

# J<sup>®</sup> 24

MARCH 1981  
VOL. 6



\$2.00

# We've cloned the sails that won the Worlds.



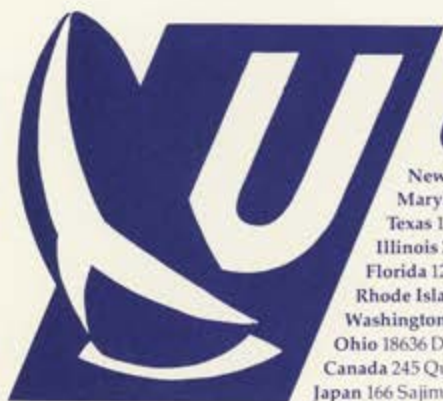
Last September, in San Remo, Italy, an Ulmer-equipped J-24 with Ulmer sailmaker John Koliuss at the helm took first place in the 1980 J-24 World Championships. (Add yet another first to a record of more J-24 wins than any other sailmaker in the world)

You can own a clone of those sails. Yes, clone, not copy.

Here's why:

Immediately after the competition the winning sails were taken apart and meticulously examined. Then every stitch, panel, nuance, whatever was digitalized and fed into a master cutting machine. Finally, cut panels and assembly instruction were sent to each of our ten lofts.

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**Cover Photo:** In the cockpit at the Northamericans. Photo by Shimon-Craig Van Collie.



## Scott Allan, Tom Blackaller, Gordy Bowers, Ian Bruce, Rick Grajirena, John Koliuss, Buddy Melges, Mark Ploch, Dick Rose, Dick Tillman, Charlie Ulmer, and Stuart Walker have a proposition for you:

Come attend an intensive week-long advanced racing clinic with one of them and enjoy a great vacation at South Seas Plantation on Captiva Island, Florida.

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## The President's Report

I'd like to thank each of our members for the enthusiasm and help exhibited throughout the year with the J/24 Class Association - USA. Your interest was clearly exhibited throughout the U.S.. Several major events were held (North Americans, Great Lakes Championships, East Coast Championships, Midwinters, Texas Circuit etc.). The strength of the Class is clearly evidenced by our close of 1980 with about 1000 members, 95 Fleets and 21 District Governors. The financial status of the Class has never been better which enabled us to support several critical activities over the year. Among these was the significant improvement in communications with our members via J/24 Magazine, partial funding of the U.S. fleet to the 1980 World Championships and the partial funding of District Governor's travel costs to attend the J/24 Annual Meeting. These actions helped contribute to the solidarity of the Class. The upcoming year promises to be even better!

### Class Dues:

**1981 Dues are due January 1 and will be held at the 1980 level.**

**\$20.00 Full Membership**

**\$10.00 Associate Membership (no Magazines)**

### United States J/24 Class Association

#### Minutes of the Annual Meeting

November 21, 1980

Brenton Cove, Newport, RI

1. The meeting was called to order at 1400 by President Paul Kaufmann and the roll call was made. All members of the Advisory Council were present as well as the following District Governors or their representatives: Bill Whitmore (1), Warren Hathaway (2), Doug Bruce (3), Marcel Beaudin (4), Bug Mead (6), Tom Roth (7), Dick Tillman (10), Pat Crowe (11), John Gjerde (16), Henry Stanley (19), Bill Menninger (21), and Joan Parker (22).
2. President Kaufmann announced that over 50% of all boat owners in the U.S. (1,095) were active members and that the current cash balance including investment totalled \$15,739, with a projected balance after payables at year end of \$6,139. The financial statement was approved.
3. Bob Johnstone reported that the I.Y.R.U. Permanent Committee approved the J/24 for International Status subject to the normal review of Rules by the Keelboat Technical Committee, the Constitution by the Class Policy & Organization Committee, and the agreement between J Boats, Inc. and I.Y.R.U. Holdings Ltd. Ratification by the CPOC would occur at their Spring meeting in Oslo, mid-May.
4. The draft Constitution of the International J/24 Class Association was approved with a modification of paragraph 9.2 to allow a vote for each multiple of 200 boats rather than 500 boats.
- 4.1 It was approved that this meeting and the U.S. NJCA would be governed by the principles outlined in the Constitution and that a sub-committee would be appointed by the President to develop an addendum to further detail how the NJCA would operate in terms of (1) proxies, (2) district meetings, (3) dues, etc.
5. A motion was approved to submit to the USYRU Board of Directors, permitting International Class yachts to compete in offshore handicap events with IYRU numbers as described in Rule 25.1. If passed, this should eliminate the USYRU/Class numbering problem after June 1, 1981.
6. Tom Roth presented the Rochester Yacht Club's invitation to host the 1981 North American Championship in late August.



This was approved on the basis of a Fri-Mon, 4 day event with two races per day. Details will be announced at a later date after further review with the RYC. District 7 was asked to recommend a viable program for making charter boats available. Timing would not conflict with the C.O.R.K. REGATTA in Kingston.

7. The USYRU is conducting the 1981 CHAMPION OF CHAMPIONS regatta at the St. Petersburg Y.C. from October 13 - 16 in 20 J/24's using 100% jibs only and spinners. This coincides with the next J/24 Annual Meeting (October 16) and the next USYRU Annual Meeting (October 16-19) at the same location.

- 7.1 The St. Petersburg Y.C. has offered to provide a Race Committee for a J/24 event on the weekend of October 10-11. They have also offered to store boats at the Sailing Center for 1-2 months afterwards. This makes it possible to either (1) conduct a regatta for J/24 owners willing to lend their boats for the event and/or District Champions or Governors willing to rig any new boat supplied by J Boats for the event.

- 7.2 The consensus was that a regatta limited to District Champions only would be desirable if the Class Officers found this practical. No decision was made.

8. Paul Kaufmann was elected President and Dick Tillman, Vice President. The Secretary and/or Treasurer would be appointed.

9. The approved rule changes are attached. Essentially: Cunninghams for headsails were retained, simple Barber haulers were defined and permitted, rapid pumping of headsails and main were prohibited, 1/4" inch spinnaker halyards allowed, spreader angles limited, genoa numbers moved closer to the luff, a narrower keel trailing edge allowed, and angled jib tracks prohibited.

Rule changes would be in effect for the 1981 Midwinters at Key West.

10. Mylar sails and Kevlar rope were discussed. It was agreed that these would not be allowed for 1981, but that use of such materials would most likely be approved at the October 1981 meeting for use in 1982 and that all owners should be forewarned of this possibility when making sail purchases.

11. Representation at USYRU meetings was organized as follows: One Designs Class Council (Kaufmann & Tillman), Sears Cup (Gjerdy & B. Johnstone), Adams Cup & Prince of Wales (Menninger & Stanley), PHRF (Beaudin), Offshore (Rod Johnstone), CRC (B. Johnstone & Tillman, Youth Coordinating (B. Johnstone).

The Class representation was impressive and the help appreciated. The 1981 Championships using J/24's are Adams Cup, Sears Cup, and Champion of Champions. In 1982, the Prince of Wales (again) and possibly the Sears Cup again, as the event is in San Francisco. USYRU President Harman Hawkins asked that we outline our Class Meeting program so that other classes can become more involved.

12. The schedule of Class Meetings will coincide with the USYRU Annual Meetings: 1981 - St. Petersburg, 1982 - Rush Creek (Dallas), 1983 - St. Francis Y.C. (San Francisco), 1984 - Marblehead, MA.

## Financial Report

The following represents the financial status of the J/24 Class Association - USA for the ten months ended October 31, 1980.



## Official J/24 Neckties

Without doubt, the finest neckware available anywhere, Brooks Bros. included.

There are three distinct patterns: White, International Orange, or Yellow insignias on a Navy Blue field. These are custom made to exacting specifications by Hallifords in England and by Palm Beach in America.

They are available in lots of ten (10) for \$100 or individually at \$15 each.

Please specify quantity of each pattern desired, and please excuse any delay. The first 300 disappeared before the ad was ever written and the looms are working overtime to catch up.

A check for the full amount must accompany your order.

Mail to:

**J/24 CLASS TIE**  
 24 Mill Street  
 Newport, R.I. 02840

Please send me \_\_\_\_\_ ties. Enclosed is my check for \$\_\_\_\_\_ for \_\_\_\_\_ white insignia \_\_\_\_\_ international orange insignia \_\_\_\_\_ yellow insignia.

Mail to: \_\_\_\_\_ Hull # \_\_\_\_\_  
 \_\_\_\_\_ Fleet # \_\_\_\_\_



The Association's fiscal year extends from January 1 to December 31. The majority of revenues are collected during the February/April time frame and are expensed throughout the year to cover the Class operating costs and publications. The following represents the financial report presented to and approved by the District Governors at the Annual Meeting of the J/24 Class Association - USA.

The J/24 Class Association is a non-profit organization.

<b>INCOME:</b>	Dues and Advertisements	\$23,226
	Other	125
	<b>Total</b>	<b>23,351</b>

<b>EXPENSESE:</b>	Salary	3,000
	Magazines	207
	General Postage	1,466
	Office Supplies	1,417
	Telephone	880
	Misc.	4,736
	<b>Total</b>	<b>11,706</b>

**INCOME less EXPENSES** 11,645

Bank Balance October 31, 1980	3,339
plus: Cash Investments	12,400
<b>Total Cash Available</b>	<b>15,739</b>
less: Salary Expenses not yet incurred	(1,500)
Magazine Costs not yet incurred	(5,000)
J/24 Annual Meeting	(2,000)

**Anticipated Cash, Available For January 1981 \$7,239**

Best Regards,

*Paul R. Kaufmann*

Paul R. Kaufmann  
President  
J/24 Class Association  
of the U.S.



Seen in front of J Boats Headquarters, an 18th century colonial in Newport. Left to right: Bill Tate, Yvonne Burns, Paul Kaufman, Bob Johnstone, Mary Johnstone, Heather Campbell, Leslie Ehman & Rod Johnstone.



## Class Sweaters

These attractive yet durable wool and polyester shetland sweaters bear the distinctive J/24 Class Association emblem.

Two color combinations are available: Navy Blue with a white and red emblem or Bone White with a navy blue and red emblem.

Please be sure to specify sizes desired.

They are priced at \$25 each.

A check for the full amount must accompany your order to:

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Please send me \_\_\_\_\_ sweaters. Enclosed is my check for \$\_\_\_\_\_ for \_\_\_\_\_ white sweater(s) size \_\_\_\_\_ and \_\_\_\_\_ navy sweater(s) size \_\_\_\_\_.

Mail to: \_\_\_\_\_ Hull # \_\_\_\_\_  
\_\_\_\_\_ Fleet # \_\_\_\_\_





## NEWS FROM J BOATS

### Progress

The first production J/24 was delivered nearly four years ago, in April 1977. There are now more than 2600 worldwide with a weekly output which is expected to sustain a 20 boat rate. Nissan in Japan is now distributing through the 14 largest Nissan car dealers in that country. Argentina and Brasil will be in full production. And, distribution in Canada and Europe will be better focused with people directly responsible for fleet and dealer development without the distraction of having to sell other sailboats. International status in May should provide a further assist.

### GETTING LARGER EVERY DAY

Here's the Status  
as of Jan. 1, 1981

Country	Total Boats
United States	2007
United Kingdom	119
Australia	100
Sweden	80
Canada	68
France	35
Switzerland	30
Italy	27
Mexico	20
Virgin Islands	17
Ireland	16
Japan	15
Brasil	8
Belgium	7
Bermuda	6
Denmark	6
Greece	5
West Germany	4
Holland	4
Curacao	3
South Africa	3
Puerto Rico	3
Guam	3
Uruguay	2
Chile	2
Argentina	2
Venezuela	2
Norway	2
Hong Kong	1
Finland	1
Singapore	1
Tanzania	1
Spain	1

### Safety

Much of this issue is devoted to safety. With growth of the Class, broader use of the J's by less experienced people, and a wealth of experience building from those using the boats: There's an opportunity to learn and teach proper procedures which if followed will preserve an outstanding

safety record. Rather than pretend that nothing can ever happen to a J/24, and hope that lady luck looks favorably on all J/24 sailors, it's better to instill a proper amount of fright in everyone. With this to stimulate the imagination, it's easier to be more safety conscious, to understand human and boat limitations and to gain a healthy respect for the elements.

### Group "J" One-Design?

In the past several months, we have reviewed builder proposals and inquiries from New Zealand, South Africa, Sweden and Italy. Among these, the New Zealand project appears to have 1981 start-up potential. The others would be further down the road.

One other interested builder is the Experimental Shipyard in Tallinn, the primary boatbuilder for sports clubs within the Soviet Union. Here, sailors travel to sports clubs on weekends to sail on "club" owned boats. The J/24 fulfills both the recreational and performance objectives of the Russian sports administrators and trainers. And, by coincidence the U.S.S.R. is Group "J" in the International Yacht Racing Union's division of the world into geographic groupings. Group "J" voted in support of "J" for International Status.

### For the Good of the Sport

The J/24 Class is rapidly becoming one of the strongest one-design classes in the world. This may not be too surprising when one considers that the boat appeals to good sailors of any age or sex, while many one-designs restrict those who are competitive to a certain weight range, level of gymnastic ability, or just racing.

Some figures are interesting. Of the 1700 boats sailing in the United States last summer, 1100 were represented by dues paying U.S. J/24 Class Association memberships 65% of the total boats built. 10-20% is closer to the norm.

Within the United States Yacht Racing Union (U.S.Y.R.U.) there are over 400 members who own J/24's. This represents the highest representation by any class expressed in a ratio of total boats built in the country (almost 24%) and is second only to Laser in total numbers.

### The Laser Connection

Jack Knights may well go down in history as the most clairvoyant of yachting journalists when he dubbed the J/24 as "The Laser With a Lid" in October 1977. Apart from a similar level of involvement by owners of both boats in the sport, there's a growing involvement by Laser owners in J/24's . . . when sailing with more than one.

Dick Tillman, recently elected V.P. of the U.S. National J/24 Class Association wrote the Laser bible, *LASER SAILING for Beginners and Experts* (Yachting Publishing Corp. 1975). He has won 3 Laser North American Championships, the 1972 Martini and Rossi Trophy as the U.S. Yachtsman

of the Year, and was International Snipe Class Commodore in 1972. He races his J/24 on the Indian River in Florida with his wife Linda and three daughters.

Jack and Kiki Couch just purchased designer Rod Johnstone's J/24 so they could occasionally sail together instead of against one another in Lasers . . . particularly on summer evenings after commuting between Noroton, Connecticut and New York City. Jack is currently President of the U.S. Laser Class Association and is also Chairman of the USYRU's One Design Class Council, the forum for all one-design sailors in the United States.

Most of you are aware that the J/24 builder on the West Coast in San Rafael, California is Don Trask, owner of Performance Sailcraft of California, the sole builder of the Laser in the United States. And, it also happens that Peter McBride, Manager of Performance Sailcraft of Canada, the primary Laser builder, sails a J/24 with his wife at the helm. Peter is Fleet Captain of Ottawa Valley Fleet #83.

The connection goes all the way to the backyard. Between Rod's family and mine, we own three Lasers plus a similar number of Windsurfers . . . and that's it other than J Boats.

Who knows, maybe one of these days Bruce Kirby and Ian Bruce will own J/24's . . . then the connection will be complete.

### Will J Boats Set Up Competing Classes?

And, syphon off the best sailors from the J/24 Class? This is certainly a good question if one considers the business strategy of most boat builders and even IYRU International Class development history. But, the answer in this case is that there is a conscious strategy to avoid such a conflict. Here's how:

First of all, the J/30 and later the J/36 have evolved not from a business need to introduce a new boat every year or so - or even a creative





momentum of wanting to design a continuous flow of boats. New designs come about to fulfill a need not currently being met by the J/24 and at the request of people who refuse to buy a J/24. In the case of the J/30, we received many phone calls and letters from people attracted to the one-design, easy-to-handle, performance features of the J/24. But, they wanted stand-up headroom and living accommodations for six because there were four children in a family which cruised for several weeks of the year or which lived for 2-3 day weekends on board. No sooner did we launch the J/30, then get approached by another different group of sailors who liked the one-design, easy-to-handle, performance, and living accommodations of the J/30. But, they wanted first-to-finish speed, grand prix class, immunity to obsolescence from rule change, sparkling light air performance and a more affordable yacht than 40 footers or custom boats. The J/36 was born.

The standard boat price for a J/24 is about \$15,000 for a J/30 it's close to \$40,000, and for the J/36 it's nearly \$80,000.

A common practice among boat builders is the cannibalization of existing models with new models . . . aimed at the same usage group featuring several improvements at a slightly higher price. This keeps the factory running another year, but disregards the resale value or any Class efforts of those owning last year's design.

The IYRU is currently pulling out of what was an institutionalized dilapidation of similar sorts. 420's, 470's, Fireballs, 5-0-5's, Flying Dutchmen, and Tempests are all trailerable planing trapeze dinghies. In defense of the IYRU, they have attempted to meet the needs of various owner groups and nations to retain their administrative position in the sport . . . more of a conglomerate approach to building a business rather than a development or growth strategy behind a single type. With the Laser's and J/24's worldwide distribution and their new, more stringent requirements for International Status, the IYRU now has an opportunity to be less divisive in its selection of sailboat designs to support.

The designs introduced by J Boats are thus differentiated greatly in size, price, and owner usage patterns . . . to such an extent that J/24 owners have little interest in owning a J/30 and visa versa.

## J/24's in the America's Cup?

In a plane en route to Antigua Race Week, Robbie Doyle of Hood's loft in Marblehead commented that the two best boats for sail development are J/24's and 12 meters because the boats themselves are so close in speed that sail trim and cut differences can be detected.

While the New York Yacht Club is not about to defend this prestigious event in J/24's, it is interesting to note how many J/24 sailors were involved in the 12 meter effort and how sail development in J/24's contributed to improved 12 meter sail design.

David Hirsch of UKELELE LADY fame, one of North's top designers was primarily responsible for some of FREEDOM's best sails. Also from the North organization, there was Mike Toppa on ENTERPRISE and Jim Allsopp on CLIPPER, both from Annapolis and both familiar faces on the J/24 regatta circuit. Tom Whidden, President of Sobstad Sails was on FREEDOM. And, CLIPPER's young skipper, Russell Long sailed in the 1980 Midwinters to sharpen his skills and crewed in the 1978 North Americans with Stu Johnstone on FLYING CLOUD. The boat that Russell sailed #130 SHAZAM was chartered for the season by Ed Adams who went on to win the 1980 North Americans and the Eastern Championships in



Brian Manby

Annapolis. SHAZAM's owner is Dave Fisher from New Jersey, manager of the CLIPPER syndicate.

## Total Immersion - Key to Success?

Can it be that the weather gods reward those who have unselfishly devoted much of their spare time to building the Class? Well, it may be true if United Kingdom J/24 Class President John Adams' Fall racing record says anything. John won a chilly and blustery series in the Solent after taking most of the summer off to help as Judge of the World Championships in Italy and acting as one of three Executive Committee Members of the International J/24 Class Association. Congratulations, John on the sailing. And, thanks on behalf of the Class for all your efforts in the past two years.

## Unsung Heroes

Maybe it's contagious. Paolo Boido of Torino, Italy was the organizing force behind the World Championship of 1980. His enthusiastic and ever present involvement insured a successful regatta in spite of the weather and long distance communications. In the middle of all this, he had time to sail on the winning boat in the 1980 World One-Ton Championships held in Naples. Paolo is now working hard to build one-design J/24 Fleets throughout Italy and Southern Europe.

Vivien Christmas deserves special thanks from the European contingent for the work she has put into building the J/24 Class in the U.K. and Europe, publishing the U.K. newsletter, educating all of us to the workings of the I.Y.R.U. and keeping the World Championships sailing on an even keel. We are all hoping to find some way to retain this invaluable human resource as a part of the J/24 Class Association.

Dennis Ellis is on the Measurement Committee of the IYRU. He is also the Secretary and manager of the Island Sailing Club in Cowes responsible for the famous Cowes Week. Dennis not only spent days working with Rod and me to improve our use of the English language in the 1980 rules, but served as chief measurer during the Worlds (a thankless and unpopular job), has

offered his club up for the 1981 U.K. National Championships in September - an Admiral's Cup Year, and continues to provide a wealth of experience in refining Class Rules to avoid variation from the one-design principles of the J/24.

While a good boat may have been the start of a world class organization, current and future strength is a function of those who sail them or who lend a helping hand.

## What is J Boats?

People often make the assumption that J Boats, Inc. is a manufacturer and thus, J/24 is a manufacturer controlled class.

This is not accurate, however. J Boats, Inc. is involved in the design, promotion, and administration of one-design classes. They own the designs and trademarks then develop an initial set of Class Rules. All manufacturing is done by licensed builders, even in the U.S. The licensed builders pay a trademark & design royalty/R&D technical service/marketing fee to J Boats on each J/24 built. J Boats, Inc. thus operates much in the same way as the I.Y.R.U. which is the copyright holder and developer of numerous International Classes such as the Tempest and Soling.

Since J Boats makes no profit from manufacturing margin-only from volume, their incentive is to generate unit growth through a careful balance between price, local availability, and the existence of healthy, high quality manufacturers. It can be said that they represent the consumer side as vigorously to the builders as they promote the builders product to the consumers.

J Boats makes an effort to insure that builders cooperate with one another in terms of technology and costs so that a good value can be maintained and that builders are not fighting amongst themselves for the world's business . . . fostering gradual deterioration in the one-design nature of the boat.

And, as evidenced by the proposed International J/24 Class Constitution, J Boats is willing to turn over administration of the Class to owners.



### Traveling President

This month (May), Paul Kaufmann, Class President - USA, combined a business trip to Vancouver, British Columbia to visit with J/24 sailors there. Paul met with Bill Bush, Vancouver Fleet Captain, and got a first hand look at some of the prettiest sailing on the North American Continent. The trip was a thundering success and even managed to elicit a standing ovation from Mount St. Helens. Vancouver is the busiest sea port on the Western Seaboard! The J/24's incredible speed and dexterity offers significant potential for dodging tanker traffic on congested shipping lanes. Tell Johnstone to put *THAT* in his brochures!

Paul Kaufman



### Spring Whalers Race New Bedford Yacht club

The Spring Whalers Race (New Bedford, Mass.) resulted in a sensible DNS for the J/24's. The Whalers race is a 105 mile overnight from New Bedford to Block Island and back. This year, four J's managed to beat their way out of the harbor to the committee boat and arrived at the start mere minutes after the gun went off. Gusts were reported to 45 knots and the rain squalls were so bad that you couldn't see the forestay. A unanimous consent was reached by all four skippers to hightail it for the shelter of Marion Harbor making the trip in record time. Out of a total of 42 entrants, (none of them J's at this point), 7 managed to finish the race. Both a demasting and a broken forestay were reported off Noman's Island. We all recuperated in the shelter of Wiley Wakeman's apartment to congratulate ourselves, sample some Mount Gay Rum and dream about the Fall Whalers Race.

### Bat Out of Hell?

Steve Dienst, of Fleet #3, Corpus Christi, came home from the North Americans with an unexpected trophy. On the trip back, he caught a bat in the webbing of his lifelines. The bat was still hanging there when Steve cleaned his boat for the Labor Day Regatta!

### The Perfect Ride

By Jerry Hon - Houston, Texas

Did you ever have one of those days when you had to hitch-hike a few miles, and as you turned around to try to flag a ride, an oncoming car was already pulling off the highway to pick you up? The car turned out to be a new Cadillac with a wet bar, a supply of fresh Cuban cigars, and Willie Nelson happened to be singing "Whiskey River" (the name of my J-24) over a great sound system!

I recently had one of those days. Although I live and sail in the Houston area, I was in Tulsa, Oklahoma, during the June 13-15 Grand Cup Regatta. Two of my friends were entered in the race with J-24s, and I was itching for a ride.

By chance, I was given the chance to crew on *FINELINE*, a J-24 owned by Jay Rambo of Tulsa, and helmed by Mark Foster of Corpus Christi.

The winds during the three day race were strong and gusty. Although there were over fifty keel boats entered, the races were dominated by the 21-boat J-24 fleet. Mark sailed *FINELINE* to four consecutive wins.

Although I bought a J-24 last fall, I have not yet raced it. Can you imagine the thrill for a newcomer to be on the winning boat? From the time we headed for a small opening at the starting line of the first race, to the last gun, it was great fun and a great learning experience for me.

Thanks, Jay and Mark!

### Party PooPs!

I just received my J 24 newsletter, including the telex regarding flotation. When I purchased my boat I had every intention of going cruising with nineteen or twenty people and am quite depressed that the J/24 seems to have some problem carrying a normal crew for a Sunday afternoon outing.

Chris Boome  
V.P. Barient

## ALL SAILS ARE NOT CREATED EQUAL.



At Leonard expert craftsmanship and Howe & Bainbridge quality are part of the job not part of the price. We believe in our sails. You will too.

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301-326-2600



## Fall Fever

When Labor Day passes, the days get shorter and those great races you've been enjoying all summer fade into what is called the "Fall Series", you get that desperate feeling that the season is rapidly ending - The feeling that you had better get that last sail in. I guess you could call it "Fall Fever". Well, I guess that's what got me thinking of one last Fall cruise before we put SEPTEMBER away to await the spring. I decided this should be a memorable event to give me the strength to endure the winter ahead. My job doesn't permit me to take extended vacations so I had to fit all this into a 5-day period or less. The Columbus Day weekend, with Friday and Tuesday tacked on sounded great.

Now, where to go? I'm too busy racing all summer to spare the time for a 5-day stretch to cruise. This meant that I could go farther than I'd been used to going, especially with those October winds. I thought to myself, "I'll bet I could make Boothbay Harbor, Maine, some 400 nautical miles round trip from my home port of East Greenwich, R.I." Having never sailed north of the Cape Cod Canal, I decided to consult the more experienced cruising types at my Yacht Club. Most thought my whole idea to be crazy. "It's much too cold to go that far and back in five days", I was advised. "The J/24 is a racer and is not suited for the ocean conditions which you are likely to encounter, etc., etc." I did get some encouragement from a few stout-hearted souls who admitted that this trip could be a great time.



Ed Fields and Steve Cayouette

My mind was made up, and I then proceeded to purchase a BBA Chart Kit, a hand-held RDF, radar reflector, gimbals for my stove, and borrowed a self-inflating life raft. I also took a spare anchor, anchor line and battery. I put together an emergency kit with flares and a few other incidentals. My wife, Cheryl, who wanted no part of this folly, planned our menus and packaged our meals in seal-a-meal bags which were frozen. We used these frozen meals to supplement our ice supply which helped conserve on precious cooler space.

I called my racing cronies and everyone said "WOW", but only Ed Field was willing and anxious to go. I needed one more crew member to make the watches work out, so I shanghaied a nonexperienced friend, Steve Cayouette, who had only been sailing one time in his entire life.

In order to make the tides in the canal, we left East Greenwich, Rhode Island Thursday afternoon at 4:30. We carried the chute as far as Newport, and then went to just the main. I gave Steve a quick lesson in how to steer and read a compass, and at Brenton Tower Ed and I went below to catch a few winks. The wind picked up to 25-30 knots by the time we got to Buzzards Bay, so we were all on deck to put up the 100% and reef the main for the all night beat up Buzzards Bay. This was a brutal, wet, cold trip. Steve, the "beginner" was the only one able to sleep at all during these conditions.

We finally made the Cape Cod Canal at sunrise, motored through and stopped at a small marina to cook a much-needed hot breakfast of bacon and eggs and to discuss whether this was as far

as we were to go. Friday turned out to be a beautiful day, and we all felt better after breakfast so after a brief two-hour stop we were on our way again. The weather remained beautiful, but the wind died, and we had to motor to maintain the 5 knots we had to average to stick to our schedule. We motored until 3:00 Friday afternoon when Steve and Ed woke me from the best sleep I had had in a while to show me that we were in the middle of a school of approximately 20 whales. We spent the best part of the next hour taking pictures of whales (We managed to spend about a half hour within three boat lengths of a pair of 30 footers). This was a very awesome experience, one which none of us will ever forget, and in itself made the whole cruise worthwhile. The wind came up just before sunset, and we shut off the motor (thank God!) and went to the main and chute as we now were on a fine broad reach. We ate supper and went back on watches for the night. The wind built all night, and by midnight we were surfing down waves under spinaker at 10.5 knots and better, with two guys sleeping and one guy sailing with sleeping bag pulled up to his neck to keep warm in the 30° temperatures. We took the chute down at about 4:00 a.m. Saturday so we could slow down a bit and not have to sail into Boothbay in the dark. We landed at the Boothbay Harbor dock at 8:00 a.m. Saturday - about seven hours ahead of schedule!

We found a berth for SEPTEMBER and a guest house for us. We spent all day Saturday and Sunday in Boothbay doing all the things that "cruisers" do in Boothbay - that is, eating lobsters and more lobsters. We left Boothbay under power at 4:30 Sunday afternoon for our trip home. The wind came up at sunset, and NOAA forecasted 30-35 knot winds all night - they weren't kidding! We sailed all Sunday night and all day Monday with a reef and the 100% jib. Conditions were very wet, cold and rough, but we made the canal by 5:00 p.m. Monday, stopped for two hours to eat and hitch a ride to a laundromat to dry all our water-logged clothing. We went through the canal at sunset and sailed into the roughest weather of the trip, taking it on the nose in 30-35 knots all night, with a reef and 100% jib. We fetched Brenton Tower at about midnight very cold, very wet and very weary.

We finally turned the corner and headed down Narragansett Bay for home. The smooth bay water was very welcome to three very tired sailors. We pulled up to the East Greenwich Yacht club dock at 6:30 a.m. on Tuesday - again ahead of schedule, and all went home to get some much needed sleep leaving for later the discussions of whether or not the whole trip was worthwhile.



Leo Constantino

As for evaluation of the boat, its performance was flawless and exciting. It is interesting to note that Steve had no trouble sailing the J in 10 - 12 ft. seas, although this was just his second sailing experience. SEPTEMBER is an older J with the old hatches, and they did leak very badly, but with a little work this problem could be corrected. I don't know of any other 24-ft. boat that could have made this trip in the time frame we had to work with.

Steve, Ed and I have since gotten together to see slides of our trip and talk about whales, cold nights, numb fingers, and also to discuss where we and SEPTEMBER are going next October. We had a ball!

Leo J. Costantino, Jr.





**5 YEARS AGO**  
**Original Ragtime**

John Johnstone, Bob Johnstone, Rod and Lucia Johnstone

# *Looking Back*







*Santa Maria enters Mamaroneck Harbor*

THE STANDARD-STAR, New Rochelle, N.Y.,  
Monday, October 3, 1977

## Santa Maria, in second coming, to dock nearby

By MICHAEL SANSOLO  
Staff Writer

Nearly 500 years after the Santa Maria carried Christopher Columbus to the New World, an almost exact copy will dock in Mamaroneck Harbor's East Basin.

The one-year-old reproduction of the flagship of Columbus will arrive Oct. 17. Residents will be able to tour its decks and cabin and view its artifacts from Oct. 18 until it sets sail again Oct. 23.

The original Santa Maria, crashed off Cape Haitien on Christmas Eve in 1492. The copy is smaller than the original, but is equipped with a 225 horsepower diesel engine, something Columbus would probably have liked.

The 20th century version travels along the east coast of the United States and makes stops on the Gulf of Mexico. It will arrive in Mamaroneck from a stay in Norwalk, Conn.

## 3 YEARS AGO

# J/24

## GOES INTO PRODUCTION

The Fastest 24' Offshore Racing Sailboat of 1976 Is Now Being Built to High Performance One-Design Standards for 1977 by

**TILLOTSON-PEARSON CORP.**

*Builders of the Etchells 22*

### A TRUE ONE-DESIGN

Each hull, keel, interior and rig will be built to tight one-design specifications and certified as to configuration and weight prior to leaving the factory. This means careful hand layup to ensure lightness and strength. In addition the basic inventory of four sails including mainsail, spinnaker, 150% genoa and 100% jib will be subjected to one design specifications based on the parameters of existing offshore racing rules.

### OVER 40 SECONDS PER MILE . . .

This was "Ragtime's" average corrected time margin over the second place boat in winning fifteen out of seventeen races in the E.C.Y.R.A. Offshore Circuit in 1976 - the first boat in the history of the circuit ever to earn a perfect score of 600 points. She sailed even with most of the latest racing designs of 29' to 30', and only once (in a drifting match) was Ragtime ever beaten boat-for-boat by any yacht under 27 feet. Her speed around the course was all the more remarkable considering her small sail inventory (four), and her family crew which varied from race to race.

### HANDLES LIKE A DREAM . . .

J/24 combines the responsiveness and acceleration of an Olympic racer with the stability and power of a boat ten feet longer. One has a feeling of complete confidence and control at all times with none of the "wipe-out" tendencies usually associated with high performance boats.

### A BOAT THE WHOLE FAMILY ENJOYS . . .

The simple 5/6ths rig is sturdy, adjustable and easy to handle. There are only two winches, the spinnaker pole can be spun with one hand and the kids can handle the sheets. She is a comfortable weekend cruiser with four berths, six up headroom and a large cockpit. Although raced with only three or four people aboard, fourteen family members spanning three generations raced on "Ragtime" during the season and as many as eight have been aboard while daysailing.

Limited Dealerships Available

Write:

**R. S. JOHNSTONE  
YACHT DESIGNS  
57 Elm Street  
Stonington, Ct. 06378**

Or Call:  
(203) 535-2680 After 6 PM

# J

BOATS



### J/24 "Ragtime"

LOA 24'0"	Draft 4'0"
LWL 19'5"	Displacement 2,600 lbs.
Beam 8'11"	Lead Ballast 1,000 lbs.
	Sail Area 263 sq. ft.

Designer: R.S. Johnstone

### STANDARD SPECIFICATIONS

#### Hull Structure & Interior

Molded fiberglass hull and deck with Bakelite core, cross strips and beam top, teak sole, self-bailing cockpit, main hatch and forward hatch. Bulk on lead for keel, finished interior including four berths and plenty of storage space. Bulk in area for galley, head and ice chest. Bulk cushions included. Removable rubber and filler with folding table.

#### Deck Hardware

Two chain winches, four stainless tracks with cars and blocks for jib and genoa sheets. Turning blocks and deck blocks and cleats for all sheet and halyard systems including Harken catches for spinnaker sheets and for main sheet. Main sheet traveller system and all spinnaker gear. Bow pulpit, stanchions and lifelines. Outboard bracket. Navigation light.

#### Rigging

Exposed stainless steel mast with internal stays, sh and spinnaker halyards. Main and jib halyards and adjustable downhaul. Stainless rod and pulley system. "D" system boom. Dual quadrant baritone adjuster. Boom vang. Cunningham and all sheets and halyards. Luff and leech lines for halyards.

Price \$9,850 Less Sails  
F.O.B. Factory, Warren, R.I.

## 4 YEARS AGO

The first J/24 ad  
as it appeared in Soundings  
Magazine.



# Brown Alumni Regatta

Held In J/24's

Brown University sailors, past and present, celebrate graduation each year with the "Commencement Cup", a highly competitive fun-filled regatta that pits the alumni against the undergrads - winner take all.

The purpose of the series except for the obvious good time is to bring alumni sailors and students together for a day of sharing a common interest while maintaining continuity and contact with the College Administration to encourage school funding and financial support from the graduates. It has become so popular that class reunion parties are held aboard various cruise ships where the level of interest in a Bloody Mary competes head-on with interest in the races.

This year it was held on a typical blustery Newport day in J/24's.

Five closely contested races were held over a windward-lee-ward-windward course. Close! One race finished all six boats in under 13 seconds. And, if anyone ever tells you that a J/24 takes some getting used to, forget it. The winner had never set foot on a J/24 in his life while second place went to the previous two time winner of the Cup who crews with North American Champion, Ed Adams.

The order of finish:

Tom Hazelhurst  
John Burnham  
Ted Hood, Jr.  
Rick Hood  
Ev Pearson  
Bob Goff



Bob Johnstone



# Block Island Race Week

June 23 - 28th

Twenty five J/24's turned up for Yachting Magazine's first Block Island Race Week. One Hundred J/24 sailors enjoyed a week of round-the-buoys racing (unfortunately weather conditions did not permit more than one round-the-island course so favored by those of us with rock crushing instincts), nightly cocktail parties, volley ball games, windsurfing, and hiking through the fog.

Monday's race was a photo finish as Bill Whitmore's POPEYE nudged out TELLURIDE, sailed by Skip Whyte and Scott Killips. It was a great race all the way as the two boats changed position throughout the course with POPEYE falling back to third at one point. "You did it by going faster on the reaches," said Skip Whyte to Whitmore, as he was inspecting POPEYE after the race for standard equipment required by the J Class.

During the race, both boats were in on the beach one third up the weather leg when TELLURIDE tacked out to catch a wind streak. It worked and TELLURIDE took the lead by 100 yards. "It was a shifty leg," said Whitmore, "They missed some and so did we."

TELLURIDE rounded the weather mark first, maintaining her lead by covering closely.

TELLURIDE went high, and was taking down his spinnaker when the ferry went between the two competitors. No one knew who would come out ahead.

By this time, POPEYE had taken the chute down and was sailing close to the wind. TELLURIDE, who had fallen behind, threw their chute, and came charging down to POPEYE, who in turn popped their chute to defend their lead. But POPEYE encountered problems with their chute and were forced to douse it, taking TELLURIDE high. Squaring off for the line after pushing his competition from the course, it was POPEYE by a bicep.

As the fleet started Tuesday's race, the wind had shifted to the west creating a favored pin end on what had been an exceptionally square line.

Number 211, SHAZAMM, was the victor at the finish of the race, which saw only .0031 seconds between first and second place.

POPEYE captured second, putting Whitmore in a commanding lead with a total of three points.

The third place POPINJAY, crossed the finish line .0195 seconds later flying a spinnaker bearing the legend JUST MARRIED. Skipper Sandy Lieber and his wife Curly were married the Saturday prior to BI Week and were spending their honeymoon on the island whilst racing their J/24!

The three top finishers in Wednesday's Round-the-Island race were POPEYE, Will Whitmore, POPINJAY, Sandy Lieber, and SHAZAMM, Ed Adams.

Skip Whyte, Scott Killips, Mary Hennessey, and Mark Weldon sailed TELLURIDE to a first place in Thursday's race, which offered "the first decent course of the week" according to this Marblehead-based crews.

Due to fog, Friday was declared a lay-day. Saturday was again very light. In spite of little wind, the earlier fleets were started on time, but had difficulty making way against a furious flood tide which carried most of them across the "bricks" at the North end of the island. Fearful that they might have to play "salvage tug" to the 200 boat fleet, the Race Committee cancelled for the day prior to the J/24 start. Within 20 minutes, a sparkling So'wester came up, and the fleet was treated to a ripping ride home!

*Portions excerpted from Yachting Race Week News.*



*Honeymooners*







Mitch Canacci

## RESULTS

POSITION	SAIL #	BOAT NAME	SKIPPER	RACES	POINTS
				1 2 3 4	
1	1132	Popeye	William F. Whitmore	1-2-1-2	6
2	1348	Telluride	Scott Killips	2-10-6-1	19
3	2300	Encima Del Mundo	Torkel Borgsdrom	4-6-3-6	19
4	130	Shazamm	Ed Adams	7-1-15-3	26
5	1336	Puff	J. Lindsay Clarkson	5-17-4-5	31
6	1146	One Step Forward	William S. Kaul	8-4-12-8	32
7	1920	Dingdorum	Mary H. Clark	9-5-13-9	36
8	22917	Poppinjay	William A. Lieber	17-3-2-16	38
9	639	Obstreperous	Mike Hill	3-23-8-7	41
10	653	Top of the World	Hall/Spongberg	6-15-17-4	42
11	686	Shogun	George L. Petritz	12-14-7-11	44
12	1073	Savage	C.P. Noel McCarthy	10-18-8-10	47
13	1371	Screamin Demon	Fine/Waldman/Bornes	14-9-16-12	51
14	1964	Impetuous	J. Joseph Bainton	15-7-22-14	58
15	1355	Asteri	Russell G. Ver Nooy	22-8-11-18	59
16	1331	Seafire	Thomas W. Cashel	18-16-5-21	60
17	1757	Ticklish	Fifer/Santangelo	16-11-21-13	61
18	805	Temerity	Stephen J. Weaver	11-12-20-23	66
19	428	Pickpocket	Jeffery D. Simon	13-20-14-20	67
20	1508	PT Too	John Rieger	21-21-10-19	71
21	22023	Richochet	Richard Gluckman	19-13-19-24	75
22	10	Cold Max	U.S. Coast Guard Acad.	23-23-18-17	81
23	12	Blue Magnet	U.S. Coast Guard Acad.	23-23-23-15	84
24	1209	RES IPSA IV	William J. St. John	20-19-24-22	85
25	22031	Ariel	Donald F. Henderson	23-23-24-24	94





# J/24 Antidote Overall Winner of C.O.R.T.

1980 was the inaugural year of the Caribbean Ocean Racing Triangle, (C.O.R.T.) a three series "Bluewater" event sponsored by Barent Co., that promises to attract increasing numbers of off-shore sailors ranging all the way from maxi ocean racers to J/24's!

The event includes the Rolex Championship in St. Thomas, B.V.I. Week in Tortola and Antigua Race Week. What is especially interesting is that J/24's dominated the series. Below are overall results of C.O.R.T. and each series.

## C.O.R.T. Overall Results

1.	Antidote	J/24	John Foster	St. Thomas	25½
2.	Blueblood	J/30	Rod & Bob Johnstone	CT & RI	52¾
3.	Incision	J/24	Dr. Robin Tattersall	Tortola	78½
4.	Acadia	Peterson 43	Burt Keenan	New Orleans	82¾
5.	Sleuth	Frers 54	Steve Colgate	New York	113
6.	Fandango	Swan 57	Cabral/Johnson	New York	118
7.	Blackjack	J/24	Bill Shore	Newport, R.I.	149

## Rolex Championship St. Thomas

1.	Antidote	J/24	John Foster	St. Thomas
2.	Blackjack	J/24	Bill Shore	Newport, RI
3.	Blueblood	J/30	Rod Johnstone	Stonington, CT
4.	Incision	J/24	Dr. Robin Tattersall	Tortola

## B.V.I. Week

1.	Blueblood	J/30	Rod Johnstone	Stonington, CT
2.	Antidote	J/24	John Foster	St. Thomas
3.	Incision	J/24	Dr. Robin Tattersall	Tortola
4.	The Sting	J/24	Roosevelt Smith	Tortola
5.	Jaywalker	K25	Neil Reed	St. Thomas
6.	Acadia	P43	Burt Keenan	

## Antigua Race Week

1.	Antidote	J/24	John Foster	St. Thomas
2.	Mistress Quickly	Custom 72	Robbie Doyle	Marblehead
3.	Mad Hatter	J/24	Rudy Thompson	St. Thomas
4.	Blueblood	J/30	Bob Johnstone	Newport
5.	Acadia	Peterson 43	Burt Keenan	New Orleans
6.	Incision	J/24	Dr. Robin Tattersall	Tortola

## Happiness, Victory at Sea is a Fast Family Boat Called J/24.

Reprint: Southern Boating Aug. 1980

When ideal racing conditions are the "rule" — when the racing rule itself encourages innovative use of classic principles — then blue-water competition and dynamic yacht design flourish. What's more, a healthy change in schedule can't hurt.

Thus, it was a life-giving *Antidote*, in every sense, that won overall and Class C in the seventh annual Rolex Cup Regatta sailed off St. Thomas April 4, 5, and 6. This new J/24, skippered by Olympic sailor John Foster of St. Thomas, had already taken second in both fleet and Hot Boat Class in the '79 Rolex. With her 1980 victory, *Antidote* endorsed the hopes of all yachtsmen who favor high-performance hulls that also cruise comfortably; she's one of those Js that have virtually dominated Caribbean ocean racing in 1979 and 1980. As top Rolex winner among 75 entries in five divisions, *Antidote* is a practical role model for would-be winners who can't afford gold-platers.

*Antidote* is a practical role model for would-be winners who can't afford gold-platers.

In this first April running of the Rolex, rescheduled from its traditional Columbus Day weekend in October, *Antidote* proved typical of a new breed not created to beat a rule, but nonetheless hotly competitive in a diversity of sailing grounds and local handicapping regulations — in this case, the Virgin Islands and the West Indies Yacht Racing Association Rule.

*Antidote* was also a namesake, as far as U.S. and European competitors were concerned, for that classic Caribbean remedy that exchanges flying fish weather for the scalding doldrums and icy half-gales that are too often normal racing fare in higher latitudes. Three daily courses of from 23 to 33 miles each between St. Thomas and St. John courted dependable tradewinds of 15

to 20 knots throughout the regatta.

On board *Antidote*, veteran skipper Foster gave full credit for his showing to "my superior crew and competitive boat. We sailed exactly as we had practiced and planned. The only mishap came on the first spinnaker run of the series. The kite's halyard jammed and my son Johnny went aloft to clear it before we rounded the leeward mark. After that, we never lost our lead in points."

In three ideal sailing days, *Antidote's* toughest class and fleet contenders were sister hulls from her own division. The J/24 *Black Jack*, skippered by Newport, Rhode Island sailmaker Bill Shore, challenged *Antidote* throughout and finished second in fleet and Class C. Shore admitted to only two errors afterwards: deliberately using a 150% genoa — rather than a 100% head-



sail — and an elongated pole for which he was penalized, and "running out of rum".

Third in fleet and first in B was the brand-new J/30 *Blue Blood*, skippered by J/24 and J/30 designer Rod Johnstone of Stonington, Connecticut. Johnstone, an engagingly atypical chap, built the prototype J/24 in his garage, launched her in 1976, and the rest is history. And history, for Johnstone, has proven remarkably repetitive and, for this live-and learn designer, heady with the salt-sweet smell of success.

As usual, there's a woman behind the paragon. In Rod's case, it's his seakindly wife Lucia, a J/30 shipmate who also mothers their combined brood of seven kids and who was indispensable to the conception and launching of the first J/24.

"Never again," said Lucia after crewing in Rod's 470 in the CORK qualifying meet of 1973 in Kingston, Ontario. A "regatta vacation", in Rod's parlance, with your loved one, spent in wet suits and fighting a trapeze is not totally preferable to life ashore with all those kids you though you'd leave behind for a while.

"I couldn't find a builder for the prototype J/24, a high-performance, fin keel type I conceived in 1962 after a course in the Westlawn School of Naval Architecture," and one son, and a dozen friends who had myself with lumber borrowed from my stepfather, a fiberglass team comprised of Lucia and one sone, and a dozen friends who had never handled resin before.

"We threw a beer-and-spaghetti party, closed the garage, cranked up the stove, and laid up the entire hull in less than three hours."

In 1975, Rod ran out of money. The J/24 hull lay like a beached narwhale in front of the indoor basketball net. "The kids hated it," recalls Johnstone who was now working

for the boating newspaper *Soundings* of Essex, Connecticut. By 1976, he had sufficiently renewed his energy and bank balance to complete the prototype, which emerged from its chrysalis after some surgery on the garage doors — the J/24 was just a half-inch too wide.

The May 15 launching of the first J/24 also signalled the launch of Johnstone's new career. His desired family boat, crewed variously by members of three Johnstone generations, including his mother, proceeded to blow the competition off the Long Island Sound race courses.

In October of 1976, Tillotson Pearson of Warren, Rhode Island became Johnstone's builder. Today, four J/24s are being built daily in six international markets, and three J/30s are being finished weekly. The J/30, says Rod laconically "is a compromise — a cruising boat that is also a contender."

Since March 1977, some 2500 J/24s have been sold worldwide. There's a reason for that: consistent, even dramatic, performance. Rod Johnstone's J/30 *Blue Blood*, for example, hit the West Indian water 72 hours before this series began. He saw his spinnaker 35 minutes before the start of the first race. His over-40 crew, with the exception of Rod and Lucia, had never sailed together before. Yet *Blue Blood* took three decisive firsts to secure Class B honors and fleet third.

Rod Johnstones oversimplification concerning his "J" boats' achievements south and north: "We tried to build a cruising boat which would be competitive as well. You can take a door downwind, but she's got to be fast upwind or she's not a sailboat."

There's also something about those flared sides that produce stability with agility; ends that refuse to bury themselves even in ex-

treme conditions; and a compatability of hull, keel, and rig whose balance obviates weather helm that all help create a winning configuration.

Moreover, the Js are not designed to any rule. Rod's philosophy: "If you design a boat to a specific rule, it becomes obsolete with rule change. In the J/24, we literally wanted the fastest 24-footer the kids could handle." A legion of sailing kids and their parents today are proving him right.

Another J/24, sailed by Dr. Robin Tattersall of Tortola and bearing the medical designation of *Incision*, took fourth in fleet and third in C. The insouciant Dr. Tattersall, a renowned plastic surgeon, sailed the entire series with one leg encased in a heavy plaster cast, a bit of ballast he acquired after breakage in a B.V.I. soccer match. His racing bonus: Best Visiting Yacht.

The emergence of the J/24s and J/30s as an undeniable high-performance presence in ocean racing circles this year coincides — literally — with the launching of the Caribbean Ocean Racing Triangle (CORT). Sponsored by the Barient Company of San Francisco, CORT is comprised of the Rolex Cup Regatta in early April, the B.V.I. Regatta in mid-April, and Antigua Sailing Week at the end of April and in early May.

CORT promises to become a topnotch international yacht racing fixture. Says Barient president Kevin O'Connell: "CORT now consists of 11 races, more than each of the Admiral's Cup, Cowes Week, Pan Am Clipper, St. Francis, and the SORC series. In time, it will become attractive to sailors in the Florida-Caribbean area and worldwide as the SORC. We expect everyone who participated in 1980 to return next year and a total fleet of over 100 yachts. Racing conditions, hospitality, and environment are all superb. It's an unbeatable combination!"

## Official J/24 Blazer Emblem



This striking gold and red blazer emblem is handmade in India to such exacting specifications that it has taken three years to get it almost right. There's a limit, however, to how exact one can make the angle of the "J" or the width of the bar when handling heavy gold thread.

The monogram effect is first class. At International Yacht Racing Union meetings in London and at U.S.Y.R.U. meetings in Newport, just about everyone commented on how well it looked and other classes wanted to know our source.

The emblem is sewn onto a navy blue circular patch which blends into most standard navy blue blazers.

Please excuse any delay in delivery.

A check for \$25 each must accompany your order to:

**J/24 Blazer Emblem**  
24 Mill Street  
Newport, RI 02804

Please send me \_\_\_\_\_ emblem(s). Enclosed is my check for \$\_\_\_\_\_.

Mail to: \_\_\_\_\_ Hull # \_\_\_\_\_  
Fleet # \_\_\_\_\_



# Spring Maintenance

Now's the time to think about preparing your 'J' for the 1981 season. As an assist and check list, here are a number of areas to review:

## **Rudder Pintles** (reprint from #3)

Technically, 5/8 inch stainless pins shouldn't break, but we know of seven that have. And, for safety's sake you want to be sure it doesn't happen to you.

In all cases the boats have been sailed in warm, salt water for two seasons (Florida-4, Houston-2, Annapolis-1) . . . no hull numbers over #150. So, some form of low level electrolysis is the suspected culprit.

We're not sure that we can build in a stronger, more practical, electrolysis proof, lifetime system, but you can be sure that we're looking into it.

In the meantime, we'd recommend annual replacement of rudder pintles to insure a failsafe program. And, for extra measure, keep the replaced pintles on board as spares. With a screwdriver and wrench, the pintles can be replaced in five minutes or less.

Yes, we'd recommend carrying an upper too, because if the lower lets go then the upper will often bend out of shape.

A pair with fastenings can be obtained for \$25 from Guy Pace, Tillotson-Pearson, Box 60, Warren, RI 02885 or call 617-679-0091.

## **Stearn Twinstay** (reprint from #3)

Several Annapolis boats with Stearns Twinstays have had these pull apart while sailing. The problem is lack of preventative maintenance. The bearings eventually freeze up, then the torque nut starts turning and the toggles pull out. So, if your Twinstay begins to get stiff and not rotate freely, WATCH OUT!!!

The solution is to take the bearings apart, clean and lubricate them at least yearly.

## **Chainplates** (Reprint from #4)

Twelve boats have experienced partial rupture of the port bulkhead chainplate . . . and two masts have been lost. Check yours! The boats involved thus far are between numbers 200 and 1100. The problem is faulty adhesive used by the plywood manufacturer in making supposedly first grade mahogany plywood. On the port side, inside the locker, the chainplate was anchored to only plywood. On the starboard side the chainplate picks up the fiberglass molding of the pan on the aft side of the bulkhead and there has been one report of failure.

Since August, mahogany plywood was replaced with fir and a glass backing was added to the aft side of the bulkhead. So new boats should be OK. The problem seems more isolated than universal.

Nevertheless, greater loads are being placed on the rigs with super tight tuning and there's a chance that (1) your port chainplate system may fail, and (2) that with age the plywood at the base of the bulkhead near the mast step may weaken.

Therefore, we recommend that you write: Tillotson-Pearson, 84 Water Street, Fall River, MA 02722 and order a reinforcing kit to include a 20" x 12" aluminum plate and fastenings for the port chainplate and an aluminum angle and bolts to better tie the mast step into the bulkhead. Include with your order a check for \$20 to cover mailing and cost of materials.

Should inspection at this point indicate that your chainplate has started to pull out or there are cracks near the mast step at the bottom of the bulkhead, these reinforcing materials will be provided at no charge.

One way to detect a potential failure is to tap the area around the chainplates on the forward face of the bulkhead with the pointed end of a screwdriver. If it sinks into a discolored area, IT MEANS ROT!! And, the area should be replaced with chainplates extended or reinforced to reach old solid area before sailing.

## **Spinnaker Halyards** (Reprint from #3)

Check the following: (1) Be sure that the top of the jibstay

swaged eye is not binding on the spinnaker halyard sheave rim. File the upper part of the swaged eye (not too much) just to avoid contact. (2) The small cross pin on the crane over the spinnaker halyard has worked loose allowing the sheave to run at an angle or in some rare cases to fall out. Replace the aluminum pin with a stainless bolt to insure that the forward crane flanges don't spread open. (3) Be sure that the spinnaker halyard isn't wrapped around another halyard inside the mast.

## **Spinnaker Pole Ends & Mast Rings**

Check these for cracks in the castings and welds. If you had any wild jibes or pole thrashing takedowns during the past season, you might have stressed this hardware in such a way that loads incurred while close reaching could cause failure in usage. That pole is like a loaded crossbow and has been known to cause bodily injury if the end fitting or mast eye breaks off.

## **Turnbuckles**

Navtec turnbuckles are designed to last indefinitely if properly cared for. However, like all mechanical equipment, it is possible to destroy the turnbuckle if it is over tightened or not properly maintained. The tighter you carry your rig or the more often you change your rig tension, the more important becomes this care and maintenance.

1. Be sure that the threads are clean before tightening or loosening a turnbuckle, or other impurities. Dirt can act as cutting tools and actually machine the threads away. This includes corrosion products such as green "grunge" that forms in the threads of bronze screws or bodies.
2. Caution is advised if you anticipate operating at high loads. The Navtec turnbuckle has a large tightening nut and generous torque resistant body slots to make adjustment easy. But these also allow you to apply a lot of pressure. Do not use over sized tools. If the turnbuckle shows visible signs of deformation, squeaks or becomes hot or even smokes, stop tightening. These are sure signs of overtightening.

While turnbuckles are designed to be stronger than the wire to which they are swaged in a pure tension application (as happens with a boat under sail) they are not designed to have excessive tightening torque applied to them while the rigging is tensioned.

This is not a problem inherent to Navtec Turnbuckles. Standard practice on Twelve Meters is that turnbuckles are never adjusted with the rig at rest. The only way turnbuckles are turned is when rigging is slack resultant from the boat heeling.

Standard marine practice is to figure the loading on standing rigging at 25% of the breaking strength of the wire being used. Utilizing these figures, Navtec recommends the following maximum torque for tightening J/24 rigging:

Shrouds: 135 Inch Pounds (17lbs force against an 8" long wrench is 136 Inch Pounds)

Backstay: 95 Inch Pounds

3. Lubricate your turnbuckles at least once per year: more often if you vary your rig tension often or reach high loads. Dry lubricants such as molybdenum disulfide ( $\text{MoS}_2$ )<sup>\*</sup> or tylon are best because they do not pick up grit the way grease or oil does. If unable to obtain these products, any heavy oil or grease is better than no lubrication.
4. When putting your boat away for the winter or outfitting in the spring, thoroughly clean your turnbuckles in fresh water and apply new lubrication.

<sup>\*</sup> Brand name product such as Moly Coat 321R is generally available in bearing supply houses. McLube 108 is available from McGee Industries, 9 Crozerille Road, Astron, PA 19014 or from Navtec. Never-Seez, while not dry, is also good and is available at bearing supply houses. Remember, just as your automobile requires occasional maintenance, so do turnbuckles. The more you change the tension in your rig, the more maintenance is required.



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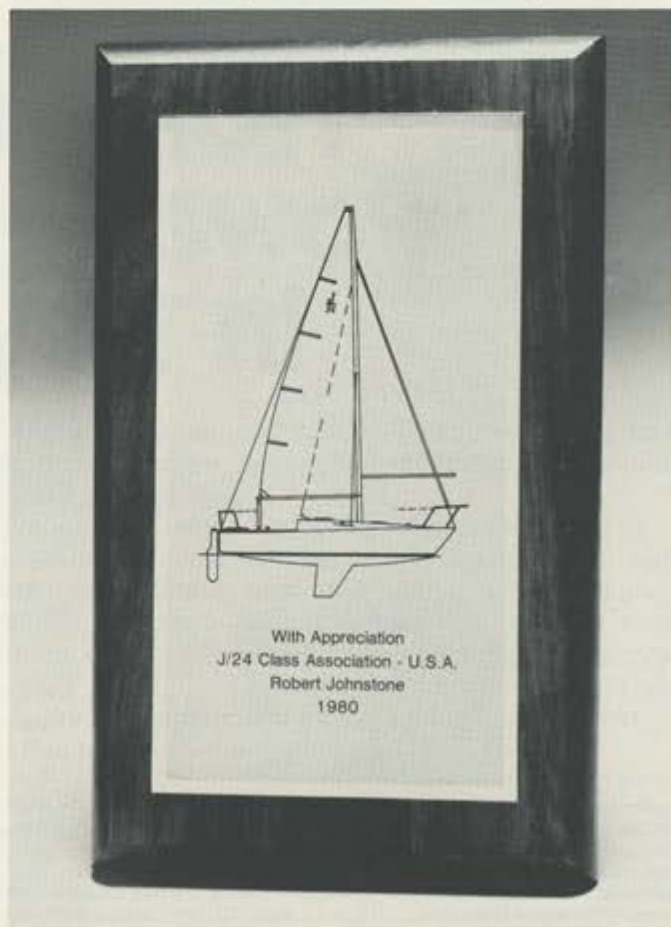


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### Spreader Angle

Check 1981 Rules to insure conformity with the recently applied restrictions to spreader angles.

### Mast

Check the opening above the hounds (jib stay intersect) for cracks radiating upward and outward from the milled opening. Should these be noted, contact Guy Pace at Tillotson-Pearson for reinforcing plate or for repair procedures.

Do not attempt to increase the size of turning block openings near the deck on the mast. And, do not install any blocks through or near the mast at the deck. Two people who have (illegally) have lost masts.

### Gooseneck Reefing Gear

We are aware of several problems associated with Kenyon goosenecks. (1) an over-rotation of the cam causing the spring to fail (2) the loss of an 'E' ring on the cam or roller pin resulting in the assembly falling overboard, or (3) reefing lines slipping through the cams. Let's look at each of these problems.

First an over rotation of the cam can cause the spring to bend and get 'sucked under' the retaining open edge of the cam. This can be easily repaired by disassembling the cam unit and rebending the spring's retaining 'tab'. Alternatively the spring can be replaced. This kind of failure has been eliminated on new style goosenecks by the addition of a lever on the cam which butts up against a flat on the casting prior to over rotation of the spring. Incidentally, it has been our experience that a lot of the over rotation of the cams is caused by improperly trying to pull the reef line directly over the cam, i.e. the line going between the cam and the roller. Proper use of the roller is the remedy.

The second family of problems has to do with the loss or removal of the retaining clips or rings. Obviously the inadvertent loss of a ring will allow the cam or roller assembly to end up in the drink! Our early goosenecks utilized an 'E' ring which seemed susceptible to getting snagged by a passing line (especially reef lines which might

slip off a roller or cam). This ring has been changed to a more tenacious 'Omega' ring retainer.

Finally, reef lines slipping through the cams are the result of using a smaller reef line than is proper. We recommend 5/16 line for the J/24's.

If you install new cam and roller assemblies and properly utilize the reef system, I believe you will obtain satisfactory service.

A replacement cam assembly costs \$12.50 and a roller assembly \$3.50. Both kits include all the parts you will need. They are available on a C.O.D. basis from Kenyon's Service Department, Box 308, Guilford, CT 06437.

### Keel

If you have had severe groundings, dropped your J/24 on the keel, or trailed long distances with too much weight on the keel, all may appear well but may not be. Check for cracks radiating from the aft corner of the keel sump in the cabin floor. (A few cracks in the filler material inside the stub is normal . . . and not structural in nature). If floor cracks are noted or if you have banged the keel hard somehow, check for fractures of the laminate around the keel stub area by suspending the hull then attempting to wiggle the keel laterally under the hull. If the keel moves and the hull doesn't when putting your weight into rocking the keel, then you have a problem which should be attended to soon. Again, check with Guy Pace at Tillotson-Pearson for repair procedures and advice.

If you are concerned with maximizing performance, contact your local Fleet Captain to see if anyone has prepared a set of templates from the Class Rules keel offset plan. Thin is fast. And, when sanding the keel, the lead should show through in numerous places with the filler only in slightly hollow areas. Note the revised trailing edge tolerances in the 1981 Rules.

A smooth and well faired keel and rudder are perhaps more important than a smooth bottom. They run in deeper water where the boundary layer is thinner. They provide lift and account for a large part of the boats wetted surface.

# Horizon Sails Power 2 of top 5 in Key West

Green Bar J-sailors place 2nd and 5th in mid-winters championship regatta

In most one-design classes, sailmaker development of fast sails is accomplished by pitting one boat against another and adjusting sail shapes until maximum performance is achieved. In the world of J-24, Horizon had two of its leading sailmakers

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*Horizon High Performance Sails ... optimized for speed.*

For information and a quotation, contact your local loft: **NORTHEAST:** Barton & Cormier Sailmakers, Stamford, CT • Cressy & Curtis Sailmakers, Marblehead, MA • Van Zandt Sailmakers, Old Mystic, CT • **MID-ATLANTIC:** Scott Allan Sailmakers, Annapolis, MD • Dan Winters Sailmakers, Ltd., Hampton, VA • **SOUTHEAST:** Southwind Sailmakers, Mt. Pleasant, SC • **GREAT LAKES:** Morris & Chapman Sailmakers, Ontario, Canada • Nieman & Considine Sailmakers, Chicago, IL • **WEST COAST:** Horizon Sails, San Francisco, Inc., Oakland, CA • **SWEDEN:** Ahlstrom & Jorstedt Sailmakers, Stockholm • Marinex, Marstrand • **AUSTRALIA:** Burke Sails, Sydney • **HONG KONG:** Gaastra-International Sailmakers, Ltd., Kowloon • **ITALY:** Horizon Italia, Firenze • **Horizon ProSails (OEM),** Costa Mesa, CA

## HORIZON

*Speed, Durability, Value*



Alan Adelkind is not only the J Boats dealer in Toronto. He has been Canada's Olympic Team Coach in 470's. His charges are consistently in the top five in the world. Here are his ideas on setting up a J/24.

### Notes on Commissioning a J/24

By Alan Adelkind

1. When a new boat arrives, first check to see that all the parts are with the boat.
2. Use the factory shipping order to make sure that the proper mast, boom, spinnaker pole, rudder, tiller and any optional equipment is delivered.
3. Go to the rigging box and pull out the packing slip and tick off item by item all of the bits and pieces that should come with each boat.

#### 4. Preparing the Bottom:

First thing to do is clean the bottom of the boat using acetone or mould release solvent to make sure that all of the wax from the manufacturing process has been removed. This is important because if bottom paint is used, it must be applied to a clean surface or the finish will not adhere to the boat. We usually sand the bottom with #80 garnet paper. This gives a surface that is rough enough to accept primer but smooth enough so that the final finish is acceptable. Sand so that all of the shiny surface is removed. Use circular motion or any random pattern. Clean off all residue fibre glass dust with acetone.

#### 5. Painting the Bottom:

Make sure that the temperature is suitable to applying paint. This usually means 70°F. or more. If possible, avoid places where there is dust in the air. Also make sure there is good ventilation. Primer can be applied with a roller. We have had success with small rollers about 3 to 3½ inches long and 1 - 2 inches wide. It's important that the roller be a manageable size. If the roller is too large, you lose control over the way in which the paint is applied. Foam rollers are good for all paint except epoxies. Cloth rollers are good but there are two things to keep in mind if you are using them. First, insure that there are no fluffy ends which might disengage when you begin painting. Second, make sure that the roller is well coated with paint before you take the first strokes. This will insure that no fluff residue is left on the hull while you are painting. *Read the paint instructions carefully* and allow adequate time for the primer to dry. If you do not allow adequate time, you will notice

that the first coat of bottom paint will react with the primer and this can be unsightly or unsatisfactory. Usually 60 to 8 hours is required to let the primer dry. For the final finish coats, allow at least 3 to 4 hours in good conditions. *Otherwise*, allow overnight.

The bottom paints that we have successfully used are: Interlux TBTF, which is easy to apply and relatively easy to sand. The drawbacks are that the anti-fouling properties are not as strong as some of the new paints and also it is hard to get a fast finish if you require a racing bottom. Another paint that is very popular is Graph-Coat. The drawbacks are that it is expensive and that it is very messy to sand. The advantage is that it gives a very smooth bottom. A third paint that we have had success with is Sikkens. The advantages are that it has an excellent primer system, is supposed to last two years, and it has good anti-fouling properties. If you want a racing finish, you must use Sikkens black. It can be sanded and burnished. The other colours (red, white, blue, brown) **SHOULD NOT** be sanded.

#### 6. Fairing the Keel:

When the boat arrives from the factory, there are usually some minor indentations or imperfections in the keel surface. These can be faired to a smooth condition if epoxy putty is applied and sanded. This can be extremely time consuming and expensive and is only recommended for serious racers. Use West system with micro balloons.

#### 7. Rigging the Mast:

- a) Place the mast on two horses so that the spar is about at waist level. Spread the horses apart so that the mast does not have too much sag in the middle. Make sure you have all the halyards and rigging necessary to go onto the mast. You can start with the main halyard. Undo the messenger and secure it to the "rope tail" end of the halyard. One system that we have used successfully is to run the messenger through one verticle loop of the whipping and tie a bowline pack on the messenger itself. Then, tape the knot so that nothing can catch when it runs over the sheeves. Also tape the messenger where it attaches to the halyard, to provide a smooth and tapered surface. Feed the halyards in top to bot-

tom. *Be very careful not to lose messengers inside the mast!!*

*Caution: Make sure all messengers are firmly secured to halyards.*

After the main halyard, do the two jib halyards and after these do the spinnaker halyard. The spinnaker halyard is usually the most difficult to reave. You may have to remove the turning guide that is pinned in to the hounds above where the fore-stay fits. Note that the spinnaker halyard runs over two sheaves. For reference, the spinnaker halyard is the upper most halyard. The jib halyards run side-by-side underneath the spinnaker halyard. The main halyard, of course, goes to the top of the mast. The boom topping lift fits on the same pin as the backstay. The last line to reave is the spinnaker pole life and it should go through quite easily. If you are applying a wind indicator to the top of the mast, you can drill a hole on the top cover plate and bolt the indicator to this plate. The plate can be removed by undoing the two machine screws.

- b) Shrouds - Putting on the standing rigging is quite straight forward. The uppers are hooked in with T-balls to slots on the mast and they are fitted to the spreaders by means of a plastic insert at the end of the spreader tip. Note that the spreaders are marked starboard and port. They are pre-drilled and supplied with bolts and lock nuts. Put tape on the spreader bracket bolts to make a smooth surface. If you don't have any tape, or don't like using tape, use dabs of silicone. The lowers fit on the same way as the uppers do.
- c) Head Foil - Rigging the head foil - Read the instructions in the box carefully and note the following exceptions. The head foil length is marked for J/24, but this is not necessarily the correct length for the headstay, so *do not cut where they say to cut*. It may be helpful to stretch the fore-stay out under tension between two immovable objects. We usually start from the bottom and work up to the top. After you have discarded the packing strip, separate the foil completely and then squeeze the bottom portion together and put the main feeder on and bolt it shut. Then



place the spacer tubes and pre-feeder in place so that it is about 38 inches from the bottom end of the headstay. Once this is done, you can start to squeeze the head foil together with the zipper effect and go close to the top. Cut the foil so that you leave about 4 inches for a spacer. After this is in place and the spacer tubes are taped, drill a hole about 1 inch from the top and bolt the head foil shut. Be very careful when drilling to place the hole so that both sections of foil are caught. If you cut only the back section, the bolt is ineffective. If you cut only the front section, you will damage the headstay, and if you cut it just in the right place, the bolt will go through both the front part of the head foil and the back part of the head foil. You will know if you have drilled the hole in the right place if there are no voids when you look through the hole. If you see a hollow, you have drilled incorrectly. If you have made a mistake, drill another hole about 5/8" away from the first hole.

Two little tips for doing a super job on your head foil:

- i) To make sure that your spacer tubes do not run over on the swage fitting, you can take a 1/4" stainless steel plate washer and cut it in half (not all the way through, but just one half of it) and spread it apart, then place it on the headstay and push it back together again so that now you have a washer up tight against swage fitting.

ting. Do this at top and bottom and the spacer tube will not ride up over the swage fitting.

- ii) Place a little bit of epoxy over the bolt that holds the feeder together. If you don't have any epoxy, use tape. Put something over the bolt or you will end up losing it.

Other tips for installing head foils - If it's cold weather, then try and heat up the head foil by storing it in a warm place before you attempt the procedure. If it's cold, don't do it outside - do it inside. Make sure that you do not get any sand on the foil. If you are having trouble putting the two sections of the foil together, then immerse the whole thing in hot water and try again. It may slide much easier.

One last thing about the mast, and that is the mast step. Take the mast step off the mast - it can be hammered off gently by tapping it at both ends. Note that the big flat head slot screws at the mast step have nothing to do with holding the mast step onto the mast - they hold the mast shoe onto the baseplate. Once you get the mast step off, secure it to the keel step on the boat by using four 1 inch round head 10/24 machine screws with washers and lock nuts. It may appear that the mast step doesn't fit the four holes that are drilled in the keel step. They actually do fit if you start all four screws simultaneously and work them down together. You should not have to drill out any holes to fit the mast step. When you are pulling your mast out, it is usually a good idea to disengage the mast step from the keel step. Otherwise you may pull the mast step off the bottom of the boat. Some racers have found that the rig can get

more pre-bend if you move the mast step plate 7/8" back from the holes that are drilled at the factory.

## 5. Stepping the Mast:

The best way is to use a crane, but if you do not have access to a crane, four or five people can manually lift the spar into place and drop it down through the mast step onto the keel step. If you are using a crane, rig a sling about one foot below the spreaders and tie this loop firmly to the spinnaker eye ring. The best bet is to have the loop facing aft and pick the mast up from the back side. Make sure that when the crane lifts the mast up, you have the forestay, backstay and sidestays on the open side of the hoist. It's a common error to have the forestay trapped inside or in between where the mast is and where the crane hoist line is. When the mast is in place through the deck, attach the forestay. Use the toggle supplied for the bottom - i.e. - between the forestay and the stem head fitting. The toggle helps give the correct rake and mobility at the stem head fitting. After the forestay is attached, put on the upper shrouds and after that put on the lower shrouds and finally the backstay. The best way to rig the backstay is to put the triangular plate on before you lift the mast in and have the two backstay splits in place and also have the adjustable blocks in place - all before you put the mast up. When putting on the backstay, thread out the turnbuckles as far as they will go and put the clevis pins in and then tighten up the turnbuckles again. When you are putting on the uppers, you will notice that most times you have to undo the turnbuckles almost completely.

# THE SMOOTHER THE BOTTOM, THE FASTER THE BOAT.

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Ed Adams

(North American Champion) used VC-17M in the J-24 World Championship. It is also being used in SORC, Admirals Cup and OSTAR.

For more information, contact Baltic Marine Products, Inc. 333 North Michigan Avenue, Suite 2315 Chicago, Illinois 60601. (312) 975-9444

**VC-17M Speedskin. Probably the best boat bottom paint ever developed.**



by Mike Toppa

Because of the nature of the J/24's fractional rig, sail trim, especially with the main, is critical in all wind conditions. Compared to the jib, the mainsail is proportionately bigger than that found on a masthead rigged boat, and it's the sail you'll do most of the adjustments to during the course of the race and through the wind ranges.

One of the most important concepts to keep in mind is the differences in the angles of apparent wind the mainsail experiences above and below the hounds. The angle is much closer below the hounds due to the air flow off the jib. Above the hounds, the main experiences an undisturbed air flow at a wider angle of attack.

To accommodate the varying wind angles at different heights, greater twist in the sail and plenty of telltales on the leech to see if the exit air flow is smooth or stalled are mandatory. Telltales mounted on the leech are a pretty good indicator of this. If the sail is sheeted too hard and the upper leech is too tight for the wider wind angle above the jib, the sail will stall and the telltale will be sucked behind the leech.

In light and moderate wind, the main is used at full power, but as the wind strength increases, it must be depowered to keep the

boat flat and keep excessive rudder angle due to weather helm to a minimum. The J/24 has a small keel and windward efficiency depends on how deep the keel is in the water. The heel angle should be limited to 15 degrees. The most effective way to achieve this is by flattening the main with plenty of mast bend to depower.

By the time the wind is blowing 18 to 20 with the main flat, the boat is at its upper performance range with the 150 percent headsail. The next depower technique is to barberhaul the genoa out to widen the slot. The sheeting angle of the genoa to the standard track is about 10 degrees. By installing a barber haul about 8" outboard of the normal sheeting position, the sheeting angle is increased by 4 degrees. This increases the range of the 150 percent up to about 23 knots.

When rounding the weather mark, the chute should be set from the cockpit area and not from the bow J/24's are sensitive to weight and having someone on the foredeck setting things up during the last 50 yards to the mark is slow. Downwind, the crew weight should be concentrated in the middle of the boat. I sail with two people just aft of the mast, myself forward of the traveler and the halyard can be eased four to five inches to help get the sail out away from the main. Guy twings or

lines are a necessity. On a reach the guy should be brought down to the deck. Not only does it lessen the stretch in the line, but it keeps the guy from sawing through the helmsman's back and lets the crew sit farther out board without restricting movements. In a real breeze, both twings can be trimmed about half way during a jibe. This does a lot to stabilize the chute when the pole is being transferred to the other side of the mast.

During a spinnaker reach in windy or puffy conditions, don't be afraid to luff the main to keep the helm light. The J/24 rudder is deep and will act as a pretty effective brake if it is pulled hard when trying to keep the boat from rounding up. The crew farthest forward should have the tail of the vang in his hand ready to unclasp it in the really big puffs.

We found it fast to keep the jib about 40 percent up in any wind above 12 knots. It added a lot of area under the spinnaker without starving it of wind. We went as far as to sew a small loop of three-quarter-inch webbing 40 percent down the leech. A small line with a hook on it was hitched in the loop and trimmed to the working jib track. It worked!

As usual with any competitive one-design, the attention you pay to the basics — tacking, jibing, overall crew work and helmsmanship — will pay big dividends.

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# A Breezy North Americans

1980

By Rod Johnstone

To an Easterner, California conjures up images of a sunny, land of opportunity where everyone looks tan, healthy and youthful - something you would expect from a populace that spent most of its spare time surfing, jogging, skiing, sailing or backpacking. The real reason for Californians preoccupation with their health did not become apparent until I drove in to the launching area at the St. Francis Yacht club early on a August afternoon. I was greeted by a loud chorus of one hundred masts being played to the tune of a cold thirty knot wind. I reached for my warmup suit and heavy sweater and began to give credence to the words of another Connecticut Yankee, Mark Twain, who once claimed that one of the fiercest winters he ever spent was one August in San Francisco. It was no great comfort to be assured by a sailor cheerfully launching his boat off the hoist that "it hadn't really started to blow yet". At this point I was thoroughly intimidated but not totally unprepared.

For the first time ever I planned to race with five people on a J/24 for a total crew weight of almost eight hundred pounds (normal crew weight had been six hundred fifty). Not only did I have my sons Jeff and Phil along - veterans of many J/24 campaigns - but also John Hewitt and Tom Ducharme, two of San Francisco's finest crew members. By the end of the series we were a good team.

My fears that we might have *too much* weight on the rail were quickly dispelled during the practice race when we got our first taste of going to windward "off the wall" up the city front in over twenty knots of wind. We finished fourth, our best of the week, thanks to the superstitious souls ahead of us who thought it bad luck to finish a practice race.

All races except for the long distance race were to start in the afternoon, guaranteeing a consistency of windy conditions unique to the area.

Sunday's race was the first of two on the city front with the St. Francis Yacht Club halfway up the weather leg of a short, right-hand-rounding Olympic course. The scene reminded me of an old Currier and Ives print depicting a busy harbour, or a sparkling clear day and high winds with commercial and pleasure craft sailing almost out of control in every direction. In this case there were fifty-nine J/24s - all seeming determined to run each other into the yacht club jetty - crossing tacks and crisscrossing courses with various other racing fleets which had claim to the waters. It was the first live demonstration I had witnessed of sailing as an exciting spectator sport. The basic challenge was to get from the starting line to the windward mark without getting rammed, blanketed by tall buildings, or sucked into a vortex of strong current, or all of the above. This leg was typified by large variations in boat speed and pointing angles from one minute to the next. The four or five boats to cover the first mile to the yacht club were long by the windward mark rounding just East of the South Tower of the Golden Gate Bridge. This was also a tricky part of the course, particularly with the forty degree shifts and strong current on a starboard rounding. The leeward legs were more enjoyable but less exciting. The race was pretty much over at the first weather mark - an unfortunate feature of any race on an Olympic Course with a good breeze and a large fleet.

The second race was the first of four held on the "Berkeley Circle". Regatta Chairman Jim Taylor made good on his claim to recall individual boats which started early, instead of having general recalls. Unfortunately for some the Premature Start (PMS) was costly. It was, however, the best management of a starting line ever at a large J/24 regatta. Future race committees who value their self-respect would do well to find out how the St. Francis Race Committee achieved such complete control over such a bunch of aggressive wildmen in such difficult conditions.

The trick was to get a good start (usually the port end was favored) then drag out across the fleet and get to the starboard side of the course. It almost never paid to tack up the middle, although some of us who were back in the pack were frequently forced to clear our air to port. In any case it was frustrating to be slow in those conditions where the wind was normally twenty to thirty knots and the chop short and steep. Boat speed on the weather legs was the key.

The consistency of the top twenty finishers in the series particularly on the "Circle" was testimony to the level of preparation of boat, rig, sails and crew to sail effectively in heavy air on an Olympic Course. The top nine or ten boats had a clear windward speed advantage over the rest of the fleet owing largely to careful preparation and advance practice. The advent of exotic barberhaul systems and questionable headsail sheeting practices (some of which have been recently outlawed) grew out of an effort to improve heavy weather performance upwind in San Francisco. It was only the second time all season we had used the small jib. It turned out that we only hoisted our 150% genoa once for one windward leg during the entire week of racing in San Francisco. It took a whole week of experimentation to discover the optimum trim position for our little jib, but even then we could not quite stay with the leaders.

The highlight of the week was the fourth race, or long distance event which started near Treasure Island, then to the first windward mark off the yacht club, down to a buoy East of Angell Island to to windward against the current through the Golden Gate. Except for those of us who timidly anticipated the usual mid-day blast with our small jibs flying, the fleet got away in good order. A few of us did manage to get sucked into a large calm near the city front, but had an excellent vantage point near the rear of the fleet from which to observe the mistakes of others as we sailed around the rest of the course. It was a challenging route in fickle winds and tricky current. The top seven finishers in this race were also the fastest crews for the series. It was the one race where upwind speed in a breeze was not the overriding factor.

If the beats were excruciating for those of us who were slow in those conditions the reaches and runs were always fun - well almost always - except for the first time we tried a planing jibe around the reaching mark on the "Circle". The skipper was supposed to grab the main sheet parts and throw the boom across on the jibe. The boom didn't budge and u - WHAM - we went on our beam ends to windward just before the boom slammed over. On the next jibe the skipper just steered. In the final race we rounded the windward mark on the "Circle" in about twentieth place and after popping the chute never lost the wave around the reaching mark - not until we merged with the leading group of boats at the leeward mark. We blew out the top of our main on the next weather leg and lost a couple of boats - but it was so exhilarating it didn't matter - and it was blowing so hard we were ragging the main upwind anyway and were going faster against the fleet than we had all week.

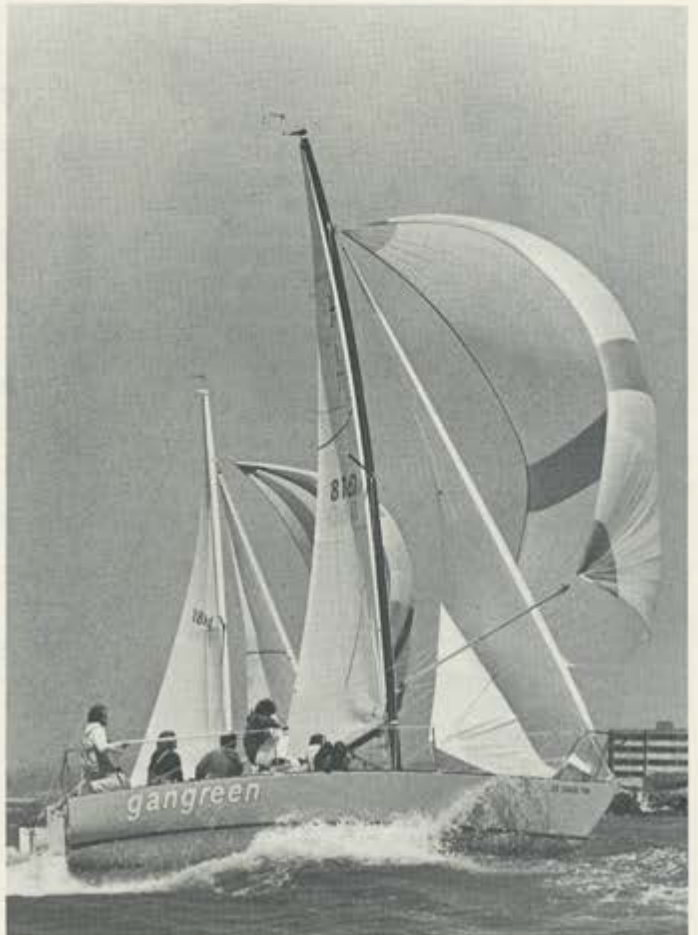
The winners sailed superbly but the prize for perseverance and bravery in the face of adversity had to go to Bill Worsham from Port Neches, Texas along with his wife and three children, who not only were the only complete family crew in the regatta but also the lightest as well at about six hundred thirty pounds. Moto Hayashi and his crew from Fukuoka, Japan were almost as light. It was no coincidence that Hayashi's best race came in the lightest wind conditions of the series.

San Francisco Bay is a great teacher in the art of heavy weather sailing. I am ready to go back for another lesson. Meanwhile the winners will have to give their own first hand accounts of the blow-by-blow action up front. We weren't really close enough to see what was going on.





Simon-Craig Van Colie (3)



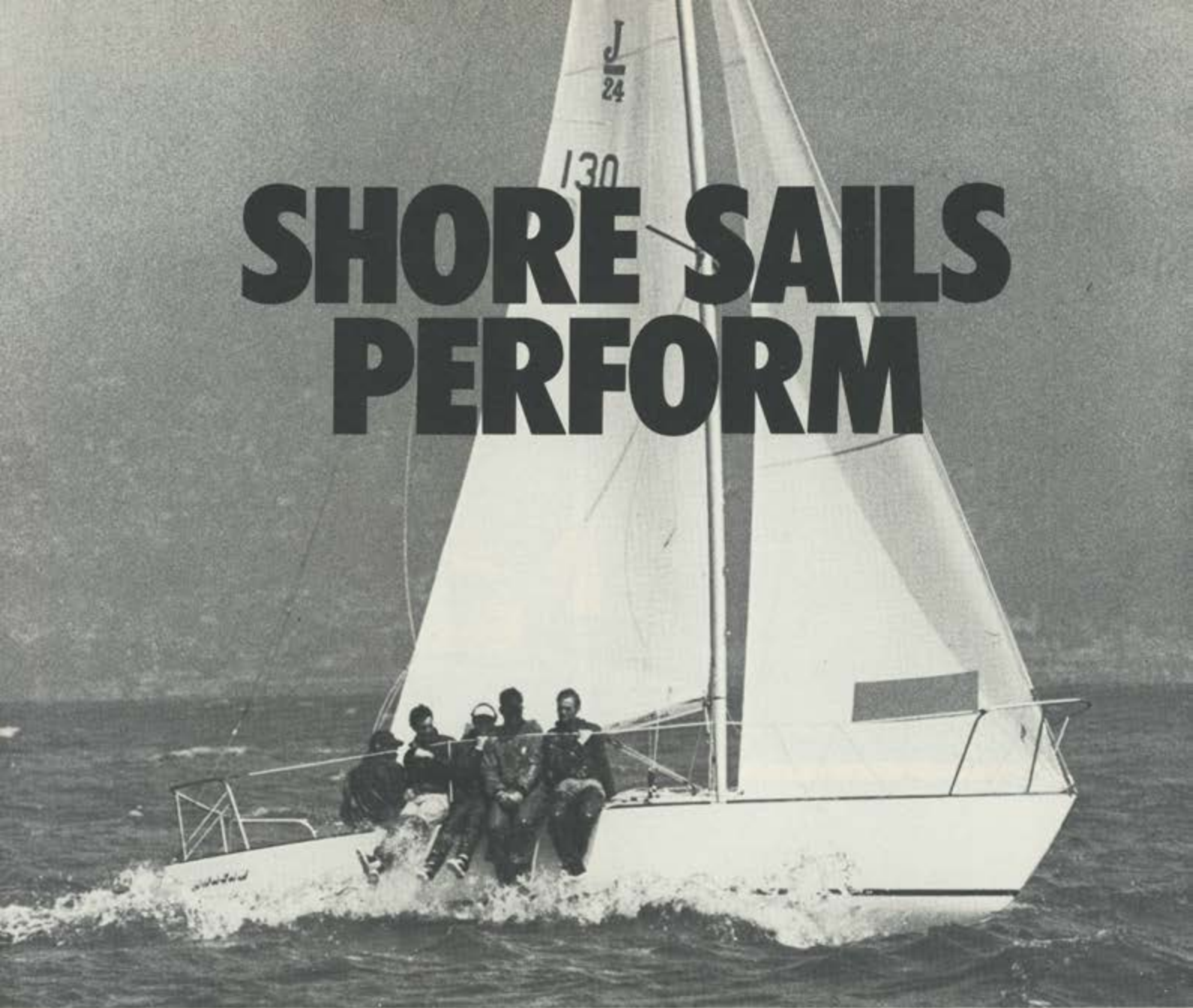
John Hutton (1)



POS	SAIL NO.	NAME	RCE 1	RCE 2	RCE 3	RCE 4	RCE 5	RCE 6	RCE 7	TOTAL PTS
1	130	Ed Adams	3	1	1	1	4	3	2	14¼
2	67527	Hall & Gollison	1	3	6	4	6	11	1	31½
3	67409	Bill Menninger	4	7	3	2	5	12	11	44
4	1444	John Kolius	5	8	5	5	3	13	5	44
5	275	Kelson Elam	2	2	PMS	3	1	2	4	73¾
6	57989	Tom Linskey	16	10	11	6	10	5	16	74
7	67837	Warren Miller	9	13	10	32	7	6	9	86
8	67373	Skip Elliott	19	5	7	19	13	4	20	87
9	8101	A.M. Bassis	41	11	13	9	12	1	8	94¾
10	8160	Jim Harfield	7	16	14	12	21	13	18	186
11	8282	Don Trask	DSQ	4	2	7	19	9	7	109
12	2333	Massey/Foster	6	18	DSQ	14	2	7	3	110
13	118	Steve Dienst	21	15	15	23	9	15	12	110
14	23377	Scott Allan	11	9	12	10	DSQ	8	6	112
15	8019	Towne/Loomis	13	14	8	22	136	18	14	117
16	1	Rod Johnstone	10	25	25	13	20	22	13	128
17	8180	Henry Smith	15	23	17	28	18	20	17	138
18	2177	Ken Kiedine	18	PMS	16	11	16	14	10	146
19	962	L. Forester	14	34	23	21	8	24	24	148
20	8282	David Steed	12	22	22	17	27	26	22	148
21	8078	Tom Price	27	19	21	16	25	34	15	157
22	1777	Gregg Dorland	DSQ	6	4	8	11	17	DNF	161
23	8114	Steve Toski	17	20	18	DNF	15	16	19	162
24	8236	D. Bonnander	29	21	20	25	23	21	36	175
25	8171	D. Woolery	8	29	38	15	34	29	38	191
26	18894	J&C Bock	30	28	29	33	22	25	27	194
27	69	Y. Rogers	20	DNF	26	18	24	31	23	202
28	67438	Robin Sodaro	33	30	33	24	39	27	21	207
29	270	Berg & Kerr	22	33	24	43	46	19	25	212
30	67709	Francis/Minnis	25	24	35	20	28	30	DNF	216
31	67668	S. Sorensen	26	41	27	38	17	37	33	219
32	2183	R. Specia	39	17	19	26	PMS	40	26	223
33	53009	B. Harfield	36	32	37	40	30	23	31	229
34	1979	Brad Parks	34	12	9	29	38	DNS	DNS	240
35	59153	L. Cross	40	27	44	30	29	28	43	241
36	59377	H&T Stanley	37	26	28	35	43	42	34	245
37	8099	Drummond/Day	32	45	31	36	35	38	29	246
38	J1928	Moto Hayashi	24	DNF	43	47	14	35	30	253
39	1860	Bob Keiding	31	35	30	31	41	DNF	37	259
40	8055	Geo Gombesy	DNF	31	34	27	45	32	32	261
41	1858	Writer/Yeoman	23	46	45	41	26	39	42	262
42	8186	W.M. Treadwell	42	40	42	34	31	36	DNF	279
43	8128	E. Johnson	28	DNF	32	DNF	37	33	40	287
44	8205	Carl Petersen	38	DNF	55	45	32	44	28	302
45	8011	J.E. Sullivan	44	38	39	DNF	33	45	DNF	310
46	1375	J.J. McCarthy	35	44	48	DNF	40	DNF	35	313
47	583	B. Worsha	DSQ	36	36	42	50	48	44	317
48	1668	B. Griffin	48	48	54	44	43	49	41	321
49	59203	Bill Vaux	45	DSQ	40	52	44	41	46	329
50	543	Lorin Paul	47	51	53	48	49	46	39	333
51	8194	Carl Stepath	DSQ	37	49	39	47	DNF	DNF	341
52	2183	Dennis Daley	51	47	41	37	51	DNS	DNS	345
53	59249	Herb Reeves	52	49	50	49	DNS	43	45	347
54	67854	Brad Windsor	58	PMS	47	46	48	47	DNS	358
55	8139	L. Fisher	49	48	DNF	50	DSQ	56	47	359
56	8054	D. Arvin	40	39	46	DNS	DNS	DNS	DNS	364
57	8198	J.D. Adler	53	50	52	51	DNS	DNS	DNF	378
58	18886	Bob Maloy	46	42	DNS	DNS	DNS	DNS	DNS	389
59	2148	K. McKinney	DNF	PMS	51	DNS	DNS	DNS	DNS	408
		No. of Starters	59	58	58	55	54	53	53	



# SHORE SAILS PERFORM



SAN FRANCISCO BAY: J-24 with Shore Sails won the 1980 North American's by over 17 points.

## FASTER AND HIGHER

August 1980 San Francisco Bay—every leading sailmaker represented—toughest competition—the “proving ground” of racing sails—and Shore Sails made the winning boat go faster and higher than everybody else.

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STARK TERROR, shown winning the final race of the 1979 J-24 Worlds, flew nothing but Shore Sails.









Dane Beeston



Shimon-Craig Van Collie (3)



# Yeomanry in San Francisco

Nigel Yeoman from Poole reports on his visit to San Francisco to take part in the J/24 North American Championships '80.

When I received a telephone call from my friend George Witter in Denver Colorado inviting me to go and take part with him in the J/24 North American Championships for 1980 in San Francisco I just laughed. George told me it was a 'very serious matter' and that instead of laughing I should go away and think about it. Having dismissed it in the first place as being entirely out of the question I then began to persuade myself that this would be a very good way of visiting two of the most interesting cities in America and taking part in a very exciting championship which up to now had only been a feature in American yachting periodicals.

So, I phoned George back and this time it was his turn to laugh and ask me if I was serious. When I assured him I was, all the American Flair for organisation immediately went into action and within a month George had chartered a boat, booked our air tickets from Denver to San Francisco, sorted out and booked us into a motel only half a mile from the Saint Francis Yacht Club - the motel gloried in the name of the 'Cow Hollow Motor Inn.'

On Thursday 7th August George and his 15 year old son Jeff, Tessa and I flew from Denver to San Francisco and were met at our motel by the fifth member of the crew, John Lauer. What a super fellow he turned out to be! Although he had not sailed a J/24 before, he did most of his sailing as a winch man on a Ranger 37 sailing out of the St. Francis Yacht Club, he drove us over to Alameda where our charter boat had to be collected and this was our first introduction to SAIL FAITH.

The sail from Alameda to the St. Francis Yacht Club was the equivalent of sailing from the Hamble River to Lymington and this gave us our first introduction to the South West winds and the fog as we sailed under the San Francisco/Oakland Bay bridge.

The sailing conditions in San Francisco Bay are entirely predictable. The morning winds will be light and the fog will be thick over the city and the Golden Gate. From half past twelve onwards the wind will build from the South West and by three o'clock it will be blowing the top end of force 5. The fog will only persist in the Golden Gate area and all the time it is there the temperature will hardly rise above 60 degrees. However, one mile to the North or South you will find no fog and the temperature will jump 25 degrees. I was unimpressed by the so-called famous San Francisco chop. This was no worse than the conditions in Poole Harbour on an ordinary race day with the wind against tide and was certainly not as bad as the Dorset coast or Solent would be in a wind force of this strength.

An inspection of the notice board revealed that there were 59 entries and looking down the list of helmsmen it was obvious that it was a very hot fleet in which many of America's top helmsmen were taking part. On looking about us at our fellow competitors it was clear that we should qualify for an old age allowance if there were such a thing for, apart from Jeff, we were all over 40 whereas the average age of our fellow competitors was between 22 and 24 years old! However, as we were strictly there for the experience we did not mind where we came, provided we were not last. I was very impressed by the organisation of the championship by the St. Francis Yacht Club. The measurement and safety checks were done extremely thoroughly but at the same time with a sense of humour by a number of the club members. Each boat was hauled out of the water, weighed and then had its flotation marks painted on, if these were not already in place. The sails too were rigorously inspected and as it seemed that at least 25 participants were sail makers I was very glad to see this part of the inspection thoroughly performed.

A practice race was held on Saturday and we surprised ourselves by coming eleventh (in fact it was the best result we were to have all week!). On Sunday morning we had a skippers' meeting and briefing when the organisers made it quite clear that they did not enjoy general recalls and that they had sufficient eyes on the committee boat, not to mention patrolling dories, to be able to spot any boat over the line and that the onus was on each skipper to return if he thought he was over the line. Those who transgressed this rule would be disqualified. For the remainder of the week we only had two general recalls, which in a fleet of this calibre, was pretty good. The racing in San Francisco Bay was designated into three areas, the City Front, which as its name implies, was along the Southern shore of San Francisco off the Saint Francis Yacht Club, the Berkeley Circle, which was approximately five miles away over on the Eastern shore - here the water was much shallower and in fact this proved to be more windy than the City Front - and the final area was not used at all. This was South of the San Francisco/Oakland Bay bridge and approximately 7 miles away. Due to the number of tankers laid up in this vicinity there was just not enough room to set an Olympic style course. In actual fact the courses set consisted of a triangle, a beat, then a run with the final beat to the committee boat. These courses were approximately 10 to 12 miles and in the weight of wind prevailing for each race this distance was quite enough.

When we raced the City Front course it was quite a relief to peel off over the finishing line and head straight for the yacht club marina. However, from the Berkeley Circle one faced a further five mile beat to windward to get home and we were always very relieved to tie up at the marina when the ordeal was over!

The Saint Francis Yacht club was very plush by our standards. I must admit the members were extremely tolerant of the scruffy invasion of their palatial premises. It was strange to find in a country noted for its female liberation that the men still had a grill room bar from which ladies were banned until after 6 pm. The club employed a means whereby you signed chits for drinks at the bar and you could also change money into tickets as it was a non cash operated bar. Being a draught beer man I found the American beer far too cold and fizzy for my liking but John Lauer introduced me to a drink which he and his friends drank after racing called a 'wine cooler'. The hospitality was quite overwhelming. I found all the Americans intensely polite, very interested in conditions in England and also very conscious of their image in Europe at the present time. We made particular friends of the owner and crew of a San Francisco boat call FIREDRILL.

Probably the most memorable incident was the long distance race which took us out under the Golden Gate bridge against the flood tide. This necessitated tacking close to the North shore as we passed under the great structure, and as usual the fog was thick. The enormous boom of the fog horn above one's ears, as one passed underneath the carriageway, coupled with the roar of the traffic above, and the colossal structure towering up into the mist, was something I shall never forget. Other memories include the incredible names of some of the boats, particularly the Texans . . . how about RED NECK WHITE SOX AND BLUE RIBBON BEER or FUN FIREWATER AND DANCIN or even AUNT MAUD'S PANTRY. In the end the week was won by Ed Adams from Newport, Rhode Island in SHAZAM with the runner up being Bob Gollison in ACE OF CUPS.

All in all it was a fantastic experience both of a very interesting city and the kindness and generosity of the Americans we met at the event. Well done Saint Francis Yacht Club - you certainly did the event proud.





## Leonard Delmas: A Pair to Win.

When Leonard Delmas steps aboard, he has racing in mind. Racing

wherever the competition is toughest in San Francisco Bay.

These days Delmas is competing against "the largest single fleet of J-24's anywhere." His own J-24, *Another Girl*, carries the unique Delmas five-girl logotype. Though he's had her for less than a year, he's already won a couple of mid-winter club races. And he's looking forward to heavier competition ahead. "I love going head-to-head and the J-24 gives me the perfect opportunity to do that."

Business keeps Delmas in touch with competition ashore, too. Among various activities (including real estate development), he creates and manufactures major awards for such clients as the NFL and the PGA. "For years," notes Delmas, "I've been trying to win a trophy I designed for the St. Francis Y.C."

The task of winning that trophy has been assigned to his second boat, also named *Another Girl*. A Newport 41S, powered by a Westerbeke diesel, she was purchased new in 1973, the same year Delmas was named Commodore of St. Francis. As

with the J-24, "We worked out her equipment to suit the heavy air in the Bay. Barients. Complete Signet instrumentation. Ritchie compasses. And North sails."

Delmas was introduced to sailing nearly 30 years ago in two San Francisco classics, a 20' Clipper and a Golden Gate. He owned the first Triton on the Bay and an IC, "when Bill Lapworth talked me into buying a Cal 34."

Three of Delmas' four daughters share his racing enthusiasm, while his wife, Patti, and their youngest daughter opt for cruising.

About YACHTING, Delmas says, "As a designer, of course, graphics concern me and YACHTING is striking. I also like YACHTING's perspective. It's a strong magazine. Our whole family reads it. Each of us finds things we enjoy—designs, new boats, brokerage, editorials and ads as well."

LEONARD DELMAS. Wide-ranging interests on land. Single-minded competitor on the water. He's the kind of yachtsman no marine marketer can afford to ignore.

One of the people who put YACHTING in a class by itself.

**Yachting**  
A Ziff-Davis Publication









John Hutton



Shimon-Craig Van Collie (3)





It was a tough combination to beat. John Kolius steering fast at the helm with Giorgio Chiarva telling him where to go, backed up by Farley Fontenot, the highly persuasive presence of Giorgio Zolezzi, whose dark, heavy set swarthythness would have done justice to one's image of an 18th century pirate. Farley Fontenot was along to translate for John when the skipper's brilliant tactical decisions were misunderstood. "You see fellas, John really wants to go along the shore as you suggested, he was just putting himself in the place of those skippers who were making a big mistake tacking out to the breeze line he really isn't serious about doing it himself. Are you John . . . ?" Are you John . . . ?

That local knowledge paid off in the first race and certainly kept the crew alert to what "should" work in subsequent races. But, in the end it was heads up sailing, reacting to what was happening on the race course and playing the fleet that brought the San Brando crew the World Championship Trophy.

The Med is different. Yes, you hear and read of the deep blue sea. This is more than Kodak blues. And, the surprise is still great upon taking the first dive under water . . . which we did daily to be sure that no slime had built up on the bottom and keel. The water is very clear and deep blue, almost purple. There appears to be a sharpness to the underwater visibility as though one were swimming with a mask, which we weren't. The limits of vision seemed to be 50 or 60 feet or beyond.

The shoreline was steep. How steep? Picture this. The local chart has a depth of 8,327 feet on it. A mere six miles from shore, it's over 1,000 feet deep. The 160 foot curve was within one mile of the harbor entrance. And, just east of Sanremo, where we were scheduled to drop a mark for the long distance race, the depth was 520 feet one third of a mile off shore. Projecting upwards from the Gulf of Genoa are ridges reminiscent of shark's teeth. And, about the only way one can travel along the shore is on the modern highway stretching between

Monaco and Genoa that is half open sky, half tunnel . . . not one long tunnel, but dozens of them. One through each tooth ridge of about 1/2 mile long or less. 3.5 miles directly inland from the town of Sanremo is Mt. Bignone (Not so big?) at 4,208 feet. So, there we were perched on the side of a slope reaching from the bottom of the sea to mountain top of 12,500 feet.

It took us awhile to reconcile race management objectives with the realities of this place. Initially, the plan was to use the four sided "Trapezoid" course with four mile weather legs. Somehow we got through the initial planning stages in Sanremo last March and to the printed Race Instructions. Yes, all the way to three days before the regatta before the hands went up in despair. "No, Signor Johnstone, impossible. The weather mark. It could be in 2000 feet of water!! And, if there is a wind shift?" So, we settled on the Olympic Course which the local fisherman (another first in race management) were accustomed to setting.



# Italian Connection Wins Worlds



Then there was the concern for the budget. Just what was \$800 of nylon rope doing in the budget? Were we outfitting the Sanremo fishing fleet with new nets for the season? With looks of patronizing compassion . . . by now they knew I was crazy . . . the omniscient Sr. Minaglia explained that marks are put down with cement blocks and 3/16" nylon parachute cord. They never, ever pull them up. The inflatable marks are pulled into the boat and the cord is CUT! They were right. If one could keep hauling at the rate of 5 hauls of 3 feet every 10 seconds, it would take 10 minutes to pull up 1000 feet of cement block and line. And, mark boats would soon resemble floating linguini entrees.

**NOTE FOR J/24 CLASS TIME CAPSULE** - To be opened in the year 4000. The IJCA is advised not to conduct their World Championship in Sanremo because there will be a half million nylon cords impeding the progress of yachts around the course.

In contrast to this rugged terrain is the fact that Sanremo is the center of one of the

largest flower growing regions of Europe. Stands in the open market projected their soft fragrance. Somehow it was reassuring, if not lasting. Because in looking up at the hillsides, one is blinded by the reflection from countless greenhouses . . . all glass. Like New York or Chicago with their glass exterior skyscrapers on manmade frames . . . except these had the natural support of steep hills. All that glass seemed brittle. Fragile to the point of concern. What happens in a hail storm or earthquake tremor?

Neither of those occurred but we did learn about the MISTRAL, a strong, purposeful wind - what we know as a northwesterly following the passage of a cold front - that sweeps across the lowlands of France, gets contained and funnelled by the Alps on the east and by the Pyrenees to the south along the Spanish border, trips over the low lying Cevennes hills pulling down even more velocity from higher altitude winds, then pours through a 100 mile opening just west of Marseille to whip the Med into a fury from Sardinia to Genoa.

It cost us two days of racing. The first day wasn't so bad. Several boats went out and the sky was overcast with winds of perhaps 22-25 knots. Seas were impressive, occasionally topping the nearby seawall with spray. The Race Committee scrambled to revise the course . . . a modified distance race to marks that would hold several hundred yards off shore. But, the local port Captain, after saying we could go out at our own risk must have checked with his superiors in Rome. Just prior to hoisting flags for a skipper's meeting to announce the new course, a phone call came in ordering the Fleet to stay in port. His boss must have told him that it was the port Captain's neck, no matter how insane the sailors and the Race Committee. Weather reports claimed 70 mph winds in Marseille and the coming of big winds. But, it never happened. The wind dropped to manageable levels by 1530 but crews had scattered to Monaco and France to enjoy the layday.

It seemed the fisherman's instincts were better than those of the weather forecasters



on that day. Then the calm dawning of Mistral Day II gave no warning of what conditions were like by 0900 . . . 35-40 mph with awesome waves pounding on the leeshore just east of the race course. No one showed much interest in racing even though the sun shone bright. And, again, it wasn't until late afternoon that the wind died, reversed itself, coming in from the East at about 20 mph. too late for getting a race off. For the British, anxious to show their speed with working jibs and reefs, it was a great disappointment. The mistral was reported to be just another day on the Solent with far more pleasant temperatures and sunlight.

The first three races and the practice race were run almost on schedule, in light airs excepting one in moderate 15 - 18 knot breezes.

John Savage (Etchells 22 World Champion) with Steve Rattray, Gary Gietz (Australia's 470 Trials winner) and Steve Wheeler won the practice race in MOOVIN' a new U.S. boat chartered for the event that had a Charlie Scott "keel job" and spreaders pinned almost at 0 degrees (the mast actually bowed aft with the backstay off). The Aussies had good speed, went to the favored right corner in the moderate westerly, came out on one tack and were never headed. Of course, no one knew it was favored ahead of time. The practice race help set the pattern for the rest of the week. Because, there was a favored side of the course in each race. The problem was how do you figure out

which side. On several occasions, it didn't pay to do too much thinking before the start. The old adage, "Keep your eyes open to what's happening NOW".

How does one lose perspective of such knowledge gained over decades of sailing experience? How can one possibly overrule instincts - the subconscious - which are struggling to be heard, with snap judgements based on dogma rapidly acquired over a 72 hour period? It happens. It happened less to John Kollus and he won.

There's no question that currents played an important part in the outcome of the series. It was said that they were wind driven. Which implied that one should head for shore upwind and offshore downwind. Sometimes, for instance with a developing breeze, when the previous wind had been in the opposite direction, the reverse was true. And, on one occasion there appeared to be two currents flowing in opposite directions . . . one offshore, and 180 degrees different inshore. The speed of such currents at times exceeded 1 knot.

The practice race started in a 10-12 knot westerly after several recalls and line shifts . . . with the wind oscillating maybe 30 degrees.

Although the pin end was slightly favored, it made sense to start in the middle of the line with speed on top of a pack then tack to port to get right on the fleet. It worked like a charm. We were moving over everyone to the right and up and out from those close aboard to port. Boats to the left seemed to be

losing air. Jump on the bulk of the fleet when they're down! So, we tacked onto starboard without much help from a shift, ducked several sterns. BUT, then the boats we sailed away from on the right side started picking up air and were gradually headed going into shore on port tack. We tacked back, still were ahead of 2/3's of the fleet but lost 500 yards on the leaders. Had we hung in on port, we'd now be leading the race! Normal fleet racing tactics were playing second fiddle to the favored side of the course.

But, hang in there! Another chance may come. It did, quickly. After rounding the first mark, the first 15 or so boats took off on a tight spinnaker reach, duelling with one another. Wait a minute! They seemed to be holding about 30 degrees high of course, motivated no doubt by the wind shift to the right before rounding. We should have reacted sooner, but waited several hundred yards before altering course about 45° to leeward of the fleet's direction. Being first helped and got us back to 4th place, just 100 yards behind the leaders. That made us feel pretty smart, maybe too smart . . .

Divine knowledge of winds and tides was not included in our repertoire. After correctly deciding prior to the start of the first official race that one should head inshore in the easterly breeze and that a sprint on starboard from the pin end would do just fine, particularly since that end was favored, we incorrectly assumed that the fleet inching down the line on starboard was too late to

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make the pin. Now was the time for one of those classic clear-the-fleet-on-port tack moves . . . along with Kolius who was circling with us. Result: Kolius somehow swings in and clears the line with some great boat handling, while RJ muffs it and has to duck 25 sterns before seeing daylight. Coming out on port after being smothered by dacron, it's possible that the rapid change of focusing distance and light created a mirage of a wind line just a few hundred yards ahead. BUT, it was always just a few hundred yards ahead. Sure, we got a couple of small headers, tacked and tried to get over the fleet. At one point we looked GOLDEN, for all of about two minutes. Were we hanging out on a limb! The fleet inshore got headed, picked up more breeze and crossed us by MILES. Dumb, plain dumb. Better to stick with the fleet, particularly when they are going on what "should" have been the favored side. No miracles that day, not even a fair break. We went left the last leg and lost out to boats wound up inside of us which went where we had the first leg.

The second race underlined what was going on. Some people knew it all along. Not everyone had the courage of their convictions. It took a couple of hours for the wind to fill in. It was clear. Again a light easterly, a good line. No recalls. We started in clear air and worked away from the fleet stampeding toward the shore on starboard. DIVISO TRE had speed on us and rolled by to windward . . . boats to windward did seem to be moving better now, maybe with a little lift. But, those closest to shore also were doing well, pulling out from under fleet.

Way out on the right horizon there was a lone J/24 going like mad. It was John Putaturo, the Italian Association's Secretary. He had the courage of his convictions, John commented after the race, "It was simple. The start was delayed two hours. It was a clear day. The wind will normally travel along the coast in the morning, then as the day goes by will swing more onshore as the land heats up. I stood up just before the start and saw the wind on the horizon to the right. While everyone went left, we started at the committee boat and went for the breeze line." Simple, it happens all over the world. Just a seabreeze. John sailed CALAMITY JANE to the first mark with a half mile lead over the second boat. And, that's where we were on the first day . . . good instincts Johnstone, bad timing.

The last two legs of this race were ones I'll never forget . . . until the next major championship. In about 15th place, we headed downwind. During the initial third of the leg the wind seemed stronger to the right, so we stayed on starboard and rolled several boats to the left. Halfway down the leg the wind gradually swung aft, then just before the leeward mark there was a small shift with some velocity to the left. John Kolius had been several boat lengths behind us and jibed over to port just 200 yards from the mark to get a piece of it, knowing he had to make two more jibes before rounding. It

worked. He gained 10 boat lengths and rounded ahead of us, not helped by our falling into a small hole just short of the mark.

My instincts were mumbling something about heading out to sea, but a "learned" discussion on deck ratified the wisdom of going up the shore again, or at least covering that side of the course. We tacked on to starboard, still had one chance to get back out to sea on a momentary header with velocity, chose not to take it - but we saw JULIA do so, who was even with us - and we never got back in the game again, ending up 15th.

John Kolius pulled off a 3rd! It was simple, if you believed that the windward leg wind pattern would stay as it was when we passed it coming downwind. The chances of "no change" were certainly greater than those of that hole disappearing we just sailed out of. SAN BRANDANO took off again in their private streak, never tacking until well out to sea and having cleared all but CALAMITY JANE and Norm Freeman.

The third race was a sprint in moderate to fresh breezes in the upper ranges of the 150% genoas. Here, the U.S. sailed boats seemed to have an edge with Ed Adams (current Northamerican Champion), Norm Freeman (current Great Lakes Champ and 1972 U.S. Olympic Flying Dutchman helmsman), John Kolius (current Texas Circuit Champ and 1972 Olympic Silver Medalist in Solings) and yours truly taking 1st through 4th places . . . although SALCICCA and ARANA PELUDA were not far behind. The first three boats were using Barber haulers with the genoas twisted off as much as 10" from the spreaders with the foot drawn tight around the turnbuckles. We made the mistake of not moving the genoa blocks a hole or two aft on the tracks to achieve the same effect.

Going into the last race after a two day Mistral layoff, Freeman was leading Kolius by a point, but had a poorer throwout race. One throwout was allowed, no matter how many races were sailed. All Kolius had to do was force Freeman into a finish worse than 7th to win . . . assuming that only one race was sailed. In fact, two were planned. Three hours of drifting minimized the chances of that second race. And, when the start did occur it was in a light westerly. AGAIN, later in the day. While the bulk of the fleet headed for the beach, some of the more alert Italian boats were tacking offshore. They, us included, looked bad for awhile. Then the breeze lifted boats on port tack with streaks of wind velocity to leave those inshore considerably behind. Once again, the wind under clear skies developed an onshore direction in early afternoon. There was considerably more current assist offshore as well. It was moving from east to west against the light developing wind. Kolius and Freeman were amongst the inshore group and never fully recovered. There were moments of great anxiety on board SAN BRANDANO when the race committee indicated that a fifth race was to be sailed at 1600 hours . .

then spontaneous celebration when the cancellation flag was flown 30 minutes later on this last day of sailing.

What were some of the conclusions drawn from this championship?

1. *The boats were truly one-design.* Much care and time was spent measuring keels, headstay lengths, sails, and draft marks because these were felt to be key speed factors. While differences were noted, performance between new U.S. boats and both new and old European boats gave no indication of a trend. Boat handling, sail trim, and tactics were decisive. In fact, two boats which were required to shorten their headstays had 1st and 2nd place finishes in races following the alteration.
2. *The boats were getting complicated.* Barber hauling systems were becoming complex to the point of replacing standard jib sheeting systems. There was universal agreement that steps had to be taken to define the limits of blocks and tackle used in trimming jibs. (See the 1981 Rule Changes).
3. *A throwout race is not desirable.* Not even John Kolius felt gratified by the last race . . . which was more of a mathematical exercise with deceptive overtones than a sporting event. It's not that he couldn't use a throwout, now and then. John finished 78th in the first race of the 1979 North-Americans where there was no throwout! While a throwout does keep those making mistakes early in the regatta mathematically "in the game", it takes some of the excitement away from the last race or two when 10 - 20 boats may still have a chance to win. If the World Championship or major Regional Championships are to reward the crew which sails the best during all the races (rather than to forgive a bad error) then J/24 Championships should count all races sailed.
4. *Championships must be held closer to J/24 manufacturing plants.* The difficulty and costs of transporting "new" charter boats to the regatta site were exorbitant. Eight boats were shipped from the U.S.A. and five from Westerly in the U.K. to insure that overseas competitors could race. The key is resale. There's no problem if all the boats can be sold or presold in the immediate area of the championship . . . and these were within 60 days, luckily. However, the probabilities of resale without the built-in risk of \$2,000 - \$5,000 of freight and duty costs are far greater at the source of production than at one of the extremities of the market.
5. *The host club should have an active J/24 Fleet.* There are too many details in running a regatta well to rely on a distant organizing committee. Thanks to Paolo Boido and Vivien Christmas many problems were nipped in the bud to insure a smoothly run event . . . but it was touch and go at times with several important issues being ironed out mere hours before they had to be. A local J/24 fleet insures better communication between the Class









# World Championship II

## SANREMO, ITALY

By Franco Pace





and yacht club race management. Currently, most of the J/24's in Italy are concentrated in the Portofino - Rapallo area, 100 miles away. Sanremo was picked because of generally better wind conditions during October.

6. *Sailing conditions aren't everything.* A 49 boat turnout from 10 countries in October for the second world championship is unqualified success. But, we can't forget that sailing is only part of the equation for an enjoyable championship. And, when attracting people from overseas at great expense, COWES may be more of a draw BRIDGEPORT, SYDNEY more than MOLOO - LABA, or ACAPULCO more than ALVARADO. If contestants can leave a championship feeling they have lived for a week in one of the fabled ports of the world . . . no one goes home a loser. And, the great thing about J/24's is that there are now fleets in the ports which the travel posters have pitched for years. All we have to do is take advantage of all that free publicity.

7. *J/24 sailors are more fun.* Whether it's the nature of the yacht, the people who are attracted to it, their level of expertise or a combination of all, the camaraderie between sailors no matter what the nationality is superb. To some extent this is true of all World class events. But in those classes with which I'm familiar (Soling and 470's) communication across "team" lines was more the exception than the rule.

Maybe it's because sex and age aren't problems. One of the reasons that Italian boats were doing well was some of Italy's best sailors were coming out of semi-retirement from one-design racing to join in on the fun. And, there's no question that the female presence on the race course was preferable to that of beady eyed gorillas. Sally Lockwood shared crewing duties on 2nd place CRUEL SHOES, Mary Johnstone kept TOP OF THE WORLD together, as did Naomi Hall on DREADNOUGHT.

Bob Johnstone

### Winner's Comments

San Remo, Italy was the location of the second J/24 World Championship. Located on the Western border of Italy about 10 miles east of France, directly on the Mediterranean. It is a town built on a mountain, leveling off about 1/4 of a mile from the coast. It is a town very proud of its sailing tradition, and presently trying to become the sailing capital of Italy. With 49 boats from 14 different countries they were ready for the J/24 Worlds.

I arrived in Italy 10 days before the regatta to race a warm up regatta with the owner, Giorgio Chiarva, but mainly to insure the boat would be ready for the regatta, thank God I did. A day after my arrival I started what was known as the "San Brandano Reconstruction". First by removing every piece of deck hardware except for tracks and

winches. Then re-reaving every halyard so that the two genoa halyards were on the port side and the spinnaker halyard, main halyard, topping lift and foreguy were on the starboard side. This set-up was designed by John to keep the crew to windward on port roundings while hoisting the chute. We then hauled the boat to an independent boat yard where we started reshaping the keel. It seemed that the keel was 10mm too large in the leading edge and 3mm too small at the trailing edge. We ended up shaving the front edge and adding micro-ballons to the trailing edge, fairing and re-fairing until it fit the class rule templates. In all it took about 24 man hours to get it correct.

We then went to the deck, and refit it to accommodate the new halyard arrangement. Transferring all hardware to light Nicro-Fico and Harken. The European flattening reefs, so we installed a 2 to 1 outhaul and 3 to 1 flattening reef. We also installed spinnaker tweekers and made new mast chocks to insure a minimum J dimension. Finally after four days of almost non-stop work the boat was ready. Giorgio Zolezzi and myself sailed the boat over from Rapallo to San Remo to start practicing for the regatta. Kolius arrived on Thursday and installed 3 to 1 barber hauler for the genoa and class jib. On Friday the four of us went sailing for the first time together. It was a simple practice, mainly checking the boat's performance upwind. On Saturday we returned the rigging and set out for the practice race.

The practice race was uneventful but encouraging as everyone was checking out everything from sails to crew. The breeze was about 10-12 knots. After only one general recall we started. Most of the fleet went directly to the shore, including us. We ended up overstanding the first mark, and had to crack off slightly to get down to the mark. Even though we overstood with our new fancy barber haulers we were able to power down on the long line of starboard tack pinchers and ended up 4th at the weather mark, where we passed a boat immediately putting us in 3rd where we stayed throughout the race. Steve Rattray from Australia won and Mr. Haggbom on JULIA was 2nd. We felt good about our speed and looked forward to the 1st race.

We started the first race in about 8 knots of breeze and it dropped from there. Again the shore paid off up the first beat. HUSSI and PETIRROSE from Italy were the first two boats at the weather mark, while we were 3rd and JULIA from Sweden was 4th. This tight little four boat fleet stayed glued together throughout the next four legs of the Olympic course which was used in this regatta. Finally the stalemate was broken at the leeward mark as the first two boats had bad roundings and we were able to get inside. We hung on port tack trying to get into position to squeeze a good safe leeward on the two Italians when they tacked to get back to the beach. In the meantime JULIA immediately tacked to starboard and after we tacked there was a small shaft which put

JULIA in 1st, us 2nd, HUSSI 3rd, and PETIRROSE 4th. The wind died as the lead boats finished with 11 boats failing to finish in the time limit.

The second race was a study in mental torture as the wind never got over 12 knots and the protest committee had their problems. As usual a massive group of the fleet went directly to the shore. We had a terrible start and spent the first windward leg in bad air trying to get inshore. It seems that one Italian boat CALAMITY JANE shot the offshore corner and when the breeze picked up it came from his direction and he was a little over a mile ahead of the fleet. We were so far back that I don't even know who was second and third. JULIA was two boats ahead of us and HUSSI was in about 5th, we were 19th at the first marker. We worked our way to the Swede's stern at the leeward marker and she matched raced us up the second beat. After the run we were in 12th going to the last beat. As usual the fleet went inshore, we passed a few boats at the rounding and headed offshore. Kolius must have had some type of vision as we worked the offshore side of the beat for half the leg and scurried back inshore in time to catch the shift at the end of the leg. We finished 5th which would have surprised me but I have seen it happen before. CALAMITY JANE was 1st, TEDDY BEAR from Sweden 2nd, and Norm Freeman 3rd, HUSSI 4th. Here when the race got sloppy nobody got a gun or horn. It turned out 7 boats were over early and at first indication we were one of them, which seemed rather impossible when recalling our start. As it turned out the boats that were over included TEDDY, HUSSI and JULIA. There were so many protests and witnesses it started looking like the T. Cullen Davis trial. After an all night protest, the Jury concluded that all seven boats were DSQ. This put the finish, CALAMITY JANE, CRUEL SHOES and SAN BRANDANO. What a wild night at the club as we found out later our name got mixed up in the mess when the radio from the committee boat to the Yacht Club office was broken up with static when reporting finishers and not over earlier. The 3rd race was the heavy air race of the regatta. Ed Adams in GAROUPA was the first boat out of the pack to tack to port, Freeman was second, we were 3rd. It seemed that the Americans had a better grasp of the heavy air than the Europeans. The first 3 places never changed, only increased their lead over the fleet. The tighter rigs and flatter sails really showed their stuff.

On the morning of the 4th race we had a nifty 35 to 40 knots of breeze and after hours of postponement, they abandoned the race. The next morning was even worse, the breeze was gusting up to 50 knots. Again they abandoned the race. Things were getting desperate. They had decided not to race on Saturday no matter what and the way the sailing instructions read there was going to be a throw out race whether there was one race or six. At this point we needed one more race to try to keep Norm from throwing out



his 1st race which was a 7th and counting his pair of two's as we had a second and two threes.

On Friday morning we drifted out to the nine o'clock start, but didn't get started until 12:15. At the start we made a quick 3 tacks and got on Freeman's air. We both ended up going to the wrong side of the course as we proceeded to drive him back in the fleet. At the 1st mark we were 39th and Freeman was 43rd. We both worked our way thru the fleet

to around the 30th spot. By the last beat we had lost interest in the race as the leaders were well over half a leg ahead and Norm had no chance to better his 7th. This relaxation showed as Norm ended up 23rd and we got 30th. The Italians SALCICCIA, PETIRROSE and ARANA PELUDA were 1st, 2nd, and 3rd.

After a week in San Remo everyone was

ready to go home and take it easy for a while, but there was already a buzz in the air about the 1982 Worlds in Australia. Many thanks to the Italian Sailing Federation for a well run regatta, Sanremo, and of course, Rod Johnstone. I would also like to thank John Kolius for letting me spend my vacation rerigging a J/24 and now for letting me spend my plane trip back of the states writing this while he is fast asleep.

Farley J. Fontenot

## J/24 Class Championship

PLACE	SAIL #	NAME	BOAT NAME	RACE				TOTAL
				1	2	3	4	
1	I12	John Kolius/Giorgio Chiarva	SAN BRANDANO	2	3	3	(30)	8
2	US1253	Norm Freeman	CRUEL SHOES	7	2	2	(23)	11
3	I18	Riccardo Bonadeo	PETIRROSE	4	(9)	8	2	14
4	I4	Carlo Bianchi	ARANA PELUDA	(13)	8	5	3	16
5	S21	Jonas Haggbom	JULIA	1	(59)	14	4	19
6	I1	Luca Bassani	SALCICCIA	15	18	6	1	22
7	I20	Corrado di Majo	TRIGLIA	11	6	(20)	5	22
8	I7	Allesandro Puri	DIVISO TRE	9	5	(35)	8	22
9	K4040	Stuart Alexander	JOE BANANAS	6	(59)	10	9	25
10	US2300	Bob Johnstone	TOP OF THE WORLD	(18)	15	4	7	26
11	US1705	Ed Adams	GAROUA	(32)	16	1	14	31
12	KA2789	Rattray/Savage	MOOVIN	5	17	11	(25)	33
12	Z742	Mach/Graz	JOLLY JUMPER	(35)	4	18	21	33
14	I13	Alberto Schiffino	HUSSI	3	(59)	19	15	37
15	K4037	Colin Hall	DREADNOUGHT	14	11	(27)	16	41
16	S55	Jan Gapinski	KISS OF FIRE	(30)	14	22	6	42
17	I9	Putaturo/Pozzolo	CALAMITY JANE	10	1	(43)	33	44
18	S40	Johnny Lundberger	TEDDY BEAR	12	(59)	13	20	45
18	K5307	J. & R. Newnham	PIG'S EAR	(37)	25	9	11	45
20	KZ2323	Robert Schade	WILD WEATHER	17	19	(44)	12	48
21	I19	Giuseppe Magliocchetti	SANREMOMARE	8	(59)	31	10	49
22	I14	Giorgio Pierini	MANON MIDIRE	16	7	(47)	28	51
23	I8	Cravelto/Recchi	DO DI PETO	21	(59)	16	17	54
24	I3	Luca Lualdi	L'ALLEGRO BEVITORE	22	21	(37)	13	56
25	F1276	Fedensieu/Boussagol	CLAUDE	24	10	(28)	24	58
26	K4014	Ratsey-Woodroffe/Newlands	RAT TRAP	27	(30)	12	22	61
27	K4122	Geoff Watchorn	CHAP CHAP	26	29	7	(32)	62
27	KC2448	Jerry Roufs (59)	SNATCH & GRAB	12		(32)	18	64
29	I1421	Attilio Gallo	JAZZ	20	26	(32)	18	64
30	KC797	Tom Thompson	BLACK STAR	(29)	20	27	19	66
31	K4098	Peter Jenkins	RIP OFF	23	23	(40)	29	75
31	KA2923	Robert Hagan	SHELLMER	25	(31)	24	26	75
33	K4002	J. Nick White	JIMP	28	(38)	17	36	81
34	K4035	Owen/Rellings	MOTHER	37	35	15	(39)	87
35	K4025	Dunkerley, Haigh, Dale	24 CARAT	37	22	29	(41)	88
36	I5	Marco Tronchetti	CASTIGA	37	13	(59)	47	97
37	F1403	Gerard Letertre	PASSADE	31	41	26	(43)	98
37	SA40401	Rob Meek	JAAP	34	28	36	(37)	98
39	F1277	Daniel Duverger	INACCUS	33	34	33	(35)	100
40	Z1465	Heini Rusterholz	VOR-AB	37	36	(42)	31	104
40	US1713	Morgan Bertram	SUKEY	37	33	(39)	34	104
42	F1401	Frank Flahaut	RACKHAM LE ROUGE	(59)	27	30	48	105
43	F895	Robert Pestre	RENEGAT	36	32	38	(45)	106
44	K4088	Lars Hagglof	LUDER	37	(59)	25	48	110
45	K4089	Peter Drake	JEREMY FERRET	(42)	34	34	42	113
46	F747	Ralph Graux	LE PETIT L'ARG	37	39	(46)	38	114
47	Z1092	Hans Holderegger	JEZEBEL	37	(59)	41	44	122
48	I2	Jeff Longoni	ASTERIX	37	(58)	48	46	131
49	F1702	Gerald Slapaert	AZIMUT	DNS	DNS	DNS	DNS	DNS



# Diaz Wins 1981 Midwinters

Au-GIE . . . Au-GIE . . . Au-GIE . . . the chant filled the large striped tent. J/24's on trailers and vans were silhouetted against a crimson sunset. And, the chill in the persisting north breeze seemed to push the crowd together creating a more intense outburst of energy, warmth and enthusiasm in the tribute paid to the winner as he stepped forward to receive the Midwinter Championship Trophy.

Augie Diaz sailed an incredible 2-1-3-2-12 series. One of the seconds was lost when the 5th race was thrown out. This was a 14 point margin over Scott Allan of Annapolis. The 64 boat fleet was probably the toughest, most talent laden group of J/24's that had ever assembled. So, Augie deserved every bit of his tribute. He didn't have a speed advantage over other boats, he simply sailed smart and made less mistakes than the rest.

## Still Frost Free

While this may have been the hottest fleet ever, it was also the coldest Midwinter series ever. In fact, Tuesday, the day of the three qualifying races, was the coldest day in the history of Key West Florida. Average temperature was in the mid-forties fahrenheit. They still boast that Key West is the only "frost-free" city in the U.S.A., but not by much. Fortunately, in midweek there were three days when swimming, shirtless sailing, and sunbathing once again were possible.

For some of us fairweather sailors, the thaw came too late. Ready to win the event with our top ten World's crew of wife Mary, son Drake, Henry Little and daughter Helen and yours truly, we only managed several mid-fleet finishes in the three race elimination series (with one throw out). So, we ended up in the Designer Division with some excellent company, managed a first in race one, a last chasing wind mirages to the left in race two, a twelve with a great weed on the keel in race three and a couple of bogies while I put the slide show together for the trophy presentation.

Everyone was able to view themselves racing in this very same series thanks to Chris Cunningham's photography and 24 hour service from Kodak by courier out of Atlanta. We took dockside and racing shots up until Thursday evening and were able to integrate 160 slides (of 1200) into a multi-media presentation after the awards were handed out. The music didn't come across too well. We tried to hook up Cam Lewis's van stereo system through an open tent flap, but the cheering, catcalls, and laughter would have drowned out any graphic equalizer.

## The Competitors

One only has to look down the list of finishers to understand the quality of the racing, but Augie Diaz may be relatively new as a name to many J/24 sailors. An introduction is called for.

Augie was runner-up in the Laser Division of the first U.S. Youth Championship 1973. This was held in Wilmette, Illinois and I was chairman of the event. The winner, Peter Commette, elected to sail in the 470 Worlds at Kiel, so Augie got the chance to sail in the Youth Worlds . . . which he proceeded to win convincingly, but not before stopping off in Sandusky, Ohio to win the 470 Nationals, beating Commette/Loeb who went on to finish second in the 470 Worlds. He's not your typical beady eyed sailor. He was always great with kids and quick with a smile or nice comment. As a young father of 26, at this regatta he was constantly with his young son, daughter and expectant wife (2 weeks away) stopping to pick up a runaway toy, sharing the occasional sip of beer and writing off his success as "incredible good luck". Well, for lack of any other distinctive sailing technique, go fast equipment or sails, if competitors latch on to Augie's family situation as the key to success . . . we may have to switch the Midwinters to the Disneyland Lake. Of course, this would delight brother Rod who insists that the J/24 was designed as a family sailboat.

Augie was also a medallist in Snipes at the Pan American Games and was the top U.S. Flying Dutchman sailor at the 1979 Pre-Olympic regatta. He lives in Miami, sails with the Biscayne Bay Fleet, and has started a sailing services business.

Among the top ten, Scott Allan and Charlie Scott from Annapolis need no introduction. Cam Lewis in third, was also a runner-up in the U.S. Youth Championship - then went on to win a World Championship, the Finn Gold Cup. He currently works for Hood sails in Marblehead. Kelson Elam distinguished himself with a superb performance in the J/24 North Americans and Dave Curtis has won the Soling Nationals and Etchells 22 Worlds. Dave, by the way, was partly responsible for getting the J/24 off to a flying start. He helmed the first TOP OF THE WORLD (Hull #21) to four 1sts at the 1977 Block Island Race Week. That's when the word got out and the publicity started.

Kurt Miller is another Youth Championship graduate, but you may have heard more about his crew. Kurt's old man, Warren Miller is one of the country's most outstanding cinematographers, best known for his ski movies and Laser films. Let's hope he got the third race on film.









And, Peter Isler can be seen on the USRYU Instructors line-up. He won the U.S. Soling Pre-Olympic regatta in 1979, and once again came out of the Youth Championship and Collegiate ranks as one of the top young sailors in the U.S. Peter ended the series in proper fashion with a bullet in heavy air.

Dave Hirsch you all know as North Sail's J/24 and 12 Meter sail designer, who made a significant contribution to the improvement of FREEDOM's defense of the America's Cup. Actually, it was the J/24 Class which allowed the U.S.A. to retain the Cup. If it hadn't been for all of us giving Dave such a hard time on the race course, motivating him to seek new and better sail shapes to overcome us, he never would have come up with those winners on FREEDOM.

Low Gunn from Hilton Head received an Outstanding Performance Award (J/24 Half Model) for being the top skipper over 50 years of age in the regatta. Lou is a young 65, sailing with his wife and son in HOWZAT??. A past Wianno Sr. champion on the Cape, he came close to winning the Designer Division and was always at the top of the fleet.

### New Challenges

This wasn't an easy regatta. The three short trapezoids with two mile weather legs on Tuesday packed a lot of racing into one day. The idea was to split the fleet to avoid starting line congestion, with the belief that the bottom half would probably prefer to sail against their own level of competition . . . WRONG! The foreign boats weren't too happy about becoming second rate citizens on the first day in new charter boats, nor was I in getting a new boat tuned, nor were any others. It wasn't that we didn't deserve this ranking after day one, it was just too early.

The conditions were blustery with shifty winds out of the North. A round robin was sailed with those in the green pennants sailing against blue, then yellow then purple. Scores were added up at the end and the top half with the lowest scores after a throw out sailed in the Championship Division; the rest in the Designer's Division.

Official race one saw the chances of Bill Shore and Bill Whitmore greatly diminished as they were disqualified for being over the line on the third general recall. This was unfortunate because the Race committee made no visible effort to square the line to the wind after a starboard side bias became evident with starters bunching up around the RC boat.

Race two was a challenge when a 40 degree windshift off the Gulf Stream half way up the 1st weather leg, made it a drag race to that mark and around the rest of the course, since the RC boat was positioned in such a way that a course change on the last leg would have put the fleet on the reef. What is interesting here is that between races a number of competitors saw the low flying wind clouds coming at them from a different direction than the prevailing breeze — yet it didn't register in their minds that this meant a wind shift, that is except for one of Augie's crew . . . score one bullet.

### Cruising the Keys

Race three was uptide toward the South in light breezes and it paid to average toward the right side playing the shifts as you went. A dive toward either corner was sudden death, one had to work the pack and gain on each 10 degree shift trying to keep clear of bad air. But, what a glorious day for sailing. Perfect temperature.

Shirts off for sandwiches and beer on the downwind leg - the head clearing itself from all the miserable winter stuffiness. The shimmer of sun on the wave tops. I didn't think I could ever feel so good coming in last. I can see why Loren and Lonnie Kerst keep MAX in the water to cruise through the Keys for two weeks after the event.

Race four was more of the same, with Augie racking up his fourth finish in the top three. The Designer Division suffered the inglorious putdown of having a reach mark snatched from before their very bows by an errant RC Mark Boat. It was rumored that this was the Commodore of the local yacht club, who immediately resigned his position and flew to Canada.

What was race five and all day Friday was tossed out when the jury ruled that the RC course change to 200° from 185° at 3.5 miles resulted in a course of 197°, no beat, less than 2.0 miles, with a finish line bearing 205°, and an official playing traffic cop, waving the fleet around the closest finish line boat to cross from East to West. A long wait before starting the next race combined with a slow to respond course change and windshift to the North wiped out chances for a second race.

It was howling on the last day. The RC made up for Thursday's pick up by conducting two races for the Designer Division and one for the Championship group. This meant no throwouts for scoring purposes. Stu Johnstone, sailing BLIZZARD with the owner of the famous HUKILAU (they made a wicked rum drink called a Hurricane) which had hosted Rod's birthday party, pulled off two firsts in the Designer Division . . . And, to prove that the Designer Division was actually a hotter group, it was announced that BLIZZARD'S elapsed time around the course was actually 1 minute faster than the leading boat in the Championship Division.

### Lessons

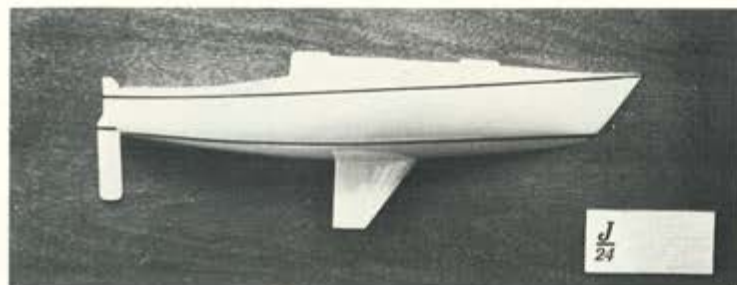
The Class learned, or re-learned several things. First, use of a standard set of race instructions by a Race Committee functioning with a few more guidelines from Class officers present, would have allowed completion of two more races . . . with probably no change in results.

Secondly, the split fleet format has to be revised. The best plan expounded on the plane trip home went as follows:

- Divide the fleet into four groups and conduct a twice around round robin with 6 races over 3 days using two starts. A&B, C&D; A&C, B&D; A&D, B&C.
- Then split the fleet. The top half becomes the Championship Division sailing three more races, with all nine races to count (no throwouts). The bottom half (which by this time would be mathematically eliminated anyway with no throwout allowed) starts with a clean slate sailing three races for a Special Cup.

In this way, the time of the split would occur at about the same time a competitor would face the reality of his/her performance . . . not earlier.

On the other hand, maybe we could go to race nine, or the beer tent afterwards, the trophy presentation, the trip home, a week later, or maybe never split the fleet. After all JJ is the fastest J/24, twice as fast, number 2424, and on the race course we never makes mistakes . . . never makes mistake . . . never mistakes make.



J  
24

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Boat Top: Red \_\_\_\_\_ Blue \_\_\_\_\_ Black \_\_\_\_\_ Green \_\_\_\_\_

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Bronze \_\_\_\_\_

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## Championship Fleet

POS	SAIL NO.	BOAT	NAME	HOME	FINISHES
1	1470	I'LL GO	D. Hillman, A. Diaz	Miami, FL	2, 1, 3, 2, 12, 19.75
2	2411	11	Scott Alan	Annapolis, MD	1, 12, 13, 4, 4, 33.75
3	1267	BLACK SNOW	C. Lewis, E. Bixby	Marblehead, MA	3, 13, 8, 1, 11, 35.75
4	1343	GOOD HEARTED WOMAN	Kelson Elam	Dallas, TX	5, 9, 26, 8, 2, 50.00
5	2579	HJ	David Curtis	Marblehead, MA	11, 21, 2, 6, 10, 50.00
6	67837	CREME DE MINT	K. Miller, W. Miller	Hermosa Beach, CA	20, 27, 1, 3, 3, 53.75
7	578	UKULELE LADY	David Hirsch	Westport, CT	13, 8, 18, 10, 7, 56.00
8	2441	VIVA YO	Charlie Scott	Annapolis, MD	12, 2, PMS, 5, 6, 58.00
9	9	CALOOH CALLAY	Peter Isler	Rowayton, CT	9, 10, 29, 11, 1, 59.75
10	1132	POPEYE	Bill Whitmore	Marblehead, MA	PMS, 5, 5, 13, 9, 65.00
11	1	RAGTIME	Rodney Johnstone	Stonington, CT	10, 26, 11, 7, 20, 74.00
12	82	LA PETITE MAMBO	W. Williams, K. Burnham	Miami, FL	22, 11, 7, 14, 21, 75.00
13	1041	ERETA	Robby Wilkins	Lexington, SC	4, 18, 9, 18, PMS, 82.00
14	67527	ACE OF CUPS	Bruce Gollison	Seal Beach, CA	15, 24, 6, 32, 5, 82.00
15	67438	BLUE RUNNER	Robin Sodaro	Corona del Mar, CA	7, 20, 22, 1, 1, 83.00
16	153	PENTAD	Tom Bremen	Miami, FL	8, 6, 30, 29, 14, 87.00
17	33449	TANTRUM	David Nicoll	Baltimore, MD	19, 30, 16, 20, 8, 93.00
18	833	MAD DOG/MAD DOG	Ken Huggins	Dallas, TX	26, 4, 10, 21, PMS, 94.00
19	1734		Eric Gesner	Ithaca, NY	21, 23, 12, 26, 16, 98.00
20	1065	NANCY H	Win Fowler	Falmouth, ME	30, 7, 24, 19, 19, 99.00
21	2000	ZUMA	Ross Griffith	Charleston, SC	24, 14, 19, 24, 18, 99.00
22	1330	RAG DOLL	Kerry Klinger	Orangeburg, NY	25, 3, 28, 31, 13, 100.00
23	571	BLACK STAR	John Jennings	St. Petersburg, FL	6, DNF, 4, 25, DNC, 101.00
24	1146	SILENT SCREAM	Bill Kaul	Salem, MA	16, 19, 14, 23, DNC, 105.00
25	2537	FINESSE	Bill Shore	Newport, RI	PMS, 15, 15, 12, DNC, 108.00
26	151	MAN-O-WAR	Duttenhofer/Ploch	Miami, FL	17, 22, 21, 15, DNC, 108.00
27	1777	GOOD GIRLS DON'T	Greg Dorland	Olympic Valley, CA	23, 25, 23, 9, DNC, 113.00
28	592	MAIN SQUEEZE	Mike Toppa	Stevensville, MD	14, 17, 27, 22, PMS, 113.00
29	403	PEPPERMINT	John Bankston	Belleair Beach, FL	28, 16, 20, 16, DNC, 113.00
30	21669	HOT CANARY	Fred Wiedeke	Bayville, NJ	29, 28, 25, 28, 15, 125.00
31	1337	CRUEL SHOES	Norm Freeman	Ithaca, NY	18, 31, 17, 27, DNC, 126.00
32	570	BALOO	J. Wright/B. Johnston	N. Palm Beach, FL	27, 29, 31, 30, DNC, 150.00

## Designer's Fleet

POS	SAIL NO.	BOAT	NAME	HOME	FINISHES
1	2139	CANNONBALL EX.	Kevin Doyle	Youngstown, NY	15, 4, 9, 4, 4, 3, 39.00
2	14	BLIZZARD	Stuart Johnstone	Newport, RI	18, 5, 10, 6, 1, 1, 40.50
3	2103	HOWZAT??	Lew Gunn	Hilton Head, SC	5, 14, 1, 21, 2, 4, 46.75
4	332	LARISSA	Van Dalen/Constants	Cherry Hill, NJ	16, 15, 4, 2, 12, 6, 55.00
5	4001	MUFFDIVER	Doug Winton	London, England	10, 6, 15, 1, 16, 8, 55.75
6	1673	AKELA	R. Hermon-Taylor	Brookline, MA	4, 2, 6, 20, 11, 14, 57.00
7	14732	INTENSE	Dana Seniff	Guilford, CT	8, 19, 14, 12, 5, 2, 60.00
8	1997	SPECIAL K	Jack Kern	Austin, TX	3, 9, 12, 24, 6, 7, 61.00
9	4088Y		Lars Hagglof	London, England	21, 3, 16, 7, 15, 10, 72.00
10	2580	MARS	David Franzel	Boston, MA	9, 7, 7, 29, 10, 13, 75.00
11	2143	TACK RAG	Jeff Scherpf	Havre de Grace, MD	2, 17, 17, 8, 19, 16, 79.00
12	1219	NON PAREIL	J. Beach/F. Hanselman	Chicago, IL	11, 16, 27, 13, 7, 5, 79.00
13	2425	24 CARROTS	Eddie Warwick	Isle of Wight, England	6, DNC, 3, DNF, 13, 11, 99.00
14	2573	MORE GRIEF	L. Conger/M. Wolcott	Bossier City, LA	12, 24, 19, 11, 18, 18, 102.00
15	5027	BLAST	B. Olander/D. Olander	Birmingham, MI	13, 11, 24, 26, 22, 9, 105.00
16	202	J-WHIZZ	Ed Konclkowski	Glen Falls, NY	28, 21, 5, 25, 14, 15, 108.00
17	797	BLACK STAR	Tom Thompson	Pointe Claire, Quebec	14, 20, 22, 15, 8, DNC, 112.00
18	91	DOCTOR J	J. Southam/M. Bennett	Key Biscayne, FL	27, 1, 11, 10, DNC, DNC, 114.75
19	402	BLUE MAX	John Schedel	Naples, FL	17, 26, DSQ, 5, 3, DNC, 118.00
20	64119	WHIRLWIND	Blane Bowen	Toronto, Ontario	31, 22, 8, 27, 17, 17, 122.00
21	809	COON	Dan Courtney	Key West, FL	29, 10, DSQ, 28, 9, 12, 122.00
22	2424	JJ	Bob Johnstone	Newport, RI	1, 12, 29, 16, DNC, DNC, 123.75
23	1040	GRAYBEARD	Jim Anderson	Heath, TX	7, 8, 26, 18, DNC, DNC, 125.00
24	1675	SNOWBIRD	R. Andy Dunn	Marietta, GA	23, 27, 21, 9, 20, DNC, 133.00
25	784	BLUE BAYOU	John Van Wright	Atlanta, GA	25, 18, 23, 3, DNC, DNC, 135.00
26	201	TEENIE JEANIE	David Cooper	Duluth, GA	24, 25, 18, 14, 23, DNC, 137.00
27	2326	LAURIE ANNE	Jim Hoffman	Jordan, NY	22, 30, 2, 19, DNC, DNC, 139.00
28	1048	MAX	L. Kerst, L. Kerst	Fair Haven, NY	26, 23, 25, 23, 21, DNC, 151.00
29	651	FLUTTERBYE	Roger Bardwell	Canadaigua, NY	30, 13, 28, 17, DNC, DNC, 154.00
30	2567	WHIRLAWAY	Robert Moore	Fairfield, CT	19, 28, 13, 30, DNC, DNC, 156.00
31	2531	FLEXIBLE FLYER	A. Schriver/G. Seel	Elverson, PA	20, 29, 20, 22, DNC, DNC, 157.00
32	1965	CHANGING	Bill Miller	St. Louis, MO	32, DNF, DNC, DNC, DNC, DNC, 197.00
		No. of Starters			32, 31, 31, 31, 23, 18



# USYRU CHAMPIONSHIPS

## SOURCE OF J/24 TALENT

The J/24 has the distinction of having been selected for the following United States Yacht Racing Union events:

- 1981 Adams Cup  
Aug. 29 - Sept. 4  
Fort Worden Sailing Ctr., Port Townsend, WA
- 1981 Sears Cup  
Aug. 23 - 27  
Noroton YC, Noroton, CT
- 1981 Championship of Champions  
Oct. 13 - 16  
St. Petersburg YC, St. Petersburg, FL

The Adams Cup is one of the two oldest (Sears being the other) USYRU trophies. It is the National Women's championship, run in elimination format, starting at the local club level, then through Yacht Racing Association quarter final and area semi-final rounds. Boats are supplied by the host club fleets. The Adams Cup trophy dates back to 1924.

The Sears Cup, dating back to 1921, is open to juniors from the ages of 13 to 17, and is also sailed as an elimination series with boats provided. The Cup was first placed in competition by Commodore Herbert M. Sears, of the Eastern YC, Marblehead, MA. It

wasn't until 1951 that this became a truly national event, under the auspices of the Union.

The "J" involvement in the Sears Cup dates back to the 1920's. Sailing from the Wadawanuck Y.C. from Stonington, CT, designer Rod Johnstone was a finalist in 1953 and 1954. Bob (J Boats Pres.) was a semi-finalist in 1950 in Quincy Adams 17's, and a finalist in 1951 in 210's. He also coached the winning 1952 crew (from Indian Harbor Y.C., Greenwich, CT) in Lightnings. Their father, also Robert Johnstone, sailed in the Sears Cup Finals at Marblehead representing Narragansett Bay in 1926.

Note also, that two of our illustrious champions, John Kolijs (1968), and Charlie Scott (1971), were Sears Cup winners.

The Championship of Champions Regatta is open to USYRU member one-design classes by invitation. Every year, the USYRU selects a different boat (centerboard, cat or keelboat) in which the champions of 20 selected classes compete. The class champion must be a winner of his/her National, North American, or World class championship. (No runners-up allowed!) This year, the event will be held in October just prior to the J/24 Annual Meeting and the USYRU Annual Meeting in St. Petersburg, Florida.

Once again, you'll note some J/24 sailors on the winners' list: Tom Ehman, Major Hall and Neal Fowler.

### Past Winners - Adams Cup

- 1924 - Ruth Sears
- 1925 - Ruth Sears
- 1926 - Jessie Bancroft - Cohasset Yacht Club
- 1927 - Lorna Whitely - Indian Harbor Yacht Club
- 1928 - Lorna Whitely - Indian Harbor Yacht Club
- 1929 - Frances Williams - Cohasset Yacht Club
- 1930 - Lorna Whitely - Indian Harbor Yacht Club
- 1931 - Lorna Whitely - Indian Harbor Yacht Club
- 1932 - Clara Drennon - Edgartown Yacht Club
- 1933 - Ruth Sears - Cohasset Yacht Club
- 1934 - Myrtle Whitely - Indian Harbor Yacht Club
- 1935 - Frances Williams - Cohasset Yacht Club
- 1936 - Frances Williams - Cohasset Yacht Club
- 1937 - Frances Williams - Cohasset Yacht Club
- 1938 - Frances Williams - Cohasset Yacht Club
- 1939 - Sylvia Shethar - American Yacht Club
- 1940 - Sylvia Shethar - American Yacht Club
- 1941 - Lois MacIntyre - Riverside Yacht Club
- 1942 - Lois MacIntyre - Riverside Yacht Club
- 1943 - Lois MacIntyre - Riverside Yacht Club
- 1944 - Lois MacIntyre - Riverside Yacht Club
- 1945 - Lois MacIntyre - Riverside Yacht Club
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- 1979 - Lois MacIntyre - Riverside Yacht Club
- 1980 - Lois MacIntyre - Riverside Yacht Club

- 1968 - June Methot - Moonmouth Boat Club
- 1969 - Jan O'Malley - Montoloking Yacht Club
- 1970 - Jan O'Malley - Montoloking Yacht Club
- 1971 - Sylvia Shethar Everdell - Duxbury Yacht Club
- 1972 - Sally Lindsey - Dinghy Club
- 1973 - Timothy Schneider - Seawanhaka Corinthian Yacht Club
- 1974 - Deborah Freeman - Seawanhaka Corinthian Yacht Club
- 1975 - Cindy S. Batchelor - Pettapug Yacht Club
- 1976 - Ellen Gerloff - Galveston Bay Cruising Association
- 1977 - Ruthie Maudlin - Jane Baldinger - Rita Matthews
- 1978 - Ruthie Maudlin - Jane Baldinger - Rita Matthews
- 1979 - Ruthie Maudlin - Jane Baldinger - Rita Matthews
- 1980 - Ruthie Maudlin - Jane Baldinger - Rita Matthews

- 1947 - The Bussard Yacht Club - Michael Jackson
- 1948 - Vineyard Haven Yacht Club - Douglas Cassell
- 1949 - Cohasset Yacht Club - Edward C. Bunk, Jr.
- 1950 - Pison Yacht Club - Stephen M. Smithwick
- 1951 - Rocky Point Sailing Club - George Reichlein
- 1952 - Indian Harbor Yacht Club - Martin A. Purcell
- 1953 - Sandusky Sailing Club - Dave Ottmann
- 1954 - Kingston Yacht Club - Henry D. M. Jernatt
- 1955 - Royal Canadian Yacht Club - A.R. Lemmon, D. Day
- 1956 - Seattle Corinthian Yacht Club - Alan Holt, Fred Ray
- 1957 - Pequot Yacht Club - John Menfield, Peter Clark
- 1958 - Noroton Yacht Club - Kevin Jaffee, Carolyn McCurdy
- 1959 - Hudson Yacht Club - John Welch, Barbara Thomas
- 1960 - Royal Vancouver Y.C. - David Miller, Colin Park
- 1961 - Pison Yacht Club - Steven Wales, Lee Harris
- 1962 - Newport Harbor Yacht Club - Henry Sprague, II
- 1963 - Milford Yacht Club - Whit Batchelor, John Cordes
- 1964 - Corinthian Y.C. - Marblehead - Robert Doyle
- 1965 - Monmouth Boat Club - Robert Held
- 1966 - Southern Yacht Club - John Dine, II, John Cense
- 1967 - Southern Yacht Club - John Dine, II, John Cense
- 1968 - Galveston Bay Cruising Assn. - John Kalus
- 1969 - Noroton Yacht Club - Martin D. Scott
- 1970 - Houston Yacht Club - Dan Williams, Clark Thompson
- 1971 - Annapolis Yacht Club - Charlie Scott, John Becker
- 1972 - Houston Yacht Club - Clark Thompson, Jr.
- 1973 - Houston Yacht Club - Glen F. Brown
- 1974 - Minnetonka Yacht Club - Tom Burton
- 1975 - Coconut Grove Sailing Club - Mike Alexander
- 1976 - Potomac River S.A. - Andrew Menkart, Jeff Stamps
- 1977 - Buckeye Lake Yacht Club - Will Petersen
- 1978 - Pymatung Yacht Club - Mark Thompson
- 1979 - American Yacht Club - Bill Lynn, Tom Nardimer
- 1980 - Long Beach Yacht Club - John Shadden

### Past Winners - Sears Cup

- 1921 - Pison Yacht Club - R.S. Thayer, K.E. Kaper
- 1922 - Larchmont Yacht Club - Arthur Knapp, Jr.
- 1923 - Duxbury Yacht Club - Raymond Hunt
- 1924 - Pison Yacht Club - R.S. Thayer, Jr., F.W. Andrus
- 1925 - Duxbury Yacht Club - Raymond Hunt
- 1926 - Duxbury Yacht Club - John S. Wilbur
- 1927 - Duxbury Yacht Club - John S. Wilbur
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- 1979 - Duxbury Yacht Club - John S. Wilbur
- 1980 - Duxbury Yacht Club - John S. Wilbur

### Championship of Champions

- 1976 (Spring) - Clark Thompson, Jr., Doug Johnson
- 1976 (Fall) - Tom Ehman, Major Hall (Flying Scott)
- 1977 - Tom Ehman, Major Hall (Flying Scott)
- 1978 - Tom Ehman, Major Hall (Flying Scott)
- 1979 - Hobbs & Pauls (Pindie 16 Cat)
- 1980 - Dave Ullman, Jim Linskey (Lido 16)



## Competitor Willie deCamp reports on the exciting finals of the USYRU Match Racing Championship. Photos by Chris E. Carter.

Half a continent from the mansions of Newport, there was another kind of match racing this summer. The event was the USYRU Match Racing Championship for the Prince of Wales Bowl, and the host was the Oklahoma City Boat Club, which provided eight J/24s for the competition. The Prince of Wales (POW) is probably the least known of the USYRU Championships. Although the Bowl has been in competition since 1931, it is only since 1967 that it has been raced for on a North American level. It was in that year that the trophy was donated to the USYRU (then NAYRU) by the Vineyard Haven YC

of Massachusetts.

The relative obscurity of this event may be due partially to its slightly complicated format. Officially, the competition is between yacht clubs, not skippers and crew. Thus, a club that wins on the association or area level commits itself to proceed to the next level of competition, but not necessarily with the same crew. At each level — association, YRA, area or finals — the format consists of a tennis-ladder-style tournament in which crews in a given bracket sail a best-of-three or best-of-five series to determine who will go on to meet the winner of another pairing.

The eight crews that gathered in Oklahoma City for this year's finals were talented and experienced, and after some good matches the teams from Seattle, San Diego, Yale and Oklahoma made it to the semi-finals. Sailing for Seattle YC were Carl Buchan, Jonathan McKee and his brother Charlie. Buchan's credentials include being a World Youth Champion, North American Soling Cham-

pion, two-time Laser National Champion and Intercollegiate Sailor of the Year. Though Buchan was listed as skipper, he decided to let Jonathan, an accomplished helmsman himself, steer the boat. Jonathan's record includes a first at the Canadian Laser Nationals, a second in the 505 North Americans and a first in the Snow and Satisfaction regatta.

Another top competitor was POW veteran Ed Trevelyan, of the San Diego YC. He was the POW Champion in 1976 and 1977, but fell to third in 1978 and did not compete last year because of commitments to an Olympic Soling campaign with Robbie Haines and Rod Davis. Sailing with Trevelyan this year were Don Wyatt and Gary Bechtel.

Also to be reckoned with was the Yale Corinthian YC, which was represented by skipper Dave Perry, Peter Isler and Peter Daly. Both Perry and Isler are former Intercollegiate All-Americans and Perry was last year's runner-up at the POW finals in Edgartown, Mass.

# Prince of Wales Bowl



*For the first two races of the finals, Oklahoma was most often found out in front of Seattle, but never out of reach. And by keeping close and continually working at improving their boatspeed, the Seattle team was eventually able to turn the tables.*



The hometown favorite was Mac Kilpatrick, of the Oklahoma City BC, sailing with Andrew Towles and Pascal Aughtry. As the local J/24 hotshot, Kilpatrick knew both the boat and the waters. And although he didn't have to travel far, he had one of the most exciting routes to this year's finals. At the area eliminations he defeated a strong Texan team skippered by Rick Tears of the Rush Creek YC in three straight races, but his total margin of victory added up to only 19 seconds.

The setting in which these competitors did battle was so perfect that Bill Poole, the national event chairman for the Prince of Wales Bowl, called the regatta "the best one ever." The Oklahoma City BC, which this year is celebrating its 50th anniversary, is a no-frills organization devoted purely to sailboat racing. Their clubhouse is a simple one story building with no bar, no restaurant and — significantly for Oklahoma — no air conditioning. The theory on the air conditioning is that if a sailor wants to get cool, the best place for him to be is out on the water.

And out on the water is definitely the place to be. The lake is the main reservoir for Oklahoma City, which means that sailors are able to enjoy a racing area in which the only powerboats allowed are those of the race committee. The lake is only about two miles in diameter, so there is not enough room for large waves to build under most sailing conditions, and the relatively flat terrain surrounding the reservoir eliminates the need to deal with any squirrely puffs that are often found on inland lakes. The resulting tight arena with fair breezes and open water devoid of waterskiers or stray powerboats is ideal for match racing.

But even though the sailing conditions proved to be ideal, the lake did provide event chairman Dan Cooper with some anxiety as to whether the regatta could be held at all. This was a summer of severe drought, and with the lake falling at the rate of about an inch per day, the regatta was held with only a little over a week to spare before the water level would have fallen so low that the J/24s would have been stuck in the boat club basin.

The club members, however, had little time to worry about the water level, for they were busy preparing the fleet of eight borrowed J/24s. Unlike the America's Cup competition, in which the relative speed of the two yachts is an essential part of the con-



*Anyone who considers Oklahoma to be a light-air state should ask the Seattle or Oklahoma 1980 POW teams what they think. Conditions for the final day were perhaps not ideal for match racing, but for these two experienced teams the high winds merely made the match a little more challenging.*

test, the POW format emphasizes the equality of speed between the two boats. Equality in speed ensures exciting racing in which factors of sail trim, tactics and boathandling are paramount.

Phil Moyers, a leading local skipper, checked each pair of boats to en-

*"Unlike the America's Cup competition . . . the POW format emphasizes the equality of speed between the two boats."*

sure that the bottoms were in similar condition and that similar rigging and equipment were present. To further ensure equalization, the boats were provided with new Hood mainsails and 100-percent jibs. (These smaller jibs are preferred for match racing because they make the boats more maneuverable and therefore more tactical.)

This was the first time that J/24s were used in the POW, and though they worked out well, they did have a certain sensitivity that influenced tactics. A J/24 can turn so fast, it seems to be spinning on its keel like a top, and this extreme maneuverability makes it difficult for a competitor to achieve the

classic "controlling position" on his opponent by tailing him before the start. The "controlled" boat has too many easy escapes. For example, the crew on the boat ahead can abruptly luff head to wind and bring their boat to a standstill. When the tailing boat comes alongside, the "controlled" boat is free to back her jib and spin out of the tailed position.

As a result of this easy maneuverability, there were few decisively won starts. Instead, the edge generally went to the crew who could most successfully time their final 30-second approach to the line. In this period, the boat positioned to leeward would try to stay as close as possible to the windward boat so as to be able to backwind her during the first beat. Meanwhile the windward boat would try to increase the distance to weather between the two in hopes of keeping clear air and of pinning the leeward boat to the unfavored side of the course or, better yet, to the layline. The leeward boat, however, had the advantage of space in which to bear off so as to hit the line with maximum speed.

In the semi-final match between Seattle and Yale, Seattle worked at exploiting this leeward advantage, as they had in earlier matches. And in upwind work, they carefully avoided splitting with their opponent unless they could actually see a windshift that provided a clear advantage. This conservative



strategy allowed them to always round the windward mark near their opponent — whether just ahead or just behind.

Offwind, the Seattle team was perhaps the strongest in the event. Because of extensive practice during the summer, their smooth, fast spinnaker work enabled them to be more aggressive than their opposition. If being passed too close to windward, they had no qualms about throwing a very sharp luff to defend their position. They were also frequently able to jibe at the windward mark and then set the spinnaker once they were on port tack, thus angling for the favored inside position at the leeward mark early in the run.

In spite of Seattle's strengths, the Yale team proved to be a tough opponent in the semi-finals, the match going the full five races in a heavy southerly wind before Seattle finally prevailed. In the other semi-final bracket, Mac Kilpatrick's Oklahoma crew defeated San Diego's Ed Trevelyan in a match that also went five races, with three of the five races decided by margins of less than eight seconds. In the decisive fifth race, Trevelyan did, in fact, cross the finish line first, but Kilpatrick's protest involving a prestart incident was upheld, giving Oklahoma the race and match.

On the day of the finals, the wind built steadily, coming in at 25 to 30 knots from the south. If any of the sailors had any illusions about Oklahoma being a light-air state, conditions on this day blew them away. Initially, Kilpatrick's J/24 experience gave him an advantage over Buchan

and McKee. But as the series progressed, it was obvious that the Seattle crew was gradually discovering how to sail a J/24 fast in the extreme conditions.

In the first race, Seattle started with a reef in their mainsail, while Oklahoma did not. Although Oklahoma fouled at the start and had to exonerate herself by rounding the starting mark after the gun — a maneuver which takes the place of a 720 under POW rules — their unreefed mainsail soon powered them by Seattle. (The reason reefing did not work was that the boat needed a powerful mainsail in order to maintain a windward helm during the puffs. With a reefed main, the helm tended to be leeward, which made it impossible for the helmsman to feather to avoid excessive heeling.) After Kilpatrick gained the lead Buchan and McKee unreefed their sail, but Kilpatrick was still faster and won the race by a minute and a half.

In the second race, Buchan and McKee gradually eliminated Kilpatrick's boatspeed advantage. Some major sail trim adjustments helped them maintain a windward helm to facilitate feathering. First, they depowered the jib by moving the leads all the way aft. They also put more power into the main by loosening the backstay and by trimming harder on the mainsheet. Kilpatrick led this race at all three turning marks, but with their newfound speed, the Seattle crew was able to stay close. Then on the final run, Seattle finally took the lead and won the race by 12 seconds.

Kilpatrick took the lead early in

the third race, but again Buchan and McKee came back to pass him for the win. In this contest Oklahoma was slightly faster on the runs, but couldn't make up for the distance gained by Seattle on the upwind legs.

For the fourth race the wind moderated to about 15 knots — a good omen for Seattle, since it was the heavier air that had given them the most trouble. Buchan and McKee took the start and never trailed. From an initial leeward position, Seattle pinched up and soon forced Kilpatrick to tack. They then used a loose cover to force the Oklahoma boat toward the unfavored right-hand side of the course. Buchan and McKee rounded the windward mark about 18 seconds ahead — a lead which they held for the remainder of the race, giving the finals to Seattle, three races to one.

Even after it was all over, the question of who was actually in charge of the Seattle boat was never settled in the minds of the public. Officially, tactician Carl Buchan was listed as skipper, while it was Jonathan McKee who was on the helm. And it was McKee who grabbed the Bowl at the awards ceremony. So who should get the credit for "skippering" the Seattle boat? The record book will likely show that it was Buchan, but in the fast pace of match racing, teamwork is what counts. Whatever the pecking order was on the Seattle team, their arrangement was certainly a winning one. And in addition to the Prince of Wales Bowl, the Oklahoma City BC had a surprise waiting for each of the winning crew — custom-fitted western-style hats from the heart of Oklahoma. •

1. Area H — Seattle YC  
Carl Buchan, Jonathan McKee, Charlie McKee
2. Area F — Oklahoma City BC  
Mac Kilpatrick, Andrew Towles, Pascal Aughtry
3. Area G — San Diego YC  
Ed Trevelyan, Don Wyatt, Gary Bechtel
4. Area B — Yale Corinthian YC  
Dave Perry, Peter Isler, Peter Daly
5. Area D — Southern YC  
Danny Kileen, Jr., Gregg Sonnier, Dwight LeBlanc
6. Area C — Mantoloking YC  
Willie deCamp, Robert Broege, Richard Wight
7. Area A — Boothbay Harbor YC  
Kevin Colby, Robert Twinem, Patricia Twinem
8. Area E — Houston SA  
Charles Wright, Peter Caselli, Mike Leubkemann





# Melbourne Yacht Club Inaugurates Match Race Series

It's a refreshing twist to club championships, a great way to serve many skippers with few boats, and it even provides spectator thrills, since most of the excitement happens right at the starting line. That's match racing! When Dick Tillman of Melbourne Yacht Club (Fla.) proposed a match race series for October 25, he expected a moderate turnout. But the 12 enthusiastic skippers who showed up for the event were a pleasant surprise. Four J/24's were borrowed and made as equal as possible: to allow for equipment differences, no spinnakers, barber hauls, or whisker poles were allowed, but skippers were free to take advantage of cunningham, outhaul, jib leads, flattening reefs, and traveler adjustments.

Tillman held a dockside seminar to familiarize everyone with the boats' layouts, recommend weight distribution, and give handling tips. Saturday morning, with the advent of a cold front predicted for mid-day, skippers drew for starting boats and took to the Indian River. Those not in the first heats piled aboard one of two commodious Morgan Out Island 33' Motor-sailer committee boats. The J/24's were shared on a round-robin basis.

In the first set of six heats, half of the crews were eliminated. The surviving six crews met in a second set of three heats, again eliminating the losers. This process left three unbeaten teams skippered by Phil Soule, Jim Buck, and Dave Noble. These teams were then paired in three final heats in which each team met each of the others. In the first of these, Dave Noble, a 22-year-old Florida Institute of Technology graduate employed by Noel Yacht Sales, defeated Phil Soule after aggressively controlling Soule's start. Soule lost again to Jim Buck, never recovering from a re-start after he crossed the line early. The final race featured Noble and Buck. Again, the start was all-important, and Noble led Buck around the course to clinch the series.

The weather provided plenty of muscle for the J/'s; what began as an 8-10 knot northwesterly breeze clocked around toward the north and increased as the day wore on, reaching 20 knots at the height of the competition. Organization was the key to success in a day which saw 12 starts. Tillman kept the crews informed of their upcoming starts, and the only delay was caused by a balky jib halyard.

Look for more MYC match series in the future; the brand-new trophy Noble took home has 11 more blanks!

*by Dick Tillman.*

## RESULTS:

### Round 1

Dave Noble over Sam Heiss  
Jim Parker over Bob Lynds  
Jim Boyd over Dick King  
Phil Soule over Hugh DuVal  
Jerry Ross over Ron Willey  
Jim Buck over Chuck Geddy

### Round 2

Dave Noble over Jim Parker  
Phil Soule over Jim Boyd  
Jim Buck over Jerry Ross

### Round 3

Dave Noble over Phil Soule  
Jim Buck over Phil Soule  
Dave Noble over Jim Buck

### Final Score

1. Dave Noble
2. Jim Buck
3. Phil Soule







## Match Racing a J/24

We had a great summer last year match racing in J/24s. In match racing, so much of the tactics and strategies are directly affected by the type of boats being raced; and the J/24 brought with it some unique and exciting characteristics. First, the boats are extremely equal, which is the absolute bottom line for fun and challenging match racing. Second, with the 100% jibs, the boats are really maneuverable (something as a die-hard Laser sailor I could really relate to). It's incredible . . . you can stop them, start them, turn them, twist them, even rock and roll them . . . and almost within their own length if you have to! The boats are alive, and they demand the best from the sailing and racing skills of their riders.

Also, we all sailed with only three on board, as prescribed by the 1980 POW sailing instructions, and most of the crews had very few problems handling the chutes, despite the 20 - 25 knot breezes that prevailed. Setting the chute up in the bow pulpit give us the option of a bear-away or a

jibe set without signalling our plan to our opponent; and made it that much quicker for the skipper to square the guy back, cleat it and put his concentration back on the race.

And with these three things making it happen so well, the best part was to be out there match racing. If you've never tried it, match racing is a gas; and if you have done it before, I'm sure you're just like me . . . sitting around wishing you could do it more than just once a year. Match racing is pure science and finesse, no flukes, no corners, no luck involved. The teams that know the principles and execute them better will win — always! It's a great fun way to dramatically improve your boat handling skills, your sense of timing and judgement, and to sharpen your tactical mind.

And it's simple to set up: All you need is two boats with two crews who are psyched for battle (you don't even need a full crew all the time; just leave the chutes on shore and go

out two people per boat). Find two marks, one about 1/2 a mile to windward of the other; then set up so that the two J/24s converge going upwind at the leeward mark. The port tacker ducks the starboard tacker's stern, and you're off. Keep tacking towards each other, forcing lots of lee-bows, ducking situations and tacking duels. Downwind, attack aggressively, learning more about throwing your windshadow around, defending from ahead, and manipulating for the critical inside position at the mark. If you're fortunate enough to find a third friend to run some starts, you'll quickly find yourself immersed in one of the most hidden, yet most fun and exciting aspects of our sport; but be careful . . . it only takes the average sailor one start to get completely hooked for life.

Match racing and J/24s — like rum and coke — Two great concepts which blend naturally to make an intoxicating combination.

Dave Perry



## J Boats President Honored by USYRU

*United States Singlehanded Youth Championship Trophy to be named Johnstone Trophy.*

President Harman Hawkins of the United States Yacht Racing Union announced at the Annual meeting of the USYRU on November 23 in Newport, Rhode Island that to honor outstanding contribution to the sport of yacht racing, this U.S. Youth Championship Trophy would become the Robert L. Johnstone Trophy.

Quoting excerpts from a recent article in *Yacht Racing & Cruising* magazine, President Hawkins stated that Johnstone, in founding and then running the United States Youth Championship since 1973, was greatly responsible for the United States' recent domination of World and Olympic classes by young American sailors . . . including the incredible performance in the Finn Class.

As Secretary/Treasurer of the U.S. Olympic

Yachting Committee in 1973, Johnstone conceived of the single week Youth Championship invitation event in high performance boats as a way to attract and motivate the best young talent in the U.S.A. to improve their skills in large fleet one-design dinghies. A Championship series was conducted for the top sailors under twenty years of age from all classes and geographic areas of the country. This was combined with evening seminars using Olympic medalists and sailmakers.

Johnstone had been motivated not only by a concern for poor performances by the U.S. Sailors in world competition prior to 1973, but by the need to generate more Olympic team talent and to create a challenging regatta format for his own sons, then 14 and 15. Johnstone had sailed in the 1972 U.S. Soling Olympic Trials, finishing 6th and was then ranked in the top 10 among U.S. 470 sailors. The first Youth Championship

was conducted at his club, the Sheridan Shore Yacht Club in Wilmette, Illinois in 470's and Lasers.

About 140 of the top young sailors in the United States have sailed in this event in each of the past eight years. And, it seems appropriate that in the year that he's stepping down from the chairmanship of this regatta, Bob's oldest son, Stuart, sailing for Tufts University as a second year All-American was named the 1979-80 College Sailor of the Year . . . an award in yachting comparable to the Heisman Trophy in football.

The 1981 U.S. Youth Championship will be held in Miami, Florida during the last week of June in Lasers and either Laser II's or 420's. Anyone interested should contact Jonathan Harley at the USYRU, Box 209, Newport, RI 02840 or (401) 849-5200.



## When Is A Veteran A Master?

By Lew Gunn

Lew Gunn, who took up sailing at the age of 40, is better known as the Scudder Cup Champion for the last three years. The Scudder Cup is the class championship trophy for the Wianco Senior one design championship held in Nantucket Sound, Mass. In his words: "J/24's opened up a whole new life to me and my family. Whether it is going out by myself for ½ hour, or 4 hours, or racing in very competitive fleets, it provides a means whereby I have had complete relaxation or intense excitement."

The 1979 Worlds had an "over 40" prize. Since we had finished in the first half (just), and I was 61, I thought we had a chance. To our surprise, however, the award went to a mere kid 42 years old. That started me thinking about who was a "senior veteran" or "master mariner".

I am not saying that the J/24 is an old man's boat - far from it. I do not expect to come in the first ten, but what it does for me is to provide a boat that is comfortable, easy to sail or race, and in which I can keep up with the "pros" and not be disgraced.

This article was prompted by the fact that we walked into the factory last Spring and talked to Ken Rainey showing him the biggest piece of silverware he had ever seen in his life. The trophy, the Raymond M. Demere Trophy, was for the South Atlantic Ocean Racing Offshore Championship, which we had won in a great series with some 36 other boats, including five J/24's and two Lindenberg 26's. The first race was around the buoys. We came third, beaten by a very well sailed Lindenberg 26, "Slam Dunk", skippered by Don Chase. In the second race - over to Savannah from Hilton Head Island, about 40 miles - we came fifth, again beaten by "Slam Dunk", and the well sailed J/24 of Ross Griffith from Charleston.

In the last race, a 100 mile overnighter from Savannah to Charleston, through eight thunderstorms out in the Atlantic, we nosed ahead of the small boats, with three people chasing us: "Slam Dunk", Ross Griffith in the J/24, and John McIntosh in his J/24. We managed to keep ahead and also save our time on what we call the maxi boats, consisting of Tartan 41's, some C&C 39's, and similar yachts, to come in first. Since this race counted double, the trophy was ours, together with a beautiful Michelob gold plated bowl.

That long night with its gusty winds and thunderstorms, will be remembered by me almost as much as the last race of the '79 Worlds, where we did a fly jibe and put the tip of our mast firmly in the water.

So, here's a vote for creating a Master's category at an age a lot older than 40, and a hearty recommendation to older sailors with some experience, that they could have a lot of fun in the J/24 class!



John Hutton, Jr.

Reprint: Latitude 38 Vol. 41 Nov. 1980

## "Masters" Yankee Cup Regatta

One of the most advantageous qualities of sailing as a sport is the fact you can still be good at it after your 27th birthday. Long after your 27th birthday. Just take a look at these fellas from this year's second annual 'Masters' Yankee Cup Regatta'. Pay particular attention to the nine skippers in the front row (the tenth, Jake Woser was wandering elsewhere), all of whom, according to the race regulations, must be over 60. They may not be teenagers, but as evidenced by two photo finish races, they can all still drive a hell of a race.

You might also note the 32 guys behind them who served as crew on the 10 boats. Each of them have passed the big 50. We calculated that there's 1500 years of sailing experience and adventures in this photograph, enough to put us well back into the Dark Ages if you could deduct them on the old time machine.

In its second year, the Master Yankee Cup is proving to be a powerful draw. Skippers Harry Nye, Charlie Dole, and Steve Taylor came from Newport Beach, Hawaii and Oklahoma. Crewmembers came from





Washington, the east coast, and lord knows where else.

Competition for the 'Masters' consists of a morning and an afternoon race around the bay in J/24's, with a lunch and reacquaintance break in-between. While the racing isn't bloodthirsty, the skippers take it seriously, and have a heck of a good time with their crews urging them on. Conditions this year were ideal, with a beautiful fall day



complete with blue sky, warm temperatures; and pleasant winds.

Both the morning and afternoon races saw the fleets bunched together from the start to finish, chutes and all. Winner of the morning race was last year's over all winner, Allan Clarke of the Richmond Yacht Club. Just a fraction of a boatlength behind was Theo Stephens of the St. Francis, who barely edged out Roger Eldridge of the San Francisco Yacht Club.

In the afternoon race Clarke slipped to 6th and Bob Porter of the San Francisco YC jumped all the way to the top, edging Roger Eldridge in second and Dave Allen of the San Francisco YC in third.

Final standings put a consistent Roger Eldridge in the top spot with five points; second was Bob Potter at 5 3/4; third was Theo Stephens just a quarter point back with 6; and fourth was last year's winner Allan Clarke with 6 3/4.

Sitting around talking with the 'Masters' you begin to realize that sailing back in the 30's when they got started was quite a bit different than it is today. They didn't have the junior programs, the Lasers, and all the other little fiberglass boats that make it so easy. Dave Allen's start was typical. The first time he went sailing was one afternoon when he and a buddy put a mast and a rudder on a dinghy and headed out for the center of the Belvedere lagoon. Who did he meet, but Jake Wosser, with whom he would be competing in the Yankee Cup almost 50 years later.



1. Allan Clarke; 2. Harry Nye; 3. Theo Stephens; 4. Charlie Dole; 5. Jay Vincent; 6. Dave Allen; 7. Bob Potter; 8. Roger Eldridge; 9. Steve Taylor; 10. Austin Gibbon; 11. Unidentified; 12. Don Harlander; 13. Jim DeWitt; 14. Stephens; 15. Henry Grandin; 16. Unidentified; 17. George Schultz; 18. Unidentified; 19. Leonard Delmas; 20. Barton Beck; 21. Conn Findlay; 22. Barry Stephens; 23. Lloyd Benson; 24. Unidentified; 25. Unidentified; 26. Carlos Echeverria; 27. Derrick Bayliss; 28. Sonny Vyne; 29. Dole; 30. John Ford; 31. Ted Monroe; 32. Don Bever; 33. Matt McDonald; 34. Bob Hall; 35. Dan King; 36. Tom Martin; 37. Dick Loomis; 38. Joe Madrigali; 39. Bill Butler; 40. Unidentified.



Starting in rag-tag boats - naturally they were wood - was pretty common in those Depression years. Roger Eldridge remembers starting in a 15-ft. Sun, a boat he recalled as being built with  $\frac{3}{4}$ " fir, displacing 2,000 pounds, and being "slow". A number of the skippers — Jay Vincent, Allan Clarke, and Steve Taylor among them — got lots of their early experiences in Snipes. Taylor, in fact, is still active with the class, and has been Race Committee Chairman for the championship for the last 15 years.

The one boat that everyone seemed to mention however, was the Star. Charlie Dole got going in one, as did Allan Clarke, Roger Eldridge, and Jake Wosser, who said his Star *Ashin*, was his favorite of all the boats he ever owned. David Allen raced in the Pacific Coast Star Championships in 1932 and 1934, but there was one Yankee Cup participant who was particularly successful in that prestigious class. That was Harry Nye, 72, who started sailing in Chicago in the early 30's and eventually went on to win two Gold Stars, symbolic of the World's Championship.

A couple of the 'Masters' were part of the sailing business. Nye, for example, started the well-known Murphy and Nye loft just after graduating from college. He later sold it to Dickie Stearns when he became concerned that his affiliation with sailmaking might make him a professional. "Today everyone seems to be a professional," he sighs. Theo Stephens, of course, was in the business, his father having founded the world-renowned Stephen's Marine in Stockton. Theo often sailed with his two brothers in Farallone Clippers, the S&S designed *Lightning*, and all kinds of other boats. For this regatta his old shop foreman, Dick Loomis, served as crew.

Bob Potter also spent some time in the boatbuilding profession, and in fact helped build what became his favorite boat, *Touche*. She was the last Alberg 35 to come off the line at the old Coleman Boat Works in Sausalito during the late 50's.

Most of these guys are still hanging in and sailing frequently. It's true that 72-year young Harry Nye sold his Cal 40 three years ago and doesn't sail much any more, but Roger Eldridge recently competed in the Quarter Ton Nationals with a Gary Mull design. Bob Potter, who has owned all the 'bay boats', such as the Spaulding Clipper, Golden Gate, the Bird, and chartered a Farallone Clipper for a season, is still active, as is Jay Vincent, a pilot in Saudia Arabia who still manages to race his Hawkfarm. Steve Taylor sails J/24's as does Charlie Dole who in fact happens to be the sailing instructor at the University of Hawaii. Dave Allan sold his legendary *Imp* a year ago, but he's still very active on big boats and who knows when he might come up with another one.

So we look at the picture of these guys and smile at the million memories and adventures they had sailing — and are still having. If luck is with us in 28 years, we hope the heck we might be able to join them.

— latitude 38





# **J<sup>®</sup>** **24**

## **CLASS RULES**

January 1, 1981

### **1. OBJECTIVES OF THE CLASS RULES**

- 1.1 The J24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.
- 1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All yachts shall comply with official PLANS A, B, C & D, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in the current rules.
- 1.4 Alterations or modifications to official PLANS A, B, C & D, and class rules shall only be permitted with the joint approval of the copyright holder and the International J/24 Class Association.

### **2. ADMINISTRATION**

- 2.1 **Language** The official language for the class shall be English. The word 'shall' is mandatory. The word 'may' is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.
- 2.2 **Builders** J24s shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (Brenton Cove, Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
- 2.2.1 **Building License** Applications for building licenses shall be made to J Boats, Inc. who shall request that the national authority of the country concerned indicates its support for the applicant.
- 2.3 **Building Fee** The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.4 **Registration and Measurement Certificates**
- 2.4.1 No yacht shall be deemed to be a J24 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
- 2.4.2 The sail number shall be as required by the national authority concerned.
- 2.4.3 No yacht shall race unless a current valid Registration Certificate has been issued by a National or International J/24 Class Association.
- 2.4.4 Change of ownership shall invalidate the Registration Certificate.
- 2.4.5 Any alteration, replacement or major repair to an item of equipment measured in the rules invalidates the Registration Certificate until remeasured.
- 2.4.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules and that a copy of Measurement Certificate, Registration Certificate and Sailmaker's Certificate is kept aboard the yacht.
- 2.4.7 No yacht shall race unless the owner(s) is a full member of a J/24 class owner's association.
- 2.5 **Measurement**
- 2.5.1 Yachts shall only be measured by J24 class approved measurers.
- 2.5.2 A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.
- 2.5.3 The builder shall weigh and record the weight of the keel before assembly with the hull.
- 2.5.4 The builder shall record the weight of the complete yacht to the standard specification before delivery.
- 2.5.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
- 2.5.6 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the class. A certificate may be refused even if the specific requirements of the rules are satisfied.
- 2.6 **Method of Measurement**
- 2.6.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of IYRU.

### **3. CONSTRUCTION AND MEASUREMENT**

- 3.1. **General** The hull, deck, interior layout, keel, rudder, sail plan and basic fittings shall conform to the building specifications, class rules and official PLANS A, B, C & D.



### 3.2 Hull

- 3.2.1 The hull and deck shall be moulded in glass reinforced plastics to the building specification of lamination.
- 3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows:  
**Stem Flotation Marks:** The upper edge of the stem flotation mark shall be 1055mm measured *down and around the curve* of the stem, from the sheerline at stemline.
- 3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.
- 3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight.
- 3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5 kilogram weight is suspended from the lifelines. The stanchions shall not extend outboard of the sheer in plan.
- 3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the approved builder.
- 3.2.7 **Prohibitions** the following are not permitted:
- a) Coring, drilling out, rebuilding, replacement of materials, grinding or re-locating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
  - b) Reshaping of the hull profiles or contours.
  - c) Filling in or closing the sink drain skin fitting. This restriction shall not apply to J24s sailed in European waters. Where local laws require closure of the skin fitting it shall be plugged from the inside and not filled and faired to the outer hull skin.
  - d) Windows or skin fittings other than one each for depthmeter and/or a knot meter/log and/or two for a marine toilet.

### 3.3 Keel

- 3.3.1 The keel shall be of moulded lead to the building specifications. The external dimensions and configuration of the keel shall comply with the table of offsets contained of official PLAN C.
- 3.3.2 The keel may be overcoated in any base liquid or paste protective material.

### 3.4 Rudder and Tiller

- 3.4.1 The rudder shall be supplied by a licensed builder.
- 3.4.2 The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in official PLAN D.
- 3.4.3 The weight of the rudder, including fixed fittings shall be not less than 11 kg.
- 3.4.4 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed on the rudder as follows:  
**Rudder Flotation Marks:** With the rudder fitted in its normal position the upper edge of the flotation mark at its intersection with the leading edge of the rudder shall be 670mm vertically from the sheerline at transom on centerline.
- 3.4.5 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

### 3.5 Spars

- 3.5.1 The spars shall be of aluminium extrusion supplied by a licensed builder.  
No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

### 3.5.2 Mast

- a) Rotating masts are not permitted.
- b) (For future use).
- c) The distance from the forward surface of the mast at deck, measured horizontally to the stem at sheerline (see official PLAN B), shall be not more than 2910mm nor less than 2880mm.
- d) The mast shall be fixed at the keel and be choked at deck level in way of the mast and shall not be altered when racing.
- e) Distinguishing contrasting coloured bands of a minimum width of 20mm shall encircle the mast: The distance from the upper edge of the lower band (at standard boom height) to the lower edge of the upper band shall not be more than 8538mm.
- f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 2800mm above the upper surface of the mast bearing beam. The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

### 3.5.3 Standing Rigging

- a) The mast standing rigging shall only consist of one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel or galvanized steel multi-strand wire. The shrouds and forestay, except when a permitted optional forestay equipment is fitted, shall not be less than 4.7mm in diameter. The backstay and backstay bridle shall be not less than 3.9mm in diameter.
- b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not more than 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.
- c) The distance between the fixing points of the forestay shall not be more than 8600mm or less than 8545mm.



- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall be not more than 170mm or less than 95mm measured as the shortest distance from the aft edge of the mast.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

#### 3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter.
- c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.
- d) One kicking strap (vang) of synthetic rope not less than 10mm diameter contained in a 4 power ratio tackle with integral jamming cleat.
- e) One spinnaker boom downhaul of synthetic rope not less than 8mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.
- g) One mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- h) One Cunningham control of synthetic rope using a maximum of 6:1 power ratio which may include a single wire sail attachment strap.
- i) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- j) Two mainsheet traveller control lines of synthetic rope with maximum of 2:1 power ratio.
- k) Headsail and spinnaker Barber haul tackles of synthetic rope.
- l) One mainsail mainsheet of synthetic rope not less than 9mm diameter and having a maximum power ratio of 4:1.
- m) Spinnaker sheets of synthetic rope not less than 8mm diameter.
- n) Headsail sheets of synthetic rope not less than 10mm diameter.
- o) Reefing lines of synthetic rope.
- p) One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.
- q) One spinnaker boom uphaul of synthetic rope not less than 6mm diameter.

#### 3.5.5 Main Boom

- a) The boom shall not be tapered or permanently bent.
- b) The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, one mainsheet fiddle block, kicking strap (vang), reefing equipment, and leech tensioning devices.
- c) A distinguishing contrasting colored band of minimum width 20mm shall encircle the boom. The forward edge of the band shall be not more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.

#### 3.5.6 Spinnaker Boom The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm.

#### 3.6 Sails

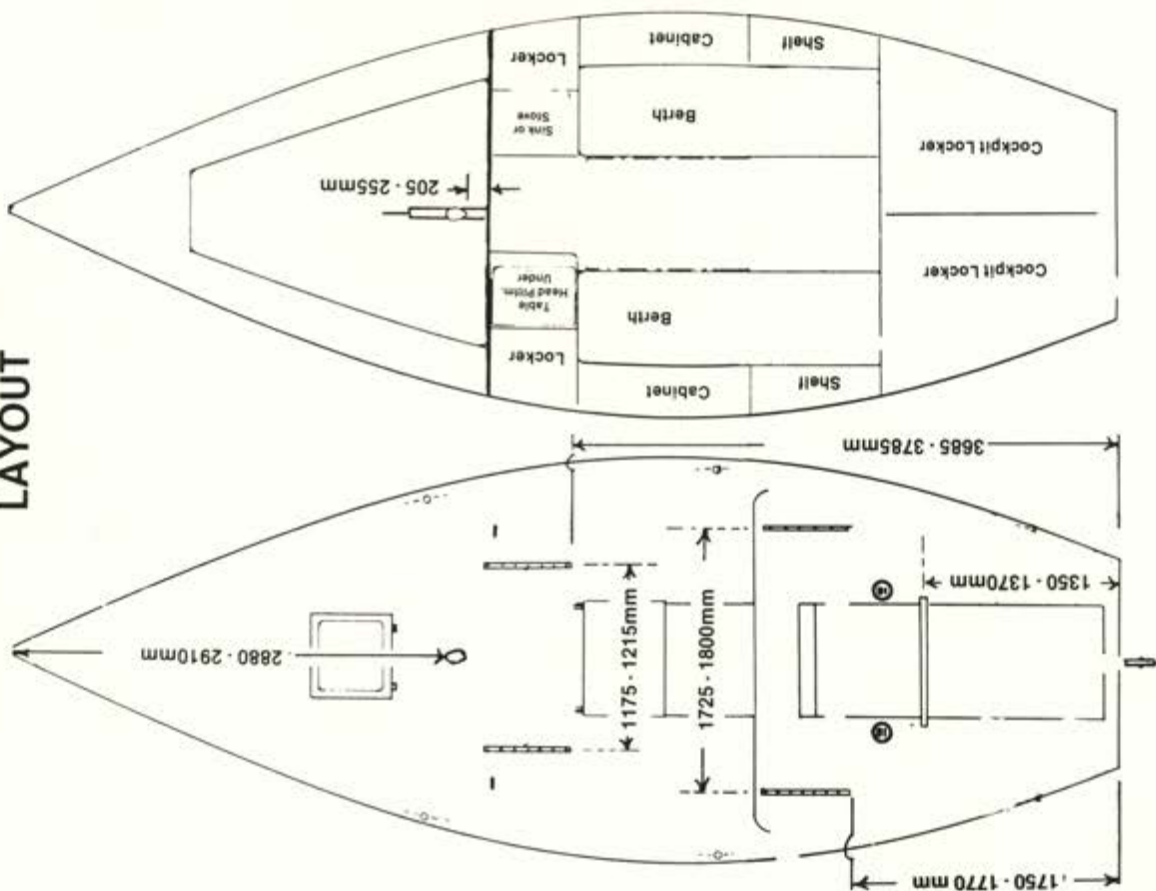
- 3.6.1 One mainsail, one genoa, one jib, and one spinnaker only shall be carried when racing.
- 3.6.2 The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage, and shall be of woven material as defined by the IYRU.
- 3.6.3 The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.
- 3.6.4 The sails shall be made to measure to the recommendations of the IYRU except where varied herein.
- 3.6.5 The maximum reinforcement of any corner of any sail shall not exceed 500mm plus 3% of the length of the luff. Additional reinforcement of two layers of material of the same weight as that of the body of the sail is permitted. Local reinforcement of the reefing points is permitted but shall not exceed 400mm in any direction. The above reinforcements shall be capable of being folded.
- 3.6.6 National letters and/or distinguishing numbers shall be placed on the mainsail, genoa and spinnaker.
- 3.6.7 The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be on line between mid head and mid foot, between the top and next batten pockets.
- 3.6.8 The National letters and distinguishing numbers shall not be less than:
 

height	300mm
width	200mm (except the figure or letter I)
thickness	45mm

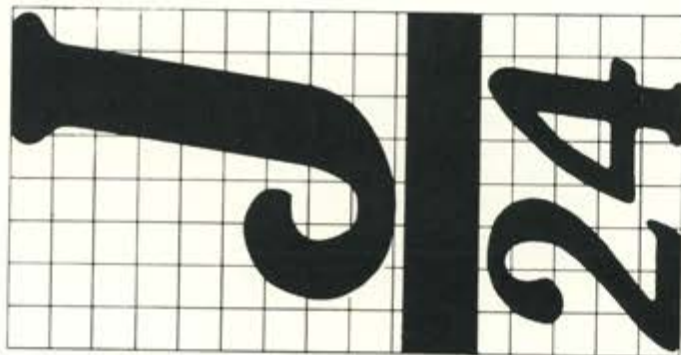
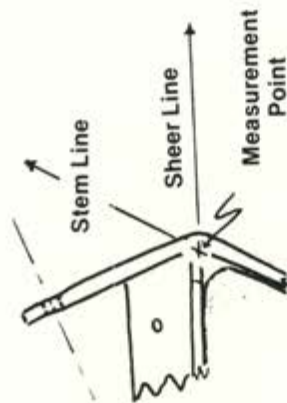
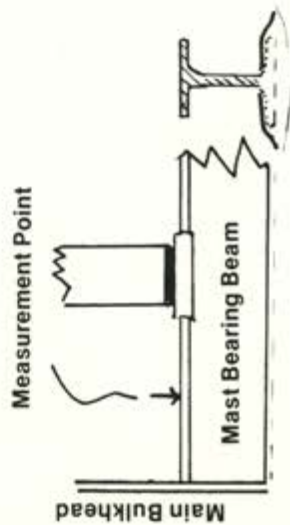
The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number on the genoa shall be within 200mm of the luff.



# PLAN A DECK AND INTERIOR LAYOUT

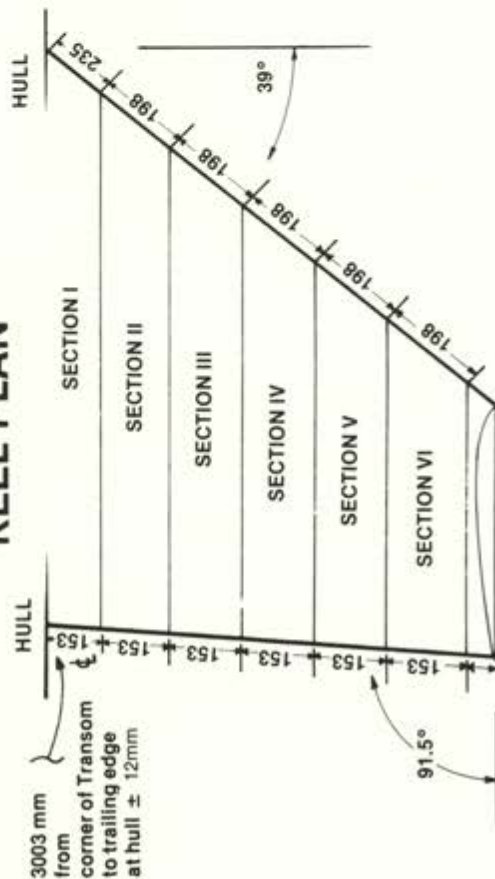


# PLAN B MEASUREMENT POINTS AND INSIGNIA





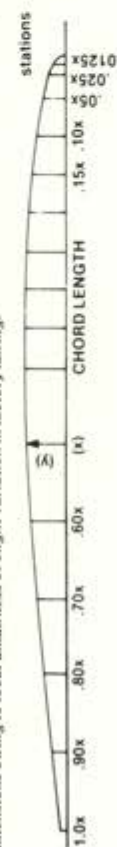
## PLAN C KEEL PLAN



### KEEL SECTION OFFSETS

LOCATION	I	II	III	IV	V	VI
Front - down leading edge from hull	235	433	631	829	1027	1225
Back - down trailing edge from hull	153	306	459	612	765	918
Section Chord length (X)	1015	898	781	664	547	430
Leading Edge Radius	13	13	13	13	13	13
Section 1/2 widths at stations along chord length from leading edge to trailing edge (Y)	0.125x	0.25x	0.375x	0.5x	0.625x	0.75x
Half Widths	16.0	14.9	13.8	12.7	11.6	10.5
Stations along x	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along y	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along z	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along w	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along v	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along u	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along t	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along s	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along r	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along q	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along p	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along o	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along n	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along m	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along l	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along k	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along j	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along i	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along h	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along g	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along f	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along e	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along d	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along c	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along b	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x
Stations along a	0.025x	0.05x	0.075x	0.1x	0.125x	0.15x

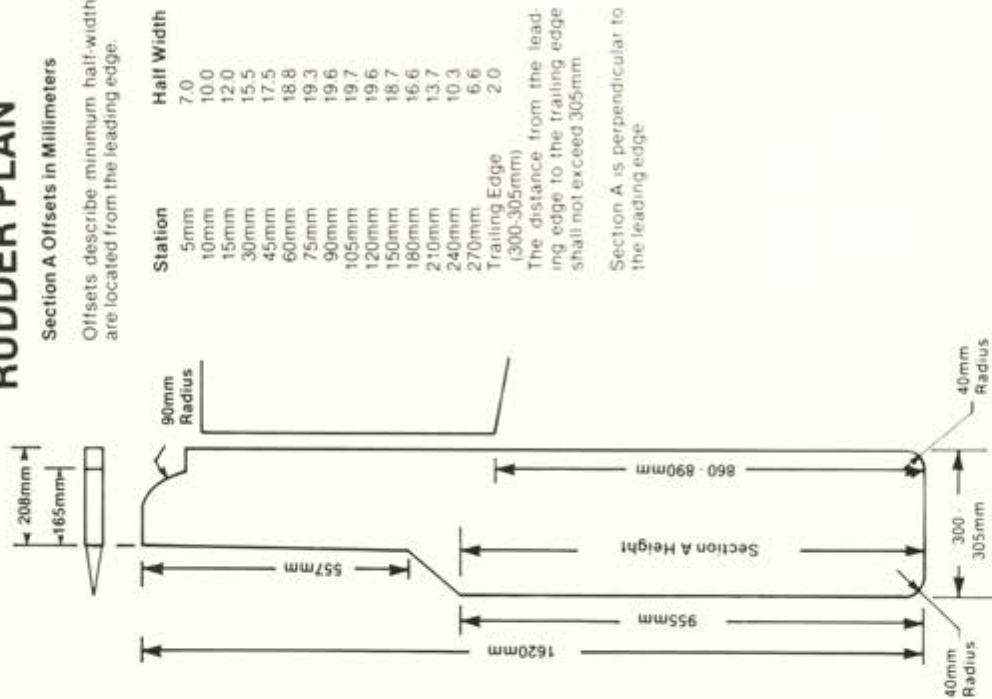
The above represent minimum faired dimensions at each station. Minor tolerance will be allowed for larger dimensions owing to local unfairness or slight variation in factory fairing.



## PLAN D RUDDER PLAN

### Section A Offsets in Millimeters

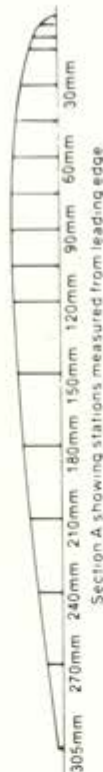
Offsets describe minimum half-widths at stations, which are located from the leading edge.



Station	Half Width
5mm	7.0
10mm	10.0
15mm	12.0
30mm	15.5
45mm	17.5
60mm	18.8
75mm	19.3
90mm	19.6
105mm	19.7
120mm	19.6
150mm	18.7
180mm	16.6
210mm	13.7
240mm	10.3
270mm	6.6
Trailing Edge (300-305mm)	2.0

The distance from the leading edge to the trailing edge shall not exceed 305mm.

Section A is perpendicular to the leading edge.





- 3.6.9 **"Minimum Sail Cloth Weights"** Minimum cloth weight for the mainsail shall be 218 grams per square meter except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218 grams per square meter. Minimum cloth weight for genoa shall be 166 grams per square meter. Minimum cloth weight for spinnaker shall be 33 grams per square meter.

Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail.

3.6.10 **Mainsail**

- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
- b) The length of the leech shall not exceed 9170mm.
- c) The cross width measurements shall be taken from the threequarter, half and quarter points on the leech, located when the head is folded to the clew for the half height point, and when the head and clew are folded to the half height point to determine the three quarter and quarter height points.
- d) The maximum threequarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
- e) The maximum half height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
- f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
- g) The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
- h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
- i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing defice in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
- j) A Cunningham hole may be fitted in the luff.
- k) A leech tensioning cringle may be fitted in the leech.
- l) A leech line is permitted.
- m) Camber lines are permitted.

3.6.11 **Jib**

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8300mm nor less than 7845mm.
- c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) Reefing attachment points or devices may be fitted.
- f) The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
- g) A leech line is permitted.
- h) Camber lines are permitted.

3.6.12 **Genoa**

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8460mm nor less than 8100mm.
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall not be convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.

3.6.13 **Spinnaker**

- a) The spinnaker shall be a three-cornered sail, symmetrical about its center line.
- b) The sail, laid out on a flat surface, shall be measured when folded in half about its center line, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
- c) The length of the leeches shall be not more than 8130mm nor less than 7930mm.
- d) The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
- e) The half width of the foot shall be not more than 2600mm nor less than 2300mm.
- f) The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The three-quarter-height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
- g) The half-height half-width shall be not more than 2610mm nor less than 2540mm.
- h) The threequarter-height half-width shall be not less than 1600mm.

3.7 **Weight**

- 3.7.1 The all-up weight for racing excluding crew shall be indicated by the flotation marks. In still water these marks shall not show above the surface.



**3.8 Fixed Fittings And Equipment To Be Carried When Racing**

- 3.8.1 Four headsheets tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.
- 3.8.2 One mainsheet traveller track, positioned as indicated in plan A.
- 3.8.3 Two primary sheet winches positioned between the main sheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.
- 3.8.4 Berths equipped with cushions as supplied by the manufacturer.
- 3.8.5 A manual bilge pump and a bucket of a minimum capacity 10 litres.
- 3.8.6 A 10 litre water container with a minimum of 5 litres of water.
- 3.8.7 One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp.
- 3.8.8 An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed aft of main bulkhead.
- 3.8.9 'A container of a type as required by the National Authority or local regulations with a minimum of 2 litres of motor fuel.'
- 3.8.10 A transom bracket for the outboard engine.

**4. SAFETY RULES WHEN RACING**

- 4.1 The following equipment shall be carried on board:
  - 4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.
  - 4.1.2 Navigation lights.
  - 4.1.3 Radio receiver, capable of receiving weather bulletins.
  - 4.1.4 One fixed marine type compass.
  - 4.1.5 One fog horn.
  - 4.1.6 One water resistant flashlight, with spare battery(ies) and bulb(s).
  - 4.1.7 Fire extinguisher(s) of type and capacity required by local regulations.
  - 4.1.8 Life jackets for each member of the crew as required by local regulations.
  - 4.1.9 A minimum of one horseshoe type life ring and drogue.
  - 4.1.10 Equipment capable of disconnecting and severing the standing rigging.
  - 4.1.11 One marine first aid kit and manual.

**5 CREW**

- 5.1 The crew shall consist of three to five persons

**6 OPTIONAL EQUIPMENT**

- 6.1 The following are permitted when racing:
  - 6.1.1 Barber haulers for the jib and genoa restricted as follows:
    - a) Fittings installed to the deck shall not exceed one padeye with or without an attached block, mounted outboard of each of the four headsail tracks, plus a total of two cleats.
    - b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
    - c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.
  - 6.1.2 Two halyard winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. They may be fixed to the cabin top.
  - 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.
  - 6.1.4 a) The type and location of deck blocks or cleats for halyards, spinnaker sheets, backstay, Cunningham hole, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
    - b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be led through the clew cringes and be fixed to any standard fitting.
  - 6.1.5 One mechanical masthead wind indicator with light.
  - 6.1.6 Headsail forestay hanks.
  - 6.1.7 One storm trysail or storm jib of not more than 3.25 m<sup>2</sup>.
  - 6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.
  - 6.1.9 Electronic devices to record and measure speed and distance and to indicate water depth.
  - 6.1.10 Radio direction finder.
  - 6.1.11 A two way radio and antennae.
  - 6.1.12 Additional lockers, bookshelves or personalized accommodation equipment.
  - 6.1.13 Additional safety devices and equipment to owners requirements or to comply with local regulations.
  - 6.1.14 One deck fair lead with accompanying cleat port and starboard to be used for spinnaker sheet Barber haulers.
  - 6.1.15 A fixed block with integral camcleat may be installed on a base platform located fore or aft of the center of the mainsheet traveller and at the same height, in lieu of one sheave and cam as provided standard on the traveller car.
  - 6.1.16 One genoa sheet fairlead/block fixed to the deck or on the track port and starboard through which the sheet may be led after passing through the track mounted jib sheet block.



## **7 PROHIBITIONS**

- 7.1 The following are not permitted.
  - 7.1.1 Hydraulics
  - 7.1.2 Running backstays or devices to simulate such.
  - 7.1.3 Wire strop for the backstay.
  - 7.1.4 Halyard locks or hook up devices.
  - 7.1.5 The use of a foresail halyard to vary the measured length of the forestay.
  - 7.1.6 The use of any installed genoa and jib roller furling equipment when racing.
  - 7.1.7 Spinnaker guy struts.
  - 7.1.8 Stowage of the spinnaker boom on the main boom.
  - 7.1.9 Spinnaker chutes through the deck.
  - 7.1.10 Rigging utilizing Kevlar or similar proprietary synthetic materials.
  - 7.1.11 A wire strop or the use of wire in the mainsheet control system.
  - 7.1.12 Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
  - 7.1.13 Any equipment or device to feed halyards or control lines below deck.
  - 7.1.14 Quick throw devices, levers or other equipment that may increase the power ratio of the running rigging.
  - 7.1.15 Hiking equipment, above the cockpit sole, attached to more than one fixing point.
  - 7.1.16 A 12 volt battery weighing more than 32 kg.
  - 7.1.17 "Angling" of headsail tracks which are approximately parallel as provided standard.
- 7.2 Other than specified in paragraphs 6.1.1 the trimming of genoa sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see 6.1.4b) first then through the clew on the 100% jib.

## **8 RESTRICTIONS WHEN RACING**

- 8.1 The following practices are not permitted when racing:
  - 8.1.1 Alteration or re-cutting of sails other than for damage repair.
  - 8.1.2 The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel.
  - 8.1.3 Use of other than normal sailing gear in normal, designed or proper storage areas to attain sailing weight.
  - 8.1.4 Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.
  - 8.1.5 When in racing trim without the crew, the flotation marks on the stern and rudder shall be immersed.
- 8.2 Notwithstanding the requirements of racing rule 60, the rapid, repeated pumping of headsail sheets or mainsail or any trim of the spinnaker halyard or guy to promote surfing or acceleration of the yacht is not permitted. However, a single, even rapid, trim of the headsail sheets and/or mainsail shall be permitted provided the frequency of the trim is not greater than that of major waves passing under the yacht.



# Registration Certificate **J**<sup>®</sup>

January 1, 1981

# 24

## IN ORDER TO VALIDATE THIS CERTIFICATE \*

1. The licensed builder shall have obtained a hull number (consecutive worldwide) from the copyright holder, J Boats, Inc. and a sail number from the National J/24 Class Association (NJCA) or the National Sailing Authority (NSA). These numbers along with measurements taken prior to shipment from the factory shall be recorded under PART B and in the builder's permanent log. This Certificate shall bear the signed Declaration of the builder and be placed inside the yacht prior to delivery.
  2. Upon completion of PART A, the owner shall send two copies (not the original) to the NJCA or NSA to apply for membership and certification. Should the yacht be purchased in a country prior to the existence of an NJCA or official recognition by an NSA, application may be made directly to the International J/24 Class Association (IJCA).
  3. The NJCA or NA shall record the yacht in the National Class Register, sign the Certification, and return one copy to the owner along with a list of Fleets and/or official measurers.
  4. Prior to competing in a J/24 Class event, the owner shall have PART D completed by an official measurer and PART E completed by the sailmaker.
  5. Change of ownership shall invalidate this certificate. To obtain a new certificate, the new owner shall submit the information required in PART A along with a copy of the previous owner's certificate.
  6. All measurements are in millimeters and kilograms unless otherwise stated.
- \* Different procedures may be required by your national sailing authority.

## PART A

### BEFORE SUBMITTING PLEASE BE SURE THIS PART IS PROPERLY COMPLETED.

Name of Yacht \_\_\_\_\_  
Owner \_\_\_\_\_ Name of Owner's Club \_\_\_\_\_  
Address \_\_\_\_\_ Phone Numbers \_\_\_\_\_  
Co-Owner \_\_\_\_\_  
Address \_\_\_\_\_ Phone Numbers \_\_\_\_\_

## PART B

### BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.5.3	Lead keel weight before assembly	415		435
2	2.5.4	Weight of standard yacht prior to delivery (excluding fixed options)	1200		1300

Sail Number \_\_\_\_\_ Date Completed \_\_\_\_\_

Hull number \_\_\_\_\_ Builder's Code \_\_\_\_\_

### DECLARATION

To be signed by the LICENSED BUILDER after completing items 1 and 2.

I certify that this yacht (a) has been built in moulds obtained from the source approved by J Boats, Inc., (b) constructed according to the official plans, specifications, and J/24 Class rules, (c) has been built in accordance with the spirit and letter of the Class Rules and licensing agreement and (d) that the measurements in Part B were taken prior to delivery.

Name of Builder \_\_\_\_\_ Signature \_\_\_\_\_ Date \_\_\_\_\_

## PART C

### REGISTRATION BY THE NATIONAL J/24 CLASS AUTHORITY

To be signed by either (a) the National J/24 Class Association (b) the National Sailing Authority acting as the administrative body for one-design classes or (c) the International J/24 Class Association if a National J/24 Class Association does not exist.

I certify that (a) this yacht has been registered in the Official National (International) Class Register under the owner indicated in Part A above and (b) the builder is in good standing with the copyright holder and the International Yacht Racing Union.

J/24 Class Authority \_\_\_\_\_ Date \_\_\_\_\_

Name of Representative \_\_\_\_\_ Signature \_\_\_\_\_

J is a registered trademark of J-Boats, Inc.



# PART D

## MEASUREMENT CERTIFICATE

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.1	Corner of transom to trailing edge of keel at hull	2991		3015
2	3.3.1	Does keel exceed minimum faired dimensions of PLAN C		YES/NO	
3	3.3.1	Width of keel trailing edge in Section II - VI	3.5		
4	3.2.7c	If sink installed, is sink drain hull opening faired to lines of hull?		YES/NO	
5	3.2.2	Stem flotation mark located 1055mm down and around curve of stem from sheerline.		YES/NO	
6	3.4.2	The depth of the rudder measured between the rudder tip and transom.	860		890
7	3.4.4	Rudder flotation mark located 670mm from sheerline.		YES/NO	
8	3.4.3	Standard rudder weight	11		
9	3.5.2c	Distance from forward face of mast to the stem at sheerline.	2880		2910
10	3.5.2d	Mast chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam.		YES/NO	
11	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted).			2800
12	3.5.6	Length of spinnaker boom including fittings			2895
13	3.5.2c	Distance between mast bands			8535
14	3.5.3b	Height of forestay attachment	8970		9000
15	3.5.3c	Distance between fixing points of the forestay	8545		8600
16	3.5.3h	Standard installed fixed spreader length	760		800
17	3.5.3h	Spreader sweep back distance.	95		170
18	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle.		YES/NO	
19	3.5.4p	One boom topping lift of wire fixed to masthead crane.		YES/NO	
20	3.5.5c	Distance of 20mm boom band from mast.			2970
21	3.2.5	Lifeline sag with 5 kg. weight.			125
22	3.2.5	Lifeline stanchions in board of sheer in plan.		YES/NO	
23	3.2.4	Sink/drain/water tank or stove/fuel fitted.		YES/NO	
24	3.8 8.1.2 8.1.3	Fixed fittings and equipment located according to Class Rules		YES/NO	

## DECLARATION

To be signed by the OFFICIAL MEASURER upon completion of this form.

Location Where Yacht Measured

Printed Name of Measurer

Signature

Date

Measurer's Authority

Measurer's Phone Number(s)



# PART E

## SAILMAKER'S CERTIFICATE

SAIL NUMBER \_\_\_\_\_

### PROCEDURES:

All sails shall be measured in accordance with the I.Y.R.U. Sail Measurement Instructions, and the Measurement and Class Rules, in a completely dry state on a flat surface with tension adequate to remove all wrinkles adjacent to the measurement being taken, unless otherwise specified in the rules. Measurers shall mark with a "✓" those items which are within the tolerances. The year of sailmakers delivery and a reference number shall be stated for each sail. These identification figures shall be printed on sails. All measurements are in millimetres unless otherwise stated.

ITEM	RULE	MEASUREMENT	MINIMUM	"✓"	MAXIMUM
		<b>MAINSAIL</b>			
		Sailmaker's Name			
		Ref. Number			
		Year			
1	3.6.7	Blue J/24 Emblem 305 x 610			
2	3.6.10a	Headboard			115
3	3.6.10b	Leech length			9170
4	3.6.10d	Width at $\frac{3}{4}$ ht.			1175
5	3.6.10e	Width at $\frac{1}{2}$ ht.			1980
6	3.6.10g	Upper/Lower batten length			605
7	3.6.10g	Interm. Batten length			660
8	3.6.10g	Batten width			50
9	3.6.10h	Distance to head or clew of nearest batten	1775		
10	3.6.10i	Lowest reef point from clew on leech	1000		
11	3.6.3	Window size either direction			1500
12	3.6.5	Corner reinforcements			756
		<b>100% JIB</b>			
		Sailmaker's Name			
		Ref. Number			
		Year			
13	3.6.11a	Width of the head			95
14	3.6.11b	Luff length	7845		8300
15	3.6.11c	LP	2785		2895
16	3.6.11f	Batten lengths			230
17	3.6.3	Window size either direction			1500
18	3.6.5	Corner reinforcements			749
		<b>150% GENOA</b>			
		Sailmaker's Name			
		Ref. Number			
		Year			
19	3.6.12a	Width of the head			95
20	3.6.12b	Luff length	8100		8460
21	3.6.12c	LP	4180		4345



ITEM	RULE	MEASUREMENT	MINIMUM	" $\sqrt{\quad}$ "	MAXIMUM
22	3.6.3	Window size either direction			1500
23	3.6.5	Corner reinforcements			753
		<b>SPINNAKER</b> Sailmaker's Name			
		Ref. Number			
		Year			
24	3.6.13c	Leech lengths	7930		8130
25	3.5.13d	Centerfold length	8600		9600
26	3.6.13e	Half width of foot	2300		2600
27	3.6.13g	Half height half width	2540		2610
28	3.6.13h	$\frac{3}{4}$ height half width	1600		
29	3.6.8	Sail Numbers			
30	3.6.9	Sail cloth weights			

## DECLARATION

I certify that the above mentioned sails conform to the measurements indicated and to the best of my knowledge to current Measurement and Class Rules. Reference numbers and measurer's initials are clearly marked on the sails and dated.

\_\_\_\_\_  
Printed Name of Sailmaker

\_\_\_\_\_  
Signature

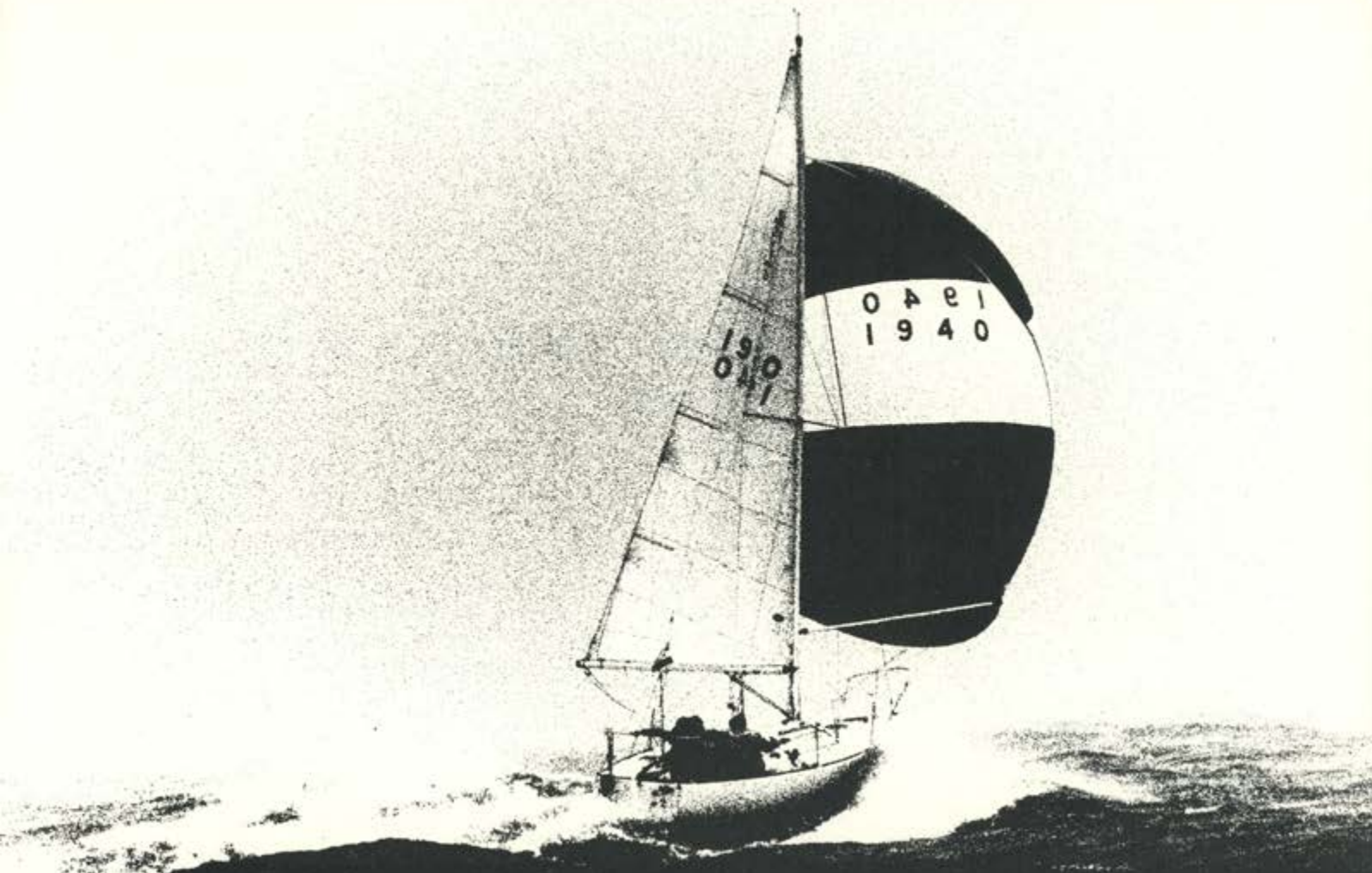
\_\_\_\_\_  
Location Where Measured

\_\_\_\_\_  
Date

\_\_\_\_\_  
Sailmakers's Address

\_\_\_\_\_  
Phone Number





# Think Safety

The best way to prevent disaster is to know your limits, to know the boat's limits, and to know just how bad conditions can get.

To aid your imagination, Bob Johnstone reports on known J/24 sinkings, their causes, what you can learn without having to sink first, and what preventative steps you can take to prevent a recurrence.

One of the problems with the J/24 may be its safety record compared to other one-designs or when competing in offshore events... maybe the record is too good! Too much is expected of the boat and the people on her. And, the awesome forces of wind and waves are too often underestimated. The following comparisons are perhaps typical of J/24 invincibility.

## THE SAN FRANCISCO TEST

OCTOBER 1978 STAR Worlds, Berkeley Circle, wind 25-30 knots, 1st Race.

Three Stars sink at the weather mark (one was never found) and approximately 20

of the 98 starters in the race do not finish.

This occurred after the Race Committee required every star entered to be sunk at the hoist to pass the flotation test.

AUGUST 1980 J/24 Northamericans, Berkeley Circle, wind 25-30+ (more severe than in the preceding situation), Last Race.

Some knockdowns but no rig failures. Six DNF's, some of which were racing for the hoists to depart.

JUNE 1972 U.S. Olympic Trials in SOLINGS, Berkeley Circle, wind 25-30 knots, 2nd Race.

One Soling sank, 3-4 lost masts, 2 lost booms.

## REPORT FROM JAPAN

The following is a report from Shuji Watanabe, Japan's ORC representative in a letter of October 20, 1980:

"Recently, our J/24 (#1940) has proved herself to be a very tough and seaworthy offshore yacht.

On 27th September, she took part in an 85 mile triangle offshore race around two islands.

Out of 42 entries, only 29 started because of bad weather. At the start, wind speed was 30 knots. But, it was blowing harder and harder, up to 60 knots, and 70 knots for an instant.

The sea was building up and two lives were lost overboard from other yachts.

Only 5 boats finished after 24 hours battle against big seas.

The finishers were: Peterson 42, Holland 33, Impensable 30, Farr 727 and the J/24."

Sailing has always been regarded as a test of man against the sea. There's challenge built into this vision. One that often sustains, even glorifies our mortality in a world which is full of indirect, less real, challenges of the mind. When sailing, the whole person and all the senses are thrown into combat with the elements.

But, let's not get ridiculous and throw ourselves away!! At this point, you may



respond, "Of course, not". That's easy to say (1) if you are experienced and know what to expect or (2) if you are in a snug harbor with no deadlines to meet, or (3) you are cruising and are working on your image of being a good seaman.

But are you courageous enough to risk the derision of being "chicken"? Will you refuse to start a race if the weather forecast is ominous? Will you pack your duffel and leave the crew, if the skipper fails to show proper regard for conditions? Will you pull out of a race, shorten sail and head for home if the crew is incapacitated by sickness rather than continue under full press to win? These are not easy decisions to make when the chips are down. There's ego and reputation involvement . . . living up to what's expected of you in the world's best sailboat, even.

I don't profess to be particularly good at this myself. Yet last season I pulled the plug twice. Once before the start of the New Bedford Yacht Club's Spring Whaler's Race - a 105 mile overnight race. It was going to be a family affair on a J/30 and Mary's first overnight race. The weather forecast was for 20-25 out of the Southeast prior to an approaching cold front. The forecast kept increasing in 5 knot intervals from 10-15 every four hours. The situation was reminiscent of how a 55 knot Southeaster had forced cancellation of a race in the 1 Ton Worlds in 1979. When wind velocity hit 35 mph before the start, that was it! We scratched and urged another J/30 and five J/24's to do likewise. They did and no one ever regretted their decision. Only five boats finished, three were dismasted (30 feet and larger), and on the winning Frers 46 ARIETO all but two of the crew were sick. A crewmember, who had been on the Fastnet said this was even rougher. The race Committee was reluctant to call the race off because it was being used as a tune-up for a number of Bermuda Race bound crews. And, it's possible that they too are susceptible to pressures of pride and tradition. Would they risk New Bedford's rugged seafaring image - extending back centuries - by calling off a race in a mere 35 knot zephyr?

The second time with a relatively inexperienced crew on our new J/36, I decided to pull out of the overnight race of the Edgartown Regatta because the developing weather pattern again looked to be the same . . . building warm air flow ahead of a strong cold front. It didn't materialize and we might have won the race had we gone. I felt a little stupid and was reassured in knowing that a half dozen other grand prix racers up to 50 feet had made the same decision. I shouldn't have felt either. *It's better to be right 50% of the time than be wrong 10% of the time, or even once, and lose someone's life.*

Or, put another way: It's better to be right 50% of the time and enjoy the sport than it is to be wrong 25% of the time and be miserable. A good boat eliminates many of the hair raising situations one can get into - that are only the source of enjoyment in bar talk after the race is over. But, a good boat

can't compensate for all conditions and errors of judgement. To illustrate the point, let's review what happened when three (the only one's reported to date) J/24's sank!

#### April 27, 1980 Tokai Marina, Japan

The following report is an extract from a letter received from Nissan, the J/24 licensed builder in Japan, dated June 11, 1980.

Nissan held a reception for local boat owners and crews to test sail two new J/24's, #1933 and #1939. It was a windy and gusty day. Easterly wind 30 to 40 knots and wave height 1 1/2 - 2 feet.

Our helmsman and five guests (all experienced sailors) on board #1939 were beating to windward on starboard tack with reefed mainsail and 100% jib.

When the tacked to port, the J/24 bore away to the wind abeam, and heeled to 60 - 70 degrees. They eased both main and jib sheets quickly, but she was knocked down to horizontal by a sudden gust (60 knots, they said) and flooded (maybe through opened cockpit hatch). At the moment, three sat on the weather deck and three fell overboard from the lee side deck. Soon another gust hit the boat upside down. Six were holding the turned over boat and waiting for rescue.

As soon as they were rescued by a power boat, the J/24 turned herself upright, but flooded badly. Another power boat towed her to home port (only 1 mile) and as soon as the tow line was cast off, J/24 sunk to the bottom of the water.

See the stability test of J/24 #1940 carried out by the Nippon Ocean Racing Club on May 19 as the result of this accident. (reported later in this article).

#### May 23, 1980 In the Gulf Stream Off Florida

The following deposition was taken by phone from Art Balow and Archie Ealdocchi following the loss of the latter's J/24 TABASCO in the Annual Night Race to Bimini hosted by the Coconut Grove Sailing Club.

"During the night several squalls passed over without much punch to them, so when another approached about 3 AM when we were in the Gulf Stream, we gave it little thought."

"Two people were below deck and two on deck. The forward hatch was dogged shut and the main companionway hatch was closed with the board in. We decided to put all five people on the rail (4 crew and skipper) as the wind picked up, then to reach off with the 150% genoa and mainsail."

"The wind hit in a big blast and even with the sheets let go, the boat was blown over on her side with the mast in the water. The wind was screaming even though no sea had built up. We estimated over 60 knots (The Yacht Club Newsletter stated gusts of 70 knots)"

"We had no harnesses or life jackets on, so hung on to the boat. The wind kept up a fierce blast for what seemed to be 15 minutes. The boat was being pushed

sideways and then turtled for 5 minutes. We went to the transom and broke the strobe and life ring loose. Then we tried to twist the hull up by pulling on the rudder. It came up to 270° with lots of water. We opened the port lazarette and got out the 4 life jackets. The boat then came up with the stern flooded."

"One boat passed about 1/2 mile away. Our boat was down from the main hatch aft with the stern sinking fast. Fortunately, we were picked up within 30 minutes. The boat had not sunk when we left it. The bow from the forward hatch, the mast, and the leading couple of feet of the genoa were out of water. There was an unconfirmed report that this was seen at 7 AM, four hours later."

"The lazarette lockers were not secured to prevent opening. If the after bulkheads were extended from the foot of the main berths to the deck to essentially create a watertight compartment, we are convinced that the boat would have stayed afloat. We suspect that one of the lockers fell open and caused the flooding."

#### August 31, 1980 Lake Ray Hubbard, Dallas Texas

The following deposition was taken by phone from Susan Price, J/24 Dealer in Dallas, Texas following this incident at Chandler's Landing Yacht Club on Lake Ray Hubbard outside of Dallas. The boat's owner is Brad Parks. She's named (#1979) 'FUN, FIREWATER & DANCIN'.



Following the afternoon's race a "Chile Cook Off" was conducted. The winning team produced a "Goat Chile". To celebrate their victory, the 19 person team decided to sail Park's boat into the middle of the lake to ceremoniously dispose of the goat's head.

Wind was 18-20 knots with gusts. The boat was sailing with the 150% genoa with 18 people on the windward rail and the skipper in the cockpit. The goat head was thrown overboard and shortly thereafter, a gust hit the boat from leeward. With the genoa and main cleated and 19 people on the new leeward side, trying to pull themselves back aboard, the boat was pulled down - mast in the water. Several people got on the keel, while others held on. The boat didn't go turtle, but the sheer weight of people held the boat down far enough so that she flooded through the leeward cockpit lazarette which had fallen open.



The main hatch was open. The boat sank stern first, slowly righting itself as it went down. The genoa sheet and main sheet had not been uncleated, which probably prevented the mast from coming up sooner once water covered both sails.

Several feet of the mast were exposed, so someone dove down to tie a rope on the bow cleat, and the boat was towed to shallower water and pulled up with a crane, undamaged.

### Hindsight Is Always 20/20

We can point out that none of the three boats would have been knocked flat if sail had been taken off the boat in anticipation of a problem. And, overlooking that precaution, none of the boats would have sunk if the cockpit seat lockers had been secured with a lock or snaphook. But, caution was being thrown to the winds, rightly or wrongly. J/24's were being raced, tested, or just being caught up in the levity of a celebration. It's truly fortunate that no lives were lost and that we don't have to say . . . if the crew members had all been wearing life jackets.

### WHAT CAN YOU DO?

At the risk of being repetitious, let's create a checklist of safety precautions:

1. Don't go sailing if weather conditions are already or are forecast to be such that you won't enjoy sailing or that may test the crew beyond their experience or capability.
2. Be sure your J/24 or crew is equipped with good lifejackets that are comfortable to wear with good whistle and high priced pocket strobe light (if sailing at night) firmly attached. And, be sure everyone is wearing a life jacket when storm clouds approach or when the wind exceeds a certain velocity - say 18 knots, or when you'd put up the 100% jib going to windward.
3. Keep the cockpit hatches secured with snaphook or lock, always.
4. Close and secure the forward hatch at all times when sailing.
5. Close and secure the main hatch with the hatchboard secured in heavy wind conditions or when storms approach. If you have a louvered companionway slide, tape the openings shut or get a solid board for storm use.
6. Practice man overboard drills and when new crew members come aboard make sure that they are taught their responsibilities.
7. Hammer a wood plug into the sink drain. Offshore safety equipment includes such items for such a purpose.

The reason is that should (a) the boat fill above the level of the sink, the water gushing through the sink opening may enter faster than you can bail or (b) the boat turtle, the air pocket can be sustained. If air escapes out the sink drain, then the water level can raise inside the

boat. With more water inside the boat, the boat becomes more stable upside down and is less likely to right itself.

### IN THE EVENT OF A KNOCKDOWN?

This can occur when racing under spinnaker in  $\pm 35$  knots of wind or under jib and main in over 40 knots of wind (or with too many people on board). Some of the hotshot Laser sailors have even made sport of sending two people up the mast to rock a J/24 down while waiting in calms for races to start.

There are three things which can keep a J/24 from bouncing upright again.

- The spinnaker scoops up water, and because sheet/guy or halyard is not cast off, the spinnaker full of water which weighs lots) keeps the boat from righting itself.
- Wind velocity is so great (60 knots plus) on the bottom side of the over-turned hull that this wind velocity plus wave action forces the boat to trip on the sails and turn turtle.
- The location of crew weight on the mast, standing on the edge of the companionway opening, or pulling down on the boat in any way prevents the boat from righting itself.

So, the following precautions must be mentally reviewed and crew members briefed accordingly:

1. Count heads quickly to make sure no one is snared by lines or knocked unconscious and unable to help themselves. Be sure harnesses are not attached to a part of the boat which could be under water - which is just about everywhere except rudder fittings.
2. Cast off all sheets, the spinnaker guy or halyard and vang.
3. Make sure no one is standing on the mast or putting full weight on the boat. It's better to float to leeward in the water, hanging onto the boat ready to scramble aboard as it starts to come up.
4. If the wind is screaming at 60 knots plus - you won't be able to hear each other talk very well - work everyone forward and attempt to use your bodies to drag the bow into the wind - and be ready to board quickly if she shows any sign of responding and coming up - that means start climbing aboard when it's still down 80 degrees. By dragging the bow into the wind acting like human sea anchors, you might prevent the boat from tripping on its rig.
5. Identify, have previously located at the transom - even attached to the out-board bracket and/or at the stem head - a length of  $\frac{1}{2}$  inch line with knots in it which is about 30 feet long to: (1) hold onto if the boat goes turtle as there are very few things to hold onto upside down (2) throw around the keel and to pull downwind on to help the boat roll up again. The boat won't sink when it's upside down.

### SAILOR'S BRIEFCASE

"I don't know how many times people have stopped me on the street, in airplanes, at the U.S.Y.R.U. meetings and J/24 regattas to ask where I got my canvas briefcase." The answer is they are made up by a sailmaker. In fact, over 300 of them were sold under the brand name RUGGED DUCK . . . with an ad campaign in the Wall Street Journal five years ago.

They sold out, but not at a rate fast enough to justify spending a lot of time at it. Bloomingdale's loved it, but since it wasn't part of a "loin", that's New York for line of handbags, duffels, etc. to go along with it, they wouldn't buy. The project was dropped, but it keeps coming back. Costs have gone up since. But, there are some improvements too. Instead of canvas which looks a little seedy after a wash, it's yacht acrylic, boom cover material which looks just like canvas, but is more durable. And, velcro closures added to other pockets keep calculators or hand bearing compasses from falling out. This is the only briefcase that airline stewardesses don't ask you to put under the seat in front of you. And, the absence of sharp edges makes it ideal to throw into a boat. It fits perfectly on the shelves of a J/24. And, it will stay on the seat next to you in a car because the roughness of the material grips the seat fabric instead of crashing into the dashboard when turning or stopping.

Shoulder straps are now standard. These straps are adjustable in length because they are attached to the inner side walls of the briefcase with velcro. Color selection is red, white or blue.



To: **RUGGED DUCK**  
24 Mill St.  
Newport, RI 02840 Date \_\_\_\_\_

Please send me \_\_\_\_\_ (Qty.) \_\_\_\_\_ (Color) brief(s).

I enclose a check for \$ \_\_\_\_\_ (\$50.00 each)  
and prefer UPS/Parcel Post shipment.

(Circle One)  
Name \_\_\_\_\_ Hull # \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



## ADDITIONAL CONSIDERATIONS

- 1. LIFE RAFTS** Most offshore events require that you carry a life raft. Make sure that it's accessible and ready to use in the cockpit well if bad weather is expected. Another possible use of a raft (depending on the strength of its covering, and being sure there are no sharp projections to puncture it) is to inflate it inside a J/24 figuring that under the worst of conditions, a partially swamped but then unsinkable J/24 is a better rescue craft than the raft.
- 2. FOAM FLOTATION** Class Rules permit the installation of commercially available foam blocks. 30 cubic feet (at 55 lbs. of flotation per cubic foot) provides about 1600 lbs. of lift. Check the specifications of closed cell foam used. The balsa core sandwich construction of the J/24 means that the hull will float without the keel. So, the 950 lb. keel, plus 147 lbs. of rig should be offset with a margin of safety for crew weight. Blocks of the foam can be cut up to fit under the "V" berth, in the port locker, under main berths and aft in the base of the cockpit lockers. This will make a J/24 virtually unsinkable, but it will cut down on storage space. (See Guy Scriener's article.
- 3. BOUYANCY BAGS** For approximately same cost as a life raft, air bags that are used for raising sunken ships can be obtained along with either rechargeable air cylinders or foot pump inflation valves. Firmly fastened down under the bunk cushions of the main berths and V berth, these can be inflated in relatively short time should threatening weather exist. Three 500 lb. lift bags plus foot pump run about \$500. One supplier of SUBSALVE INDUSTRIES, INC. Box 9287, Providence, RI 02904 (Tel. 401-272-2163). Again, such devices are permitted under Class Rules and their weight is a credit in arriving at draft marks for one-design racing. The air bags don't take away storage space.
- 4. SEASICKNESS** The skipper has responsibility for the crew and keeping them healthy. In emergencies (they usually happen in the roughest weather), a sick crew may be incapable of helping themselves, let alone the boat or others. Attention should be paid to each crew member to insure they have been prepared by their physician to cope with seasickness. This usually means taking medication several hours before encountering the rough conditions. So again, anticipation is critical. (See the article "A Seasickness Remedy Hailed by Coast Guard.")
- 5. HYPERTHERMIA** It seems that safety at sea procedures are at best hand-me-downs from rescue procedures used by fliers downed in the Pacific under normal sea conditions. Life jackets and rafts are not high probability forms of survival in cold water and high wind conditions. The best way to avoid such problems is to keep the J/24 afloat and stick with it.

Another precaution when sailing in cold waters is to wear a wet suit underneath normal foul weather gear, so if one falls overboard, body warmth is better retained.

The new dry "survival suits" such as the one manufactured by Imperial in Bremerton, Washington offer even more protection. The standard suit is too bulky for normal use, but may be quite comfortable if one's role is to sit on the weather rail in the middle of a cold night. Also, these suits can be custom tailored to take out some of the excess folds and built-on, awkward mits and feet. These suits generally have enough flotation to also serve as auxiliary life jackets.

- 6. BOAT MODIFICATIONS** As a back up system to open hatches, J Boats sent out the following cable to licensed builders and all owners of record.

Notice to all J Boats licensees and National Class Associations.

The standard specifications of the J/24 are hereby officially modified to provide added insurance of flotation in case of knock-down in severe conditions and crew error in not securing lazarette hatches.

In the past six months, three J/24's have sunk. One in Japan and one in the Gulf Stream off Florida in winds exceeding 60 knots. The boats were knocked flat and flooding occurred through the cockpit hatches which were not secured. In the third instance, nineteen people were aboard and the boat was knocked flat when a strong gust caught them all on the wrong side. Again, flooding occurred through an unsecured cockpit hatch.

Fortunately, no one was hurt. And we think you should, and, we want to take every precaution to avoid a recurrence.

All J/24's leaving the Fall River plant are now modified to extend the after bulkhead up to the deck (The current bulkhead goes up 2/3's of the way at the foot of the main berths). Additionally the fore and aft bulkhead under the cockpit well is being extended to insure that port and starboard locker areas are sealed from one another. The net effect is to have two waterproof compartments, so the boat can't flood if the crew doesn't secure one of the cockpit hatches. And some additional flotation is provided if the boat is holed forward or if water enters through one of the forward hatches left open.

Additionally, lockdown lever type hasps

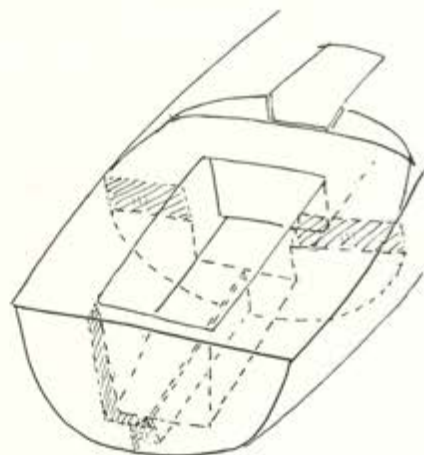
should be installed rather than simple lock hasps with an eye.

The above modification can be made by plants using existing tooling or by owners. It's simply a matter of glassing in a piece of decorative wood and eliminating any limber holes.

This information is being sent to all registered owners who should above all remember to batten down the hatches in rough weather. And to always sail with a snap hook or lock secured in the lock hasp that has come standard with the boats.

J/24 Modifications to create two separate compartments aft to prevent flooding should deck locker lids be left unsecured.

- (1) Extend bulkheads up to deck at aft end of main berths.
- (2) Seal off one compartment from the other leaving access to rudder gudgeon nuts.



J/24 Builders do provide kits for owner installation. Contact Tillotson-Pearson, Route 136, Warren, Rhode Island 02885 or call Guy Pace at 401-246-1050. The \$65 price includes instructions, cloth, mat, fasteners and the ivory faced plywood panels being installed in new boats.

- 7. SINK DRAIN VALVE** Rather than bung up the sink drain with a wood plug, plastic valves are available which fit in the hose supplied standard. This valve can be kept closed except when using the sink.





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\*Figure is an estimate based on average owner/vessel usage from industry sources.

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## J/24 Stability

In a recent test performed by Shuji Watanabe for J/24 builder Nissan Motor Company in Japan, the accompanying stability curve was developed for the J/24. Because of the limits of the test mechanism (see sketch and picture) the test only went up to ninety degree heel.

The attached curve illustrates the actual righting arm in meters for a J/24 weighing 1250 kilograms (2750 lbs), both with and

without crew on the rail. Dashed line shows the MHS predicted stability curve from the MHS standard certificate for the J/24.

This means that a J/24 with full crew aboard would have a righting moment of 4400 lbs at ninety degree heel according to the Japanese test but only about 1900 lbs according to the MHS computer prediction. With no crew aboard at a displacement of

2750 lbs the actual test showed a righting moment of about 3230 lbs. This means that the actual force required to hold the J/24 at ninety degrees heel was 121 lbs pulling straight down at the spinnaker halyard.

Comparing the righting arm of the J/24 with that of a Farr 727 Quarter-tonner, the J/24 proved to have more than two and one half times the righting moment at ninety degrees heel.

## Flotation for a J/24

by Guy Scrivner

The following article on "Flotation for a J/24" was submitted by Guy Scrivner of Milwaukee, Wisconsin. The ideas and experiences of Mr. Scrivner in sinkproofing his J/24 deserve full expression here without editing to illustrate the full range of thought that he put into solving the problem of making a J/24 totally sinkproof.

The 1500 lbs of "unidentified weight" can be accounted for as follows:

Although one might take exception to some of the exact weights of Mr. Scrivner's breakdown, his figures are quite accurate for the purpose of a study of this type. Using his figures combined with the above it appears that a J/24 weighing 3231 pounds in a fully loaded condition for offshore racing would have negative buoyancy of 715 lbs if totally immersed. This does not consider the buoyancy of loose gear, which is discussed in the article.

This whole issue of safety at sea is of great concern to the J/24 class and comment and discussion is invited.

Having grown up in small boats that float and having once ridden in a life raft, assuming responsibility for survival equipment for a new J/24 posed some disturbing problems for the writer.

The inquiry started with consideration of an inflatable life raft. A good one costs about \$700 and weighs a ton and is not at all where one would choose to wait for help in chilly Lake Michigan. From there the thought process went to what could be achieved for the same weight and money in on-board flotation. As Tom Rose said in the "Sailboat Survey Owners Survey" article, "I prefer a solid life raft to a collapsible one."

The solid life raft route won out and the flotation is in and the rafts stay aboard.

The modified J/24 should not sink and, better yet, should float high enough to keep 1,000 pounds of crew completely out of the water and permit bailing. The cost was about \$600. Cost in added weight was about 90 pounds, including two inflatable two-man rafts weighing 22 pounds each. Preparatory calculations were interesting investigation, but verification of the approach by experts would do much to build confidence in the system (the writer is a non-expert).

The first exercise was to do a limited information study of material weights under

Component	Material	Density Lbs./Cu.Ft	Dry Weight	Immersed Weight
Hull	Fiberglass	100	700	252
Hull	Balsa	9	65	(397)
Deck	Fiberglass	100	350	126
Deck	Balsa	9	71	(434)
Internal Pan	Fiberglass	100	120	43
Misc. Wood & Structure	Wood	36	150	(116)
Totals			1456	(526)

water, the inherent flotation available, and the weight of water displaced by added flotation. The approach was to identify components of known density and then work backwards to produce a schedule of plausible densities of unidentified components and the corresponding required flotation.

1,500 pounds (dry) of components of unknown weight and density must be accounted for. 1,775 pounds of identified components weigh 1,244 pounds when fully immersed. The problem is to assign a plausible density to the unidentified 1,500 pounds.

The following table displays a schedule of trial densities and the corresponding immersed weight of the unidentified 1,500 pounds and the total flotation needed to float the total 3,275 pound (dry) weight of the boat. Columns 3 and 4 show what proportion of the lightest plausible material (plastic @ 100 lb./cu.ft.) and what proportion of the heaviest plausible material (steel @ 485 lb./cu.ft.) would produce the weighted average trial density of the left hand column.

Examination of the boat turned up a surprising amount of flotation in the standard equipment. So long as the floating items are

contained within cabin or lockers, inherent flotation is at least 1,070 pounds.:

Mattresses	200 lbs.
Ice chest, empty	103 lbs.
Half full water tanks	45 lbs.
Half full gas tank	19 lbs.
<b>TOTAL</b>	<b>1,070 lbs.</b>

Another big contributor to inherent flotation is the one inch balsa core of deck surfaces, estimated at 818 pounds displaced. The J/24 hull has a 3/8" balsa core which is estimated to contribute 362 pounds flotation. Thus, the bare hull is estimated to contribute 1,180 pounds to floating capacity. (note that this is the writer's guesstimate, not a statement of the builder.)

Is it a coincidence that inherent flotation of an estimated 1,998 pounds just about satisfies the flotation requirement if unidentified components have a plausible density of 130 pounds per cubic foot? At any rate, it's a good start towards developing survival capability.

The location for additional flotation naturally falls on storage space, primarily under bunks. This is not too desirable storage space because of dampness and inaccessibility and the temptation to stow

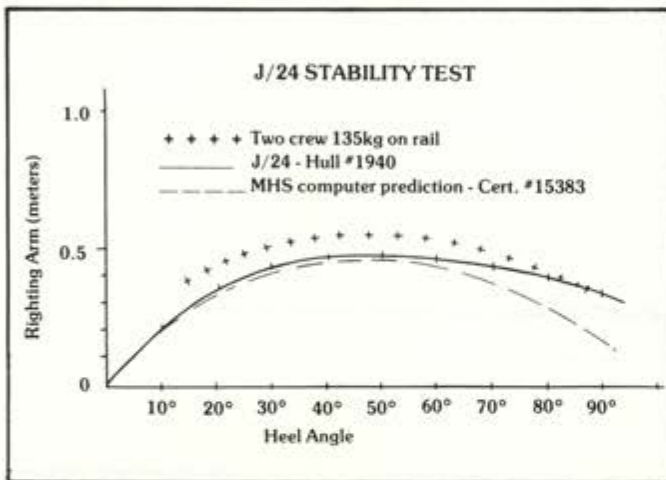
### Known Components of Known Weight and Density

Component	Material	Density Lb./Cu.Ft	Dry Weight	Immersed Weight
Keel	Lead	710	955	870
Mast & rigging	Aluminum	165	146	90
Winches, etc.	Steel	485	est 100	87
Motor, Anchor	Steel	485	est 100	87
Battery	Lead	710	40	36
Sails, line, etc.	Plastic	est 100	275	74
<b>Gas, Teak etc.</b>	<b>Various</b>	<b>est 63</b>	<b>159</b>	<b>0</b>
Identified Density	Various	?	1,775	1,244
<b>TOTAL WEIGHT</b>		<b>?</b>	<b>3,275</b>	<b>?</b>
<b>Unidentified Wt.</b>	<b>Various</b>	<b>?</b>	<b>1,500</b>	<b>?</b>





Photographer Jim "Ace" Mowtell catches a slapdown in a 35 knot+ blast in Sydney Harbor ... she popped back up.





and forget a lot of weight. These compartments can easily be made water-tight, but two reasons led to the decision to fill them with foam. "Water-tight" may not be absolutely water-tight and water weight can accumulate, unnoticed. The second reason is somewhat of a safety bonus, because a holing in the underbelly might just be the incident that creates the need for floating ability. Foam is likely to contain the damage.

The bow cavity offers plentiful and unused volume. To contain the foam, a piece of slab foam was glued into place over the partial bulkhead. This, too, is a good place to make ram-resistant. For later calculations, the volume is considered as two units. The space below the partial bulkhead is called "low bow buoyancy" and the greater space above is "high bow buoyancy."

The dual flotation and ramming protection includes (in order of least desirable storage space):

The aft lockers promise good, down low, foam flotation, but the decision was made to fill these volumes with partially inflated rafts. The raft weight is going to be carried anyway. Strapped down and partially inflated, they provide about 385 pounds each of low flotation and another 385 pounds each of high flotation. Partially inflated, they can be withdrawn from the locker and then topped off with air (electric pump) should there be a need to use one or both of them.

On this basis, the cumulative displacement becomes:

Standard (1070 lbs.), inherent (1180 lbs.), foamed (1771 lbs.), and inflated (1540 lbs.), flotation totals 4381 pounds.

The fact that an estimated 4400 pounds of flotation can be achieved does not mean that a 3275 pound boat will float in the air like a balloon, but it does suggest the J/24 can be helped to more than just stay afloat. The objective now is to get it to float high enough to keep a crew dry and permit restoration of the boat to normal buoyancy.

The step-up in utility of the flotation to permit bailing of the cabin focuses attention on the location as well as volume of flotation as well as volume of flotation and whether or not a component is immersed. It is assumed that almost all of the metal components would be out of water, the keel and battery being figured at the immersed weight. The one inch air space in the deck, for instance, is no longer available for flotation. Free floating objects are no longer available as flotation. Only "low flotation" is counted.

Location	Displaced	Cumulative
Low bow buoyancy	140 lbs.	140 lbs.
High bow buoyancy	645	785
Forward vee bunk compartments	206	991
After vee bunk compartments	267	1258
After cabin bunk compartments	170	1428
Forward cabin bunk compartments	234	1662
Lower portion of cabinet, port side	109	1771
1st cockpit locker, to cockpit floor	642	2413
2nd cockpit locker, to cockpit floor	642	3055
1st cockpit locker, additional	668	3723
2nd cockpit locker, additional	668	4391

A surprising amount of low flotation is recaptured by simply strapping down the items.

### Constrained Floating Objects

The inherent buoyancy is an estimated one half of the buoyancy of the 3/8" balsa core of the hull, or 181 pounds. This, combined with the flotation of strapped down items, gives 1152 pounds of lift before the added flotation. The problem is to provide 1673 pounds of low flotation (2825 lbs. half-submerged weight less 1152 pounds standard flotation) at or below the half submerged level. This is exactly the amount of low flotation provided by the foamed under-bunk storage space and the immersed portion of bow buoyancy (if the density of unidentified components is 130 lb./cu.ft.).

Now, to provide for the crew (which is the root of the disturbing problem), there are the life rafts strapped down, partially inflated, in cockpit lockers. One submerged side or air compartment of each raft provides 385 pounds lift (770 pounds of low buoyancy) which is slightly short of what's needed for a crew of four. Reserved buoyancy of the remaining half or air compartment of each raft (770 pounds) is right under the station the crew would take. (There is 645 pounds of reserve high bow buoyancy to counter-balance.) The hand and electric air pumps could be used to further inflate the contained rafts to another 460 pounds of displacement. Thus, foam and inherent flotation take care of the boat and two rafts provide up to 2000 pounds of floating capacity for the crew.

Should the boat be lying on her side, half of the described flotation will be working at full lifting capacity. The remainder will be partially effective. Rough calculations indicate that the hatch opening would be above water level, enough to permit bailing.

The turtle position is too intimidating and too complicated for the writer to consider.

A further comment on calculations; the arithmetic is correct and the most important weights and volumes are so simple that even the writer can do them, but there is an awesome amount of information lacking to do justice to the 1500 pounds of unidentified components of unknown weights and density. The 100% safety factor for crew support capacity is probably not excessive.

Foam is expensive, \$240 for a 15 cubic foot kit or about \$17 per cubic foot or 30¢ per pound of flotation. However un-seamanlike it may seem, it makes sense to

imbed light, plastic, one gallon containers in the foam. New ones cost about 40¢ each and one bottler sells used ones for 20¢ each. They weigh about 4 ounces and have about the same 1-3/4 lb./cubic foot density as foam. The cost of such flotation is \$3 per cubic foot or 19¢ per pound.

Item	Displacement
Mattresses	785 lbs.
Water Tanks (half full)	83
Ice Chest (empty)	103
Constrained Floating Objects	971 lbs.

The boat gets heavier as components come out of the water. Here is a weight estimate for a half submerged, upright boat:

Above Water	Weight
Mast & Rigging	146 lbs. (dry)
Winches, etc.	est. 100
Motor, Anchor	est. 100
Sails, line, etc.	est. 275
Gas, teak, etc.	est. 159
1/2 Unidentified	est. 750
SUB-TOTAL, dry	1530 lbs.
Under Water	
Keel	870 lbs. (wet)
Battery	36
1/2 Unidentified	est. 389
SUB-TOTAL, wet	1295 lbs.
TOTAL	2825 lbs.

The foam does its best work at forming tiny compartments with its water tight skin and creeps into all of the small void space while bottles provide cheap displacement in the more open areas.

Applying urethane foam turned out to be a messy, but fairly simple job. The instructions and precautions that came with the kit were terrifying, so terrifying that the writer had the safety goggles and thick rubber gloves on before cutting the string on the kit. Apparently it is potent stuff. The "Insta-Foam" kit had standard spray nozzles (spray 12" away from surface); so much of the foamed volume is in nooks and crannies off to the side, that purchase of adapter tubes to sort of dribble it right at the point to be foamed was worthwhile for initial filling of a compartment.

The setting time, 20-40 seconds on the surface and 10 seconds in the adapter tube, sets a maddening pace. It worked best to have all the slab foam barriers (upper bow bulkhead, boxes around battery and knotlog sending unit, etc.) fitted and in place and all the bottles within arms length of their destination before starting to foam. Once started, you run foam almost continuously to avoid the 10 second set-up that requires replacement of nozzle and tube.

It is impossible to spray foam to an even level. The writer over-filled each compartment and then sawed off the excess. Spatters are unavoidable. If attended to within 30 seconds, they can be removed with acetone. If hardened on gelcoat, they can be picked off when hard without leaving a mark.

Here is a summary of what the flotation and survival effort produced:



Flotation By Method	Pounds Water Displacement	Dry Weight Added	Est. Cost
By strapping down floating equip.	1070 lbs.	neg.	\$10
By plastic bottles imbedded in storage areas	830	13	30
By foam used to imbed bottles	940	26	240
By two two-man inflatable rafts — partially inflated	1540	44	160
<b>TOTAL</b>	<b>4310 lbs.</b>	<b>83 lbs.</b>	<b>\$540</b>
Sub-Total, excluding rafts	2770	39	\$380

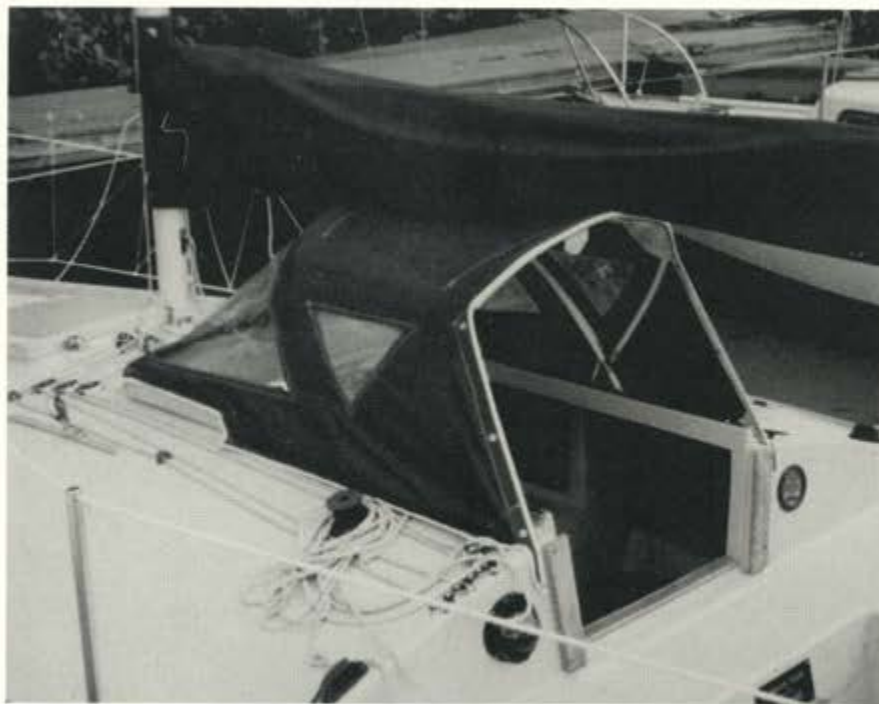
Water Additional Expenses	Pounds Displacement	Dry Weight Added	Est. Cost
Slab foam, caulking compound & gun			\$12
Goggles, rubber gloves, acetone, extra nozzles			15
Sub-Total, Foaming Supplies			\$27
Air pump, hand pump, paddles straps, etc.		7	35
<b>TOTAL</b>		<b>7 lbs.</b>	<b>\$62</b>

If these weight and volume and density calculations are nearly right, flotation adds another attractive feature to the many marvelous features of the J/24. It looks like the writer's disturbing problem of survival capacity has been solved.

*Guy Scrivner*

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# A Sensible Man Overboard Procedure

Reprint: Yachting's Block Island Week Newsletter 6/80 Excerpts from Syd Rogers

In the past few years, considerable thought has been given by experienced ocean racers to the problems of rescuing a man who has fallen overboard. Regrettably, these thoughts were born from tragedy — the actual loss of a crewman in the 1979 SORC.

## Avoiding some obvious risks

Changing sails any time may be a hazard. Crewmembers gathering in a jib or a spinnaker as it is being lowered should keep their centers of gravity as low as possible. When gathering in a spinnaker, crewmembers should pull down on one leech. This allows the sail to spill air as it is being lowered and eliminates the risk of a sudden puff partially filling the sail again.

*What to do if you see someone fall off the boat*

Shout, "Man overboard forward (or aft) to port (or starboard)!" Be sure to indicate which side. This alarm should be directed toward the cockpit, because that is where the horseshoe rings are located. An attempt should also be made to tell the man in the water that the crew on deck is aware of his loss.

If the boat is closehauled or on a reach, the windward horseshoe should be jettisoned. This is important in order to minimize the leeward position of the horseshoe in relation to the man in the water.

A horseshoe light and day marker, even when retarded by a drogue, usually ends up to leeward of a swimming man. A floating surface object is affected more by wind and waves than an immersed body. If wind and sea are heavy, the leeway may be two or three knots. This increases the distance the swimmer must travel to contact the life ring and light.

Organized in order of importance, then, the three most important actions following the loss of a man overboard are:

1. Jettison a horseshoe ring with strobe light and day marker. If the first light does not work after it's in the water, jettison a second light and horseshoe if available.

2. Record the odometer reading on the ship's log, if there is one, and if it's working.

3. Start a stopwatch. Knowing how long the man has been in the water will aid in the search when boat is turned around.

The next most critical actions are:

4. The skipper should assign a crewmember to maintain visual contact with the man in the water (or strobe light if it is night) for as long as possible. You will soon lose sight of the man in the water almost regardless of wind and sea conditions.

5. The crew should reverse course immediately if sail combinations and sea conditions permit.

The skipper is responsible for seeing that the horseshoe and light are jettisoned, the log recorded and the stopwatch activated.

The decision to jibe or to tack will depend on sea conditions.

At this point a crewman should prepare himself to aid the man in the water should the need arise, which it usually does. The crewmember should be a strong swimmer. He must be prepared to go over the side to the aid of the lost man if it is believed the man in the water needs help. This action will take place only if in the opinion of the skipper the yacht has been maneuvered within a reasonable swimming distance to the man in the water, and if the skipper thinks the lost man needs help.

The crewman who goes in will be wearing a waterski flotation belt around his waist to which is attached a nylon retrieving line a quarter of an inch in diameter. The nylon line should be at least 100 feet long and be secured to a hand-held spool to eliminate any possible fouling of the line.

Two other crewmembers will be designated to stand by with a nylon rescue line one-half-inch in diameter and 50-feet long, the end of which forms a loop or bight. This line, with the loop, when placed under the arms of the lost man, will be used to hoist him back aboard.

For the man in the water, nothing is quite

as frightening as falling off a yacht at sea. If you fall over the side, you should yell out as soon as possible to make sure the crew on deck is aware of your loss. But whether you hear an acknowledgement or not, save your energy. Don't continue shouting.

Once in the water, your life will depend in large measure on how you conduct yourself. Panic is an emotion difficult to control.

In heavy weather, you will probably be dressed in sea boots and foul-weather gear. Air will be trapped, at first, in your foul-weather suit and will keep you quite buoyant. Do everything possible to retain this air in your suit. Tie it tight around your neck. Don't take the suit off until it becomes dead weight. Get rid of your sea boots. They have no buoyancy and you can't swim with them.

After the initial shock of finding yourself in the water, you will have a critical decision to make. Whether to attempt to swim to the horseshoe and light, or to save your energy and just float. If the light is near you and you are a good swimmer, make an attempt to get to it. The horseshoe will come in handy. But if you find that the light is some distance from you and drifting away, then you may be better off to save your strength and attempt to retain the air in your clothing for as long as possible. If you were fortunate enough to be wearing a life jacket with whistle and strobe attached, use them.

The crew on the boat is going to know, and to allow for, the difference in drift between you and the strobe light. So if you don't get to the light, don't panic. The crew will know you are probably upwind of it and off to one side.

It is hardly possible to anticipate in writing every conceivable circumstance for coping with a man overboard emergency. Conditions at sea are infinite in their variety. But there is little argument that a skipper and crew who have thought through such a problem are better equipped as a team to effect a successful rescue should the need arise.

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# Burned Out With Too Much Racing?

*Bob Johnstone describes the "Four Holiday" plan to be implemented on Narragansett Bay in 1981 to keep the fun in sailing while getting everyone out on the starting line.*

The problem is that only eight J/24's, yes 8, qualified for the 1980 Season Championship on Narragansett Bay out of 39 which were registered under the One-Design program of the NBYA. A similar phenomena occurred in the YRA of Long Island Sound series. In both instances, the season's championship was determined by 50-60% attendance at races held over 8 - 10 weekends, primarily during the summer months of July and August.

Owners complained of poor attendance at any single race, of the lack of social events associated with the sport, of too many conflicts with cruising, other family activities, or with major regattas. First time J/24 owners moaned about the lack of help received from some of the "hot shots" who dominated local racing and about how they were turned off to the constant - near obligatory - pressures to get out and compete nearly every weekend and Wednesday night (including Tuesdays and Thursdays in some harbors) of the summer.

One response is, "Why bother?" A more typical one is, "I'll go sailing when I feel like it and the heck with the season's championship!" So, it's not surprising to arrive at the unfortunate circumstance where most owners race at one time or the other - but, very few are able or inclined to support a full and demanding schedule.

The solution lies in first recognizing the existence and validity of such a reaction to what one might characterize as the traditional yacht club weekend racing program. Then, one must realize the influence that a large body of owners can have on how the sport is conducted locally. J/24 numbers are becoming very large indeed - to the point where they are a major factor (i.e. have lots of clout) in many sailing areas.

Growth and vitality of the Class depends upon our ability to satisfy the needs of J/24 owners in each local pond or harbor - not on how many boats are owned.

So, the three J/24 Fleets on Narragansett Bay met to determine what they could do to make sailing more fun in 1981. They then set about to convince the NBYA that this would make sense for all the other one-design classes as well.

After all, the race management personnel and equipment is in place, so there's no point in seceding . . . going our own way so completely that we end up creating more work for ourselves and congesting the water with more race courses.

Some of the key premises were:

- Three or four major events, well spread out over the year were preferable to the "non-stop" every weekend program. (The Texas Circuit is based on this approach).
- Continuity from year to year as to dates helps build a tradition and makes it easier for owners and administrators to plan their time. It eventually eliminates conflicts, as those organizing other sailing events learn to anticipate where all the J/24's will be going. (The Key West Midwinters is a classic example).
- A beginner's format, possibly including a U.S.Y.R.U. seminar would underline Class interest in new owners. By including some social activities, the initial level of acquaintance among crews would reach beyond recognition of just sail numbers and boat colors.
- Competition from other J/24 events in the immediate area had to be eliminated and, scheduling should avoid those attractive race weeks or regattas which many owners normally attend - assuming they aren't made part of the new Season's Championship format.

- The format had to be simple enough, so that we could accept the risks of having to manage some of the events ourselves if the NBYA decided to retain their traditional format.
- Each event in the program would be concluded with a prize-giving social function so that the Season's Championship became more of an incidental afterthought, rather than the primary reason for attendance.

Possibly the most effective manner of communicating the final plan is to reprint the Minutes of the Meeting:

1. The purpose of this meeting was to discuss (1) Why only 8 boats of 39 registered qualified for the NBYA One-Design Series in 1980 and (2) What J/24 owners on Narragansett Bay were going to do to make sailing more fun in 1981, so that 20-30 boats qualified.
2. Prior to the meeting a Survey was mailed to J/24 owners. Of the 15 responding by meeting time:
  - 93% raced at least one NBYA One-Design Event.
  - 60% thought there were too many races of all kinds.
  - 73% wanted 3 or 4 events designated for the Bay Championship.
  - 73% also wanted 1 or 2 longer distance cruise events combined with a cookout/social event.
  - 53% wanted an interfleet team racing event, and a lesser number were interested in a special women's or junior event.
3. At the meeting it was learned that Mt. Hope Bay J/24's would be pursuing their own weekend schedule when NBYA One-Design events were held in other areas. This follows what had been occurring with Newport J/24's. Thus, the only J/24's which might pursue the full NBYA schedule were those on the upper Bay.  
Consequently, NBYA attendance would drop another notch in 1981 if structured as in 1980.
4. The following schedule was approved for the 1981 Narragansett Bay Championship:

- **Memorial Day Series** (Spring Championship) May 22 - 25. This event will include a USYRU seminar conducted in the classroom on Friday evening and on the water Saturday. There will be prizes for the most improved.  
Sunday and Monday racing will be short courses so that as many as eight races can be completed in the two days.  
This series is planned for Mt. Hope Bay/Sakonnet River with the Tiverton Yacht club.
- **July 4th Series** (Summer Championship) July 3 - 5. This event is the Ida Lewis Y.C. Invitational Championship which includes either two day races or a long distance race on each of three days.
- **Labor Day Around-the-Island Race** September 7. This event is the Conanicut Yacht Club's annual race. A clam-bake/cookout type family picnic would be a featured part of this special race.
- **Columbus Day Series** (Fall Championship) October 10 - 12. This series would be conducted in West Bay by one or two of the yacht clubs over a three day period.  
The format would be similar to the July 4th series with a combination of two day races or one long distance race on each of three days.



- 4.1 The **1981 Champion of Narragansett Bay** would be the yacht with the lowest point total in its best three (of four possible) events. Each of the above four events would be counted equally, with a first place series finish being 1 point, second place 2 points, etc. In case of a tie, the first breaker will be number of series wins, seconds, etc. If that fails, the placing of the two or more yachts in the first series in which they all competed shall determine the winner.
- 4.2 Low point scoring (1,2,3,4, etc.) and the 720 alternative penalty were approved.
- 4.3 It was agreed that *social events* including a prize giving party would be an essential part of each of the four weekends.
- 4.4 Representatives from the three fleets committed to not schedule local yacht club or weekend events which would conflict with the "Four Holiday" plan.
5. It was believed that other one-design classes on the Bay had the same problem as J/24's and that the J/24 Class would work with these classes and the NBYA to make the "Four Holiday" plan the NBYA One-Design program for 1981.
6. Concern was expressed with the NBYA April or May announcements of the racing schedule when other YRA's such as SMYRA had already announced theirs in early December or 1980.

The "Four Holiday" plan had the added advantage of being constant from one year to the next, making it easier for both

sailors and administrators to plan their summer.

7. Other events of interest to J/24 owners on the Bay are:

June 20 - 27 Block Island Week and Feeder Race.  
 July 19 - 24 Veritas Trophy - Edgartown Race Week.  
 August 7 - 9 Buzzards Bay Regatta - Marion.  
 August 16 - 21 Yachting's Race Week in Newport.  
 August 21 - 24 J/24 Northamericans - Rochester NY

8. If the NBYA One-Design group is unable to rework their format to coincide with that of the "Four Holiday" plan, in spite of our efforts, then it was agreed that J/24's would stick with the "Four Holiday" plan, cooperating with any other classes wishing to pursue the same program.

The success of the 1981 program would be used to demonstrate its validity to the NBYA (remaining classes) so that such a program could be adopted by the NBYA in 1982.

As this magazine goes to press, we can report that the plan was announced at the Annual Meeting of the NBYA and favorably received. The Chairman of the NBYA One-Design Committee has called a meeting on January 21 of all one-design class representatives on the Bay to work out the schedule for 1981. The reaction we're getting from the other classes is also positive.

1981 is going to be a **HAPPY NEW YEAR** on Narragansett Bay. May you have the same, no matter where you are sailing . . . it's worth working for.

## A seasickness remedy hailed by Coast Guard

Reprint Soundings 6/80 By Bill Tuttle

Taken alone they stop wheezes and sneezes, but in combination they have been heralded as the answer to a seasick sailor's prayer.

They are promethazine, an antihistamine also known as *Phenergan*, and *ephedrine*, a common decongestant. The use of both drugs to quell motion sickness had its genesis in space program research, and only recently has it worked its way to the waterfront.

The Coast Guard is passing the word to all seagoing commands that the drugs have proven highly effective in preventing seasickness, said Cmdr. Alan M. Steinman, of the U.S. Public Health Service.

Steinman, a physician and chief of the Coast Guard's Special Medical Operations Branch, spent this spring making sure crews afloat were aware that the medications were available.

The medications are given in doses of 25 mg. which should be taken two hours before getting underway, and may be taken every six hours thereafter, Steinman said.

He emphasized, however, that the medication should be taken under a doctor's supervision. Pregnant women should not take the drugs nor should persons with hypertension.

Steinman also warns against mixing the medications with alcohol 12 hours or less prior to the first dose.

"Many agencies and universities have studied the motion sickness problem," he said. "They all came up with the conclusion that the most effective drug combinations are amphetamine and scopolamine and Phenergan and ephedrine together.

Both are equally effective, he said, but the Coast Guard opted for the combination without amphetamine, a drug subject to widespread abuse.

"Faced with the problem that all the maritime services have with motion sickness in operations, obviously we're not going to send amphetamines out to all our ships," Steinman explained. "Particularly when these two rather innocent drugs are available and do a good job."

In some cases, said Steinman, the medication can have a slight sedative side effect, and some may be allergic to the drugs.

"But for someone who does a lot of over-the-water work, and if his family physician is willing to prescribe them, it is a very effective anti-motion sickness combination," he asserted. "We have told the Coast Guard this is the best thing going for motion sickness."

Steinman said he was speaking from experience. No stranger to seasickness himself, he recalled an unrelated experiment aboard a heaving motor lifeboat in Bodega Bay, Calif.

"I know from past experience I am very

sensitive to seasickness," he asserted. So he took a supply of the medication with him on a cardio-pulmonary resuscitation (CPR) project in heavy seas aboard a Coast Guard 44-footer.

The object was to train crewman to perform CPR in rough seas, an action that in itself could aggravate motion sickness.

"We offered the medication to anybody who wanted to take it," Steinman said. "There wasn't any question in my mind that I was going to take the stuff. I did not get sick at all. Not even close. In fact, nobody who took the medication got sick."

One crewman reported a mild sedative side effect, he noted. "We did have some crewmen get seasick. And of all the people who got seasick, none took the medication."

According to a Coast Guard commandant's directive announcing the availability of the medication, air and sea accidents have involved crew members weakened by motion sickness.

Seasickness has hampered rough water rescue attempts. Seasickness was a factor in the Coast Guard's attempt to rescue the small research craft *SIDS* early in 1978 off Atlantic City, N.J. The two crewmen aboard the stricken craft perished during the rescue effort, which involved sick and exhausted Coast Guard crews attempting to tow *SIDS* to safety.



## Fleet #87

Richard L. Tillman

An analysis of the year to date PHRF (Performance Handicapping Racing Fleet) racing in the ECCA (East Coast Cruising Association) shows the following overall results:

1980 Winter Series	J/24	2nd, 4th
1980 Spring Series	J/24	1st, 3rd, 4th

1980 Summer Series J/24 1st, 2nd, 3rd

In the August 24th Melbourne Yacht Club all girl Mermaid Regatta, Linda Tillman with her three teenage daughters skippered her J/24 to an impressive first place finish among 10 all girl crews in 20 knot winds.

## Results 1980 Eastern Connecticut Championship

Place	Name	Boat Name	Sail	Fleet	Finishes
1 tie	John Johnstone	Shady Lady	22330	31	9, 1, 2, 3
1.	Jeff Johnstone	Ragtime	1	31	1, 3, 9, 2
3.	Steve Pfeifer	Young America	21531	31	3, 7, 7, 1
4.	Luke Brown (USCG)	First Conduct	CGA-15	31	4, 8, 1, 6
5.	Peter Bergendahl	Stinger	21911	31	2, 12, 4, 5
6.	Sandy Lieber	Poppinjay	22917	4	5, 9, 12, 4
7.	Paul Risseuw	Children at Play	621	31	12, 5, 6, 10
8.	Bill Healy	Daddy Wagon	21552	31	13, 6, 3, 13
9.	Dana Seniff	Intense	14732	31	8, 2, 17, 12
10.	Bruce Biddle	Yachtzee	21797	31	11, 4, 18, 8
11.	John Pequignot	Teddy Bear	21898	31	20, 10, 10, 9
12.	Robert Rosenblum	Why Not	1683	31	21, 11, 11, 7
13.	James Fayal	Prodigy	1019	31	6, 18, 16, 11
14.	Peter Larson	Hydra	1359	31	7, 20, 19, 14
15.	Mike Greenaway	Eddy Avenue	21745	31	10, 17, 20, 15
16.	Art Dufrense		1726	31	14, 14, 14, 22
17.	Bill St. John	Resi Ipsa IV	1209	31	17, 16, 13, 19
18.	Dick Gluckman	Ricochet	22023	89	22, 13, 15, 17
19.	Richard Rush	Rush	1173	89	23, 19, 8, 18
20.	Hugh McGraw (USCG)	Double Time	CGA-13	31	15, DSQ, 5, DNF
21.	Mike Fifer	Ticklish	1757	31	16, 15, DNS, DNS
22.	Jeff Johnson	Jerudy	22473	31	19, 21, 22, 21
23.	Bill Murphy	Kaleidoscope	549	4	18, DSQ, 23, 20



"Somebody please lower the pole and bag up the main".  
Not an exact quote taken  
aboard John Johnstone's SHADY LADY."

## Western Canadian Report

The map (below) will familiarize you with the location of Fleet #72. Although we have never visited any other area of the world (we have no need to) we can attest to the accuracy and scale. Please note the following features:

1. Islands located here for the pleasure of sailors who don't race.
2. Hawaiian Islands, our winter resort. Not sure of ownership, but populated by Canadians (with similar war canoes).
3. This gap was arranged for people who want to sail to our winter resort.
4. Location of Don Trask who is covering Caly for Kneeay with a thin layer of J/24's.
5. This gap allows us to let a very small and select number of boats through from the East Coast. (By application only).
6. The location of that historical monument, Johnstone's Garage.

*Special Note:* The edge intersects here with another edge thereby creating our little corner of the world.





## Western Regional Regatta

18 - 21st June Alanitos Bay Y.C.

This year we had 20 boats and a very competitive fleet. There was no long distance race, but the first race of the series was long enough for most of those who started in the front line as the wind veered to the left and strengthened, allowing many of the trailing

boats to pass the leaders. The wind varied from 10 to 15 knots on Saturday to 16 to 18 on Sunday.

Bruce Golison handily won the series with very consistent finishes.

Place	Boat Name	Name	Club	Finishes
1	Ace of Cups	Bruce Golison/Tom Hall	CYC	2 1 1 2 1 6 1/4
2	Storm Trooper	Skip Elliot	NHYC	3 3 6 5 2 19
3	Expoobident	Bill Menninger	LAYC	10 4 2 1 6 22 3/4
4	Pamela	Don Trask	StFYC	6 6 3 9 4 28
5	Rush	Ken Keadling	SBYC	4 8 8 4 8 32
6	Bad News	Stan Sorensen	ABYC	7 2 7 13 7 36
7	Aunt Maude's	Tom Linskey	ABYC	1 12 5 12 11 40 3/4
8	Io	Pat Loomis	StFYC	11 5 13 10 3 42
9	Watermellon	Barry Berkus	SBYC	5 7 12 14 5 43
10	All Spunked Up	Robin Sodaro	BYC	8 10 11 8 10 47

## Seattle District #19

The Seattle, Washington J/24 fleet lies within the U.S. 19th District and sails on two bodies of water. Part of our sailing is done in the salt water of Puget Sound on the west side of Seattle. These waters run deep and cold with depths of 300 to 600 feet and summer temperatures are in the high forties. A fair amount of tide is experienced making for a variety of currents flowing north and south with the general run of Puget Sound.

Fantastic cruising waters are within easy reach of Seattle, both in the southern reaches of the Sound and to the waters north and on up into Canada.

We have an extensive one-design series of races sponsored by Seattle's Corinthian Yacht Club as well as PHRF and IOR races. The rated classes race on Wednesday evening during spring, summer and fall and switch to weekend sailing during late fall, winter and early spring. The one-design fleets sail a similar schedule on the Sound with their twilight races being sailed on Thursdays. Additional races of the over night variety are run throughout the year most of which are sponsored by Seattle Yacht Club.

Seattle is surrounded by water with Puget Sound on the west and the 17 1/2 mile fresh water Lake Washington on the east. Corinthian Yacht Club conducts races on the lake Tuesday and Wednesday evenings and weekends with three long distance races thrown in. The club runs 85 to 90 races per year on the lake and the same number on the Sound making for a busy year of sailing.

The Sound and the lake are connected by a ship canal and locks making it possible to move your boat between the two bodies of water. If one were so inclined, it would be possible to race your J/24 on Tuesday evening as one-design on the lake, Wednesday in PHRF on the lake or Sound, and back to one-design on the Sound Thursday. Weekends you would have to choose between the lake and the Sound.

The Corinthian Yacht Club and Seattle Yacht Club, along with the Seattle Sailing Foundation, will host the 1981 Adams Cup (Womens Championship). The event will be sailed in J/24s with Performance Sailcraft, San Rafael, California, building the nine "Jays" to be needed in this round robin series and Sailboats Northwest of Seattle handling the commissioning of these boats.

The actual races will be sailed off Port Townsend some forty miles north of Seattle and will take advantage of Seattle Sailing Foundations' excellent facilities there. Crews will be quartered at the Army's former Fort Waltons Officers' Quarters. This is the site so successfully used for the 1980 Youth Championship and other championship series.

Members of the Seattle J/24 fleet are making their boats available for the local Adams Cup contenders so they may gain experience in the J/24 prior to our Area H eliminations. It is also an opportunity to show off the "Jay" to possible future owners.

We have 20 boats that qualify as Seattle J/24 fleet members, with that number growing. This in spite of competition from three well established older classes in the 24 to 26 foot range. These classes were all developed here in the northwestern United States and have been well accepted.

Our fleet championship was won in 1979 and again in 1980 by Karen and Jack Seznick in KEEMA.

Three of our boats were trailed to San Francisco this summer for the North American championship series and met with varied success. All had a tremendous time, learned much, and would like to do it again some day.

All in all, J/24 activity is coming along well here in Seattle and the U.S. 19th District. We see nothing but continued growth for the "Jay" in the northwestern United States and southwestern Canada.

*Ed von Wolffersdorff*

## Texas Circuit Regatta

*by Russell Painton*

When the Austin Yacht Club J/24 Fleet met at Pat Halter's house in June to gear up for the 1980 Circuit Regatta, the consensus was we would have anywhere from 18 to 24 boats. We were, therefore, somewhat surprised when we had 19 J/24's show up for Governors' Cup seven of which had come from out of town and planned to stay over for the next weekend's Circuit Race. As the week wore on, the registrations started flooding in; and by the time it was over, 40 J/24's, including boats from Houston, Corpus Christi, San Antonio, Dallas, and Ft. Worth, descended on us for the annual frenzied fight for the top of the J/24 mountain.

Returning from last year were such luminaries as Davy Patterson in FAT LADY, Mike Little in BLACK MAGIC, the Foerster clan in GRAND SLAM, and Gerald Price (a mere image of his former self)

in his new boat, NOWHERE BUT TEXAS. In addition, somebody must have leaked information, for this year we had such people as Kelson Elam in GOOD HEARTED WOMAN, John Kolius in HONKY TONK, Bob Chilton in PREPARATION J, and Rick THE Madman. Tears brought his boat WHALLOPING WINDO BLIND! Also here this year for the first time was 1/4 ton Guru, Jim Anderson in GREYBEARD.

In case you haven't noticed, it's imperative that J Boats have a clever name. For example, we had things called WHAT BOAT?, HONKY TONK, and HIGH ANXIETY, and you should see the paint job on GREYBEARD.

The Race Committee had quite a job since the starting line had to be approximately 1400 feet long. In case you don't know it, that



spans the lake at Jessie's. If we had had three or four more boats, it would have been impossible to start them all at once due to the line limitations.

The beauty of the J 24 is that other than the backstay adjuster, you don't rely on mechanical gimmicks to make the boat go. Indeed, the Class Rules are very strict, and most boats are equipped the same, with the only variable being the sails. Consequently, the boats, for the most part, all go the same speed (Egad!). Also, the mark roundings were something to behold, with every race experiencing simultaneous roundings of up to 15 boats. The most famous one, perhaps, was the jibing mark in the first race on Saturday when about 18 boats rounded abreast. You could hear the "Discussions" half way across the lake. However, these sailors know the rules, and very few protests were filed during the entire weekend.

The results of the first race, sailed in very light air, didn't surprise too many people, with Bob Chilton, John Kolius, and Kelson Elam finishing one, two, three. We started out with a dazzling twenty-fourth. (You've got to have a good crew!) Shortly after the start, a bunch went left and a bunch went right. Those of us who were stupid enough to go up the middle — 'nuff said.

Ridge Kaiser, our gung ho Race Committee Chairman, immediately regrouped us to start the second race. The wind by this time had picked up somewhat; and once again, PREPARATION J was first across, but this time Elam eked out a second over Kolius' third. This was getting annoying — the same boats were finishing one, two, three, and everyone else was imitating a yo-yo. We had regrouped and had managed to scramble our way up to ninth. In DADDY JACK, Kern recovered from a twelfth in the first race to a fourth in this race and was looking pretty good. To give you an idea of the competition, Pat Fox (a/k/a Bob Harden) in ZOOM slipped from a seventh in the first race to a twenty-seventh in the second race. Maybe he got a little over confident. Roger Harden had improved, though, from a twenty-eighth (first race) to a fourteenth. For most people, points were beginning to add up rapidly.

In the third race the wind had picked up to about 15, and things moved around a little bit. Chilton, with two firsts, slipped to ninth. Kolius (who with Elam, were, at this point, the only consistent sailors), aced us all out. Kern was right behind him, however, ahead of Elam. Jim Anderson in GREYBEARD moved up from tenth to fifth. RUNAMUCK'S seventh place finish was to be the best we were able to muster during the weekend. However, placed back to back with a ninth, we were still in there.

At the end of the day, the standings were Kolius, Elam, and Chilton in that order. DADDY JACK was hanging in fourth place, and we were filling out the top ten in ninth, being tied with Gerald Price. It looked at this time that Kolius was going to be unbeatable, with a two-three-one; likewise, Elam, with a three-two-three, and Chilton with a one-one-nine were far and away the most consistent sailors, and the lowest point gatherers of the day. There was a large group of boats, lumped between 9th and fifteenth, all within seven or eight points of each other.

That evening, Jane Ashby, Wanda Malone, and Honorary Member Lynn AmRhein (FLOUR POWER) served a fantastic Alaskan King Crab dinner. This was a popular affair, and almost 200 people attended. No one knows how many kegs of beer were consumed, but judging from the eyeballs the next morning, it was more than a couple.

Sunday morning dawned with a good wind blowing, and Race Committee Chairman Ridge Kaiser got everything going at about 11:00 a.m. The wind was out of the southwest, requiring that the weather mark be placed under the hills. This created quite a confusing situation, as the lead boats, on the first weather leg, (yours truly included) split short of the mark, with some deciding to go out in the middle of the lake and come in straight at the mark, and others deciding to go to the starboard tack lay line, inshore. It soon became apparent that those that went right (again, Yours Truly), were to be hammered, sailing the "Great Circle Route" on a tremendous port tack lift, while at least ten boats passed them on the inside — from fifth to fifteenth in one easy lesson. Roger Harden gained at least eight boats by simply holding out in the middle

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of the lake and tacking in at the last minute, approaching the mark on port tack (a "No No" in anyone's book!). So much for the book.

Once again, Kolius in HONKY TONK won the race. A surprising change was that Pat Fox in ZOOM had recovered from a twenty-seventh in the second race on Saturday and a seventeenth in the first race Sunday, to place second. She/he did it by staying left after the start, going way up the left side, tacking over and sailing all the way across the lake on port tack, thereby staying clear of 39 other boats and the bad air that they produced.

Paul Foerster in GRAND SLAM, likewise, stayed clear of the mess and ended up third. Chilton recovered from his ninth on Saturday to finish fourth. On the other hand, Elam slipped all the way to sixteenth, having been buried at the start.

By now, things were at a fever pitch, and it required three general recalls to get the fleet off the line for the last race. On the third general recall, ten boats must have been half way up the lake by the time the gun went off. I thought my watch had stopped! Ultimately, however, everyone got where they were suppose to be and off we went. This time Kolius got buried at the start, and half way up the first weather leg, was still fighting his way up from thirtieth place or so. We looked around to see who the leaders were; and lo and behold, Pat Halter, who until this time, had a 20-12-22-22, had gone the right way and was leading the pack. Right behind her was the Malone/Bond syndicate (HIGHWAY CAFE), with the old leaders nowhere to be found. DADDY JACK, having taken an eleventh in the fourth race, was somewhere back in the 30's this time. So was Kelson Elam. AS the race wore on, Kolius "put the hammer down" and began his incredible boat speed act, winding his way gradually up through the fleet. He finished sixth. PATTY WAGON finished third letting Bill Levens get by her and win the race. This was an enormous improvement for Levens, who finished twenty-eighth in the third race and had done no better than fourteenth so far. (See what I mean?) Kern was never able to recover and finished twenty-second, dropping in the overall standings from fourth to sixth. Yours Truly recovered from an eighteenth in the



fourth race to finish eleventh, losing three boats at the finish line by no more than six inches. Kelson was able to get no higher than tenth in this race, and Kolius had his worst(!) race with a sixth. (We should be so lucky!) Chilton, consistent as ever, finished fifth.

It was over then. Kolius, with 2-3-1-1-6, won the thing, closely followed by Chilton, with a 1-1-9-4-5. Elam, who had been in it for first place at the end of the day Saturday, had to be satisfied with third, having earned a sixteenth and a tenth on Sunday. While you can see how closely matched the four through ten boats were, nobody came close to Chilton and Kolius in points.

While waiting for the boats to come out of the water, the group was treated to video tape recordings of all the races, complete with a censored sound track.

At the trophy presentation, Rod Malone gave every participant a mounted photograph of his boat, taken sometime during the races.

Sincere thanks go to Ridge Kaiser and his crew for excellent Race Committee work, to all the Fleet #21 members who worked so conscientiously on their assigned tasks (food, boat launching/hauling, etc.), and most importantly, to Pat Halter for being responsible for the entire event. The Austin Fleet has, I believe, created during the last two years something that "J" sailors enjoy attending.

It has been a very long time since there has been this level of competition on Lake Travis, and it will probably be awhile (until next year?) before it is seen again. And, everyone had a heck of a good time. Egad, I believe these people will be back next year!



Fleet practices starts during one of several recalls.



PREPARATION J leads ZOOM, HONKY TONK, BANDIT and GOOD HEARTED WOMAN while the FAT LADY flashes.



HONKY TONK, WIND SPRINT and PATTY WAGON attempt to port tack the fleet after the start, HONKY TONK'S crew works on suntan.



PREPARATION J leads fleet to jibe mark with honky tonk, SPECIAL K, GRAND SLAM and BLACK MAGIC in hot pursuit.



LADY OUTLAW and HIWAY CAFE caught in squeeze play during downwind finish of second race by STATION BREAK, RED and HEAT WAVE.



NAME	BOAT NAME	RACES 1 THROUGH 5					TOTAL	FINAL
Kolius, John	HONKY TONK	2	3	1	1	6	12½	1
Chilton, Bob	PREPARATION J	1	1	9	4	5	19½	2
Elam/Bevan	GOOD HEARTED WOMAN	3	2	3	16	10	34	3
Dienst, Steve	MISDEMEANOR	6	5	14	9	7	41	4
Patterson/Word	FAT LADY	5	8	13	6	18	50	5
Kern, Jack	SPECIAL K	12	4	2	11	22	51	6
Foerster, Paul	GRAND SLAM	4	6	19	3	20	52	7
McCarthy, John	ANDIAMO	14	11	24	5	2	56	8
Anderson, Jim	GREYBEARD	11	10	5	8	33	67	9
Painton, Russell	RUNAMUCK	24	9	7	18	11	69	10
Fox, Pat	ZOOM	7	27	18	2	17	71	11
Henry, Curtis	WHAT BOAT?	17	24	4	15	14	74	12
Zar, Leif	RED	9	22	17	13	13	74	13
Tears, Rick	WHALLOPING WINDOW BLIND	19	15	11	23	8	76	14
Halter, Pat	PATTY WAGON	20	12	22	22	3	79	15
Harden, Roger	RUNNING ON EMPTY	28	14	6	7	25	80	16
Malone/Bond	HIWAY CAFE	22	21	10	24	4	81	17
Levens, Bill	STRIDER	25	18	28	14	1	85¾	18
Rogers/Townsend	HEAD TO TOE	27	29	20	12	12	90	19
Little, Mike	BLACK MAGIC	23	13	26	35	9	106	20
Ricks, Frank	HEAT WAVE	13	19	21	33	28	114	21
Price, Gerald	NOWHERE BUT TEXAS	16	16	8	37	DNF	117	22
Mason, Harry	"10"	31	28	15	27	16	117	23
Holton, Jimmy	LA MACHINE	32	17	27	25	19	120	24
McKinnon, Mike	STATION BREAK	8	23	39	28	26	124	25
Worsham, Bill	WIND SPRINT	10	32	38	19	29	128	26
Himmel, Ed	HIGH ANXIETY	35	7	DSQ	31	15	130	27
Cheney, David	EVIL WICKED MEAN & NASTY	33	40	25	10	34	142	28
DeCluitt/Putnam	QUICKSILVER	18	34	33	32	27	144	29
Mallia, Mike	ROWDY	36	38	16	34	21	145	30
Specia, Richard	LAISSE FAIRE	29	37	23	27	DNF	146	31
Van Hooser, Dick	JALAPENO	15	26	35	39	32	147	32
Hyatt/Edgar	SPOOK	26	30	30	21	DNF	147	33
Nutt, Burce	BINGO	37	36	36	20	23	152	34
Plumer, Ned	BANDIT	21	33	32	36	30	152	35
Am Rhein, Fred	FLOUR POWER	30	39	31	30	24	154	36
Ashby, Jane	LADY OUTLAW	34	20	37	29	DNF	160	37
West, Gary	WILDFIRE	38	38	27	26	36	162	38
Kocen, Phil	SPECTRUM	40	25	34	40	35	174	39
Grabbe, Wally	BODACIOUS	39	31	40	38	31	179	40

### Marblehead Fleet #28

Fleet #28 enjoyed a highly successful season as the membership ranks swelled to over 40 boats. The J/24 class is the fastest growing fleet by far in Marblehead and is viewed by most people with envy.

The J's race every Saturday in the "Outside Line" with Etchells, IOD's, Shields, Solings, and US One's. Each class has its own start, but with close to 100 boats out there you've got to stay awake.

This unique situation enables one to compare the performance of the various boats, and the J/24 was consistently faster around Olympic type courses than all of the boat classes except the Etchells!

Our season featured three major events. Norm Cressy won the Season's championship which turned out to be a four-way dog fight with Bill Kaul finishing second, Scott Killips third, and John Harris fourth. After fifteen races only three points separated first from fourth, and all four boats could have won the championship as they headed up the last beat of the last race. What a finish!

Skip Whyte took top honors for Marblehead Race Week followed by Norm Cressy, Bill Kaul, and John Harris. Skip dominated Race Week with three firsts in the five races series.

The premier for the season was the District #1 Championship held September 6th and 7th in Marblehead. The event featured the most competitive J/24 racing on the East Coast except possibly the East Coast Championship as all the top boats from New England turned out.

After a shaky first race which featured the survival of a round with the protest committee, Bill Whitmore (3rd in '79 World's & 1st in Block Island Race Week), pulled off three straight bullets and took top honors. Dave Curtis, of Etchells and Soling fame, took

second with Wiley Wakeman the winner of Edgartown Race Week third. Ed Adams, fresh from victory at the North Americans was fourth with Win Fowler, the top representative from Maine, fifth.

Bill Whitmore's victory was well earned, as the breeze for the weekend was anything but predictable. Velocity ranged from 0 - 18 knots as the Southeast seabreeze and Northwest land breeze battled each other all weekend. Local knowledge in these conditions consisted of "anything goes"!

"Anything happened" in the last race, which featured beating, reaching, running and then beating on the first weather leg. It's strange watching a boat 75' away moving well with a chute up while you're hard on the wind, and also moving well and pointing in the same direction.

The Marblehead fleet is very strong and enthusiasm is high. Often times sailmakers are chastised for wrecking fleets, but in the case of Marblehead, they have been a key component to success. Hood, Horizon, and North all have boats with enthusiastic owners that help out with all aspects of the fleet. Additionally, Marblehead has a group on non-sailmaker boats that are also very competitive, so the calibre of the racing is very high. In fact, any fleets that may want to challenge us to a home and home team championship should call or write me at the address below:

Scott Killips  
296 Commonwealth Ave.  
Boston, MA 02116  
W: 617-421-8173  
H: 617-266-9641



### District #1 1980 Championships

1	Bill Whitmore	(8)	3/4	3/4	3/4	1 1/4
2	Dave Curtis	3/4	4	4	(7)	8 3/4
3	Wiley Wakeman	(11)	2	8	3	13
4	Ed Adams	(18)	11	2	4	17
5	Win Fowler	7	(10)	10	2	19
6	Skip White	9	6	5	(15)	20
7	Rich Herman-Taylor	10	(15)	6	6	22
8	John Harris	6	13	3	(20)	22
9	Bill Kaul	3	8	11	(14)	22
10	Scott Killips	4	3	18	(PMS)	25

### Fleet #24

by Fran Di Tommaso

Combining a first with two second places, Ted Castle of Lake Champlain's Mallets Bay Boat Club won the second annual "Changing of the Colors" Regatta held in late September by Fleet #24.

Castle found no problem dealing with the "Lake George Equalizers" — 90° wind shifts, sailing KWAHERI to impressive, consistent finishes in the three race series.

Second was Don Brush sailing WILD GOOSE also of the Mallets

Bay Boat Club. Kerry Klinger from the Nyack (NY) Boat Club took third.

The Regatta featured two olympic triangular races combined with a 14 mile distance event — the Yankee Yacht Cup. Winter of the Cup Race was Brush with Castle second. AVARNAA from Pointe Claire Yacht Club - Montreal took third.

Twenty-five boats entered the Regatta sailed in crisp temperature but unseasonably light winds. The official results:

### Changing of the Colors Regatta - 1980

YACHT	NO.	SKIPPER	RACE			
			1	2	3	T
Kwaheri	548	Castle	0	2	2	4
Wild Goose	2113	Brush	6	7	0	13
	1330	Klinger	5	3	8	16
Starwalker	798	Richmond	9	4	4	17
	2212	Lockwood	4	0	17	21
The Grey Lord	445	Waite	3	5	16	24
Max		Kerst	7	11	6	24
Laurie Anne	2326	Hoffman	2	15	11	28
	2130	Avarnaa	12	13	3	28
Kodachrome	21786	Cohen	8	8	15	31
UMM	2268	Palmer	10	10	12	32
Stinger	541	Merchant	11	9	18	38
Remark	1587	Kraemer	13	16	9	38
Hot Blooded	1586	Underhill	24	6	10	41
Slingshot	25	Whyte	15	22	7	44
Crackerjack	1228	Brodie	20	20	5	45
JWhizz	202	Weller	14	19	14	47
Banshee	1433	Moffett	17	12	20	49
Blue Devil	1754	Applebaum	21	17	13	51
Windigo	958	Ripple	16	14	23	53
Maringonin	2283	Cloutier	18	21	19	58
Enerjize	1364	DiTommaso	19	24	21	64
	2325	Rice		18	25	65
Green Flash	1672	Sermier	25	23	25	73





## San Francisco Bay Fleet #17

THE RACE IS TO THE (REGISTERED) SWIFT: "T's J" and "BJ", the top two J/24 finishers in the June 8 *Aeolian Lightship Race*, picked the proper path through a pastiche of shifting winds, fog, sun and tides. However, they lost before the start: They had failed to register for the race. . . . Despite that, the event was described by Conni Bock as "yacht racing at its best — a long but comfortable race with close racing the entire windward leg and a pleasant downwind cruise." T's J and BJ took a northern route back through the Gate to sail to the front of the fleet, most of which stayed further south. Final results among the registered boats follow:

- |                        |                         |
|------------------------|-------------------------|
| 1. Sunburn — Treadwell | 4. Stewball — Bock      |
| 2. Goldilocks — Smith  | 5. Mulaf — Fisher       |
| 3. 8114 — Toschi       | 6. Breakthrough — Adler |

P.S. Mike Lambert, skipper of the hollow victory ship, T's J, said the unmailed entry form and fee check were on his desk when he returned to Sacramento from the race. Lambert has finished first in two races — this one and last year's Midnight Moon - light race, which he also forgot to register for. Word in the fleet is: Watch out for Lambert. He's hot when he's unregistered.

## District 20 Championships

Broached boats, tattered chutes and shattered nerves littered the course on the first day as winds gusted to 35 knots. Two out-of-townners and one recent arrival on the bay helped demolish the

myth that "Light-air sailors" can't handle our home waters. With 24 boats starting, the winner was from Lake Tahoe, second place went to a Southern California boat and third was taken by a recent immigrant from So. Cal. Final standings were:

Place	Name	Boat Name	Finishes
1	Greg Dorland	Good Girls Don't	1-1-2-3-2
2	Bruce Gollison	Ace of Cups	2-2-DSQ-1-1
3	Bill Menninger	Expoobident	6-3-1-2-5
4	Billy George	Gangreen	4-4-4-5-3
5	Jim and Connie Bock	Stewball	7-5-3-7-7
6	Don Trask	Smokin' J	11-6-6-4-6
7	Steve Toschi	8114	5-8-DNS-6-4
8	Price/Madrigali	Cluseau	8-DSQ-5-8-8
9	Dave Hecht	Hot Tub	9-11-8-15-10
10	Don Bonander	Quibble	13-16-9-14-9
11	Drummond/Day	Ice Nine	14-9-12-18-13
12	Michael St. Peter	Jawbreaker	16-12-10-16-12
13	Dick Daly	Bolero	15-13-13-17-16
14	Lawson Fisher	Mulaf	19-15-DNS-10-15
15	Leonard Delmas	Another Girl	18-18-DNF-11-14

## Atlantic City Race Week

BOAT NAME	NAME	FEEDER RACE	RACE 1	RACE 2	Race 3	Race 4
Larissa	Van Dalen		2	2	4	1 9 1
Chip	Zwarg		1	3	1	6 11 3
Blitz	Constants		3	1	3	3 10 2
Onkahye	Bennung	2	7	8	9	10 34
Putt	Clarkson	1	6	7	5	8 26
Elusive	Byer		8	5	10	9 32
Hot Flash	Emery/Avaya	3	9	11	11	5 36
Buzzard	Moorhouse		5	4	2	4 15 4
Gunslinger	Latterty/Corby		10	10	8	11 39
La Dee Da	Paisley		11	9	7	7 34
Unnamed	Skelly		4	6	6	2 18



Martin Photography, NJ





# Lake Minnetonka, MN District 16 Championship

by John Gjerde

PLACE	NAME	BOAT NAME	FINISHES
1	Paul Nelson	Liten Jente	1 2 4 1 1 11
2	John Gjerde-Rolf Turnquist	OZ	3 1 3 2 5 24.4
3	Brack Ward-Mark Plough	Ciao	2 7 2 4 2 30
4	Kent Carlson-Dave Onan	Silver Fox	4 1 2 7 5 7 62
5	Mike Buesing-Tom Quam	Smak	11 5 13 7 4 67
6	Bruce Nicolle	Orange Crate	5 6 16 13 6 74.4
7	John Stielow-Neil Weber	Sleeper	16 24 1 3 22 74.7
8	Jim Beach-Fritz	Repeter	23 8 9 8 3 77.7
9	Mike Eesley-Bill Bruntjen	Shooter	6 14 17 6 13 85.4
10	John Law	Edge	15 3 11* 14 8 85.7
11	Don Logan	Keemah	9 23 5 11 12 89
12	George Pawlik	Bluebird of Mtk.	10 13 10 18 9 90
13	Steve Sundquist	Weasel	8 21* 6 9 16 94.7
14	Erwin Kelen	Afternoon Delight	7 18 8* 15 10 96
15	Scott Forbes-Chuck Strothman	Ruffian	13 4 18 16 19 98
16	John Barlow	Chutzpah	21 10 22 12 18 113
17	John Goodwyne	Jazz	12* 16 23 10 15 114
18	Dough Harding	Ummmm	14 9 20* 19 20 120
19	Roger Murch	Ullala	17 11 19 23 22 122
20	Larry Leistiko	Pinchy	24 20 15 20 14 123
21	Denny Sanford	Synergy	19 15 14 21 17* 125
22	Pat Kabris	Bittersweet	20 17 12 22 24 125
23	Al Jensen	Faisandee	18 19 21 17 23 128
24	Roy Obermiller	Shirley J.	22 22 24 24 21 143

\*Penalty Points

Twenty four J's crossed the starting line for the J/24 "National Lakes Championship" (District 14 Championship) on Lake Minnetonka, Sept. 5 - 7. After the smoke cleared, LITEN JENTE, skippered by Paul Nelson, with crew wife Peggy, Salmon, Captain, and the infamous Wizzard, emerged victorious by capturing first in three of the five races. Second place and a race winner in the regatta went to the venerable World Famous OZ, co-drivers John Gjerde and Rolf Turnquist, edging out third place CIAO owned by Brack Ward with the well known Florida farm boy Mark Plough (rymes with crow) aboard. Fourth and fifth spots were captured by SILVER FOX, Kent Carlson-Dave Onan, and SMAK (or SWAK), Mike Buesing-Tom Quam.

SLEEPER (John Stielow and Neil Weber) unlike the name suggests, roared to a big victory margin in the light winds of the third race. The wind stopped during the sixth race with leader Al Jensen pleading "contest" to the "no contest" ruling of the judges. Al was discussing his horse sense when referring to his "leg up" position on the regatta leaders.

LITEN JENTE demonstrated good boat speed in the stronger

winds and consistant tactical sailing to win the regatta. Most boats suffered on occasion from the numerous lake wind shifts. The greatest suffering, however, occurred at the sailor's social, featuring tall tails by DeDe Savage and championship croquet. An amazing come-from-behind croquet victory by Dan Crowley (protest pending) dashed Nelson's hope for a double regatta victory.

Mr. Congeniality was awarded to Roger Murch for offering his salad as an after dinner snack when none was requested. Second in this category went to Dale "Dirt Ball" Anderson for his gracious manner of accepting an award for his cousin Erwin Kelen.

The regatta will certainly be remembered for yet another first for Fleet #1, the invention of the "Flying Wedge" (patend pending), a formation of seven J/24's abreast by two deep that circles the committee boat confusing the judges to fire early guns in self defense.

Good times were had by all as expected when J/24s and the Fun Club interact. Congratulations to the champs and to the entire Fleet #1 for a great regatta.





## 1980 J/24 State Of Maine Championship Results

August 16, 17 1980

PLACE	BOAT NAME	NAME	FINISHES
1 (tie)	Exuberance	Burwell	1-6-1-2
1 (tie)	Nancy H.	Fowler	2-1-6-1
3	Synergy	Adshead/Beals	6-10-4-3
4	Bionic Slug	Babb	3-2-8-12
5	Grouch-a-Mouche	Hallett	7-5-9-4
6	Creme de Menthe	Shrum	17-3-2-5
7	Invictus	Forsley	15-4-3-6
8	Trick or Treat	Tonini	10-9-10-7
9	Ruffian	Dalglish	4-7-13-14
10	Volunteer	Smith	14-11-5-11
11	Thunder Chicken	Knowles	9-8-16-8
12	In The Flesh	Washeim	5-15-12-13
13	Flasher	Albin	13-12-11-9
14	Orange Crush	Wislar	8-13-7-NS
15	Entropy	York	12-14-15-16
16	Four Play	White, et al	11-17-19-15
17	Red Rover	Johnson, et al	19-16-17-17
18	Bandicoot	Hunt	18-20-22-10
19	Inisfail	Brogan	16-21-20-18
20	Croak	Stone	NF-19-18-20
21	Apex	Tarling	20-NF-14-NF
22	Shadowfax	Webster	21-22-21-NF
23	Wildfire	Hadlock	23-23-NF-19
24	Biubo Baggins	Harris	22-18-NS-NS

### Corpus Christi Fleet #3

Corpus Christi Yacht Club's Annual Singlehanded Race yielded seven J/24's. In a four hour marathon over the twelve mile course competitors set chutes three times and made up to four jibes. John Shepherd (*Whatever* #135) was the winner after passing Jim Borden (*Charles Pappa* #788) and Steve Dienst (*Misdemeanor* #118) on the final leg of the course.

Our fleet hosted the fourth and final *Series Circuit Regatta* here on September 6 and 7. Twenty-nine boats entered, including Sixteen from out of town. Four races were sailed in light to medium winds (2k to 15k). The fifth race was abandoned due to a severe thundrshower and electric storm.

As in San Francisco, Kelson Elam, aboard *Windfall Prophet*, proved his mettle with finishes of 1 - 1 - 6 - 2 in varying wind conditions. He was truly the class of the fleet.

Trophy winners were:

1. *Windfall Prophet* - Kelsam Elam
2. *Misdemeanor* - Steven Dienst
3. *Head to Toe* - Albert Townsend
4. *Class Action* - Bob Johnson
5. *Cleaning Up* - Scott Self
6. *What Boat* - Curtis Henry

### Nantucket Yacht Club Nantucket Island, Mass. 16th Annual Commodore C. Conyngham Gifford Bowl July 4 and 5, 1980

Name	Boat Name	Home						
Myron Sears	Broganza	Hyannis	8:10:09	4	DNS	-	DNQ	-
Mary & Hannah Clark	Dingdorum	Beverly	DNS	-	DNS	-	DNQ	-
Ed Cusick	Frenzy	Hyannis	8:41:03	5	DNS	-	DNQ	-
George L. Kirk	Holligan	Wild Harbor	7:27:03	1	4:54:11	2	12:21:14	1
Thomas Clemow	This End Up	Marion	8:08:05	3	4:52:39	1	13:00:44	2
Christopher Gordon	Tin Horn	Nantucket	8:00:13	2	5:03:30	3	13:03:43	3
G. Wiley Wakeman	Wild Goose	Beverly	DNS	-	DNS	-	DN	-
Paul R. Kaufman	Wizard	Beverly	DNS	-	DNS	-	DNQ	-

### The Pacific Coast Championships

The Pacific Coast Championships were held in Santa Barbara at the end of August. Light winds hampered the first days racing while

Sunday provided beautiful Santa Barbara sailing. Ken Kieding easily dominated the series with consistent speed and tactics.

Place	Name	Boat Name	Location	Finishes
1	Ken Kieding	Generic J	Santa Barbara	1 1 1 4
2	Steve Berkus	Watermelon	Santa Barbara	4 4 10 1
3	Steve Washburn	Churp	Long Beach	6 2 9 3
4	Robin Sodaro	All Spunked Up	Balboa	5 5 3 7
5	Menninger/Massey	Fineline	Oklahoma City	2 DNF 2 2
6	Bob Keating	Trial and Error	Santa Barbara	3 6 8 7



**Southern Straits Regatta***Vancouver April 4, 1980*

PLACE	NAME	BOAT NAME
1	W. F. Bush	Main Squeeze
2	S. Donaldson	Achates
3	S/M Hiller	Bandit
4	McGruer	First Edition
5	T. Jenkins	Mumbles II
6	D. Jenkins	Morag
7	H. Bradbrooke	Shimna
8	J. MacFarlane	Vandal II
9	M. Dale	Ponemah
10	G. Storch	Ajax
11	P. Courtney	Brass Tacks
12	Wm. H. Gardner	Lucy Alice
13	G. Martin	Pelican Punch
14	R. Martin	Tooth & Nail
15	J. Wilks	Gamine
16	P. Bergman	Alakazam
17	G. Cooper	Toybox
18	G. Packman	The Lotus Eater
19	R. Rogers	Fireball
20	J. Snowball	Kweisha

**Memorial Day Regatta**

*St. Francis Yacht Club  
San Francisco, California  
May 24 - 25, 1980*

PLACE	NAME	BOAT NAME
1	G. Dorland	Good Girls Don't
2	B. Gollison	Ace of Cups
3	Bill Menninger	Expodient
4	B. George	Gangreen
5	C. Bock	Stewball
6	D. Trask	Smokin' J
7	S. Toschi	NA
8	Mystery Guest	?
9	D. Hecht	Hot Tub
10	T. Conroy	De Jauu
11	D. Bonander	Quibble
12	B. Drummond	390
13	D. Daly	Jawbreaker
14	M. St. Peters	NA
15	L. Fisher	Mulaff

**Edgartown Race Week (Veritas Cup)**

*Edgartown Yacht Club  
Marthas Vineyard, Massachusetts  
July 13 - 19, 1980*

PLACE	NAME	BOAT NAME
1	W. Wakemam	Wild Goose
2	T. Clemow	This End Up
3	R. Hemon-Taylor	Akela
4	NA	Knabimi
5	B. Spaulding	Skedaddle
6	S. O'Loughlin	Blue Magnet
7	F. Scudder	Scottish Ire
8	R. Shearer	Islay Mist
9	NA	Cold Max
10	M. Sears	Braganza
11	C. Blair/B. Weeks	Mac
12	E. Dougel III	J-Way

**Naples Regatta**

*First Annual Sunshine Classic  
Naples, Florida  
April 15*

PLACE	NAME	BOAT NAME
1	B. Martus	Patience
2	E. Crawford	Tasmanian Devil
3	B. Harris/S. Olive	Flame
4	P. Van Arsdale	Slick
5	J. Schedel	Blue Max
6	C. Shumway	Etera
7	D. Deason	Phantom
8	B. Brown/B. Dean	Energizer
9	L. Wynn	Rising Sun
10	T. Brown	Jayhawk
11	D. Claypool	Pugamahone

**Buzzards Bay Regatta**

*New Bedford Yacht Club  
New Bedford, Massachusetts  
August 1 - 3, 1980*

PLACE	NAME	BOAT NAME
1	E. Adams	Shazamm
2	M. Hill	Obstreperous
3	W. Wakeman	Wild Goose
4	T. Ehman	Trio

*(Race results have not yet been received by the  
J/24 Class Association)*

**Great Lakes Championship***Rochester, New York*

PLACE	NAME	HOME PORT
1	Norm Freeman	Ithaca Yacht Club
2	Tom Oller	Buffalo Canoe Club
3	Larry Klein	Crescent SYC
4	Sally Lockwood/Lee Davis	Fairhaven Yacht Club
5	Kerry Klinger	Nyack Boat Club

**J/24 Canadian Open**

*Point Claire Yacht Club  
Quebec, Canada  
June 6 - 8, 1980*

PLACE	NAME	SAIL NUMBER
1	P. McBride	24910
2	J. Roufs	2136
3	T. Thompson	797
4	D. Williams	14990
5	A. Watters	1172
6	K. Richmond	798
7	N. Avarma	2130
8	A. Adelkind	64119
9	J. Underhill	1586
10	C. Boulet	2225
11	B. Beauderi	2232
12	C. Murdock	2235
13	R. Palmer	2268



## Fleet #23 News

by Bob Whyte

The Lake Champlain Fleet has grown from 7 boats in 1979 to 15 in 1980. The fleet was very active this summer. We had 12 or 13 boats on the starting line for most of our one design races and the whole fleet was on the line for several races. The best 12 of 19 races counted for our fleet championship. Fleet members were in evidence at their local club events and at the Lake Champlain Racing Conference events. They carried away more than their share of trophies at the various award dinners this fall.

Off Lake Champlain events also drew some of our fleet. John Reynolds was a crew member for Norm Freeman at the 1980 Worlds in Italy. Ted Castle/Clark Boynton (KWAHERI) did well at the Great Lakes J/24 Championship and were 1st overall at the Changing of the Colors Regatta on Lake George. Also attending the Lake George Regatta were Don Brush (WILD GOOSE) who was 2nd overall and Bob Whyte (SLINGSHOT) who was 15th.

Plans are underway to host a Lake Champlain J/24 Regatta on June 27-28 at the Mallets Bay Boat Club. We will send more information to the nearby fleet captains in time for their spring meetings.

### Fleet #23 - Top 5 - 1980

1. Al Hobart	WHIRLWIND II
2. Tom Crow	HORSEFEATHERS
3. Marcel Beaudin	SLY
4. Tom Kiley	LIMERICK
5. David Pilcher	DRS. ORDERS



## Fleet #27

Winner of the Oregon J/24 class and Fleet #27 for the 1980 season is CONTRASTS, sail #1842, owned by the Picket, Abbott,

Green Syn., shown here practicing on the Columbia River in Portland, Oregon. Photo by Nelson Picket.

### Great Plains Championship

PLACE	NAME	BOAT NAME	CUMULATIVE POINTS
1	Rambo, J.	Fine Line	4.5
2	Sweetser, C.	Floating Prime	11.75
3	Towles, A.	Oreo Express	12
4	Kerr, J.	Stark Raven	14
5	Chadsey, F.	Mirage	19.5
6	Torres-Pinedo	Ana Maria	23
6	Fenwick, A.	Limerick	23
8	Moyer, P.	Hurry, Hurry, Hurry	26
9	Burden, B.	Water Rat	29
9	Schermerhorn, R.	Catch 24	29
11	Acklin, B.	The Blue Jay	35
11	Stone, S.	Sarac II	35
13	Tapp, F.	Bomba Charger	39
14	Ramseur, A.	Navy Blazer	40
14	Webb, E.	Wahoo	40
16	Williams, G.	Love Boat	41
17	Still, R.	Sunkissed	47
18	Brooks, D.	Result VI	54



## U.K. National Championships

Brilliant sunshine, high winds, thunder and lightning, flat calms and torrential rain - even hail; we had it all at Brighton when 38 J/24s from Brighton, Hayling, the Solent, Poole, Heymotik, the East Coast, Dartmouth, Guernsey and Belgium, raced for the first really National Championship, generously sponsored by the Brighton Marina Company and organized by the Brighton Marina Yacht Club and the Class Association.

We were very lucky to secure the help of Nicolas Robinson as Principal race officer, who is well known in the Solent area as Commodore of the Hamble River Sailing Club, and nationally as one of the country's leading race officers; also Tony Watts chief measurer of the IYRU was chairman of the protest committee and assisted with the measurement.

Unofficial competition started with the passage from Cowes made by many competitors after the Round the Island Race. The fastest passage reported (before anyone realised we were taking note) was 5¼ hours. Scrutineering took up Monday morning and with the help of six owners, who were not allowed to check their own boats, all safety gear was checked. It was very evident that either a large number of owners did not know what the safety regulations were because they had to read the Notice of Race issued early in the year, or thought they need not bother because nobody would check. Anyway, with feverish borrowing of tools all round and last minute visits to the chandlery, everyone was in a position to comply in time for the first race.

Force 6-7 winds and rain accompanied the scrutineering and, after some deliberation, it was decided to cancel the afternoon practice race rather than risk damage to competitors' or race committee's boats in a non-championship race.

Two Olympic type courses were sailed on Tuesday in very steep seas and winds hardly less than Monday. However, a thunder storm midway through Race 2 drained away the wind and the course was shortened after one round. Geoff Watchorn sailing CHAP CHAP was the winner of both races from JEM (borrowed for most of this season from Richard Roscoe by Patrick Havill) in Race 1 and J WALKER (with owner Mike Mountfield crewing David Barrow - ex JUST THE JOB) in Race 2. Eddie Hyde's MIDNIGHT EXPRESS scored the two third places.

A head poked round the door of my portakabin race office 'Who won?' It was Barry Dunning. Only on their return to the Marina were MIDNIGHT EXPRESS and CHAP CHAP able to confirm which had won Race 3. There were only 2 seconds in it after 30 miles of coastal race, sailed in brilliant sun and winds force 2-3 freshening as the day progressed. Although CHAP CHAP had looked like winning after taking advantage of a broad by MIDNIGHT EXPRESS at Portabello, the turning mark just off Brighton Marina, the 2 miles from there to the finish at the Marina entrance proved otherwise with some of the most exciting racing of the series for the spectators on the Marina breakwater. Barry was able to go away with a smile - grin like a Cheshire cat was more like it! Third by another 22 seconds was PIG'S EAR (John and Rick Newnham), this summer's Solent series leaders.

Thursday's racing over Olympic type courses was totally inconsistent with the rest of the week with wind conditions made erratic both in terms of speed and direction by a succession of thunder storms - also bringing torrential rain and hail. In the overall reckoning, many places were gained and lost in Races 4 and 5. Race 4 winner was JACK BOOT (Chris Hornsey and Robin Brothers) with CHAP CHAP second and BUCCABU (Richard and Jim Trafford) third. In Race 5 the disqualification of CHAP CHAP among others for premature starting brought out an unintentional weakness in the scoring system which prohibited a yacht from discarding a race in which she had been disqualified. CHAP CHAP's chances for the series were lost and her final placings of 1, 1, 2, 2, Dsq. 1 gave her 7th place overall.

The final race was sailed over a trapezoid course (4 sides with a longer windward leg) which is the type used for much J/24 Cham-

pionship in the USA and which chairman John Adams had been enthusing about ever since his return from the J/24 Midwinters in Key West in 1979! It was generally voted a good type of course.

Lowen provided a German-style bierfest for the prizegiving, complete with oompah band to round off the event. The Mayor of Brighton very kindly gave the prizes and later in the evening the Class Chairman, John Adams gave a number of 'Chairman's prizes' to the oldest and youngest helmsmen, our much admired Belgian visitors, and others ... bottles of wine.

Thank you to Brighton Marina Yacht Club and Company for all your very hard work and willing cooperation. We look forward to visiting you again at a later date.

SAIL NO.	YACHT	OWNER(s), SKIPPER	OVERALL	
			PSN	PTS
4100	MIDNIGHT EXPRESS	A. Hyde & Howlett	1	540.375
K5307	PIG'S EAR	J. & R. Newnham	2	526
4108Y	JEM	P. Havill	3	523
4035Y	MOTHER	B. Owen/M. Rellings	4	521.5
4001Y	SANJOA III	JRF Adams/RP Fisher	5	510.5
4018Y	J WALKER	M. Mountfield/D. Barrow	6	506.75
4122Y	CHAP CHAP	G. A. Watchorn	7	501.25
4054Y	SIAN II	P. Maxfield/E. Warwick	8	500
4014Y	RAT TRAP	P. Newlands	9	498
4098Y	RIP OFF	D. Cobden/P. Jenkin	10	497
4037Y	DREADNOUGHT	C. Hall	11	489.5
4086Y	J'AI SOIF	J. Flower/TC Wilson	12	488
4002Y	JIMP	J.N. White	13	480.5
4198Y	JACK BOOT	C.J. Hornsey/R.K. Brothers	14	480.25
4065Y	JO-JO ANNE	P.D. Drake	15	473
4179Y	DREAMS	V. Sherwood/B. Short	16	470
4189Y	JEUNESSE	F.N. Slimming	16	470
4033Y	OUT OF THE GLOOM	M. Ozard	18	461.5
4008Y	BUCCABU	J & R Trafford	19	455
4182Y	JONDINE	M. Wilde	20	451.5
4127Y	JINN	D. Moseley	21	448.5
4088Y	LUDER	L. Hagglof	22	441.5
4058Y	PROTEGEE	G.C. Ashworth	23	439.5
4011Y	JUPITER	E.M.N. Gatehouse	24	430.5
K 6472	JINGO	K.F. Russell	25	429.5
4102Y	HEIDI-HO	D.M. Mackenzie	26	426
4047Y	CAVALIER II	D.M. Dale	27	423
4027Y	PLANESMAN	R. Allen	28	419
4006Y	JAIL BAIT	GPG Bowen	29 =	415
4077Y	DR. JEKYLL	A.J. McIrvine	29 =	415
B 716	LES COPAINS BABOR	W. Polome	31	413.5
4025Y	JUGGERNAUT	K. Davey	32	412.5
4128		C. Jenkins/S. Mendez	33	407
4036Y	PRETZIL LOGIC	J. Colegrave	34	400.5
4183Y	JEU D'ESPRIT	Dr. R. Binning	35	380.5
K 6490	THE ODD COUPLE	D.J. Rutherford/D.M.	36	377.5
4199Y	THE JUMBLIES	H.P. Harkins	37	368
4099Y	KAPAI	J. Wanstall	38	349

## Isora Week - Dunlaoghaire - June 1980

*With the Compliments of S. Marr (Javelin)*

Twelve boats competed, six from Dun Laoghaire, 3 from Northern Ireland, 2 from Wales and one from Howth. Here we must give full credit to the Welsh contingent as they had to sail across in most inclement weather. John Irwin and company on JASPER must also be credited with the race from Belfast Lough ahead of the Scottish Shamrock JOHNATHAN LIVINGSTONE VULTURE, a race in which they featured as associate competitors being a non-IOR class for ISORA Week.

After the blow of the previous weekend, Tuesday's race was sailed in light and variable to non-existent winds. John Irwin's JASPER, due to clean living, clean bottom and being in the right place at the right time, finished so far ahead of the rest of the fleet that he and his crew were on their fourth pint before the others even picked up their moorings. Stan Farmiloe's JOKER second and Joe Gallagher's CARRABEG third. The J/24 Class was the only class to finish inside time.

An Olympic course was scheduled for Wednesday but here



again the wind proved fickle, the initial Westerly died. Then came an Easterly, rain squalls and a Souwester. Beats became runs etc. making a fiasco of the Olympic course. JASPER again took line honours.

Wednesday night, a J/24 night was arranged in the Killiney Court Hotel with a buffet supper, slide show of the 'Worlds' in the USA and a film of the Europeans and later a Disco - and the odd drop of Guinness. It was here that JASPER, JAVELIN and BAR-BARIAN were finally racing neck and neck.

On Thursday there was no sun but plenty of sun glasses! The wind was Northerly 14-21 knots and Redden and Marr's JAVELIN showed their obvious indifference and complete tolerance for Arthur Guinness's famous elixir by taking the gun. Second was JOIE de MER and tired (Ed. this may have been the telex operator's misprint, but perhaps apt!) was JASPER.

Friday, the final day, was absolutely perfect. An Olympic course, warm steady Westerly, sun shining - it was like a racing cruise. Denis Kelly on JEEPERS made a superb start and first leg but then suffered from some distracting Welsh harassment.

The day was not without its amusing incidents; the leading J's while approaching the windward mark, shook their heads in disbelief as coming up to round it, it suddenly headed for Wales at a speed of 14 knots! The speed was ascertained from the standard speed of the Dublin Port and Docks Board dredger which was towing it by means of its ground lines which had fouled it as the dredger steered out to sea. The race was a very close finish with JOIE de MER just ahead of JAVELIN.

An excellent week which everybody enjoyed, both sailing and festivity wise. The overall results were: 1st JASPER (John Irwin), 2nd JOIE de MER (Davie Barrow and M O'Brien), 3rd JOKER (Stan Farmiloe).

## Cowes Week Results 1980

### J/24 Westerly Points Trophy

Yacht Owner	Sa 2	S 3	M 4	Tu 5	W 6	T 7	F 8	Sa 9	TOTAL
1 LUDER/L. Hagglof	•	2	5	2	3	4	32	4	15
2 J. WALKER/M. Mountfield	•	3	11	5	5	2	32	2	17
3 RAT TRAP/M. Ratsey Woodroffe	•	5	6	4	2	9	6	3/4	17 3/4
4 MIDNIGHT EXPRESS/A.E. Hyde	•	8	4	31	3/4	5	35	5	22 3/4
5 LOUP GAROU VII/J. Clark	•	3/4	8	3	9	32	35	6	26 3/4
6 STREGA/A.L. Blake	•	4	16	31	6	6	32	9	41
7 DART/J.H. Lievegoed (Holland)	•	34	40	10	7	23	3	7	50
8 PIG'S EAR/J. & R. Newnham	•	34	3/4	42	42	3/4	7	8	50 1/2
9 JIMP/J.N. White	•	6	3	8	33	32	32	3	52
10 JEREMY FERRET/B. French, J. Howe	•	13	42	18	13	7	2	42	53
11 JUGGERNAUT/K. Davey, C. Griffin, C. Kearns	•	7	17	31	18	13	32	11	66
12 JOVERDRAFT/J.L. Haigh	•	10	24	31	11	10	32	12	67
13 J. SUPERSTAR/S. Luker	•	15	2	6	19	32	32	26	68
14 JUPITER/E. Gatehouse	•	34	20	31	15	20	5	10	70
15 JOSS/J. & G. Dibben	•	34	18	9	14	16	32	15	72
16 THE JUMBLES/H. Harkins, Plongley	•	14	36	11	8	12	2	42	77
17 24 CARAT/C. Dunkerley	•	34	9	15	21	21	32	13	79
18 JINN/D. Moseley	•	20	15	12	23	11	32	42	81
19 DR. JEKYLL/A. McIrvine	•	12	36	14	20	22	32	18	86
20 JANUARY/P. Lucas	•	11	40	31	42	3	4	42	89
21 JAY WALKER/D.W.D. Crew	•	9	19	13	24	32	32	42	97
22 JUMP JET/D.P. Norman	•	42	12	19	25	14	32	42	102
23 JOE BANANAS/S. Alexander	•	42	25	3/4	4	42	32	42	103 3/4
24 JUST THE JOB/M. Abercrombie	•	34	21	17	12	24	42	42	108
25 WOODSTOCK/D. Monro	•	19	27	42	30	19	32	19	114
26 CHARLSIAN/N. Symons Jones, J. Saunders	•	34	36	31	16	18	42	16	115
27 DREADNOUGHT/C. Hall	•	34	36	42	22	25	3/4	42	117 3/4
28 REEPER/C. Reeves, J. Perry	•	18	10	7	42	42	42	42	119
29 LES COPAINS BABORD/W. Polome (Belg)	•	42	23	31	42	8	32	26	120
30 PROTEGEE/G. Ashworth, M. Dawe, C. Wilson	•	34	42	31	10	42	32	17	124
31 JEREMY FISHER/A.P. Mitchell	•	42	42	42	26	15	32	20	135
32 SIR JASPER/I. Brunt	•	34	36	31	30	17	32	26	136
33 JACK BOOT/C. Hornsey, R. Brothers	•	34	13	31	42	32	32	42	142
34 GYPAETE/A. Ponsar (France)	•	42	36	16	17	42	42	42 42	153
35 MOTHER/B.H. Owen, M. Rellings	•	34	36	42	30	32	32	26	154
36 PRETZIL LOGIC/J.B. Colegrave	•	16	14	42	42	42	42	42	156
37 BRIAN OF POOH TOO/Mr. & Mrs. Metcalf	•	17	42	42	42	42	42	14	157
38 BOOTS ARE MADE FOR PADDLING/M. Hall	•	42	22	31	42	42	32	42	169
39 JENESIS/J. Harding, J. Hearn (A. Smart)	•	42	26	42	42	32	32	42	174
40 SANJOLA III/J. Adams	•	42	7	42	42	42	42	42	175
41 J'AI SOIF/J. Flower	•	34	42	42	42	42	42	26	186
42 CHAP CHAP/G. Watchorn	•	42	42	42	42	42	42	26	194

### Notes on Scoring: RYA System for a short series

1st = 3/4 point

2nd = 2

3rd = 3 etc.

NSF/Rtd/No Declaration = Pts for last place in the race concerned.

DSQ = Pts for last place + 10% of starters in the race concerned.

NSS/DNS = Pts equal to number of entrants in series = 42

Race Starters: Su = 34 M = 36 Tu = 31 W = 30 Th = 32 F = 33 Sa = 26

5 races to count Saturday 2nd to Sat 9th inclusive.



## Abersoch

David Barrow who is class captain at the So. Caernarvonshire Yacht Club reports that: 'There are 16 J/24s at Abersoch with an average of 12 competing in each race. This has produced very exciting and close racing which has been reflected in the results. The overall winner of each Month's Race Series has been in doubt right up to the final race and each series has produced a different winner. The bonus from this is that we have a very enthusiastic fleet plus great spectator appeal for other club members. Each month's series has consisted of 6 to 8 races, one of which has been a long race of approximately 30 miles around an open water course.

Over the Whit weekend we held the third of the Open Meetings organized by the Class Association. Fifteen boats competed, including several visitors, and it was a tremendous success. Each race was won by a different boat and the final placings at stake until the very last race. The eventual overall winner by only one point was William Booth in THOR. It is intended that an Open Meeting will become an annual feature of the Abersoch J/24 Whit weekend.

### Whitsun Open Meeting Result:

1st	THOR	William Booth	93¼ points
2nd	JIGOLO	John A. Peters	103¼
3rd	WENDY GIRL	Don J. Smith	133¼
4th	BREAKAWAY	C.M. Pritchard	143¼
5th	J.R.	Stan Thompson & Jonathan Abrahams	153¼

## Brighton

From Class Captain Dr. Rex Binning

Racing for the Westerly Trophy in the Summer Series started on 11th May and we had fleets of 5 to 7 for most Sunday mornings out of the nine boats currently at Brighton. We usually started 10 minutes after the Portsmouth Yardstick handicap fleet and one gets the satisfaction of passing most of them even if one is not among the first J/24s.

After the Nationals the turn-out of the fleet dropped off - many of the dinghy sailors among crew members having other events to keep them occupied - and the J/24s raced with the IOR fleet. Six Js sailed in the Brighton Marina Yacht Club Regatta which was held from 17 - 22 August. Not all were able to race each day. The winner of the Jeu D'Esprit Trophy was Peter Jenkin's RIP OFF with Rex Binning's JEU D'ESPRIT second and John May third.

In the Commodore's Cup of the Brighton Marina YC that was raced for on 24/25 August, Peter Jenkin's RIP OFF was second in a large fleet of entrants. RIP OFF has been sailed for most of the season by David Cobden.

We are now looking forward to the Autumn Series starting on 31st August when the J/24s will compete for the Charles Wilson Trophy. J/24s are admirably suited to the facilities and weather we have in Brighton and we hope the present fleet of 9 will be increased soon.

## Strangford Lough Fleet - Northern Ireland

Although a great deal of interest has been shown and a lot of admiration expressed, we have not managed to expand our small basic fleet of three as yet - JASPER (John and Anne Irwin) JESEBELLE (Oliver Woods) and JUST SO (Fiona Hicks). We have also had two flying visits from JET (Joey Kelly) from Lough Erne.

We have not the numbers yet to justify a class start and so we have racing in the 'big boat' classes under ECHO, IOR and Portsmouth Yardstick handicaps. With one or two exceptions we are the highest rating boats.

In spite of our heavy handicap we have gained some successes this season, mainly at the expense of the larger boats.

Spring Series of 6 Sunday Races in a class of 12, JASPER was 2nd overall.

Early Series, Round the Lough races, 5 Sunday Races with about 15 in our class, JASPER was 1st overall on measurement and performance rating and JUST SO was 2nd overall.

ISORA WEEK - Dun Laoghaire JASPER was first overall in the ECHO handicap class (J/24s 2nd and 3rd see Abersoch report) JUST SO and JEZEBELLE also took part coming about half way.

Strangford Lough Regatta Week in July with a class of about 20. JASPER was 1st overall, JUST SO 6th and JET 7th.

Two day cruiser event in a class of 35 JUST SO was 2nd overall. (Ed. I think Fiona Hicks is being modest when she says 'some' successes)

Only JASPER has ventured offshore and was 2nd overall in the Round the Isle of Man Race, which she led over the water for most of the way. JASPER was also robbed of line honours in the feeder race from Belfast Lough to ISORA in Dun Laoghaire by a wind shift only a mile from the finish after 15 hours.

We are currently cementing relations with the Dun Laoghaire fleet to form an all Ireland Association. This should benefit both fleets by producing larger turnouts at both venues.

From Fiona Hicks

## Poole

From Class Captain Peter Drake

When you think of the widespread representation of the POOLE Fleet, it is quite a remarkable feat for local racing to have been well supported as it has. Patrick Havill sailing JEM won the Hayling Island Easter Series where Poole was also represented by JO-JO ANNE and J SUPERSTAR. Patrick and JEM followed up their success with a third at the National Championships where J ONDINE and JO-JO ANNE also turned in creditable results.

J SUPERSTAR and JEREMY FERRET both found themselves in the news at Cowes Week and the Parkstone YC team of JEM, JEST and JO-JO ANNE were clear winners of the Round the Island Team Trophy. Indeed JEM was overall fleet winner by a clear 8½ minutes. Nigel Yeoman flew off to the States to carry the Parkstone flag at the North American Championships and Peter Drake is off to San Remo for the 'worlds'.

There have been three major series on the local scene and Richard Roscoe and JEM won two of them - the Royal Motor YC Thursday series and the Parkstone YC Tuesday series. Second and Third places in the Thursday were only resolved in the last race when Stan Luker in J SUPERSTAR gained the edge over Nigel Yeoman in JEST. On Tuesdays Peter Drake was second by a far narrower margin and had the enviable record of never finishing outside the top 3 places.

The Poole Yacht Racing Association Championship is still running its full course and unlikely to be decided between JEST and JO-JO ANNE until the last two races of the season - the Poole to Yarmouth and Yarmouth/Poole races.

Poole Week was Gareth Yeoman sailing JEST a clear winner from Patrick Havill, this time sailing PIGS EAR in the opening race. Predictably, maybe, Richard Roscoe and JEM bounced back into winning form for the next two days. Day four was the black day for JEST. With a good and steady breeze, Gareth Yeoman outsailed Pat Havill and Richard Roscoe to win by over 8 minutes only to learn that he had hit the distance mark at the start giving first place to PIGS EAR.



Everything hung on the last points race and when JEM and PIGS EAR came first and second this gave them the same overall positions. JEST came third with a points total that did not really do justice to such a well sailed and crewed boat.

Reprint From  
Yachts & Yachting July 1980

## Round the Island

Malcolm McKeag reports on a breezy and enjoyable race  
photographs by William Payne

With 1,021 entries and 953 actual starters the Island Sailing Club's Round the Island Race must rank as one of the biggest yacht races in Europe. It is not quite the biggest (that is Denmark's Round Sealand Race, coincidentally held this same weekend with some 1,600 entries and a course of 240 miles as opposed to the Island's 60-odd; a report is scheduled for our July 26th issue). 953 yachts is no mean number, and if we take an average of six people per boat (most boats seem to take an extra one or two for the ride on this race) that gives over 5,000 sailors taking part. Is there any other single sporting event in the country which involves 5,000 participants on the same day? Surely not.

Conditions for this race, though robust, were the most straightforward there have been for years, with the sou'westerly Force 4 to 5, occasionally 6, holding for the entire day and thus making for some interesting comparisons, since all classes and types enjoyed the same conditions. The bigger boats obviously have the edge upwind but today's lighter, smaller boats can often take that back — and more — by sailing far in excess of hull speed downwind. BLIZZARD, first boat home in Division 1, took 6 hours 13 minutes while the first Half Tonner to arrive (SNIFFY) took just over an hour more, 7.29.29, and the smallest IOR boats, the Mini Tonners, took around the eight-and-a-half hour mark. SILVER DREAM RACER, a new aluminium Everitt design, went round in 8.27.35 and PANDEMONIUM, the winning Sonata, took 8.38.19. *Unquestionably the collective high-speed honours go to the J/24s.* 36 of them started and the leading J/24, JEM, shot round in 7.39.13: an hour faster than the leading Sonata, minutes slower than the fastest Half Tonner, faster than all the Contessa 32s (all 61 of them) and just under a minute slower than the leading Sigma 33. Even the slowest J/24 went round in 8.39.57. Coincidentally, the IOR rating of the J/24 just about matches that of the Impala — both carried exactly the same TMF for this race — and it is interesting to compare the J/24's performance against pure IOR boats. The leading Impala took 7.59.42; all the winners in IOR classes 9 to 14 (Class 9 in this race is just below Half Ton level) took longer to complete the course than the leading J/24 and in fact JEM would have placed fourth in the Half Tonners on level rating terms and would have won the IOR small boat division overall.



## News from Sweden Bengt Julin

### Scandinavian Cup and Class Championship

1. S27 Bommerang - ULF Ericksson Baltic Fleet
2. S55 The Zoo-Joana Hellbrink Skaane Fleet
3. S38 Kiss of Fire - Jan Gapinski Baltic
4. S21 Julia - Jonas/Rolf Haeggbom Baltic

Grand Prix Total Eleven Races

1. S55 The Zoo 87 Points
2. S21 Julia 84 Points
3. S27 Bommerang 82 Points

## Sweden

Sweden East: Baltic Fleet

The "Swedish J/24 Class Association" is formed and recognized by The Swedish Sailing Association.

Sweden East: Baltic Fleet  
c/o Rolf Haeggbom, Vitsippsvagen 3,  
S-13300 Salsjobaden  
Sweden

Sweden West: West Fleet  
c/o Lef Qvint, Stenungsundsgatan 6,  
S-41674 Gothenburg,  
Sweden

Sweden South: Skane Fleet  
c/o Henk Venneman, Sjobrisvaagen 29,  
S-23600 Hollviksnas  
Sweden

Henk Venneman, Sjobrisvagen 29,

## TWX from South Africa

J Boat Nort

17 October, 1980

Attention Heather, Rob & Bob

Boats cleared customs night of Wednesday 1 October and arrived Vaal Dam (Regatta Venue) late Friday 3 October. Launched two Saturday and one Sunday.

Regatta commenced Sunday with first race sailed in moderate 20-30 knot wind. J's not particularly successful as crews and equipment hardly together.

First J boat and second in section. Second race 4 mile beat in heavy wind. J's second and third around weather mark then off wind reach with J's coming through to first and second positions. Wind then died away but leading J in second position overall during the night rounded the incorrect buoy. They would have finished in their position. This race counted double points and unfortunately the J boat was disqualified.

Third round the Buoy 3 J's first, second and third in class. Fourth round the buoys as for race 3. Fifth medium distance race. Very light airs 0-3 knots and J's not particularly successful.

Overall Results:

J 1st, L26 2nd, Buccaneer 3rd, 4th L26, 5th Buccaneer. We would have had a third if the J in the long distance race had not been disqualified.

Sailed on handicaps with J's getting 1 minute in 90 mins on the L. 26s. 26 yachts sailed in series.

Handicaps were J24, .89 Buccaneer, .77 Sweet Pea IOR 1/4 Tonner .905 Soling .92 L26 .90.



All in all it was a most successful introduction. The quality of the workmanship was considered outstanding. Our thanks to Tillotson-Pearson for that.

The next major regatta is in Cape Town commencing 7th December. For this we will need an IOR Rating. Will we be able to get a blanket rating or should we arrange for boats to be measured individually? Unfortunately we still have a long way to go before class racing becomes established.

Regards,  
Warwick Stevens

## News from Sydney

Boat sales to date stand at approx. 100, with boats being sailed in every state of Australia, N.S.W. and Victoria having the strongest fleets. J boats owners in N.S.W. are fairly evenly distributed between racers and cruisers, whereas other states appear to be catering for the J.O.G. racer.

Recent class successes in the field of racing include J/24's finishing 3rd, 5th and 7th in the Australian Junior Offshore Group Championship (40 boat fleet - 3 J/24's) 1st, 3rd, 5th 7th and 10th in the Victorian State J.O.G. championship (line honours in 3 out of 4 races); a 25 strong fleet for the J/24 N.S.W. State Championship being won by Rob Mundle (Australian distributor) just completed, the Australian J/24 championship in which 30 boats competed with John Cassidy (Western Australia dealer) being the eventual winner.

The Australian Association address is: Attention Mr. Steve Ratray, 35 Clanalpine St., Mosman, Sydney 2088 Australia.

Other successes in the Class this year include it's nomination as the class to be used in the Australian Match Racing Championship.

## Mundle Jitterbugs to N.S.W. Title

Four days before the NSW J/24 championship began on January 27 Rob Mundle had not been able to organise a crew for the series. On the Thursday afternoon before the racing he lined up two friends, Irishman Joe English and Mike "Zapper" Bell, in the bar of the Middle Harbour Yacht Club to race and filled the remaining gap with Chris Grainger from his office.

The only thing organised was a new suit of sails from Gary Gietz's Olympic Sails loft so the task was ahead of them. On Saturday morning they careened *Jitterbug* on the beach at The Spit, scraped the coral off the bottom and perved on Peter Davis' bare topped helper as *Yachtzee* was treated to a similar cleaning method. That afternoon they set up the rig (eyeball engineering) and started racing on Sunday morning.

When the final heat was sailed on Tuesday afternoon Mundle and his crew on *Jitterbug* were spectators. They didn't need to start as they had accumulated enough points after five races to be unbeatable. The championship was conducted by Middle Harbour Yacht club and sailed on courses in the Rose Bay area of Sydney harbour. There were six races over three days and 22 J/24s faced the starter.

Winds ranged from light to 20-plus knots and the racing was incredibly close. The yachts were so evenly matched that any error cost you dearly. *Jacala* (Geoff McBean) which finished second, scored two wins in the series but had to count 17 points from one race towards its final tally. And "Hanger" Harris and Mike Heese's *Traffic Jam*, which finished sixth overall, beat every other yacht except *Jitterbug* at least once.

*Jitterbug* won only one race but was never worse than third.

### Race One:

The first beat showed just how intense the racing was to be with the lead changing many times. Graham Nock had *Bull Bull* out of the chocks very fast and led at the first mark. The nor'easter was shifting considerably and on the second beat *Jitterbug* opened up a good lead only to have it destroyed after implementing covering tactics instead of playing the shifts. Brad Johnston burst through with *Black and Blue*, closely followed by Kevin Brightwell in *Pure Imagination*. *Black and Blue* retained her lead to the finish to score a good win. *Pure Imagination* was smothered by *Jitterbug* right on the line and forced back into third place.

### Race Two:

The wind steadied for the afternoon race and *Shellmer IV*, (Bob Hagan) from Pittwater, came from behind to win well. *Black and Blue* was looking good but was mowed down on the final beat after some trimming problems. She went from first to fourth, also letting *Jitterbug* and *Pure Imagination* past.

### Race Three:

There was impatience at the first start and a general recall ensued. *Jacala* and *Black and Blue* got away well but *Jitterbug* was buried. Mundle spun onto port tack immediately, took a heap of sterns, got through to clear air and — *powee* — was back into third spot. Phil Matthews had *Infidel* wound up but after an exciting final beat it was *Jacala* that got the gun from *Jitterbug*, *Shellmer IV* and *Infidel*.

### Race Four:

Very interesting. The breeze in the afternoon made it a toss up between a jib and a genoa. On the first beat it was about 50/50 with the yachts with jibs that went to the western shore coming out on top. Rob Jacobs, sailing *Espresso*, had not featured until this race, but he certainly made amends, scoring a good win. Very few yachts kept on genoas for the final beat. *Jitterbug* stayed with a genoa and took off from well behind. She passed a very well sailed *Pocahontas* (John Smith) and was closing on *Espresso* when a genoa sheet over-ride put an end to the run for first spot. She retained second from *Pocahontas* and *Jacala*.

### Race Five:

*Jitterbug* was looking good for the title but could not afford a mistake in the final two races. The pressure was on from the start with *Jacala* setting the pace. *Showdown* (Ian Lewis) and *Yachtzee* (Peter Davis) were up there along with the ever constant *Jitterbug*. *Jacala* and *Jitterbug* opened up a gap and settled down to a hammer and tongs battle. *Jacala* held a narrow lead on the second beat when the Navy conveniently placed a hugh destroyer in the middle of the course. *Jacala* went below it, *Jitterbug* above and *Jitterbug* gained the boat length she needed to get ahead. The final

## Official J/24 Billfold

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Apart from the fact that they float, the J/24 identification should accelerate location of the owner if lost.



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beat was tremendous with *Jitterbug* not allowing *Jacala* out from under a tight cover. Mundle forced *Jacala* beyond the layline to the finish, confirmed *Jitterbug's* first win in the series and took the title with placings of 2,3,2,2,1. *Showdown* was third and *Yahtzee* fourth.

#### Race Six:

*Jacala* looked set for second, but nothing was certain. She had already had two bad races and didn't need a third one. The wind was light and variable from the west at the start. *Black and Blue* and *Pure Imagination* were recalled as *Jacala* again set the pace. The surprise came when both recalled yachts started picking the shifts beautifully and began carving their way through the fleet. At the first mark they were back in the running, along with *Traffic Jam*, which had found the "go" button. But *Jacala* was too good and went on the win from *Pure Imagination*, *Traffic Jam* and *Black and Blue*.

Our thanks to Middle Harbour Yacht Club and its hard working officials for a great series. We could not have had better racing.

The presentation barbeque, hastily organised by the hard working Kevin Brightwell, was a big success and climaxed with Joe English downing a schooner in record time. Dave Catterns, his challenger, is still trying to work out where it went.

#### Final Placings Were:

1 Jitterbug (R. Mundle)	14.7
2 Jacala (G. McBean)	28
3 Shellmer IV (R. Haan)	39.4
4 Pure Imagination (K. Brightwell)	40.4
5 Black and Blue (B. Johnston)	45.5
6 Traffic Jam (J. Harris/M. Hesse)	55.7
7 Espresso (R. Jacobs)	59
8 Showdown (I. Lewis)	61.2
9 Infidel (P. Matthews)	62.7
10 Yahtzee (P. Davis)	72
11 Bull Bull (G. Nock)	77.7
12 Indian Pacific (J. Eyles)	84
13 Mah Na Mah Na (R. Butler)	84.4
14 Bandit (P. McNamara)	86
15 Pocahontas (J. Smith)	87.7
16 Beaujolais (S. Rattray)	96
17 In the Mood (A. Finlay)	113
18 Green Machine (B. Gray/P. Edwards)	114
19 Happy J's (C. Harris)	116
20 Josan (P. Flemming)	117
21 Jabberwocky (R. Grey)	120
21 Swagman (R. Barron)	120

## Ann Findlay is "In The Mood"

Ann Findlay, from Sydney's Middle Harbour Yacht Club, has created a first for the J/24 class. She is the first woman to own a J/24 in this country and possibly in the world.

Ann has previously sailed Herons and Lasers and raced a Status 19 with MHYC. Her interest in the J/24 was sparked when she saw the fleet form at the club and experience close racing. She felt that a J/24 was the largest yacht she could own so late last year a dark blue and white J/24 named *In the Mood* was launched.

Since that day Ann and her crew, Tony Baxter, Steve Kalloway, Mark Durrance and Debbie Griffin have shown tremendous enthusiasm in the racing. While they didn't feature in the results of the NSW Championship (17th) they gave many others a tough tussle. Ann will not let any problem get in her way and is determined to do well. She's *in the mood* for some success next season.

Go to it Ann . . .

## J/24s in JOG National Championship

It was the showdown of the mini offshore racers and it was Ian Lewis' J/24 *Showdown* that was the best finishing of the five J/24s contesting the Australian JOG championship.

The five races were sailed out of Sydney and weather conditions ranged from nothing to 50 knots on the wind. The J/24s excelled

themselves being the first current production yacht to finish in three of the five races.

The J/24s racing were *Showdown* (Ian Lewis), *Jumpin* (Kanga Birtles), *Double Exposure* (Frank Hammond), *Jitterbug* (Rob Mundle) and *Mah Na Mah Na* (Rod Butler).

In the third race a 30-plus knot southerly gave the fleet an unbelievable run to the leeward mark, six miles offshore. *Jitterbug* cracked a kite alongside the leaders (which were supposedly faster downwind) and led by one-and-a-half minutes at the bottom mark. *Showdown* came from behind the leaders, blasted through them and was second to the mark. She recorded speeds of 16-plus knots.

The long race was dubbed a poor man's Fastnet when the fleet copped a 50 knot caning on the beat north. A lot of the fleet headed for home but the J/24s handled it surprisingly well.

*Showdown* finished fourth in the series and *Jitterbug* fifth. *Jumpin*, which improved as the series went on, was also in the first 10.

During the series *Showdown* and *Jitterbug* lodged a protest after their rating certificates revealed what appeared to be an error in the design date of the J/24. They withdrew the protest under protest on the eve of the presentation. Had they gained the extra two years age allowance they claimed there could well have been a much better J boat result in the championship.

## Geelong — Australia Day

Australia Day weekend is the biggest event in the Victorian calendar, with the Royal Geelong Yacht Club hosting the largest fleet assembled annually.

J/24 Joggers were representing Royal Melbourne Y.S. with Frank Hammond's *Double Exposure* and Chris Furey's *Pelorus Jack*. Blairgowrie Y.S. included Jim Ralph's *Smoking Joe*, the crew of which included Michael Cosgriff, who keeps his own J/24 *Mana* at the same club.

Prelude to the 8 p.m. start from Port Melbourne on Friday was weather of light zephyrs, with the J/24 crews looking to a repeat of the J/24 Mornington success. Not so, it piped in at 25 knots and more. This burst was shortlived, and the more alert were back from jib and reef to genoa before the start, a 5 mile beat to the first mark. *Pelorus Jack* got the prime start, and was in the best slot with *Double Exposure* beneath him. Fluctuations from 0-5 knots created a tense tactical battle, the light J.O.G. fleet harrying the I.O.R. fleet which started 10 minutes earlier for the same first two marks of the course. With the breeze gone and the chop remaining it was one of see-saw non-events, when zam, in Hughie piped to 25 k and more again. A tight nine-mile reach to the Met. Beacon at Carrum followed. The two S 80s were well behind, and subsequently retired. Some flew spinnakers — *Pelorus Jack* raised his temporarily, but *Double Exposure* remained under headsail to hold course and reach the mark early up. The southerly blew harder, the seas built, and it was J.O.G. Nationals weather all over again.

Daylight made it easier to distinguish the shallows and the ships, but they were very tight tacks in 40 knots. In sight of the finish in Corio Bay, another gale came belting in, and the storm jib was again contemplated. Hugging the shore, *Double Exposure* rode it out, slipping into shelter at 10:50 a.m. in third spot behind half ton *That's Life* and the very well sailed *Seaway*. The crew made quick calculations, decided they would hold third spot on handicap, and sank into exhausted sleep, only to discover later they finished across the wrong line.

Sunday's course on Corio Bay was most relaxing after the belting overnighter. The I.O.R. went off first, then Etchells and Dragons led the J.O.G. into the same buoys for one triangle, windward and return. Michael Cosgriff, whose *Blairgowrie J* was a non-starter, went forward hand on *Double Exposure* for Frank Hammond, who took the start as the breeze dropped to a whisper. Half tonner *That's Life* went into the lead, and third was *Seaway Endless Advice*. Crosstopping with the I.O.R. fleet added to the excitement. *Double Exposure* finished a comfortable second, to take out the race on handicap. Had they crossed the correct finish line in the long event, the aggregate would have been theirs.



Reprint Newport Daily News April 1980

Barry Rumsey, owner of J/24 RUMSEY'S, is no longer a chef at Canfield House in Newport, R.I., because he found that restaurant hours cut into his weekend sailing time. So, he is now teaching culinary art at Johnson & Wales College in Providence. \*

\*Please send us information on how you fit J/24 sailing into your lifestyle or visa versa.

## He's Completely at Home on the Bay, or in the Kitchen of Canfield House

Most chefs seem to have similar reasons for choosing their career. Either they grew up in a family of cooks or were exposed to the restaurant business at a young age. But not Barry Rumsey!

### "J" Buttons



14 karat gold plated blazer buttons to complete the uniform. These are absolutely superb. Subtle, yet noticeable to the searching eye.

Maybe it's the flashes of light that bounce off the almost mirror smooth flat surface which draw attention to this nautical hardware.

A set consists of three large lapel buttons and four blazer sleeve buttons.

The price is \$25 for the set.

A check for the full amount must accompany your order to:

**J Buttons**  
24 Mill Street  
Newport, R.I. 02840

Please send me \_\_\_\_\_ set(s). Enclosed is my check for \$\_\_\_\_\_.

Mail to: \_\_\_\_\_ Hull # \_\_\_\_\_  
Fleet # \_\_\_\_\_

Chef Rumsey, born and raised in London, England, has prepared meals at the Canfield House on 5 Memorial Blvd. ever since he arrived in the United States three years ago.

Asked about how he became interested in cooking, Rumsey looked at the ceiling of the restaurant lounge, then trailed his eyes down toward the floor. He rubbed his chin with his hand and in his British accent asked, "Do you really want the truth?"

When he realized he should tell it like it is, he cleared his throat and leaned across the table near the fire and in a low voice began to tell his tale.

"Well, you see, when I was in school," he began, "during what the Americans call high school, I studied in an all-boys' school. The college next to the school didn't have any grounds for sports, and borrowed ours. To sort of pay the school back, the college offered free cooking lessons. And, well, that was the perfect chance to meet a girl," he laughed.

Once he signed up for the class, he spent six months learning the basics in cooking. He took recipes home, and baked for his family.

"They became my guinea pigs," he smiled. "My poor father, after a hard day of work he had to taste my cooking."

Once interested in cooking, Chef Rumsey decided to study at the Culinary Division of Hendon Polytechnic in London. During the two-years there, he studied the theory and the practical approach to cooking.

In 1964, he was graduated and began working at the Royal Lancaster Hotel at Hyde Park as a chef's helper.

Two years later, he became a first helper in one of Europe's largest banqueting suites, The Connaught Rooms in London. He left there four years later as a chef de partie.

"I got fed up with all the rain in London, and went to a travel agency," he said matter-of-factly.

"I had to sign a contract to work in Bermuda for a year," he said. "I looked out the window at the rain, and signed the contract."

He left London in March, 1969, and joined 25 other chefs in the Bermudian Hotel. There he helped prepare as many as 600 meals a day. He also worked at White Sands Hotel as a suisse chef and the Royal Bermuda Yacht Club in Hamilton.

"I loved every minute of it," he said. "those were the best years of my life."

While working at the yacht club, Chef Rumsey was often invited to go sailing with friends Teddy Gosling and Jimmy Kemp.

"Ever since then I've been a hooked sailor," he grinned. "When I lived in London, All I knew about a boat was that one end had a sharp end to it."

"When I was working at the Grotto Bay Hotel in Bermuda, I was offered a sailing trip (race) to the United States of America," he said pointing his finger down hard on the table.

"I asked for a two-months leave, and my boss said it would be impossible. And I thought to myself that I've got to go."

He admitted that when he boarded the boat to race to the states, he didn't tell anyone he was a chef.

"I wanted to race, not cook," he laughed. "But I did help every once in a while."

In 1977, Rumsey arrived in America as a crew member aboard the 50-foot racing ketch, Firebrand, at the William and Manchester's Shipyard here. Soon after that special day, he turned in his sailor's cap for a chef's hat at the Canfield House where he works with owner Dianne Whitehead, whom he calls "boss."

When the warmer weather comes and his boss gives him a day off, he'll be found sailing his J/24 in Narragansett Bay.



## MARCH 21 - 22

### **SAN DIEGO Y.C. J/24 INVITATIONAL**

San Diego Y.C.  
Blair Francis  
H: (714) 222-4566

## APRIL 2 - 5

### **SPRING REGATTA**

Lake Pontchartrain  
Chip Carpenter  
200 Plaza, 1 Shell Sq.  
New Orleans, LA 70139  
W: (504) 588-9111

## APRIL 3 - 5

### **ROLEX CUP (CORT)**

St. Thomas Y.C.  
Dick Johnson  
Performance Yachts Ltd.  
Red Hook Center  
Box 58  
St. Thomas, VI 00801  
W: (809) 775-1111  
H: (809) 775-2320

## APRIL 4 - 5

### **NEWPORT J/24 INVITATIONAL**

Balboa Y.C.  
Robin Sodaro  
Hood Sails  
851 W. 18th  
Costa Mesa, CA  
W: (714) 548-3464

## APRIL 10 - 12

### **B.V.I. WEEK (CORT)**

B.V.I.Y.C.  
Peter Haycraft  
B.V.I.Y.C.  
Road Town  
Tortola, B.V.I.

## APRIL 26 - MAY 2

### **ANTIGUA RACE WEEK (CORT)**

Jol Byerley  
Antigua Y.C.  
English Harbor  
Antigua, W.I.

## MAY 22 - 23

### **MEMORIAL DAY REGATTA (TEXAS CIRCUIT II)**

Lake Ray Hubbard  
Mark Word  
10920 Bennis Road  
Dallas, TX 75229

## MAY 22 - 25

### **NARRAGANSET BAY SPRING CHAMPIONSHIP & USYRU CLINIC**

Tiverton, RI  
Warren Hathaway  
115 Colonial Drive  
Somerset, MA 02726  
H: (617) 674-4656

## MAY 23 - 24

### **DISTRICT #21 CHAMPIONSHIPS**

Marina del Rey  
California Y.C.  
Bill Menninger  
P.O. Box 208  
Palos Verdes Est., CA 90274  
W: (213) 373-7701  
H: (213) 377-2123

## MAY 30 - 31

### **MIDWEST INVITATIONAL - MICHELOB CUP**

Lake Carlyle  
Dr. Bill Miller  
4521 Pershing Pl.  
St. Louis, MO 63108  
H: (314) 658-2131

## JUNE 10 - 14

### **WESTERN REGIONAL CHAMPIONSHIPS**

Alamitos Bay Y.C.  
Long Beach, CA  
Bruce Gollison  
202 2nd St.  
Seal Beach, CA 90740  
W: (213) 596-4461  
H: (213) 594-0440

## JUNE 12 - 14

### **GRAND CUP REGATTA**

Arrowhead on Grand Lake  
Bill Burden  
P.O. Box 1751  
Joplin, MO 64801  
H: (417) 781-6550

## JUNE 20 - 21

### **GREAT PLAINS CHAMPIONSHIP**

Arrowhead on Grand Lake  
Bill Burden  
P.O. Box 1751  
Joplin, MO 64801  
H: (417) 781-6550

## JUNE 21 - 27

### **BLOCK ISLAND RACE WEEK**

Storm Trysail Club  
c/o Larchmont Y.C.  
Larchmont, NY



**JUNE 27****ROUND THE ISLAND RACE**

Cowes, Isle of Wight  
 John Adams  
 Paradise House  
 Waltham, St. Lawrence  
 Reading RG10 OJH  
 Berkshire, England  
 W: 01-606-4411 TWX: 883-004  
 H: 073-581-339

**JULY 3 - 5****I.L.Y.C. INVITATIONAL**

Ida Lewis Y.C.  
 Newport, RI 02840  
 (401) 846-1969

**JULY 11 - 12****AUSTIN Y.C. (TEXAS CIRCUIT III)**

Jim Holton  
 831 Forest Lake Drive  
 Seabrook, TX 77586  
 H: (713) 474-4858

**JULY 18 - 19****DISTRICT I CHAMPIONSHIPS**

Portland Y.C.  
 Win Fowler  
 17 Tremont St.  
 Portland, ME 04101

**JULY 19 - 24****EDGARTOWN RACE WEEK**

Veritas Cup - J/24  
 Edgartown, Y.C.  
 Martha's Vineyard, MA  
 (617) 627-4361

**AUGUST 1 - 2****SANTA BARBARA INVITATIONAL**

Santa Barbara Y.C.  
 Bob Keating  
 Coast Chandlery  
 Breakwater, Sta. Barbara, CA 93019  
 W: (805) 962-4421  
 H: (805) 687-3288

**AUGUST 3 - 8****COWES WEEK**

Cowes, Isle of Wight  
 John Adams  
 Paradise House  
 Waltham, St. Lawrence  
 Reading RG10 OJH  
 Berkshire, England  
 W: 01-606-4411 TWX: 883-004  
 H: 073-581-339

**AUGUST 7 - 9****BUZZARD'S BAY REGATTA**

Beverly Y.C.  
 Marion, MA  
 Harvey White  
 81 Cove Circle  
 Marion, MA 02738  
 (617) 748-0521

**AUGUST 16 - 22****YACHTING'S RACE WEEK**

Newport Yachting Center  
 Newport, RI 02840  
 Candy Langan  
 Yachting Magazine  
 1 Park Ave.  
 NY, NY 10016  
 (212) 725-7670

**AUGUST 21 - 25****J/24 NORTH AMERICANS**

Rochester Y.C.  
 Tom Roth (see Notice & Conditions)  
 40 Tenarack Drive  
 Rochester, NY 14622  
 W: (716) 423-0100  
 H: (716) 342-7538

**AUGUST 29 - 30****STATE OF MAINE J/24 CHAMPIONSHIPS**

Falmouth Foreside, ME  
 Jonathan Knowles  
 W: (207) 781-5110

**AUGUST 30 - SEPTEMBER 4****CORK**

Kingston, Ontario  
 Ed Bachman  
 P.O. Box 520  
 Victoria Station  
 Montreal H3Z 2Y6 Quebec

**SEPTEMBER 5 - 7****PACIFIC COAST CHAMPIONSHIPS**

St. Francis Y.C.  
 San Francisco, CA  
 Don Trask  
 Performance Sailcraft  
 San Rafael, CA  
 415-454-7600

**SEPTEMBER 7****ROUND THE ISLAND RACE & PICNIC**

Conanicut Y.C.  
 Jamestown, RI  
 Tom Ehman, USYRU  
 Newport, RI 02840  
 (401) 849-5200

**SEPTEMBER 12 - 13****CORPUS CHRISTI Y.C. (TEXAS CIRCUIT IV)**

Jim Holton  
 831 Forest Lake Drive  
 Seabrook, TX 77586  
 H: (713) 474-4858

**SEPTEMBER 18 - 20****GREAT LAKES CHAMPIONSHIP**

Minnetonka, MN  
 John Gjerde  
 8265 Tamarack Tr.  
 Eden Prairie, MN  
 W: (612) 473-2555  
 H: (612) 937-8409



**SEPTEMBER 21 - 25****U.K. NATIONALS**

Island Sailing club  
Cowes, Isle of Wight  
John Adams  
Paradise House  
Waltham, St. Lawrence  
Reading RG10 0JH  
Berkshire, England  
W: 01-606-4411 TWX: 883-004  
H: 073-581-339

**OCTOBER 10 - 12****NARRAGANSET BAY FALL CHAMPIONSHIP**

E. Greenwich, RI  
Leo Constantino  
79 Crompton Ave.  
W. Warwick, RI 02893  
(401) 231-0176

**OCTOBER 16 - 18****J/24 ANNUAL MEETING**

USYRU Annual Meeting  
St. Petersburg Y.C.  
St. Petersburg, FL

**OCTOBER 30****J/24 INTERNATIONAL CLASS ASSOCIATION  
FIRST ANNUAL MEETING**

London England

**NOVEMBER 2 - 6****IYRU ANNUAL GENERAL MEETING**

London, England

**NOVEMBER - 2nd Week****"WURST FEST" (TEXAS CIRCUIT V)**

Canyon Lake, TX  
Jim Holton  
831 Forest Lake Drive  
Seabrook, TX 77586  
H: (713) 474-4858

**NOVEMBER 16 - 17****FALL MACHO REGATTA**

Los Angeles Y.C.  
San Pedro, CA  
Bill Menninger  
P.O. Box 208  
Palos Verdes Est., CA 90274  
W: (213) 373-7701  
H: (213) 377-2123

**JANUARY 6 - 16, 1982****THIRD J/24 WORLD CHAMPIONSHIPS**

Sydney, Australia  
Steve Rattray (See Invitation)  
Australian J/24 Association  
35 Clanalpine St., Mosman  
Sydney 2088, Australia  
Phone: 901-453

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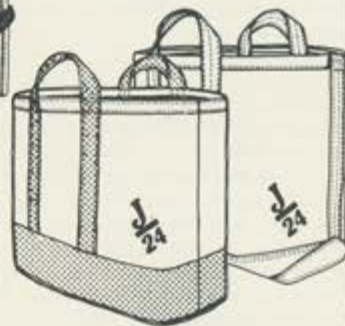
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# 1981 North American Championship

## Notice of Race

### Site

Rochester Yacht Club  
5555 St. Paul Blvd.  
Rochester, New York

### Rules

The Championship will be governed by the racing rules of the IYRU, the prescriptions of the USYRU, the rules of the J/24 Class Association, and the rules of the Rochester Yacht Club, as stated by the Sailing Instructions and the Race Committee.

### Entry

Each skipper must be an active member of the J/24 Class Association as described in the by-laws. The entry fee for all yachts is \$100.00. This fee must be received by July 31, 1981. Late entries will be accepted after this date, but must be accompanied by \$25.00 late fee.

The entry fee includes: launching, hauling dockage, parking, notebook, participation gift, beer after each day's racing, entertainment, meal and party Sunday evening, and Trophy Party Monday. Each entry must include a copy of the yacht's 1981 Measurement Certificate. All yachts must be inspected before registration can take place. No yachts may register after 8:00 p.m. Thursday August 20, 1981.

### "I'd Rather Be in Rochester"

That is the slogan of the Rochester Chamber of Commerce, and we have adopted it for the 1981 J/24 North American Championship to be held August 20 - 24, 1981. We are very proud of our club and community's history of hosting outstanding World and National championships in the past.

The Rochester Yacht Club is 105 years old, and today is a vibrant yachting organization supported by the talents of over 550 members. This pool of talent, from which we draw heavily, has produced some of the premier fresh-water sailing events in yachting over the years, including the winning and holding of the coveted Canada's cup for over 50 years. R.Y.C. has also hosted Star, Women's Singlehand and Doublehand, Dragon, Flying Dutchman and Rhodes Bantam World Championships.

The Rochester Yacht club is conveniently located at the mouth of the Genesee River, which empties into Lake Ontario. The convenience of our protected basin to open water has led to some of the most active racing fleets in the country, despite our short racing season. In 1980, the R.Y.C. ran more than 160 races for its cruising and one-design fleets.

The facilities of the Rochester Yacht Club include Clubhouse with Dining Room, Bar, and Snack Bar; all run by a courteous and efficient staff. In addition, we have excellent launching and docking facilities complimented by a large pool and two tennis courts.

Rochester Yacht Club is located on a bus line, providing easy access to many cultural and shopping areas of Downtown Rochester. We are sure that once you have raced with us, and enjoyed the hospitality and facilities, you too will be saying "I'd rather be in Rochester".

We hope that you will be able to race with us this year, and experience the 1981 North American Championship.

R. Y. C. Regatta Committee  
Charlie Ross  
Chairman

### Schedule

August 19	WED.	1400-2000	Inspection and Registration
August 20	THUR.	0900-2000	Inspection and Registration
		1500	Tune-Up Race
August 21	FRI.	0900-0930	Skippers Meeting
		1100	Race 1 followed by Race #2
		1800	BBQ on lawn (not included in entry fee)
August 22	SAT.	1000	Race #3 followed by Race #4
		1830	Dinner and Party at Member's Home
August 23	SUN.	1000	Race #5 followed by Race #6
		1700	Cocktail Party at R.Y.C.
		1830	BBQ on lawn (not included in entry fee)
		2100	Dance at R.Y.C.
August 24	MON.	1000	Race #7
		1500	Trophy Party

### Racing

There are seven (7) races scheduled and no throw-outs will be allowed. All races will be course races of the trapezoid design. The length of the first beat will be determined by the Race Committee just prior to each race. The Sailing Instructions and Race Committee will be the final authority on the number and types of races. The race course location will be determined by the Race Committee, but generally, will be a very short sail or motor from the Yacht Club.

### Scoring

A low point scoring system will be used. There will be no throw-outs and the 720° rule will be in effect.

1st Place - 1 Point  
2nd Place - 2 Points  
3rd Place - 3 Points, etc.

DNF - Entrants plus 1 Point  
DNS - Entrants plus 1 Point  
DSQ - Entrants plus 2 Points

### Scoring

When there is a tie on total points between two or more yachts, the tie will be broken in favor of the yacht with the most firsts, then the most seconds, and so on. If a tie still exists, the tie will be broken in favor of the yacht that has beaten the other yacht(s) in the most number of races. If a tie still exists, the tie will be broken in favor of the yacht beating the other yacht(s) in the last race sailed.

### Inspection and Measurement

Inspection and measurement will be performed during the periods established on the schedule. Inspection must be complete before registration. Partial or complete inspection may be performed on any yacht, at any time during the Regatta. Four sails will be measured before completing registration.

### Accommodations

The following hotels/motels are a short drive from the Rochester Yacht Club:

STRATHALLAN  
550 East Avenue  
Rochester, NY 14607  
(716) 461-5010

MARRIOTT (Airport)  
1890 Ridge Road West  
Rochester, NY 14615  
1-800-228-9290  
(716) 225-6880

AMERICANA of ROCHESTER  
70 State Street  
Rochester, NY 14614  
(716) 546-3300

HOLIDAY INN (Downtown)  
120 East Main Street  
Rochester, NY 14614  
1-800-238-8000  
(716) 546-6400

### Club Facilities

Full Club facilities will be made available upon registration to skippers, crews, and guests. Box lunches will be available daily if ordered one day in advance. There is a dining room, and snack bar for your convenience. Also, there is a swimming pool and tennis courts, as well as shower facilities. Please observe Club Rules on attire and behavior when using the facilities.

TOM ROTH OR  
J/24 Regatta  
40 Tamarack Drive  
Rochester, NY 14622  
Phone: (716) 423-0100 - days  
(716) 342-7538 - eves

CHARLIE ROSS  
99 Woodland Drive  
Rochester, NY 146012  
Phone: (716) 621-6276



# World Championship III

January 1982

AUSTRALIA

## Invitation

### 1. Site

The Cruising Yacht Club of Australia, New Beach Road, Rushcutters Bay, Sydney, N.S.W., Australia.

### 2. Rules

The regatta will be governed by the current racing rules of the IYRU, the Sailing Instructions and the current J/24 Class Rules.

### 3. a) Eligibility

The championship will be open to all qualifying skippers in the J/24 Class.

b) The skippers and crews of competing yachts shall be members of their J/24 National Association.

c) Qualification for charter yachts shall be determined by the National Authority or Association of each country.

### 4. Programme

Wed	6th	January	0900-2000	Registration/Measurement
			1200	Briefing
Thurs	7th	January	1900-2000	Measurement/Practice Race/BBQ
Fri	8th	January	1230	Race 1
Sat	9th	January	1230	Race 2
Sun	10th	January	1230	Race 3
Mon	11th	January	1230	Race 4 Distance Race
Tues	12th	January		Lay Day or Resail
Wed	13th	January	1230	Race 5
Thurs	14th	January	1230	Race 6
Fri	15th	January	1230	Race 7
Sat	16th	January	Open	Lay Day or Resail
		Evening		Closing Ceremony

### 5. Courses

This series shall be sailed both offshore and in Sydney Harbour.

a) Three course types may be used at the discretion of the Race Committee.

b) Olympic courses shall be favoured for inshore courses and shall be approx 20 km.

c) Trapezoid courses shall be favoured for offshore courses (weather permitting) and shall be approx 24 km.

d) Distance race(s) of approx 30 km in length shall be a combination of inshore/offshore.

### 6. Prizes

the winner will be awarded the J/24 World Championship Trophy and prizes will be awarded to yachts placing first through fifth in the championship. Special prizes will be awarded daily.

### 7. Entries and Entry Fees

a) Entries on the enclosed form accompanied by an entry fee (made payable to J/24 Association) of \$A200 shall be submitted before 30th of October 1981 as follows: ASUTRALIAN J/24 ASSOCIATION, 35 CLANALPINE ST., MOSMAN, SYDNEY 2088 AUSTRALIA.

b) Entry fees cover launching, dockage, crew favours, trophies, admission of J/24 social events for all yachts.

### General Information

Yacht Charters Yachts will be available for charter on application through the Australian J/24 Association at a charter fee of \$A500 plus a refundable damage deposit of \$A500.

Skippers entering the championship should nominate whether they require owners and or crew of Australian boats chartered to remain on the boat for the series. This number may be increased but not reduced once entry is received. A deduction in charter fee will apply dependent on the number of crew required by the skipper.

Charter yachts will be equipped with safety equipment, outboard and compass. Any hardware fixed to the yacht by the charterer shall remain on the yacht at the completion of the series.

Skippers may require their own headfoils as Australian yachts are equipped with "Gemini Headfoil II" headstays.

Sydney's average temperature in January is between 27-30 C. (75-85 F.), average sea breezes 10 - 20 knots, daylight 5:30 AM - 8:30 PM.

### Accommodation

The Australian Association is attempting to organise a group booking at one of the three hotels which encircle the yacht club. Information will be sent to each National Association when details are arranged.

### Air Travel

Air travel to Australia at that time of year is least expensive by booking an advance purchase ticket up to 90 days before travelling. The Association is also attempting to do a group booking with several airlines serving Europe and America - full details will be sent to National Associations as soon as arrangements have been finalised.

### Activities and Entertainment

A Spectator boat will be available to follow each race.

A harbour cruise will be organised on the night of the lay day Tuesday January 12th.

The Yacht club and hotels surrounding the yacht club are within 10 minutes walking distance of the "Kings Cross" entertainment area - Sydney's restaurant and night life centre, 10 minutes by train to the city centre and 15 minutes to surf beaches by bus.

There will be 'at home' evenings organised for each of the participating nations hosted by the Sydney competitors participating in the Championship.

This event falls between the Southern Cross Cup; the world's third most important yachting series and the Soling and 470 worlds.

Competitors are asked to bring at least two yacht club burgees one for the host club the other to be flown by each competing yacht when not racing.

SYDNEY IS A BEAUTIFUL CITY AND YACHTING HARBOUR — SEE YOU HERE!!



# DINGHY things

## Knit Sport Shirt

This traditional, four button, short sleeve shirt has J/24 neatly monogrammed over the left pocket. It's made of 60% cotton and 40% polyester, so it's wrinkle resistant with wash and wear simplicity. **24.95**

Adult Men's sizes: S, M, L, XL  
Colors: White or Navy



J-1



J-2

## Running T-Shirt

This classic is made of 100% pre-shrunk white cotton with contrasting trim on neck and sleeves. J/24 is imprinted with the same contrasting color. **7.00**

Sizes: S, M, L, XL  
Colors: White with red trim  
White with navy trim



J-3

## Graphic T-Shirt

We printed J/24 as big as we could on the back of this white crew neck T-shirt. This bold design will identify a J/24 sailor anywhere on the race course. **7.00**

Sizes: S, M, L, XL  
Color: White with blue print

Please send check or money order and ORDER FORM TO:

## DINGHY THINGS

P.O. BOX 371 POINT RICHMOND STATION, CA. 94807

Quantity	Item Letter	Size	Color	Unit Price	Total Cost

### SHIPPING AND HANDLING CHARGE

In U.S.	1.50
In Canada	2.50
All other points	4.00

### Merchandise Total

ADD 6% SALES TAX  
CALIFORNIA ONLY  
HANDLING CHARGE  
(SEE CHART)

PLEASE MAKE CHECK OR MONEY ORDER PAYABLE IN U.S. FUNDS

TOTAL AMOUNT

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

OR USE VISA/BANKAMERICARD OR MASTER CHARGE

Write card number, expiration date, M.C. interbank no. and signature

## National J/24 Class Associations

### England

John Adams  
Paradise House  
Waltham St. Lawrence  
Reading RG10 0JH  
Berkshire, England  
(073 581) 339

### France

Gerald Stalpaert  
Central Park  
1 Avenue des Anglais  
06400 Cannes, France  
(93) 683315

Mr. Gerard Teterre  
68 Avenue Francois Maurice  
44300 Nantes  
France  
(40) 294779

Mr. Robert Pestre  
51 Avenue Emmanuelle Allard  
13011 Marseilles  
France  
(91) 448639

### Japan

Shuji Watanabe  
Nissan Trading Co.  
Marine Dept 6-23  
17-1, Ginza, 6 Chome  
Chuo-Ku Tokyo Japan  
TLX 781 J24474  
(543) 5523

### Mexico

Aaron Saenz  
Federation Mexicana De Vela  
Balderas 36 Piso 13  
Mexico IO.F.  
Mexico  
510-19-74

### Sweden

Bengt Julin  
Stureplan 2  
114 35 Stockholm  
Sweden  
08-100-358

### Switzerland

Heine Rusterholz  
Sunimport, 8804 Au.  
Zurich, Switzerland  
TLX 845 875142

### Virgin Islands

Dick Johnson  
Red Hook Center  
Box 58  
St. Thomas, VI 00801  
TXW 367 7309  
(809) 775-1111

### Argentina

Juan Carlos Cespedes  
Elcano 4837  
1427 Buenos Aires  
Argentina  
TLX 390 17963  
(541) 590 738

### Australia

Steve Rattray  
35 Clanalpine Street  
Mosman, Sydney 2088  
Australia  
960-2208

### Bermuda

Bermuda Fleet #34  
David Ashton  
Salt Kettle Boat Rentals  
Paget, Bermuda  
2-4863

### Brasil

Erik Schmidt  
Av. Brasil 12.698  
Rua M145  
Rio de Janeiro  
Brasil  
TLX 391 2130431

### Canada

Vancouver Fleet #72  
Bill Bush  
3075 West 39th Avenue  
Vancouver, B.C.  
Canada V6N 2Z7  
(604) 261-8983

Ottawa Valley Fleet #83  
Pete McBride  
63 St. Andrews Road  
Baie D'Urfe, Quebec  
H9X 2T9 Canada  
(514) 695-8330

Toronto Fleet #36  
Alan Adelkind  
Angus Sailcraft Ltd.  
245 Queens Quay West  
Ontario, Canada M5J 2K9  
(416) 363-5627

Kingston Fleet #52  
P.W. Griesbach  
P.O. Box 791  
Kingston, Ontario  
Canada

## FORMING

### Chile

Raul Floros  
Astilleros Alianza  
Calle Manqueque 944  
Santiago Chile

### New Zealand

Doug Elder  
J/24 Steering Committee  
PO Box 39-321  
Auckland West  
New Zealand  
TLX 791-NZ21786

### South Africa

Warwick Stevens  
289 Commissioners St.  
Johannesburg S.A.  
2711 725 3105  
TLX 960 424 150 SA

### Venezuela

Roman Davila  
Caribvela  
Apartado 662168  
Caracas Venezuela  
915561  
TLX 395 915561



# US National J/24 Class Association

## CLASS OFFICERS

### President

Paul Kaufman  
334 Common Street  
Belmont, MA 02178

### Chief Measurer

Rodney Johnstone  
Route 1, Box 107  
Stonington, CT 06378

### Vice President

Richard Tillman  
2212 South Front St.  
Melbourne, FL 32901

### Executive Secretary

Yvonne Burns  
J24 Class Association  
PO Box 429  
Newport, RI 02840  
(401) 846-0775

## DISTRICT GOVERNORS

### District #1

Bill Whitmore  
205 Humphrey St.  
Marblehead, MA 01945

### District #2

Eric Hall  
7 Burnside St.  
Bristol, RI 02809

### District #3

Charles Genarelli  
7 Phillips Lane  
Rye, NY 10580

### District #4

Marcel Beaudin  
437 Main St.  
Burlington, VT 05401

### District #6

Jim Biles, M.D.  
23 Bristol Drive  
Annapolis, MD 21401

### District #7

Charles G. Ross  
99 Woodland Drive  
Rochester, NY 14612

### District #8

John Richardson  
3240 Windsor Dr.  
Charlotte, NC 28209

### District #9

Jim Pollock  
122 Ridgewood Dr.  
Daphne, AL 36526

### District #10

Jack Woehrl  
P.O. Box 667  
Key West, FL 33040

### District #11

Pat Crowe, Jr.  
P.O. Box 909  
Chattanooga, TN 37401

### District #12

Gregory J. Swetka  
32606 S. River Rd  
Mt. Clemens, MI 48045

### District #14

Jim Holton  
7623 Rollingbrook  
Houston, TX 77071

### District #15

Larry Rosenzweig  
3200 N. Lake Shore Dr #2306  
Chicago, IL 60657

### District #16

John Gjerde  
21775 Fairview St.  
Greenwood, MN 55331

### District #17

Dick Berg  
2916 Browne Stone Rd.  
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### District #18

Dinny Hanson  
P.O. Box 889  
Boulder, CO 80306

### District #19

Dennis Torgeson  
17558 Blue Heron CT  
Lake Oswego, OR 97034

### District #20

Connie Bock  
1517 W. Longview  
Stockton, CA 95207

### District #21

Bill Menninger  
P.O. Box 208  
Palos Verdes Est., CA 90274

### District #22

Ted Beck  
5627 Kawakui St.  
Honolulu, HI 96821

### District #23

David Ashton  
P.O. Box 201  
Paget West, BERMUDA

# J 24

## Classifieds

**For Sale:** Expoobident hull #546. Well equipped w/dual contest compasses, spin. tweakers and extra sails. 2 axle EZ Loader trailer, excellent race record. Contact Bill Menninger, (805) 968-6662, PO Box 208, Palos Verdes Est., Calif. 90274.

**Charter:** J/24 available for bareboat charter in Hawaii to other J/24 owners. For information and rates contact M. Stepath, Nawiliwili Marine, Inc., Nawiliwili Harbor, Kauai, PO Box 3394, Lihue, Kauai, Hawaii 96766 (808) 245-4635.

## Welcome To Our New J/24 Fleets

### CANANDAIGUA YACHT

#### CLUBE FLEET #88

Roger F. Bardwell  
90 Cliffside Drive  
Canadaogla, NY 14424

### GARDINER'S BAY FLEET #89

Richard Gluckman  
22 Desbrosses St.  
New York, NY 10013

### LAKE COUER D'ALENE #90

Randy Clark  
1814 4th St.  
Couer d'Alene, ID 83814

### LITTLE ROCK FLEET #91

Jon Claas  
7602 Iowa Street  
Little Rock, AR 72207

### SHREVEPORT FLEET #92

James B. Nowery  
100 Travis Place  
Shreveport, LA 71101

### WILSON LAKE FLEET #93

William H. Wilkie  
50 E. Lakeside Drive  
Florence, AL 35630

### MASSACHUSETTS BAY SOUTH FLEET #95

Richard J. Callahan  
38 Lincoln St.  
Hingham, MA 02043

### LAKE PONTCHATRAIN FLEET #94

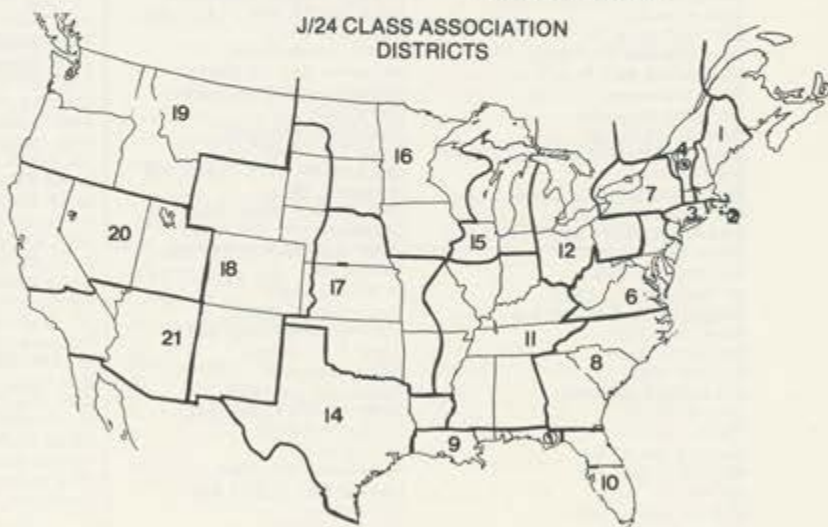
Jo Dunham  
P.O. Box 30485  
New Orleans, LA 70190

### LAKE GENEVA FLEET #96

J.S. "Skip" Ballje  
Rt. 1, Box 485-A  
Academy Rd.  
Fontana, WI 53125

### HILTON HEAD FLEET #97

Lewis Gunn  
15 Marsh Dr., Sea Pines  
Hilton Head, SC 29928





# Fleet Captains

## MINNETONKA FLEET #1

Doug Harding  
2337 Nottingham Court  
Minnetonka, MN 55343

## RARITAN BAY FLEET #2

Mike Hession  
272 Clinton Road  
North Brunswick, NJ 08902

## CORPUS CHRISTIE FLEET #3

F. John Shepherd  
3102 Santa FE, #12  
Corpus Christie, TX 78404

## NEW HAVEN FLEET #4

Dr. Sandy Lieber  
17 Hillhouse Ave.  
New Haven, CT 06520

## GALVESTON BAY FLEET #5

Jimmy Holton  
P.O. Box 505  
Seabrook, TX 77586

## LAKE ST. CLAIR FLEET #6

James Scannell  
17200 Sioux  
Detroit, MI 48224

Peter Griffin

40 Lake Shore Dr.  
Grosse Point Farms, MI 48326

## CHARLESTON FLEET #7

Rick Hunter  
104 Cleveland St.  
Summerville, SC 29483

## CHESAPEAKE BAY FLEET #8

Russ Potee  
964 College Drive  
Arnold, MD 21012

## CANYON LAKE FLEET #9

Lief Zars  
302 E. Nakoma  
Santonia, TX 78216

## KEY BISCAYNE FLEET #10

John Southam  
177 Ocean Lane Dr.

Key Biscayne, FL 33149

## NIAGARA FRONTIER FLEET #21

Peter McGennis  
2180 Elmwood  
Buffalo, NY 14216

## CHICAGO FLEET #12

Bob Lee

470 Park Avenue

Glencoe, IL 60022

## KEY WEST FLEET #13

Jack Woehrie  
2318 N. Roosevelt Blvd.  
Box 669

Key West, FL 33040

## PALM BEACH FLEET #14

Jack Wright  
721 U.S. Highway #1  
North Palm Beach, FL 33408

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West Chester, PA 19380

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Marion, MA 02738

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Fair Oaks, CA 95628

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79 Crompton Ave.  
W. Warwick, R.I. 02893

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546 Nagle Road  
Erie, PA 16511

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976 Muirfield Dr.  
Marietta, GA 30067

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8792 Silberhill Lane  
Austin, TX 78759

## WLIS FLEET #22

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Ogilvy & Mather Inc.  
2 East 48th St.  
New York, NY 10017

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Stowe, VT 05672

## LAKE GEORGE FLEET #24

Fran DiTommaso  
2 Hessian Drive  
Schuylerville, NY 12871

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Jeff Fisher  
Box 55  
Whitefish, MT 59937

## SEATTLE FLEET #26

Ed von Wolffersdorff  
2744 68 SE  
Mercer Is., WA 98040

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Henry Stanley  
2221 SW First #1223  
Portland, OR 97291

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Scott Killips  
131 Commonwealth Ave.  
Boston, MA 02116

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Mark Word  
10920 Dennis Rd.  
Dallas, TX 75229

## STOCKTON FLEET #30

Annette Stephens  
1049 Woodglen Ct.  
Stockton, CA 95209

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John B. Johnstone  
30 Stony Lane  
Madison, CT 06443

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106 N. Cove Ter. Drive  
Panama City, FL 32401

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Daphne, AL 36526

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Salt Kettle Boat Rentals  
Pagnet, Bermuda

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Box 3146  
Pensacola, FL 32506

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Angus Sailcraft Ltd.  
245 Queens Quay West  
Ontario, CANADA M5J2K9

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1031 E. Circle Drive  
Whitefish Bay, WI 53217

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Bob Acklin  
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Tulsa, OK 74145

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Richard T. Berg  
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Oklahoma City, OK 73120

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Win Fowler  
17 Tremont St.  
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Dick Fell  
3450 S. Columbine Circle  
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115 Colonial Drive  
Somerset, MA 02726

## MARINA DEL REY FLEET #49

Dr. Julius Grollman  
448 27th St.  
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Douglas Shore  
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Newport, R.I. 02840

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157 Enfield Falls Rd.  
Ithaca, NY 14850

## KANZA J-RACERS FLEET #53

Dale Brooks  
315 W. 16th  
Newton, MA 07114

## FT. WORTH FLEET #54

Toby Darden  
1212 Riddle Bank Building  
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## JACKSONVILLE FLEET #55

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4448 Ortega Forest Dr.  
Jacksonville, FL 32210

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Bruce Hagerty  
11002 Hansen Yacht Wayzata  
Minnetonka, MN 55343

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Stephanie Elliott  
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100 South Sierra Vista  
Santa Barbara, CA 93108

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880 Cambridge Way  
Reno, NV 89511

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Robbie Wilkins  
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7328 Country Club Dr.  
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Glenn Lambert  
1516 B. Osprey Court  
Chesapeake, VA 22232

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Bill Bush  
3075 West 39th Avenue  
Vancouver, B.C.  
Canada V6N2Z7

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Ted Beck  
5627 Kawaikuli St.  
Honolulu, HI 96821

## CHATTANOOGA FLEET #74

Pat Crowe, Jr.  
P.O. Box 909  
Chattanooga, TN 37401

## VERMILLION FLEET #75

Hank Reffner  
5101 Park Dr.  
Vermillion, OH 44089

## CARLYLE LAKE FLEET #76

Bill Miller, M.D.  
4050 Lindell Blvd.  
St. Louis, MO 63108

## NIAGARA FLEET #77

Larry Robinson  
7198 Boston-Colden Rd.  
Boston, NY 14025

## BUFFALO HARBOR FLEET #78

Robert Daley  
30A Wellington Court  
Williamsville, NY 14221

## BARNEGAT BAY FLEET #79

Arthur A. Topilow  
31 Mahoris Drive  
Wayside, NJ 07712

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5522 Vanderbilt Road  
Old Hickory, TN 37138

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P.O. Box 2003  
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## BEAUMONT FLEET #82

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Port Neches, TX 77651

## GREENWICH AREA FLEET #84

C.R. Westcott  
94 Havermeier Lane  
Old Greenwich, CT 06870

## TULSA FLEET #85

John Kerr  
5322 E. 26th Place  
Tulsa, OK 74114

## CLEARWATER FLEET #86

Jamie Topp  
4215 W. Sitka  
Tampa, FL 33614

## INDIAN RIVER FLEET #87

Chris Gates  
505 Holly Drive  
Satellite Beach, FL 32937



UNITED STATES



CLASS ASSOCIATION

ALL CORRESPONDENCE TO:

The Secretary,  
J/24 Class Association,  
P.O. Box 429  
Newport, R.I. 02840

## Membership Application Form

I, .....  
of .....  
Telephone: (Home) : ..... (Business).....

Hereby apply for (a) Full Membership  
(b) Associate Membership  
in the United States J/24 Class Association for the year 1980.

I am a member of the ..... club and interested in:  
☐ Racing  
☐ Cruising

The name of my J/24 is .....  
her sail number is ..... and her hull number is .....

I enclose my remittance in the sum of \$..... being Full Membership Fee (\$20.00)  
Associate Membership Fee (\$10.00)

Signed .....

Date .....



UNITED STATES



CLASS ASSOCIATION

ALL CORRESPONDENCE TO:  
The Secretary,  
J/24 Class Association,  
P.O. Box 429  
Newport, R.I. 02840

## Fleet Charter Application Form

I, .....  
do hereby apply for registration of the ..... fleet  
constituting or additional to, the following active members.

Name	Address	Hull Numbers
1 .....	.....	.....
2 .....	.....	.....
3 .....	.....	.....
4 .....	.....	.....
5 .....	.....	.....
6 .....	.....	.....
7 .....	.....	.....
8 .....	.....	.....
9 .....	.....	.....
10 .....	.....	.....
11 .....	.....	.....
12 .....	.....	.....
13 .....	.....	.....
14 .....	.....	.....
15 .....	.....	.....

The members of the ..... fleet  
agree to abide by the Class Rules, the By-laws of the United States J/24 Class Association and  
the District of which the Fleet forms part.

Signed .....  
Fleet Captain

Date .....

Address .....  
.....  
.....

Phones .....





## Learn More In A Week

When it comes to sailing, one never stops learning. A good program in the right boat can teach you more in a week than you might otherwise learn in several years.

### The Problem

As simple as the theory sounds, most sailing schools miss the boat. Solings, for instance, have balanced rudders, deep and narrow hulls and only small jibs. It takes an expert a full season to get the "feel" of the helm so as to know what to do with sail trim and rigging adjustment. Then, there's no overlapping genoa which is an important factor in most people's sailing.

Other schools offer instruction in 30-35 foot cruising auxiliaries. While these overcome the discomforts of hanging over the side and being wet most of the time, they are so sluggish that major sail trim and helming errors go by unnoticed.

### The J/24 Solution

With the stability of larger boats and the performance of a dinghy, the J/24 is the ideal teaching platform. The large cockpit, igloo cooler, on board head and comfortable berths enable you to enjoy the amenities of a fun weekend cruiser.

J/24's help the instructors to teach. Being equal, the difference in performance is in how you are trimming and handling the boat. The J plays this information back to you immediately. Why not improve your sailing skills on our new fleet of J/24's?

### "1st Rate" Instructors

J World instructors average more than fifteen years sailing experience in 470's Lasers, Windsurfers, J/24's, J/30's, Solings and Hobies. Drake Johnstone has been the director of both

J is a registered trademark of J Boats, Inc.

public and yacht club sailing programs over the past seven years. Stuart Johnstone was the U.S. Collegiate Sailor of the Year, twice All-American and is the dinghy racing coach at the U.S. Coast Guard Academy.

### The Newport Program

Whether you are 17 or 70, a daysailor, racer, cruiser, crew or J Boat owner, aspiring women's or junior champion, there's something J World can teach you:

- The application of racing rules.
- Sail trim and handling of genoa and spinnaker.
- Starting, racing strategy and tactics, helming for speed.
- Tuning and adjustment of the fractional rig for optimum performance.
- Coastal navigation, seamanship, safety and heavy weather sailing.

J World offers eleven five day sessions in Newport, R.I. beginning on June 14 and ending on August 29. Students will arrive Sunday for an evening cookout. From Monday through Friday students will have six hours of instruction per day, with the evenings free to explore Newport's waterfront restaurants, shops and historic mansions. Each day the student will receive extensive practice in boathandling through the use of various drills and short course races. Near the end of the week all students will partake in the 24 mile around the island race - a fun way to apply your newly acquired knowledge on currents and coastal navigation. Tuition is \$395.00 (excluding room and board) . . . you won't make a better investment in sailing.

For application forms, brochure and lodging details, please contact:  
J WORLD  
Box 1500  
Newport, RI 02840  
(401) 849-5492

**J**<sup>®</sup>  
**WORLD**



**1981  
Great Lakes Championship  
September 11 - 13  
Lake Minnetonka, MN**

**Host  
Fleet #1  
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