.001	51.00	353.00
52	4171	57 USA	HIBBEN	55.00	38.00	42.00	58.00	28.00	45.00	56.00	66.00*	39.00	361.00
53	4019	06 CAN	LITTEE	56.00	57.00	53.00	20.00	58.00*	46.00	36.00	45.00	52.00	365.00
54	2718	07 CAN	WALKER	49.00	56.00*	39.00	33.00	44.00	56.00	46.00	49.00	55.00	371.00
55	4729	25 JPN	SHIROYAMA	54.00	49.00	48.00	66.00*	49.00	41.00	41.00	40.00	53.00	375.00
56	2185	46 USA	KEESLING	48.00	59.00	49.00	49.00	60.00*	60.00	39.00	32.00	47.00	383.00
57	41	27 MON	PERRIS	51.00	53.00	37.00	38.00	55.00	61.00*	42.00	54.00	56.00	386.00
58	965	47 USA	GREENAWALT	36.00	55.00	52.50Y	45.00	56.00	62.00*	57.00	50.00	50.00	401.50
59	4963	53 USA	KELLEY	53.00	52.00	66.00*	42.00	48.00	51.00	66.001	44.00	61.00	417.00
50	12	05 BER	CORLESS	59.00	62.00	57.00	37.00	66.00*	58.00	60.00	57.00	62.00	452.00
61	5093	13 CHI	PONCELL	57.00	58.00	58.00	66.00*	54.00	59.00	59.00	52.00	59.00	456.00
61	3883	35 USA	MACK	58.00	64.00*	56.00	61.00	62.00	52.00	63.00	47.00	57.00	456.00
63	1396	40 USA	SELFRIDGE	62.00	63.00	59.00	60.00	53.00	49.00	45.00	66.00*	66.001	457.00
64	109	29 SWE	AHLSTROM	61.00	61.00	52.00	66.00*	66.00D	50.00	61.00	66.00	54.00	471.00
65	334	28 ITA	SARGENTI	60.00	65.00*	60.00	63.00	61.00	63.00	64.00	56.00	58.00	485.00



Steve Podlich Photo



teve Podilich Ph



By Seamus Wilmot

I was asked to write an article to help describe how the 1998 Nationals went on San Francisco Bay. I will get to the details of the regatta in just a second. First, I would like everyone reading this article to sit down in your favorite reading chair with a perfectly cold beer and your feet propped up on the stool. Then I would like you to put the article down and sit there in anticipation for about an hour or so. This little trick will give you a sense of what the first day of the regatta was like.

Anticipation was very high. The regatta was scheduled for the weekend before the World Championships so just about everybody had shown up for this event.

It seems the only people who did not come to San Francisco were the South American teams that were here last summer for the North Americans. All told, there were 52 boats registered for the regatta with some of the top US talent gathered in quite a few years. San Francisco Yacht Club had done a fantastic job getting the regatta ready and making it as easy as possible to get sails and crew measured in on time.

Saturday morning, everybody was in a frenzy to leave the dock and get out on the water where the wind was blowing 12-18 knots and the sun was shining. Everybody was there,





including the race committee, but the start of the regatta was postponed and hour and a half for unknown reasons, making everybody a little more antsy.

The first race of the day finally go started a little after 1:00 pm in perfect (12-15 knots) conditions. Vince Brun jumped out to an insurmountable lead on the first leg. From our vantage point in the fleet, way back in the pack, it was hard to tell how Vince got so far ahead in such a short amount of time, but he was able to do it for every race on Saturday accumulating only 3 points in 3 races, not bad. Terry Hutchinson followed right on the heels of Vince with a 2, 2, 3, but Chris Larson seemed to have a hard time finding his usual speed scoring a 3, 7, 11 while Chris Snow suffered an OCS in race three which he turned into a 16th with a lot of hard work and Jens Hookanson also had a rough 3rd race having to drop out with a break down ruining his chances of a top ten finish in this no throw out regatta. This left the door open for the Canadian team of Willetts/Self to grab third place for Saturday.

The sailors dragged themselves to the docks of San Francisco Yacht Club just before sunset!! Wow, what a long day. The Yacht Club treated the fleet to a great feast in the main dining room which ensured that everybody was home asleep before too much damage could be done at the bar.



Sunday started just like Saturday, wind blowing, sun shining, but today the race committee took to heart the mostly friendly banter from the night before discussing the merits of getting the racing started earlier in the day. The line was set and the guns were fired right on time. Vince showed that he was not perfect and sailed his worst race of the regatta, scoring a 2nd to Terry Hutchinson's DNF form Saturday, Chris Larson was able to improve his overall standing to third place with a solid 5, 3 on Sunday. The rest of the fleet had somewhat inconsistent scores which jumbled up the standings a bit, showing that consistency is the key to life and good sailing.

The Nationals was a fantastic tune-up for the Worlds as the top three once again battled till the very last race to decide who would hold the title of World Champion. Many thanks to the organizers of both regattas and to the San Francisco Yacht Club who eventually gave us a great regatta.

1998 Nationals - Results

Yacht Race Scoring	Systems		RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6		
									TOTAL	
SKIPPER, ETC.	SAIL	BOW	Points	Points	Points	Points	Points	Points	POINTS	1
BRUN, VINCENT	5208	03	1	1	1	2	1	-	6	1
HUTCHINSON, TERRY	5183	45	2	2	3	1	2	-	10	2
LARSON, CHRIS	5235	24	3	7	11	5	3	_	29	3
SNOW, CHRIS	241	35	4	4	16	7	5	-	36	4
MILES, JAMES	2934	50	12	10	2	3	10	-	37	5
ZALESKI, WALDEK	4802	43	7	11	8	8	8	-	42	6
WILLETTS/SELF	CAN5181	38	6	9	4	20	6	-	45	7
KAAN, KENNETH	4906	17	10	16	5	10	9	_	50	8
KLATT/PHILLIPS	1663	22	23	3	7	12	13	_	58	9
DOWNEY, KEVIN	3843	06	11	20	6	11	11	-	59	10
GONZALEZ/AVARIA	5223	11	8	5	25	15	7	-	60	11
GOEPHRICH, BRIAN	4266	49	17	18	18	6	4	-	63	12
CLARK/DROPKIN	108	07	20	8	12	9	14	_	63	13
HOOKANSON, JENS	1964	15	5	6	DNF 53	4	12	-	80	14
DUFFY/GREGORY	4557	80	19	13	14	19	16	-	81	15
KERST, JOSH	4909	21	13	17	9	18	25	_	82	16
HARDEN/NELSON	1997	12	9	12	13	29	22		85	17
PEACE, DUNCAN	4235	32	18	15	23	21	17	_	94	18
IWADE/KAWAGUCHI	JPN5179	18	15	21	22	22	18	-	98	19
LITTFIN, JEFF	4339	27	24	23	20	13	23	-	103	20
CRUMP, WILL	3702	05	16	19	21	31	19	_	106	21
HILLMAN/QUIZUN	196	13	14	28	10	14	DNF 5	3 -	119	22
ZIMMERMAN, BRIAN	1891	46	32	14	24	27	24	_	121	23
PERKINS/NAZZAL	4321	52	26	24	17	37	21	-	125	24
WORSHAM/WELLMAN	1564	42	25	32	19	24	28	_	128	25
DURING, ANDERS	SWE 198	09	29	25	30	16	32	_	132	26
WILMOT/OLIVER	4526	40	27	33	37	25	15	9.0	137	27
BELAUSTEGUIGOITIA	4439	02	21	30	28	34	30	_	143	28
KELLEY, CHARLIE	4963	20	22	36	27	33	29	0.00	147	29
PLANTE/LARSON	AUS 193	33	37	26	15	23	DNF 5	3 -	154	30
LYNCH, KAREN	5144	28	41	22	34	30	35	_	162	31
TOOLE, PAT	1976	37	35	41	31	17	39	1 -	163	32
PURDY, MELISSA	533	47	30	27	DNS 53	26	31	_	167	33
ORTIZ, HUMBERTO	2988	51	31	38	29	DSQ 53		0.000	177	34
CLOUGH, WAYNE	2394	04	39	29	26	45	33	_	182	35
SWARTZ/SAMDERSON	3421	36	33	35	38	39	37	_	182	36
HOLT, DENNIS	1760	14	36	45	36	40	27	-	184	37
MACK/MOORE	3883	30	28	40	32	38	DNF 5		191	38
BAILEY/HOPPER	3837	01	44	37	44	32	40		197	39
JEPSEN/HENNEBERGER	4782	16	38	42	40	43	36	_	199	40
WILLIAMS, EDDIE	3739	39	34	34	35	44	DNF 5		200	41
LITTEE, MICHEL	CAN4019	26	40	44	43	41	38	-	206	42
KILLEEN, PAUL	CAN2138	44	DNF 53	DNS 53	DNS 53	28	20	_	207	43
	4264	31				42	41	-	211	44
OTIS, PHILIP KEESLING, FRANK	2185	19	42	31	42	35	DNF 5		214	45
WHITTOME/NIETERT	2372	41	45	48	45	36	42		216	46
KURITA, KURRY	4789	23	46	39	41	46			225	47
FRANCZYK/WIARD	2737	10				47	DNS 5	3 -		48
			47	46 43	46 33				230 235	49
TUTHILL, ANDREW	3454	48	DSQ 53			DNS 53				
LEVIT, LARRY	3297	25	49	49 DNP 53	48	48	43 DNP 5	-	237	50
PRESS, CURTIS	173	34	48	DNF 53	47	49	DNF 5		250	51
LYTHCOTT, GEORGE	3990	29	50	50	DNS 53	DNF 53	DNS 5	3 -	259	52

By Jon Forst

Annapolis--It must have been fall... The days were short and cool, the breeze was up, the melee of powerboats had deserted the Bay, and there were nearly 80 boats in Annapolis for Severn Sailing Association's annual running of the J/24 East Coast Championships. The three day Halloween weekend event has had a tradition of big breeze, aggressive racing, and crushed fiberglass (occasionally on a committee boat). Unlike previous years, the weather was kind and the bumperboats were limited to one major crunch. One thing stayed the same in the six race series sponsored by Waterline Systems: the level of competition.



Friday morning brought a 10

knot northwesterly for the 77 competing teams. Mother Nature was kind to the competitors this year as the temperatures on the race course stayed in the upper 50's and 60's. Three races were held as the breeze slowly built to 14 knots. At the close of racing on Friday, it seemed a little odd to have Terry Hutchinson's name in third place with two tough competitors, Chris Larson and Brad Read, in front. Hutchinson suffered through a 23 in Race 2 in coming back from a back row start. The 23 heavily outweighed his 1-2 in Races 1 and 3.

Was it possible that the current World, North American, and Midwinter champion could drop the ball on home field?

Well, it was only the first day.



A shifty 8-14 knot northwesterly to northerly breeze greeted racers on Saturday. The severe wind shifts provided plenty of shuffling of finishing orders with one notable exception... two bullets and a third for Terry Hutchinson. This performance provided a comfortable 35 point lead as Hutchinson's Evita team benefited from the misfortune of Read and Larson. The start of Race six may have been the defining moment of the regatta. With the top boats clustered at the heavily favored pin end with the RC displaying a Zflag (round the ends rule and 20% penalty), Hutchinson got off to a clean start as Read and Larson suffered over early calls and the resultant restart and penalty. Evita

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went on to win the race while Read's Blind Squirrel and Larson's Karl's Boat Works fought back to 43rd and 59th.

These scores dropped Read to second and Larson to fourth, as the regatta's top amateur, Hampton's Steve Hunt, slid into third place. Read and Larson would not get their shot at redemption as Sunday morning brought a light northerly breeze. Sandy Grosvenor's RC was not able to get a good course set and abandoned racing shortly after noon.

"My crew was rock solid,"
Hutchinson said after the regatta, "and
they didn't lose focus after our re-start
in the second race. I've been there before; losing the Midwinters a few years
ago because of a premature start.
That's part of the sport, but I still can't
give my guys enough credit for hanging in there."



The Evita team included:

Hutchinson, Matt Beck (Annapolis), Dave Crocker (Annapolis), Dave Moffet (Newport), and Will Jeffers (St. Petersburg, FL).

Hutchinson has won the East Coasts three times, and finished in the top three seven times).



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Other top area finishers included Mark Hillman's n e w l y r e n a m e d hillmancapital.com (nee Dr. Feelgood) in ninth place. Havre de Grace's Max Skelley and Lancaster, PA's Scott Kulp captured tenth, three points behind Hillman.

SSA debuted two new items for this year's regatta; a midline boat and over early hails on the VHF. The first addition was particularly well received by the fleet, as evidenced by the fact that the midline boat weathered a total of nine attempted starts without a scratch from such a traditionally anxious group.

East Coast Championship Results



East Coast Championship Top 40 Finishes of 78

1	Terry Hutchinson	1.	23	2	3	1	1	31
2	Borges / Read	18	1	1	1	2	43	66
3	Steven Hunt	12	9	25	16	6	5	73
4	Chris Larson	6	5	4	2	3	59	79
5	Chris Zaleski	4	36	11	13	5	22	81
6	Greg Eiffert	7	16	6	32	20	3	84
7	Ryan / Moore	11	4	36	5	19	11	86
8	DeVivo / Moore	32	2	5	7	26	21	93
9	Mark Hillman	3	17	12	4	34	24	94
10	Scott Kulp	28	3	14	32	14	6	97
11	Stuart Challoner	30	28	16.4	6	9	9	98.4
12	Tim Healy North Sails	33	42	3	13	8	2	101
13	Mark May	5	22	31	25	4	17	104
14	Al Constants	2	25	19	15	10	35	106
15	John Wilsey	22	14	15	26	17.8	12	106.8
16	Will Crump	14	15	54	8	21	13	125
17	Fred Wiedeke Jr.	27	7	48	17	24	4	127
18	Steve Podlich	9	29	22.8	21	37	18	136.8
19	Tony Iacono	79	8	7	9	7	31	141
20	Al Hobart	62	32	8	14	28	7	151
21	Rich Capuco	24	21	34	10	18	45	152
22	Tony Parker	13	12	27	19	32	61	164
23	Kirk Reynolds	10	6	33	79	11	26	165
24	Michael McGuckin	38	11	32	42	13	32	168
25	Rudy Wolfe	17	40	35	35	27	28	182
26	Michel Litee	79	35	30	12	30	16	202
27	Mark Toso	26	71	42	30	23	24	216
28	Bob Matthews	35	49	43	41	16	38	222
29	Bengt Johannson	21	43	51	52	17	42	226
30	Paul Van Ravensway	41	26	16	23	46	79	231
31	Don Wagoner	46	50	25	22	31	58	232
32	Rob Overton	34	47	26	28	49	50	234
33	Moise Solomon	20	65	41	27	28	60	241
34	Dave Wicker	24	31	46	37	44	59	241
35	Tim Ryan	51	27	29	34	68	33	242
36	Pat Fitzgerald	19	52	23	47	64	39	244
37	Karen Lynch	53	10	13	50	42	79	247
38	David Malkin	36	19	49	59	36	54	253
39	Will Welles	76	51	21	24	15	79	266
40	Scott Harrison	50	56	40	36	65	23	270









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By Alfie & Amy Merchant

Welcome to Lake George! Anyone who has heard this statement and then sailed on Lake George can well appreciate it.

The Changing of Colors Regatta was a huge success with 62 boars in total, 12 local and 50 visiting. On Saturday we sailed four races in 12 knots from the West. The races were over by 5:00 PM with only a couple of protests, which were quickly resolved by Larry White and Dave McComb, U.S. Sailing Senior Judges. The shore party got into full gear with after race beer sponsored by Ten Springs Brewing. Then came dinner which was a huge serving of beef tenderloin and all the fixings.

At 8:00 PM the band, "The Houseguests" started and they rocked until 1:00 AM. At that point there were still about 20-30 people left and as always, Rodger Voss and crew were the last ones standing . . .and seen crawling out the door were Russell and Marina Merchant followed closely by their parents. Or was it the other way around?"

Sunday dawned with some bloodshot eyes and no wind. However after a few postponements the race committee got some wind and we drifted in 1-4 knots from the East. We got one race in and were back on shore by noon. The real race stated - to get 50 boats out of the water ASAP. Our hoist crew of Fred Merchant, Spike and many others worked very quickly. We had all the boats out by 4:30 PM and everyone on the road by 5:00 PM.

A special thanks to all competitor, local and visiting, for their cooperation.

For next year we will again limit the visiting fleet to 50 boats. Our race staff has already made several improvements, like purchasing a scoring program and seeking more sponsors.

The 1999 regatta will be October 2 & 3. I am accepting prepaid (\$100.00) entries. Other additions to the Regatta for 1999 will be Friday with the loft boys and interviews on the dock with Saturdays winners. If you have other thoughts, we welcome them.

Sail Straight,

Alfie & Amy Merchant









LAKE GEORGE CLUB J-24 CHANGING OF THE COLORS RACE STANDINGS

-											
Bow	Sail	Boat Name	Owner	Fleet	#1	#2	#3	#4	#5	Points	Final
10	US-2918	BRAIN CRAMP	G.EIFFERT		4	2	2	1	6	15	1
9	US-2910	2ND CHANCE	GAGLIARDI	146	2	10	5	3	1	21	2
49	US-2934	MOOKIE	THEALY	50	1	1	19	2	2	25	3
42	US-38	APPLE PIE	E.LECTHER	2	3	4	14	6	3	30	4
11	US-1048	HIGH NOON	T. NOONE	23	11	8	11	12	13	55	5
13	US-2901	FAWN LEBOW	A.HOBART	23	6	21	1	16	14	58	6
7	US-4241	HYDRO	D.BRUSH	20	8	60 @	4	5	12	89	7
6	US-1938	SEAWEED	C.KRYLO	146	15	30	15	26	4	90	8
8	US-3850	LITTLE FEAT	DICKQUIST	140	19	39	8	18	7	91	9
58	US-1 916	SPIRIT	R. VOSS	24	17	14	7	31	22	91	10
1	US4687	ERASERHEAD	MATTHEWS	2	25	5	17	24	26	97	11
4	US-1587	XINGU	B.KRAEMER	28	30	15	20	30	5	100	12
23	US-417	AJA	G.SCHMIDT	88	29	36	23	7	8	103	13
26	CAN-2593	NIRVANA#1	L.DONAHUE	Q	16	6	12	10	60 @	104	14
29	US-1330	SKELETON	F.HULL	50	38	17	3	25	24	107	15
53	US-2325	BELLBUSTER	ROLAND	24	20	41	27	9	17	114	16
18	US-3474	MENTALFLOS	A.GLACKIN	106	18	16	18	23	39	114	17
5	US-3244	MAJIC	RODRIQUES	28	13	29	13	27	35	117	18
19	US-444	WAJIC	T.GLACKIN	3	31	3	32	14	42	122	19
24	US-2305	SECUNDEM	H.WEISBERG	3	35	37	25	4	21	122	20
37	US-4014	AIR JORDAN	JORDAN	50	5	11	60	33	15	124	21
54	US-4145	CHEERS	DESANTIS	24	51	18	9	38	9	125	22
		KOOTER BR	J.GILPIN	95	14	7	55	8	45	129	23
48	US-1359	HI JACK	M. LITTEE	Q	26	48	10	20	28	132	24
3	CAN-4019 US-541	STINGER	MERCHANT	24	27	25	21	39	20	132	25
51			MERCHANT	24	24	28	24	15	44	135	26
55	US-2790	STOOOGES	D. MENIS	95	9	60 @	16	13	41	139	27
2	US-2373	SWEENEY VOLCANO	SCHLINKENT	99	22	45	46	22	10	145	28
36	US-2806	DENALI	T.JESSEN	43	12	35	31	19	48	145	29
45	US-3139 US-3299	RIGEL	A.KEYES	23	7	60 @	6	21	60 @	154	30
44		(C. 20.17 (C. 20	K.LYNCH	50	34	27	60 @	11	27	159	31
5	US-5144	MEDULLITUS	B.MORSE	43	37	22	29	35	37	160	32
6	US-3361	BAD APPLE	E.HAUSER	51	32	46	38	28	18	162	33
31 22	US-4263	STRATAJEM ICE CUBE	M.QUAID	23	49	26	22	37	33	167	34
	US-49 US-	IN FIRST	SELFRIDGE	24	41	33	28	52	16	170	35
57	US-5020	DR.FEELGOOD	L.LAI	7	23	42	30	40	40	175	36
38 50	US-549	KALIDOSCOPE	N.YEATER	61	28	49	45	29	25	176	37
	US-549	FLYING CIRCUS	THOMSON	24	58	13	37	42	32	182	38
56	US4276		BRODIE	24	40	24	53	46	19	182	39
59	US-2314	CRACKERJACK ZIA	P.FRISCH	135	36	34	33	36	46	185	40
43	US-2314 US-4173		R.COOK	146	33	19	54	44	48	198	41
20		SIGNIFIGANT	BOYCE	24	47	43 -	26	51	31	198	42
52	US-2714	AIR HEADS		110	46	38	39	50	29	202	43
14	US-579	BAY RAT 2	H.SKINNER D. DOYLE	41	48	31	35	41	48	203	44
41	US-924	CLOUD8		41	42	40	36	47	43	208	45
12	US-481	HARD HAT	J.LEE	00			44	49	48	211	46
34	US-4041	LAUGHING COW	K.VANDORN	88	10	60 @ 44	47	32	34	211	47
16	US-3207	ZIPPY	M.SPEAR	51	54						48
47	US-2933	BOW MOVEM	FEIZULLO	41	39	52	60@	17	48	216	
27	CAN-4270	COLLATERALD	S.VITECOCQ	Q	21	60 @	60@	34	48	223	49
15	US-651	FLUTTERBYE	R.BARDWEL	88	44	54	52	45	30	225	50
39	CAN-2767	HIGH STRUNG	D.COBBETT	Q	43	57	40	53	36	229	51
60	KC-2403	MAKATAK	C.POULTER	Que.	53	53	48	43	48	245	52
21	US-367	EASY STREET	G.URICH	88	52	55	50	48	48	253	53
33	US-469	SCHIZO	G.NIX	88	57	56	51	56	38	258	54
35	US-3737	NEVERMIND	D.ROBICAN	95	45	60@	49	60 %	48	262	55
28	CAN-1943	JACK	R.HARRIS	Q	59	47	57	55	48	266	56
17	US-1202	HARMS WAY	W.GRAHAM	88	56	50	60@	57	48	271	57
40	US-2523	SKI IT IF U CAN	L.PHILLIPS	23	55	58	56	54	48	271	58
32	US-4454	WET SPOT	T.BERNDT		50	60@	60@	60 %	48	278	59
	# = PMS;	@ = DSQ;	\$ = DNS;	% = D	NF:	& = RE	I				

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By Rodger Voss

District 7 had a very challenging and competitive series this season with a total of 45 member J/24s participating in at least one of the events. Sixteen helmsman and crew participated in 3 of the 4 regattas which qualified them for the series. This year we had eight boats that participated in all 4 regattas and as a result will be awarded a white Participation Pennant. Kirk Reynolds helming Mike Gagliardi's boat "2nd Chance" won the series with an impressive 97.52% finish percentage. Congratulations to our winners and all that participated.

The first weekend of May kicked off our season with 26 District members participating at J-Daze in Canadaigua, NY. The Canandaigua Yacht Club's members are the most gracious hosts and the lake is one of the most beautiful of Western NY. You should put this one on your calendar as a great warm up regatta for the season. The winner was Ogden, but the first District boat was Ingham sailing "Brain Cramp". Third was Murphy / Weisburg on "Secundum Artem".

The second regularly scheduled event the last weekend of June, was Challenge Cup held at Sodus Bay YC. The beautiful bay leading out to Lake Ontario provided the challenge to the 15 District members that participated. Kirk Reynolds helming Mike Gagliardi's boat "2nd Chance" won this one in dominating fashion. But the real story is in their grueling trip from Oswego. I asked Mike to send in the details. If you don't see it in the magazine, ask them at the Worlds. I believe they are campaigning for the slot to represent us in Italy.

The District 7 Championships held in Oswego in July certainly was the regatta to be at this year. Great organizational efforts by Charlie Krylo and the OYC Race Committee. Big water and big air put the best to the test with helmsman Greg Eiffert and crew coming out the victors of the regatta. Kirk Reynolds finished a close second with the likes of vistors Colling, McLean, and Devivo giving them no room for error and allowing them only one bullet a piece. It was an exceptional 2-day weekend regatta with the conditions you would hope for a World qualifying event.

Our last event is always the 4th weekend after Labor Day. The Changing of the Colors Regatta at Lake George is one of the best for reasons of the hospitality of the Fleet 24 members, the beauty of their Adirondack clubhouse, and the colorful mountains surrounding the spring-fed lake. It is the event everyone comes to before they put their boat away for the season. Thanks not only goes to Al Merchant, the Regatta Chairman and Tom Selfridge, Fleet Captain, but to our competitors that come from so far away. The regatta continues to max out to the 50 visiting-boat cap and this year including the local fleet of 9, there were 29 District members competing in the final shuffle for the series. Percentage points based on participation in each event has a very heavy hand in determining our Pennant Series and it always comes down to this last event. Our District Champion Greg Eiffert and Brain Cramp's crew won the Colors regatta but with his second place finish, Kirk Reynolds and Mike Gagliardi won the series.

Again, congratulations.



POS	%	Sail #	Boat Name	Member	Fleet	J-Daze	Sodus Bay	Oswego	LGCOC
1	97.52%	USA2921	2nd Chance	K. Reynolds	108		1	2	2
2	82.67%	USA2305	SecumdumArtem	C. Murphy	42	2	10	7	8
3	79.89%	USA 417	Aja	G. Schmidt	88	7	4		6
4	76.55%	USA4028	Tasmanian Devil	M. Klauser	51	3	8	5	1/4
5	75.73%	USA2933	Bow Movement	E. Furello	41	13	2	6	24
6	75.19%	USA 541	Stinger	A. Merchant	24	5		8	10
7	73.09%	USA1916	Spirit	R. Voss	24	8		11	5
8	69.83%	USA4263	Strategem	E. Hauser	51	6	6	15	12
9	67.70%	USA1938	Seaweed	C. Krylo	146	14	7	20	3
10	61.50%	USA5020	Dr.Feelgood	Lambert Lai	110	17	5	12	14
11	45.63%	USA4177	Significant Other	Russ Cook	42	10	12	21	17
12	44.94%	USA4041	Laughing Cow	E. VanDorn	41	22	-	4	22
13	44.68%	USA4598	Flying Circus	P.Thompson	24	16	13	16	15
14	40.10%	USA1396	In First	T. Selfridge	24	12	-	25	13
15	33.09%	USA1579	Bay Rat	H. Skinner	110	21	11	19	19
16	19.14%	USA1202	Harms Way	Grahm	88	26	9	2.	28



mr. happy Three-peats as Texas Circuit Champions

By Bill Worsham

The 1997-98 District 14 Texas Circuit concluded with the Last Stop Regatta in Corpus Christi in June. The Circuit began last fall in Galveston Bay (Houston YC), with stops along the way in Shreveport, Louisiana (Shreveport YC), San Antonio (Lake Canyon YC), Austin (Austin YC), Fort Worth (Fort Worth BC), and Dallas (Rush Creek YC) before arriving at Corpus Christi Yacht Club. Special thanks go to each of the host clubs and local fleet members who made these seven regattas special. A total of 55 different boats participated in the circuit, with 24 boats traveling to at least one out-of-town regatta.

Although another year went by, the same names will again be engraved on the Texas Circuit Trophy. Eric Nelson and Bob Harden executed a three-peat that included three individual regatta victories aboard mr. happy. One of those victories was in the Southwest Championship (Circuit stop number 6), which means the happy boys mopped up just about every trophy in sight.

Trophies were awarded on September 26 at Houston Yacht Club, following the first day of racing for the 19th Annual Beasley Cup. The Beasley Cup was the first perpetual trophy established in the J/24 Class, and is awarded to the winner of the Houston stop in the Texas Circuit by the Beasley family.

Skipper and crew trophies were presented to the top ten boats, along with recognition of the six boats attending all seven regattas—the Road Warriors. Special Road Warrior recognition was given to Tom Bremer, who sailed Catapult in four circuit regattas, despite the fact that boat and crew are from Colorado.

Up-and-comers for the year included Allyn Johnson, who moved up five overall positions from last year, while Greg Buck's Turn & Burn and Nelson Reynolds' Evil, Wicked, Mean & Nasty each jumped four spots.

It was also nice to see the return of some Texas Circuit diehards from the past, including Glenn Darden, who showed us he still knows how to get around in a J/24. The District 14 and Texas Circuit schedule, results, and other information are always available on the Web, at the following address:

http://ourworld.compuserve.com/homepages/bworsham

1997-98 J/24 Texas Circuit—Final Standings

Ow	ner/Helm	Boat or Bow	R1	R2	<u>R3</u>	R4	R5	R6	<u>R7</u>	BEST
		# Er	ntries22	12	17	21	20	31	17	FIVE
01	Nelson/Harden	mr. happy	3	1	6	1	4	1	2	8
02	Kirk Livingston	Tool Time	5	dnc	4	2	1	3	dnc	15
03	Bill Worsham	Shadowfax	7	6	3	11	3	5	5	22
04	Conger/Pledger	More Grief	11	5	5	3	8	12	4	25
05	Fred Am Rhein	Flour Power	2	4	10	6	9	13	6	27
06	Dave Broadway	Superman	14	2	1	5	1	dnc	dnc	32
07	Jim Anderson	Graybeard	1	3	dnc	18	11	9	8	32
08	Greg Buck	Turn and Burn	19	10	12	4	7	17	11	44
09	Kevin Corr	Esprit De Corr	15	11	11	7	13	21	14	56
10	Nelson Reynolds	EvilWickedMeanNasty	18	9	7	14	dne	dnc	13	6
11	Jennings/Mullins	Impuls	dnc	7	16	9	20	23	dne	75
12	Allyn Johnson	Ray Ban	20	dne	dne	20	19	18	10	87
13	Jerrell Wolaver	Itsy	dnc	12	15	15	18	27	dnc	87
14	Peck/Porter	Monster Fish	9	dnc	8	dne	2	dne	3	22
15	Lee Cash	Slick	4	8	dnc	dnc	12	19	dnc	43
16	Dave Wahlberg	Jailbreak	dnc	dnc	17	12	dnc	15	9	53
17	Tom Bremer	Catapult	dnc	dnc	14	10	dnc	14	15	53
18	Tim Napp	Silver Bullet	6	dnc	dne	16	dne	16	dnc	38
19	Glenn Darden	Rally	dnc	dne	2	dnc	dne	dne	1	3
20	Cantrell/Johnson	Lightnin	dnc	dnc	dne	dnc	5	4	dne	9
21	Bryan Dyer	Bow 80	dnc	dne	dnc	dnc	6	6	dnc	12
22	Phil Spletter	Double Trouble	dne	dnc	13	13	dnc	dnc	dnc	26
23	Chris Morlan	White Lightning	17	dnc	dne	17	dnc	dne	dnc	34
24	Leo Anderson	Juice	dnc	dne	dne	19	dne	dnc	17	36

District 19 - Skewes Tops J/24 Fleet As 100 Sail One Design Regatta



Chuck Skewes put a set of new sails on a borrowed boat and won the J/24 District 19 Championship held October 10-11 as part of Corinthian Yacht Club's abbreviated One-Design Fleet Championships at Shilshole.

About 100 boats, including fourteen J/24's, participated in the regatta, the season grand finale for the club's one-design dinghy and keelboat fleets. A fresh southerly early Saturday gave way to light and shifty winds late in the day. Sunday racing was canceled on the water when the wind died altogether.

Skewes, who operates the Ullman sail loft in Seattle, took to the water on Tundra Rose, the boat sailed by owner Keith Whittemore to a sixth-place finish in the recent J/24 World Championships on San Francisco. "Going into the regatta, we had a lot of confidence in our boatspeed, since Tundra Rose is one of the top J/24's in the world and we had new sails," Skewes said. "We planned to play a conservative game and not take too many risks – not get too aggressive at the starts and try to say out of the corners."

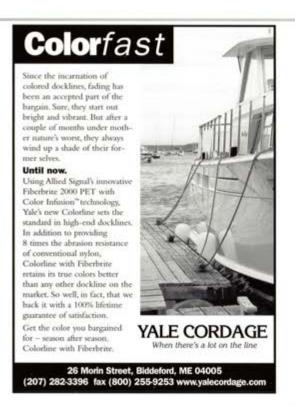
Skewes won the regatta by just one point over second-place finishers Hans Spiller and Karl Schulmeisters on Percussive Maintenance (formerly named Wee Pee). Their finishes were 2,4,4, and 9,1,1 respectively.

Skewes' victory came in spite of a duct-tape patch over a hole in Tundra Rose's bow suffered in a collision with Rich Demler's Itchy & Scratchy. Skewes conceded fault in the crash and performed the required 720-degree penalty.

The victory entitles Skewes to petition for a spot in next year's J/24 World Championship Regatta, to be held in Italy. His crew consisted of Erik Bentzen, tactician, Chris Tutmark, bow, Steve Crow, sheets, and Wendy Minke, mast.

PLACE	POINTS	BOAT	SKIPPER
1	10	Tundra Rose	Chuck Skewes
2	11	Percussive Maintenance	Spiller/Schulmeisters
3	16	Illusion	Gerald Hirschler
4	16	Self Abuse	Harry Dursch
5	19	Silver Lining	Rob Shurtleff







1998 Great Racing Regatta - October 10-11,1998

Lake Geneva - Yacht Club, Fontana, Wisconsin District 15

Conditions-

Saturday - one. race: winds S/SW/W/NW/N (Usually at same time) 0 - 4 knots. Sunday - two races- winds SE/S (more steady, 40 degree shifts) 0 - 10 knots.

Racing:

U-Gotta-Regatta Lake Minnetonka fleet #1 rules: top 3/5 of top 10. Same boats up-front in wind or no wind; wacko especially Saturday with 3 mark changes; winners and challengers showed ability to come-back after taking more than one awful shift, Eleven fleets represented in 11th year for this kinda combat in anv kind of going - balmy (hot and bothered?) this time, no snow since year 1.

Position	Helmsperson/Owner/Yacht				Total	Sail#	Club	Bow #
1.	David Breitner/Voodoo Lounge	1	2	7	10	5136	Wayzata	02
2.	David Ferguson/Mark Bowers/High Heels	9	1	1	11	4435	Wayzata	21
3.	Chad Olness/Tom Murphy/Zoom	3	3	9	15	4047	Wayzata	32
4.	Laurie Poppen/Gray/Slurred Not Spoken	4	4	10	18	4466	Muskegon	17
5.	John Mick/Spot	7	13	2	22	3965	Geneva	03
6.	Tom Babel/Bohemian Rapture	2	22	4	28	3201	Traverse	18
7.	John Gierdt/OZ	5	5	18	28	3577	Wayzata	06
8.	Dugan Buffington/Asylum	11	20	3	34	1250	Wayzata	35
9.	Ed Leslie/Bjurstrom/J-Rabittee	14	16	8	39	4738	Geneva	05
10.	Scott Sikkema/Torresen/Woo	21	7	13	41	3958	Muskegon	37
11.	Tom Kane, Jr/Hart/Red Eye Express	10	8	25	43	3836	Wilmette	14
12.	Greg Bittle/Danger	15	9	23	47	1006	Wayzata	31
13.	Tim Rathbun/Bernie / Motor Home	17	15	16	48	4242	Columbia	19
14.	Steve Wells/Ramscalian	6	20/dsq	15	49	3789	Canada	29
15.	Jeny Krebsbach/Sleeper	34	6	11	51	2237	Wayzata	09
16.	Seth McDonnell/Streak	22	10	26	52	4437	Chicago	34
17.	Eric Jones/Lori Delfosse/Diamond Broach	13	21	19	53	3276	Milwaukee	16
18.	Steve Rickman/Tom, Mike, Bill/Rush	8	26	22	56	4739	Wayzata	20
19.	Doug Kracht/Fear & Loathing	33	19	6	58	3928	Milwaukee	15
20.	Scott Lammers/Intuit	16	27	15	58	2404	Wilmette	23
21.	Tony Trajkovich/Bohica	19	33	12	64	4548	Geneva	04
22.	Ted Hatch/Salted	26	14	24	64	4044	Geneva	11
23.	Brett Eickenberg/Planet Claire	24	23	17	64	4544	Chicago	30
24.	David Anderson/Scammin	23	11	31	65	0200	Columbia	28
25.	Scott Brigham/Dead Reckoning	12	28	26	66	1022	Wayzata	22
26.	Paul Wagner/Fast Break	20	18	28	66	3263	Sheboygan	12
27.	Doug, Felten/Tinkers Toy	185	12	dnf	68	2525	Wilmette	25
28.	Kathy Lundeen/Mike Lindgren/Bavaria II	30	17	32	79	1965	Sheboygan	13
29.	Greg Mack/Eric Moore/Allegro	29	5/dsq	14	81	3883	Wilmette	33
30.	Bob McManus/Thunder Road	36	24	21	81	2144	Milwaukee	07
31.	Jim Hemmen/Racing J	27	25	30	82	3719	Neenah	10
32.	Fred DeBoe /Endorphin	28	32	27	87	417	Milwaukee	27
33.	Tim Oelschlager/Gotcha	32	31	29	92	2614	Wayzata	08
34.	Doug Zimmerman/Zick/Men In Black	25	30	dnf	93	0632	Gull Lake	24
35.	Paul Boemer/Alpha Wave	31	29	dnf	98	4961	Milwaukee	01
36.	Jim Baker/Scurvy Dog	37	35	33	105	1559	Milwaukee	40
37.	David Rabjohns/Mucerino/Buzzed	35	34	dnf	107	4050	Wilmette	26

District 3 Results HBC J/24 Fall Regatta

Final Standings								
Position	Helmsperson/Owner	Sail #						Total
1.	HUGHES	556	1.00	1.00	1.00	1.00	4.00	8.00
2.	HARRISON	2613	6.00	2.00	2.00	4.00	2.00	16.00
3.	WALL	1234	2.00	6.00	3.00	6.00	1.00	18.00
4-	TREAT\DERO	129	3.00	3.00	6.00	3.00	5.00	20.00
5.	ZALESKI	4802	4.00	4.00	5.00	7.00	6.00	26.00
6.	HANNAN	4518	8.00	7.00	7.00	5.00	7.00	34.00
7.	NAESER	3269	9.00	5.00	4.00	9.00	10.00	37.00
8. 9.	MCGRATH	1224	7.00	13.00	13.00	2.00	3.00	38.00
9.	SANTA, DE	3342	10.00	9.00	10.00	8.00	8.00	45.00
10.	ESSERS, DA	290	5.00	11.00	8.00	10.00	12.00	46.00
11.	REMBERG,	914	11.00	8.00	9.00	13.00	11.00	52.00
12.	KUBIS, RO	4193	13.00	13.00	11.00	14.00	9.00	60.00
13.	PARRY, MA	665	14.00	10.00	12.00	12.00	14.00	62.00
14.	DONBROSKI	3908	12.00	13.00	14.00	11.00	13.00	63.00

FRENCH NATIONAL OPEN J/24 LE CROUESTY ARZON FRANCE

Translated By Mary Ann Jardine

This year the Nationals were particularly significant due to the number of participants, forty crews, of whom fifteen were foreigners.

On Thursday 27th August, in fine weather and good sailing conditions three races took place between 11 and 16 hours. This first day enabled everyone to get to know the race area and to fine tune their boats.

The French hopefuls, Luc Videau on "Olympia Bureaucratic" and Marc Emig on P61e Marseille Algie" were disqualified for being over the line in the first race. By contrast, the English; the Jardine brothers on "Stouché", and David Ellis on "Hitchhiker's Guide to the Galaxy", lived up to their reputation.

By the end of this first day several boats were in with a chance to take the Championships. Among them were François Chalard and Sylvain Pelissier on "Ville d'Arradon", Jean Pierre Dick on "Clubs d'Antibes" and Thomas Cramer on "Sponsored by Gill".

Results of the first day:

1st race: 1st: Jean Pierre Dick,

2nd: François Chalard, Sylvain Pelissier,

3rd: Rémy Arnaud

2nd race: 1st. Antoine Lemaistre, Loic Fournier Foch,

2nd: Stuart Jardine, 3rd: Stéphane Venel

3rd race: 1st:François Chalard, Sylvain Pelissier,

2nd: Stuart Jardine, 3nd: Jean Pierre Dick

During the day's racing the performance of Antoine Lemaistre and Loic Fournier Foch on Marta must be noted, not to mention the honourable 9th and 8th places of Jean Paul Hurtel on "Floating on Ice".

Friday 28th August 1998:

With such an intense program of races, the second day became very competive. Wind and sun were there to welcome the fleet, the start-lines were perfect, the event had everything going for it.

Results of the day:

4th race: 1st: Jean Pierre Dick,

2nd: Stuart Jardine,

3rd: Marc Emig

5th race: 1st: Rodelato Claude (Monaco),

2nd: Frans Van de Well (Holland),

3rd: Olivier Vigoureux

6th race: 1st; François Chalard, Sylvain Pelissier,

2nd: Rémy Arnaud, 3rd: David Ellis

Saurday 29th August 1998:

The third day, comprising the seventh and eighth races, was as

full of excitement as the previous ones. With a northerly wind and suspense right up until the finishing line, Marc Emig crossed the line after a "banana" course on the seventh race.

J. **24**

International

For the eighth and final race of the Nationals, the leading bunch were headed by the Jardine twins. Only seven minutes separated the first from the last boat, demonstrating how close the racing was.

Results of the day:

7th race: 1st : Marc Emig,

2rd: Frans van de Wel,

3rd: Antoine Lemaistre, Loic Fournier Foch

8th race: 1st Stuart Jardine,

2nd: Marc Emig,

3rd: Luc Videau

Throughout the regatta it was the crew with the most consistent performance who won the coveted title. These were headed by François Chalard & Sylvain Pelissier, on "Ville d'Arradon" who showed the most talent despite tough opposition.

The prize-giving took place on Saturday 29th August at the end of the afternoon at the Club House of the Yacht Club Crousty Arzon. The Président, André Bourlès, praised the experience and efficiency of Messieurs Corentin Penn and Jaques Roy, respectively Chief Race Officer and Chief Juror and did not forget all the volunteers from the YCCA, in particular the Secretary of the Club, Patricia Beyet.

"The good sportsmanship and the friendly atmosphere in which the competition took place are an exact reflection of the spirit in which both French J/24 Association and the International Association wish to enroll and develop their activities."

Clarisse, the young daughter of the Président, presented the Cup to the Champion of France, François Chalard from the Yacht Club Crouesty Arzon on "Ville d'Arradon". His victory and that of his crew was the reward for assiduous preparation. They were among those who participated in the winter training at Crouesty. A proof of how valuable such meetings are.

Positions of the J24 French National Open Championships

1st: François Chalard, Sylvain Pelissier (YCCA) on "Ville d'Arradon", French Champions 1998

2nd: Stuart Jardine (GB) on "Stouché"

3rd: Jean Pierre Dick on "Clubs d'Antibes"

46: Marc Emig on "Pdle Marseille Aigle"

5th: Frans Van Der Wel (Holland) on "Jan Steen"

66: David Ellis (GB) on "Hitchhiker's Guide to the Galaxy",

76: Antoine Lemaistre, Loic Fournier Foch on "Marta"

8th: Recchl Guiseppe (Italy) on "Binbow"

9th: Patrick Mousselon on "Jamicoton"

10th: Sylvain Mizzi (Monaco) on "Prince"

Special thanks to Annick Hurtel who was the Secretary of the French

J24 Association, it was in great measure due to her commitment and
hard work that the Championships were so successful.

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European Campionships - Y.C. Crouesty Arzon, Brittany - France 30th August - 4th September 1998

By Stuart Jardine

The J24 European Championships, under the flag of the Yacht Club Crouesty Arzon in Brittany, was held from the 30th August to 4th September in rather uncharacteristic weather with only limited sunshine, light variable winds on all but the last day and thick fog to start the event off.

The fog on the first day caused a number of **upsets** for both the Competitors and Race Committee resulting in some of the favoured boats loosing valuable points right from the outset. The International Jury had a late night sorting out numerous protests against the Race Committee with most claiming they had been materially prejudiced by a starting line with at least a 40 degree pin bias and visibility down to some 30 metres on the first two legs but eventually the Jury decided to leave the results as recorded.

On shore, as most had expected, the facilities and organisation were of the highest standard: Crouesty is a lovely little port with a plenty of space ashore for a fleet of 67 boats, ample berthing right beside the club house and only a mile or so to an excellent, almost tideless race area.

In the end the 1997 champion, Benoit Charon (France) put together the most consistent regatta despite being black flagged in the second race, with two firsts and an 8th as his worst, to retain the Trophy by 6pts from Jean Pierre Dick (France), both fully sponsored. Third place and only three points further adrift was Duncan Peace in Wijit from the UK. A great result for Duncan and his amateur crew with consistency once again paying off.

Another excellent result was fourth by Luc Videau (France), all 3ft 6ins of him, known to all as the "Little Big Man". Fifth equal were Remy Amaud (France), the winner of Spi Ouest at Easter, and Stuart Jardine (UK), followed by Dutch and Italian boats. Further down the field the "City of Plymouth" old boat trophy was won by Tony Edwards from Bridlington in his 1980 Westerly "J Dreamer".

Pos.	Sail No.	Boat	Points	1	2	3	4	5	6	7
1	FRA 4720	CMCO	27.00	8	BFR	1	1	5	5	7
2	FRA 5160	Clubs D'Antibes	33.00	3	1	14	3	11	10	5
3	GBR 4235	Wijit	36.00	4	8	13	8	2	8	6
4	FRA 4789	Olympia Bureautiqu	e 53.00	OCS	4	20	6	17	3	3
5	FRA 5158	Master FSE	60.00	2	6	4	DSQ	22	25	1
6	GBR 4215	Stouche Intersail	60.00	28	7	22	7	1	9	14
7	NED 39	Jan Steen	61.00	10	27	5	2	23	19	2
8	ITA 233	J Di F	62.00	16	10	2	5	8	21	24
9	ITA 274	Botta Dritta	63.00	7	3	6	26	41	6	15
10	FRA 4497	St. James	71.00	18	9	15	14	13	2	BFR

http://www.intersail.co.uk/j24/1998/europeans.html



Jean-Marie LIOT Photo



At the Ceremony with Geoff Evelyn, IJCA Executive Chalman (center) and (left-right) André Bourlès, Annick Hurtel, and Mary Ann Jardine.

North American Championships By Mark Yaeger

J. 24

The J-24 North Americans were held in Newport, Rhode Island. The conditions were light to moderate with speeds ranging from 5-11 knots true. Ninety-three boats gathered from around the country to participate in an event that was dominated by Hutchinson, Moose McClintock, Dave Moffett, Dave Petty, and Chris Musseler on board Evita. The regatta started with the splitting of the fleet into the Championship and Designer fleet. In this two race series, Tom Sitzmann, won with a first and a second. Tom was followed closely by team Evita with a first and a third. It was the only time during the event that Evita was not on top of the leader board.

Friday morning with a clean slate, the championship fleet motored out under hazy sunshine with the forecast being a light southerly. The forecasters were right. Brad Read won the race opener with Evita grinding her way through the fleet to finish 2nd. The rest of the day Evita dominated showing blistering pace upwind and down to win race two and race three by large margins. At the end of day one Evita looked tough with a 4 point lead over Brad Read.

Saturday again was sailed in light and shifty southerly winds. Will Crump from Quantum One-Design lead from wire to wire. This race proved Hutchinson's consistency as he managed a 4th to Brad Read's 20th. Race five saw Evita groveling for a lane after a horrendous start. Read jumped out quickly to the lead and never relinquished the spot. Hutchinson however clawed back from a 15th position at the top mark to finish solidly in fourth and go into the final day with a commanding 17 point lead. With the forecast to be light and variable for the last day Terry did not think any lead was too big.

Sunday's forecast held true to be light. Hutchinson nailed the start and had an early lead. However the decision was made to force the closest competitor, Brad Read, back and extend their lead. They were successful in their efforts as Read finish a distant 6th. With a 19 point lead going into the final race Evita was almost guaranteed victory. Terry started conservatively and in the first real breeze of the regatta lead at the first mark and extended. In the biggest horizon job of the regatta Hutchinson defended his 1997 North American Championship. A combination of excellent tactics, boat handling, and a decisive speed advantage propelled Evita to the top. Tony Parker walked away 6th and was the top amateur.

1998 J-24 NORTH AMERICAN CHAMPIONSHIPS

CHAMPIONSHIP FLEET

7 RACES 0 THROWOUTS

SCORING: LOW POINT

POINT TIEBREAKER: Most 1sts, most 2nds, ...

NO	BOW	SKIPPER'S	1	2	3	4	5	6	7	TOTAL
	NO	NAME	08/21	08/21	08/21	08/22	08/22	08/23	08/23	PTS
1	23	Hutchinson	2.00	1.00	1.00	4.00	4.00	4.00	1.00	17.00
2	73	Read	1.00	3.00	4.00	20.00	1.00	6.00PRO	7.00	42.00
3	29	Eiffert	22.00	5.00	10.00	6.00	3.00	3.00	5.00	54.00
4	28	Larson	5.00	2.00	5.00	2.00	36.00	2.00	4.00	56.00
5	21	Parker	20.00	8.00	8.00	7.00	6.00	8.00	9.00	66.00
6	85	Treat	15.00	7.00	14.00	5.00	8.00	15.00	14.00	78.00
7	67	Moore	12.00	9.00	20.00	14.00	5.00	1.00	20.00	81.00
8	27	Hillman	4.00	10.00	16.00	18.00	9.00	5.00	25.00	87.00
9	9	Burke	25.00	11.00	11.00	29.00	2.00	13.00	2.00	93.00
10	53	Hughes	18.00	6.00	15.00	21.00	20.00	9.00	6.00	95.00
11	4	Darden	13.00	14.00	3.00	15.00	18.00	30.00	11.00	104.00
12	48	Zaleski	3.00	17.00	13.00	27.00	7.00	22.00	28.00	117.00
13	66	Johnstone	7.00	4.00	7.00	40.00	10.00	27.00	22.00	117.00
14	38	Challoner	6.00	13.00	18.00	24.00	24.00	25.00	8.00	118.00
15	19	Crump	40.00	12.00	24.00	1.00	12.00	28.00	3.00	120.00
16	39	Constants	16.00	24.00	2.00	23.00	29.00	18.00	12.00	124.00
17	24	Sitzman	23.00	18.00	26.00	8.00	15.00	24.00	13.00	127.00
18	50	Harrison	27.00	28.00	17.00	11.00	37.00	23.00	15.00	158.00
19	88	Wilsey	14.00	32.00	28.00	25.00	17.00	21.00	24.00	161.00
20	89	Williams	26.00	35.00	9.00	30.00	35.00	17.00	17.00	169.00
21	76	Wood	9.00	25.00	27.00	31.00	25.00	14.00	40.00	171.00
22	71	Milnes	35.00	27.00	39.00	10.00	28.00	7.00PRO	30.00	176.00
23	15	Ogden	8.00	16.00	12.00	48.00	33.00	32.00PRO	32.00	181.00
24	34	May	19.00	22.00	30.00	42.00	23.00	12.00	33.00	181.00
25	3	Bassett	30.00	15.00	23.00	33.00	30.00	16.00	37.00	184.00
26	14	Beatty	17.00	49.00P19	6.00	16.00	11.00	45.00	41.00	185.00
27	8	Williams	37.00	20.00	34.00	3.00	13.00	36.00	45.00	188.00
28	75	Knauss	21.00	40.00	32.00	41.00	32.00	10.00	18.00	194.00
29	46	Costikyan	42.00	38.00	22.00	13.00	14.00	42.00	23.00	194.00
30	22	Flake	34.00	30.00	40.00	17.00	19.00	33.00	31.00	204.00
31	63	Lynch	29.00	19.00	42.00	19.00	38.00	34.00	27.00	208.00
32	42	Johansson	38.00	29.00	36.00	34.00	21.00	29.00	26.00	213.00
33	79	Hull	33.00	34.00	19.00	32.00	42.00	38.00	16.00	214.00
34	70	Howell	11.00	42.00	21.00	22.00	47.00	35.00	39.00	217.00
35	65	Lambert	41.00P10	26.00	25.00	44.00	26.00	11.00	44.00	217.00

36	87	Gardner	39.00	31.00	47.00	12.00	27.00	31.00	42.00	229.00
37	25	Capuco	28.00	37.00	33.00	35.00	40.00	20.00	38.00	231.00
38	18	Vitecorg	10.00	33.00P10	29.00	43.00	34.00	37.00	46.00	232.00
39	47	McGrath	49.00DSQ	21.00	31.00	49.00P10	22.00	40.00	21.00	233.00
40	92	Irving	47.00	39.00	35.00	9.00	45.00	41.00	19.00	235.00
41	35	Ryan	32.00	43.00	38.00	37.00	16.00	44.00	35.00	245.00
42	10	Hayward	36.00	41.00	41.00	47.00	39.00	39.00	10.00	253.00
43	60	Menis	24.00	36.00	44.00	45.00	46.00	26.00	34.00	255.00
44	80	Jordan	44.00	44.00	43.00	26.00	31.00	46.00	29.00	263.00
45	36	Sudofsky	41.00	46.00	37.00	46.00	48.00	19.00	36.00	273.00
46	82	Philpot	45.00	45.00	45.00	28.00	43.00	43.00	49.00WDR	298.00
47	90	Roberts	43.00	47.00	46.00	36.00	44.00	48.00	49.00WDR	313.00
48	62	Grenier	46.00	49.00DNS	49.00DNC	38.00	41.00	47.00	43.00	313.00

1998 J-24 NORTH AMERICAN CHAMPIONSHIPS

DESIGNER FLEET

7 RACES 0 THROWOUTS

SCORING: LOW POINT TIEBREAKER: Most 1sts, most 2nds, ...

NO	BOW	SKIPPER'S	1	2	3	4	5	6	7	TOTAL
	NO	NAME	08/21	08/21	08/21	08/22	08/22	08/23	08/23	PTS
1	64	Dietz	7.00	2.00	4.00	4.00	21.00	8.00	7.00	53.00
2	13	Wolfs	19.00	11.00	1.00	3.00	12.00	5.00	14.00	65.00
3	69	Connerney	10.00	16.00P09		19.00	6.00	4.00	5.00	77.00
4	20	Overton	3.00	9.00	3.00		23.00P09		1.00	78.00
5	1	Kuramichi	1.00	1.00	8.00	1.00	8.00		46.00DSQ	80.00
6	26	Van Ravenswaay		5.00	6,00	46.00DSQ	0.000.000	20.00	3.00	91.00
7	33	Glackin	23.00	20.00	15.00	22.00	3.00	1.00	10.00	94.00
8	93	Messenger	6.00	22.00	7.00	21.00	2.00	12.00PRO		102.00
9	41	Sawyer	12.00	14.00	31.00P09		15.00	2.00	13.00	104.00
10	55	Wall	13.00	19.00	20.00	30.00	10.00	18.00	4.00	114.00
11	68	Scott	18.00	46.00DSQ	A CONTRACTOR OF THE PARTY OF TH	8.00	1.00	28.00	12.00	118.00
12	16	Pask	4.00	10.00	35.00P09		34.00	7.00	19.00	121.00
13	7	Hakansson	34.00	16.00	25.00	13.00	17.00	9.00	8.00	122.00
14	32	Voss	8.00	21.00P09		6.00	18.00	26.00	34.00	123.00
15	17	Donahue	5.00	3.00	27.00	29.00	16.00	35.00PRO		126.00
16	37	Matthews	9.00	6.00	24.00	46.00DSQ		3.00	6.00	126.00
17	81	Stone	17.00	13.00	14.00	16.00	35.00	22.00	9.00	126.00
18	52	Hannan	30.00	23.00	18.00	10.00	13.00	17.00	15.00	126.00
19	54	Santa	27.00	4.00	11.00	34.00	33.00	10.00	17.00	136.00
20	58	Toso	14.00	8.00	9.00	46.00DSQ	24.00	15.00	21.00	137.00
21	5	Schellbach	34.00P09	31.00	12.00	11.00	25.00	32.00	18.00	163.00
22	83	Staikos	16.00	21.00	38.00	23.00	11.00	16.00	46.00WDR	171.00
23	31	Selfridge	20.00	29.00	34.00	25.00	5.00	34.00PRO	25.00	172.00
24	44	Raymond	24.00	24.00	19.00	46.00DSQ	19.00	13.00	27.00	172.00
25	12	McArthur	15.00	17.00	40.00	20.00	28.00	29.00	24.00	173.00
26	61	Mortenson	37.00	41.00	32.00	9.00	7.00	23.00	29.00	178.00
27	86	Matthew	40.00	30.00	28.00	27.00	23.00	30.00	2.00	180.00
28	91	Nielson	46.00WDR	36.00P09	2.00	2.00	4.00	46.00DNC	46.00DNC	182.00
29	43	Esseks	21.00	25.00	13.00	24.00	36.00	41.00	22.00	182.00
30	51	Schlinkert	36.00	33.00	16.00	46.00DSQ	20.00	11.00	33.00	195.00
31	11	Kozun	39.00	15.00	30.00P09		29.00		46.00DSQ	
32	2	Chan	38.00P09	18.00	37.00	28.00	26.00	25.00	37.00	209.00
33	49	Turner	46.00DSQ	32.00	31.00	26.00	45.00	19.00	20.00	219.00
34	57	Eielson	31.00	35.00	44.00	31.00	31.00	21.00	28.00	221.00
35	77	Tech	22.00	28.00	23.00	46.00DSQ	43.00	37.00PRO	31.00	230.00
36	30	Wilczek	11.00	39.00	29.00	46.00DSQ	37.00	31.00	38.00	231.00
37	74	McKay	46.00DSQ	26.00	33.00	15.00	22.00	45.00P09	46.00DSQ	233.00
38	45	Parry	38.00	38.00	35.00	5.00	42.00	39.00	39.00	236.00
39	59	Norod	42.00	36.00	39.00	18.00	38.00	40.00	23.00	236.00
40	40	Haher	28.00	40.00	41.00	36.00	27.00	38.00	26.00	236.00
41	84	Sharkus	26.00	34.00	36.00	32.00	30.00	46.00DNC	46.00DNC	250.00
42	6	Acland	35.00	44.00	45.00	35.00	39.00	42.00	16.00	256.00
43	78	Gibbs	32.00	46.00P09	30.00	46.00DSQ	44.00	24.00	35.00	257.00
44	72	Pasyanos	33.00	43.00	43.00	33.00	40.00	43.00	30.00	265.00
45	56	Dinning	41.00	42.00	42.00	37.00	41.00	33.00PRO	36.00	272.00
		Sco	ring soft	ware by T	om Peders	on (401)	847-1410			

Scoring software by Tom Pederson (401) 847-1410

The loudest silence in the world has to be the moment you cross the finish line first and the race committee has their back to you, pretending to be interested in something other than recording your score. All the time and money you have spent, the hours and hours of travel, the fantastic boat speed, the brilliance of your tactician, the skill you just demonstrated, the boasting you were planning to do at the yacht club bar ... suddenly all your dreams evaporate when you realize you were on the course side of the starting line when the gun went off... and by the way... your crew reminds you, "there are no throw outs". Is there any more perverted way to torture a human being?

Starting sailboat races has to be the weakest aspect of our game. Until we deem it necessary to pay for some new technology to police us we will continue to suffer from the inequities of starting. The following are some of my personal experiences and some stories I have heard concerning the unfairness of starts.

When ever you enter a "starting discussion" someone always brings up the concept of "rabbit starts". In this format a rabbit sails up wind on port tack and the fleet ducks the rabbit on starboard and thus starts the race. In theory it sounds good. The fleet never has to deal with a general recalls or the endless hours of redress hearings, but there are some inherent problems. The biggest being that some boats start racing well before the last boat starts. So if the rabbit is fast you would rather duck him last rather than first I have heard of a few times where the rabbit was not very fast and a clever starter was able to duck first then quickly tack and then proceed to roll the rabbit! A few years ago at the J/24 East Coast Championships with 90 plus boat attending we experimented with a rabbit start. In this case the rabbit was tailed by a small outboard so that when the rabbit tacked it would give her a fair start with the fleet. The rest of the fleet was supposed to duck the power boat. Most did, but someone misjudged the duck and sunk the rabbit. The rabbit died and we sailed the rest of the regatta with conventional starts. It only takes one bad apple.

Lately is has become increasing popular to request redress when you are scored OCS. At first I found this extremely distasteful until it was me who found alphabet soup next to my name. On a whim and a prayer I filled out the appropriate form and waited for my turn in "the room". At least five contestants preceded me, every one willing to take a lie detector to prove that they were not over early. One by one they left "the room" with down turned eyes and a disgusted expression . As my time neared I became less optimistic and a little embarrassed. When I finally entered "the room" and I saw the tired, but stern faces of the jury I was willing to drop the whole thing. They sat me down and pushed "play" on the tape recorder. In the back ground I could hear someone counting down the time every five seconds. In the foreground I could hear another voice calling bow numbers of boats that were over early. I guess a third person was writing down the number of those poor unfortunates like me. In the middle of the tape I heard my number clearly, .. "thirty!". 30 was my number. I apologized and started to stand up when one of the jury members sat me down with a stern look and a finger to his lips. They made me listen for another half minute. Was this some sort of public humiliation? Was I to endure this as a punishment for wasting their time? I hadn't felt like that since high school detention, which I am sorry to admit I was all too familiar with. When the tape ended shortly after the bang of the starting gun I was told to step outside.

Then came the real torture. They made me wait outside that room for quite some time with all the other "condemned", while all the "good" sailors enjoyed free beverages at the bar. Just when I could not stand it any longer I was granted another audience with the jury. This time they had smiles on their faces. When they replayed the tape for me, one of the jury started his watch at precisely the moment they called my number. When we heard the sound of the gun the tape was stopped and all eyes turned toward the gentleman with the watch. "Exactly thirty" he commented with a grin and a wink. As we listened to the tape three of four more times it became apparent to us all that the person calling out the time in the background felt that the thirty second mark was more significant than the thirty-five or the twenty five mark, so much so that he used a louder voice to commemorate the occasion. The foreground voice never uttered my number, but the person writing down the OCS's recorded number 30. I learned two valuable lessons that day. Never be shy about asking for redress, and try to avoid bow numbers ending in a zero.

Just last Sunday I was racing my Laser in a windy frostbiting race. I won the first two races, but my lack of physical conditioning was beginning to show. The start of the third race was very crowded at the boat end. I got off fairly clean but there was a rather large healthy looking lad just under my lee bow. I could hear him grunt as he hiked and torqued his boat increasingly closer to my leeward rail. Just when it seem inevitable that I was going to need oxygen. I heard a voice from the committee boat. "631 and 989 over early..... 989....989 your over early too!" Hooked up at my sail number 691 with relief. Then the boat under my lee boat bore off and headed back to the starting line. I got a quick glance at his sail as he jibed around, a single digit "2". I chuckled to myself remembering "989 your over early ...too!" The humor was soon lost as the pain returned to my legs. I don't think anyone else ever realized the truth of the matter...

Recently at the J/24 East Coast Championships with 80 boats competing the first race was started without a general recall. Twenty or so boats were observed to be over early. They listed all twenty boats over the radio. Including a midline boat there were three different positions from which the transmissions had to come . By the time the last boat was called back almost two full minutes had elapsed. The more I thought about it this seemed unfair. With a large number of boats being recalled there was a very good chance of making a reasonable comeback, however there was an obvious disparity between the most flagrant violator, who was called back immediately, and the poor guy...me, who was closest to starting clean, but was the last boat called... two minutes later. To make things even more unfair I was destroying the poor guy who sailed in my bad air for two full minutes. Upon questioning the committee after the race they seemed to feel that it was necessary to "send a message" that they were out to get OCS's. There were no throw outs, and later in the regatta there were plenty of general recalls. Maybe I am the wrong person to point this out but it seems to me that their message was rather pointless. It only served to add an additional measure of randomness into the results.

To my way of thinking the race committee priorities should be three fold. First, the race committee has to be impartial. They should do everything in their power to make the race a fair test of skill despite local favorites, or ugly histories. Second they should do everything



they can to reduce the randomness. le keep the line square, abandon races that are drifters or fetches, etc. Finally they should get as much racing in as they possibly can.

Sometimes the third and second priority conflict. I would personally like to sail one less race to insure my skill is tested rather than flip a coin to see who wins the extra race. Calling people back on the radio is a great way to prevent the "loudest silence" and to free up air for those who did not get a head start at the gun. But I find it hard to justify calling large numbers of boats over early because it takes too long to call them all back within a reasonable time frame, and it ruins the races for many who are not over. It also increases the likelihood that a few lucky stiffs will get away with an unskilled jump on the fleet. Hiding is a skill, but there is always a random risk involved. Sometimes an aggressive fleet and an uncooperative tide will make it difficult to get a race started and I am very sympathetic to the plight of race committee. In this case the second and third priorities merge. Most competitors would rather race than practice starts all day. Every one will then expect, and tolerate a higher degree of randomness.

Race committee work is difficult. Far be it for me to complain about the wonderful people who volunteer their time to start sailboat races, so if I offend anyone I sincerely apologize. This is still the greatest game on earth.

Geoff Moore Partner in Shore Sail Ltd. 7 Merton Road Newport, RI 02840 401-849-7700 fax401-849-7952 gmoore@shoresails.com http://www.shoresails.com



Rick Pokorny Photo

By Don Ferguson

One of the challenges that confronts a mature class such as the J24, is how to keep pace with new techniques and developments, while still remaining faithful to the original design intent. Over the past few years, rule changes, such as making berth cushions optional, have acknowledged that the J24 has moved in the direction of an optimized, racing keelboat, away from it's original concept as an all-purpose racer-cruiser. Yet, any rule change that the Class has implemented has been carefully considered so as not negating the original intent. The popularity of 'retired' J24s in cottage country attests to the success of the Class in preserving the viability of older boats though it's Class Rules. There is always the temptation to initiate radical changes to compete with new classes such as the popular 'sportboats', but the longevity of venerable classes like the Star or Dragon, is proof that this is not necessary when a well-founded design remains true to it's purpose.

This is not to say that things should never change. If a component or aspect of the design has outlived it's usefulness or materials and manufacturing processes have developed to the extent that the original design is virtually obsolete, then change the rule. Techniques in sailing the boat also have an impact on how the rules are considered. A case in point is the change affecting Spinnaker Booms, (3.5.1 and 3.5.6), which now permits poles to be made of any material, have any type of end-fitting and does away with the requirement for bridles. This sounds pretty radical and one's first thought is to check out the price of carbon-fibre, until you realize that this would be a waste of money since a carbon-fibre pole would not meet the minimum weight restriction, which along with the maximum length, is unchanged. This is similar to other Class rules, which while being open in scope, are in fact restrictive by practicality.

Why the change? A few years back, a clever competitor came up with the idea of by-passing the bridles and attaching a single eye at the mid-point of the pole. By clipping the pole uphaul (topping lift) to the downhaul and pre-setting the height, spinnaker sets and gybes became smooth and balletic manoeuvre on the foredeck. Of course, this became a risky business if you had an original pole and the downwind angle started to get a little tight. Tapered aluminium poles with a heftier mid-section solved this problem but one still had to do some creative duct taping to keep the bridles out of harm's way. And these poles were more expensive than the standard design. Up stepped Dirk Kneulman, who just happens to be the premier Etchell manufacturer and the current E22 World Champion. He had developed a pole for the Etchell Class that featured tapered fiberglass sections bonded to an aluminium pole. The jaws were off-the-shelf 1 °" Proctor type. E22s use a single eye hook-up without bridles. Since the J24 pole was based on the E22 pole, why shouldn't the new E22 design be considered acceptable? The Class Technical Committee agreed and went one step further by deleting the requirement that poles be made only of aluminium.

The advent of tapered poles solved the strength lacking in the original 2" pole but many sailors gambled in using the older poles without the bridles and lost out when the wind increased and moved abeam. This will be an issue for those who choose to take advantage of only the one aspect of the rule change. In light to medium air on a windwardleeward course, this will be a calculated risk. But those of you who sail in windier locales or still compete on triangle courses, be advised - the standard 2" diameter pole is not strong enough to handle the bending load imposed on it without the use of bridles. The rule doesn't say you have to remove the bridles, only that they are no longer specifically required. If you are not planning to spend the money for a new tapered design, keep up the arty duct taping and make sure your foredeck person carries a knife on those days when the wind promises to pick up.

(Don Ferguson is the Canadian J24 Class President.) For information on tapered spinnaker poles contact:

Layline 1.800.550.5463

Hall Rigging 1.800.283.1964

Ontario Yachts 1.095.639.8382.



1998 J/24 Class World Council Meeting-Minutes Paris, France October 31, 1998

Attendees:

Geoff Evelyn (no vote, vote only to break a tie), IJCA President Wayne Clough, Exec. Director (no vote) Annick Hurtel, France (no vote) Andre Bourles (1 vote), France Don Ferguson(1 vote), Canada John Adams(no vote), Coucil of Honor, GB Stuart Jardine (1 vote), GB Jan-Marc Ullrich, (1 vote) Germany Remco van der Berg (1 vote), Holland Thierry Leret (1 vote), Monaco Donald Manasse (no vote) , Monaco Paulo Boido (no vote), J Boat Builder, Italy John Peck, (no vote as TC-proxy Mexico & Puerto Rico) USA (Intl. TC) Nobo Nakazawa (1 vote) Japan Francesco Ciccolo (1 vote) Italy Michel Glaus (1 vote), Switzerland Nadine Franczyk (3 USA, proxy for 1 Caymen Islands)

Agenda

- Geoff Evelyn welcomed the group to Paris, reviewed the agenda.
- Approval of 1996 World Council Minutes-Approved Geoff reviewed votes for each of the participants.
- Geoff-review of financial status. Mentioned that 9/30/98 fiscal year end financials have not been completed and Geoff has prepared a preliminary budget for 99. (Don proposed-Francesco 2rd)-Approved

Geoff has also included a capital budget item of a new notebook for the Executive Director.

 John Adams-introduced nominations for Chairman and Vice Chairman and asked for other nominations (Donald Manasse, Vice Chairman, Geoff Evelyn Chairman have agreed to continue further in existing roles). No other nominations received. Approved

Geoff mentioned Executive Committee (includes Tech Chair and 3 other national representatives). Usually the next 3 world Championship holders (US-2000, Monaco-1999, Japan-20001). The national representatives from these countries were proposed to hold those positions. (Prior year Stuart Jardine was also included to Exec Comm in the past year since Donald Manasse already was on Exec Comm. as Vice Chairman and is also proposed for this year '99) Jeff Johnstone as copyright holder/Rod Johnstone (Marshall Lyttle).

Nadine Introduced Wayne, Wayne gave a brief history of how he came to the class and that he was happy to be in Paris Technical Committee-John Peck

Rule Change Vote:

Rule 1.1-Approved.

Rule 2.5.1-Discussion ensued with regard to moulding into the hull with regard to the building number. Paulo mentioned that under his plaque that is placed on the hull and molded in, there is a moulded number underneath that plaque.

Approved

Rule 2.7.1-Michel Glaus asked what the process is to become a J/class measurer in a country where there are few boats. The measurer must be approved by ISAF, then approved by the country's association as a class measurer. John mentioned that this rule applies in order to have one body (IJCA) governing the measurement rules for the class.-Approved

Rule 3.2.1-Included to clean up the wording in the rule book. A discussion ensued with regard to EU numbering, Geoff mentioned that this numbering is not necessary since it does not apply to the International Class Rules-

Rule 3.4.2-Approved

Rule 3.5-Approved

Rule 3.5.1-Geoff mentioned that this would change the rules to allow that spin. poles would be allowed in any material. John mentioned that we are trying to make it easier for competitors to have any type of pole they want. Stuart Jardine proposed to add "and allow spinnaker poles of other materials". John said that we probably don't need to do that for the ISAF meeting. John explained that although carbon poles might be allowed, they still need to comply with the 2.7 kg weight requirement and be available at the appropriate cost. Don Ferguson showed an example of a pole with ends in tapered fibreglass molded in, and mentioned that it is cheaper than the current aluminum tapered poles. This is also the pole that has been used in the Etchells Class for the past two years. Approx \$100CAN less than the Proctor Pole. Approved & by 9 for, 4 against.

Rule 3.6.3-Approved.

Rule 3.6.4-Approved.

Don Ferguson asked a question with regard to the form compared to Appendix A. John mentioned that the form is not a rule, just a guideline for measurement of the sail.

Rule 3.6.5-This rule simplify's the reinforcement issue, and as long as the sail weight meets the requirement, it also opens up the use of 3DL & tape drive sails.-Approved.

Rule 3.6.9-To maintain minimum class weights of cloth as well as minimum weight of the genoa.

Francesco started a discussion on the proposed changes and timing issues with regard to the manufacture date of Jan.1 start date, date should change to date of ISAF meeting Nov. 1 since it leaves things much too open.

Stuart and Francesco proposed we should have weight and allowance of Pentex immediately as of Nov 1, if approved by ISAF. For countries where we are off season, not buying sails, date isn't a problem, but in So. America, Australia, etc.

New rules proposed at Nov 1 meeting, don't take effect til March 31, 1999. Unless ISAF allow approval of rules for items not in conjunction with the Nov. meeting. If we give good reasoning to ISAF, they can change the effective date of the rule.

Michel, suggests using the word "use" of sail rather than "manufacture or measured" date.

Don Manasse suggested removing the date to avoid the issue, then all sails that are used can be used as long as it weights 6.5 kilograms.

Francesco mentioned that the 3DL building of the sail definitely does not comply with the minimum weight for all parts of the sail. See "ANY" in paragraph.-

Stuart suggested that a swatch of the minimum weight cloth be attached to sailbag for measurer to look at.

Stuart brought up a discussion with regard to the size of the stamp, with the paragraph of wording would not be practical for the smaller sailmakers.

Michel suggested a stamp w/ "RULE 3.6.9" OK, and the sailmaker signs next to it.

John Peck's proposal:

Delete "measured after Jan 1, 1999" (fill in 6.5kg into blank).-Approved Donald's proposal, class give discretion to the Exec & Tech Comm to formulate compliance procedures/ stamps for the rules.-Approved

Geoff suggested that we leave it to the Exec Comm to work out the process of the stamp procedure issue.

Rule 3.6.15 was not included in ISAF presentation, but John will bring the magazine to show our intent on inclusion of the rule. *Approved*

Plan A-Deck Layout-Approved Plan A-Interior Layout-Approved

Plan C-Keel Plan-Remco suggested carrying the +7 all the way down the chart.- **Approved**

Technical Comm (John) to give procedures how to measure the #2901 keel.

Plan D-Rudder Plan-Approved

(Don suggested that we show procedure on the effects to the class of the procedures/processes of measurement so the general public knows).

Suggestion was made to add a dotted line to Plan D in next reprinting w/ +/-10mm at the bottom.

(Stuart Jardine suggested that Technical Committee look at the angle of transoms.)

A discussion ensued with regard to what the parallel line is from the transom to measure the +/- 10mm from the leading edge of the rudder.

Appendix A(New)-Approved

Other new Rule matters for '01 if we have any changes to propose to ISAF:

J/Boats Inc.

Geoff gave Jeff Johnstone's Builders report & Paulo's report.

Charleston Spars to be licensed and built, Paulo will be purchasing 8 masts to have on hand.

Michel suggested-licensed parts suppliers to be included in the magazine.

Minutes from GB, UK, Germany included as appendices of the minutes.

Other issues:

Wayne reviewed the Executive Director's report.

Web site-Stuart Jardine advised that his son Mark Jardine would like to run the IJCA web site and keep it up to date. Mark would want to be paid a small amount, but would be competitive with any other proposals. Proposal to be expected at class office from Mark. (Exec Comm to provide guidelines).

International

Others suggested that we add links to other pages.

Proposals for World and Continental Events:

2002 Worlds-Don Ferguson reviewed Kingston Ontario proposal -Stuart Jardine mentioned that the price of charterboats is a concern, so that price concerns do not become as much of an issue when trying to get a boat. Geoff mentioned the \$1500 cap in charterboats, but we weren't successful due to people going outside of the charter boat pool. Don and Geoff ensured that with the three tier pricing system that there will be boats available at reasonable prices for charter.-Approved

2001 Europeans-Remco to give proposal for Medemblik, Holland-*Approved*

WORLD CHAMPIONSHIPS

YC Monaco has declined to be able to run the '99 World Championships, they only are able to do it during the Monaco Classic regatta (50th anniversary). Since they have too many nautical events and it would not be good to hold it during the multiple boat regatta.

Stuart's suggestion of Cruesty.

Geoff's suggestion of Francesco's proposal of Genoa was to assist Donald Manasse in holding a regatta somewhere between Monaco and Geonoa. His proposal is that they work together to host the regatta. (European's will be in Palermo, and boats will be shipped from there back to Genoa for the Europeans and the boats can be used for the Worlds). Francesco will go back to the YC to get dates to IJCA within 10 days !!! Party in Monaco!-Approved. Remco suggested that Holland can hold the regatta, with the exception of the bare boat charter numbers, but France could lend a hand in this.

2002 Worlds-Kingston Ontario, CAN 2003 is next Worlds in Europe.

World Championship Reports 2001-Osaka area-July 13-20

European Championship-1998 Crouesty
French Natls 40 boats, 70 at Europeans. Good conditions in
Europeans. Dennis Ellis and Geoff assisted with measurement and organization of the regatta. Mme. Jardine
translated. 4 day regatta, rather than week long, gave people
time with families.

English is the official language of the class...In the Europeans, protest forms were written in French, which caused a problem with the protests. Don Manasse suggested that the International Class thank the French for their assistance, but give direction in advance that Race Instructions and Protest forms are in English.



1999 Palermo-brochure

- -Remco asked why there weren't more races. Francesco mentioned that 9 is the amount that they usually do in the Italian's is appropriate.
- -Remco thought that \$450 USD was too expensive.

2000 Europeans in Travemunde, Germany

OPEN DISCUSSION:

Update of regatta standards. Geoff gave brief discussion, suggested that everyone read them and get comments back to the World Council by the end of December. Don F. wanted to designate the issue of the designation of the helmsman should read "in each race of the event" and also that the "should" word is taken out and substituted with shall/must in pg. 36, 2. Clean up will happen in next printing of the rule book.

Item J. Wording to change maximum to read a minimum only and no limit in maximum number of races to be held

G. Suggestion was made to include Continental Championships (Europeans, North American, etc.). Geoff suggested that the international be used from the handout guidelines. Remco suggested that fees for sailing be separated from social events. John suggested we change International with Continental Championships. Revised \$\$ amts.

Remco brought up a point on regatta guidelines, they would like guidelines on how to manage that many boats. Wants recommendations on how to handle,

1999 Meeting:

Meeting prior to the Worlds event in Genoa? Chairman to make decision and notify the group:

Paulo Boido-Sponsorship display in general to be allowed. In general Category B for up to and including Continental Events.

Article from Don Manasse-announcement in Daily Telegraph, ISAF-Professional World Championships in one design classes proposed. J/24 class was not mentioned in list. Don F. asked if there is any interest in making the Worlds a Category B? Stuart thought that most of Europe would agree to be in favor of that if the other countries would agree. John can possibly add it to the next 2 yr of proposed rules.













J24 District Governors Meeting Ida Lewis Yacht Club Newport RI

Minutes

The regular annual meeting of the J24 Class Association District Governors was called to order at 8:30AM by USJCA President Nadine Franczyk on Monday, August 24,1998, at the Ida Lewis Yacht Club, Newport, RI. Those in attendance representing their districts were Karen Lynch for Gordon Borges, 2, Rodger Voss, 7, Tim Winger, 6, Jim Farmer, 8, Bill Worsham, 14, Tim Oelschlager for Doug Kracht, 15, Scott Greenawalt, 17, Bob Foulke,4, Chuck Trotter, 11, Don Oliver, 20. Also present, Reid Stava, USJCA Technical Committee Chairman, Jeff Johnstone, Copyright Holder and Wayne Clough, Executive Director.

- 1. Introductions
- 2. Oral biographical sketch from Wayne Clough
- 3. Old Business / Status of Classs Office
 - Departure of Dana Paxton
 - Difficulty of outside contractor to complete magazine
 - Missed deadline with printer
 - Nadine Franczyk becomes the de facto President and assumes publication responsibility
 - Don Oliver credited Nadine with managing US Class affairs and thanked her for effort in the search for a new Executive Director
 - Rodger Voss commented on the decrease in advertisers
 - Nadine responded by commenting that the Class will probably have to "mend" some relationships
 - Chuck Trotter commented about the tardiness of the publications and felt that the magazine was critical to the membership. Most agreed.
 - Scott Greenawalt suggested eliminating Waterlines and publishing the magazine four times a year.
 Most thought this too ambitious especially in light of recent past performance.
 - Chuck Trotter especially disagreed and recommended that we get back on track with what we have before taking on new responsibilities.
 - Don Oliver suggested an evaluation of the current situation noting that large administration tasks (membership renewal, office relocation, etc.) are upon us. Thought that the second half of 1999 would be more realistic.
 - Bob Foulke commented about the cost of the magazine publication and whether it was practical
 - Discussion traveled to website
 - Jeff Johnstone questioned the cost of publication and the necessary personnel versus a better website
 - Don Oliver felt that the Class Office should and would decide what was posted and by whom
 - Chuck Trotter felt the web master should work under the Executive Directors guidance
 - Tim Winger suggested two levels; Class Office supplies the data and the web master maintains the site
 - Nadine suggested links to other sites of interest to members such as sailmakers and suppliers
 - Jeff Johnstone felt the web site was as important for non members and new boat owners as a source of information
 - Don Oliver made a motion that Karen Lynch and Bob Foulke be the web advisors.
- 4. District Reports District Governors reported on activity and issues among their fleets. Jeff Johnstone of J Boats reported on boat building activity around the world. Japan built a few in 1998, 10 new in Australia, South America is neutral, Italy-new boat sales slow.
- 5. Recess for lunch

Call to order 1:15PM

- 6. Proposed Rule Changes
 - 1.1 approved
 - 2.5.1 approved
 - 2.7.1 approved
 - 3.4.2 approved
 - 3.5 approved
 - 3.5.1 approved
 - 3.5.6 not approved
 3.6.3 approved

- 3.6.4 approved
- 3.6.5 approved
- 3.6.9 approved
- 3.6.15 approved
- Plan A approved
- Plan C approved
- Plan D approved
- Appendix A approved

International 3 and 3 an

7. New Business

Rodger Voss would like to see sail/ski events on regatta calendar

 Don Oliver reported that while little detail is available at this time, the Class treasury is in good health with more than adequate cash in accounts. Discussion of IJCA and USJCA accounting procedures resulting in decision to keep the system the same.

Regatta venues

1999 Nationals: no submissions at the time of the meeting, Noroton YC, Darien CT

- 1999 Mid Winters: Key West, FL

1999 NA: Chicago Yacht Club

- 2000 NA: Kingston Ontario

- 1999 Worlds: Genoa Italy

2000 Worlds: Newport, RI
 1999 Worlds Qualifiers

- NE Region: East Coast Championship Annapolis, MD

- SE Region: Lake Lanier SC Flowery Branch, GA

Great Lakes: Oswego Yacht CLub, Oswego, NY
 SW Region: Rush Creek Yacht Club, Dallas TX

Western: J-Fest, Seattle WA 6/19-20/99

Bill Worsham recommended spreading the word about petitioning for US vacancies at the 1999 Worlds in Monaco. US usually doesn't send the full allocated amount to events outside North America

Future Worlds: 2001Japan

2002 Europe

2003 North America

IJCA Meeting -

Executive Director will attend

ISAF Meeting -

Executive Director will attend

US Sailing Annual Meeting

Executive Director and USJCA President will attend

Discussion of Class position on mandatory PFD

Bill Worsham thinks mandatory is too extreme. Class Officers present think
we should support where appropriate depending upon venue conditions.
Support race organizers in their decisions

1999 ADG Meeting: Chicago on the Monday following the NA's. Date has been set for July 26th.

 Chuck Trotter suggested an informal meeting the night before to discuss the agenda in an effort to reduce the time spent in the Monday meeting

8. Election of Officers

- President: Nadine Franczyk

- Vice President: Tim Ryan

Finance: Don Oliver

Governor at Large: Tim Winger

Technical: Reid Stava

Don Oliver thought the group should consider long term succession for future officer selections and begin grooming likely prospects

Bill Worsham voiced concern that technical committee candidates that are willing and capable don't always reside within the prescribed boundaries of the districts. Suggested changing the distinction for measurers from district to region to provide more flexibility with a tech person for each region

Motion to adjourn by Rodger Voss

Meeting adjourned at 4:40PM

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INTERNATIONAL



CLASS ASSOCIATION

1999 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.

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 C	Class Association for the year ending December 31,	1999, and agree to abide by all Class
Rules. I am a (check one) J/24 owner;	co-owner; helmsperson only;	_ other
Associate Member: Includes all honofi		
	ts of full membership except helming privileges or than 19 on December 31, 1999. Includes all be Association" for 1999 membership dues:	
Junior Member: For members not olde	er than 19 on December 31, 1999. Includes all be	enefits of full membership
Junior Member: For members not olde Enclosed is my check, payable to "J/24 Class Full member,	r than 19 on December 31, 1999. Includes all be Association* for 1999 membership dues:	enefits of full membership (\$40.00)
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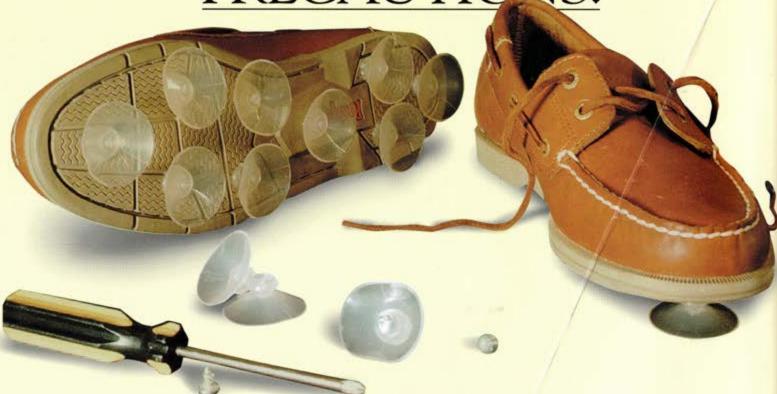
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