

International

J[®]
24



Fall / Winter 99 - 00

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Championship

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VOLUNTEERS MAKE THE DIFFERENCE

The above may be obvious but we all need to be reminded that the success of our class depends on volunteers. Yes, those folks, who at a class meeting or get-together, formal or informal, end up sticking their hand up in the air and saying – "OK, I'll do that."

This was never more evident this year as I went to various regattas here in North America or Europe, either as part of the crew on my own boat, Toe Tags or while crewing at the World's in Italy or travelling to events on your behalf. I would like to take this opportunity to name a few of these folks and acknowledge their efforts.

Francesco Ciccolo, President of the Italian Class Association, who along with his executive hosted both the 1999 European Championships and the 1999 World Championship. They came forward a year ago when the class was without a site for the World's and said "OK, we can do it." Thanks Francesco.

Russ Burke, Fleet Captain in Chicago, who, mostly by himself organized the 1999 North American Championship. He was there on the first day registering competitors, finding places to stay, launching boats, directing folks to the loft etc, etc. Thanks Russ.

Jim Keesling, Past President of the US Class Association, who dragged us all to Key West one more time for the 1999 Mid-Winters. Jim, his wife Joanie and most of his staff from Rocky Mountain Boat Works showed up in Key West and along with the volunteers from the Key West Yacht Club got everyone in the water, organized the Jury, the race committee and best of all, the parties. Thanks Jim.

There are hundreds more volunteers, who year in and year out are there to help run events, measure boats, and just plain help out. I can't name them all but I can and you can say thanks. Thank You All.

ADVERTISING CODE

At our recent AGM in the UK it was decided by vote that the class would, in anticipation of a done deal at the ISAF General Meeting, accept the new Category C Advertising Code with some restrictions. You can find the details in the Minutes of the AGM which are further on in this issue. Unfortunately or fortunately, depending on you views, the new Code was not adopted in Sydney this year but it is coming sooner than later. That means that the rules of the class still stand and advertising on boats will be governed by Category B of the RRS up to and including Continental Events and Category A at our World Championship.

The Class is however, well positioned for next year when the new code will be adopted. Yes, there will be changes to the

IJCA CHAIRMAN'S REPORT

By Geoff Evelyn

code but we have internationally set our policy which, when more information comes from ISAF will be adapted as required.

One of the very positive things to come out of the discussion of advertising was the need for more visual identity of the class. Both the German and UK Class Associations have come up with a decal that tells the world who and what we are. The World Council has approved it's use world-wide. These decals, see sample, will be supplied to each national class association at no cost and affixed to both sides of the hull on the aft quarter. Their use will be incorporated into our Class rules for 2001.



THE FUTURE

As always we must look forward to what's ahead of us. Most of it is good news. We have a new builder in North America and several new boats will be added to our fleets. The builders in Australia, Japan and South America have produced new boats and expect to see continued activity into the new millennium. The various class associations in Europe see the need for an active building program in Europe and have instructed the executive to resolve this issue in a positive way with the Copyright Holder. Hopefully we will see some positive results in 2000 and new boats will be seen throughout Europe where boats are in short supply.

The Class is well positioned throughout the world to maintain and grow our position as the premier one-design keelboat class. The members of the World Council understand the needs of the class and are willing to work together to accomplish them. We have a good future ahead of us because we have a great foundation from our past accomplishments.



USJCA PRESIDENT'S REPORT

By Nadine Franczyk

As we head into the new millennium, we can't do it without honoring a great sailor and gentleman. Peter Milnes passed away on July 3, 1999. The J/24 class would like to pay tribute to Peter and his legacy, so I start this report with a little history, reflection and a collection of thoughts from various sources. Peter A. Milnes was born on Staten Island, New York, he was the son of the late Albert and Loretta Milnes. Most recently his residence was Wolcott Avenue, Middletown, Rhode Island, USA. He and his family as crew were successful in attaining many yacht racing titles not only in the J/24 class, but the Thistle and Laser classes as well. He was a member of the Ida Lewis and Richmond County Yacht Clubs. He was a professional engineer who had graduated from Georgia Tech with a degree in civil engineering. He served as a lieutenant in the U.S. Air Force during the Korean War. He later joined the family business, John Milnes Co., on Staten Island, an award-winning company that had constructed barracks and quarters at Fort Adams from 1898 to 1910. In 1982, Mr. Milnes moved the business to Middletown. He was President of John Milnes Co.

Peter died on Saturday, July 3, 1999, at home at the age of 70, succumbing to a brain tumor. He was the husband of Edith (Lamprey) Milnes. Besides his wife Edie, he left behind a sister, Helene Hafford, of Hartsdale, N.Y.; three daughters, Lori Dobbin of Middletown, Susan Wallace of Hong Kong, and Michelle Kirby of Middletown; two sons, Peter Milnes of Arnold Maryland, and Scott Milnes of Middletown; and 11 grandchildren.

Pete was quite active in J/24 regattas nationally and locally, sailing against many of the readers of this magazine, including many of the top guns in the Newport, RI fleet. He left behind many sailing friends of all ages who, like him, aspire to enjoy life for all it has to give by having fun and touching people with his "maximize the day" policy.

The following are thoughts by other sailors who's lives he touched:

Harry and Ann Lane
J/24 Fast Lane
Fleet 50, Newport, RI

He was the BEST, our role model, and we all wanted to grow up to be just like Peter Milnes. He was the first to welcome us into the J/24 fleet here in Newport. He took us under his wing at Fleet 50 parties and introduced us to everyone, especially his family. We loved the way his house and garage looked like a boat yard. The equipment, that all-important equipment that was set up for the grand kids. When we did Laser Race Committee, Peter would throw a banana on the RC boat and say "I'll need that after the 7th race." What a competitor...and what a great team he and his family made together!

Pete was a very special person; he represented all the best in sailing, in family, in playing life to it's fullest. May we all live every minute to the best we can, just as Peter Milnes did. We love that man dearly.

Debbie & Tom McCay
J/24 Loonatic Fringe
Fleet 50, Newport, RI

His love of life and of sailing inspired us all to do more and enjoy more. He showed us all how to live life to the fullest, and not to quit with the excuse of "I'm too old, or too tired." He always had that infectious great spirit. That spirit will live in all of us forever.

International J/24

The Backus Sisters (Heidi, Susan, Gretchen and Amy)
J/24 Flamingo
Fleet 12, Chicago, IL

Dear Lori, Sue, Michelle, Pete, and Scott,

We were sitting on a beautifully restored 1959 Matthews for another adventure on Lake Erie when we heard that Pete had died. Once again, we told our favorite "Pete" stories...the hurricane, dancing, trying to introduce every foreign (non-English speaking) team to us, driving the Keelboat judges, telling a story with Ed Duckworth. Then we toasted to Pete and the beautiful sunset!

When it comes to Dads, our families really lucked out. With not a lot of money (but lots of humor), or fathers shared their love of sailing with us. And we've never given it up. So we continue that tradition with our kids...just the way that generation to generation thing is supposed to work...except we could do without the pain of saying good bye.

Every time we go out sailing, we "know" our dad is with us. Now Pete can be there with us too. He was an incredible personality with a spirit that won't let go! He'll be around for a long time.

We love you and all are remembering you in our prayers.

He was an incredible personality with a spirit that won't let go! He'll be around for a long time.

The J/24 class has also honored Peter Milnes by naming the Sportsmanship trophy after him, which is awarded annually at the North American Championship. The trophy originated in Fleet 50 when they hosted the 1998 J/24 North American Championship.

I personally met Pete only once, but I have heard many praises and loving thoughts throughout the past months in honor of him and wish I had a chance to get to know him better. The J/24 family of friends will remember him for many years to come. We can all strive to live by his values and spirit for life as we move into the future.

Happy Sailing



Sugar Plum with Peter Milnes at the helm.

The letter that follows was written by Sandy Grosvenor and is published to remove any doubt about a quote that I used in Volume 40 in reference to Steve Podlich. I think it conveys very precisely what it was that I had intended with my original remarks. I apologize to Steve and Sandy for any misunderstanding that resulted from those remarks.

Dear Wayne,

In the last J/24 Class Newsletter you cited a quote from me that gave a highly incorrect impression.

The quote was:

"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.'"

I normally apply the phrase to myself. Someone will ask if I'm on the Race Committee for a third straight weekend and I have been known to respond with a wink, smile, and tongue firmly in cheek: "Oh no, this weekend I get to be just a whiny competitor." I never realized that by casually applying this phrase to someone else and then seeing it printed out of context that it would sound so negative, when I was actually trying (albeit unsuccessfully) to express my personal respect, admiration, and gratitude for the job Steve did as J/24 Class Executive Director. At the US SAILING meeting I recall that you and I talked about the challenges of the job. For the many years that Steve ran the class, he also provided superb support as a volunteer and leader both to the class as a whole and to our local Annapolis fleet. As an example, the J/24 East Coasts is a competitive highlight of the year for many of Annapolis' J/24 sailors. For Steve and the whole "Harold" crew, this is no exception. But while other crews spend their

preparation time on practice, weather analysis, and boat preparation, Steve is generally helping out late into the night measuring boats, or working with the jury and the race committee on last minute adjustments to the sailing instructions. At World and Continental Championships, this was part of Steve's paid job, but at events like the East Coasts and a myriad of local club events, I considered it above and beyond. And it can make it harder to just have fun sailing and competing.

As I hope most of our readers know, our sport lives on volunteer effort, from regatta organizers, to the race committee, and the jury. Those who give their time, leadership and energy back to sailing again and again have earned a special place. They have earned the privilege of being just a whi—... well let's just say they've earned the right to just plain go sailing and have fun.

Sandy Grosvenor PRO, 1996-1999
J/24 East Coast Championships



Notice of Race
J/24 World Championships - Newport, RI USA
September 21-29 2000

- Invitation** **Fleet 50 of the USJCA, The Ida Lewis Yacht Club and Sail Newport** invite you and your crew to the **20th Annual J/24 World Championships**. The waters of Rhode Island Sound and Narragansett Bay will be the venue for the 2000 event.
- Organizing Authority** The organizing authority for this regatta will be the Ida Lewis Yacht Club and Sail Newport in conjunction with the International J/24 Class Association.
- Site** Sail Newport in **Historic Fort Adams State Park** will be the Headquarters for the event. Regatta Dates are September 21st through September 29th. IDA Lewis Yacht Club and Sail Newport will coordinate Race Committee efforts. The Regatta Organizing Committee is comprised of J/24 Fleet 50 volunteers.
- Rules** This regatta will be governed by the **1997-2000 Racing Rules of Sailing**, in accordance with RRS 70.4 and appendix Q, the **Class Rules of the International J/24 Class Association**, this **Notice of Regatta**, except as any of these is altered by the Sailing Instructions, and the **Sailing Instructions**. Protests and requests for redress will be heard by an International Jury appointed by the organizing authority.
- Advertising** The event will be Category "A" event as determined by Appendix G of the RRS per IJCA decision.
- Eligibility** The World Championship is open to yachts nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or residents and registered members of the NJCA of the country they represent. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations.
- Schedule** Nine Races are scheduled
- | | | |
|-------------------------|-----------|-----------------------------|
| Thursday, September 21 | 0900-2100 | Measurement & Registration |
| Friday, September 22 | 0900-2100 | Measurement & Registration |
| Saturday, September 23 | 0900-2100 | Measurement & Registration |
| Sunday, September 24 | 0900-1200 | Measurement & Registration |
| | 14:00 | Practice Race |
| | 21:00 | Welcome Party |
| Monday, September 25 | 10:30 | World Championship Race #1. |
| | 17:30 | Post Race Social |
| Tuesday, September 26 | 10:30 | Championship Racing |
| | 17:30 | Post Race Social |
| Wednesday, September 27 | 10:30 | Championship Racing |
| | 17:30 | Post Race Social |
| Thursday, September 28 | 10:30 | Championship Racing |
| | 17:30 | Post Race Social |
| Friday, September 29 | 10:30 | Championship Racing |
| | 19:00 | Awards Banquet |
- Racing** Racing will take place in the waters of Narragansett Bay and or Rhode Island Sound, on Windward / Leeward courses.
- Scoring** RRS .A2 Low Point Scoring System will apply. A minimum of four races shall constitute a series. There will be one throwout race if 6 races are completed. The **Scoring Penalty (Racing Rules of Sailing 44.3)** shall apply.



Notice of Race (Continued)
J/24 World Championships - Newport, RI USA
September 21-29 2000

- Prizes** Prizes of unprecedented beauty and taste will be presented to the top 10 finishers. Special Sponsored prizes will also be given. Details of these will be included in the Registration Packet.
- Inspection and Measurement** All Entries will undergo complete measurement. Measurement will be first come first served with a sign up sheet at the Measurement Tent located in the North Parking Lot at Sail Newport Sailing Center on Thursday September 21st at 0900. All competitors are subject to random inspection at any time during the event by a member of the measurement committee. Sails will be measured in accordance to the current J/24 Class Rules and Appendix G of the Racing Rules of Sailing
- Radios** VHF Marine Radios are recommended as course information and premature starters may be broadcast.
- Launching** Launching will be done at the Admirals dock at Sail Newport. Details will be available in the official registration package. All boats must be afloat by 1600 on Sunday September 24th and shall not be hauled out before the end of the series without the prior written permission of the Jury. Careening and dive-cleaning (using underwater breathing apparatus) shall not be permitted during the regatta. All yachts will be docked at the Sail Newport Alofsin Piers. Free dockage will be available at the Sail Newport Alofsin Piers starting Saturday Evening September 23rd and running through Saturday September 30th.
- Hauling** Two lifts will be in operation during Haul Out. Hauling after the event will be done by Bow #. Bow #s will be assigned based the distance traveled for those bringing their own boats. Fleet 50 Boats WILL be hauled AFTER all other competitors have been hauled.
- Entry** The completed entry form and Entry Fee of \$325.00 US must be received by the organizing committee on or before August 1st 2000. Late entries with corresponding late fee of \$50.00 may be accepted at the discretion of the Regatta Committee up to the close of pre-registration on September 20th. An electronic registration package including Park Rules, Pre Regatta Measurement Procedures, Lists of Hotels, Motels, and Newport Attractions shall be sent out to each registrant via email upon receipt of registration and entry fee.
- Charter** A limited number of Charter Boats will 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. Applications for charter must be received before July 15, 2000. Charter boats, arranged through the Organizing committee, will not be available to North American entries until after that date.
- Insurance** **Proof of Insurance coverage for damage and third party liability will be required from all entrants.**
- Contact** Requests for Information: Brad Read Sail Newport brad@sailnewport.org
On-line information at www.sailnewport.org.
Entries sent to: J/24 World Championship c/o Sail Newport 60 Fort Adams Dr. Newport RI 02840.
Phone Number 401-846-1983
Fax Number 401-846-7245

SLEEPING WITH THE SKIPPER

By Greg Nicholl

My first day of sailing boat racing came to an abrupt halt as our boat (port tack) collided with another on starboard. The disappointment of resigning from competition was augmented when a member of the starboard boat let out a stream of sailor type expressions denouncing our collective abilities coupled with some references to our ancestry. Instinctively the competitor within me crafted a plan to confront our assailant during the post race festivities with a verbal barrage of my own. It's amazing how a few beers and a yacht club full of laughing sailors can put life into perspective and by the end of the evening the assailant was looking rather attractive. The next weekend's regatta ended with an official date and this is how I met my wife.

Eventually we moved back to my hometown and I encouraged my new bride to join a local sailing club in order to make her own friends. It didn't take long before she became an active member, sat on the board and we partied with "our" friends. Then one day I got a call about an unbelievable deal on a boat called a J/24. It was the 80's so I bought the boat sight unseen. Bigger boat meant bigger club and it wasn't long before I was introduced to new friends and larger parties, my wife became an active member and was elected to the club's board of directors. Our local J/24 fleet began to grow after our boat, "skipped" by a woman, won the club championship.

Like many of our peers we bought an old clunker "the Choldsemobile" and hauled the J all over the Northeast. We slept in the car, we slept in the boat on the trailer, we chose a new spinnaker over living room furniture, and we had a heck of a time. My wife was elected to the local J/24 association board, I was introduced to more friends and the parties became noisier. I haven't raced much for a few years now but I still love to hear the stories. Many are new variations on old themes and after a few "rummers" I can picture the moments as if I was still out there racing. Many things have changed including me, but one thing that has never changed is Kate's passion for sailboat racing.

This passion has a long storied history. Her Great Grandfather Herbert L. Stone was a founding editor of *Yachting* and founder of the Newport Bermuda Race. Her father a noted sailor refused to attend our wedding if it fell between May 15 and October 15th. Even with all of this sailing around her, young girls during that time weren't given many opportunities to develop their racing skills, but this wasn't about to hold her back. When she arrived at college and found there was no sailing team she started one and took her team to the national finals. I took great pride in witnessing her induction into the William Smith College Hall of Honor for her contribution to the school and sport of sailing, I noticed that Hobart William Smith is now a powerhouse in sailing.

The years of sailing have brought many accolades and many memories. The awards; winning our regional championship, Top International Boat at the Women's Rolex, Sailor of the Year at our Yacht Club awards sit proudly on the mantel. The memories from time to time get dusted off and retold like the time Kate fought off a big name sailor on a tight reach in a fresh breeze only to let him go because the tiller wouldn't go any higher, she was seven months pregnant. We always remember bailing a crewmember out of jail at 3AM in Marion. Then there was the time one of our female crew decided she would sail the entire regatta topless. Racing J boats has been a great ride.

Earlier this year Kate struggled with the notion of selling the boat, as she was the only member of our family using it. The patient teacher that she is waited it out and before the season ended our children tasted her passion for the sport. Our 12-year-old son ended up racing at the Canadian Championships on another J, and at the Ontario Women's Keelboat Championship our 8-year-old daughter Clarity elected to race on another J/24 instead of racing with her mother. Late in the season we raced as a family and didn't do too bad. There are already a few plans in place for next season.

Kate's passion for sailing is as strong as ever; still a member of Canadian J/24 Board of Directors, judging match racing, teaching young sailors and still racing around the cans. To all those who have raced for Kate on Quick Nick thank you for your support and friendship, and for those of you, who raced against her, remember she's not finished, not just yet. The title of this piece refers to how I got to be a crew on Quick Nick. More importantly is how we successfully managed to race as husband and wife for 15 years. The secret is having me on the foredeck, Kate, the Skipper, at the back and three friends in between.

Remember, the next time you are involved in a port starboard altercation, smile at the other boat and maybe you will be as lucky as I have been.



LAYLINE J24 SOUTHERN CIRCUIT FUN, SUN, & SAILING...SOUTHERN STYLE.

In November of 1998 the crew of *Arnold Goes to Hollywood* started off on their trek to Florida. There is nothing new to picking up and dragging the boat to Florida for the winter, but most crews weren't gearing up for another five weeks. The crew of *Arnold* was on a mission; to hit every major regatta, and not so major regatta in the state of Florida and the South. They succeeded, and in the process met many new friends, drank many a cold beverage (it can be hot down there in the winter), and became the unofficial, self proclaimed winners of the 1st annual J24 Southern Circuit.

The idea of the Southern Circuit has come about from the trailblazing done by *Arnold* and crew. The logistics, regatta schedules, parties and best beer prices have all been mapped out. In those early days, Team *Arnold Goes to Hollywood* were awarded nothing, other than a possible round hoisted in their honor at the post regatta keg. Things are changing now.

The host clubs and sponsors are promising some of the best racing and fun available in the dead of winter. Prizes, recognition, fame! What more can a J24 skipper and crew ask for? The Southern Circuit promised to be more competitive and enjoyable than ever. Don't get caught staying at home this winter!

Kings Day Regatta
Midwinters XXIII
St Petersburg NOOD
Easter Regatta

The Florida Yacht Club
Davis Island Yacht Club
St Petersburg Yacht Club
Columbia Sailing Club

Nov 20-21, 1999
Jan 26-29, 2000
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Mar 31-Apr 2, 2000

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THE BOWMAN

By Will Crump



USJCA Photo

Although all the fame and glory in sailboat racing seems to be focused on the driver or the tactician, the first member of the team to cross the finish line deserves much of the credit. Without the hard work, sweat and in some cases blood from the bowman, the boat would not make it successfully to the finish. Every time I have gone to a regatta with an inexperienced foredeck crew, I have doubted our ability to execute in key situations. Fundamentally, good foredeck work is just as important as good driving. In fact, a good bowman can make the driver perform better. Some insist that only a light person can perform gracefully in such a confined area, while still others prefer larger more aggressive crew for the days when the pole doesn't want to cooperate. While there is no single mold for the perfect bowman, there are several traits that each exceptional foredeck crew shares in common. The bowman must have the cunning of a tactician, the anticipation of a driver and the agility of a cat to execute his or her job well.

Although the tactician and driver determine when to tack and where to tack, most of their job involves receiving information and judgments that come from the bowman. If the bowman is sitting calmly on the rail for the thirty seconds prior to the start, either the driver is way off the pace or the bowman just hasn't learned the where to be and what to do. On the starting line, the bowman should be (for only this one time) perched near the bowpulpit judging the distance to the line, and as a bowman try hard to read the driver's starting style. Since the hand signals for boatlengths-to-the-line come from the bow, the foredeck crew has the authority to give generous calls for tentative drivers and cautious signals

for anxious ones. To a large degree it is solely the bowman's responsibility to get the boat on the line properly on some of those tightly packed lines. In addition to the starts, the bowman must be ever vigilant on the upwind leg. Our J 24's are the only boat I have ever raced that confine the driver's visibility so much that the bowman has the best vantage point for judging the oncoming boats on the opposite tack. Here the bowman has the opportunity to "suggest" a tactical call, i.e. ducking or leebowing. Keep in mind that while the bowman has an option to do these things, only the exceptional ones take these liberties judiciously and within the confines of the tactician's game plan. In other words, make sure that as a foredeck crew you stick to the *tactician's* game plan. Don't create your own.

As I'm sure we have all witnessed or actually experienced the bow can be a place where one problem just follows another. Whether it's the last minute jibe-set or the surprise twist in the

Ted Hopper as "The Bowman"



USJCA Photos



spinnaker, the foredeck is never a dull place. I know what the phrase "chained to helm" means having sailed whole downwind legs with a bowman wrapped in spaghetti without a pole on the chute. (Sometimes it is so hard to let someone figure it out on his or her own.) However the most successful warriors of the pointy-end always have an eye for trouble shooting. Know your lines well, and how they lay. I call this *line-memory*. Rather than let the tactician call for a tack when the pole is fouled, the bowman should announce that the boat is not clear for a tack. (Not that fouling the pole is ok, but accidents happen.) Another example of quick thinking on the bowman's part can be seen at the leeward mark. While most boats wait for the driver's command to take the spinnaker down, frequently the driver is thinking of other issues, such as overlap and buoy-room. At this point the bowman has to make a confident decision of how much room and time will be necessary to douse the spinnaker. This is the kind of pivotal moment in a race that as a driver you don't recognize the value of the work the crew is doing unless it is executed poorly. A good foredeck crew is a little defensive about the conditions under which they execute, and consistency in performance is his or her most important goal.

Years ago I had the opportunity as a spectator to watch Martha McKeckney do a little of her bow-tango, and anyone would agree that weighing in at a buck-ten at best, she represents the ideal bowperson. Not to mention she is just very talented. In fact a Kiwi who was with me remarked, "Nimble little minx isn't she?" I'm pretty sure his mind was on sailing. A lightweight person can obviously move around the boat far easier and without disturbing the boat, but since I sail with a young and very male team, the number of light people available to sail is very limited. Not to mention convincing a woman to sail with my group is sort of a scary proposition. I would fear for her. So, often we deal with heavier crew, and that puts a premium on their skills. The bowman must know when, how and where to move. In fact, when judging new bowmen I usually count how many footsteps they take while dousing, jibing or tacking. Sailing is like any other sport, and it requires the athlete to think and react. The less the bowman is stumbling, the more he or she can concentrate. For example, don't walk all the way to the front of the boat to pull the jib or genoa down. Stay near the mast and pull it down using the leach. Part of the reason we switched to hanks and snaps rather than the headfoil system was to keep the crew off the bow. Ideally, while sailing upwind the bowman should only move inboard or outboard on the boat reacting to puffs and lulls or side-to-side while tacking, and while sailing downwind he or she should not move forward of the forward stanchions or very far from the mast. Any body movement should be directly related to shifting "gears" on the boat.



USJCA Photo

Tips for success:

1. **Develop your communication and hand signals.**
2. **Keep the time so that you know the sequence.**
3. **Learn to make your own judgements in crossing situations.**
4. **Learn to work within the driver and tactician's styles, i.e. aggressive or cautious.**
5. **Develop a memory for how all the lines "look" as they lay on the boat in each stage of sailing.**
If nothing else, your job is to keep everything clear.
6. **Fix the problems before they happen.**
7. **Make sure that any movement of your weight somehow results in a net gain for the boat.**

I'm not sure that you really can develop a recipe for a perfect bowman because so many have proven you can be light or heavy, subdued or neurotic, young or old. Actually, I have sailed lots of regattas in which the oldest member of the group was the bowman, and believe me, I was glad to have the extra experience in that position. If your bowman already fits my description here, don't let him or her get away! That person is a valued commodity. Buy that person a beer or two, take them out to an all you can eat buffet at Ryan's Steak House (after weigh-in), introduce him to your sister if you have to. If you lose a good crew like that, you may never forgive yourself. Particularly if that bowman does a good job breaking waves, your whole team will thank you for the effort to keep them dry. However, for those who have not yet achieved this level of excellence, follow these tips and it won't be long before you get all those free beers, steaks and the owner's sister. I have been sailing with the same bowman for almost two years now, and it seems like things are just starting to get rolling for us. At this point, I wouldn't let him go for anything. Some good things take time to develop.

Good luck and good sailing.
Will Crump
Quantum Sails One Design

J/24 Great Lakes Championship (May 15-16, 1999) Muskegon, MI

By Josh Kerst

31 Boats, 5 races, W-L 5 Legs - Race 1 - ESE@ 7-9 knots

After a quick practice start sequence (general recall) the fleet split for both shores and played a shifty and streaky upwind leg up the bay under the dunes. Mike Vining took the early lead around the offset by nicely playing the last left shift. The Bowers' team (High Heels) from Minnesota was close behind followed by Greg Eiffert (Brain Cramp), Adam Zangerle in his new Italian Taxi and newcomer to the class, Brad Boston. Team Karma was in 6th and had a nice view of the downwind duels. Bowers wisely split from the crowd and chose the right gate. The left played out late and High Heels passed Eiffert and went on to record his first bullet. Little did we know that this would be the first of their hat trick Saturday. The first race shook out like this:

Bowers 1

Greg Eiffert 2

Brad Boston 3.

Race 2 - SE 9-11 knots

A freshening breeze provided for very tight racing and a crowded windward mark. The right shift late was the gifted position this time and team Bowers rounded first with the Karma crew close behind. Once again, Adam Z was there with Boston, Eiffert, Steve Wells, Ed Lesley and the Zoom team from Minnesota all

in a pack. Bowers rounded the right gate downwind again, we split thinking the breeze would never go left again...wrong. Result; Bowers received bullet #2 and team Karma salvaged a 9th, ouch! Results after 2:

Bowers - 1, 1

Brad Boston - 3, 5

Greg Eiffert - 2, 7

Ed Lesley - 4, 6.

Race 3 - S 4 knots

A dying breeze allowed the fleet to head for both shores again. The pin end could cross the fleet after the start if they only had some breeze. Laurie Poppen and Ed Lesley headed right at the boat end and led a group of 6 to the only breeze up the right. Team Bowers once again proved invincible as they waited longer than most before tacking left for the mark. They led a group of four including us around the course. A late right shift up the last beat allowed the peleton led by Nancy Zangerle (FYI - She and Adam are the only two boat couple I know) to pass a lot of folks who had worked themselves out of a hole. Eiffert, the poor soul, was really Jones'd as the fleet set kites from behind as he could only watch. Didn't matter, they were OCS to boot. After day 1:

Bowers - 1, 1, 1 = 3 pts

Boston - 3, 5, 4 = 12 pts

Karma - 6, 9, 2 = 17 pts

Lesley - 4, 6, 15 = 25 pts

The day was topped off with a MYC shrimp feast and whitefish dinner not to mention the four pitchers of Instant Karma's to dull the pain. The following raffle hosted by Laurie Poppen and Brian Powers provided many highlights such as Ralph Fisher winning the Quantum gear package and Joe Colling trying to fit into his new Musto float coat (size M, you bet Joe). After darkness prevailed it sort of turned into a scene from WWF wrestling as the items were finally launched into the feeding frenzy crowd. We retired for the evening after some Cosmic Bowling and hoped for a chance to win on Sunday.

Day 2

Race 4 - S 12 knots

After our now obligatory practice start the RC decided to show up the "Z flag". A congested boat end start launched the Karma crew to an early lead followed by Eiffert and Boston. It would stay that way till the end. The Bowers team proved mortal and gutted out a 10th place finish. So the final race would decide the Worlds spot for Newport 2000. After 4 races:

Bowers - 1, 1, 1, 10 = 13pts

Boston - 3, 5, 4, 6 = 18pts

Karma - 6, 9, 2, 1 = 18pts

Great Lakes Champion - Josh Kerst & crew



Photo By Scott Morris

J/24

Race 5 - SE 10 knots

The pin end won the favored left side led by Greg Eiffert, Adam Zangerle and Brad Boston. We decided to ride Bowers to the right side and we barely made it to the mark before a big lefty caved in the right. We rounded 5th behind Adam and moved to fourth at the gate passing young Bradley. A quick look back showed Bowers mid-teens. After a number of interesting moments near the end including a 20-degree lefty we crossed in 6th and started counting. Boston....deep teens and Bowers 13th. In review, we sailed the breeze first, watched our competition second and never gave up. Its like Yogi Berra says, "When you come to the fork in the road, make sure you take it."

Final results:

Karma 6, 9, 2, 1, 6
24pts

Bowers 1, 1, 1, 10, 13
26pts

Boston 3, 5, 4, 6, 18
36pts

Thanks to the awesome crew work of Tony, Ric, Sean, Juice and Harold (Saturday) we'll be heading to Newport, late next summer.

TEAM KARMA



Photo By Scott Morris

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(Volumes 4, 15 and 16 have limited availability.
The following issues are no longer available: 1,2,3,6,7,8,17,23 and 24.)

DISTRICT 7 CHAMPIONSHIP

Dan Peck

The District 7 Regatta was held at the Rochester Yacht Club (Lake Ontario), on July 10 & 11, 1999. The event was designated as the District 7 qualifier for the 2000 World Championship to be held in Newport, RI. A total of 24 boats from throughout the region participated. Day one of the regatta dawned with strong winds and high seas, which tested the mettle of many boats and crew and resulted in some boats being scored DNF or DNS. Given the challenging conditions, the starts were well behaved throughout the day. Returning to the safe harbor of the Rochester Yacht Club the crews arrived wet and tired, but pleased with the square starting lines, long beats, and exhilarating downwind legs. As expected, this group of jovial sailors congratulated *Sprung Monkey's* skipper, Kirk Reynolds, and his crew for their dominate performance of day one. The Race Officer collected the three shell casings to commemorate *Sprung Monkey's* three-bullet performance.

Day two arrived with relatively more tranquil and pleasant conditions. Accordingly, the start to race four saw more aggressive starting tactics with a few boats OCS. *Swan Dive*, skippered by Jody Swanson, was successful in snapping *Sprung Monkey's* winning streak and won the race. The start of race five saw *Swan Dive* holding a one-point lead over *Sprung Monkey*. As the final race concluded, *Swan Dive* was successful in holding off *Sprung Monkey* and secured the District 7 Championship, as well as being named District 7's qualifier for the 2000 World Championship. All members of District 7 extend best wishes to Jody and the crew of *Swan Dive* in their pursuit of the 2000 World Championship.

FINAL RESULTS

BOAT NAME	SKIPPER	1	2	3	4	5	TOTAL POINTS	FINISH PLACE
Swan Dive	Jody Swanson	2	3	2	1	3	11	1 - 2000 World Qualifier
Sprung Monkey	Kirk Reynolds	1	1	1	6	4	13	2
Lucy	Cory Serl	4	4	5	4	11	28	3
Hardcore	Mark Fleckenstein	5	5	8	3	10	31	4
Brain Cramp	Greg Eiffert	3	2+5=7	3	ocs	1	39	5
Tasmanian Devil	Markus Klauser	6	7	6	ocs	2	46	6
Secundom Artem	Charlie Murphy	14	10	7	2	15	48	7
Bateau Blanc	Reid Stava	7	6	4	ocs	6	48	8
Strata Jem	Ernest Hauser	13	12	9	10	5	49	9
Dr. Feelgood	Lambert Lai	18	13	13	5	7	56	10
Spirit	Roger Voss	11	8	11	7	20	57	11
Canadian Yankee	Bill Baum	8	9	14	13	18	62	12
Plan B	Dan Peck	17	14	12	8	13	64	13
Blue Meanie	William Schmidt	10	11	10	ocs	9	65	14
Full Tilt Boogie	Jim Waldron	15	16	15	12	8	66	15
Air Head	Denis Boyce	12	17	DNS	16	14	84	16
Bay Rat II	Howard Skinner	19	15	16	18	17	85	17
Significant Other	Russel Cook	22	19	17	14	21	93	18
Seaweed	Charles Krylo	DNF	DNS	DNS	9	12	96	19
Harms Way	William Graham	21	DNS	DNS	11	16	98	20
American Express	Robert Bayley	16	18	DNS	17	19	105	21
Surprise	Ed Gardner	9	DNS	DNS	DNS	DNS	109	22
Fast Forward	Phillip Gardner	20	DNS	DNS	15	DNF	110	23
Bow Movement	Ferullo/Roggankamp	DNS	DNS	DNS	DNS	DNS	125	24

JUDGING DISTANCE TO THE STARTING LINE

By Andrew Kerr

One of the most difficult judgements in sailing to make is how much distance to the starting line in the crucial seconds up to the start. Very often the "din" of wildly luffing sails and slalom like positioning amounts to virtual mayhem and can be a great distraction! One of the methods I use as the bowperson on the J24, (other techniques are described in prior issues of the J24 Magazine), is to watch, very carefully, the line of sight of the race committee person responsible for calling the line, be they at the committee end or the pin end. By watching their line of sight it can help you gauge distance, especially when the other end of the line is obscured. This can help your team know when to "go for it"! Now granted you cannot always see the committee person, but if you can it helps! Best of luck at your next crowded J24 start!

Andrew Kerr is a veteran coach with the J world sailing schools in Newport, RI, Annapolis, MD, Key west, FL, and helped start the J world school in San Diego, Ca in 1988, where he now resides. He has been a part of a number of successful J24 championship teams with the late Larry Klein, Jeff Johnstone and Chris Snow.

The Winning Team at District 21 Championships (World Qualifier) Ventura. Sailing "FISH LIPS" (left to right) Chris Snow, Willem Van Waay, Marc Barra, Andrew Kerr, and Kent Pierce.



A Day in the Life of a J/24

By Geoff Moore

There is at least one J/24 laid up for the winter in your local boat yard. It is a common enough sight, not the kind of attraction that most people notice. You won't find it parked out front next to the Farr 40's, OD35's or the Melges 24's. It will probably be parked out back quietly sitting on a partially rusted trailer, neatly tucked between an Alberg 23 and a Catalina 30. It is a lonely sight, a sight that might lead you to believe that the great racing legacy of the J/24 is over. But you would be wrong.

At the first hint of spring a late model Suburban backs up to the J/24 trailer. The door opens and the owner walks around back and pops open the gate. He pushes the baby-seat aside and fumbles around looking for a piece of cloth to wipe the winter grime off his J/24's bottom. His pants are covered with speckles of latex paint left over from painting the garage last weekend. As he works he tries to remember where to position his mast butt. He first wipes down the bow, then the waterline saving the flat spot just aft of the keel for last. That part always makes his back ache. When he's done he stands back and admires the smooth fair surfaces. No excuses there, he thinks to himself as he connects the trailer to the Suburban. The money he spent five years ago on a professional keel and bottom job was worth every penny. A quick check of the tie down straps and he's off to the first event of the season. It's a short drive, but he wants to get there early so that he and his crew have time to catch up with old friends.

As he drives past the travel lift he slows to avoid a small crowd of yard workers and spectators who have assembled for the commissioning of the newest of off-shore-one-designs. It is easy to pick out the owner. He is about ten years older wearing foul weather gear that still shows the factory pressed folds from the boutique he bought them at yesterday. He is trying to feel comfortable with his latest purchase. The professionals buzz around the boat tightening this and polishing that. The owner does not want to get in the way. So he stands there and watches, a little awkward, a little uncertain, not quite smiling. There is a PHRF race this weekend. He bought this boat because it is a one-design, but the first of the two one design regattas he will attend this year isn't until next month, and the boat has to be trucked over a thousand miles away for that. If things turn out well there will be eight boats.

Our Suburban circumvents the spectacle without attracting so much as a glance from the crowd. A few hours later it arrives at the regatta site with its ten-year-old J24 in tow. It is met with the customary waves and salutes of friends and acquaintances. The crew is there to help untie the boat. Most of them have been able to sneak out of work early on this Friday afternoon, but the foredeck person could not. He will arrive much later this evening. New arrivals and their obligatory welcomes occasionally interrupt the work. They are always happy to help another team step their mast because they will need the favor returned later. The topic of discussion eventually turns towards crew weight. "The scale seems to be a little heavy" someone mentions. A short silence follows as they size each other up. "Better skip lunch and dinner until the whole crew weighs in..." the skipper announces. There is a communal groan. When the foredeck arrives the boat is rigged and ready to race. They march as a team toward the registration desk. With hearts full of trepidation they line up to be weighed. Shirts, belts, wallets, shoes, eyeglasses, anything that might tip events against them is shed before the dreaded physicians scale. They hold their breath still dressed in nothing but boxer shorts as the female volunteer tallies the weights. Two pounds to spare! High fives all round as they make their way quickly towards the free pizza and beer. Spouses, kids, and baby sitters start to arrive. The atmosphere is friendly. There is a great shaking of hands. Old timers, newcomers, and professionals mix with eager anticipation of tomorrow's race. The party slowly dwindles as most head back to their housing for a full nights rest. A few of the younger teams remain in a futile attempt to empty the beer truck of its precious cargo. Eventually even the most dedicated abandon their task and head off to bed.

The morning is cold with a brisk wind, reminiscent of the season recently endured. The first crews arrive at daybreak for some last minute tweaking and tuning. They notice a few more boats have complemented the fleet's number during the night. Their crews hastily slurping steaming hot stimulates as they rush to get their boats wet. More and more teams arrive. The mood is somber, no kidding around now. This is serious business. Everyone wants to give it their all. Mumbled discussion about current and forecasts saturate the air. Shrouds are twanged, masts are sighted, and sails are bent on. "Looks like our old rival bought a new set of sails over the winter" the tactician notices. The owner looks down shaking his head and shuffling his feet. A loud bang! Coffee spills and heads duck as the harbor start echoes across the parking lot. Thirty-some-odd outboards, new and old, sputter to life.

The race committee boat at anchor bobs and rolls as each team sails by on starboard tack to announce their presence. Sail numbers are shouted. Somebody's mother, in a directors chair, clipboard in hand, answers the shout with a smile and a slight wave



already know to be true. A more organized assault on the beer truck is underway. Late in the evening just when it seems that victory is at hand a new keg is tapped and even the heartiest are vanquished.

Early the next afternoon the last boat crosses the line. The fat lady has sung. The visiting boats are hauled and the awards are dispensed. Photo's are taken. Plans are made, and eventually good-byes are shared. Our Suburban returns to the yard.

of the hand. The stern faced chairman stares into the wind talking confidently into a microphone. About a mile or so to windward the mark-boat drops its load and heads back toward the gathering. Guns and flags! There is a deafening flutter of sails before the final report. The first race of the season is underway! It isn't the new sails, or the custom keel job that determine the days heroes, although every little bit helps. It is the strained life-lines, the groaning bodies, the finesse of the helmsperson that is tested. Victory is squeezed slowly, and painfully out of every square wave, and every missed winch. Nylon demons thin the ranks. The race marches on, cruelly, mercilessly, until the unruly mob finally finds order at the finish line. The flood of emotion is overwhelming. For some it is the exhilaration of surviving their first J/24 race, or maybe its the sound and smell of gunpowder for the victors. Others fight off frustration and insult, vowing to do better next time.

By late afternoon the wet, and weary throng turn their bows toward the harbor, bodies draped over the lifelines like laundry. Some huddle in the cramped spaces below deck for a short snooze, a content expression on everyone's face. As the fleet enters the harbor they begin to form small rafts. The rubberized outer layers of clothing are peeled. The sun warms the steaming bodies as someone arrives with a tray laden with plastic cups filled to the brims with golden liquid. Wide smiles, and laughter is everywhere.

The pasta dinner is delicious. Young children gather in small groups and play games that only they understand. Adolescents practice their flirting skills, and everyone else gestures with hands at improbable angles. In another part of the club old and new rivals play out emotional dramas in front of a jury. Scores are posted and there is a great rush to see in print what they

The J/24 is parked next to the Catalina. Someone has made progress stripping it's bottom paint over the weekend, but there is still a lot more to go. It is hard to concentrate on work Monday morning. Phone calls and emails carry reciprocal thank-you's.

The sailing magazines don't wrap their contents with color pictures of J/24s anymore. Their advertisers are happier with more extravagant vessels. New J/24s are rare. They aren't the fastest, the most comfortable, or the least expensive of one designs, but most weekends all across North America, and in many places throughout the world there is a J/24 event with a larger than average number of entries. So it should come as no surprise that the greatest sailors on earth have learned their craft from the people who sail J/24s.

Geoff Moore is an owner of Shore Sails Ltd. In Newport RI
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LONG MAY YOU RUN

By Josh Adams

A quick glance at the North American one-design racing scene might magnify the influence of hot emerging sportboats (such as the Melges 24, Mumm 30, and Farr 40) and high performance dinghies (Vanguard 15, 49er) that bring innovation and speed to the around-the-buoys experience. You might see the average sailor snatched away from your local one-design class by the ever-steady PHRF fleet. Or notice an overall drop in class participation. A closer look, however, would reveal that a one-design boat doesn't have to be the latest, the greatest, or the easiest to sail to be successful. The competition for high tech and high performance seems to be the province of the sportboats and flashy new dinghies, but a small keelboat, a hard-chined centerboarder, and a venerable dinghy may have the staying power—large memberships, high-caliber racing, and low cost.

What the J/24, Lightning, and Snipe lack in performance (no carbon fiber, no asymmetrical spinnakers, no upwind planing), their classes make up for with competitive and affordable one-design racing. A good used boat can be found for \$15,000 and less, \$5,000, and \$3,500, respectively, and, apart from new sails and sweat equity, further outlay is minima. For many classes, travel is a significant expense. But not all one-design sailors want to travel to national-level events, and in these tried-and-true classes you don't have to. Each has a solid foundation of local fleets (J/24 sailors have the PHRF option, too) that help newcomers and keep sailors busy on and off the racecourse.

And while it is common for professionalism to discourage the weekend one-design sailor (the Mumm 36 class, for instance, quickly went from pro-am to grand-prix), there seems to be a place for the pro in the J/24, Lightning, and Snipe classes. Each class includes a troop of hard-working sailmakers—professional sailors who dominate the leader board while selling their product. "In the rare event that we knock off the top guys, it's real special," says Canadian J/24 sailor Julian Walker. "Otherwise, pros keep the boats up to date." Like Walker, the average sailor in all three classes welcomes sailmakers for their technical expertise as well as for the credibility they bring to the class.

The J/24 class, long tagged with a cutthroat image engendered by its sailmakers, was known in the 1980's for its late-night protests and black-flag starts. The class made some changes—

notably, a no-throwout scoring system that discourages both protests and aggressive starting—designed to keep amateur and club racers on the racecourse. And they are—98 boats at the 1997 Midwinters in Key West, Florida, and 60 at the East Coast Championship last fall in Annapolis, Maryland.



Photo By Tim Wilkes

Just what are the factors that keep these dowager classes (ages 20, 59, and 60, respectively) from fading into history? Read on.

J/24: Pure one-design boat

Five years after graduation, collegiate All-American sailor Marty Kullman wanted to get back into racing. The 29 year-old St. Petersburg, Florida, native looked for a competitive one-design boat that he could race with his brother and friends, that he could afford, and that would last. Kullman found his tall order in a 1977 J/24—a boat with original everything that needed hours of work but had a very reasonable \$6,000 price tag. It took Marty and his brother, Paul, a few months (part-time) of hull fairing to get *Marty Gras* bottom in shape. He kept the original mast and deck hardware and bought new sails for about \$3,000. On a shoestring and with a lot of labor, Kullman, four friends, and his vintage boat were ready to race—and to win races.

In their first season, *Marty Gras* finished tenth at the North Americans. At Key West Midwinters (twentieth anniversary version), held in January 1997, Kullman and crew finished thirteenth (out of 98 boats) on one of 12 boats in the top 15 that were built before 1990 (and one of 33 pre-1980 boats in the fleet). It's not that a new boat (15 to 20 new J/24s are sold

annually) lacks an out-of-the-box advantage; rather, records show the old ones never lose their stuff.

The cost-effectiveness of the J/24 works as the class's primary attraction for newcomers; the boat itself is heavy, slow, and physically challenging to sail. But there's no spend-to-win mentality. Kullman showed how to optimize a J/24 at home, and optimized boats (the majority of the fleet) are even in speed. As a result, the racing is tight and tactical - it's pure (and affordable) one-design sailing.

John Gjerde, who started J/24 fleet #1 on Lake Minnetonka, Minnesota, agrees that the cost-effectiveness of the boat has kept the J/24 class going, but sees more to it. "The endurance of the class is in the grass-roots effort," says Gjerde. Boats old and new are abundant, but sailors come and go. Every fleet has a core membership that remains steady and promotes the class through periods of growth and shrinkage. Gjerde, who started with hull #7 and now races #3577, is part of that core.

He cites his *Uh La La* team, from Minnetonka, as an example of people maintaining class momentum. "A year ago *Uh La La* was one step from being donated to a Boy's Club," said Gjerde. "Then word spread about [the] Key West [Midwinters], interest swelled, and soon *Uh La La* was slated to make the trek from Minnetonka to Key West." Gjerde teamed up with *Uh La La* owner John Bencian and eight others for a low-budget mid-winter road trip. They bought a trailer for the boat, put to-

gether their best suit of used sails (including a 1985 blade jib), and packed a van for a week in the Keys. They rotated all 10 sailors throughout the regatta, ensuring a vacation day for each. After qualifying for the championship fleet and content just to be there-a teammate put it all in perspective: "If we did it all over again, I don't think we could have as much fun."

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Photo By Tim Wilkes

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EASTER REGATTA - LIGHT WIND, HEAVY COMPETITION, GOOD TIMES

By Roger Dougal

Easter Regatta is always a big deal for the Columbia Sailing Club, but this year, as the Southeastern Championship and World Qualifier, it set a number of records — more boats, more meals served, more beer consumed, more protests, less wind. OK, so not *all* of the records were superlatives, but on the whole, the regatta was a winner. Declared so by more than 200 sailors from throughout the eastern US.

While a few boats arrived super early (months ahead!) and a few arrived just a little early (days ahead) the majority of the 49 boat fleet arrived en masse on Thursday afternoon. The launching crane was hard at work during the late afternoon, putting half of the fleet afloat. Competitors enjoyed the fine weather and the always-amiable southern welcome. They also liked the munchies and free-flowing whiskey sours. Who wouldn't?

The rest of the fleet was dropped into the water on Friday morning, in plenty of time for the noon-thirty start. Err...starts. Yes, there were lots of them. The line was short (well, at least it *wasn't* long!), winds were light and crews were trying to chip off the winter rust. Being out front was critical in these conditions, so everybody tried to start early. Three times. Then RC put up the Z flag and the fourth start worked. Steve Wells, driving Ramsdalian, found good pressure and a clean start one-third the way down the line from RC, continued left to increasing pressure in the westerly 3 to 8 knots. On the second beat, he moved fast on the right side (towards the north shore) and from there, carried momentum to the finish. Wells' first place finish in that first race set the stage for a winning weekend and a berth at the 2000 Worlds.

The lake turned to glass before another race was started. Cats paws tickled the water here and there, but nothing substantial developed. After floating around for a while, RC threw up the abandon flag and headed for home. Competitors were happy to stuff the boats in the back cove and start happy hour a little early. Some went off to hotels to shower before returning for dinner, but most just hung around. Which was a good thing, because there were lots of hors d'oeuvres awaiting — hundreds of jalapeno poppers, bushels of pop corn, whiskey sours, jello shooters, you get the idea.

So do you know what's in a Beaufort Stew? If not, just ask any of the three hundred mouths that devoured half a ton of boiled shrimp, sausage, potatoes and corn. James "The Judge" Dedmon, CSC's resident manager, oversaw the work of a dozen energetic club members as they prepared and served one of his favorite feasts. Door prizes were called out to lucky ticket holders as dinner wound down. Then half of the competitors ran out off to Jimmies for the beer slide while the other half went to Frankies Fun Park to drive go carts and scare the wits out of unsuspecting natives.

Saturday morning found the fleet sailing to the race course through billowing clouds of yellow pine pollen. No, it didn't excite anyone's allergies, 'cause the clouds weren't in the air — they were in the water. Bow waves, rudder movements, water streamlines all were instantly visible. Anybody want to do some flow testing of your hull? I've never seen anything quite like it in 15 years of sailing on this lake. The overnight breeze had blown pine dust out of millions of trees, collected it in the northeast corner of the lake, and dumped it right in front of the club. So we sailed through patches of swirling yellow water.

Anybody want to learn about temperature inversions and air flow in the vicinity of the 150 foot uplift caused by the proximity to the dam? There's a lesson for us here somewhere.

The lesson was quickly learned. Race 2 started with about 3 knots of easterly breeze making microwaves on the surface. All the way up at deck level the wind might have been blowing 4 knots, and maybe it pushed 5 at the spreaders. Racing was tedious, with pressure rising and falling, but always a little more than the water indicated. We sailed two weather legs in that stuff before the wind lifted off the water completely, leaving a LOOONG run to the (shortened) leeward finish. Tony Parker sailed the Bangor Packet fast in the light stuff and cleared the finish line first, followed by Tom Sitzmann. Another 20 boats finished in tedious conditions before the entire bottom half of the fleet succumbed to Time Limit Failure. So what was that lesson we were going to learn? I believe that we witnessed a convergence of meteorology, biology, botany, thermodynamics and the capricious will of nature. My interpretation is that the cool overnight easterly breeze gathered all of the pollen from the pine forest to the east of the lake, climbed over the dam, and dumped itself and all of that pollen onto the east end of the lake near the dam, then spread out and layed down on the lake surface. Daylight warmed the air coming up the east-facing slope of the dam, and that warm air soon lifted over the bubble of cold air sitting on the lake surface. Hence the wind being invisible on the surface, but enough to push a boat up at the spreaders. Further west, towards the Spence Islands, not a whisper could be seen as the dense layer clung to the water, and forced the breeze yet higher.

Anybody who finished Race 2 did so by 11:00. Then we waited. On board *Tutaknaut*, we enjoyed snacks and drinks. Then lunch. Then we waited some more. Waiting patiently for the breeze. Yeah, right. This isn't a coastal town. You don't set your watch by the sea breeze. Finally, one-ish, the breeze came back from the east at 7 to 10. Race three fired off cleanly, with pressure building on the south side of the course, accompanied by a clocking shift of 20 degrees. The wind doesn't usually do that around here, but we had the good fortune to anticipate it. A 2nd row start at the committee boat, followed by an immediate tack to port carried us to the south east and the fast side of the course. Let me tell you, there's a real thrill for us middle-of-the-fleet guys to find ourselves rounding the weather mark in 3rd place. Closest we'd been to the big boys since the starting line! Seemed to be a real thrill for the local spectators as well, as they whooped and hollered "Go Tutaknaut!". We gave up a few places during the ensuing legs, but hung on to a 6th place finish — as our best ever at an Easter Regatta. What a thrill. Tim Healy captured line honors in that race, followed by Margaret Podlich.

The next race — well it's a little fuzzy in my brain. Still pumped with adrenaline from the last one. Don't remember much, other than that we had enough breeze and we made it around the course without any protests. *We* did. Can't say the same for the rest of the fleet. With the big fleet and light air, leeward mark roundings were an experience to behold — preferably from a great distance — and looking back! At times, being inside was worse than being outside, especially for those who tried to call for room on half of the fleet. Having rights and being able to make effective use of them don't always go together. We went wide, really wide, several times and came out ahead. Couldn't have hit



Steve Wells, receiving the J24 Perpetual Trophy from CSC Commodore, Roger Dougal.



Steve Wells, receiving the prestigious Perlita Trophy from CSC Commodore, Roger Dougal.



Steve Wells & crew rejoice over victory at Easter Regatta

the mark with a winch handle if we'd thrown one. Yea, that wide. Shawn Burke sailed fastest around the course and won race 5, while Adam Zangerle followed him in.

As you'd expect, those crowds at the leeward mark generated a brisk business for the protest committees (yes, plural, two of them). Both held court for 5 hours on Saturday night. Poor judges missed out on the barbecue feast and door prizes. Some of the competitors probably missed out, too, but you'd never know it from the quantity of food consumed. Somebody probably ate their share, 'cause a full half ton of barbecue, hash, and white rice disappeared before the door

prizes came out. Of course there are always lots of door prizes at Easter Regatta. Thanks to Layline, JSI, West Marine, North Sails, Quantum for their donations. The beer wagon did a brisk business that night, but stood up to the challenge.

Most of the crowd was actually able to get up on Sunday morning, though none too early. Considering the circumstances, we felt that it was a right decent crowd that showed up for the Easter morning sunrise service. Perhaps these were the ones needing to make amends for their transgressions on the race course on Saturday. After the short service, RC led the pack out to the racing area. Race 5 was sailed in 7 knots, falling to 4 at the end of race. Tim Healy took his second bullet in that last race, but even those two bullets couldn't overcome the I-flag points he accrued in race one. No second race was offered on Sunday, as the breeze went flat. Of course, as the wind is always want to do, it blew like crazy during the awards ceremony.

Steve Wells was the happy regatta winner and also winner of the Southeastern slot at the 2000 worlds. Tom Sitzmann, with consistent finishes in the top 20% finished in second place, and Tim Healy captured third. Geoff Moore, Tony Parker, and Kirk Reynolds rounded out the list of finishers taking home trophies. Oh, and your's truly here won the Fleet 67 perpetual trophy for best local boat, way down there in 22nd place.

With all the winners identified and the trophies dispensed, it might have been time to go home. But wait! More prizes materialized! In another great Easter Regatta first, the race committee gave away prizes for the most creative pre-race check ins. Every competitor had 5 shots at these prizes, but most didn't even enter the competition. Yes, RC insists that they've never seen so many people with so little imagination. Or so few with so much. Those few with so much left RC wondering whether they had came out ahead or behind by judging this event. Certainly they were entirely on the behind side of one crew, but that's a story for a bar stool, and we'll leave it on one. (But how *did* you get that duct tape off?) Alecia Milling, *Chief Superintendent of Creative Check Ins*, and Rebecca Dotterer, *Chief Assistant to the Superintendent of Creative Check Ins*, awarded high marks to Will Crump's crew on the basis of technical difficulty (sailing backwards past the committee boat), while the male members of race committee awarded highest marks for the supremely nautical use of two telltales as woman's clothing. There were several more runners up, but I didn't take notes, and we apparently didn't keep an official score sheet, so you'll all just have to come back again next year to see if you can get your name in print. Remember, you can always win at Easter Regatta without actually winning a race. See you next year.



"Anonymous" winner of the creative check-in award, receiving prize from the Easter Regatta Chairman, John Lane.

"TWINS" WINS THE LONG ISLAND SOUND CHAMPIONSHIP

By Britt Hughes

Eighteen J24's assembled the first weekend of October at the Housatonic Boat Club in Statford, CT to determine who would be crowned the Long Island Sound Champion. This was also a tune up for the Nationals, which were held in Noroton the following weekend where 65 boats from around the country got together.

The weekend did not start well for the regatta organizers! Two days before the event we called to pick up our spare 2-ton hoist, which was left for repair six weeks earlier. We then found out that the hoist could not be fixed as planned. Well, why worry, the hoist in place was in great shape and recently upgraded. Flash to Saturday AM. After launching half the fleet, the hoist failed. Fleet 4 members plus club helpers dispersed in all directions trying to rent a hoist, borrow a hoist from a neighboring club, find someone to repair the broken one or find a manual chainfall. All these attempts failed. Now what to do? Several members went next door to a local marina where the marina manager (a longtime sailor) came to the rescue. He swung by the club with a medium sized crane and launched the remaining boats in what I would call experimental form! We were saved.

During this two-hour setback we watched as the wind went from zero to about 10 knots as we arrived out on the Sound to begin the racing. Perfect timing. George Wall with his newly refurbished 1959 Dyer 29 and a host of club members started the weekends racing. Saturday was three windward/leeward

races two won by Britt Hughes, last years LIS Champion. Hughes third race was a bust as he found himself on the wrong side of a 40-degree windshift as the breeze went from SE to SW halfway up the first beat. Local sailmakers Waldek and Chris Zaleski from Z sails sailed conservatively with a 7,3,3 and Scott



USJCA Photo

Harrison from Noroton with a 3,6,4. Saturday night saw a party outside on the deck as "Murray the Wheel" played some great music while the competitors drank great beer from a local Connecticut brewery. "Hammer and Nail" owner Peter Hammer was our bartender for the evening, thanks Peter!

Sunday was another beautiful day with a consistent 12-knot breeze from the SW. Again we had three more windward/lee-ward races. The final outcome was not known until the last few boatlengths of the regatta as the Zaleski's on "Twins" were able to keep within one position of Scott Harrison on "Crush" as the boats finished downwind. Ten boats crossed the finish with spinnakers flying within 30 seconds of each other.

Housatonic Boat Club and Fleet 4 will be hosting their regatta again next year the first weekend of October followed by the Noroton Regatta the following weekend. Next year the District Championship will be determined not by a single regatta as in the past but will use a best 3 of 5 regattas in the Long Island Sound J24 Series. Anyone interested in purchasing a boat or finding out more information regarding J24 sailing on Long Island Sound can contact Britt Hughes, District 3 Governor, at 203-375-2495 or BrittHughes@compuserve.com



USJCA Photo

NOOD REGATTAS

The NOOD regattas proved to be popular throughout 1999. Starting in St. Petersburg, FL in February and ending in Houston, TX at the end of September the NOOD touring show stopped in San Diego, CA, Annapolis, MD, Detroit, MI, Chicago, IL, Marblehead, MA, San Francisco, CA and Larchmont, NY.

In just the second year in St. Petersburg, the J24 Class was the largest one-design fleet with 29 boats on the line. First year venues included Annapolis and Larchmont. All the regattas feature plenty of food, beverages and entertainment as well as top notch race management from the host clubs. The array of goodies and freebies are mostly thanks to the generous support of the sponsors. Entry fees alone wouldn't come close to covering the expenses.

I don't think anyone has yet matched the participation record set by Andrew Kerr several years ago when he raced in everyone of the NOOD regattas! Andrew was sighted at several, but not all, of the 1999 events.

The good people at *Sailing World* deserve a great big thank you. They are the ones who do most of the heavy lifting at these regattas. A special thanks to Diane McGee Chase and Cynthia Goss.



Above - St. Petersburg NOOD - Winner, Peter Bream and crew on Wahooa making a tight rounding. - Diane Chase Photo



Below - St. Petersburg NOOD - Heading to the leeward mark, there were 29 boats, the J24's drew the largest Fleet to the Tampa Bay event. - Diane Chase Photo

Top Left - Marblehead NOOD - Robert Pruyn's "Old Squaw" round the windward mark, there were 24 boats at this 4 day event. - Diane Chase Photo

Middle Left - Marblehead NOOD -The crews on "Catch 22" and "XINGU" spar up-wind in moderate breeze. - Diane Chase Photo

Bottom Left - San Francisco NOOD - "PHAT AIR" chases "Nixon Was Cool..." out of the summer fog. - Mariah's Eyes Photo



RHODE ISLAND'S CONNERNEY CROWNED CHAMPION AT ROLEX
INTERNATIONAL WOMEN'S KEELBOAT CHAMPIONSHIP

Barby MacGowan

Rhode Island sailor Pat Connerney (Middletown) and her all-Rhode Island team of Louisa Holt Boatwright (Newport), Melissa Ferdinandi (Jamestown), Meghan Kehew (Middletown), Kim Hapgood (Newport) and Carol Cronin (Jamestown) have won US SAILING's 1999 Rolex International Women's Keelboat Championship. Sailed September 19-25 off Newport, R.I., the eighth biennial regatta—hosted by Ida Lewis Yacht Club and sailed in J/24s with crews of six—is one of the world's most prestigious for women sailors. Twenty-eight teams from five nations competed, with the U.S. contingent representing 16 states. Though light air caused race officials to abandon racing on the first and last of five racing days, six of ten scheduled races, held on Narragansett Bay and Rhode Island Sound, showed off the winning team's prowess in medium to heavy breezes. Sailing four- to six-mile windward-leeward courses, Connerney and crew won all but two races for a low point score of eight. "I don't think I've ever had such a low score in a regatta," said Connerney, who has crewed in this event three times (winning in 1987 aboard Californian JJ Isler's boat) and steered twice (claiming a sixth as best finish). "It feels good, especially being in the skipper's position."

Connerney attributed her first two victories in the series to "decent starts and good speed." In 8-12 knots, the team had its lead in each race established at the first mark. The next day, however, Connerney and



team finished 4-5 to slip to second overall, allowing a new leader to emerge. Elaine Parshall of Charlestown, Mass. won both of the day's races, "pegging the shifts" and soaring to a quarter-mile lead in the 15 knots of breeze that powered the first race. Parshall, too, has a history with this regatta, having skippered to tenth at the last event in '97. With two second-place finishes from the day before, she looked good for giving Connerney a run for the money. Parshall, however, hadn't counted on the Connerney team's trump of slick boathandling in the next day's 20-25 knot winds and three-foot chop. While many teams struggled to keep from broaching, Connerney methodically worked her way to the front of the fleet in both races. Another set of victories gave her a four-point edge over Parshall at day's end. "We hadn't sailed in that kind of wind in two years," said Parshall, who finished 6-7, "and Pat had been practicing in those conditions a lot."

Now with six races completed and one throwout allowed, the scoring odds were in Connerney's favor. Mathematically, Parshall could beat her only if two more races were completed. Since the rules prohibited the race committee from starting any race after 1 p.m. on the final day, Connerney knew by 11:30 a.m. that she was the new Rolex champion. At that time, there was still not enough breeze for racing. Nearly an hour later, the race committee shot off three back-to-back race starts, but each resulted in general recalls due to strong current that pushed "too many boats to count" over the line prematurely. Then there was



not enough time left for even a single race. Third-place skipper Karen Lynch (Scituate, Mass.) followed Connerney and Parshall in the final standings. Top foreign skipper Christine Briand (France) finished fourth. "We had never sailed together on a J/24 before this week," said Briand, an ISAF ranked match racer who sailed with her regular match racing crew. "I am disappointed about no races on the last day, because we were getting better and better. Though we could not touch the first or second place, it was very near possible to finish third." Also competing this year were teams from the Cayman Islands, Canada, France and Japan.

For more information, contact:
www.ussailing.org/championships/Rolux/index.htm

Photos by Dan Nerney



ROLEX 1999 FINAL RESULTS

1. Pat Connerney, Middletown, R.I., U.S.A., 1, 1, 4, (5), 1, 1; 8.
2. Elaine Parshall, Charlestown, Mass., U.S.A., 2, 2, 1, 1, 6, (7); 12.
3. Karen Lynch, Scituate, Mass., U.S.A., 5, 3, (7), 3, 4, 2; 17.
4. Christine Briand, La Rochelle, FRANCE, 9, (14), 3, 2, 3, 3;20.
5. Vicki Sodaro, Tiburon, Calif., U.S.A., 7, 4, 6, (8), 5, 5; 27.
6. Felicity Clarke, Toronto, Ontario, CAN, 13, 5, (14(PO5)), 4, 2, 6; 30.
7. Liz Hjorth, Marina del Rey, Calif., U.S.A., (16), 8, 2, 10, 7, 14; 41.
8. Susan Reddaway, Flowery Branch, Ga., U.S.A., 4, (15), 5, 7, 14, 11; 41.
9. Amanda Clark, Shelter Island, N.Y., U.S.A., 6, 11(P05), (13), 11, 11, 8; 47.
10. Judy Woellner, Minnetonka, Minn., U.S.A., 14, 7, 14, (16), 8, 9 (PO5); 52.
11. Anne Marie Shewfelt, Toronto, Ontario, CANADA, 8, (18), 12, 18, 9,10; 57.
12. Laurie Poppen, Muskegon, Mich., (17), 16, 15, 9, 10, 9; 59.
13. Anne Hannan, Stratford, Conn., (29 (P11)), 12, 10, 6, 21, 12; 61.
14. Nancy Stark Zangerle, Chardon, Ohio, U.S.A., 3, 11, 8, 20, 20, (21); 62.
15. Yumiko Takano, Fukuoka, JAPAN, 15, 9, (16), 12, 13, 13; 62.
16. Kathryn Connell, Blauvelt, N.Y., U.S.A., 12, 10, (29(DNS)),13, 12, 18; 65.
17. Jane Lumbers,Oakville,Ontario,CAN, 11,13,13.3(RDG), 13.3(RDG), 15, (16);65.
18. Elaine Maher, Middletown, N.J., U.S.A., 10-(20)-18-17-16-15; 76.
19. Sally O'Rourke, Hilton Head, S.C., U.S.A., 18, 21,11,15, 22, (29(DNC)); 87.
20. Jane Moon, Cayman Islands, (29(PO5)), 19(PRO), 19, 14(PRO), 18, 17; 87.
21. Sandy Hayes, Scituate, Mass., U.S.A., 22, 22(PO5), 20,19,17,(29(DNC)); 100.
22. Susan Mattis Turnham, Duluth, Minn., U.S.A. 21, 22(PO5), (23), 22, 19, 19;103
23. Janie Davis, Oklahoma City, Okla., U.S.A., 20, 24, 17, 21, 23, (29(DNC));105.
24. Jeanne Langdon, Dover, Del., U.S.A., 23, 23, 22, (29(PO5), 26, 20; 114.
25. Marie-Jo Delvaux, Philadelphia, Pa., U.S.A., (27), 25, 21, 23, 24, 22; 115.
26. Diana Weidenbacker, Kittery, Maine, U.S.A., 24, 26, 25, 24, 25, (29(DNC));124.
27. Melanie Doherty, Jamestown, R.I., 26, 27, 24, 26, 29(DNC), (29(DNC)); 132.
28. Anne Schultz, Portsmouth, N.H., U.S.A., 28, 28, 26, 27, 29(OCS), (29(OCS));138.

(P) = penalty points

1999 North Americans Championship, Chicago

Those Lazy, Hazy, Crazy Days of Summer

Jay Boate

At the end of the first day of racing you could find your place in the food chain by the company you were keeping. If you didn't see bow numbers 31, 33, 20 or 19, Greg Eiffert, Ken Gray/Laurie Poppen, Geoff Moore and Tim Healy, respectively, near you, you weren't running with the big dogs.

The fleet was a bit anxious on the first start of the regatta and a general recall was signaled. A successful start was recorded on the second attempt and the 1999 North American Championship was underway. Light, 3-5 knots, shifty breeze provided plenty of opportunities to make large gains or suffer large losses. The right side of the course seemed favored.

Geoff Moore led at every mark to win race 1. Eiffert pressed the lead but never got it and finished a strong second. Ken Gray was always near the leaders and finished third. Team *Blind Squirrel* picked up one boat on the last leg to finish fourth with Dave Breitner on *Voodoo* in fifth. After being well placed early, Paul Boemer on *Alpha Wave* faded to eighth.

The fleet settled down for race 2 and was off on the first attempt. While well behind the line, there was no mid-line sag and they took off in a shifty 5-knot breeze. A large group started at the committee boat end and quickly tacked to port and went hard right. This seemed to pay dividends. The wind lightened as the leaders approached the windward mark. There were some familiar faces at the top mark as well as some newcomers to the front of the pack. Ken Gray rounded first followed by Morten Fogh, CAN 4286, Eiffert, Moore, Ben Capuco (USA 669, Annapolis, MD), Peter Weil on *Chuck Wagon* (USA 4171, Colorado) and Rudy Wolfs, CAN 5078. First race front row finishers Healy and Boemer were deep in the fleet. As the

wind faded near the mark, the fleet compressed which allowed some boats to really get to know their neighbors. Some discovered, belatedly, that the current was rapidly changing the starboard layline.

At the bottom mark not much had changed up front except Fogh got past Gray to round first. Eiffert was third, Moore fourth, Boemer (back from the dead) fifth, Capuco sixth, Weil seventh and Healy (also back from the dead) eighth.

Upwind Gray pulled in Fogh to round the second weather mark first, Fogh second, Eiffert third, and Weil fourth. At the finish the order was only slightly changed with Gray taking the gun, Fogh second, Eiffert third, Wolfs fourth, Moore fifth and Healy sixth.

Race 3 was started right around 3:00 PM, which according to local knowledge, would leave about an hour or so of wind before it shut down for the day. The race committee did a great job of getting the fleet away on the first try. The classic mid-line sag was very pronounced. Gray on *Slurred Not Spoken* started at the pin and quickly found clear air, good pressure and the favored side simultaneously. At the top mark there weren't any surprises with *Slurred Not Spoken* rounding first, and *Brain Cramp* (Eiffert) second. Eric Moore on *Allegro* was third, Geoff Moore on *Pipe Dream* fourth, Tom Kane on *Red Eye Express*, fifth and *Blitz*, Al Constants, sixth.

Contrary to the local knowledge, not only did the breeze not die it had picked up to 8-10 knots. Missing among the leader group was *Blind Squirrel*. At the first leeward mark, Gray held off Eiffert, the Moore's changed places, Constants was fifth, Don

DeCoster (USA 2257) sixth and, with another comeback, Healy seventh. Up top for the second time, the first three remained the same with Healy getting back to fourth, Constants fifth and Eric Moore (USA 3883) sixth. Downwind for the last time *Brain Cramp* reeled in Gray to round first, Geoff Moore moved up to second, Gray third, Healy fourth and *Blitz*, Al Constants, fifth.

The wind continued to build to about 12 knots providing the best breeze of the day. The finish order stayed the same as at the last windward mark. At the conclusion of race day 1 there were only two "I" flags and one protest.

Could this be the dawn of the kinder, gentler J24 Class??

Instant Karma - M. Kurzawa Photo



Excessive Heat Warning

Friday's racing started with fresher offshore breeze that increased in velocity, as you got closer to shore. Race 1 got off on the first attempt with Ken Gray and Eric Moore staying on starboard and going hard left. *Blind Squirrel* took the opposite approach and tacked to port and headed right. At the first mark *Fogh Marine* rounded first followed by *Pipe Dream*, *Blitz*, *Blind Squirrel*, *Voodoo*, *Ramsalian* (Steve Wells) and *Brain Cramp*. The top ten was very closely grouped. Unfortunately, if you went left on the first beat, you paid the price. *Slurred Not Spoken* (Gray/Poppen) really committed to the left and paid dearly, rounding way back in the pack. At the first leeward rounding *Fogh* held the lead, Geoff Moore second, Constants third, Healy fourth, Breitner (*Voodoo*) fifth, Wells sixth, and Eiffert seventh. The leaders rounded the port mark of the leeward gate and began marching back to the right. Up top for the



second time it was still *Fogh* first, Constants improved to second, Healy moved up one place to third and Geoff Moore slipped two places to fourth. Down at the bottom *Fogh* continued to lead, Moore climbed back to second, Healy held third, Constants dropped to fourth, Tom Kane on *Red Eye Express* fifth, Wells sixth, *Twins* (USA 4802) with Chris and Waldek Zaleski got all the way to seventh, Josh Kerst *Instant Karma* (USA 4909) eighth, and Eiffert ninth. The breeze had freshened to



about 15 knots. Was the "Windy City" waking up? At the finish the wind had retreated to about 10 knots. *Fogh Marine* was not able to hold off *Blind Squirrel* who moved from third to take the gun. *Fogh* hung on for second, Moore third, Constants fourth, Zaleski improved two places to be fifth, Wells sixth, Kane seventh, Eiffert eighth, *Satisfaction* (Will Crump) ninth and Kerst tenth. The wind continued to fade and by the start of race 2 it was all the way back down to 5 knots. The promise of top end genoa conditions was not to be. The start was aggressive with most boats favoring the middle to the committee boat end. Too aggressive. General recall. The next start saw improved wind velocity of up to 10 knots and the fleet got away cleanly. *Slurred Not Spoken* won the pin and again went hard left. This was clearly not the consensus opinion as



about 80% of the fleet went right. At the weather mark *Slurred...* proved to be correct as the lead group came from the left side. The rounding order was Crump, Moore, Zaleski, Weil (*Chuck Wagon* USA 4171), Breitner, van Ravenswaay (*Sundance* USA 2274), Constants and Gray. *Brain Cramp* and *Blind Squirrel* rounded in the teens. The entire fleet was separated by only four minutes at the first mark! The breeze was back up to 12-14 knots for the trip downwind that still had Crump in the lead, Moore second, Zaleski third, Eiffert coming back to be fourth, Breitner fifth, van Ravenswaay sixth, Gray seventh and Constants holding eighth. There seemed to be agreement that the right was the correct way to go back upwind. At top for the second time Crump increased his lead,



Moore held second, Zaleski third, Eiffert fourth, Healy getting back to the leaders in fifth, Constants improving to sixth, van Ravenswaay seventh, *mr. happy* getting into the fray in eighth, and Gray ninth. The fickle breeze retreated to about 4-6 knots for the last trip downwind. At the bottom is was Crump, Moore, Eiffert, Zaleski, Healy, Constants, Harden (*mr. happy*), Chad Oleness (*Zoom USA 4047*), van Ravenswaay and Breitner. The deck got shuffled a bit at the finish but the *Satisfaction* group sailed a smart race and was never seriously threatened. They won with Moore second, Healy third, Zaleski fourth Eiffert fifth, Oleness sixth, van Ravenswaay seventh, Harden eighth, Don de Coster (USA 2257) ninth and Bengt Johansson (*Anna USA 833*) tenth. *Blitz* (Al Constants) gave up some ground on the last leg to finish eleventh.



The last race of the day saw the pin end heavily favored with the commensurate jam-up at that end. Race two winner *Satisfaction* got there a little too early and found themselves in a terrible position, nearly hitting the pin and winding up in a world of bad air. *Blind Squirrel*, on the otherhand, did the impossible by starting a bit to weather of *Satisfaction* and immediately tacking to port and crossing the entire fleet!! This is an easy boat to pick out in a crowd because of the bright yellow paint job. It was quite a sight. *Pipe Dream* also had a very good start down at that end. *Twins* were looking really good about half way up the beat but perhaps got a little greedy when they probably should have consolidated with the rest of the fleet. As a result, when they finally tacked back to the right, a

group of boats was able to cross them. The right side seemed favored. At the first mark it was *Chuck Wagon* (Weil), Breitner, Gray, Harden, Karen Lynch (*Medullitus USA 5144*), Moore, Oleness, Healy and Constants. Not surprisingly, *Satisfaction* had not recovered from the start and was buried in the fleet. Down at the bottom for the first time Weil continued to lead Breitner, Harden, Gray, Lynch and Moore. Huge storm clouds began to dominate the sky. It seemed that every cloud had a shift in it and the conditions were going to get even shiftier. Back up to the weather mark for the second time Moore had grapped the lead from Weil, Rudy Wolfs (*Madraelle CAN 5078*) was second, Lynch third, Weil fourth, Breitner fifth, Harden sixth, *Toe Tags* (Darryn McArthur/Geoff Evelyn CAN 4282) seventh, *Full Tilt Boogie* (Kathy Pask CAN 4106) eighth and



Eiffert ninth. Gray and Healy were hurt by the shift and rounded eleventh and fourteenth, respectively. Downwind for the last time Moore continued to lead Lynch, Wolfs, Weil, Breitner, and Harden. There was a very large gap back to seventh place, which was *Brain Cramp*. The breeze had died to 1-3 knots as the storm passed over the race area. The clouds and shifts had the effect of really spreading the fleet all over the course. *Pipe Dream* won followed by Lynch, Weil, Harden, Breitner, Wolfs, Eiffert, Oleness, Healy and *Toe Tags* (McArthur/ Evelyn).





USJCA Photos

Day two ended pretty much the same as day one so far as the leaders were concerned with the top five still there, albeit, in different locations. Geoff Moore with 3,2,1 moved into first, Eiffert dropped from first to second with 8,5,7, Healy moved from fourth to third with 1,3 and miraculously a 9 after being seriously deep. Ken Gray in third after day one couldn't maintain the consistency he showed in races one, two and three and dropped to eighth with finishes of 19,30,14. Dave Breitner moved up from fifth to fourth, 12,13,5 and Morten Fogh improved from seventh to fifth with 2,15,11 but is tied with Peter Weil (*Chuck Wagon*) who had finishes of 17,15,3.

With two days to go and perhaps as many as 4 races (10 max) yet to sail it's looking like the winner will come from the top three. Geoff Moore has 14 points, Eiffert 26, and Healy 27. It's a long way back to fourth, 52 points, and beyond.

In the judge's chambers, it was another quiet day. Three protests resulting in one disqualification.

Anything is possible. Stay tuned.

Hot time, summer in the City

Whew !!!! We all thought it was hot yesterday! Warner today and absolutely no breeze. Having six races already counted is looking very important about now. After two very unsuccessful attempts and two general recalls in no wind, the postponement went up and stayed there for two long, hot hours.

Race 7 got away in light wind with the pin end favored. The fleet split nearly evenly upwind but at the top mark, the leaders were coming from the left side of the course. Steve Wells (CAN 3789) rounded first followed by Bob Harden in *mr. happy* (USA 1997) second, Fear and Loathing (USA 3928) Doug Kracht third, Rudy Wolfs (CAN 5078) fourth, Will Crump *Satisfaction* (USA 5183) fifth, Morten Fogh *Fogh Marine* (CAN 4286) sixth, Dave Breitner *Voodoo* (USA 5136) seventh, Howard Moscrop (USA 3887) eighth, Tim Healy *Blind Squirrel* (USA 5208) ninth. Regatta leaders *Pipe Dream* and *Brain Cramp* rounded very far back.

The first time downwind Steve Wells had a very substantial lead on second place *Satisfaction*, Will Crump, Rudy Wolfs was third, Doug Kracht fourth, *mr. happy* fifth and Morten Fogh sixth.

The fleet was much more spread out at this rounding than the last. Geoff Moore worked the middle/left downwind and got back to the high teens at the rounding. Eiffert continued to be deep, rounding in front of about ten boats. There appeared to be more pressure on the right side for the upcoming second beat.

The rounding order at the second windward mark was Wells, Harden, Crump, Wolfs, Kracht, Breitner, *Diamond Broach*, Lori Delfosse (USA 3276), Fogh, Moscrop and Healy. Moore was sixteenth. The fleet worked hard left downwind.

At the bottom it was still Steve Wells first, *mr. happy* second and closer to Wells, *Satisfaction*, *Madraelle* Wolfs, Kracht, Breitner, Fogh, Delfosse, Healy and Moscrop. Moore was fourteenth. At the finish it was a case of the rich getting richer. Steve Wells led all the way and was able to hold off the *mr. happy* team to record the win. Will Crump and team on *Satisfaction* ground down *mr. happy* to get second. *mr. happy* was third but had an "I" flag flying and ultimately took twelve points, *Fear and Loathing* fourth, *Madraelle* fifth, *Voodoo* sixth, *Fogh Marine* seventh, *Diamond Broach* eighth, *Blitz* Al Constants ninth and *Sundance*, Paul van Ravenswaay (USA 2274) tenth. *Blind Squirrel*, Tim Healy finished twelfth. The team on *Pipe Dream* wasn't able to sustain their rally and finished 26th.

Happy Days Are Here Again

Race two began in what was now the standard breeze, 3-5 knots. The start had quite a crowd at the boat end. In spite of the boat end bias, it seemed like the left paid off. First time up saw this rounding order; Gray, *Show Dog* (Ben Capuco USA 669), Harden, *Assail 3* (Sonny Tindle USA 3891), Constants, Moore, Kracht (*Fear and Loathing* USA 3928), *Shock Treatment* (Uri Saks CAN 1152), Eric Moore (*Allegro* USA 3883) and Dave Breitner tenth. *Brain Cramp* was thirteenth, *Satisfaction* fourteenth and *Blind Squirrel* eighteenth. Downwind *Slurred Not Spoken* maintained the lead followed by *mr. happy*, *Blitz*, *Show Dog*, *Pipe Dream*, *Voodoo*, *Fear and Loathing* and *Assail 3*.

Going back to weather *mr. happy* was able to overtake *Slurred Not Spoken* and round first, *Slurred...* second, *Show Dog* third, *Blitz* fourth, *Voodoo* fifth, *Assail 3* sixth, *Brain Cramp* seventh, *Pipe Dream* eighth, Howard Moscrop (USA 3887) ninth, *Shock Treatment* tenth. *Satisfaction* was in the low teens while *Blind Squirrel* was in the high teens. *mr. happy* lead the fleet down the course and rounded first, *Show Dog* second, *Blitz* third, *Slurred...* fourth, *Assail 3* fifth, *Voodoo* sixth, *Brain Cramp* seventh, *Pipe Dream* eighth, *Fear and Loathing* ninth and *Chuck Wagon* tenth. *mr. happy* sailed a smart and conservative last leg and held off *Blitz* for the win. Third was *Show Dog*, fourth *Assail 3* and *Slurred Not Spoken* fifth.

Dream A Little Dream For Me

Thursday's prediction of the winner coming out of the top five of day one seems likely to be fulfilled. Geoff Moore, 49 points, led the regatta going into the final day of racing. Tim Healy is second 6 points



M. Kurzawa Photo

back with 55 total points and Greg Eiffert third 9 points behind Moore with 58 points. It's another 5 points back to Dave Breitner in fourth with 63 points. Morten Fogh is 15 points back of Breitner in fifth with 78 points. At this point it appears to be a three-boat regatta. However, yesterday's results clearly show that no one is invulnerable to the fickle, light winds of Lake Michigan.

Neither Moore nor Healy were obviously "hunting" each other but I don't think it was a coincidence when they started within a few boat lengths of each other. Both started near the pin end and were safely behind the line. Eiffert started a bit more to weather, towards the middle of the line, and had a better start than either of the other two. He had a very wide lane and had a lot of speed on just after the start. Race 8 winner *mr. happy* also got off the line well. Within a few minutes after the start, Moore, Eiffert and Harden all tacked to port and headed right. *Blind Squirrel* stayed on starboard and somewhat surprisingly, let the others go as he continued left. Healy bet the farm on the left side. *Blind Squirrel* was THE last boat to tack over to port. From my perspective, it didn't look very good from the left corner. At the top mark Ben Capuco on *Show Dog* rounded first followed by Lori Delfosse on *Diamond Broach*, then came Eiffert, Weil, Harden, de Coster, Constants, Saks, Jim Matthew (*Poch Ma Hon* CAN 2728) and Sonny Tindle. Moore rounded eleventh. Healy rounded in front of 12 boats. There was a big shift heading downwind and the order at the next mark was quite different. Peter Weil rounded first followed by Harden, Eiffert, Capuco, Breitner, Wolfs, McArthur/Evelyn, Crump, Ron Bjurstrom (*J Rabbite* USA 4738), Constants, and Zaleski. Healy was obviously on the correct side of the shift. He miraculously rounded ahead of Moore but still off the pace. There had been major position changes. Back to windward Weil led the fleet around the second lap. Bob Harden was second, then Eiffert, Capuco, Breitner, Chad Oleness (USA 4047), Constants, Crump, Zaleski, Wolfs and de Coster. In another reversal, Moore rounded about 10 boats in front of Healy. The wind was very different from the bottom of the course to the top. At the last leeward mark *Brain Cramp* had taken the lead, Weil was now second, Harden third, Wolfs fourth, Breitner fifth, Constants sixth, Capuco seventh, Crump eighth, Oleness ninth and Zaleski tenth. Moore rounded 13th, Healy 19th.

It was going to be a dogfight to the finish with any one of several boats capable of winning not only the race but also the regatta. *Brain Cramp* paid attention and won. *mr. happy* moved up to second, *Chuck Wagon* was third, *Madraelle fourth*, *Voodoo* fifth, *Satisfaction* sixth, *Pipe Dream* seventh, *Blitz* eighth, *Twins* ninth and *Show Dog* tenth. The big "left" gamble taken by *Blind Squirrel* proved to be unsuccessful. They got back to 22nd but that dropped them two positions overall and they finished the regatta in fourth place. The scheduled second race of the day was never started as time had expired to start another race. The team on *Pipe Dream* sailed a wonderful last race. Their seventh place finish was good enough to hold off the challenge from Greg Eiffert and the *Brain Cramp* group and win the 1999 North American Championship. This was the second NA Championship for Moore. He previously won in 1990.

Moore and crew accepted the NA Perpetual Trophy as well as some attractive keepers and shirts. Greg Eiffert from Rochester, NY finished second and Dave Breitner (Wayzata, MN, Fleet 1) and crew on *Voodoo* fin-

ished third with a tremendously consistent performance in challenging conditions.

The "Peter Milnes Memorial Sportsmanship Award" was presented to Uri Saks (CAN 1152) of Toronto, Canada.

Special thanks to the Chicago Yacht Club and especially PRO Rick Kaiser for the excellent job he and his crew did in managing the racing. It wasn't easy under the conditions.

FINAL RESULTS

1.	Geoff Moore	USA4176	1	5	2	3	2	1	26	9	7	56
2.	Greg Eiffert	USA2918	2	3	1	8	5	7	25	7	1	59
3.	Dave Breitner	USA5136	5	10	6	12	13	5	6	6	5	68
4.	Tim Healy	USA5208	4	6	4	1	3	9	12	16	22	77
5.	Bob Harden	USA1997	11	15	14	20	8	4	12	1	2	87
6.	Will Crump	USA5183	17	16	8	9	1	17	2	11	6	87
7.	Morten Fogh	CAN4286	15	2	15	2	14	11	7	12	23	101
8.	Rudy Wolfs	CAN5078	6	4	24	16	19	6	5	25	4	109
9.	Alfred Constants	USA3775	41	19	5	4	11	27	9	2	8	126
10.	Peter Weil	USA4171	13	7	12	17	15	3	41	15	3	126
11.	Ken Gury	USA4460	3	1	3	19	29	14	29	5	33	136
12.	Waldeck Zaleski	USA4802	21	29	11	5	4	15	22	22	9	138
13.	Paul van Ravenswaay	USA2274	34	9	7	37	7	22	10	14	20	160
14.	Chad Oleness	USA4047	18	31	17	18	6	8	23	26	16	163
15.	Steve Wells	CAN3789	29	28	30	6	17	12	1	23	18	164
16.	Howard Moscrop	CAN3887	7	11	21	26	20	33	11	10	26	165
17.	Ben Capuco	USA669	16	12	19	24	37	29	27	3	10	177
18.	Darryn McArthur	CAN4282	10	14	28	14	23	10	20	35	24	178
19.	Lori Delfosse	USA3276	12	25	19	21	30	30	8	18	15	178
20.	Josh Kerst	USA4909	18	20	22	10	45	16	17	20	12	180
21.	Tom Kane	USA3836	40	21	9	7	33	24	16	13	27	190
22.	Don deCoster	USA2257	20	23	10	32	9	21	46	27	11	199
23.	Karen Lynch	USA5144	24	43	31	28	18	2	32	24	13	215
24.	Paul Boerner	USA4961	8	8	32	13	27	38	30	39	30	225
25.	Eric Moore	USA3883	27	44	13	22	12	43	14	31	19	225
26.	Doug Kracht	USA3789	31	22	38	31	35	37	4	8	25	231
27.	Sonny Tindle	USA3891	46	30	16	36	33	26	13	4	29	233
28.	Bengt Johansson	USA833	36	26	35	29	10	28	19	21	31	235
29.	Ronald Bjurstrom	USA4738	23	36	26	15	16	41	36	40	14	247
30.	Jim Matthew	CAN2728	32	24	28	11	25	39	28	29	32	248
31.	Bob Matthews	USA4687	26	35	34	27	22	25	33	28	21	251
32.	Tim Rathbun	USA4242	34	32	18	43	28	18	46	17	28	264
33.	Uri Saks	CAN1152	19	45	44	38	21	23	46	19	17	272
34.	Bruce Johnston	USA1586	14	34	27	30	26	31	46	30	38	276
35.	Kathy Pask	CAN4106	37	40	23	23	41	13	21	42	39	279
36.	Greg Bittle	USA1006	28	39	25	33	40	20	40	36	41	302
37.	Mike Vining	USA4119	22	42	37	25	34	28	39	43	37	307
38.	Mike Lindgren	USA1965	33	17	41	34	44	35	35	32	36	307
39.	Curtis Koch	USA4040	46	13	33	39	36	45	18	37	36	313
40.	Doug Zimmerman	USA632	35	18	45	41	42	36	42	34	35	328
41.	David Anderson	USA5173	42	33	39	35	39	34	31	38	42	333
42.	Paul Wagner	USA3263	30	41	43	40	43	44	44	33	34	352
43.	Russ Burke	USA592	39	38	40	42	31	42	37	44	40	353
44.	Mark Janda	USA959	38	37	36	44	41	32	43	45	44	360
45.	Ted Hatch	USA4044	43	27	42	45	38	40	45	41	43	364

BURMUDA RACE WEEK

Jon Corless

Each year in the spring the Royal Bermuda Yacht Club hosts International Race Week for a number of keelboat and dinghy classes. J24's, Etchells and International One Designs make up the keelboat classes which race on various courses in Bermuda's Great Sound, a protected body of water ideal for one-design racing. The event is by invitation only and attracts entries from all over the world. Notable past J24 competitors include John Alofsin, Stuart Jardine, Jim Keesling and Geoff Evelyn. Recent winners were Michael Mountford (CAN) in 1998 and Stuart Jardine (GBR) in 1999.

The Bermuda J24 Class makes its boats available free for competitors, provides free accommodation for sailors and also organizes a varied and lively social programme.

Five international and three Bermuda based teams took part this year. The visitors were greeted by "liquid sunshine" on the first Saturday, then spent some time tuning up, renting mopeds and sampling the "Dark and Stormies" which is Bermuda's famous rum based drink.

Racing commenced on Sunday in 8-14 knots of breeze from the NE, though huge windshifts were the order of the day. Frank Keesling (USA) and Stuart Jardine (GBR) jointly held the lead after the first day followed by Rikki Hornett (BER). Upon return to the RBYC, Geoff Evelyn was spotted up his mast apparently in an attempt to see if Stuart Jardine had made it to the bar !!



Day two brought blue skies, sunshine and a gentle breeze out of the north. Out on the race course the committee set up a long windward/leeward course. The left side seemed to pay off and the fleet quickly spread out. At the finish the top three were Michael Mountford (CAN), Peter Allen (CAN) and then Jon Corless (BER). After a number of false starts, the second race of the day was started but the boats struggled upwind from one hole to another and floated down wind. After two laps, Frank Keesling (USA) took the honours followed by Peter Allen (CAN) and then Stuart Jardine (GBR). Frank was then seen up his mast during the break analysing windshifts whilst several Canadian teams took the opposite approach and spent some time analysing the current beneath their boats. With the temperature taking a dip into the low 70's.....most Bermudian crews sat and watched bemused whilst wrapped up in their oilskins !!!!

Day three again dawned sunny and clear but with somewhat more wind (SSW 15-20 kts increasing to 30 kts later). The race course was set along the Somerset shore on the West side of the Great Sound and to add interest a cruise ship was anchored along the lefthand side of the course providing a huge windshadow. There followed a day of big waves, big breeze and plenty of action. In the first race, after a bumper car start, the crews settled down to a wet and lumpy upwind leg and screaming downwind legs. Flatter water was to be found if you tucked yourself under the shore and the order of finish was Stuart Jardine (GBR), Jon Corless (BER), then Jim Burns (CAN). Just when you thought it was safe...the second race of the day was started in even stronger breeze and bigger waves (apparently a gust of 38 kts was recorded !!!). Stuart Jardine broke his



main halliard whilst in the lead but then proceeded to give everyone a sailing lesson by flying his chute only downwind !! Rikki Hornett (BER) and Shelagh Tasker (BER) traded some spectacular broaches downwind and a collision occurred between an IOD and an Etchells. The IOD remained floating but the Etchells did notthe actual sinking was recorded with a quick picture from the deck of the J24 "Anarchy" and looked very similar to the recent Americas Cup incident. At the finish it was Frank Keesling, Jon Corless and Jim Burns. Back at the

RBYC bar tales of woe from all classes abounded but after a few rum punches, it all seemed like a lot of fun !! A much needed layday followed and numerous visiting sailors were to be seen zooming around the Island sightseeing on their scooters or playing golf.

The final day of racing arrived. The crews were fooled by the conditions at the dock and loosened rig tensions for the lighter air. Once out in the Sound though, the breeze suddenly picked up and it was back to heavy air mode. The wind was out of the NE at 20 kts for the first race and a very long two-lap windward/leeward set with the start and finish line in the middle of the course. The Etchells set off first followed by the J24's. Unfortunately, Peter Allen suffered a broken boom but carried on anyway with just a genoa and chute. The left side paid off initially with Shelagh Tasker (BER) and Jim Burns (CAN) capitalising. The downwind legs went by quickly and at the finish the order was Stuart Jardine, Jon Corless and Jim Burns. A long wait followed whilst the committee adjusted the course as the breeze had shifted around to the east. The second race was sailed in a lighter 16 knots. Once again Shelagh Tasker went left to good effect to round the top mark second behind Frank Keesling, then Jim Burns and Stuart Jardine. Close racing followed to the finish.

After a quick drink at the bar, hot showers and baths it was off to the Tuckers for the J24 BBQ. The band had played, the wahoo cooked, the Dark and Stormies flowed ... oh what a night. Huge fun and bad heads had by all. Friday is set aside as a spare day if needed. It wasn't, so many crews met up in the "Frog and Onion" pub in the Historic Royal Navy Dockyard to have a yarn and compare stories.

The event was won overall by Stuart Jardine (GBR) and his crew of Geoff and Wendy Evelyn, "Big John" Adams from the UK, and local sailor Michelle Smith. Second was Jon Corless (BER) and third Frank Keesling (USA).

So, mix keen competition, a mingling of International and Bermuda J24 sailors, a handful of great parties, great sailing conditions, two dozen mopeds, sprinkle with warm weather and pour into a beautiful island and simmer for about 7 days ...et voila !!
Bermuda International Race Week 1999.



If this all sounds very appealing and you are interested in competing in the 2000 (the dates are April 29 – May 6, 2000) please contact, in the first instance, the Bermuda J24 Class Captain, Jon Corless at:
jkc@ibl.bm or jcorless@refco.com
Phone 441-295-0296
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J/24

IRISH NATIONAL CHAMPIONSHIP

The Irish National J/24 Championship was held at the Lough Ree Yacht Club, in Athlone, Ireland, from the 20 - 22 August 1999. A record 26 boats entered the Championships for International J/24 keelboats. Calum Edge from Holyhead SC, Wales was first placed overall and winner of the Open event at the helm of Indecision.

The J/24 is a high performance racing yacht, with a fin keel, large sail area and a crew of five. In 20 years past the class has become the world's most numerous and widespread one-design keelboat class, with fleets in most yachting nations. J/24 hulls, sails and rig are identical 'one-design'.

Results (top 3)

- 1 Calum Edge, Holyhead SC, Indecision, points 26.7
- 2 Bryan Maguire, Dublin Bay SC, Cries of Passion, 34 points
- 3 Desmond Fortune, Royal St George YC, Hard on Port, 39.1

NORTHERN CHAMPIONSHIP

Irish J/24 Northern Championship- Lough Neagh Sailing Club. Weekend 24 & 25 April 1999. Desmond Fortune, Royal St George YC, Dublin Bay, in Hard on Port, started his 1999 season well by winning the six race Irish J/24 Northern Championship on 24 & 25 April, five best results counting. He had earlier been selected to represent Ireland at the J/24 Worlds in Italy October 1999.

The event was hosted by Lough Neagh Sailing Club, with Race Officer John Murtagh setting typical J/24 windward-leeward courses on the largest lake in the British Isles. It was sponsored by Waterline Marine and strongly supported by Craigavon Borough Council.

The fleet was based at the Council's Kinnego Marina, and spectator craft included Council boats. Frank Heath and Ivan Schuster in Crazyhorse, also RStGYC, were second, equal on points but with only two firsts to Fortune's three. Chris Smith in Dreams, an old Westerly bought in Wales just 6 weeks before and refurbished, came an impressive third, and won best Westerly-built boat, holding off Michael Clarke, Irish J/24 Class President, in Jeriatrix, from Lough Erne YC, fourth overall. After weeks of wind and rain, Saturday saw soft Spring winds and sunshine. Local LNSC star, Robin Eagleson crew in red shirts on Luder's red hull, went to where the wind was up

the port side of the beat and on to win. Saturday's remaining three races had more wind, southerly 15 knots, and were very close: the whole fleet finishing within five minutes, downwind, except the second race, some with spinnakers overlapped on the line: splendid competition. Sunday brought a hardbut steady 25 knots south easterly, for there are no hills or woods to disturb the wind on Lough Neagh's expanse of ideal yacht racing waters. In sparkling sailing, with fast spinnaker surfing downwind, Andrew Mannion and Mark McCormick had their best results, a third and fourth, in Jiffy, towed by road from Lough Ree YC away down south on the Shannon near Athlone. Another adventurous traveller was Danny McDonald, Merville SC, who took Sandpiper by sea along Ulster's north coast from Donegal and up the River Bann to her first J/24 event in many years. Helmed by GP14 star John Maginnis, Sandpiper's best place was a fourth, but her overall results were hampered by gooseneck damage on Sunday and heaps of cruising gear below!

The Northern Championship set the Irish 1999 J/24 season off to a good start, thanks to much hard work by Lough Neagh's J/24 fleet captain Anthony and Anne Clendinning, Jezebel (7th overall, best place 4th). Overall Results(top six):

- 1) Hard on Port, Desmond Fortune, RStGYC ((7), 2,1,1,1,3 = 8)
- 2) Crazyhorse, Frank Heath, RStGYC ((3), 1, 2, 2, 2, 1 = 8)
- 3) Dreams, Chris Smith (2, 4, 3, 3, 5, (6)=17)
- 4) Jeriatrix, Michael Clarke, LEYC ((8), 3, 7, 4, 4, 2 = 20)
- 5) Luder, Robin Eagleson, LNSC (1, (9), 5, 8, 7, 5 = 26)
- 6) Jiffy, Andrew Mannion, LRYC (6, 5, 9, (10), 3, 4, =27).

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UK J24 NATIONAL OPEN CHAMPIONSHIPS PARKSTONE YC - POOLE*By Stuart Jardine*

Conditions for the UK National Open Championships, hosted by Parkstone Yacht Club from July 9th - 12th, could hardly have been more different to those which greeted the fleet when the event was last held in Poole Bay. Then, in September 1984, the racing was dominated by one equinoctial gale after another. This time, the 39 boats, the largest fleet for many years and over half the registered boats in the UK, were met by scorching temperatures and winds which, on the first two days, could at best be described as light and fickle.

Despite the difficult conditions, Stuart and Adrian Jardine hardly put a foot wrong in 'Stouche'; recording six wins and a second in the eight-race series. After two general recalls in the first race, they started as they meant to continue, leading the fleet up the favoured left hand side of the beat in the light southerly breeze and finishing comfortably ahead of Alistair Evans in 'Fruit Cakes', who went on to take second overall.

Dave Tabb and the 'Powermad' crew rounded the windward mark with a commanding lead in race two, but the Jardines chose a shorter route on the run to reverse the positions by the finish. Behind them, only eight more boats, having struggled around the weather mark against the tide, managed to finish within the prescribed 30 minutes time limit.

Race three saw even fewer boats recording a result. After a two hour wait for the wind, followed by a general recall, 11 were black-flagged at the start and a further 19 found themselves becalmed on the final beat and unable to make it to the finish, even though the time limit had been extended to an hour after



the first boat. The Jardines notched up their third win, having been down in mid-fleet after the first leeward mark, with defending champion David Ellis second and Evans third. At this stage, after three races, results had been mixed to say the least; behind the remarkably consistent leading pair, no fewer than nine different boats had filled the remaining top-five places. By the end of the event, Jardine and Evans were the only helms to finish in the top 10 every time.

Much to everyone's relief the north-easterlies, which had been cancelled out by the sea breezes on the first two days, held their own on Sunday and Monday. Team 'Stouche' adopted their familiar positions in races four and six, but 'Powermad' stole a march on them in race five, tacking out to the right after the start and maintaining their lead all the way round. Royal Yorkshire YC sailor Tony Edwards in the event's leading Westerly "Day Dreamer" finished third, just ahead of William Pollock in 'Rolling Stock', whose two fifths and a fourth put him second only to 'Stouche' on the day.

Less fortunate was Evans, who stayed second with a fourth, eighth and sixth, but was accidentally run into soon after tying up in the marina, seriously damaging the transom and rudder pintles.

Only one discard allowed and his request for redress strangely refused, it looked as though



his championship was over until David and Tessa Pearce, who in 'Chaotic' had been going uncharacteristically slowly, kindly decided to retire from the event and lend him their boat for the last day, something the protest committee had strangely recommended. A third place behind 'Stouche' and Duncan Peace in "Wijit" in the 7th race secured second overall for him. "Wijit" in race eight took the opportunity to knock up a first in the absence of "Stouche and Fruitcakes", ahead of Adrian Bennett from Plymouth in "Jab". David Ellis's 3rd reflected his overall position, one place ahead of Daryl Conyers from Plymouth.

Had Duncan Peace not suffered two disqualifications, his otherwise consistent top-six results could have seen him fighting Alistair Evans for second place in the Championships. Similarly, David Tabb counted a 20th in the first race and a black flag DSQ in the third but still managed fifth overall.

Overall Results

1) Stuart Jardine	Stouche	GBR 4215 - 8 pts
2) Alistair Evans	Fruitcakes	GBR 4243 - 29 pts
3) David Ellis	Hitch Hiker	GBR 4242 - 44 pts
4) Daryl Conyers	Jam Too	GBR 4206 - 48 pts
5) David Tabb	Powermad	GBR 4173 - 52 pts
6) Duncan Peace	Wijit	GBR 4235 - 59 pts
7) Tony Edwards	Day Dreamer	GBR 4028 - 71 pts



MEXICAN NATIONALS - VALLE DE BRAVO, MEXICO

by Chris Snow

Mexico conjures different images for different people. Some may think of the beaches of Acapulco or Cancun, maybe centuries old Mayan culture or cross border disputes, perhaps even tequila and a cold Corona! Great sailboat racing doesn't exactly pop right into your head. Yet for the last ten years or so a very active fleet of J/24 sailors have been racing practically every other weekend on a large reservoir two hours outside of Mexico City in a place called Valle de Bravo. This last weekend "Valle" played host the 1999 Mexican Nationals and I was lucky enough to be able to go and race with Roberto Colliard, his sister Cynthia and two of Roberto's teenage kids. Valle is the "real" Mexico. Cobblestone streets, a two century old Catholic church, open air markets and street vendors everywhere make up this very old town that until the mid-50's did not have a lake right next to it. Then a hydroelectric dam (which created a lake 2 miles wide by 3 miles long) was built to supply power to Mexico City which is about a hundred miles away over a 10,000 foot mountain range. The town of Valle itself is located at an elevation of 6,000 feet which creates some challenging wind conditions.

Roberto was kind enough to pick me up at the airport and drive me with his family up to the lake. Actually that would have to be a foregone conclusion because after the drive up (actually up and down) to the lake the one thing I realized is there is no way anyone in their right mind would consider renting a car, driving through the labyrinth of downtown Mexico City and then over some incredibly winding and rural roads to the lake. Much better to be driven by a true Mexican driver. Besides it gave Roberto and I a chance to talk about our sailing careers and get to know each other. Roberto has been sailing all his life but it seems the thing that really got him hooked on racing was when the 1968 Sailing Olympics were held in Acapulco. There, as a teenager he was a "boat boy" for Lowell North, who won the Olympic gold medal in Stars that year. According to Roberto, Lowell really had a "Star and a half" and the rest of the fleet had to sail their lowly "normal" Star boats. Preparation has always played a big role in sailboat racing.

Friday morning we got up, had a quick breakfast and headed down the street to Roberto's sailing club "Club Vela de La Pena" The "La Pena" comes from a huge volcanic outcropping that towers over the club and is a major geological feature of the area. The rocks are spectacular and jut about 200 feet straight up in different shades of red and black. The "Calamity J" was waiting for us and we took an hour or so to make sure the boat was tuned correctly. We trailer launched the boat (no hoists anywhere on the lake) and towed the boat over to Club Nautico Avandaro which is where the Nationals were run. Pulling into the dock, there were 30 J/24's getting rigged up for the regatta. At about 1:30 we started the first of two races for the day. After a couple of general recalls the fleet got off fairly cleanly and then the fun started. Sailing at 6000 feet, the air is less dense and so the puffs move much more slowly than at sea level. This demands an incredible amount of patience as it is really easy to spend your whole day chasing puffs that never get to you or are gone by the time you get to where they were. The lake is surrounded by fairly high hills and so as you get close to the shore things get really squirrely. It was not uncommon to lose 5-10 boats right at the weather mark as breeze suddenly appeared from the opposite shore and brought boats 50 yards back right up to you. We tried our best to take all that in good spirits.

Upwind the best boats would position themselves so as to intercept puffs as they moved down the lake. You basically had to force your-

self to be patient and wait for the puff to come to you rather than chase it all over the race course. One other thing we found key on a lake like this is to stick to playing a side of the course and avoid going back across the middle if at all possible. Time and again patience paid off by sticking to your guns and working a side hard even if it didn't look good for a while. Practically every beat had the breeze going through at least two full oscillations and those who were not patient were quickly punished and sent to the back of the fleet. After the first day of sailing Yon Belausteguigoitia (B-17 to his friends) sailed to a consistent 1-2 to set the stage for a dominant three days. Our team had a good day with a 4-7 to end the day in 4th place overall. Luis Morales on "Orion" sailed very well and had a 1-4 after day one. It was very apparent that consistency would be key as many boats had scores after the first day that included both top ten and bottom ten finishes.

Day two started a lot like the previous one except that thermal breeze never really filled in. On this day the wind topped out at about 8 knots with the breeze mostly in the 4-5 knot range. This made the breeze a lot more inconsistent and swings in direction were much larger than the previous day. A certain sense of randomness covered the course testing everyone's patience and sense of humor even further. Despite the randomness of the wind Yon still had his boat in the right position at the right time and he took two bullets for the day.

On board the "Calamity J" we had a little tougher time of it following up a 16th in the first race with a 6th in the second race. Luis Morales sailed well again to have a 4-3 for the day to put himself firmly in second place. At this point we knew we would have to have two good races the following day to be in the money. Our problem was getting off the line cleanly. In light air the J/24 accelerates really slowly and creates gobs of bad air. The key to a good start was to be firmly planted in the front row with about 1:15 to go AND have a nice hole to leeward. A lot easier said than done, especially in light air! The times we got a bad start we either had a boat parked directly to leeward of us off the line or ended up starting in the second row.

The third day was pretty much a repeat of the first wind wise. A very nice 10-12 knot breeze blowing from the dam set the stage for the last day. Yon B-17 was off his hot streak and dropped to have a 7-13. He ended up discarding the 13 which still won him the regatta over Luis Morales who finished very strong with a 3-1. Mauricio Leon de la Barra, always a factor in the regatta, had a 9-2 on the last day to wind up third.

Roberto and the crew of Calamity J fell a little short in their goal to have two strong races on the last day. We had a disastrous first race finishing 17th in the first race which pretty much sunk our chances of doing well in the final results. A final race 5th brought us back up a bit to finish seventh overall.

If you ever get a chance to sail in Valle, jump at it. It's a great place to sail and the people could not be more friendly.

Results (top five):

- 1) Yon Belausteguigoitia 14 pts.
- 2) Luis Morales 17 pts
- 3) Mauricio de la Barra 20 pts.
- 4) Jorge Castillo 32 pts
- 5) Joaquin Bargallo 33 pts.

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**International J/24 Class Association
Annual General Meeting
Minutes**

November 6, 1999

Attendees:

Geoff Evelyn, IJCA Chairman
Donald Manasse, IJCA Vice Chairman Monaco
John Peck, IJCA Technical Committee Chairman
Nadine Franczyk, USA
Wayne Clough, Executive Director
Phil Owen, United Kingdom
Eddie Linthout, Italy
Hauke Kruss, Germany
Remco van den Berg, Holland
Nobuo Nakazawa, Japan
John Adams, Council of Honor
Dennis Ellis, Council of Honor
Stuart Jardine, IJCA Executive Council Member

Observers

Hiroshi Ohzeki, Japan
Evert Kroll, Holland

1. Call to order and welcome.

Geoff Evelyn welcomed everyone to the meeting in Lymington, England. The meeting was called to order, as there was a quorum. All attendees carried one vote except for Phil Owen who carried the proxy for Ireland, Nadine Franczyk who carried two votes for the USA and one vote for Cayman Islands. The Chairman thanked Stuart and Mary Ann for their hospitality in hosting the meeting and organizing the social events.

2. Approval of 1998 Minutes

The Minutes of the 1998 World Council were reviewed and a motion was made and seconded to accept the minutes with the following notations. Motion Carried

Remco Van den Berg commented on the spelling of his last name, and commented on confirmation of the date for Worlds in Genova.

3. Financial Report.

Income Statements for the past two years were presented. The financial situation of the International Class was reviewed. It was noted by the Chairman that there are still a couple of adjustments that will be needed to be made for the promotional fund as well as for computer lease costs. A motion was made and seconded to accept the financial statements and budget as presented. Motion carried

A proposed Budget for the 1999/2000 fiscal year was presented and reviewed. A motion was made and seconded to approve the budget as presented. Motion approved.

4. Executive Director's Report

Wayne Clough reviewed the executive directors report that was part of each attendees package. The review included the following:

International membership numbers

Status of Class Office

Accounts, it was noted that the some accounts are past due, but due to the combining of the IJCA/UCJCA accounts, actual amounts were unknown Regatta Observations

Eddie Lithout (Italy) asked about the status of class in Greece and Sweden. Wayne will further investigate the status of the Greek class. The Chairman mentioned that there is increased competition in Sweden with the X class. It was noted that Switzerland had experienced turnover at the executive level, which resulted in a decrease in membership however Michel Glaus is trying to rebuild the class. It was noted that there are now two Belgian boats. They do not have a class association. One member is a member of the British class, and one is a member of the Dutch class. Hungary is growing and wants to find some more used boats and have the potential to increase their class size.

The Executive Director was directed to contact all class associations that had not renewed in 1999 and encourage them to send their dues.

5. J/Boats Report

Jeff Johnstone provided a written report, which indicated that there is some boat building activity worldwide. It was noted that a new builder has been chosen in the USA, as TPI was unable to continue building the boat. The first boat will be sailed in the 2000 Midwinters and the second boat will be displayed at Sail Expo in Atlantic City

A discussion took place on the activity of the builder in Europe. It included the availability of parts and the problems encountered in obtaining parts quickly and at a stated cost. Included in the discussion was the ability to obtain new boats and the consistency in pricing and what is included in the boats is an issue as well as how to get parts in the various countries when Paulo does not want to ship parts outside of Italy. It was suggested possibly the Italian class purchasing the moulds, or possibly having two builders use the mould and create competition. It was mentioned that possibly that J Boats Italy feels that they might not be getting the support from the Italian class or J/Boats Inc that they would like. The Chairman proposed that we might need to force the issue and bring the parties together to see what the problem is and how to resolve it. The French president mentioned that there is a French builder J/Composite that might want to build the boat in the future and he is a supporter of the J/Boats, and has offered a spot in the Paris boat show for the J/24. The Chairman indicated that he will continue to have conversations with Jeff Johnstone on the issue and these conversations will continue while the USJCA President and Executive Director are attending the Atlantic City Sail Expo.

Web page should list a page of "authorized" parts builders, with contact names, etc.

It was proposed and seconded that the IJCA Executive communicate the following request by the Council of the IJCA to J/Boats and Jeff Johnstone:

1. Make explicitly known their (J/Boats Inc) objectives with respect to building and marketing of the J/24 in Europe.
2. To resolve the supply position in Europe of new boats and spare parts, including giving consideration to the relocation of molds and the re-assignment of licenses.

6. Technical Committee

Proposed changes to the Int. J/24 Class rules to take effect with the publication of the 2001-2002 rule book:

Rule 3.6.5.

Delete the existing wording and replace with the following: *"Sails may have primary reinforcing of any flexible material or coating at a corner, at Cunningham holes or at reefing points, and secondary reinforcing of additional layers of cloth of weight not greater than the body of the sail. Reinforcement, finishing materials or coatings applied to the reinforcement shall not prevent the sail from being folded. All reinforcements shall be capable of being folded in any direction without damaging the fibers."* Proposed effective immediately.

Reasons:

1. To encourage reinforcements that favor the longevity of the sail.
2. To simplify measurement

Rule 3.6.10n

Delete the existing wording and replace with the following: *"The mainsail shall be attached to the boom with a continuous bolt rope not less than 2300mm."* Proposed effective immediately.

Reasons:

1. To establish a minimum bolt rope length
2. To simplify measurement

Proposed to add definition under Appendix A as a bullet point "Definition of 3.6.10n" (effective immediately)

Figure 6.3.1 - Appendix A – Sail measurement

Add as a fourth "bullet point" to the left hand side of the diagram under NOTE: *Width measurements shall be taken from a point on the leech, or from a point on a line bridging any hollows in the leech, to the nearest point on the luff.* Proposed effective immediately.

Reason:

To compensate for any hollows in the leech.

For clarification purposes Geoff suggested adding numbering to each note.

The above is proposed, seconded and approved unanimously.

It was mentioned that there are issues in that some of the national authorities measurement certificates are different than the Form's listed in the rule book.

It was proposed and seconded that the Technical Committee is directed to investigate the measurement of the rudder/transom parallel

vs. verticality issue and suggest if there is a problem or issue to present it to the World Council at their next meeting.

It was moved and seconded that under Section E. of Regatta Standards that a proposed "Measurement Check Form" be used at the World Championship. Motion carried

It was recommended that the Regatta Standards contain a statement that any additional fees applicable in addition to the Regatta Entry Fee must be noted on the Notice of Race.

Rule 2.6.1 Advertising

The proposed rule change that had been sent out to all NJCA's on the changes to the Advertising Code of the IJCA as a result of the recent initiative of the International Sailing Federation was discussed at great length. It was noted that all motions are provisional on the new Advertising Code being adopted by ISAF at their annual meeting being held in Australia concurrently with the IJCA Annual Meeting. The original motion was broken into component parts.

It was moved and seconded that the Class accept the ISAF definition of Category C with the following restrictions. Approved

It was moved and seconded that a maximum of three (3) advertisers be allowed per boat. Approved

It was moved and seconded that advertisements be restricted to the aft 75% of the hull excluding the area specified for the Class Logo/International One Design Sticker. Approved

It was moved and seconded that all advertising be restricted to the lower 1/3 of main sail. Advertisement shall be permitted on the spinaker with the restrictions provided for by ISAF Approved

It was moved and seconded that boats may advertise one organization on each side of the Main Boom. Approved

It was moved and seconded that each boat be required to carry a sticker/decals on each side of the hull at the aft end effective Jan. 1, 2000 with the renewal of the class registration. Approved

7. Proposals for World and Continental Events:

2003 Worlds: Medemblik, Holland

The Dutch Class Association agreed to host the 2003 World Championship with the proviso that sufficient Charter boats may be found/committed. It was suggested that the class association through the Class Office assist in centralizing the charter boat organization. Individual assisting nations have the responsibility of providing the information to the regatta organizers and class association.

2002 Europeans:

Ireland-a proposal was given that the Irish Class Association would host the event and that they have the experience in having hosted the Worlds and Europeans in the past, in Dublin Bay.

France- a verbal proposal was given by the French Class to hold the event at the Yacht Club of Cruesty.



Italy- a verbal proposal that the regatta should, rotation wise, go further south considering where the other regattas are in Europe around that time. It was proposed that the event be held on Lake Garda, Punta Ala or Trieste.

A discussion was held on the past locations of the event and what the logical locations would be for the future.

The European classes present took a vote and Ireland was successful.

There was a discussion on the future rotation of the World Championship and based on past history the rotation will as follows for 2003 onward; Europe, US, Europe, US, Other Country.

2001 Worlds – Osaka Japan

Japan gave a packet with information on the regatta. It was noted that the schedule as proposed would have to be amended to delete Saturday Racing.

2001 North American Championship - Kingston, Ontario

The CICA president gave a report. The regatta is now scheduled for July 19-23

2000 Europeans

The German Class president gave a report. It was noted that there was racing scheduled for the Saturday. The schedule was changed to have racing finished on the Friday. In addition it was recommended that the schedule be modified to not show specific number of races on each race day.

Regatta Standards:

The Chairman proposed that an item to be included stating that only one race be held on first day as part of our regatta standards so that there can be allowance for unforeseen circumstances. Considerable discussion took place.

It was moved and seconded that the Regatta Standards be amended to allow the race organizers to hold a maximum of two races on the first day of racing. Defeated

It was suggested that we clarify our regatta guidelines to be more specific and be called regatta standards vs. wording that are guidelines such as "strongly suggest", etc. The Chairman and the Executive Director will review the sections and update for the next rule book printing.

It was suggested that the IJCA Technical Chair be the overriding word on the measurement process and decisions. This suggestion will be incorporated into the printing

It was suggested a checklist for international/continental events that is reviewed by the IJCA prior to the hosting of the event. Use a formal document checklist. Regatta chair required to write a post regatta report for use after the regatta. The Executive will work on this suggestion.

It was recommended that for all World Championships, all charter boats be pre-measured prior to the first day of registration.

Web site:

The Chairman noted that as per the discussion of last year's Annual Meeting the Class Web Site has been redesigned and that Mark Jardine has assumed the position of Webmaster.

Magazine:

Geoff mentioned that the US class runs the magazine. But, we will print any materials that are sent in by the other national authorities.

Trademark:

The Chairman noted that J/Boats, Inc owns the trademark symbol of the J/24. If used by class organizations for the benefit of their national class association. (i.e. as part of the regatta shirts, etc.), it must have the trademark symbol on it and no royalty is payable to J/Boats Inc. But, if the "J" logo is used commercially, there is a royalty license fee that must be paid to J/Boats, Inc.

A motion was made and seconded that a new charter be obtained for the IJCA as currently it operates as part of the USJCA The new entity will be called "The International J/24 Class Association". The legal entity will reside at the address of the class association office.

Approved

There being no further business to discuss the Chairman requested a motion to adjourn. Dennis Ellis thanked the Chairman for his efforts of the past year and moved for adjournment. The motion was seconded and passed.

Meeting adjourned till the next meeting November 2000 in Amsterdam, The Netherlands.



Chicago YC, Belmont Station
July 26, 1999

1. Call to order and welcome
USJCA President Nadine Franczyk called the meeting to order at 0900.

Those present were: Nadine Franczyk, USJCA President, Tim Ryan, USJCA Vice President, Wayne Clough, Executive Director, Stu Challoner District 4, Tim Winger District 6 and USJCA Governor at Large, Jim Farmer District 8, Jeff Siewert District 10, Adam Zangerle District 12, Tim Oelschlager District 15, Eric Sanderson District 19 and Mike Kurzawa from District 15 as an observer.

2. 1998 AGM Minutes
The minutes of the 1998 AGM in Newport, RI were approved without change.
3. Executive Director's Report
The Executive Director's report focused on membership levels both in the USA as well as internationally. Collectively, membership is down approximately 10% from the previous year. Largest NJCA's outside of the US are Italy, Japan and Canada. There is an approximate 20% turnover of members year to year. Most successful (highest renewal rates) Districts have active, involved District Governors who act as the principal "cheerleader." District 4 Parkway Series was offered as an example of what can happen when the parties, Stu Challoner and Rick Applin, get involved. Three-year comparisons were given for other NJCA's. Lower levels of membership in the USJCA will result in a reduction in the number of qualifiers to the World Championship. At the current level, the US allocation would be reduced by one qualifier. The result is that each District will no longer be able to send a representative when the Worlds are in the USA. Executive Director proposed that the District Governors consider consolidation of Districts 11 and 17 into neighboring Districts. Portions of District 11 would go to Districts 14, 10 and 8. District 17 would merge with District 14. In addition, the northern half of Virginia would be included in District 6 with the southern half becoming part of District 8. Districts 11 & 17 were chosen on the basis of higher percentages of non-renewal and the small number of members within those Districts. Nadine Franczyk moved, second by Tim Ryan, unanimously passed. Fleet and District rosters are periodically provided to Fleet Captains/District Governors to check membership status to make sure that active racers are Class members.

Publications: Discussion around the content of the Class magazine, *International J24*. International content continues to be difficult to acquire. All submissions come from volunteers with an occasional professional piece. The Class office no longer has a magazine editor. It is a challenging task to gather the stories, photographs and advertisers. The calendar photographs are typically contributed free of charge. Professional photographers are reluctant to provide images for no fee. The Class has a long-standing policy of not paying for the photos. Some will consider a nominal fee in lieu of the customary charge.

Website: Mark Jardine in the UK is developing a new look website and will take over the role of full-time Webmaster. Currently, a group of three volunteers does the work. The level of expectation from the members continues to increase. The site will continue to use the ISAF server.

4. District Governor Reports
The District Governors spoke about membership and activities within their Districts.
5. Builders Report
No new boats have been built in the US in several years. TPI uses the "Scrimp" system for all but the J24 and J22. As a result, it is not cost effective for them build the boats. Jeff Johnstone is negotiating with several parties to take over production of the J24. Current demand is being met by importing Italian built J24's. There are active builders in Italy, Japan and Argentina. Tim Winger has been importing rudders from the builder in Argentina duty free and speculated that boats may be duty free as well.
6. Technical Committee Report
Tim Winger questioned whether using Plan D (Rudder plan) was relevant since any number of shapes could be produced that would still measure using the current method. He suggested developing a new shape and using a template, as we do for the keel, to insure compliance. He has done some research into a superior shape that would measure. The matter will be forwarded to the technical committee for review and opinion.
A different, questionable hatch conversion in District 15 has been sent to the technical committee for review and opinion.

Two measurement seminars were conducted this year. One in District 4 (New Jersey) and one in Chicago prior to the North American Championship. Both were well attended. Reid Stava was the leader for both and was assisted in New Jersey by George Wall and in Chicago by the Executive Director.

Discussion of including an appendix to the measurement manual detailing the history of measurement in interpretations by the technical committee.

Discussion of whether we should change the way we measure spinnaker pole length from the current end-to-end measurement to contact-to-contact surfaces. This method is used in the J22 and other classes.

7. Advertising

The J24 is an ISAF (International Sailing Federation; the international governing body of the sport of sailing) recognized class. ISAF has recently approved a change in the advertising code. As a result, each recognized class must decide whether they will be Category A or C. Category B has been eliminated. Category A allows no advertising, Category C allows varying levels of advertising. Category C retains some of the content of the old Category B. The governing body of sailing in the USA, United States Sailing Association, has come out strongly against the new ISAF directive. A letter from Paul Henderson and comments from Geoff Evelyn, IJCA Chairman, have been distributed to the District Governors and NJCA Presidents. District Governors were encouraged to poll their members for comments and opinions. A decision about which way the Class will go will be made at the IJCA Annual Meeting in England in November. Other NJCA's are generally in favor of advertising. A thread on the Class website addressed this issue several months ago.

8. Financial

A draft financial report was distributed. This is the first time a financial report has been presented. A change in accounting software has retarded the reporting process. The intent is to distribute a monthly report to the Executive Committee, a quarterly report to the District Governors and an annual summary to the membership, which will be published in the magazine. In spite of the decline in membership, the Class is operating at an acceptable level that will result in a break even or slight surplus at year-end.

9. New Business

Carpetbagging: Issue of members traveling outside their home areas for World qualifying events. During calendar 1999 there were at least three alleged cases of carpetbagging. However, according to the Class rules regarding how a member is classified, in each case the person alleged to be carpetbagging, was, in fact, a member of that District. A discussion of the legal nature of the Class rules and NOR's ensued. It was agreed that our rulebook, especially the regatta guidelines, needs to be scrutinized for possible conflicts.

10. Regatta Venues

2000 AGM Meeting will be in Newport, RI on Saturday September 30, 2000 after the World Championship. Proposals for the 2000 US Nationals have been received from Newport, RI and Buzzards Bay, MA (Editors note: a third proposal from Cape May, NJ was received subsequent to the meeting). They have been distributed to the District Governors and Executive Committee for consideration. The Davis Island YC proposal to host the 2000 Midwinter's was overwhelmingly favored by the voting body. The dates are January 26-29, 2000. Proposals for the 2001 North Americans are expected from Texas and Mexico. The Mexican effort has the full support of the Mexican Sailing Federation.

11. Elections

The existing slate of officers was approved by acclamation.

Nadine Franczyk President
 Tim Ryan Vice President
 Tim Winger Governor at Large
 Reid Stava Technical Chairman
 Don Oliver Finance Chairman

12. Adjournment

The meeting was adjourned at 1630 hours.

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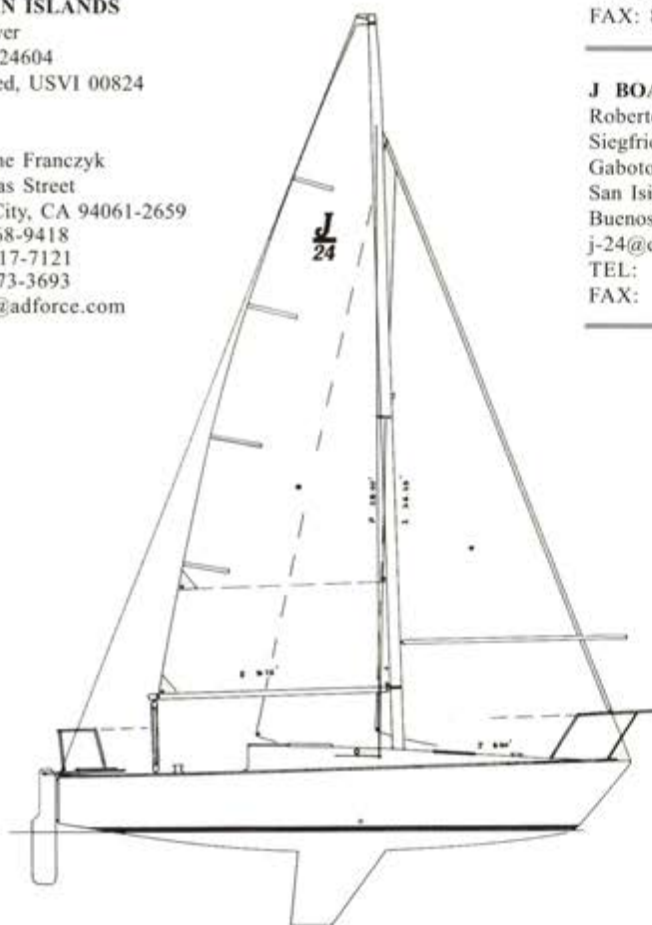
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INTERNATIONAL J/24 CLASS ASSOCIATION APPLICATION
2000 MEMBERSHIP

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
HULL# _____ YACHT NAME _____
FLEET # _____ DISTRICT # _____
TEL (H) _____ (B): _____ FAX: _____
E-MAIL ADDRESS _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending

December 31, 2000 and agree to abide by all Class Rules. I am a (check one)

_____ J/24 owner; _____ co-owner; _____ helmsperson only; _____ other

Full Member:

Includes membership card, transom sticker, window decal, 2000 Spring and Fall issues of International J/24 magazine, and be eligible to participate in J/24 racing at all levels.

Associate Member:

Includes all benefits of full membership except helming privileges.

Junior Member:

For members not older than 19 on December 31, 2000 Includes all benefits of full membership.

Enclosed is my check, payable to "J/24 Class Association" for 2000 membership dues:

Full Member	(\$40.00) _____
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TOTAL _____	

Signature _____ Date _____

Helmsperson's Signature _____ Date _____

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