

J[®] 24



OCTOBER 1981

VOLUME 7

\$5.00

THE COMPETITIVE SPIRIT.

YACHTING COVERS IT...



...FROM EVERY ANGLE.

Whether it's a one-design regatta or the Bermuda Race, YACHTING is right there. When and where it's happening. Covering the sport from start to finish. Capturing every maneuver, the skill and technique of seamanship, the excitement of challenge and competition. So when you read YACHTING, hang on! You'll be that close to the sport.

Yachting
THE NEAREST THING
TO BEING
ON THE WATER.

Ziff-Davis Publishing Company/One Park Avenue, New York, N.Y. 10016 ZD



Cover Photo:

Doug Winton from London, England, at the 1981 Key West Midwinters.

Photo: Chris Cunningham

| | |
|-----|--|
| 3 | U.S. PRESIDENT'S REPORT |
| 5 | NEWS FROM J BOATS |
| 11 | READERS COLUMN |
| 12 | LOOKING BACK |
| 13 | SAILOR PROFILE |
| 15 | MIDWINTERS |
| 17 | TUNING TIPS |
| 23 | MAINTENANCE |
| 27 | 1981 SEARS CUP <i>Glenn Perry</i> |
| 31 | BUZZARD'S FARE <i>Peter Johnstone</i> |
| 33 | 1981 ADAMS CUP <i>Marion Hyde</i> |
| 34 | BLOCK ISLAND RACE WEEK <i>Mitch Carucci</i> |
| 37 | 1981 NORTH AMERICANS <i>Rod Johnstone</i> |
| 43 | BOTTOM PAINTS BEWARE <i>Jeff Spranger</i> |
| 47 | A TUNE-UP WITH THE PROS <i>Heather Campbell</i> |
| 49 | TEXAS CIRCUIT <i>Russell Painton</i> |
| 52 | CORT <i>Frank Rohr</i> |
| 57 | FLEETS |
| 79 | EVENTS |
| 80 | CLASSIFIEDS |
| 80 | WHAT'S IN A NAME? |
| 81 | CLASS ORGANIZATION |
| 82 | U.S. DISTRICT GOVERNORS |
| 83 | U.S. FLEET CAPTAINS |
| 86 | CLASS CONSTITUTION |
| 90 | CLASS RULES |
| 99 | MEASUREMENT CERTIFICATE |
| 103 | MEMBERSHIP APPLICATION FORM |
| 104 | FLEET CHARTER APPLICATION FORM |

The last few years have seen a substantial increase in activities of the J/24 Class Association. Most of us can still recall when the Class was only a handful of fleets.

Today, we have grown significantly to over 100 fleets. This growth brings with it larger responsibilities and a greater need for communications and organization to better serve owner needs.

With this issue of *J/24 Magazine*, the U.S. Class officers and myself wish to announce the appointment of Dick Tillman as full-time professional Executive Director of the United States J/24 Class Association. You will note that he is also assuming the same role for the IJCA. So, he will now be responsible for the full operations of both the International and U.S. Classes. His goal is to continue to develop a solid class organization based upon strong local fleets and districts.

The Class is extremely fortunate to have a person of Dick's caliber and experience at the helm. And I'm certain that all of you recognize the significance of the appointment and will give him all the support you can.

In addition, the officers of the Class, and particularly myself, wish to extend a farewell to Yvonne Burns who gave a tremendous effort to the Class during its inception. Yvonne will be helping Dick to get acquainted with operations this month. Both Yvonne and Lou Burns (former Class President) were significant factors in helping the Class grow to its present size, and I'd like to extend to them, on behalf of the Class, my sincere appreciation for their help.

Notice of Address Change. The Class has changed its address from Newport to:

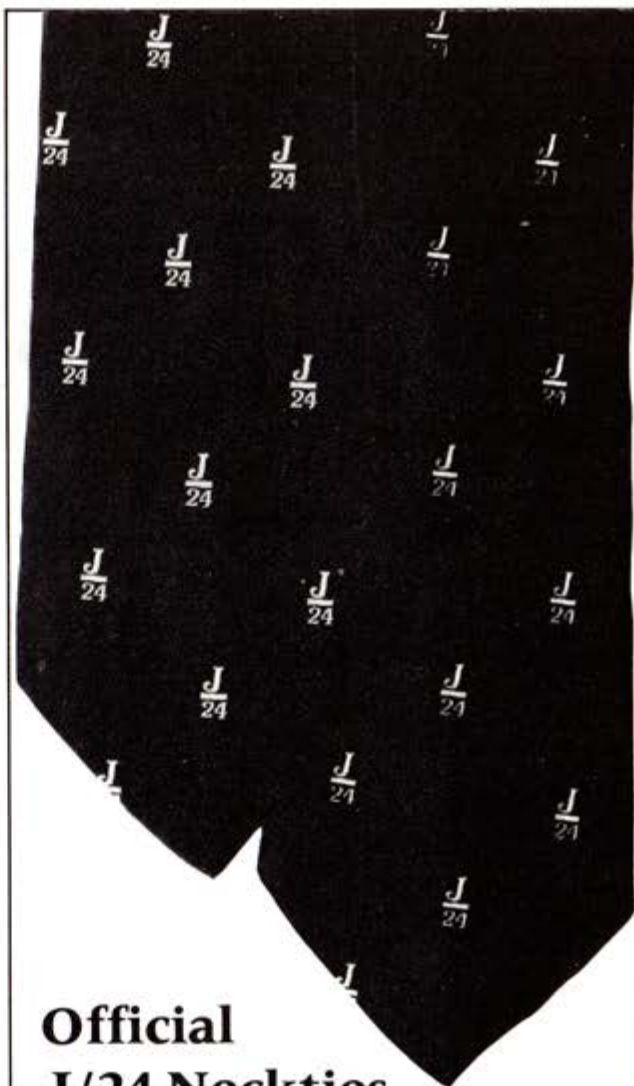
UNITED STATES J/24 CLASS ASSOCIATION
645 Caribbean Road
Satellite Beach, FL 32937
Telephone: (305) 773-4141

Notice of Annual Meeting. The Annual Meeting shall be conducted in conjunction with the Annual Meeting of the United States Yacht Racing Union and the USYRU Championship of Champions (conducted in J/24s) in St. Petersburg, Florida on Friday, October 16th at 1400 hours.

Agenda items include: (1) Vote on Mylar sails and Kevlar running rigging, (2) Election of Officers, (3) Approval of the U.S. Class Constitution, (4) Rule Changes to be presented to the IJCA at the Annual Meeting in London at the end of October, and (5) Selection of sites for the 1982 and 1983 Northamerican Championships.

The Class Association will again fund 50% of the District Governor's airfare or auto expense to and from the Annual Meeting, payable upon presentation of travel receipts at the meeting. This will apply to District Governors or their appointed delegate only. This funding is offered to encourage participation and proper representation of J/24 owners across the country.

Paul Kaufmann,
U.S. J/24 Class Association



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. In Canada, \$18.50.

Please specify quantity of each pattern desired.

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

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

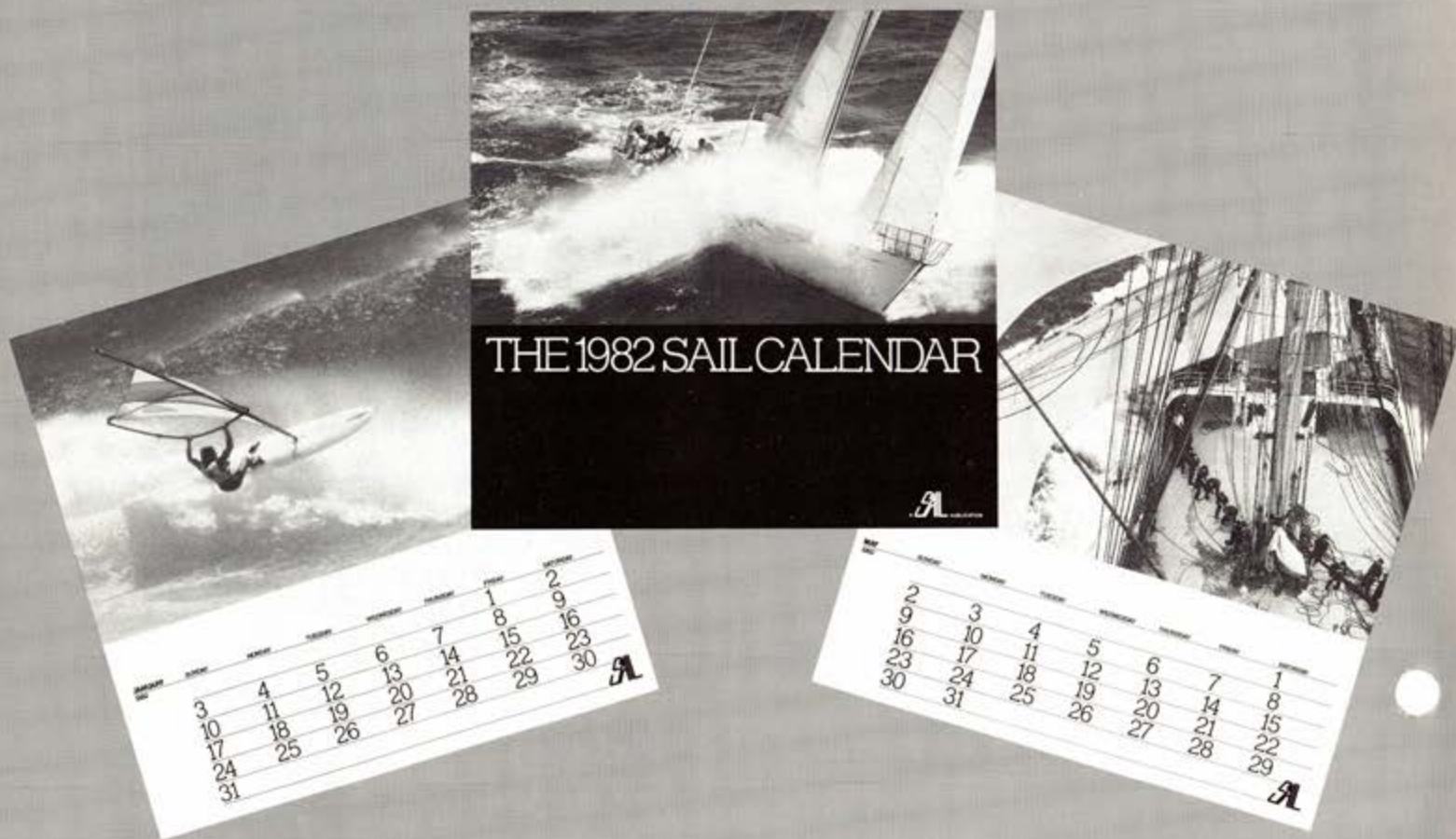
Please send me _____ ties. Enclosed is my check for \$_____ for _____ white insignia _____ international orange insignia _____ yellow insignia.

Mail to: _____ Hull # _____
Fleet # _____

Orders received by Dec. 1 will be shipped in time for Christmas.

THE 1982 SAIL CALENDAR

The most exciting visual adventure on the calendar market



SAIL's Sensational 1982 Wall Calendar Includes All of the Following:

- 12 full months of spectacular sailing scenes from the work of outstanding marine photographers
- 13 brilliant color photographs covering the world of sail from dinghies to tall ships, tranquil cruising to action-packed racing, ice-boating to windsurfing
- Selected and captioned by the staff of SAIL Magazine, the world's foremost nautical periodical
- Color-corrected fine-screen printing on #100 coated stock
- Each month measures 17 3/4" x 17 3/4", with space for notes and messages

- Metal spiral keeps calendar intact all year
- Customized cardboard box protects product, makes it easy for you to mail as a gift
- Guaranteed satisfaction or prompt refund
- Just \$12.95* brings you the experience of sail for all of 1982

Notice: The 1982 SAIL Calendar has been chosen by the Dolphin Division of the Book-of-the-Month Club as a *dual main selection* once again. No other calendar has ever received this honor.

BB001P 6.0

Sail Books

126 Blaine Ave., Marion, OH 43302

Please send me _____ copies of the 1982 SAIL Calendar @ \$13.95 (Includes \$1.00 for shipping.)

☐ I enclose a check or money order made out to "Sail Books."

DD101C.5

☐ Charge my Master Charge # _____

☐ Charge my VISA # _____

Name _____

Address _____

City _____ State _____ Zip _____

*plus \$1.00 for shipping

Progress

J/24 hull number 3000 was displayed in all its glory at the Newport International Sailboat Show in September, barely 4½ years since the first boat was delivered in April 1977.

Production has commenced in Brazil, Argentina and Italy since the last issue was published in March. And it is anticipated that a start-up will occur in Sweden within the next six months. The current national distribution is shown in the chart below:

GETTING LARGER EVERY DAY

Status as of September 1, 1981

| | | |
|-----|---------------------------------|------|
| 1. | United States | 2257 |
| 2. | United Kingdom | 129 |
| 3. | Australia | 115 |
| 4. | Canada | 108 |
| 5. | Sweden | 81 |
| 6. | Japan | 47 |
| 7. | France | 45 |
| 8. | Italy | 35 |
| 9. | Switzerland | 32 |
| 10. | Mexico | 31 |
| 11. | Ireland | 23 |
| 12. | Brazil | 20 |
| 13. | Virgin Islands (U.S. & British) | 19 |
| 14. | Belgium | 7 |
| 15. | Argentina | 6 |
| 16. | Bermuda | 6 |
| 17. | Denmark | 6 |
| 18. | Puerto Rico | 5 |
| 19. | Greece | 5 |
| 20. | West Germany | 4 |
| 21. | Holland | 4 |
| 22. | Curacao | 3 |
| 23. | South Africa | 3 |
| 24. | Guam | 3 |
| 25. | Uruguay | 3 |
| 26. | Chile | 3 |
| 27. | Venezuela | 2 |
| 28. | Norway | 2 |
| 29. | Hong Kong | 1 |
| 30. | Finland | 1 |
| 31. | Singapore | 1 |
| 32. | Tanzania | 1 |
| 33. | Spain | 1 |



Factory Team on Busman's Holiday. Ginny and Everett Pearson (builder), Quino Sanchez (Puerto Rican J Boats dealer), Mary and Bob Johnstone—who all sailed on the winning J/36 *Melissa I* at Antigua Sailing Week... shown here at the Admiral's Inn at English Harbour with their silverware and bubbly during the awards dinner.

Pan American Games Selection

The International Yacht Racing Union has taken the position that only boats with International Status can be considered for these games, which are scheduled next in Venezuela during 1983. Each country in North, Central and South America, as well as the Caribbean nations, is eligible to send two teams.

Initial support for inclusion of the J/24 was received from Mexico, the Virgin Islands, Argentina, Brazil & Venezuela. The USYRU withheld consideration during its spring meeting in Chicago, because the J/24 was not yet an International Class. They voted to support the Lightning and Snipe, which have been traditionally strong in the Western Hemisphere. The Star and the Soling are being considered, but there is some question, primarily originating in Canada, as to whether it would be better to concentrate Olympic development efforts on World Championships, leaving the Pan Am Games to classes with a broader popular base.

The J/24 gained momentum with the endorsement of the West Indies Yachting Association along with the national votes of member Caribbean nations. And the latest report is that the Venezuelan Yachting Federation has selected the J/24, Soling, Star, Laser, 420, and Windglider (or Windsurfer) as Pan Am Classes.

The J/24 is one of few designs that are raced one-design in the islands. John Foster has twice won the Caribbean Ocean Racing Triangle (CORT), which combines the results of the three major events: Rolex, B.V.I., and Antigua Sailing Week.



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 in sizes S, M, L and XL.

They are priced at \$25. each; In Canada, \$30.

A check for the full amount must accompany your order:

J Sweaters • 24 Mill Street • Newport, R.I. 02840

Please send me _____ sweaters as specified below.

| | S | M | L | XL |
|-------|---|---|---|----|
| Navy | | | | |
| White | | | | |

Enclosed is my check for \$_____

Orders received by Dec. 1 will be shipped in time for Christmas.

Mail to:

_____ Hull # _____

_____ Fleet # _____

International Status

Following the mid-year meeting in Oslo, Norway of the Class Policy & Organization Committee, the Executive Committee of the International Yacht Racing Union confirmed International Status for the J/24. This opens the door for one-design starts at major regatta weeks on the European continent, and places the J/24 in contention for selection by the IYRU when conducting World Championships under its jurisdiction. The Olympics, World Youth Championships, and World Women's Championships are examples of such events.

The French have suggested a World Cruising Championship to be held in France during 1982 with port-to-port races along the coast. The J/24 will be proposed for this event. Reproduced in this issue are the International J/24 Class Rules and Constitution as approved by the IYRU.

J/24 Film from Warren Miller

Warren Miller, best known for his ski movies, "Sports Bloopers," "The Shape of Speed," and the Laser film, "A Boat for All Seasons and Reasons," has been commissioned to produce a 20-minute film on J/24 sailing for release December 1.

Shooting has been going on at the North Americans in Rochester, Sears Cup in Noroton, Pacific Coast Championships, in Hawaii, at J World in Newport, at the plant, and aboard Warren & Kurt Miller's J/24 at various regattas including the 1981 Midwinters in Key West. The Championship of Champions will also be filmed.

As of this moment there are some unbelievable light-air, mark-rounding jam-ups at the NA's, and no word on "flying" a J/24 off a comb in Hawaii.

This will be an outstanding production for fleet meetings or for Annual Yacht Club Banquets this winter.

Notice of IJCA Annual Meeting

The first Annual Meeting of the International J/24 Class Association (IJCA) will be held at 0900 hours at the Royal Thames Yacht Club, Knightsbridge, London, England on Friday, October 30, 1981. This meeting precedes the Annual Meeting of the IYRU in London from November 2-6.

It is hoped that the presidents of all national J/24 Class Associations will attend or be represented at this session. Any changes in rules or the constitution must be submitted for consideration by the Board of Governors, who in turn must submit recommendations to the IYRU for approval prior to implementation.

Season's Opener a Success

The four-holiday concept outlined in the article "Burned Out With Too Much Racing?" on page 75 of the March issue is a great success!

At the Memorial Day Weekend opener, Dave Perry and Peter Isler from the USYRU Seminar team put on an outstanding program starting with on-the-water drills and on-shore

talks the first day. The second and third days featured chase-boat help to tailenders (we had to waive Rule 59 [Outside Assistance] in the Sailing Instructions), open protest hearings, and additional seminars.

Thirty-two J/24s and 10 J/30s participated. Everyone received an A.G.A. Correa engraved coffee mug and prizes were awarded to the top five finishers for the series, as well as an Instructor's Cup to the most improved. This was a far cry from the 10-15 boats which had been showing up for the every Saturday around the bay circuit in 1980.

The second regatta over July 4th weekend in Newport was equally successful with 28 on the starting line, good parties and a spectacular one-hour fireworks display billed as the largest in New England.

Combining the Seminar with the season's opener helped overcome the historical one-design class problem of trying to help the performance of those in the back of the fleet, so that they are motivated to participate and improve.

IT WORKS! If you want to schedule a USYRU seminar next year, please contact Jonathan Harley, USYRU, Box 209, Newport, RI 02840.

USYRU Championships

The contribution made to both the sport and the class growth by J/24 owners who generously lent their yachts for YRA Eliminations, Area, and Championship series of the Adams Cup, Sears Cup, Prince of Wales, and Championship of Champions events of the United States Yacht Racing Union cannot be overemphasized. All of us owe you a toast of appreciation.

One response to this support by the J/24 Class is the recently announced selection by the USYRU of the J/24 as the 1982 Sears Cup boat and the 1982 Prince of Wales match racing series boat.

The Sears Cup will be held in San Francisco Bay from the Richmond Yacht Club with Peter Boyce as Chairman. The committee was impressed by the boat-handling expertise of junior sailors on San Francisco Bay, flying chutes in 30 knots of air in the Area Semi-finals. And, subsequent to the selection decision, John Kostecki of the Richmond Yacht Club won the 1981 Sears Cup. So, they will be defending in home waters. The Sears Cup is open to juniors 17 years of age or younger.

The Prince of Wales finals will be held at the Royal Vancouver Yacht Club in British Columbia. This brings to six the number of major U.S. National Championships for which the J/24 has been selected.

Juniors of the World Unite!

Most J/24 owners have read the two-page ad which appeared in *Sail, Yachting, & Yacht Racing/Cruising* magazines of June 1981. This was less an ad than a point of view, which may in part be the cause of J/24 success, and can certainly be a major factor in the future of the Class.

Essentially, it states that there is little room anymore for the traditional open-cockpit, one-design sloop that most of us grew up with, and that the logical next step from the single-handed or "thrill" boats like the Windsurfer, Sunfish, Hobie Cat or Laser is a J/24.

There are three reasons for this: (1) the open-cockpit day-sailers are expensive and difficult to rationalize as a specialized junior boat that the balance of the family won't use; (2) the first-entry boats are far more exciting than they used to be, whereas in the 50's we couldn't wait to get our hands on the old man's Lightning or Thistle for high-speed thrills, and (3) sailing is more of a lifestyle sport with greater participation by everyone in the family over a longer season. Sailing around the harbor at high speed in a Windsurfer or Hobie gets to be old hat after awhile. The J/24 is about the smallest yacht with both the seaworthiness needed for expanding one's horizons to distant ports or coastal cruising and the capability of some high-performance sailing.

The sport of sailing is changing, and the J/24 is riding that wave. The problem is getting the message across to those who are unfamiliar with the boat or the dynamics of the sport.

Executive Director Appointed

The Executive Committee of the IJCA has appointed Dick Tillman, current Vice President of the USJCA and member of Indian River Fleet #87 as the Executive Director of the International J/24 Class.

As mentioned in the last issue, Dick authored *Laser Sailing*, has won three Laser North American Championships, was awarded the Martini & Rossi Trophy as the Outstanding Yachtsman of the Year in 1972, and was the International Snipe Class Commodore in 1972. So he brings a wealth of talent and experience to the Class, in which he is actively involved with his wife Linda and three lovely daughters.

PENDANT

Solid 14 karat gold or sterling silver pendant exclusively designed and made by Mar Richards.

This is an exquisite piece of jewelry which will become more valuable over time. A truly magnificent gift which will be worn frequently for casual or, formal occasions. (Pendant Chain Not Included)

\$250. 14K Solid Gold

\$ 75. Sterling Silver

In Canada:

\$306. 14K Solid Gold

\$ 92. Sterling Silver

Orders received by
Dec. 1 will be shipped
in time for Christmas



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

J/24 Pendant 24 Mill Street Newport, RI 02840

J Boats Vs. General Motors

Speaking of trademarks, you might be interested in the following exchange regarding J Boats and J Cars. If you disagree with General Motors' position, please let us know.

LAW OFFICES
SUGHRUE, ROTHWELL, MION, ZINN & MACPEAK
1776 K STREET, N.W.
WASHINGTON, D. C. 20006

Attention: Trademark Counsel

General Motors Corporation
Detroit, Michigan

Dear Sirs:

As trademark counsel for J Boats, Inc., of Newport, Rhode Island, I note the recent adaptation of what appears to be a model designation for a new series of front wheel drive cars, i. e., J-cars, as per the attached article, by General Motors.

I am taking the liberty of enclosing a copy of one of J Boats' recent advertisements on its line of premier sailing yachts. Its J-24 yacht was designated as the major advance in racing sail boats in the past decade, has international appeal with the J Boat line being manufactured in Japan, Great Britain, Australia, and being sold throughout the world under the federal registered trademark J. For your information, a copy of Trademark Reg. No. 1,093,725 for the mark is enclosed.

Additionally, J Boats, Inc. has designated its yachts under designations J-24, J-30 and J-36. J Boats believes that its extremely valuable trademark rights are in possible jeopardy by your selection of the J designation for your new line of cars and is also concerned with the selection of the letter J and number combination for model designations, i. e., Pontiac J-2000.

I am sure that General Motors is not desirous of involving itself in trademark problems based on any knowledge it may previously have had as to J Boats Inc. and its federally registered mark or based on the knowledge resulting from this letter of notice.

I would appreciate a response and an indication of the manner in which General Motors will assure J Boats, Inc. that it will not interfere with these valuable trademark rights.

Very truly yours,


Donald E. Zinn

GENERAL MOTORS CORPORATION

Donald E. Zinn, Esq.
Sughrue, Rothwell, Mion, Zinn & Macpeak
1776 K Street, N. W.
Washington, D. C. 20006

Dear Mr. Zinn:

Thank you for your letter of February 27, 1981 concerning the use of the trademark "J" by your client, J Boats, Inc.

For many years, it has been the practice of General Motors to designate its various car bodies internally with letters of the alphabet. With the designation of the X body cars and the J body cars, the public became much more interested in these letter designations and as a result there has been considerable publicity of the X and J series of cars. As you noted in your letter, Pontiac has designated the J car model which it will sell as the J-2000.

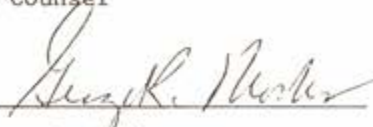
In our opinion, the likelihood of any confusion as to origin of these vehicles or association with your client because of the use of the letter "J" is non-existent. This is so because the products, boats and automobiles, are substantially different and they are purchased by sophisticated buyers who well know the source of the product which they are buying. Furthermore, in the case of automobiles, the designation J-2000 is a secondary mark identifying a model of the Pontiac automobile and the primary names Pontiac, Chevrolet, Cadillac, Buick and Oldsmobile are prominently displayed on each vehicle.

We are confident that the use of the designations J cars and J-2000 by General Motors is in no way associated with or detrimental to your client's trademark and name.

Very truly yours

OTIS M. SMITH
General Counsel

By


George R. Mosher
Attorney in Charge
Trademarks - Copyrights



Sailing Is An Art

So why not enjoy the beautiful lines of your J / 24 in these *limited-edition* stainless-steel sculptures. Each miniature yacht is a 6 inch, fully detailed sculpture of the J / 24, mounted on a 1/2" bevelled glass plaque which carries the class insignia. Your sculpture may be personalized with a sail or hull number if desired.

Every artwork is signed by Wes Johnson, creator of these beautiful limited-edition sculptures. Only 200 copies will be created and will be registered with an individual series number. Order today for personal gifts, or for your club awards program. Send \$250.00, bank check or money order to:

WINDART

5750 Holiday Court
Minnetonka, MN 55343
(612) 934-9439

*Minnesota residents add 5% sales tax.
Other sailing related art is also available; ask for our free catalog.*

Sail Royalty Stamp

The IJCA Executive Committee approved implementation of a U.S. fifteen dollar per sail royalty fee on all sails delivered to owners, effective November 1, 1981. The revenue received shall finance the International Office of the Class and assist national J/24 Class Associations not yet capable of funding their own organization through owner dues.

If you receive a sail after the above date, please be sure the Royalty label is affixed near the tack or clew (if spinnaker) as these will be checked for at regattas during 1982, including the Midwinters in Miami.

USISA Sailor's Grant Program

One benefit of International Status is that J/24 sailors now qualify for United States International Sailing Association's assistance in attending world championships.

Further, sailors campaigning a J/24 on an international level may benefit from tax-deductible contributions to the USISA which are earmarked for the travel expenses associated with their efforts.

For additional details, contact Dick Tillman at the Satellite Beach office. Similar programs may be available in other countries, so check with your national sailing authority.

J World

There is some confusion as to who owns whom. The answer is neither. Rod and I have licensed J WORLD INC. use of the J trademark for conduct of sailing instruction operations worldwide exclusively in J/24s or other J boat designs. J WORLD is owned by Stuart, Drake and Jeff Johnstone, our sons, who run this financially independent school.

The initial unit was established in Newport, RI and attended by 232 students from as far away as Hawaii and Puerto Rico. It is a five-day program featuring advanced boat handling, tuning and tactics with full-day sessions on the water at a cost of \$395 per week, excluding meals and lodging.

A midwinter program has been announced in national magazines for Key West, Florida starting in January 1982 with the added feature of a women's week and an intermediate's week for less experienced sailors.

More information can be obtained by writing J World, Box 100, Newport, RI 02840 or calling (401) 849-5492.



RESEARCH & DEVELOPMENT IN ACTION Designer Rod Johnstone, Executive Director Dick Tillman, U.S. Laser Class President and Fleet 99 Captain Jack Couch and Jeff Johnstone of J World on board RAGTIME (US 1) at the 1981 Midwinters.

Traveling U.S. President

The snow has barely left the ground and once again our fearless leader has hit the road, albeit for pastures closer to home! Paul Kaufmann, Class President, attended a pre-season kickoff meeting for the Marblehead Fleet this month. The turnout was tremendous with close to 40 participants. Scott Killips, Fleet Captain, Bill Whitmore, District Governor, and Skip Whyte all gave presentations on boat handling in anticipation of the summer events. Marblehead has really entered into its own. I remember when the first J/24 hit the water four years ago. Today, Marblehead has about 40 J/24s in the harbor and consistently fields 25-30 Js each weekend for their racing events.

Scott and Bill have really made an effort at introducing J/24s to a wide range of people. This particular get-together was "open" to both Fleet members and others interested in listening. Skip Whyte (as usual) stole the show with his 30-minute discourse on how to trim the twing line (port side) in a run. Many thanks to all three of you for your hospitality and efforts at developing a strong District.

Paul Kaufmann

Safety Article Reprints

The article on safety in the J/24 Magazine for March, 1981 is superb. Could we order free reprints or have permission to reproduce the article for distribution without charge to our sailing classes?

There are now about six J/24s here on Lake Mendota with more sure to come. It is a fine boat, and I rather envy those who have them.

With best wishes.

*O. W. Martin, Jr.
Vice Commander, Flotilla 95
Ninth U.S. Coast Guard District Auxiliary*

"Jellybean" Express

We were very pleased to receive the latest J/24 Magazine, which arrived last week. Would you please advise us if there is any money outstanding for this latest issue; also can we send you a draft so we can receive further issues of the J/24 Magazine and Newsletters?

Our J/24 *Jellybean* has been raced all this season (our first) and we couldn't be more pleased with it. The biggest trouble in our club is lack of crew, and often just the two of us sail it, even in all-day races, and we still do rather well in light weather. Our ages are forty-five and fifty.

*John & Shirley Hartnett
Moonee Ponds, Australia*

An Off-Season Project

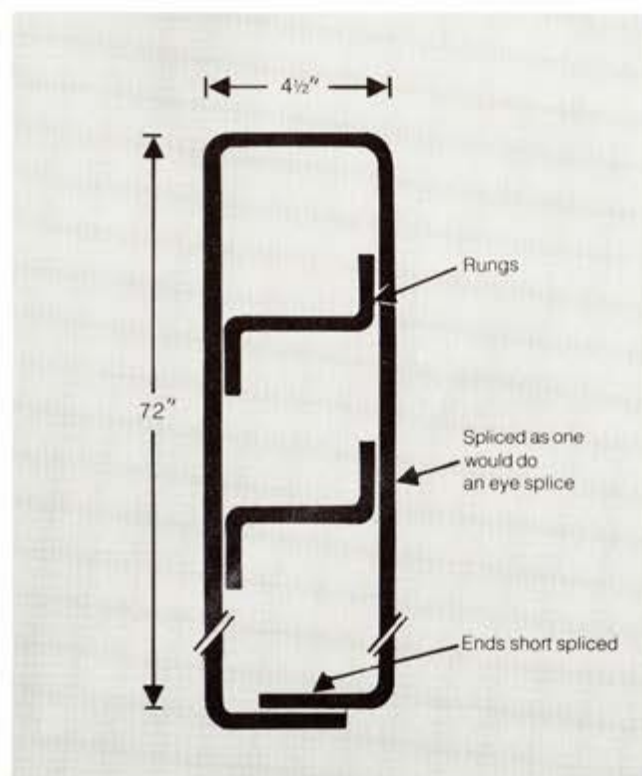
At a long past Pelagic meeting, I showed a rope ladder for my Flying Scot. This served well in our one man-overboard emergency as well as for swimming. Because of the larger hull of the J/24, as well as the desire to include improvements, I made a new ladder for *Hyacinths*.

The new ladder is fabricated of $\frac{3}{8}$ " line. I folded the main piece of line in half and spliced in the rungs in succession, starting from the top as shown in the diagram. These are spliced as one would do eye splices. Finally, the ends are spliced as a short splice. Splicing shortens line, so the sides should be cut about 10% longer than the finished dimensions indicate. The rungs are about 12 inches apart and start as pieces about 20 inches long.

Either end of the ladder may be dropped over a winch or cleat. The Primary Winches on the J are about two feet in-board. With two feet of freeboard and a two-foot length in the water to start climbing, the new ladder is 6 feet with 6 rungs.

Made of $\frac{3}{8}$ " line, it is not the height of comfort to stand on. But then few ladders of this length fit in a $3\frac{1}{4} \times 3\frac{1}{4} \times 14$ " bin which can be mounted in the port cockpit locker. If the bin is made 17 inches, there will be room for the horn. Crews planning to sail with me next summer, please note location and purpose.

Russ Berg



Looking Back

Two Years Ago

Fish Helps Dethrone Champion At 1980 Midwinters

by Grant Donaldson

Things were going badly enough with a low finish in one race and a disqualification in another, but when the 25-pound kingfish started snapping at his bare legs it was almost enough to make Mark Ploch throw in the towel.

Ploch, a Clearwater sailmaker, was back in Key West, Fla., January 14-18, along with 57 other J/24s, to defend his two-in-a-row J/24 Midwinter championships. But a combination of tactical errors kept him in the lower standings for the first two races and by the time the spate of bad luck was over another west coast crew with John Jennings on *Black Star* had moved into a dominant lead over the rest of the field.

Ploch said he thought the bad luck was over after the wind went light and he finished 29th on the first day and then was disqualified from the second race when he went over the line early. But as he was near the end of the third race in good position on Wednesday, a kingfish jumped about 12 feet into the air, hit the spreaders and torpedoed down the mainsail into the cockpit where Ploch was trying to concentrate on helming the boat.

"I was screaming for them to kill it and they were hitting it with everything they had. One of the guys finally beat it to death with a winch handle. There was blood and slime everywhere," said Ploch. They lost several places during the melee but had repassed some of the boats and were nearing the finish line when the fish regained consciousness and had to be belted again. This time the crew did a better job on it. Ploch said the fish meal was about the only reward he had for the series.

When the crew returned to their hotel room they discovered someone had stolen their money and credit cards.

Five Years Ago

Rod Johnstone and friends lifting the original Ragtime onto its keel. In the background is the now famous garage at 57 Elm Street, Stonington, Connecticut which was 24½' deep, with 9' wide doors—and that determined the size of the boat.



Bob Johnstone interviews film maker Warren Miller who is now in the middle of creating a 20-minute J/24 film for release December 1, 1981. Since this came about because of Warren's involvement with the J/24, we thought readers would like to know more about Warren than the fact that he produces highly entertaining films.

JOHNSTONE: Warren, how did you get into film making?

MILLER: I bought my first still camera when I was ten years old, for 35 cents. I bought my first movie camera the day I got out of the navy, for 95 dollars, with my mustering-out check to pay for it. I had seen ski films prior to that. I was really into skiing and surfing at that time and the first 8mm pictures I took were in Yosemite that same winter. One thing led to another and it looked like a good way to travel around the world and pay for my trips. Since 1945 I have been doing pretty much just that.

JOHNSTONE: When did sailing come into the picture?

MILLER: We lived on the beach in Hermosa in the early 1960's and it was slowly coming into focus in my mind that the surf was good 5% of the time and the wind blew 95% of the time in that part of the world. I was looking for a boat that I could park on the beach in front of my house which of course led to a catamaran. It was sheer luck that I stumbled across Carter Pyle's Pacific Catamaran, a high-performance boat that was about two decades ahead of its time. For example, in those days they hadn't invented roller reefing gear yet and you had a big inch-thick by four-inch-wide piece of wood going up the luff on which to roll the jib when things got to blowing too hard. Keep in mind I knew absolutely nothing about sailing. I thought these boats had only one speed—full throttle—and just pulled the main in and took off. One thing led to another. I got talked into going to a race. Saw everybody with spinnakers and trapezes on their catamarans, except me. From there I had a ten- or twelve-year love affair with the Pacific Catamaran. I managed to work my way up to second in the national a couple of times and two or three times I was fifth. It was a great time in my life because my older son Scott crewed for me the first four or five years of my sailing career, then my young son Kurt, who now steers the J/24 on which I crew, started out in that trapeze on the P-Cat when he was nine years old and weighed 60 pounds. His light weight led to the development of two trapezes on the boat, at my insistence, so I could remain competitive. I also fought for the elimination of a luff spar. The second time we got second in the national championships, I felt it was time to move on, so I purchased an Olympic Tornado. About that same time I lost my son Kurt to a Laser. The fact that he was to the point in life where he knew more than I did about sailing led to the question of who was gonna be captain and who was gonna be crew. He went on to the Laser and subsequently a Finn, and now we're back together on the J-boat. That is the reason why I call it *Ameri-*



Film Maker: Warren Miller

can Express. I just come along for the ride, pull a line now and then and bring my American Express card.

JOHNSTONE: What attracted you to the J/24?

MILLER: Several reasons. One is the incredibly high level of racing competition. For me it is really exciting to go across the starting line and race against other skippers who have other identical boats where the skipper has won an olympic medal. In the Midwinters in Florida last year one skipper, Cam Lewis, had won the Finn Gold Cup twice in a row. There is only one other sailor in the world that has ever done that and that is Paul Elstrom. That's exciting racing. The boat is not a development class. The rules are very tight. There are no loopholes that are not plugged up within minutes of when someone discovers them. The boat can be trailered. It is a worldwide class so that if my desire and pocketbook mesh at any one time I can charter a boat most anywhere in the world and either race or cruise. My primary interest in the boat is racing. However, I do like to do a lot of solo sailing and it's ideal for one-man passages to Catalina. From where I'm coming from it is not a very comfortable cruising boat, but then there is no such thing as a cruising boat under 30 feet. In spite of what all of the promotion and publicity says, it is still camping out. That is not to say that I don't like to camp out. Let's just say that if I am going to go on a week-long cruise I will probably charter a 30- or 35-footer rather than take my 24-footer.

JOHNSTONE: You said earlier that you crewed for your son. How does that work?

MILLER: In certain instances it is incredibly difficult. You have to remember that I have sailed almost since he was born. I have a lot of things tucked away in my brain that come to the surface every now and then that are definitely in contradiction to what he wants, believes, and sees. I have learned that rather than have a confrontation with him, I usually feed my

advice or suggestions through a member of the crew that he respects and they get the job done. Say what you want, sons still have the attitude that Dad's telling me to tie my shoes or wipe my nose, when we offer creative suggestions. One of the things that I do know as I have gotten older is that I know what I don't know. Other than that, and aside from the generation gap, I seem to get along for the most part a lot better with my son and his peer group than with people my age. I can remember when 40 years old seemed ancient and by the time this thing gets published I will have probably celebrated my 58th birthday.

JOHNSTONE: How competitive do you think that combination is?

MILLER: Bob, one thing that keeps sticking in my mind was many years ago when I showed up on the dock with my then 8-year-old son, Kurt, to crew for me in a high-performance catamaran with a 350-square-foot spinnaker. One of the guys on the dock said, "Warren, why do you mess around with such a small crew? There is no way in the world you can win a race." At that point in time I told him that I would rather come in next-to-last with my son than first with a jock off the dock. I have always had that philosophy and I think a little bit of that has stuck with my son. I hope he'd rather come in next-to-last with his father than have four All-Americans on the crew. You have to remember, though, we don't go out there and race to come in anywhere but first. Once in awhile we do that. Once in awhile we come in second from last, but in any given race, we do the best possible job we can with what we have that day. All in all it's a good, working relationship, I feel. You probably ought to ask my son Kurt his opinion.

JOHNSTONE: Warren, I have been told that while producing this J/24 film, you are actually filming during a race. Is that true?

MILLER: Yes, it is. There are times during the count-down when there is no way possible for a boat to be in the tight maneuvering situations that you are in as a competitor, and since I can stand down in the cabin, I am able to get some never-before-photographed scenes of starts. There are other times as the fourth or fifth member of the crew that there isn't a whole lot for me to do, on a spinnaker reach, for example, other than sit there. It is easy for me to grab the camera and turn it on. In addition to filming while racing, I feel very strongly that to bring the true experience of the boat to the screen, you must have the experience of going around the buoys, or just sailing the boat, in general. Sure, it is distracting for the crew to have me running the camera at that point in time, but rest assured, I have raced enough to know when I can and when I can't take pictures.

JOHNSTONE: Warren, you said earlier that a lot of your racing or most of your racing experience has been in catamarans. How do they compare to the J/24? How do the performance and physical demands of catamaran sailing compare to those in a J/24?

MILLER: It depends entirely on the wind velocity in a J/24. You have to remember that the P-Cat we used to race had a 350-square-foot spinnaker on an 18-foot hull, so the power/rate ratios were phenomenal. Five hundred pound boat, 600 square feet of sail. When I sailed a Tornado I think one of the most physically demanding times I had on it was when I singlehanded from Redondo Beach to Catalina, a distance of 30 miles. It took me 2 hours and 40 minutes to get there, I had a root beer and an ice cream cone and turned right around

and sailed back in an hour and 40 minutes. Everything was nearly perfect—wind direction, size of sea and, most important, my mental attitude at the time. However, in racing around the buoys in a J/24 in a place like San Francisco, in 20 knots of wind when you have a 6- or 8-boat overlap at a leeward mark, I don't think anything could be more mentally and physically demanding than that. With some spinnaker reaches I have been on when the J is up on a plane and really honking along, the exhilaration—the emotional adrenaline that it gets going—really more than buries the physically demanding aspect of it. You have to remember that it is a very lightweight boat and takes a big crew on the rail in heavy winds. From hiking way out on one tack to hiking way out on the other, your body has to move that 8½ feet from side to side, lines have to be tended. It's not a boat for overweight people, nor senior citizens. Perhaps that's one of the reasons why I like it as well as I do. It is reasonably physically demanding. However, physical demand and high performance go pretty much hand in hand in any one-design sailboat. Yes, I'd say that's definitely one of the reasons I bought the boat. I like the challenge. At the same time, three little kids that don't weigh 250 pounds between them can sail the boat very effectively in light winds, but then maybe that is physically demanding for them and their light weight. I can't answer that question.

JOHNSTONE: You recently trailered your boat from Los Angeles to Key West, Florida and back. That's some trip!

MILLER: Actually, it was pretty simple. I gave my son Kurt and crewman Steve Grillon a Visa card, ten gallons of coffee and two gasoline credit cards and told them that I would meet them there in five days. I then just jumped on a plane, went to New York for a "Good Morning, America" appearance, spent three days in the city, got on a plane and flew to Key West where my wife and I met Kurt and Steve. They had driven 24 hours a day for three and a half days, or a little over 1,000 miles a day. If you would like me to comment on my Key West experience, I would like to interject a couple of things in it. One is that they had, as you know, the coldest day in the history of Key West, I believe. It was either 43 or 46 degrees. But all in all, very pleasant sailing once the races got off. If you can bear with me for a moment while I divert... My personal feeling is that races of the magnitude of Key West should have a professional advisor who directs the local race committee. Then, when you travel 7 or 8,000 miles to race a boat, you know that you're going to have the best-run race that money can buy. After all, you spent a bundle of money to get there, somebody could spend a little more money in that direction and assure you of a better overall round-the-buoys time. This is not to negate the incredible level of sailing skills which were exhibited at that regatta. I wish every regatta we entered was of that skill level. Don't forget, my son Kurt has twice been named an "All-American Sailor" in college and I think I consider myself very lucky to get to ride around on a boat that has that caliber of skipper and crew. Not that I fit into the category. But perhaps what I lack in ability is made up for with the occasional use of our American Express card.

JOHNSTONE: Thanks, Warren. We all look forward to seeing your film. Maybe we'll call it "J Crazy."



Midwinters V

Site Racing will be on Biscayne Bay. J/24 Fleet #10 and the Bear Cut Sailing Club will be co-hosts.

Rules The Championship will be governed by the racing rules of the IYRU, the prescriptions of the USYRU, the current rules of the International J/24 Class and the sailing instructions.

Eligibility The Championship will be an open event. Skippers need not be members of a National J/24 Class Association.

Schedule

| | | | |
|---------|------|-----------|-----------------------------|
| Dec. 27 | Sun. | 0700-1700 | Launching & Measurement |
| | | 1200-1700 | Registration |
| Dec. 28 | Mon. | 0700-1700 | Launching & Measurement |
| | | 1200-1700 | Registration |
| | | 2000-2030 | Skippers Meeting |
| Dec. 29 | Tue. | 1000 | Warning Signal Race #1 |
| Dec. 30 | Wed. | 1000 | Warning Signal |
| Dec. 31 | Thu. | 1000 | Warning Signal |
| | | 2000 | Orange Bowl Parade |
| Jan. 1 | Fri. | 1000 | Warning Signal |
| | | 1700 | Trophy Presentation Cookout |
| | | 2000 | Orange Bowl Game |

Racing The Midwinters will consist of as many as ten (10) races. Assuming more than 60 entries, the Fleet shall be divided into four groups to sail a round-robin series of as many as six races on Tuesday and Wednesday. Before Thursday's race, the fleet will be divided in half. The top half shall constitute the Championship Division counting all races (including the round robin). The Consolation Division or bottom half shall start anew, not counting the round-robin races.

Course 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.

Scoring A low-point scoring system will be used. There will be no throw-out and the 720° rule will be in effect.

| | |
|----------------------|------------------------------|
| 1st Place — 1 Point | DNF — Finishers plus 1 Point |
| 2nd Place — 2 Points | DSQ — Entrants plus 1 Point |
| 3rd Place — 3 Points | DNS — Entrants plus 1 Point |

A tie on total points will be broken in favor of the yacht with the most firsts, seconds, etc. If a tie still exists, it shall be broken in favor of the yacht with the best placing in the last race sailed.

Inspection & Measurement

Partial or complete measurement may be performed on any yacht at any time during the regatta. Four sails will be stamped before completing registration.

Entry

Entries may be made before December 1, 1981 by sending a check for \$125 payable to Bear Cut Sailing Club to: John Southam, 177 Ocean Lane Drive, Key Biscayne, FL 33149 Telephones: (305) 361-7429 (home) and (305) 350-7385 (office).

Entries postmarked later than November 30 must add a \$25 late entry fee. Entries must be accompanied by a copy of the yacht's 1981 Measurement Certificate.

Entry includes crane and dockage fees at Crandon Marina on Key Biscayne from December 27 through January 2 only.

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.

Price: \$25; In Canada, \$30.

A check for the full amount must accompany your order.

Orders received by Dec. 1 will be shipped in time for Christmas.

J/24 Blazer Emblem

24 Mill Street
Newport, RI 02804

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

Mail to: _____ Hull # _____
Fleet # _____

TAKE THE LEAD

Horizon Sails dominate North American Championships. In the most competitive and largest championship in J/24 history, Horizon Sails took five of the top eleven places and won seven out of fourteen races.



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 & Jörnstedt 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

Tips on J/24 Heavy-Weather Sail Trim

by Mike Toppa

Mike Toppa has been working at North Sails Chesapeake for several years, designing spinnakers and selling North sails. Last year he took a "sabbatical" to sail on the Twelves as part of the *Freedom/Enterprise* team. He also designed several North 12 Meter spinnakers, including chutes which *Freedom* carried in her final inventory. Mike is back in Annapolis now, working hard and sailing his J/24 for fun.

The J/24 Midwinters were again held in sunny Key West, Florida in conditions that ranged from five knots with a lot of chop to twenty-five-plus on the last day. The regatta was won by Augie Diaz and crewmen Dave Hillman, Ken Reed, and Jim Alman. Augie did a fantastic job, sailing smart—he was first at almost every weather mark and never had to count a race where he finished below third. Augie used North sails which are the latest generation of North's "J" sails and were developed from the 12 Meter shapes that were proven fast this past summer and from boat-for-boat testing that was done by Dave Hirsh and Bruce Golison last December.

I decided to go a few weeks before the regatta, and found a secondhand boat which hadn't been raced very much. It had the standard deck layout, and I wanted to add barberhaulers, spinnaker twings, etc., but didn't have the sailing time to experiment with exact placement of the fittings, so we checked out other boats and Jeff Moore (one of my crew who sailed with Ed Adams, North American champion last year and runner-up in the Worlds the previous year) had many good ideas to contribute.

We knew it would probably blow in Key West, so we set up the boat so we could do as much work as possible without leaving the weather rail. We started with the jib sheeting arrangement. In course racing there is normally a lot of tacking. Someone always has to be to leeward to pull the jib sheet in and grind in the last couple of feet, taking at least 20 seconds after every tack—no matter how good the crew is. When it's blowing, that extra 170 pounds to leeward keeps the boat heeled and cuts down noticeably on acceleration after tacking. To alleviate this problem we practiced cross-sheeting (leading the leeward sheet to the weather winch) so that the crewman in the cockpit could be on the weather rail with the tail of the jib sheet in his hand. The helmsman could then crank in or release the sheet slightly and make slight trim adjustments himself. Tacking was tricky (preventing overrides and tangles, etc.), but with practice, it smoothed out. To start the tack the helmsman would take the handle out of the winch and as the boat went through the wind the crewman with the jib sheet would jump into the cockpit, cast off the old sheet, grab the new one, start to sheet and get up on the weather rail. At this point the jib was 85% trimmed and the boat would be just starting to heel on the new tack. The helmsman would then slide the handle in and crank in the remainder to trim the



I'll Go! *blasting to windward through the sea off Key West—note the twist in the jib.*

jib correctly. Timing had to be good (make sure there are no kinks in the sheet), but the reward was a boat that came out of a tack flat and not oversheeted.

In addition to sheeting the jib differently we eliminated two other potential problems with the jib. We hooked the foreguy into the foot of the jib to keep it from catching on the lifelines and we used a single, long jib sheet looped in the clew of the jib to eliminate the line tangle which so often hooks on the shrouds.

Next we worked on a barberhauler system. We added a small winch on the port side of the cabin top about the same place as the halyard winch on the other side. We then secured the halyards in jam cleats so the halyard winch would be free on the starboard side. The barberhaulers were led from the leeward side across the hatch to the weather winch. The middle man on the rail could adjust the trim by simply turning around. With the ability to easily adjust the barberhaulers, if you were to weather of someone and wanted to drive over the top, you could just trim it and crack off a bit and you'd be there. A little adjustment makes a big difference, but upwind we

didn't barberhaul more than 2-3".

We felt that, when it's blowing, the ability to adjust sail trim from the rail whenever possible is important, especially in boats like the J or in any small boat where crew weight is a large percentage of the total displacement. Keeping crew weight on the rail keeps the boat flat and moving fast!

Many yacht manufacturers have helped to sponsor championships for their boats, including Hobie and Performance Sailcraft, but not on the scale of the Swan Cup, co-sponsored by Nautor (Finnish manufacturer of all Swans) and Costa Smeralda Yacht Club (the Aga Khan's yacht club), on the Emerald Coast of Sardinia. Originally planned as a regatta for Swan 65s, the idea grew to include all Swans and resulted in 60 Swan yachts from 16 countries gathering in Porto Cervo at the end of August. Two other series run immediately afterward—the World Maxi Boat Championship and the Sardinia Cup (co-masquerading as the World Championship of Ocean Racing with the Admiral's Cup)—ensured that the Costa Smeralda looked like a convention of the world's best ocean racers. Both of these latter series were won by North-equipped yachts, *Bumblebee 4* and *Yena*, respectively.

Although most Swan yachts are owned by yachtsmen who place seakindliness, cruising, comfort and pure quality on an equal level with race performance, all the Swans were well-raced and the crews of several (*Black Swan*, the winner, with all North sails, *Casse Tete V*, *Sophie B* and *Pride*) were skilled enough to win the Admiral's Cup itself!

In the first race (a day race) the Swan 39 *Black Swan* finished second on elapsed time to the Swan 65, *Yellow Drama*,

and easily won on corrected time from *Bierkaai* (a Swan 38) and *Tikka II* (a Swan 43). *Black Swan* used her 3.4-oz. Mylar #1 genoa throughout the race, sailed in apparent winds ranging from 4 knots to 16, while many non-North-equipped competitors were changing their Dacron genoas several times.

The second race, 32 miles, was a long beat in 25 knots of wind, followed by a long run during which the breeze piped up to well above 30, making for some exciting spinnaker flying. *Black Swan* sailed conservatively to a 4th, while the Swan 441 *Casse Tete V* won.

The wind continued to increase, forcing the postponement of the 3rd race for a day. The next morning's course was a lovely 5- to 10-knot beat up the coast and into Maddalena Bay, followed by a shy spinnaker reach, another beat and a run to the finish. Calm spots hit much of the fleet during various portions of the race. *Casse Tete V* won again, with *Black Swan's* 2nd giving her a comfortable lead going into the final medium-distance race.

Unfortunately, a badly lit mark resulted in much confusion and many protests and ultimately the cancellation of race 4.

North inventories were aboard the leading Swan 39, Swan 411, Swan 41 (partial), Swan 47 and Swan 57!

The good winds, relatively smooth water and the courses set along the lovely Sardinian coast made for wonderful sailing. Nearly all of the 500+ competitors went home determined to be there again in 1982 for the Second Swan World Cup.

FINALLY, THE ONE PIECE SUIT THAT'S LIGHT, WHITE WATERPROOF & COMFORTABLE... RAIN OR SHINE!



Take advantage of our J/sailor offer of a 20% discount from the \$187.50 price by ordering four or more with accent racing stripes to match your boat. Call or write:

WEATHERWEAR, INC. 105 Water Street · Stonington, CT 06378 · (203) 535 · 1721

The "HJ" Way

by Peter Warren

There are four basic factors that lead to victory—crew work, tactics, boat speed, and plain old luck. We had them all at the 1981 North Americans but boatspeed was the key to victory.

Superior speed is derived by optimizing the boat both above and below the water, the latter being a "labor-of-love" type activity.

Thus, the first order of business was to minimize *HJ*'s resistance through the water. The keel and rudder were faired at Stokes Boatworks in Marblehead, Massachusetts. The sand-fill-sand repetition process followed by a final gelcoating resulted in virtually perfect 'blades.' Thus the drag was minimized and the lift created by the keel upwind was maximized. The second portion of the job is to fair the bottom. The entire crew joyously spent endless hours hand-sanding the bottom. We started this spring with #220 Wet-Dry and progressed through the grades to #600 by mid-summer. We always use sanding blocks. The coarse grades smooth the surface. This work not only helps boat speed, particularly in light air, but it helps psych the crew—believing you are fast helps you go fast!

Above the surface, the first thing is to develop a tuning process that is compatible with your sails and then employ some trim techniques that optimize sail shape for given conditions.

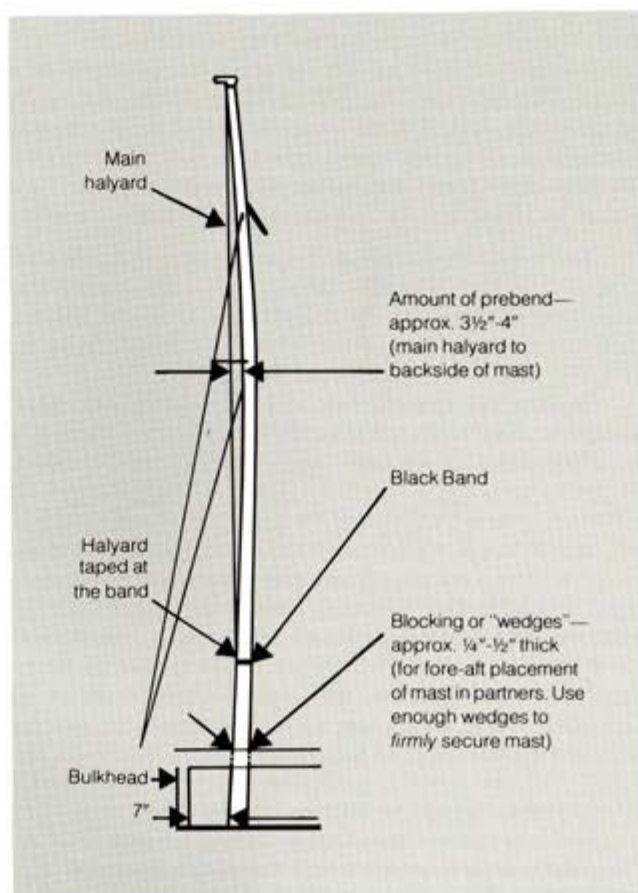
HJ was first sailed at the 1981 Midwinters, where I crewed for Dave Curtis. We used this series to establish a performance base from which we could modify sails and rig. Dave and I returned from the series feeling that a J/24 could be tuned much like an Etchells 22 (a class we campaigned together for 4 years) for most wind and sea conditions. We also felt we needed to modify the sail designs, especially the genoa and spinnaker, in order to have a speed edge. After all, 'Horizon Jobs' result from boat speed, and lots of it.

The tuning process starts on shore. The first objective is to position the mast in the center of the boat. On *HJ*, we took a series of measurements (from the rail, not the chainplates) to ensure that the mast was centered at the step and the partners. Partner blocks must be planed and/or shimmed in order to keep the mast tight side-to-side.

Since the J/24 develops lee-helm in light winds and the headstay has a maximum length, you must shorten the mast in order to get aft rake, thus improving helm. We cut about 1 inch off the delivered section, therefore giving *HJ* a minimum-height mast. We also wanted a maximum J measurement, thus the aft partner block was cut such that the mast, without any wedges, could be in the max-aft position.

We prefer to control the mainsail shape and the headstay sag (thus the effective genoa draft) by bending the mast. Unlike some rigs, ours is bent without any backstay tension, otherwise known as 'prebend.' This will become more clear later.

Prebend is controlled by the mast-step position, the spreader position, wedging at the partners, and the shroud tension. We believe spreaders aft (about 165mm) makes sense with Curtis Horizon sails. The mast is stepped about 7 inches from the bulkhead. For light winds, we use two 1/4-inch partner wedges behind the mast (the mast is always wedged tightly so as to prevent pumping). The upper shrouds are set at



about 1,100 lbs. such that the mast is straight side-to-side and then the lowers are set at about 375 lbs. The result is about 3.5 to 4 inches of prebend, measured at the spreader height. This set-up works well in winds from 0-12 knots. From 12 knots to max genoa weather, we remove one wedge from behind the mast, put it forward, and take up one to two turns on the lowers. This results in a tighter headstay and a slightly fuller mainsail, generally needed for the sea conditions created by this breeze. When we get to the working jib, we continue the process by removing the second wedge and further tightening the lowers. We use the backstay to make changes for the dynamics of the wind velocity in a given race, once we are tuned for that day.

Upwind Sailing. We trim the main with the boom close to centerline and the upper-middle batten close to being parallel to the centerline of the boat. We sail with some slight lower main wrinkle (i.e., do not overdo the cunningham or the draft will be too far forward in the upper portions of the sail). We use the traveler and backstay to depower or power the rig as conditions require.

The genoa has a relatively fine entry and an open or twisted leech. We set the leads about 9 inches aft of the cabin bulkhead and trim the sail about 4 inches from the spreader tip. This seems to work in light wind. As the breeze freshens to 12 to 15 knots, we move the leads aft and use some barberhaul. Unfortunately, our barberhaul lines (we have tried several) stretch and we have trouble achieving more than about 1 inch of effective outboard positioning. Kevlar, please!

The net effect of our trim, through the range of wind condi-

tions, is to keep the leeches of the main and genoa parallel. In other words, to have the slot be about the same distance (width) throughout the height of the sails. As the sea builds, we generally make the slot wider by use of sheet lead and barberhaul position as well as increase the amount of twist in the leech of each sail. The backstay becomes the throttle, if you will, when sailing in puffs—on during a puff and off in the lulls.

Downwind Performance. Our spinnaker is an all-purpose, Horizon Tri-radial. It is fairly flat up high to provide superior reaching characteristics, yet performs well on the runs. Beyond total trim concentration by our spinnaker trimmer, Bruce Atkins, there are a couple of tricks you might try.

We have our sheets led inboard of the lifelines and we use twinglines. The windward twing, particularly on a reach, acts as a downhaul for the pole. If you don't get the guy off the headstay following a reach-to-reach jibe, the twing can be trimmed, effectively trimming the guy off the headstay. Ergo, you too can sail with attractive ladies instead of those gorillas!

The crew of *HJ* usually takes the spinnaker down to windward. The spinnaker, therefore, never interferes with the leeward side of the working sails and most importantly, the slot. On windier days (over 15 knots) we will take down by releasing the halyard and simultaneously strapping-in the sheet. The result is that the chute streams over the water on the lee side of the boat and can be easily retrieved by one person. Again, this prevents the spinnaker from interfering with the working sails—keeps the boat moving fast all the time!

There are other tricks but space and a desire to keep a couple of secrets prevent me from mentioning them now. After

all, we still need to have an edge! Hope this is helpful and good luck on your next Horizon Job!

J/24 Tuning Tips

By Bill Kaul, Hood Sails

Rig Tune. Before stepping the mast, check it over to ensure that all the sheaves turn properly and freely, that there are cotter pins securely in all the clevis pins, etc. File and tape anything that is sharp and could rip your sails.

Set your forestay up for its maximum length (8600 between fitting points). This usually means using the small toggle provided with your boat. Aft rake is important.

Step the mast, attaching the forestay and shrouds. Using the blocks supplied with the boat, wedge the mast at the deck. This will give you a natural position for the mast step, which should be about 20-30 cm forward of the bulkhead. If it is further forward than that, the aft blocks should be trimmed accordingly, and the difference made up in front of the mast. Be sure not to exceed the maximum "J" measurement.

Next, attach the backstay, and tighten the upper and lower shrouds to medium tensions. Backstay is properly tensioned when the split backstay keeps the roller blocks to within 6" of the split. At this point check to ensure that the masthead is centered properly athwartships. To do this use the main halyard or a tape measure, going to a common point on each gunwale.

Now, tighten the backstay (with the pulley blocks, not the turnbuckles) very tight. This will put about 15-20 cm of bend in

EXPERIENCE COUNTS

Hood has that experience. And you get the benefit. In the last three years Hood has won more major J-24 events than any other sailmaker. We've won the last two Quarter Ton World's and dominated the Half Ton World's for the last three years. That experience goes into every J-24, J-30, and J-36 Hood sail.

Let Hood put you in the winner's oval. Call us.



Hood Marblehead, Little Harbor Way, Marblehead, MA 01945, Tel: (617) 631-8000 • Hood Rowayton, 71 Rowayton Ave., Rowayton, CT 06853, Tel: (203) 866-4479 • Hood Annapolis, 216 Eastern Ave., Annapolis, MD 21403, Tel: (301) 268-2268 • Hood Clearwater, 4711 126th Ave. North, Clearwater, FL 33520, Tel: (813) 576-4450 • Hood Ft. Lauderdale, 1900 S.E. 15th St., Ft. Lauderdale, FL 33316, Tel: (305) 522-4663 • Hood Great Lakes, 15001 Charlevoix, Grosse Pointe Park, Michigan 48230, (313) 822-1400 • Hood Canada, 261 Niagara St., Toronto, Ontario M6J 2L7, Canada, Tel: (416) 364-9111 • Hood Chicago, 2243 N. Elston Ave., Chicago, IL 60614, Tel: (312) 384-2828 • Hood Costa Mesa, 861 West 18th St., Costa Mesa, CA 92627, Tel: (714) 548-3464

International Lofts: Argentina, Australia, England, France, Italy, Japan, New Zealand, and West Germany

the mast. Now tighten each upper shroud an equal number of turns until they feel very tight. Release the backstay. Tighten the lowers to straighten out the lower section (from the deck to about the spreaders) of the mast. Do not over-tighten the lowers—this will reverse the mast down low! The mast will now have about a 5 cm compression bend aft from top to bottom. During the whole tightening process you should sight up the back side of the mast occasionally to ensure that the mast is in column (straight).

Now you are ready for sailing. During the trial sail adjust the lowers to keep the mast straight in the boat. With this final touch you should be ready to race!

Sail Trim. Sail trim is very important to sailing a J/24, which is really just a big dinghy. The hull is fairly easily driven and is consequently very sensitive to trim. It is also sensitive to heeling. Optimum angle of heel at most times (upwind) is about 10 degrees. Too much allows the boat to make excessive leeway.

The mainsail is a very adjustable sail. In light conditions the outhaul, cunningham and backstay should all be eased. This will allow the foot shelf to extend itself fully to maximize the fullness of the sail. As the wind increases, tensions should be increased, until at about 10 knots the shelf will be completely closed. Cunningham tension should increase as the wind does and is adjusted properly when there are very slight wrinkles coming off the luff of the sail. Being easily driven, the J/24 can take a fairly flat main in a breeze. Use your backstay to flatten the main as needed. The backstay is like an accelerator on your car, and should be played accordingly, especially in puffy conditions. When a puff hits, it seems to be more effective to pull the backstay hard and flatten the main, than to dump the traveller. This action depowers the main very quickly and efficiently. As the puff passes, or in a lull, or after hitting (or missing) a few bad waves, ease the backstay right away to power-up the main. The helmsman should be quick to make these adjustments; don't wait for the boat to slow down, or to get knocked over in a puff. It's very important to keep your boat sailing on its bottom.

The 150% genoa is the real workhorse, and will really move the boat when trimmed properly. Set the genoa lead car in the second hole aft (from the front end of the track) on the genoa track. This will give you the correct setting for most conditions. To power the sail up in light air or a chop, move the lead forward; to power the sail down, move the lead aft a hole to flatten the sail and twist it off. Halyard tension should be just enough to remove the wrinkles from the luff; as the wind increases, increase the halyard tension. Whenever you adjust your halyard, check your sheet trim. Keep an eye on the distance from the spreader tip to the genoa. This is very important. If overtrimmed, the boat will stall quickly. Under about 8 knots of wind the genoa should be eased anywhere from 7-17 cm off the spreader. Over 8 knots you can trim in progressively tighter, to within 1/2" of the spreader tip.

The 100% jib should be put on before reefing the main. The J/24 tends to sail better with a full main and is faster with the jib on than with the genoa and a reef. The change should generally be made between about 16-21 knots apparent wind, depending on crew weight and abilities. Halyard tension again is just enough to remove wrinkles. Once more, move the lead forward to power the sail up in a chop or lighter (marginal)

conditions; move the lead aft to power the sail down and twist off the upper leech as the wind increases and the boat becomes more overpowered. The leech of the jib trims forward of the spreader. It is very helpful to put 3 or 4 pieces of colored tape on the spreaders from the outboard end going in about 6" to use as reference marks for trim. At the lower end of the 100% range the leech should trim inboard of the spreader tip about 10 cm. As the wind increases it should be trimmed closer to the spreader tip until at about 30 knots you will be about even with the tip. As the breeze increases, continue to twist the sail off further and move the lead back to keep the top of the jib well open and the boat on its bottom.

The spinnaker is fairly straightforward in set and trim. It is very important, as with all fractional rigs, to keep the spinnaker from being blanketed by the mainsail as much as possible. Keep the pole as far back as it can be at any given point in time. For broad reaching and running, pull down both barberhaulers.

Crew Weight. Crew weight should be forward in all but heavy conditions. The skipper should sit just forward of the traveler, or at least straddle it. The rest of the crew should line up side-by-side forward of the skipper. This crew positioning is good to windward and reaching. When running the weight should be concentrated between the traveller and the open companionway hatch, except in heavy conditions when weight should be moved far aft to avoid diving into the backs of waves.

The J/24 is very sensitive to crew weight forward of the mast. This should be avoided wherever possible. Changing headsails during a windward leg should be avoided at all costs, unless the leg is very long or conditions have changed dramatically. The time it takes and the speed loss due to weight forward (and off the rail!) is usually not worth the change. It is better generally to make the change while you are off the wind. The primary importance is to keep weight behind the mast.

These instructions are intended to help you figure out optimum trim for your J/24 as quickly as possible. Your individual sailing style will very likely dictate some variations in the above parameters, which we have found to be successful.

Care/Handling of Sails. Your sails are all made of firm fabrics and should be folded or flaked, not stuffed into a bag. The 100% jib should be rolled and is provided with a tube bag for storage. Avoid allowing the sails to flog for any sustained period.

It is a good idea to rinse your sails off with freshwater whenever they become soaked or laden with salt. At the end of the season give them a good rinse, dry them well, fold/roll them up and store in a dry place. We have made your sails with care and attention to detail; please look after them.

Added Notes and Things We've Learned the Hard Way!

The stock shackle on the main halyard has been known to open/bend while sailing and drop the main. Suggest replacing it with any small, strong, lightweight stainless steel screw-in shackle.

The first stanchion forward of the stern pulpit takes a lot of abuse from crew pulling on it, etc. It is a good idea to back it with a larger piece of plywood fiberglassed up under the deck. This will save the deck from being cracked should the stanchion receive a blow.

A quick tip from Augie for J/24 Sailors:

**“If you belong in a hot boat—
you belong in USYRU!”**



Mark Reynolds

Augie Diaz

J/24 Midwinters

Champ 1981

*...and other credentials
too numerous to mention*

Augie Diaz knows what makes a J/24 go. He won the talent-packed Midwinters with a 2-1-3-2-2-12. That takes more than luck, in a championship fleet including Cam Lewis, Scott Allan, Dave Curtis, Peter Isler, Norm Freeman, Bill Shore, John Jennings, Bruce Golison, Kelson Elam...

How did Augie do it?

By sailing *smart*. He knows it's smart, too, to belong to USYRU. Because the U.S. Yacht Racing Union keeps the sport footing nationwide. From strong class support to a major say in the international racing rules, USYRU works constantly to improve every facet and level of sailing.

In fact, every time you race you are enjoying the support of USYRU. Think about it.

So be a winner. Sail smart, and join Augie as a fellow USYRU member. And Cam, Scott, Dave, Peter, Norm, Bill, John, Bruce and Kelson. They're all USYRU members, too.

Do it today.



United States Yacht Racing Union
Box 209, Newport, R.I. 02840

Yes, let me in on the benefits of a USYRU membership. Enclosed is \$20 (\$7 if under 21 or in college).

Name _____

Address _____

City _____

State _____ Zip _____

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 $\frac{3}{16}$ line for the J/24s.

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 COD basis from Kenyon's Service Department, Box 308, Guilford, CT 06437.

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.

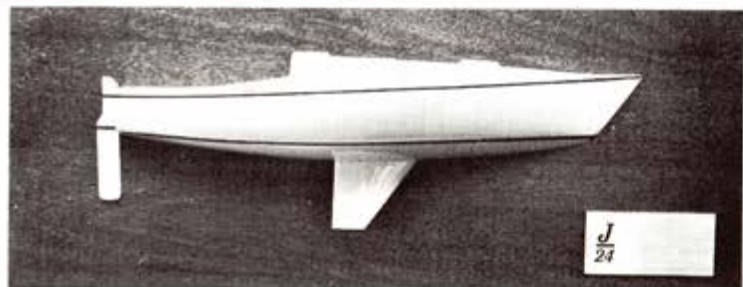
Since August, mahogany plywood was replaced with fir and a glass backing was added to the aft side of the bulkhead. So new boats should be OK. The problem seems more isolated than universal.

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) with age the plywood at the base of the bulkhead near the mast step may weaken.

Therefore, we recommend that you write: Tillotson-Pearson, Box 60, Warren, RI 02885 and order a reinforcing kit to include a 20" x 12" aluminum plate and fastenings for the port chain-plate 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 that 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.



J.
24

CUSTOM HALF HULL MODEL
Permanent Trophy Plaques Available

HALF HULL (1/2" scale) on 8" x 18" PLAQUE
w/NAME PLATE Price \$125.00 (P.P. cont. U.S.A.)

SHIP to: _____
Address _____

PLAQUE info: Satin Finished Wood _____ Black Plexiglass _____

HULL info: Hull Color White or Specify _____
 Boot Top: Red _____ Blue _____ Black _____ Green _____
 Bottom: Red _____ Blue _____ Black _____ Green _____
 Bronze _____

NAME PLATE info: Name of Boat: _____

Name of Owner: _____

Send Check or Money Order to:

FORCE 12 MODELS Inc., 107 W. Tryon Ave., Teaneck, N.J. 07666

N.J. Residents add 3% sales Tax

 BANKAMERICARD/VISA MASTER CHARGE

| | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| ACCOUNT NUMBER | | | | | | | | | | | | | | | |
| (INCLUDE ALL RAISED DIGITS ON CREDIT CARD) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

EXP. DATE *BANK NO. (MASTER CHARGE ONLY)

SIGNATURE _____

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 ensure 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. (4) Go to 6mm rope now allowed by rules.

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, as is true with 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 of 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 over-tightening.

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 in Navtec turnbuckles. Standard practice on Twelve Meters is that turnbuckles are never adjusted with the rig at rest. The only time 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 (17 lbs. 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 (MoS₂)* 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 freshwater and apply new lubrication.



Wire Sculpture \$250

27" high

STAINLESS STEEL WIRE SCULPTURE

Crafted by Mike Thompson

This exquisite, stainless steel sculpture mounted on a polished teak base is crafted by Mike Thompson of San Rafael, California.

To order, personalized with sail number, contact **J Boats—West, 33 Duffy Place, San Rafael CA 94901 (415) 454-7600.**

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 case the boats have been sailed in warm, saltwater 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 ensure 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 Stears Twinstays have had these pull apart while sailing. The problem is a lack of preventive 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.

Spreader Angle

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

Mast

Check the opening above the hounds (jibstay 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.

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 boat's wetted surface.

*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.

Consistently at the top!

We've stayed at the top because our sails are versatile enough to win in all conditions.

1981 RESULTS:

| | |
|------------------------------------|------------|
| 1981 N/A Championship | 4th & 10th |
| 1981 District 7 Championship | 1st |
| 1980 J/24 Worlds | 2nd |
| 1980 District 7 Championship | 1st |
| 1980 Eastern Championship | 3rd |

Why settle for less?

Call us today and put yourself on top in 1982!



reynolds sails

3405 west lake rd.
skaneateles, n. y. 13152
315-685-5149

Mighty Midget

NEW



**Actual Size
Barient No. 8-P**
Chrome \$68;
Aluminum \$64.



IT'S A BARIENT FACT!

The name Barient
was derived from
the famous
yachts Baruna
and Orient.

Our new No. 8-P is an honest-to-goodness breakthrough in design and materials. Small enough for 18-foot daysailers, it's also powerful enough for much larger yachts.* It will handle both sheets and halyards. And it's priced much lower than you'd ever expect for a real Barient winch.

So now, more than ever, you can't afford not to own Barients. Anything less costs too much.

*A normal winch of the 8-P's size would have a rated working load of 800 lbs. and a minimum breaking strength of 1600 lbs. However, in lab tests, using a dynamometer and a 6-foot-long torque wrench instead of a winch handle, the 8-P repeatedly withstood loads up to 5500 lbs. before failing — equivalent to a 695-lb. pull on a 10-inch winch handle! Even then the base and drum were undamaged. Other test results for long-term static and cyclic loading and corrosion and abrasion resistance were equally incredible. No sailing ape we know can break this winch!

The International Standard

BARIENT

4065 Campbell Avenue, Menlo Park, California 94025 • Phone: (415) 321-4961
Toll free outside California (800) 227-8946. Telex 345559
Also: 318 Wynne Lane, Port Jefferson, NY 11777 • Phone (516) 928-9400
Toll free outside New York (800) 645-1151

1981 Sears Cup

Photography by Bob Johnstone & Joan Livingston

It has no doubt happened before in a national sailing championship like the Sears Cup, although I am sure not all that often. The eight crews from seven areas of the United States plus one from Canada who came to the Noroton Yacht Club to compete for the national junior title discovered that they were the beneficiaries of a tremendous break when they arrived at the Long Island Sound club.

What they found, neatly tied up to several longish floats, were nine brand-spanking-new J/24s, numbers zero (included in case of a breakdown of one of the others) through eight, part of a fleet of 22 newly delivered to their N.Y.C. owners and never yet sailed in a race. These trim yachts were purely beautiful as they nestled against the floats, awaiting the arrival of their young crews. They were spick and span, everything pristine, including the sails (main, working jib and spinnaker). The hulls, like dishes washed in that much-advertised detergent, were so shiny you could see your face mirrored on the immaculate surface.

The advantage to the contestants was by no means wholly cosmetic. One-design classes made genuine round-robin racing possible, through enabling each crew to race in each boat, thus, at least in theory, equalizing things so that sailing talent alone would decide who won. But it seems not unreasonable to say that the newer the boats the nearer a one-design class comes to living up to its name. When a group of one-designs has been around for a while, some are generally better or worse than others, due to better or worse treatment. Many series have been won by the crew that did best in the "cluck" that so often

turned up in the fleet. There was none in the Sears races, as the accompanying chart shows.

All of which explains the delight with which the Sears crew viewed the J/24s in which they were to race. The chart suggests to me that these yachts were as equal as it is possible to get. For example, three boats won at least one race, one took three and one won two. At the bottom of the scale, seven of the eight boats finished last once and the remaining boat had two next-to-lasts. This is another way of saying that the best sailors in the conditions that ob-

*... the equality of the yachts
was one of its most
interesting aspects.*

tained did well no matter which yacht they were sailing.

This may seem a lengthy way of getting to the seventy-first running of the Sears Cup championship series, but it seems to me that the equality of the yachts was one of its most interesting aspects. It was won by John Kosteki and his crew from the Richmond Yacht Club on San Francisco Bay after an increasingly tense battle with Harry Melges and his freshwater crew from Lake Geneva, Wisconsin. By the end of the fifth race it was clear that one of these would be the champion and the other would get the Judges Trophy as runner-up.

Six of the races were sailed in con-

ditions quite like those found on San Francisco Bay, which worked to the advantage of the Californians. In addition, when it came down to the final race, Geneva was in the position of having not only to win, but also to put a boat between them. As it turned out, it was Richmond that finished first and put a boat between them, winning the cup by 3½ points.

The area winners' order of finish, low points winning, were: Richmond Yacht Club, California (15½); Lake Geneva, Wisconsin (19); Pleon Yacht Club, Marblehead, Massachusetts (32½); Lake Lanier Sailing Club, Georgia (36); Pequod Yacht Club, Southport, Connecticut (36); Royal Vancouver Yacht Club, British Columbia (42); Metedeconk River Yacht Club, Brick Town, New Jersey (47); Longhorn Yacht Racing Association, Dallas, Texas (57).

Monday, August 24, saw a moderate southerly with not much sea, Tuesday a stiff northeaster with four- and five-foot waves and a few big daddies rising seven feet from trough to crest. Wednesday began with no wind at all, but a light southerly struck in by 2 bells and held long enough to permit two races. This left but one for Thursday, when a smokey southwester blew all day at about 12 knots, with a moderate sea.

The standard Olympic course was used for all but the final race, each leg one mile. On Thursday, with perfect conditions, no hurry, and all the marbles up for grabs, the judges assigned by the USYRU directed the race committee to tack on an additional set of windward and leeward legs.

Those familiar with racing condi-



SEARS CUP
1981 U.S. Juniors Championships

| POS | USYRU AREA | CLUB/CREW | RACE | | | | | | | | TOT |
|-----|------------|---|------|---|---|---|---|---|----|---|-----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| 1 | G | Richmond YC Kostecki/Boyce Hemstead/Arnold | 1 | 2 | 2 | 2 | 2 | 4 | 2* | 1 | 15½ |
| 2 | E | Lake Geneva YC Melges/Melges Reilly/Isham | 5 | 1 | 1 | 1 | 1 | 3 | 5 | 3 | 19 |
| 3 | A | Pleon YC Cressy/Tompkins Barnes/Deluca | 8 | 4 | 6 | 4 | 5 | 1 | 1 | 4 | 32½ |
| 4 | D | Lake Lanier SC Burke/Myers Hale/Reddaway | 2 | 5 | 4 | 5 | 6 | 2 | 7 | 5 | 36 |
| 5 | B | Pequot YC Peale/Stookey Wallace/Jackson | 6 | 3 | 3 | 6 | 3 | 7 | 2 | 6 | 36 |
| 6 | H | Royal Vancouver McDonald/Hyslop Rhodes/Mitchell | 7 | 7 | 5 | 7 | 4 | 6 | 4 | 2 | 42 |
| 7 | C | Metedeconk YC Taboda/Schon Schon/Rodenberg | 3 | 6 | 8 | 3 | 8 | 5 | 6 | 8 | 47 |
| 8 | F | Longhorn YRA Morran/Hardick Guinan/Morris | 4 | 8 | 7 | 8 | 7 | 8 | 8 | 7 | 57 |

*Breakdown Point



Bob Bavier and Bill Cox



Winning Richmond Yacht Club crew receives their trophy.



Melges brothers, Runners Up of the Lake Geneva Crew





tions on western Long Island Sound will scarcely credit that very few legs had to be changed due to wind shifts. They will hardly believe the Sound—with its well-earned reputation for fickle breezes, mean tidal currents, dead spots and sudden and drastic wind shifts—was in so benign a mood for four whole days.

There were no protests in the Sears series, and so far as I could see no shoving matches at the windward mark in which it seems as if every J/24 ever launched was trying to round at the same time. I can't say it never happened, for with a single press boat trying to cover not only the Sears but the Bemis and Smythe Trophy series, plus making news photographers happy, it simply wasn't possible to get a mark-to-mark view of any of them.

But it was amply clear that the skippers and crews knew what they were doing, and did it in polished style. Spinnaker work especially struck me as highly competent. It was equally clear that the racing was done in yachts well suited to all conditions and angles of sailing, and that they responded admirably to every demand made of them. The judges ran things smoothly, and the race committee, which is again breathing the air of freedom, executed orders with precision.

The Sears series provided only one race in which the spectator fleet concentrated on two contestants. It was the seventh, with Richmond 1½ points ahead of Geneva, as the two went to the mat in a match race, ignoring the other J/24s and staging a dogfight of short tacking duels, luffing matches, backwinding and wind-blanketing attempts all over the

SEARS CUP Boat Performance

| | | R A C E | | | | | | | | | |
|---------|---|---------|---|---|---|---|---|---|---|-----|-------|
| B O A T | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT | AVG |
| | 1 | 6 | 4 | 5 | 2 | 7 | 2 | 5 | 8 | 39 | 4.85 |
| | 2 | 8 | 3 | 7 | 1 | 4 | 5 | 3 | 5 | 36 | 4.5 |
| | 3 | 5 | 2 | 8 | 4 | 6 | 8 | 2 | 2 | 37 | 4.625 |
| | 4 | 1 | 1 | 4 | 6 | 8 | 6 | 1 | 7 | 34 | 4.25 |
| | 5 | 4 | 7 | 6 | 3 | 3 | 3 | 7 | 1 | 34 | 4.25 |
| | 6 | 7 | 8 | 3 | 5 | 5 | 4 | 6 | 3 | 41 | 5.25 |
| | 7 | 2 | 6 | 2 | 7 | 1 | 7 | 8 | 4 | 37 | 4.05 |
| | 8 | 3 | 5 | 1 | 8 | 2 | 1 | 4 | 6 | 30 | 3.75 |

course. Geneva won that race, with Richmond second, and would have trailed by only a quarter point had not the judges awarded Richmond a breakdown point for a spinnaker halyard that jammed in the sheave. So far as I know it was the only mechanical failure of the series.

All this promised a considerable drama for the final race, but Richmond got on top early and Geneva was never able to get clear. The Richmond victory was a striking validation of the value of consistency in a series of races. Lake Geneva won half of the eight races. Richmond won but two. But Richmond

took four second places to none for Geneva. Richmond had a third, reduced to second by a breakdown point, and a fourth. Geneva had two thirds and—these were the fatal blows—two fifths. It was not winning races that decided the issue, but consistent scoring.

The contestants went away delighted with the J/24s, which was not surprising considering how well they performed. The hospitality of the Noroton Yacht Club created an on-shore atmosphere that matched the good feeling at sea. As an incidental note, six of the eight area elimination races were also sailed in J/24s.

Buzzard's Fare

By Peter Johnstone Photography by Mitch Carucci

The summer started out looking as if I would be sailing nothing but Lasers again, plus a week or two in J/24s practicing for the Sears Cup. As it happened, the whole of July turned into practice for the Sears. And, after failing in the Sears Eliminations, August turned into more "J" racing as well. Here's part of the story.

It was August 5th and I noticed a flyer in the mail for the Buzzard's Bay Regatta and, as a long-shot question, asked Dad if we could sail our J/24 JJ in the event. He said, "Sure." The next thing I had to do was to pick three crew that I knew I could cope with for a week of living on a J/24 and also a crew that had reasonable experience. Steve MacGillivray, Greg Ferguson and Steve Regine were the crew. Steve M. could always keep everyone in a good mood in the most tense of situations through some form of joke. Greg was always ready to pursue some sort of activity at all hours

The mainstay of the breakfast menu would be Pop Tarts and donuts.

of the day, whether it was swimming or walking into town or climbing the mast. And Steve R. seems to have a good time no matter what the situation is.

The crew were all eager to go, and I was self-appointed to do the grocery shopping. The mainstay of the breakfast menu would be Pop Tarts and donuts

(which they probably eat anyway). Lunches would consist of BYO the first day, and after that it was mainly Doritos with tuna sandwiches as a side dish. Dinners were too complicated, so we would mainly eat out all three nights.

We finally left Newport Thursday, the 6th of August at 8:30 a.m. The wind was northwest at about 20 knots. We sailed out of Narragansett Bay under main alone, figuring we could set the chute after we rounded Castle Hill. This we did, and took off.

We had a semi-accurate course plotted, but we didn't really pay much attention to it. The only real navigating we would have to do from Newport to Marion was to take the short cut through Hens & Chickens, a channel through some small rock islands off Westport, Massachusetts.

All the navigating from Hens & Chickens onward was visual and the crew relaxed a little along with the "Cars," Greg's favorite rock group of the week, which was playing from a transistorized tape deck hung from the stern pulpit.

We made it to Marion (about 40 miles) in good time, arriving by 2:15 p.m., so we decided to practice a little bit going upwind with the genoa. Everything seemed to work well, so we sailed into the harbor looking for a mooring. Thanks to Wiley Wakeman, we found one about 100 yards off the Beverly Yacht Club dock.

As is usual for the first night on a boat, no one got any sleep, although it didn't help to have two of the crew talking half the night.

Friday, I woke up with a bad head-

ache, and having to listen to the "Cars" at 6 a.m. didn't help it, but Bufferin did. After picking up race instructions, we went out to the race course. We were two hours early, so we decided to practice on all points of sail, especially downwind.

The start was postponed until the sea breeze came in. We had two well-

As is usual for the first night on a boat, no one got any sleep....

set races on Friday in which we got a 5th and a 7th. We were pretty proud of those results since they were our first two races together.

Friday night was uneventful, and we all needed the sleep, so, we turned in at 10 p.m. Saturday was the exact same story as Friday, only our finishes weren't as good, and we lost a stanchion and some fiberglass to another J in an almost head-on collision. We were on starboard, but it was still fortunate that the owner of that boat we didn't see while waiting for a start was a friend of my father.

Saturday night was spent talking to other Newporters at the regatta. By Sunday morning the crew was sick of Pop Tarts, so I figured it was either a real breakfast or mutiny. They took a walk into town to find something to eat and, like the previous mornings, I spent half an hour attempting to clean up the boat.

Sunday was the last race of the series. It was a downwind start in a dy-



ing northerly. We had a good start and looked nice on the left until the wind came in on the right. We then went right and were becalmed for an hour and a half. The crew all wanted to reach Newport by that night, because rain had taken its toll on the V-berths. It had rained hard on Saturday night and the crew were so sound asleep that they hadn't even felt it with the forward hatch all the way open.

Under the circumstances, figuring that Newport was 40 miles and up to nine hours or so away, we withdrew. The circumstances also included the fact that the last J/24 besides us had already rounded the mark which was still about 2 miles away.

The ride back to Newport started under power until the sea breeze finally picked up. The trip was a little hair-raising with half-mile visibility and no RDF or Loran. You might say we navigated the whole trip back to Newport, half of which was in the dark—something I doubt I'll do again.

We made it safely, using the horn of Brenton Tower to guide us in. And then the only obstacle left was to explain to my father how the boat lost a stanchion and got a sizeable dent in the side.



J/24 Stories:

Please send us your favorite J/24 story or your account of a cruise or sail (including any pictures) for publication in the next issue of J/24 magazine. If yours is selected, we'll provide you with a \$25 gift certificate for J/24 accessories from J/Store.

—Ed.

1981 Adams Cup

By Marion Hyde Photography by Craig Sherburne

Corinthian Yacht Club of Tacoma, Washington, in cooperation with J/24 District 19, played host to the 1981 competition for the Mrs. Charles Frances Adams Trophy, held August 29-September 2 at Fort Worden Sailing Center in Port Townsend, Washington.

Teams of the top women sailors in the country competed in the traditional series of eight round-robin type races in this U.S. Women's Sailing Championship, which, in 54 years, has become the most prestigious women's sailing event of the year.

Every year since the Boston Yacht Club hosted the first Adams Cup in 1924, women from eight geographic regions in the country have competed in local and regional eliminations to win the right to represent their area.

Each hosting yacht club, in recognition of the hard work and dedication of these winning teams, has endeavored to provide the best equipment and best conditions possible.

This year's championship, sailed in J/24s in the protected waters of Port Townsend Bay, will be remembered by



all for the exceptionally fast, evenly matched, challenging racing.

Weather conditions for the three days provided everything from clear skies and light, variable northwest winds of 3-12 knots, to stormy, southeasterly winds gusting to 30 knots the following two days.

The Northwest team of skipper Sarah Steel and crew Mara Buchan, Carol Buchan and Nelle Alexander representing Corinthian Yacht Club of Seattle, combined superb tactics and expert sail handling to take the lead the first two days of racing.

By the third day, all the teams had perfected their skills to put on an impressive display of heavy-air sail handling.

On this mistake-free day, Steel, in the third and final race, hit the starting mark, had to re-round, and ended up finishing 7th, not enough to beat the

South Carolina team.

Ann Sloger, South Carolina skipper, is a veteran of eight previous Adams Cup competitions. This is the first time that she, with her crew Carolyn Simons, Cathy Chrisman and Janet Scarborough has ever won the coveted Adams Trophy.

The Northwest team finished second to win the Mrs. Willis D. Wood Runner-Up trophy, followed by Cory Fischer and crew Karen Fletcher, Mary Claire Cooper and Laurie Corbishley of Narragansett, R.I. to win 3rd place honors and the Alexander P. Gest trophy.

J/24 District 19 salutes all the talented sailors of Adams Cup 1981. It was a fine display of racing technique put on by all!

ADAMS CUP FINALS

| POS | CLUB | TOT |
|-----|---------------------------|-----|
| 1 | Charleston YC, SC | 16¼ |
| 2 | Corinthian YC, WA | 23½ |
| 3 | Conanicut YC, RI | 28½ |
| 4 | Weekapaug YC, CT | 33¾ |
| 5 | St. Francis YC, CA | 38 |
| 6 | U.S. Naval Academy, MD | 43 |
| 7 | Chandler's Landing YC, TX | 50 |
| 8 | Rochester YC, NY | 53 |



Block Island Race Week

Photography by Mitch Garucci

STORM TRYSAIL'S BLOCK ISLAND WEEK RESULTS IOR—Class J

| POSITION | SAIL | YACHT | SKIPPER | RACE | | | | TOTAL |
|----------|-------|--------------------------|------------------|------|-----|-----|----|-------|
| | | | | 1 | 2 | 3 | 4 | |
| | | | Kinlock Yellott | 4 | 2 | 1 | 1 | 8 |
| | | | Robert Martus | 2 | 3 | 4 | 2 | 11 |
| 1 | 2352 | <i>Roo</i> | Griffen/Kaufman | 1 | 1 | 9 | 4 | 15 |
| 2 | 1227 | <i>Patience</i> | William Wickes | 3 | 8 | 2 | 3 | 16 |
| 3 | 2535 | <i>Flying Home</i> | Bruce Biddle | 6 | 4 | 3 | 6 | 19 |
| 4 | 1952 | <i>Fin</i> | Caldera/Baker | 5 | 5 | 7 | 7 | 24 |
| 5 | 21797 | <i>Yachtzee</i> | William Lieber | 9 | 7 | 5 | 5 | 26 |
| 6 | 1043 | <i>X-It</i> | Richard Gluckman | 7 | 6 | 10 | 9 | 32 |
| 7 | 22917 | <i>Popinjay</i> | Joseph Bainton | 8 | 13 | 8 | 12 | 41 |
| 8 | 22023 | <i>Ricochet</i> | William Simson | 14 | 15 | 6 | 8 | 43 |
| 9 | 1964 | <i>Impetuous</i> | U.S.C.G. Academy | 10 | 10 | 11 | 13 | 44 |
| 10 | 2314 | <i>Gracie</i> | Timothy Tiernan | 12 | 12 | 13 | 11 | 48 |
| 11 | 13 | <i>Double Time</i> | John Holmes | 16 | 9 | 14 | 10 | 49 |
| 12 | 2510 | <i>Green Ripper</i> | William St. John | 11 | 11 | 12 | 16 | 50 |
| 13 | 2500 | <i>American Offshore</i> | Joseph Conway | 13 | DNF | 15 | 15 | 60 |
| 14 | 1209 | <i>Res Ipsa IV</i> | Noel McCarthy | 15 | 14 | DNS | 14 | 60 |
| 15 | 2513 | <i>Steal Away</i> | U.S.C.G. Academy | DNS | DNS | 16 | 17 | 67 |
| 16 | 1073 | <i>Savage</i> | | | | | | |
| 17 | 12 | <i>Cold Max</i> | | | | | | |







HJ Best of 99

By Rod Johnstone Photography by Bob Johnstone & Chip Ewalt

It was with some apprehension that we drove into Rochester Yacht Club the evening before the practice race towing *Ragtime*—first because I wondered how our hosts could measure and launch 99 J/24s before the regatta began, and second because it did not appear that they would all fit in the Rochester Yacht Club's anchorage basin. Also it was the first major one-design regatta for my crew consisting of daughters Ashley and Pam (ages 14), Chris Freeman (15) and Tim Robinson (16). I had no reason to be concerned on any of these counts.

No sooner had we parked the boat than Bob Castle, Tom Roth and Charlie Ross and a large measurement team approached us to start measuring everything that appears on the certificate. While we rigged the boat and washed off the road grime, all the measuring was accomplished, including the sails. Two hours after arrival measurement was complete, sails stamped and *Ragtime* ready to be launched and raced. It was the most thorough and efficient check-in I have ever seen at a major one-design regatta. What's more, it was all done with smiles and good cheer—no tearing of hair, yelling and screaming—not any of the usual tension and impatience that normally accompanies registration. What a fantastic first impression!

Once all the boats were launched, they all fit very nicely in the docking basin at the yacht club with no apparent inconveniences to our hosts' normal fleet of cruising sailboats.

The "breakdown" of 99 boats into four groups was the next major concern of the contestants. Each group would

race against each of the other groups once in order to arrive at a split between the championship GOLD fleet and the SILVER, or non-championship, division for the final four races. The GOLD division would have to count all seven races with no throw-outs, while the SILVER division started a new series counting only the final four races.

As soon as the four groups were announced, there was some immediate

HJ was once again the conspicuous exception. They started right, tacked right, hit the breeze first and were never seriously challenged.

mumbling and grumbling about one group or the other being loaded with most of the "hot" J/24 sailors. This was all very amusing because this complaint came from skippers in three out of the four groups. It turned out that the top twenty after three races were evenly distributed among the four groups.

Only on Thursday's practice race were there more than 50 boats starting off the same line. There were 78. A 12-15 knot wind from the northeast made for perfect sailing. We finished 3rd—well, actually about 8th, because five of the boats adhered to a superstition that winning the practice race is bad luck. This and all subsequent races consisted of a 7-mile trapezoid with 2-mile beats and a 60-degree reach, 1-mile run, 60-degree reach and 2-mile beat to the finish.

On Friday the wind was light northwesterly for the first race, rewarding those who went right on the weather legs. We, as you might have guessed, went left on the first weather leg, but did not make the same mistake later in the race.

It wasn't all as cut-and-dried as it sounds. Shifts from 15 to 30 degrees oscillated back and forth every minute or so, and some skippers did well by going all the way left. We started with the first group, followed ten minutes later by the second pairing. There was later much discussion as to whether it was advantageous to start first or last.

The advocates for starting first were those who felt they would be out front and did not want to be subjected to the bad air of the slower boats in the first pairing ahead. My own preference was to start second so that the first fleet would show which way to go or not to go.

After rounding the weather mark about 15th, we popped our round-topped, mitre-cut chute and held our own to the second mark. On the run we jibed our way down, picking off about three boats, and held our position through the final reach. Although the runs were short, there was much position changing depending upon which way one sailed downwind. The last beat was very shifty in both velocity and direction, with tremendous opportunities for improving one's placing. We wound up 8th. Three boats ahead of us at the leeward mark dropped back into the 30's at the finish. A very tricky leg which made it all the more difficult for the leaders to cover effectively.

The second day started with clear skies and a dismal calm. Among other

diversions, a contest developed to see who could nab Frank Shumway's pet rubber duck which he towed behind *Quack*. A light wind finally arrived, enabling the patient race committee to run two races before a violent thunder-squall pelted the fleet with rain and hail at day's end.

The second race featured a somewhat cockeyed starting line caused partially by an errant wind. The heavily favored port end was the scene of a rather spectacular series of bumper car collisions caused by one port-tack boat taking on about seven starboard tackers stacked up in a row. It went like dominos, when the first starboard tacker was forced to round up and tack. You can imagine the outcome!

Our first big kick of the series was winning the second race. Throughout the series I was fortunate that my crew, though limited in experience, tacked and jibed the boat beautifully and never once flubbed a spinnaker hoist or takedown. Surprising? No. After spending most of the summer hauling halyards and sheets and jibing poles on the J/36 *Jazz*, this amazing group thought the same drill on *Ragtime* was a piece of cake. J/24 sailors need not be told that one does not win races in the J/24 North Americans without an excellent crew plus a little luck thrown in, along with some boat speed.

The third race later on Saturday featured squirrely winds once again which slowly veered to the northwest at the end. As the fleet came in through the thunderstorm, there was some question as to who had made the GOLD fleet and who had not. But, there was no question that *HJ* skippered by Buddy Duncan and Peter Warren from Marblehead was

the boat to beat. No one attributed their two 1sts and a 2nd to luck.

The fourth race brought out all the adrenalin. In the GOLD division there was the sense that it would be even tougher to finish near the top. The SILVER division crews, after a rough three races, were out to redeem themselves with a clean slate.

The GOLD division started first in the final four races. The morning race favored a start at the starboard end and a drive to the right in light air. *HJ* did it again! We started at the port end and sailed across the fleet through the apparent lift created by the backwind of all the starboard-tack sterns we took. This sounds very clever but the fact was we were almost last. Fortunately, most of the fleet continued on to the left, giving us a chance for recovery. *HJ* was once again the conspicuous exception. They started right, tacked right, hit the new breeze first and were never seriously challenged. Their race course "smarts" were far more obvious than their good speed.

We managed to recover to 19th at the finish. This was to be our lucky day—at the expense of others who were not so lucky. Eight premature starters were spotted, four of whom had finished ahead of us. This moved us up to 15th.

The wind increased to 10 knots from the northwest for the afternoon race. Starting at full speed near the pin with Jim Mead in *Swag* just to leeward and ahead, we climbed into clear air and tacked on a small header five minutes later and discovered that we were in the lead. Conditions were just right for *Ragtime* and we could get all five crew members (740 lbs.) on the weather rail. Scott Allan was close behind, but we managed to inch our way further into the

lead all the way around the trapezoid. I have always tried to achieve the age-old race strategem of "winning the start and then increasing the lead," but this was the first time this had ever worked for me in a J/24 regatta. We were confident in our downwind speed with our "round top" and knew we could hold our own on the reaches. It was also a reminder of how great a skipper feels when the crew tells him what he wants to hear. "How are we doing?" The answer came back, "Pointing higher and going faster." We don't live out our fantasies very often in this J/24 Class. But when we do, the feeling couldn't be sweeter!

As if to bring us back to earth, the Great Equalizer saw fit to turn the table on the last day of racing. Those who had experienced three days of frustrating sailing in light-to-moderate airs had their day. Winds of 15-25 knots scrambled the scoring of leaders up to that point. Experience and heavy-air talent began to show.

None of the top four (including ourselves) fared well in the last two races. Some old, familiar J/24 heavies such as Bill Shore and Norm Freeman moved to the top along with Kirk Reynolds, Mark Rastello, Lee Davis, Scott Young, Kelson Elam, Steve Calder, and Kerry Klinger. Our dreams of glory were shattered as our weaknesses became apparent. On this day, we were humbled once again, by being slower than most—a good vantage point from which to renew our determination to win again. *Wait till next year!*



THANKS, ROCHESTER YACHT CLUB

Rochester Yacht Club's Commodore Pete Woodems, and Regatta Co-Chairmen Tom Roth, Charlie Ross and Tom Castle should be the envy of any club trying to organize such an event.

Jerry and Fran Castle worked hard the whole time keeping track of scoring and also helping Margy Barnash arrange

housing for 100 people. RYC's Race Committee Chairman Scott Mitchell organized all the equipment, people and boats to run the races. And he was out on the water the entire series. John Karpf should also take a bow for organizing the yard crew and launching operations. The measuring success can also be attributed to Rich Waite, Rick Whistler, and Mike Nahmias, while Betsy Ross, Nancy Newell, and Barbara Castle amiably checked us all in and made sure the T-shirts fit.

This was all topped off by a first-rate Jury consisting of Chairman Roger Brett from Sarasota, Florida, David Hague from Toronto, and Barry Polidor from Rochester—whose combined expertise provided the advice to get off seven good races in shifty wind conditions. They also had to hear some challenging protests.

This whole coordinated effort on the part of unpaid volunteers was truly remarkable and made the whole regatta a pleasure, however one fared on the race course.

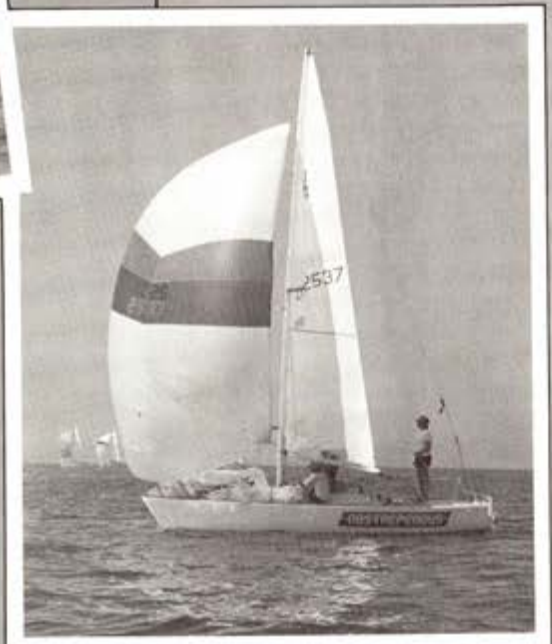
Fifteen states, three provinces and Mexico were represented among the 99 yachts competing.



Forty-one of the 50 boats in the Gold Fleet finished in the top 10 at least once or 80%. That's tight racing! Twenty-eight or 56% of the fleet had at least one finish in the top five.



Only the top six boats managed to stay out of the bottom half of the fleet in all seven races. So, once again it appears that a strategy to stay on top of at least half the fleet would pay off.



1981 J/24 NORTH AMERICAN CHAMPIONSHIP

Rochester, New York—August 21-24

Gold Fleet

| POS | SAIL | YACHT | SKIPPER | RACE | | | | | | | | TOT |
|-----|-------|--------------------|-----------------------------------|------|----|----|----|-----|-----|-----|--|-----|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | |
| 1 | 2579 | HJ | Duncan/Warren Marblehead MA | 1 | 2 | 1 | 1 | 18 | 10 | 15 | | 48 |
| 2 | 275 | Windfall Prophet | Scott Young Dallas TX | 9 | 3 | 2 | 14 | 8 | 17 | 2 | | 55 |
| 3 | 2411 | 11 | Scott Allan Annapolis MS | 5 | 11 | 5 | 3 | 2 | 20 | 22 | | 68 |
| 4 | 2212 | Riki Tiki Tavi | Davis/Lockwood Fayetteville NY | 14 | 8 | 16 | 5 | 13 | 11 | 6 | | 73 |
| 5 | 2725 | Helsinki Girl | Steve Calder Toronto ONT | 16 | 15 | 2 | 12 | 23 | 6 | 3 | | 77 |
| 6 | 1132 | Popeye | Bill Whitmore Marblehead MA | 3 | 1 | 15 | 11 | 22 | 8 | 18 | | 78 |
| 7 | 1470 | I'll Go | Augie Diaz Miami FL | 4 | 10 | 4 | 30 | 10 | 12 | 11 | | 90 |
| 8 | 1 | Ragtime | Rod Johnstone Stonington CT | 8 | 1 | 7 | 15 | 1 | 35 | 27 | | 94 |
| 9 | 1343 | Good Hearted Woman | Elam/Bevan Rockwall TX | 1 | 2 | 11 | PS | 11 | 14 | 5 | | 95 |
| 10 | 1253 | Cruel Shoes | Kirk Reynolds Schenectady NY | 27 | 18 | 10 | 24 | 14 | 2 | 4 | | 99 |
| 11 | 33056 | Swag | Jim Mead Annapolis MD | 6 | 5 | 7 | 28 | 4 | 27 | 25 | | 102 |
| 12 | 2376 | Honky Tonk | John Kolius Seabrook TX | 13 | 16 | 11 | 10 | 32 | 9 | 12 | | 103 |
| 13 | 1227 | Green Flash | Bob Martus New Rochelle NY | 3 | 11 | 6 | 2 | 3 | 28 | DSQ | | 108 |
| 14 | 1330 | Rag Doll | Kerry Klinger Orangeburg NY | 14 | 9 | 12 | PS | 6 | 4 | 14 | | 110 |
| 15 | 67527 | Ace of Cups | Bruce Golison Seal Beach CA | 11 | 4 | 9 | PS | 9 | 13 | 17 | | 114 |
| 16 | 67428 | Electric Pumpkin | Rastello/Murphy Newport Beach CA | 23 | 37 | 3 | 34 | 15 | 17 | 1 | | 120 |
| 17 | 33449 | Tantrum | David Nicoll Baltimore MD | 30 | 14 | 13 | 35 | 5 | 16 | 8 | | 121 |
| 18 | 5062 | Camouflage | John Bauer St. Clair Shores MI | 13 | 7 | 18 | 13 | 7 | 34 | 31 | | 123 |
| 19 | 1065 | Nancy H. | Win Fowler Portland ME | 9 | 24 | 24 | 33 | 12 | 18 | 7 | | 127 |
| 20 | 23511 | Whirlwind II | Al Hobart Waitsfield VT | 2 | 12 | 8 | 26 | 20 | 37 | 24 | | 129 |
| 21 | 2250 | Partial Eclipse | Gunther Buerman Rochester NY | 2 | 5 | 22 | 18 | 28 | 38 | 21 | | 134 |
| 22 | 5024 | Shaboom | Frank Bernardi Mt. Clemens MI | 5 | 4 | 14 | 6 | 10 | DNS | DNS | | 141 |
| 23 | 445 | Grey Lord | Norm Freeman Ithaca NY | 19 | 29 | 3 | 41 | 41 | 1 | 9 | | 143 |
| 24 | 2709 | Last Call | Alan Adelkind Toronto ONT | 7 | 32 | 13 | 4 | 37 | 22 | 28 | | 143 |
| 25 | 1734 | | Eric Gesner Ithaca NY | 12 | 30 | 12 | 20 | 44 | 15 | 10 | | 143 |
| 26 | 594 | Stark Terror | Shore/Jorch Northport NY | 17 | 20 | 19 | PS | 25 | 3 | 13 | | 148 |
| 27 | 968 | Grand Slam | Leroy Foerster Corpus Christie TX | 20 | 33 | 15 | 16 | 35 | 5 | 26 | | 150 |
| 28 | 33030 | Sunswift | Jim Biles Annapolis MD | 11 | 8 | 4 | 31 | 31 | 33 | 36 | | 154 |
| 29 | 2729 | Howzat! | Lew Gunn Hilton Head SC | 25 | 23 | 8 | 19 | 16 | 36 | 29 | | 154 |
| 30 | 914 | | P. & M. O'Neal Hingham MA | 21 | 23 | 30 | 27 | 21 | 19 | 19 | | 160 |
| 31 | 2440 | LL Express | Larry Leonard Annapolis MD | 10 | 18 | 33 | 8 | 49 | 23 | 20 | | 161 |
| 32 | 1146 | Silent Scream | Bill Kauli Salem MA | 7 | 9 | 10 | 9 | 48 | 29 | DNS | | 163 |
| 33 | 2021 | Yaya | Bob Castle Rochester NY | 18 | 3 | 32 | 7 | 27 | 39 | 40 | | 166 |
| 34 | 2585 | Vitamin J | Scott Willard Jericho VT | 19 | 6 | 26 | 25 | 17 | 41 | 33 | | 167 |
| 35 | 2410 | Nan C | Jerry Crawford Marblehead MA | 17 | 12 | 25 | 17 | 34 | 40 | 25 | | 168 |
| 36 | 2594 | Chain Smoker | Blane Bowen Toronto ONT | 4 | 16 | PS | 23 | 26 | 32 | 30 | | 185 |
| 37 | 1696 | Garbanzo | Mac Snaith Havre de Grace MD | 22 | 19 | 21 | 32 | 36 | 21 | 39 | | 190 |
| 38 | 434 | Jabberwock | Tom Oller Orchard Park NY | 41 | 13 | 17 | 38 | 39 | 31 | 16 | | 195 |
| 39 | 23766 | Doctors Orders | Chris Pilcher Burlington VT | 20 | 17 | 9 | PS | 24 | 48 | 34 | | 201 |
| 40 | 2505 | Whee Zest | Helen Ingerson Rochester NY | 8 | 26 | 25 | 21 | 47 | 44 | 35 | | 206 |
| 41 | 1591 | Quack | Frank Shumway Rochester NY | 21 | 6 | 36 | 36 | 43 | 30 | 37 | | 209 |
| 42 | 417 | Top Banana | Peter McGinnis Buffalo NY | 6 | 14 | 23 | 40 | 46 | 42 | 41 | | 212 |
| 43 | 1337 | This Side Up | John Reynolds VT | 18 | 21 | 37 | 37 | 42 | 25 | 32 | | 212 |
| 44 | 1348 | Telluride | Scott Killips Boston Ma | 15 | 31 | 6 | PS | 33 | 26 | DNS | | 213 |
| 45 | 571 | | Jennings/King Bradenton FL | 12 | 20 | 1 | PS | 30 | DNS | DNS | | 226 |
| 46 | 2624 | Road Dog | Peter Masterson New York NY | 33 | 19 | 21 | 22 | 29 | DNS | DNS | | 226 |
| 47 | 1947 | Kingfisher | Jim Moran Rochester NY | 32 | 15 | 27 | 29 | 38 | 45 | 42 | | 228 |
| 48 | 684 | Freestyle | Paul Hull Salisbury MD | 31 | 27 | 5 | 42 | 45 | 43 | 38 | | 231 |
| 49 | 2333 | Fine Line | Kent Massey Oklahoma City OK | 24 | 25 | 15 | PS | DNS | 24 | DNS | | 240 |
| 50 | 2736 | Waterbrother | O'Brien/Smigelski Newport RI | 24 | 31 | 19 | 39 | 40 | DNS | DNS | | 255 |



Silver Fleet

| POS | SAIL | YACHT | SKIPPER | RACE | | | | TOT |
|-----|-------|-----------------------|------------------------------------|------|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 | 4 | |
| 1 | 2537 | Obstreperous | Moose McClintock Newport RI | 3 | 1 | 1 | 1 | 6 |
| 2 | 2113 | Wild Goose | Brush/Boynton Charlotte VT | 6 | 8 | 3 | 3 | 20 |
| 3 | 2717 | Cannonball Express | Don Finkle Youngstown NY | 8 | 3 | 4 | 5 | 20 |
| 4 | 2780 | Tack Rag III | Scherpf/Sheppard Havre de Grace MD | 4 | 13 | 5 | 7 | 29 |
| 5 | 1673 | Akela | Herman/Taylor Brookline MA | 7 | 10 | 7 | 6 | 30 |
| 6 | 1258 | Blitz | A. & D. Constants Morris Plains NJ | 17 | 2 | 8 | 11 | 38 |
| 7 | 2561 | Showdown | Kevin Brown Toronto ONT | 1 | 17 | 16 | 19 | 53 |
| 8 | 2236 | Off Course | Jan Soderberg Chicago IL | 5 | 11 | 20 | 20 | 56 |
| 9 | 2582 | Ariel | Brian Watson Toronto ONT | 30 | 9 | 11 | 9 | 59 |
| 10 | 433 | White Wash | Brad White Watertown NY | 21 | 21 | 9 | 12 | 63 |
| 11 | 2980 | | David Hendry Vancouver BC | 15 | 12 | 31 | 8 | 66 |
| 12 | 2549 | Compromise | Scott/Elliott Barrington RI | 10 | 5 | 2 | PS | 67 |
| 13 | 502 | Blue Barge | Bruns/Jones Ithaca NY | 22 | 6 | 22 | 17 | 67 |
| 14 | 2511 | Jack Rabbit | B. & M. Staniforth Orchard Park NY | 9 | 27 | 13 | 18 | 67 |
| 15 | 30 | Sly | A. & J. Beaudin Burlington VT | DNS | 7 | 19 | 2 | 78 |
| 16 | 468 | Ping | Marge Robfogel Rochester NY | 29 | 4 | 30 | 15 | 78 |
| 17 | 1599 | Clamdigger | Alfonso Gutierrez Mexico City MX | 16 | 16 | 25 | 22 | 79 |
| 18 | 5027 | Blast | Bill Olander Birmingham MI | 14 | 15 | 32 | 21 | 82 |
| 19 | 2572 | Amanda | Buck Lawless Rochester NY | 42 | 20 | 23 | 4 | 89 |
| 20 | 1970 | Spirit of Foolishness | Bill Gladston Toronto ONT | 19 | 19 | 26 | 29 | 93 |
| 21 | 469 | Jazz | Tom Roth Rochester NY | 40 | 35 | 10 | 10 | 95 |
| 22 | 2662 | Collusion | Al Schum Rochester NY | 23 | 33 | 29 | 14 | 99 |
| 23 | 2538 | | John Marshall Kingston ONT | 38 | 22 | 15 | 25 | 100 |
| 24 | 2326 | Laurie Anne | Jim Hoffman Jordan NY | 34 | 40 | 14 | 13 | 101 |
| 25 | 1586 | | Jeff Underhill Diamond Point NY | 24 | 23 | 33 | 23 | 103 |
| 26 | 22159 | Dandelion | Charles Ross Rochester NY | 20 | PS | 24 | 16 | 110 |
| 27 | 1983 | | Lawrence Robinson Boston NY | 25 | 18 | 17 | DNS | 110 |
| 28 | 202 | J-Whizz | Weller/Koncikowski Glens Falls NY | 32 | 42 | 18 | 24 | 116 |
| 29 | 2000 | Zuma | Ross Griffith Charleston SC | 12 | DSQ | 6 | DNS | 122 |
| 30 | 1151 | Boomerang | Rick Whistler Rochester NY | 18 | 30 | 28 | DNS | 126 |
| 31 | 25 | Slingshot | Whyte/Wilkomm Essex Junction VT | 37 | 29 | 12 | DNF | 128 |
| 32 | 2305 | Secundum Artem | Harold Weisberg Dewitt NY | 27 | 36 | 34 | 33 | 130 |
| 33 | 790 | Life in the Fast Lane | Mike Nahmias Rochester NY | 33 | 25 | 37 | 37 | 132 |
| 34 | 2331 | Seamaster | Hank Killion DeWitt NY | 35 | 28 | 45 | 27 | 135 |
| 35 | 21567 | Magic Carpet | Jim Kraft Rochester NY | 11 | PS | 27 | DNS | 138 |
| 36 | 21895 | Alliance | Richard Cain Lewiston NY | 31 | 32 | 42 | 33 | 138 |
| 37 | 1519 | Paprika | Joe Piczko Rochester NY | DNS | 24 | 35 | 30 | 139 |
| 38 | 1733 | Harpoon | Harvey Kolm Lewiston NY | 26 | 14 | DNS | DNS | 140 |
| 39 | 2609 | Blue Streak | Greg Kolbe Rochester NY | 39 | 26 | 44 | 31 | 140 |
| 40 | 1955 | Wild Man Shagnastx | John Kiever Macedon NY | 28 | 44 | 39 | 36 | 147 |
| 41 | 2718 | Green Light | A. Rawson Mississauga ONT | 13 | 45 | 40 | DNS | 148 |
| 42 | 2218 | Plus Ten | Lorne Chapman Toronto ONT | 43 | 39 | 38 | 28 | 148 |
| 43 | 2528 | | Lonny Kerst Fairhaven NY | 41 | 37 | 21 | DNS | 149 |
| 44 | 651 | Flutterbye | Roger Bardwell Canandaigua NY | 44 | 34 | 36 | 35 | 149 |
| 45 | 1652 | Samurai | Barnash/Renoe Rochester NY | 36 | 38 | 43 | 34 | 151 |
| 46 | 2773 | 3rd Wave | Tom Ehman Newport RI | 2 | DNS | DNS | DNS | 152 |
| 47 | 1029 | Surprise | Ed Gardner Rochester NY | 45 | 43 | 41 | 26 | 155 |
| 48 | 2130 | | Nillo Arvarmaa Pointe Clair PQ | 46 | 31 | DNS | DNS | 177 |
| 49 | 2020 | 2020 (Hindsight?) | John D'Aurizio Rochester NY | 47 | 41 | DNS | DNS | 188 |

Bottom Paints Beware!

Reprinted from the original article, "Update: The Bottom Paint Dilemma,"
by Jeff Spranger in Practical Sailor

In the July 15 issue of PS we raised the issue of possible toxic effects from using (applying and removing) marine bottom paints and, by extension, other marine coatings. We said then that it was a continuing story and a continuing investigation. Three months later we still do not have all the answers, but we do have more than we did in July.

That article mentions the death of a boatyard owner, possibly the result of breathing solvent fumes while spray painting the bottom of a boat. The evidence then was strictly circumstantial. Subsequently, lab tests on the victim's tissue and blood samples indicate that

... Kerst was not adequately protected from spray vapors; he should have been wearing a proper respirator.

indeed an ingredient in the paint solvent was found in those samples and cited as the official probable cause of his death. Briefly the circumstances were as follows:

On the morning of March 27 Loren Kerst, owner of Fair Haven Marina in Fair Haven, NY, was spray painting the bottom of a customer's J/24 with Pettit's Unepoxy Super Slick antifouling paint thinned for spray application with Pettit's #121 thinner. The spraying was being done outside on a fair day in essentially calm wind conditions. With more than half the bottom painted, Kerst collapsed. He was discovered apparently almost immediately and a nurse, a yard

customer who happened to be nearby, administered mouth to mouth resuscitation in an unsuccessful effort to revive him.

Kerst, a big man, 39 years old, and in seemingly perfect health, was a veteran of work around boats. This was his first bottom painting of the season, his eighth of spraying bottoms. For protection over his nose and mouth he wore a paper particle mask whose function it is to screen out particulate matter such as dust and paint droplets. However, Kerst had a heavy beard which would probably have reduced the effectiveness of such a mask. The mask is not intended to prevent inhalation of vapors.

The police report on the incident notes that the nurse observed a strong chemical odor in the air exhaled from Kerst's lungs during her efforts to revive him. Based on this information, plus the circumstances of the incident, and in the absence of any other evident cause disclosed by autopsy, the initial medical examiner's opinion was that Kerst probably died as a result of some factor in the spraying. His death certificate left the official cause of death as undetermined pending results of lab testing.

Tissue and blood samples, as well as the contents of the paint sprayer and the thinner, were then sent to a police lab for analysis for the presence of alcohol, drugs, heavy metals, and xylene, a hydrocarbon listed as an ingredient of the thinner.

The report of that testing indicates no evidence of alcohol, drugs, or heavy metals. The tests for xylene were done by gas chromatography. Based on that testing the county medical examiner reported:

"... A trace of xylene was found in the brain and the lung, and the blood level of 1.82 mg.% is in the range of other deaths reported from xylene poisoning. In the absence of any other demonstrable cause of death from the autopsy or microscopic examination and toxicological examination, and from the circumstances surrounding his death and from the finding of a level of xylene in the blood that has been associated with other deaths, I believe the cause of Mr. Kerst's death was cardiorespiratory arrest from xylol poisoning (xylol and xylene are interchangeable terms)..."

Back to Authorities. With this finding in hand, PS went back to members of the paint industry plus private and government agencies in further efforts to determine if Kerst's death was an isolated, even freak occurrence or, as the medical examiner's report would have it, another instance of identifiable hydrocarbon poisoning.

According to those we spoke to, especially those at the National Poison Control Center and National Institute for Occupational Safety and Health (NIOSH), cases involving death from breathing xylene are so rare that they found it hard to believe that Kerst died as described by the medical examiner's conclusion. Typically, they noted, those exposed to hydrocarbons (including naphtha, toluene, etc.) may become nauseous, disoriented, dizzy or drowsy. Continued exposure to a heavy concentration has also caused death (as in one such incident reported recently in the *New York Times*), but the fact is that Kerst was quickly removed from any such protracted exposure. Most of those affected

seem to recover within a few days with no apparent lasting effects.

Experts in toxic substances consider xylene far more likely to irritate the skin and eyes than to be lethal from its being inhaled in moderate concentrations. Ingestion is serious but not likely. As a result, most of their data and opinion is focused on xylene's more common forms of toxicity.

There is agreement, however, that Kerst was not adequately protected from spray vapors; he should have been wearing a proper respirator. According to those close to Kerst and the incident, he had never been informed of what he might wear that would give him protection. As mentioned in the July article in PS, paint manufacturers do not make a point of spelling out precautions other than those required by the EPA. And that is an issue that continues to nag annoyingly throughout the whole investigation.

That, in short, is where the matter now sits. A man died ostensibly from breathing the vapors of a solvent not considered likely to be lethal, at least not in the circumstances surrounding his death. Representatives of the paint

industry and independent authorities agree that the risk factor from xylene is relatively low. But they also concede that hydrocarbons are toxic and they should be handled with care. At the very least, bottom paints should not be sprayed except by professionals and then only with proper protection.

One thing that seems reasonable to keep in mind is that the particular brand of bottom paint involved in the Kerst incident is not as significant as it might appear. Almost every coating available for consumer use has one, or more likely, a combination of petroleum distillates in its vehicle as well as in its thinners and solvents. Xylene happens to be a very common hydrocarbon. Toluene (or toluol) is another, but is less common. Naphtha and mineral spirits are used most frequently.

These are products that have been around for years with an apparently respectable record of safety when used with normal precautions. And they do require care. From our own experience we find that familiarity breeds casualness. We don't wear goggles and gloves when using the stuff. We leave spatters

on our hands and arms until the job is done. We tolerate the smell of the vapors while we keep our face over the can stirring the contents. And we have regularly left brushes sitting in a can of solvent exposed to the air in the workshop.

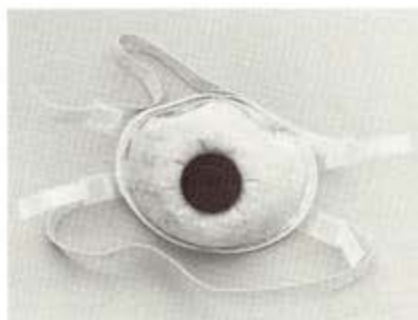
At the very least, what happened to Loren Kerst should give us all pause to consider how we treat substances that may not be commonly regarded as highly toxic, but which have demonstrated that they can be.

Tin Needs Special Precautions. In the quest for answers to the question of the threat of hydrocarbons, PS came across another substance that is definitely toxic and that does demand even more care than solvents. Watch out for any of the organic tin (organotin) compounds used in several bottom paints and specified for aluminum hulls. Under the designation tributyltin oxide (TBTO), fluoride (TBTF), and adipate (TBTA), organic tin is used in small amounts in such antifouling bottom coatings as KL-990 (US Marine Coatings) and Super Vinelast (Woolsey Marine Industries). Tributyltin is the major active ingredient

Two Recommended Respirators

Almost universally the best advice PS has received on working with any coating with a hydrocarbon solvent or thinner including polyurethanes is that the user should have the protection of a respirator, not merely a particle mask (also called a dust mask or nuisance mask). In looking for a suitable product to recommend to readers we wanted one that would be readily obtainable and moderately priced as well as capable of giving maximum protection. Several members of the paint industry recommended two products manufactured by 3M.

To find these products locally first check the Yellow Pages under Safety Equipment and Clothing. If unsuccessful, call 3M, Occupational Health and Safety Products Division at (800) 328-1300 for the name of a distributor and/or outlet in your area.



3M #8709
Easi Spray Paint Respirator **\$7.67**

This simple, inexpensive respirator should give a user adequate protection from both organic vapors and particles he might encounter in normal boat work outdoors, including protection while spraying. One mask should last a season and then be discarded. It should also be discarded when the user can

detect the odor or taste of the vapor or when breathing through it becomes difficult. The exhalation valve makes breathing through the device easier than through a typical particle mask. This handy respirator is designed for painters and is comfortable enough to wear so that neither discomfort nor inconvenience should become an excuse for not wearing it. The respirator is affixed with a single adjustable elastic band. A flexible metal stiffener over the nose permits bending for a close fit. Wearing over a beard, mustache, or full sideburns reduces effectiveness as it does with any protective mouth and nose mask.

For the average boat owner who occasionally handles possibly toxic marine coatings including brushing polyurethane, PS strongly urges use of this respirator as a matter of habit.

in Bioguard (Pettit Paint Co.) and Tri-Lux (International Paint Co.). Organic tin and cuprous thiocyanate are the active ingredients of Micron 22 (International).

These compounds are recognized as the most toxic active ingredients presently used in antifouling paints, toxic both to marine life and to the humans who work with them. They should not be ingested, inhaled, left on the skin, or admitted to the eyes. They continue to be toxic, even after a season of use.

Certainly coatings using organic tin compounds should be regarded as hazardous materials. They should neither be applied nor removed without use of a combination filter and respirator. Skin and eyes should be thoroughly protected. As spraying seems particularly risky, informed advice is to limit application to roller or brush.

Micron 22—A Special Risk. This last precaution obviously conflicts with the usual procedure for applying Micron 22. This coating from International is the newest product to come on the highly competitive pleasure boat market and is an adaptation of a product developed

for commercial ships. The promises the stuff makes for smoothness and protracted antifouling protection have already made it highly fashionable for the hot racing types. It is a complicated (and expensive) product requiring three coats (one primer, two overcoats) to critical thicknesses that virtually preclude its being applied by any means other than careful spraying. As smoothness is a major part of what a user is looking for, Micron 22 may also involve extensive sanding and thus exposure to its toxic ingredients in particle form.

Micron 22 is potentially the most hazardous coating PS has come across. For this reason we do not recommend its application by anyone not familiar with its properties, with the proper equipment (including safety protection) to work with it, and with safe spraying techniques. Leave application of Micron 22 to the professionals. —JS



*One representative of a paint company even suggested PS write up what we think should be included on paint can labels in the way of advice on safe use of the product. PS is working on the project.



Tribute

We are greatly saddened that Loren Kerst's laugh, his boundless energy and enthusiasm will no longer be part of J/24 gatherings. Many of you will remember him at the Midwinters over the past several years on *Max*. What you probably aren't aware of is that Loren was an absolutely selfless individual who would drive countless miles to help an owner with a problem or battle snowstorms to deliver a boat on time. A craftsman and artist, he seemed to enjoy doing the work himself, rewarded by making his customers happy.

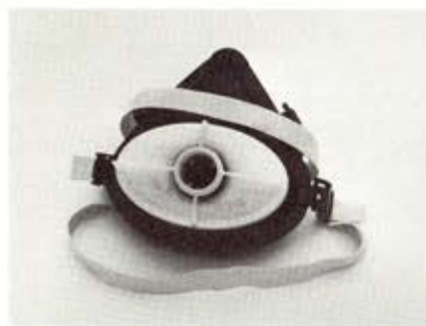
I remember meeting Loren for the first time at the Annapolis Boat Show in 1977. And, I thought, here is some character for a dealer! Then along came a half dozen other people from upstate New York who knew Loren, saying what a super guy he was and that they all wanted to buy boats from him or no one. Yes, I'm part of that following now also.

Loren was absolutely honest and fulfilled his commitments to the letter or hour. But, I don't think the hour of his departure was part of the plan. It was far too early.

Loren made an outstanding contribution to the J/24 Class while on earth... hopefully he will continue to make a contribution to the health of Class owners in the future, if they heed the message of the adjacent article.

We'll miss you Loren and we'll make sure you aren't forgotten!

—RJ



**3M #8741
Spray Paint Respirator Assembly \$13.50**

This two-part respirator-filter is NIOSH/MSHA approved for use with paints that give off organic vapors as well as protection from mists and dusts. The active respirator material is charcoal. The respirator body is semi-rigid plastic that attaches with double adjustable elastic straps. It is only moderately comfortable to wear and takes some getting used to. However, for the work this device is needed for, this should not be a serious drawback. Goggles or glasses fit above it easily. The respirator gives warning of high concentration of vapors by allow-

ing the user to smell them. How long the device gives protection depends on breathing rate and vapor concentration; when the vapors can be smelled or tasted or at the first sign of irritation, the respirator is saturated and should be discarded. Shelf life of the respirator is considerable, provided it is kept sealed from organic vapors that are present in the atmosphere. It thus should last for several seasons of normal boat-owner use if it is stored in airtight plastic. Two pre-filter inserts are included in the assembly and fit into a case over the respirator. The pre-filter works on particulate matter and should be discarded when difficult to breathe through or damaged.

PS recommends the 3M #8741 to anyone working with polyurethane coatings and polyester and epoxy sins as well as with hydrocarbons whenever the concentrations of vapors from these substances could rise to a level that could cause discomfort or possible toxic reaction including any use in a confined area. PS urges its use for any spray painting.

**You bought the right boat, the right sails,
the right electronics and the right gear.
There's only one reason left for losing.**

The Reason.

Face it, all J-24 winners sail the same boat you do. They win because they know something you don't. Maybe a lot of things.

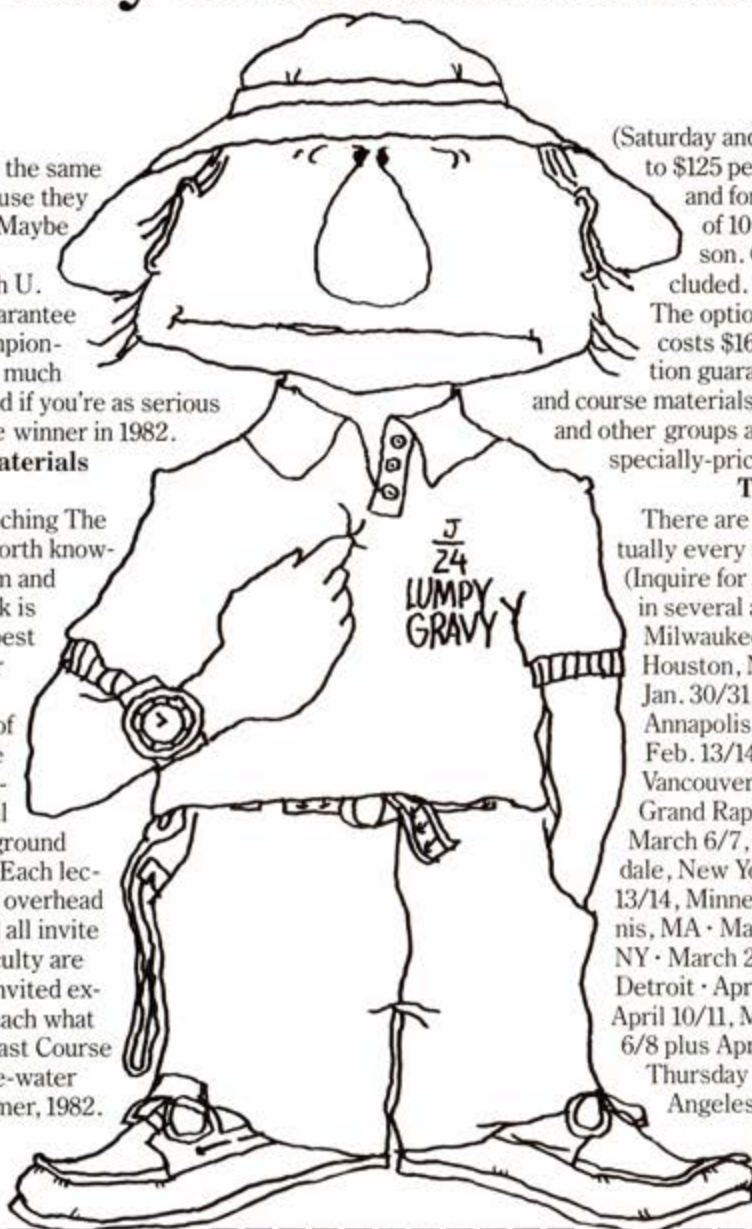
While two days at a North U. Racing Seminar may not guarantee you a North American championship, it will make you into a much more savvy competitor. And if you're as serious as we are, you *can* be a race winner in 1982.

**The Course, Course Materials
and Faculty.**

This year, North U. is teaching The Fast Course—everything worth knowing about rig tuning, sail trim and crew work. The course book is all new and absolutely the best teaching text on speed ever assembled. It's got expert tips, practical explanations of racing theories, informative drawings, plastic-coated on-board aids for evaluating sail shape and boat speed, background reading and self-help tests. Each lecture is illustrated by slides, overhead transparencies or films, and all invite group participation. The faculty are winning North sailors and invited experts. All have trained to teach what made them winners. The Fast Course dove-tails with North on-the-water seminars to be held in summer, 1982.

Costs and Logistics.

A North U. Fast Course costs \$145 for two days



(Saturday and Sunday), with discounts to \$125 per person for groups of three and for sailors under 18. Groups of 10 or more pay \$105 per person. Course materials are included. Lodging and food are not. The optional Saturday night banquet costs \$16 per person. Early registration guarantees a place in the class. Course materials in advance. Yacht Clubs and other groups are invited to inquire about specially-priced private seminars.

The Schedule.

There are North-U. Seminars at virtually every sailing center in America. (Inquire for additional seminar dates in several areas.) Jan. 9/10, Atlanta, Milwaukee, Newport • Jan. 16/17, Houston, New Orleans, Darien, CT • Jan. 30/31, St. Louis, Marblehead, Annapolis • Feb. 6/7, Sandusky, OH • Feb. 13/14, Halifax, N.S. • Feb. 20/21, Vancouver, Philadelphia • Feb. 27/28, Grand Rapids, MI, Cleveland, Seattle • March 6/7, Toronto, Miami/Ft. Lauderdale, New York, San Francisco • March 13/14, Minneapolis, Fort Worth, Hyanis, MA • March 20/21, Lake George, NY • March 27/28, Chicago, Phoenix, Detroit • April 3/4, St. Petersburg • April 10/11, Montreal, Buffalo • April 6/8 plus April 13/15 (Tuesday and Thursday nights), San Diego. Los Angeles date to be announced.

**Enroll in North U.
Call 203-375-0378.**

Please enroll the following in North U. at (place)_____ on (date)_____

at (see per person cost above) \$_____ per person, plus (number)_____ of banquet reservations at \$16 per person. The total is \$_____.

☐ Enclosed is my check. ☐ Please charge my credit card.

[illegible]

Its expiration date is _____ and Inter Bank Number (MasterCard) is

Signed _____

List all applicants here or on another sheet, including names, addresses and daytime telephone numbers.



North U.

Send to: Robert Hopkins, Jr., North U., 305 Sniffens Lane, Stratford, CT 06497.

A Tune-Up With The Pros

By Heather Campbell

What do Dick Tillman, Butch Ulmer, John Kolius, Mark Ploch, Scott Allen and Buddy Melges have in common? Besides being peerless J/24 sailors, they instruct racing courses at Steve Colgate's Offshore Sailing School.

The new Vice President of the J/24 Class Association and Martini and Rossi Yachtsman of the Year, Dick Tillman, was the guest expert for our week of intense racing and classroom sessions at the Offshore facility on tropical Captiva Island on Florida's Gulf coast. It was Dick's eighth season combining business with pleasure at Offshore with his wife Linda and three daughters, Laurie, Libby and Susan.

The kick-off lecture on Sunday evening focused on sail trim and timing. Our classroom instructor was Bill Gladstone, a lithe, suntanned 23-year-old veteran of one-design boats from Windsurfers to J/24s. He also familiarized us with the week's schedule, checklists, course diagrams and boat and crew assignments. My first crewmate was Betsy Achtley, a New York banker whose father had taken the advanced racing course several times with various guest experts and had recommended Offshore as a good vacation away from the city. Crewmate #2 was surgeon Les Nash of Ohio who was making this, his second trip to Offshore after taking the Learn to Sail last season, a family vacation.

Over rum punch at the welcome party that evening, we met our other instructor, 23-year-old Dave Flynn, a lanky big-boat sailor; Offshore's Director, Jim Ellis; and six other instructors and students from the Learn to Cruise, Advanced Racing and Learn to Sail courses,



Instructor and guest expert Dick Tillman with his daughters.

*J/24 sailors from all over
come to this little piece
of paradise for a fine
sailing school and fun
filled vacation*

which are held simultaneously. After a late dinner of conch soup and key lime pie with my friend Bernadette Brennan, managing editor of *Cruising World* magazine, we decided that it was time to turn in. We headed for the Plantation House, just as the wind began to build.

The next morning, 35-knot gusts had frosted the gulf with white caps, making foul weather gear, life jackets and gloves

demonstration, Betsy, Les and I rigged our Soling 24, shoved off and headed out through the narrow channel into Pine Island Sound. Acquainting ourselves with the boat, we reinforced our lecture and manual material with drills, drills, drills—orchestrated by Bill, who was perched on the transom. By noon, we were back at the dock and heading for some tall frosties which turned out to be a ritual for the week. After catching a few rays poolside with other students and scanning the text, it was off to our second class. The evening was spent answering questions, discussing tactics, starts and on-the-water performance.

Scheduled for the Tuesday afternoon session, we spent our free morning shelling. The aqua gulf was paved with many treasures. With my satchel



full of angel wings, kitten paws, sand dollars and whelks, I returned to the suite, picked up my gear and headed toward the docks to meet and chat with other students.

Everyone agreed that the Offshore instructors are real professionals. They alternated for the first few days each displaying varied teaching styles, which was enlightening. They gave encouragement and raised challenging questions and situations. The eight differed in age, home port and sailing experience, but they mutually believe in teaching performance sailing and proper sail trim—a belief Steve Colgate has had since the school's inception 17 years ago.

The winds blew 18-22 knots on Tuesday providing another day for fine tuning, powering through choppy seas and confidence building.

After viewing video tapes Wednesday morning, we had our first day of racing. While jockeying for position on the starting line of the third race, we had a port/starboard collision. In an instant, Bill was in the cockpit jury-rigging a new port shroud, while I kept us on a starboard tack. Picking up tow lines from a chase boat, we doused the main and jib and sadly headed for the harbor.

The topics of that evening's classroom discussion were the collision, the United States Yacht Racing Union and racing rules. Offshore encourages students to join the USYRU. After a brief talk on the organization's purpose and function, we settled into an in-depth study and slide show on racing rules. A movie on the Whitbread Round the World Race topped off the evening.

The lesson for our last day with an

instructor on board focused on patience and light-air strategy, dip starts, mark roundings, lifts/headers, weight dispersement and current and its effect in 3-5 knots of wind.

Each day, Dick Tillman precisely and enthusiastically coached from a chase boat while shooting video tapes of the racing courses. The advanced race

As the spinnaker hourglass and we sailed away from the mark, we knew the honeymoon was over.

course students found the films to be an invaluable aid during the evening lecture session. Tillman, like the other guest experts, has a great deal of experience and knowledge of one-design sailing, with concentration on the J/24. The instructors are invited to Captiva specifically for the advanced race group, but one could always find Dick on the dock discussing sailing techniques with beginners, cruisers and intro racers.

Early Friday morning, regatta day, the three of us were on the boat checking our rig, packing the chute and gearing up for our first race. We left the harbor with dolphins dancing to starboard, the cruising class heading out toward the gulf on their 33-foot Pearson and the beginners learning to heave to and performing man-overboard drills.

With Betsy at the helm, Les and I tuned, trimmed, reread the sailing instructions and watched our competition in

the advanced and intro groups as we reached off for the starting line on the Colgate race course. Everything was fluid, we put it all together and reaped a third, first and second place.

Before racing on Saturday afternoon, winds really picked up. As the spinnaker hourglass and we sailed away from the next mark, we knew the honeymoon was over. Attempting to defy Murphy's Law in the last races, we recovered to finish well in the intro group, but we lost our overall first place. The second day turned out to be full of lessons well learned.

Festivities on our final evening began with a banquet. The party was all a-buzz with new friends exchanging addresses all the way from Canada to Italy. The night apexed with an awards ceremony and slide show on the Offshore Sailing Club which arranges charters for the Offshore graduates to places such as Greece, the Caribbean, Maine and the south of France.

It was difficult to believe the week at Offshore had come to an end. J/24 sailors from all over come to this little piece of paradise for a fine sailing school and fun-filled vacation. They come as singles, families, newlyweds and entire crews preparing for enjoyable and competitive sailing/racing seasons. To balance the intense course, there are shops, groomed jogging paths, tennis, touch-football games, lush scenery and fabulous restaurants. A week at Offshore Sailing School for any J/24 sailor is a vacation well spent.



Good Guys Vs. Bad Guys

By Russell Painton

Fifty-one J-boats showed up at the Austin Yacht Club on the weekend of July 11 and 12 to partake in the annual scramble for the top at the AYC July Texas Circuit Regatta. You would have thought 40 boats enough last year, but nooooo, *everyone* had to get into the act, and even though the lake was much larger (more water), the starting line still spanned the greatest part of it.

This time we had an even more stellar cast, for people came from as far away as Seal Beach, California (Bruce Golison—you've heard of him), plus we had boats from Oklahoma City, Shreveport, Bossier City, Seabrook and Plano, as well as the regulars from Corpus Christi, San Antonio, Houston and Dallas.

After a little free beer Friday night, everyone was happy to sit around for a few hours Saturday morning waiting for some wind to fill in. Well, it never did. Rather, Saturday afternoon about 3:00, the mill-pond surface vanished slightly and the race committee, barely able to contain its joy, set the fleet off in about five knots of wind on a "modified trapezoid."

With the length of the line, one had to decide before the start whether to go up the left side of the lake or the right side of the lake, for with this many boats, it was

impossible, at least on the first leg, to get from one side to the other without either fouling or getting bashed by a dozen or so boats.

As it turned out, those that started slightly to the left of center of the line did best, as they carried a slight port-tack lift for the first half of the leg, thereafter being able to flop on to starboard and work the middle up to the mark.

As usual, everyone got to the weather mark at the same time, and for those who weren't able to tack high enough and keep their air free going around, the only alternative was to park at the mark and watch 20 or 30 boats go by.

Thereafter, the group separated somewhat and really got spread out all over the lake. The wind never did pick up much during this race, and when it was over, Scott Young in *Windfall Prophet* nailed down a first place, followed closely by the Levens-Maguire syndicate in *Strider* and Farley Fontenot in *Natural Gas*.

The wind had built a little bit—five to eight (we really had a hurricane blowing) and the race committee immediately started the fleet off on an olympic course. This time, those that elected to go up the right shore came out better, and after

sorting themselves out from the parking lot at the weather mark, the boats rounded, four and five abreast. The wind was up and down; however, when it was all sorted out, the Levens-Maguire syndicate had pulled out a first place, followed closely by Keith Zars in *Red* and Pete Edgar in *Spook*. For the first time, John Kolius in *Honky Tonk* broke the top ten with a fourth.

Now, by this time, Kelson Elam, one of the favorites, had managed only a sixth in the first race, and a nineteenth in this race. What was going on here? Well, what was going on was the wind was light, the line spanned half the lake, and if you didn't start on the right end, you might as well forget it.

The offshore sailors were really having a good time trying to figure out what was going on. Bruce Golison, who is used to the word "shifts" (meaning a five-degree change in wind direction), had managed no more than a nineteenth and twelfth so far.

Ecstatic with the five-to-seven-knot wind, the race committee immediately signaled another start, this time a triangle. By now, it was after 7:00 p.m. and the question in everyone's mind was "Will we finish the race before dark?" However, since there was very little chance for good winds the next morning, everyone desired to get in the minimum three races, and off we went.

Forget the first two races. Everything now got scrambled up once again with the good guys guessing the wrong side of the line, and the bad guys guessing the right side. Yours truly elected to start at the committee boat and flop immediately to port. We looked back and had

As usual, everyone got to the weather mark at the same time, and for those who weren't able to tack high enough and keep their air free going around, the only alternative was to park at the mark and watch 20 or 30 boats go by.

TEXAS CIRCUIT REGATTA

| POSITION | YACHT | SKIPPER | RACE | | | | TOTAL |
|----------|--------------------|-----------------------|------|-----|-----|-----|-------|
| | | | 1 | 2 | 3 | 4 | |
| 1 | Windfall Prophet | Young, Scott | 1 | 7 | 3 | 1 | 11½ |
| 2 | Proud Mary | Ricks, Tobin | 4 | 8 | 18 | 2 | 32 |
| 3 | Red | Zars, Keith | 12 | 2 | 17 | 3 | 34 |
| 4 | Good Hearted Woman | Elam/Bevan | 6 | 19 | 2 | 9 | 36 |
| 5 | Fineline | Massey/Oetkins | 10 | 14 | 9 | 4 | 37 |
| 6 | Road Dog | Masterson, Peter | 5 | 17 | 5 | 15 | 42 |
| 7 | Fat Lady | Patterson, David | 14 | 15 | 8 | 5 | 42 |
| 8 | Strider | Levesn/Maguire | 2 | 1 | 23 | 19 | 44¾ |
| 9 | Natural Gas | Fontenot/Turner | 3 | 24 | 10 | 8 | 45 |
| 10 | High Stepper | Golison/Goodfellow | 19 | 12 | 7 | 7 | 45 |
| 11 | Graybeard | Anderson, Jim | 9 | 9 | 14 | 20 | 52 |
| 12 | Honky Tonk | Kolius, John | 13 | 4 | 15 | 22 | 54 |
| 13 | Spook | Edgar, Peter | 11 | 3 | 35 | 13 | 62 |
| 14 | Ante Up | Berg, Richard | 26 | 21 | 6 | 10 | 63 |
| 15 | Whatboat | Henry, Curtis | 23 | 29 | 1 | 11 | 63¾ |
| 16 | Mustang Sally | Tears, Rick | 17 | 16 | 16 | 18 | 67 |
| 17 | Running On Empty | Harden, Ron | 31 | 6 | 31 | 6 | 74 |
| 18 | Armadillo Breath | Parks, Brad | 16 | 5 | 4 | DNF | 77 |
| 19 | Grand Siam | Forester, Paul | 7 | 31 | 22 | 28 | 88 |
| 20 | Flour Power | Am Rheim, Fred | 21 | 28 | 19 | 31 | 99 |
| 21 | Misdemeanor | Dienst, Steve | 8 | 13 | 27 | DNF | 100 |
| 22 | Lorelei | Specia, Richard | 34 | 30 | 26 | 12 | 102 |
| 23 | More Grief | Conger/Wolcott | 48 | 11 | 20 | 27 | 106 |
| 24 | Dame | Mosbacher, Rob Jr. | 38 | 25 | 24 | 21 | 108 |
| 25 | Goldrush | Lindsay, David | 30 | 18 | 13 | DNF | 113 |
| 26 | Priceless | Irwin, David | 20 | 23 | 21 | DNF | 116 |
| 27 | Raindrops | Irwin, Kathy | 28 | 27 | 38 | 25 | 118 |
| 28 | Patty Wagon | Halter, Ed | 22 | 32 | 39 | 29 | 122 |
| 29 | Bandit | Plumer, Ned | 46 | 26 | 34 | 17 | 123 |
| 30 | Runamuck | Painton, Russell | 35 | 33 | 44 | 14 | 126 |
| 31 | Class Action | Johnson, Bob | 43 | 10 | 28 | DNF | 133 |
| 32 | Special K | Kern, Jack | 18 | DSQ | 11 | DNF | 133 |
| 33 | Nightmare | Pierce, Jim | 24 | 37 | 25 | DNF | 138 |
| 34 | Bingo | Nutt, Bruce | 41 | 38 | 37 | 24 | 140 |
| 35 | Monster Fish | Light, Peck & Pfister | 25 | DSQ | 12 | DNF | 141 |
| 36 | Lay Lady J | Zars, Leif | 40 | 43 | 43 | 16 | 142 |
| 37 | Black Magic | Little, Mike | 32 | 22 | 36 | DNF | 142 |
| 38 | Blueprint | Dietz, Karl | 42 | 20 | 32 | DNF | 146 |
| 39 | High Anxiety | Himmel, Ed | 37 | 34 | 46 | 30 | 147 |
| 40 | 20th Century Fox | Moore, Gary | 49 | 35 | 42 | 23 | 149 |
| 41 | Jalapeno | DeCluitt, Doug | 27 | 41 | 48 | 33 | 149 |
| 42 | Whatever | Shepherd, John | 29 | 46 | 30 | DNF | 157 |
| 43 | Andiamo | McCarthy, John | 36 | 40 | 29 | DNF | 157 |
| 44 | Azara | Cary, Curtis | 15 | DSQ | 41 | DNF | 160 |
| 45 | Lady Outlaw | Ashby, Wayne | 44 | 39 | 45 | 32 | 160 |
| 46 | Pastime | Hiebert, E. | 33 | 42 | 33 | DNF | 160 |
| 47 | Zoom | Shough, Pete | 47 | 45 | 49 | 26 | 167 |
| 48 | Ammo Box | Mangold, Tony | 45 | 36 | 40 | DNF | 173 |
| 49 | Spectrum | Kocen, Phil | 51 | 47 | 50 | 34 | 182 |
| 50 | Taxi Dance | Youngberg, Steve | 39 | 44 | 47 | DNF | 182 |
| 51 | Orange Peel | Zube, Ed | 50 | 48 | DNF | DNF | 202 |

the whole fleet line up behind us and got so excited that we forgot that the thing to do was to flop to starboard and consolidate our lead. On the other hand, Kelson Elam and Scott Young, both of whom started in the middle of the line, flopped to port tack, riding a gradual port-tack lift up the lake, lifting inside of us, and at the weather mark were well up there.

This was a short race, and the first leg was all-important. The wind got light before the finish, and Curtis Henry in *Whatboat* came out of nowhere to win it, followed closely by Elam, Young, and Brad Parks in *Armadillo Breath*. The Levens-Maguire syndicate, who at this time were leading with a one and three-quarters, fell off the cliff into twenty-third, but still were standing in third place. Kolius, who had managed a third in the second race, dropped down to fifteenth and wasn't looking too good.

So, sports fans, at the end of the first day with three races under our belt, we had Scott Young leading, closely followed by Brad Parks and Dave Maguire. Tied at fourth were Pete Masterson in *Road Dog* and Kelson Elam. Right behind was Tobin Ricks in *Proud Mary*, and tied for sixth were Jim Anderson in *Graybeard* and John Kolius. Keith Zars was seventh. Below these were clumped an enormous amount of boats within a few points of each other.

Interesting line-up? Not to worry. All it took was one more race to completely change everything around.

Sunday morning, believe it or not, the wind (finally) filled in about six knots from the southeast. Anxious to get one more race off, the race committee managed to get everything in order, posted a modified trapezoid course, and fired the gun. The wind promptly dropped to one-half its former speed. We went left, 25 boats went right. Of course, the right side was the better side. The boats that went up the shore managed to ride a lift up, catch a header at the last minute, and tack across to the weather mark. On the other hand, those of us who went way left managed to catch a port-tack lift into the weather mark. Have you ever tried to approach the weather mark on port tack when there are 25 boats coming in from the other direction on starboard? If you haven't, it is a nice parade—much like sitting at a railroad crossing watching the cars go by. We dropped from tenth to thirtieth before getting up the nerve to charge in to the mark on

port tack, flop over and get around, barely missing a pile-up of ten boats in the process. Down the reach there was a lot of sorting out with many overlaps.

Kelson Elam, who was over early, had recovered pretty well by that time, since his crew had stuffed his protest flag in his mouth to keep him from voicing his displeasure with the race committee's audacity. Needless to say, the first boats around the weather mark were able to stretch out their lead, and at the end of the race, it was Scott Young, Tobin Ricks, and Keith Zars in that order, followed closely by Massey/Oetkins in *Fineline* and Dave Patterson in *Fat Lady*.

The Texas Circuit is becoming so intense that to merely break the top twenty is a very satisfying feat. To break the top ten is quite an accomplishment, indeed. For example, John Kolius was twelfth. Brad Parks, who was second at the end of three races, finished thirty-fourth in the last race and dropped to eighteenth. If this gets any tougher, I'm going to have to try another sport.

Throughout the entire affair, the races were superbly run under the tutelage of Arak Bozyan of the Austin Yacht Club, along with Jim Baker and many other helpers. He knew when not to set a course and when not to start a race, and was able to set excellent weather legs, in spite of the wildly oscillating winds (or lack of same).

Pat Halter did an excellent job as Regatta Chairman. Perhaps the final touch was the presence of a 60-foot crane at the Yacht Club to pick the boats out of the water and set them neatly on their trailer. This worked fine, for approximately 34 boats were removed from the lake in less than two hours.

Next year we're going to limit the entries to no more than seven boats—that way, I'm sure to finish in the top ten. For the record, the complete finishes and the final standings are listed on the opposite page.



*Everything now got
scrambled up once again
with the good guys guessing
the wrong side of the line,
and the bad guys guessing
the right side.*

Speed Counted Stamina Conquered

By Frank Rohr Photography by Barbara Pyle

Seduction, then savagery. It was not a pattern. Sailors know better than anyone that patterns at sea are a snare and a deception. It was merely the luck of the draw in this year's Rolex Cup Regatta off St. Thomas (April 3 through 5) that dealt seventy-five competing skippers one day of classic Caribbean bounty and forty-eight hours of mauling, beam-ends weather. A bit of expected trade wind romping, followed by buckets of bullying wind and rain from every point of the compass.

Winner going away—and how he deserved the garland this year—was John Foster of St. Thomas in his J/24 *Antidote*.

"Preparation is the key," said Foster, after sweeping this eighth annual Rolex. He should know. It was his second successive triumph in the popular spring event. While race boats bent to 45- and 50-knot gusts in blinding squalls for two thirds of the regatta, *Antidote*, nothing daunted, sailed with a relatively full rig. Her flawless corrected time total of 11:46:24 in a trio of interisland day races, ranging from twenty-three to thirty-three miles in length, won fleet victory and her own Class D as well.

It was an awesome performance for the doughty J-boat skipper John Foster in this first of three Caribbean races that now comprise CORT (Caribbean Ocean Racing Triangle), which is sponsored by the famed winch manufacturer Barient. Foster, indeed, came to the '81 Rolex as winner of last year's inaugural CORT, whose succeeding April/May events are the B.V.I. Spring Regatta and Antigua Sailing Week.

If those acronyms and schedules

give the impression Caribbean racing has become stratified/computerized/disciplined, just ask the sailors in this year's Rolex, like John Foster: "A mini Fastnet." Or Robin Luke of St. Thomas who skippered the new Kirby 25 *Jay-walker*: "Survival conditions." Or Peter Haycraft from Tortola in his Verl 33 *Tropical Wave*: "Choose a new God."

Not a few crewmen found religion as they lost assorted bits of gear and canvas during the second and third days. There is no question that John Foster's respect for the demanding deities of ocean racing in the way of conscientious "dry sailing" ashore and superb, consistent teamwork at sea was crucial to his victory.

Foster—a transplanted Englishman and Pan Am Games and Olympic sailor, whose easygoing charm belies a fiercely competitive spirit—has long known that in competitive sailing speed counts, but endurance counts more. In the '81 Rolex, the performance of *Antidote*, one of those high-stepping Js that have virtually dominated Caribbean racing in the past few years, bore out that spirit and that ingrained knowledge.

In the smiling 15- and 20-knot conditions of the first heat, the 32.8-mile Jost Van Dyke race that skirted St. John and the southern edge of Jost Van Dyke before returning racers to the St. Thomas YC, *Antidote* took second in class and fleet. Her big competition was the new Kirby 25 group, lofted by Canadian Bruce Kirby. In addition, the Kirbys were better rated. Despite these odds, and a last-minute WIYA handicap rule amendment penalizing small, hot boats like the Js, Foster took his overall prize.







Walter Ammler (left), representing Rolex, and Antidote owner/skipper John Foster repeat a familiar scenario—the trophy presentation for first overall in the 1981 Rolex Cup Regatta.

"We gave the Kirbys a minute an hour, six minutes on the first day," said Foster. "We had to sail like hell to make it up."

Hellish sailing became the rule for the Rolex fleet out on the unprotected 32.5-mile Ocean Triangle of the second day. On an Olympic-type course, whose outer limits were French Cap Cay and Buck Island, winds of from 35 to 50 knots began to separate the men from the boys, sails from spars, and masts from boats.

"A ride and a half," said Foster, who sailed *Antidote* through his own group and right up into the B fleet, "planing at 14 knots for periods of 15 and 20 minutes at a time."

There were dicey moments, starting with the very first leg, a wild spinnaker reach to French Cap, when *Antidote* continued to fly her chute on port tack while competing Kirbys dropped theirs.

"With French Cap coming up like thunder," said Foster, "we had to drop the spinnaker or collide with the damn thing. We took it down, started around, jibed over to starboard in 30 seconds of calm on the lee side, hoisted the chute again, and came out of the lee like a Ferrari. We planed all the way to Buck Island. I never had the boat under such strain. As we passed the Class C Puerto Rican boat *Cachondo*, her crew roared out 'Fantastico!' We looked astern, and they were setting their own chute."

Leading all the Kirbys by up to 25 minutes corrected, *Antidote* won class and fleet this day without a bit of gear failure. Others were not so fortunate. While pacing *Antidote* on the first spinnaker leg, Ed Drury's Kirby 25 *Airborne* spun up into the wind.

"Her sails simply exploded," said Foster, "with a sound like gunfire." The shock sheared off *Airborne's* rudder as well, and she bobbed for a merciless two hours, drifting downwind, awaiting a tow.

While boats battled to keep racing, and skippers wondered grimly whether their rigs would stand if they set spinners on the wild reaching and running legs, and the steep, amazing seas and punishing rain continued unabated, the unthinkable happened. A man went overboard from George Coy's little Tropic 24 *T-Rifik*. Then came the expected in such a fleet of veteran racers. The first yacht coming up astern, Ed Urban's Cal-27 *Enterprise*, dropped out to rescue the swimmer.

The finale, the Coral World Race threading the islets between St. Thomas and St. John, was shorter—23.5 miles—but equally severe. Mantling rain obscured landmarks and unmarked coral-

heads while the northeast wind blew a steady 20 knots and gusted at times to an unbelievable 58 knots. *Antidote* engaged Mark Brown's J/24 *Incision* in a losing boat-for-boat battle to the first mark, then took off like a scalded cat, spooked by the dark banners of a storm front sweeping westward from Tortola.

"At the leeward mark, we had closed with *Incision*," said Foster. *Incision's* helmsman was now ex-owner Dr. Robin Tattersall, sometime *Antidote* crew and friendly enemy. A complex tacking duel ensued, with *Antidote* eventually driving upward on starboard, forcing *Incision* over to port to complete her covering maneuver.

"We accelerated off a huge wave toward him," said Foster. "At the last moment, he tacked beneath us to avoid a collision. We drove into the lead and began a frightening reach across the sound. As the crew tended sheets and guys, I gave one additional order: 'Stay on the boat!' Had anyone gone overboard, we would have had the devil's own job finding him. There was three square feet of sail actually driving the boat. We never reefed, but freed sheets and let her luff in the overpowering conditions. The North sails held. In brutal gusts and dense rain squalls, we planed across the finish line off St. James Island."

It was a triumph of tactics, top-notch teamwork, and one swift and splendid hull with gear to match. Another first in class and fleet this day confirmed *Antidote's* overall triumph.



BARIENT TROPHY—CORT 1981

Caribbean Ocean Racing Triangle

| POSITION | YACHT | SKIPPER | TYPE |
|----------|----------------------|---------------------|-------------|
| 1 | <i>Antidote</i> | John Foster | J/24 |
| 2 | <i>Bandito</i> | Tracy Dodd/Per Dohm | Kirby 25 |
| 3 | <i>Blue Bayou</i> | Dick Johnson | J/36 |
| 4 | <i>Immigrant</i> | Bill McAteer | Dubois 41 |
| 5 | <i>Taboma</i> | Downie Muir IV | Whitby 45 |
| 6 | <i>Titan</i> | Tom Hill | C&C 41 |
| 7 | <i>Goodbye Girl</i> | Herbert Finley | Peterson 43 |
| 8 | <i>Flyer</i> | Rudy Thompson | Pearson 30 |
| 9 | <i>Intuition</i> | Karl Stangl | Holland 51 |
| 10 | <i>Country Pride</i> | Eric Duttenhofer | S&S 44 |

..And Again At Antigua..

Last year, the three major regattas in the Caribbean were combined into a single month-long series called the Caribbean Ocean Racing Triangle (CORT). In the Virgin Islands, the Rolex Cup Regatta and the B.V.I. Spring Regatta were held on successive weekends in April, followed two weeks later by Antigua Sailing Week.

Competition for the overall CORT championship helped boost local entries while the prospect of a month of sailing and partying in the Caribbean lured a number of U.S. boats, including a handful from the SORC. This year, as the spring series drew record fleets, the regattas in the Virgins and the CORT championship itself were once again overshadowed by the much more famous finale in Antigua.

The island of Antigua, two hundred miles south of the Virgins, is an unlikely setting for the most talked-about yacht race south of Florida. Despite more than three hundred beaches and thirty-three hotels, Antigua has never experienced a tourist boom like the U.S. Virgins. Each year, the island's marine facilities are hard-pressed to handle the sudden invasion of several hundred boats during "Race Week." Except for Carnival in August, there is little to distract Antigua's seventy-thousand year-round residents from a peacefully innocent, if not prosperous, way of life.

The British State is a 108-square mile section of countryside, with rolling hills and two-lane highways. Farm animals run loose on the roads and ancient donkey carts occasionally roll by. Except for the relatively bustling town and port of St. John's, there is little in Antigua to remind visitors of home.

The center stage during Race Week is English Harbour, the main British naval base in the Eastern Caribbean in the eighteenth and nineteenth centuries. Abandoned by the Royal Navy in 1899, the harbor is today an ideal anchorage for private and charter vessels. Nearly complete is an authentic restoration of Nelson's Dockyard which affords visitors a unique look into the past.



Antidote, winner of the Barent Trophy for first overall in the 1981 Caribbean Ocean Racing Triangle, is lost in the swells off Antigua.

The compact harbor, a one-time hurricane hole for British Men-Of-War which were careened and outfitted there, becomes a crowded anchorage for some two hundred boats during Race Week. Another hundred boats or so routinely spill over into neighboring Falmouth Harbor, site of the Antigua Yacht Club. The schedule of races begins and ends outside the narrow entrance to the harbor, nearly hidden from the sea by steep, fortress-like cliffs. On Dockyard Day, following the final race, a huge throng of visiting yachtsmen and native Antiguaners file into the dockyard for an afternoon of fun and games. Thanks to Race Week, English Harbour is still making history.

This year, the 14th Annual Antigua Sailing Week proved it's still the best sailing party in the Caribbean, although two significant changes were apparent. First, the feeling of "closeness" among sailors in a regatta which originally celebrated the end of the winter charter season is now missing. Some blame this on the influx of boats from outside the Caribbean, accelerated by a media blitz in the late 1970s.

Antigua Race Week has become a "mini-SORC," and the prices of every-

thing—from taxis to hotels and restaurants—reflect this push into the Big Time. Many of Race Week's oldest supporters, the Caribbean sailors themselves, simply can't afford the week in Antigua anymore. On the other hand, most of the growing pains which Race Week experienced in the '70s have been remedied. Airlines no longer freely overbook passengers, blackouts are far less common, and there are now plentiful supplies of ice available after each race.

The total of 105 entries this year failed to set a new record, but the racing was still tops in the Caribbean. This year's fleet was one of the best, both in the number of competitive designs and the ability of the men and women sailing them. In addition, the crowds which gathered on the beaches and in the bars following each race tried their best to live up to the traditional Race Week spirit: sail hard by day, party hard by night.

Antigua Race Week runs from the last Saturday in April through the first Saturday in May. There are five races in all, with the boats divided into five classes according to size and racing caliber of the design. The courses, averaging thirty miles, take the fleet on a

scenic cruise of Antigua's rugged coast, with overnight stops in sheltered anchorages at Curtain Bluff and Halcyon Cove. At these spots selected by the Antigua Hotel and Tourist Association which sponsors Race Week, luxury hotels eagerly prepare for an influx of dinner guests.

In the mornings, starting times are between nine and ten, and skippers are often forced to sound reveille for crew members who dance and drink past midnight to the thumping rhythms of a Calypso band. By week's end, many Race Weekers are bug-eyed and slightly bedraggled.

Antigua Race Week has become a "mini-SORC" . . .

The biggest attraction of Race Week, of course, is the racing itself. In recent years, many "name" boats have been showing up—celebrities like *Mistress Quickly*, *Kialoa*, and *Acadia*. There are also dozens of hot, new production boats each year, as well as grand old racing machines that have somehow found their way to the Caribbean.

This year, the spotlight fell, as usual, on the Big Boat Class, Racing I, where the 12-meter *War Baby* (ex-American Eagle), a contender for the America's Cup in the 1960s, out-dueled *Triumph* and *Intuition* for class honors. *Triumph*, a C&C 61 owned by one of the world's leading heart surgeons—Dr. Ed Diethrich of Phoenix, Arizona—recorded best overall elapsed time for the fleet, but fell behind *War Baby* on corrected time.

Despite the preoccupation at Race Week with giant offshore racers, the boat with the biggest clout for the past two years has been a minuscule J/24 from St. Thomas called *Antidote*. With her blue hull often disappearing into six- to eight-foot swells, the streaking 24-footer, capable of planing at 12 to 14 knots, emerged with the best corrected time in the 1981 fleet and clinched the CORT championship for the second year in a row.

Owner/skipper John Foster, a St. Thomas real estate, remarked afterwards, "We needed a lot of drive in the sails to punch our small hull through the big seas upwind. I think we have improved our speed tremendously since 1978. North Sails has spent a great deal of time and money making the fastest

sails you can buy. Also of importance is our three years' experience in sticking to the same boat and learning how to get maximum performance."

Few of Foster's rivals in the Caribbean will argue that the Olympics and Pan Am Games veteran probably sails a J/24 better than anyone in the islands. But there is an ongoing controversy over the West Indies Yachting Association's (WIYA) handicap rule whose formula, it is charged, unduly favors small, light-displacement boats like the J/24—called "rule-beaters" by some. Last year, certain Race Week organizers could barely conceal their chagrin after *Mistress Quickly* and *Acadia* were unable to beat Foster's pesty little J boat, suddenly the Mighty Mouse of Caribbean yacht racing.

Although a photograph of the overall winner usually appears in the following year's Race Week program, *Antidote* was conspicuously absent from the 1981 edition. Unfortunately for Foster, he will probably need to win again at Antigua—in something other than a J/24—to convince doubters that he deserves the same recognition accorded to past champions like *Marionette* and *Iorana*.

The only boat in this year's fleet which seemed likely to spoil *Antidote*'s bid for a record second championship was *Melissa I*, a J/36 from Puerto Rico skippered by Bob Johnstone, brother of the designer. *Melissa I* took top honors in Racing Class II, won fleet honors in Race No. 2 on Monday, and ultimately finished second overall in fleet behind *Antidote*, by just under three minutes on total corrected time.

Several other boats, although well behind *Antidote* on total corrected time for all five races, took turns shutting out *Antidote*'s attempt to win fleet honors in

Despite the preoccupation at Race Week with giant offshore racers, the boat with the biggest clout for the past two years has been a minuscule J/24. . .

any of the five races. *Riptide*, an Olsen 30 captained by Antigua's Jol Byerly, the perennial awards-giver at the Lord Nelson Ball, took Sunday's opener. The next day it was *Melissa*'s turn. Then following Layday, a Kirby 25 named *Bandito* won Wednesday's third race.

Taboma, a Whitby 45 which surprised many by winning the B.V.I. Spring Regatta, topped the fleet in Thursday's rough and rainy Ocean Triangle Race, eventually finishing third in class behind *Melissa* and *Immigrant* in Racing II, and eighth overall in fleet. Friday's fifth and final race, from Halcyon Cove to English Harbour, was won by *Intuition*, a Holland 51.

Complaints about unfair handicaps and rule-beaters will likely continue until the WIYA again amends its handicap formula, but this year's Race Week proved that, given certain wind and sea conditions, different designs can win under the existing rule.

On Saturday, with the racing over, there was the usual pandemonium at Nelson's Dockyard as a crowd gathered for a final daytime bash. The Non-Mariners Race, which has helped establish Antigua's worldwide reputation, provided a zany spectacle for camera buffs. Wandering around the wharf, hitchhikers still hoped to find a dreamboat heading to Europe or the South Seas. As the day ended, many returned to boats or hotel rooms to don formal attire for the evening's awards presentations at the Lord Nelson Ball.

The climax to this year's Race Week included a short speech by winner John Foster. After thanking those yachtsmen who had sailed long distances to attend this year's race, John touched briefly on a problem facing many regattas in the Caribbean and elsewhere which sometimes outgrow their original supporters. It is difficult, said the Caribbean's winningest skipper, to keep the level of competition high while retaining that atmosphere of fun and frivolity which so many love.

Top-flight competition and uninhibited fun may not easily go hand in hand, but that's the combination which has made Antigua Race Week unique among yachting events.



"Speed Counted Stamina Conquered" is excerpted from the original article of the same title as it appeared in *Southern Boating*, July 1981.

"And Again at Antigua" is excerpted from the original article "Rolex to Win: *Antidote*", as it appeared in *Southern Boating*, September 1981.

YACHTING'S NEWPORT RACE WEEK

| POSITION | SAIL | YACHT | SKIPPER | RACE | | | | | TOTAL |
|----------|-------|------------------|----------------------|------|----|-----|-----|-----|-------|
| | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | 22044 | Wild Goose | G. Wiley Wakeman | 1 | 1 | WD | 1 | 1 | 21 |
| 2 | 2575 | Obstreperous | Mike Hill | 2 | 4 | DNF | 2 | 3 | 28 |
| 3 | 2906 | Jammin | Rick Grajrena | 3 | 5 | DNF | 3 | 2 | 30 |
| 4 | 1596 | Hooligan | W. Gregg/T. McCune | 8 | 2 | DNF | 9 | 6 | 42 |
| 5 | 2424 | JJ | Peter Johnstone | 7 | 8 | WD | 8 | 5 | 45 |
| 6 | 2917 | Puppy Breath Too | Steeves/Alexander/Ra | 4 | 6 | DNF | 7 | DSQ | 50 |
| 7 | 2567 | Whirlaway | Robert E. Moore | 6 | 15 | WD | 4 | 8 | 50 |
| 8 | 1917 | Limerick | Thomas A. Kiley | 9 | 10 | DNF | 5 | 11 | 52 |
| 9 | 2599 | Speedster | David Ryan | 10 | 13 | DNF | 11 | 4 | 55 |
| 10 | 639 | Bokonon | R. Bowen/N. Bowen | 11 | 12 | DNF | 6 | 10 | 56 |
| 11 | 957 | September | Leo Constantino | 5 | 11 | DNF | 10 | 13 | 56 |
| 12 | 2738 | Deals on Wheels | Evan Blum | 15 | 3 | DNF | 12 | 9 | 56 |
| 13 | 1371 | Screamin Demon | Fine/Bomes/Waldman/H | DSQ | 7 | DNF | DSQ | 7 | 64 |
| 14 | 2619 | Excalibur | David Mazzaresse | 12 | 9 | DNF | DNS | DNS | 70 |
| 15 | 21552 | Amy J | Alfred R. Ferlazzo | 14 | 16 | DNF | 13 | 12 | 72 |
| 16 | 290 | Organgrinder | Bob Fletcher | 13 | 14 | DNF | 14 | 14 | 72 |



$$\frac{\text{J}}{24} + \text{NORTH SAILS} = \text{Top Performance}$$

MEMO

To: All J-24 Sailors
From: North Sails

Again and again North "J" Sails prove that they are the **FASTEST** and most **CONSISTENT** sails on the market today.

Coast to Coast and in all conditions, we have the sails that fit your needs: mains, genoas, jibs, and spinnakers, our new E-2-2 Spinnaker is perhaps a generation ahead.

Winning in a wide range of conditions is the proof:

- 1st Key West Midwinters
- 1st-5th West Coast Midwinters
- 1st Houston Midwinters
- 1st-5th So. California Districts
- 1st-5th No. California Districts
- 1st-3rd Oregon State Championships
- 1st Corpus Christi — Texas Circuit
- 2nd Block Is. Race Week
- 2nd Larchmont Race Week
- 1st Rolex Cup

1981 North Americans show that in the wide range of conditions — the North "J" Sails were fast through the whole range of conditions — and not built for one small range of sailing.

For your fast set of North sails — for Worlds, Districts, Fleet Racing, or just day sailing — give us a call, collect.

We really are here to help!

Bruce
North Sails-Seal Beach
913 Electric Ave
Seal Beach, CA 90740
(213) 596-4461

Neil
North Sails-East
305 Sniffens Lane
Stratford, CT 06497
(203) 377-3171

North Sails-Chesapeake
P.O. Box 26
Stevensville, MD 21666
(301) 643-2342



DISTRICT #1 CHAMPIONSHIP

Portland, Maine

| POSITION | HULL # | YACHT | SKIPPER | RACE | | | | TOTAL |
|----------|--------|------------------------|----------------------------|------|-----|-----|-----|-------|
| | | | | 1 | 2 | 3 | 4 | |
| 1 | 2579 | <i>HJ</i> | Buddy Duncan/Peter Warren | 1 | 2 | 1 | 4 | 7½ |
| 2 | 1065 | <i>Nancy H</i> | Win Fowler | 7 | 3 | 6 | 1 | 16¾ |
| 3 | 1146 | <i>Silent Scream</i> | Bill Kaul | 13 | 1 | 5 | 2 | 20¾ |
| 4 | 2215 | <i>Who?</i> | Bob Twinem | 12 | 4 | 2 | 8 | 26 |
| 5 | 2566 | <i>Capella</i> | Jim Stanley | 8 | 9 | 7 | 3 | 27 |
| 6 | 2585 | <i>Vitamin J</i> | Scott Willard | 4 | 8 | 9 | 6 | 27 |
| 7 | 2735 | <i>Mini-Mouche</i> | Richard Hallett | 18 | 7 | 4 | 9 | 38 |
| 8 | 1747 | <i>Thunder Chicken</i> | Jonathan Knowles | 19 | 6 | 10* | 11 | 46 |
| 9 | 467 | <i>Rocket</i> | Neal Melanson | 5 | 20 | 16 | 7 | 48 |
| 10 | 1031 | <i>Trick or Treat</i> | George Tonini | 17 | 14 | 18 | 5 | 54 |
| 11 | 888 | <i>Exuberance</i> | Jack Burwell/Mike Harding | 3 | 10 | DSQ | 16 | 57 |
| 12 | 2243 | <i>Jaunty</i> | John Stenberg | 15 | 19 | 3 | 20 | 57 |
| 13 | 829 | <i>Synergy</i> | Frank Adshead/George Beals | 11 | 15 | 12 | 19 | 57 |
| 14 | 1365 | <i>Bionic Slug</i> | Del Babb | 10 | 24 | 11 | 13 | 58 |
| 15 | 1987 | <i>Creme de Menthe</i> | Lanny Shrum/Blaine Davis | 20 | 5 | 13 | 21 | 59 |
| 16 | 918 | <i>Volunteer</i> | Ted Smith | 16 | 12 | 14 | 17 | 59 |
| 17 | 2509 | <i>Hawk</i> | J.H. Russell | 9 | 13 | 21 | 18 | 61 |
| 18 | 1973 | <i>Four Play</i> | David White | 14 | 23 | 15 | 10 | 61 |
| 19 | 1348 | <i>Telluride</i> | Scott Killips | 2 | DNS | 9 | DNS | 63 |
| 20 | 1366 | <i>Dublin Dispatch</i> | Jim Hourihan | 6 | DSQ | 17 | 12 | 63 |
| 21 | 1460 | <i>Bilbo Baggins</i> | Scott Harris | 24 | 11 | 22 | 15 | 72 |
| 22 | 2123 | <i>Apex</i> | John Tarling | 23 | 18* | 19 | 14 | 74 |
| 23 | 20906 | <i>Entropy</i> | Peter Ebert | 21 | 16 | 23 | 23 | 83 |
| 24 | 22833 | <i>Slap Shot</i> | John Rasmussen | 22 | 17 | 25 | 24 | 88 |
| 25 | 2282 | <i>Invictus</i> | Fred Forsley | 26 | 23 | 24 | 22 | 95 |
| 26 | 501 | <i>Tsunami</i> | Sandy Tucker | 25 | 21 | 20 | DSQ | 92 |

Barnegat Bay

by Arthur Topilow (Fleet #79)

The J/24 Fleet of Barnegat Bay is presently racing in the Island Heights Yacht Club summer series. We have 11 boats participating with 12 boats in the fleet. The leader at present is Charlie Horter in *Pterodactyl*. Our participants include: Myself in *Tops'!*; S. Zwarg in *Clip*; R. Byer, *Elusive*; R. Lafferty, *Gunslinger*; G. Whittle, *Boops*; A. Terhune, *Hot Canary*; T. Roesler and R. Furie, *Cerianthus*; M. Luling, *Mistral*; B. Wakefield, *Athena* and H. Mardney, *Bumblebee*.

Fleet one-design participation in the Toms River fall series is anticipated and we're looking forward to a bigger and better 1982 season!

District 15 Championship

by Larry Rosenzweig

A fleet of 22 J/24s competed in the 1981 District 15 Championship Regatta hosted by Fleet #12 and Chicago Yacht Club. There were 3 entrants from Wilmette Fleet #100 and 19 from the host fleet. The Regatta was held on July 3, 4 and 5, in conjunction with Chicago Yacht Club's Race Weekend and included over 100 boats in seven different classes. The courses were modified Olympic type held on the CYC Olympic Circle, which has a 1.2-mile radius.

The predominant weather for the regatta was mild winds mostly from the easterly direction. Working jibs were never used but the range of weather included dead calms, rain

1981 DISTRICT 15 CHAMPIONSHIPS

| POS | SAIL | YACHT | SKIPPER | RACE | | | | | TOT |
|-----|-------|----------------------|-------------------|------|------|------|------|------|-----|
| | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | 2541 | <i>Capital Gains</i> | Meleney | 1 | 5 | 1 | 2 | 1 | 9¼ |
| 2 | 1219 | <i>Non Pareil</i> | Beach, Hanselman | 7 | 2 | 2 | 3 | 2 | 16 |
| 3 | 2540 | <i>Mariner</i> | Stokes | 3 | 4 | 7 | 4 | 4 | 22 |
| 4 | 570 | <i>Baloo</i> | Johnston | 6 | 3 | 3 | 6 | 5 | 23 |
| 5 | 2501 | <i>Aeolian</i> | Holdeman, Burdeno | 5 | 11 | 8 | 1 | 6 | 30¾ |
| 6 | 1937 | <i>Charrette</i> | Sellers, Spoon | 2 | 1 | 5 | DQ22 | 3 | 32¾ |
| 7 | 1333 | <i>Moonshine</i> | Nordine | 8 | 6 | 6 | 7 | 7 | 34 |
| 8 | 505 | <i>Flying Cloud</i> | Rosenzweig | 4 | 8 | 4 | DF21 | 8 | 45 |
| 9 | 2402 | <i>Shrike</i> | Kaiser | 10 | 7 | 15 | 8 | 9 | 49 |
| 10 | 1676 | <i>Perdido</i> | Segil | 9 | 12 | 13 | 13 | 10 | 57 |
| 10 | 26077 | <i>SX</i> | Auster | 11 | 10 | 9 | 5 | DS22 | 57 |
| 12 | 1220 | <i>Asrai</i> | Martin, Nihill | 15 | 9 | 12 | 9 | 14 | 59 |
| 13 | 6236 | <i>Electrolux</i> | Seigal | 13 | 13 | 11 | 10 | DQ20 | 67 |
| 13 | 1677 | <i>Wolf</i> | Benson | 12 | DS22 | 10 | 12 | 11 | 67 |
| 15 | 2236 | <i>Off Course</i> | Strokirk | DQ22 | 16 | 16 | 11 | 13 | 78 |
| 16 | 668 | <i>Airstart</i> | Mullinex | 16 | 18 | 14 | 16 | 15 | 79 |
| 17 | 306 | <i>Crazy Lady</i> | Brown, Mulhall | 14 | 14 | 18 | 14 | DS22 | 82 |
| 18 | 2352 | <i>Den Nine</i> | Davis, Huff | 19 | 17 | DQ23 | 15 | 12 | 86 |
| 19 | 2698 | <i>Reverie</i> | Towman, Torvik | 17 | 15 | 19 | 18 | WD20 | 89 |
| 20 | 1346 | <i>Bad Moon</i> | Buresh | 20 | 20 | 20 | 17 | 16 | 93 |
| 21 | 1390 | <i>New Wave</i> | Newman | 18 | 19 | 17 | DS22 | DS22 | 98 |
| 22 | 1257 | <i>Alliance</i> | Berry | DS22 | DF21 | 21 | 19 | 17 | 100 |

Supplier for the USYRU Sears Cup and Championship of Champions Fleets
— 44 Trailers!

**WHY A TRIAD?**

- Structural Steel
- MIG Welded for Strength
- Custom Tailored to the Load
- Superior Balance, Tracking

A PROVEN PRICE/PERFORMANCE PACKAGE

J/24-S (single axle, lift off) \$1650
 J/24-F (single axle, float off) \$1950

Tandem axle—add \$375 to above price

Your J/24 Deserves a Triad.
 See your J Boat Dealer Now!

**TRIAD TRAILERS, LTD.**

90 Danbury Road, New Milford, CT 06776
 (203) 354-1146

showers, pea-soup fog with 50-yard visibility, veering winds, backing winds, choppy water and glassy smooth water. The weather seemed to prove that the sailors who were fast in one of the conditions were fast in all...the people who ended up at the top were at the top in most of the races.

The winner of the regatta, *Capital Gains*, owned by Alex Meleney of the Wilmette Fleet, took three 1sts, a 2nd, and a 5th. He was consistently among the leaders after the first triangle even though not always among the leaders to the first weather mark.

Non Pareil, owned and raced by partners Jim Beach and Fritz Hanselman, came back from a 7th in the light, choppy first race to finish with three 2nds and a 3rd. They were quicker as the wind got over 10 mph and could hold their own in light air and smooth water. *Non Pareil* was the highest-placed Fleet #12 entrant.

Mariner, owned by Scott Stokes of Wilmette and *Baloo*, owned by Johnston, also of Wilmette, were tied for 3rd going into the fifth race—in which *Mariner* moved ahead as the breeze came up to 15 mph toward the last three legs. They were neck-in-neck during the first triangle which was sailed partially in a dense fog. You could hear chants of "Baloo, Baloo, Baloo" in the fog even though the boat was invisible!

Aeolian, owned by Steve Holdeman and Ryan Burdeno of Chicago, was 5th overcoming a little trouble in the tricky second and third races. They were consistently fast upwind and were awarded 1st place in the fourth race when *Charrette* was DSQ'd in a protest filed by *Capital Gains* for using spinnaker sheets which failed to measure up to the J/24 Class minimum diameter of 8mm. *Charrette*, owned by Alan Spoon and Ed Sellers of Chicago, was among the top boats and would have placed 2nd without the DSQ. She finished with two 1sts, a 2nd, 3rd and 5th. (One of the 1sts became the DSQ.)

The trophy presentation followed the return to the harbor and awards were given for 1st place in each individual race; Regatta 1st, 2nd, 3rd and 4th; and the 1st-place crew. District #15 and the J/24 Class thank all the entrants, crew and dock popies for a fun regatta. A special "well done" goes to Regatta Chairman Rick Kaiser and his committee, which included Susan Beach, Mike Mullinex, Nancy Mullinex, Justina Molson and others. Also, thanks to the Chicago YC and its Race Committee. Chairman Ray Teborek, Vice Chairman Andy Kiener, and Francis X. (Frisky Frank) O'Donnell all combined to provide excellent courses despite some very shifty winds.

East Coast Championship

By winning the East Coast Championship in Annapolis, Kin Yellott qualifies for one of the charter boats in the World Championships in Sydney in January, 1981. As if aware of his coming good fortune, Kin had appropriately named his J/24 *Roo* (Aussie name for kangaroo)! Five races were held from Friday through Sunday, with two Olympic courses on Friday in medium air, an Olympic and twice-around trapizoid on Saturday in 15-20 knots, and on Sunday a single Olympic course in 10-12 knots. It was a very close series with Larry Leonard, Yellott, and Wiley Wakeman all in position to win going into the last race. Saturday night the contestants were treated to beer, music and camaraderie at the Annapolis Crab House.

SAILING TROPHIES

*Our Awards Are The Best.
Our Catalogue Is Gratis!*

All Sail Plans Available
No Engraving Charges
Prices Include Your Own Sail Number
Unlimited Personalization



With Appreciation
J/24 Class Association - U.S.A.
Robert Johnstone
1980

Solid Walnut With Stainless Steel
Sail Plan Plaques \$22.

Write or call for your free catalogue:

A.G.A. CORREA
PO Box J Boats
Wiscasset, Maine 04578
(207) 882-7873

EAST COAST CHAMPIONSHIPS

Annapolis, Maryland—September 18-20

| POS | SAIL | YACHT | SKIPPER | HOMETOWN | RACE | | | | | TOT |
|-----|-------|-------------------------------|----------------------|--------------------|------|-----|-----|-----|-----|-----|
| | | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | 2532 | <i>Roo</i> | Kin Yellott | Annapolis, MD | 2 | 1 | 7 | 4 | 4 | 18 |
| 2 | 22044 | <i>Wild Goose</i> | Wiley Wakeman | Marion, MA | 5 | 6 | 6 | 1 | 5 | 23 |
| 3 | 2441 | <i>Viva Yo</i> | Jim Scott | Annapolis, MD | 11 | 7 | 2 | 6 | 1 | 27 |
| 3 | 1227 | <i>Green Flash</i> | Bob Martus | New Rochelle, NY | 1 | 2 | 12 | 9 | 3 | 27 |
| 5 | 2440 | <i>LL Express</i> | Larry Leonard | Annapolis, MD | 8 | 4 | 1 | 2 | 17 | 32 |
| 6 | 33449 | <i>Tantrum</i> | Dave Nicoll | Annapolis, MD | 3 | 21 | 9 | 7 | 6 | 46 |
| 7 | 23401 | <i>Fools Gold</i> | Russ Potee | Annapolis, MD | 15 | 5 | 14 | 5 | 7 | 46 |
| 7 | 33036 | <i>Godspeed</i> | John Aras | Annapolis, MD | 6 | 15 | 11 | 12 | 2 | 46 |
| 9 | 33056 | <i>Swag</i> | Jim Mead | Annapolis, MD | 7 | 10 | 5 | 14 | 14 | 50 |
| 10 | 2250 | <i>Partial Eclipse</i> | Gunther Buerman | Rochester, NY | 13 | 8 | 13 | 11 | 9 | 54 |
| 11 | 33264 | <i>Windsprint</i> | Jim Myers | Annapolis, MD | 14 | 19 | 8 | 3 | 11 | 55 |
| 12 | 33030 | <i>Sunswift</i> | Jim Biles | Annapolis, MD | 9 | 3 | 19 | 18 | 8 | 57 |
| 13 | 33300 | <i>Bangor Packet</i> | Tony Parker/Driscoll | Annapolis, MD | 16 | 12 | 4 | 16 | 12 | 60 |
| 14 | 2143 | <i>Uncle Wiggly's Airship</i> | Woody Brumfield | Darlington, MD | 10 | 9 | 15 | 15 | 13 | 62 |
| 15 | 1696 | <i>Garbanzo</i> | Cloudy Snaith | Havre de Grace, MD | 4 | 11 | DSQ | 10 | 23 | 69 |
| 16 | 332 | <i>Larissa</i> | Jack Van Dalen | Cherry Hill, NJ | 18 | 18 | 3 | 19 | 24 | 82 |
| 17 | 1248 | <i>Runaway</i> | Charlie Ford | Annapolis, MD | 22 | 22 | 18 | 13 | 10 | 85 |
| 17 | 1946 | <i>Rainbo II</i> | Bo McBee | Lancaster, PA | 20 | 16 | 10 | 17 | 22 | 85 |
| 19 | 33082 | <i>Last Call</i> | Bill Heim | Annapolis, MD | 23 | 13 | 25 | 8 | 18 | 87 |
| 19 | 23303 | <i>Bad News</i> | Jim Laudemann | Annapolis, MD | 12 | 20 | 20 | 20 | 15 | 87 |
| 21 | 33046 | <i>Riff Raff</i> | Paul Borsuck | Annapolis, MD | 17 | 14 | 17 | 22 | DNS | 100 |
| 22 | 592 | <i>Mainsqueeze</i> | T.Z. Thawley | Annapolis, MD | 26 | 23 | 22 | 21 | 21 | 114 |
| 22 | 1394 | <i>Mirp</i> | Peter Gibbons-Neff | Annapolis, MD | 25 | 17 | 23 | DNS | 19 | 114 |
| 24 | 23217 | <i>Primo</i> | Dave Williford | Edgewater, MD | 27 | 25 | 26 | 24 | 16 | 118 |
| 25 | 33307 | <i>Jerrico</i> | Jerry Daniels | Belair, MD | 28 | 26 | 27 | 26 | 20 | 125 |
| 26 | 23357 | <i>Rebel Yell</i> | Charlie Duvall | Annapolis, MD | 24 | 24 | 24 | 23 | 25 | 127 |
| 27 | 33489 | <i>Resorts</i> | Ralph Skelley | Havre de Grace, MD | 19 | DNS | 21 | DNF | DNS | 130 |
| 28 | 43143 | <i>Carousel</i> | Larry White | Annapolis, MD | 21 | DNF | 28 | DNS | DNS | 139 |
| 29 | 2548 | <i>Paramour</i> | Hal Steele | Crownsville, MD | 30 | 27 | 29 | 25 | DSQ | 141 |
| 30 | 33330 | <i>Hussy</i> | Bull Rutsch | Chevy Chase, MD | 29 | 28 | DNS | DNS | DNS | 147 |

Chesapeake Bay

by Jim Biles (Fleet #8)

Our local fleet has grown much larger (with 76 registered boats) since our conception four years ago. The tarmack of our local boatel hosts 50 Js in a line, all with beautiful, dry-sailed bottoms. Our racing schedule is busy with 33 Chesapeake Bay Yacht Racing Association starts, representing a mixture of medium-distance buoy racing and long-distance, point-to-point racing sponsored by different bay clubs. Scattered among these are several Olympic course races, climaxed by our East Coast Championships. The big events are July Race Week, The East Coasts, and the Annapolis Yacht Club Fall Series, where 35 to 45 boats have been on the line. Our Wednesday Night Series invariably turns out 20 boats for "two" races in the three-mile-or-so course—the out and back and then the harbor race to mix thrill and frustration with beer.

Our fleet enjoys the skills of some fine sailors; and with these to tune against, the quality of the whole fleet has progressed. Sailmakers Scott Allan, 11, and Larry Leonard, LL

Express, lead in the CBYRA Highpoint Series with John Martin, *Godspeed*, third. These standings are based on a composite formula of performance for most of the major bay races. Wednesday nights were captured by Chuck Millican, *Feather*, followed by Sandy and Kin Yellott, *Roo*, and Russell Potee, *Fool's Gold*. A number of boats traveled to the North Americans from the bay area. From our fleet Scott Allan, with his usual superb consistency, finished 3rd with Jim Mead, *Swag*, 11th, Dave Nicoll, *Tantrum*, 17th, Jim Biles, *Sunswift*, 28th, and Larry Leonard 31st. The Yellotts and *Roo* represented us at Block Island Race Week admirably with a win. Ending the season for us in September and October, respectively, are the East Coasts and the Annapolis Yacht Club Fall Series. In looking over the past year, we are happy to see the development of a strong core of active racers in our fleet. However, we have had difficulty with participation among our newcomers. We hope that over the winter some imaginative planning and PR work can correct this.

Next summer the North Americans will be in San Francisco. This leaves a void on the East Coast for those who cannot

make the continental distance. Our hope is that the East Coast Championships, whether here in Annapolis or moved along the coast, will become established as The Regatta to attend when the North Americans and Worlds are too distant. We invite you to plan to be here next September.

Louisiana State Championship

by James Nowery (Fleet #92)

Eight boats from three states (Louisiana, Mississippi and Texas) participated in the inaugural Louisiana State Championship for J/24s held on Cross Lake at the Shreveport Yacht Club in Shreveport, Louisiana April 24-26. The Championship was held in conjunction with the Holiday in Dixie Regatta and will become an annual event.

John Koliis, the current J/24 world champion, crewed on the winning boat, #2574, owned and skippered by Curtis Cary of the host yacht club. He also conducted a program on tactics and sail trim during the regatta.

Winds were fairly steady and ranged from 8 to 12 knots for all three races. The races were professionally run by Jim Anderson and Mark Word of Dallas, Texas. Anderson, an official U.S. Yacht Racing Union Judge, brought his own committee and committee boat over for the regatta.

The Louisiana State Champion was presented a large silver tureen which will be a perpetual trophy. Placing 2nd in the competition was Gary Mobley in *Hot Stuff* (#157) from Jackson, Mississippi, and placing 3rd was Steve Andre in *Ms. Sippi* (#1679) from Dallas.

The Louisiana State Championship will be held annually on Cross Lake each April and it will be a separate J/24 regatta.



J/24 LOUISIANA STATE CHAMPIONSHIP

Shreveport Yacht Club—April 24, 25 & 26, 1981

| POSITION | HULL # | YACHT | SKIPPER | RACE | | | TOT |
|----------|--------|-------------------|----------------|------|---|---|-----|
| | | | | 1 | 2 | 3 | |
| 1 | 2574 | | Curtis Cary | 1 | 1 | 1 | |
| 2 | 157 | <i>Hot Stuff</i> | Gary Mobley | 2 | 2 | 4 | |
| 3 | 1679 | <i>Ms. Sippi</i> | Steve Andre | 4 | 5 | 2 | |
| 4 | 2573 | <i>More Grief</i> | Lewis Conger | 5 | 4 | 3 | |
| 5 | 602 | <i>Bandit</i> | Ned Plummer | 3 | 7 | 5 | |
| 6 | 517 | | Jim Nowery | 6 | 3 | 7 | |
| 7 | 688 | | Pat McConathy | 7 | 6 | 6 | |
| 8 | 2183 | <i>Lorelei</i> | Richard Specie | 8 | 8 | 8 | |

Lake Ponchartrain

by Chip Carpenter (Fleet #94)

The Fleet's Spring Series was sailed May 23-24 in conjunction with the Southern Yacht Club's One-Design Regatta. With two races Saturday and one Sunday, fleet captain Jo Dunham showed great boat speed and consistency, taking a 1st in each race.

Trophy winners were:

| | | |
|----|----------------------|----------------|
| 1. | <i>Cheap Thrills</i> | Jo Dunham |
| 2. | <i>Alert</i> | Charlie Dupin |
| 3. | <i>Wizard</i> | Chip Carpenter |

The Fleet made seven J/24s available for the Adams Cup Area "D" semi-finals which were sailed on Lake Ponchartrain July 10-12. Hosted jointly by the Gulf Yachting Association,

Why $\frac{J}{24}$ Accessories?

Because, like your

$\frac{J}{24}$

They are the ultimate!



#102 TOOL ROLL \$9.00

#80 TOTE \$16.00

Med. 10 1/2"W x 13 1/2"H x 9"D

#81 TOTE \$11.95

Sm. 9 1/2"W x 10"H x 6 1/2"D

#62 ICE BAG \$17.50

14"W x 15"H x 13"D

#107 TOOL BUCKET \$15.95

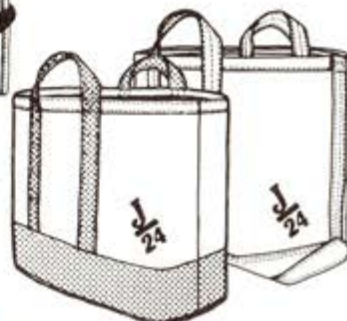
Heavy canvas with inside and outside pockets. Size: 8" wide x 10" deep.

#20 BERMUDA BAG \$38.00

Lg. 30"L x 13"D with inside pocket

#21 BERMUDA BAG \$32.00

Sm. 24"L x 12"D



#40 DITTY

Lg. 14"W x 9"H x 5"D

\$14.75

#41 DITTY \$11.95

Sm. 10"W x 6"H x 4"D

All items carry exact $\frac{J}{24}$ logo.

NEEDLE LOFT 180 W. MAIN ST., CLINTON, CT 06413

PLEASE SHIP:

| Number | Quantity | Description | #ea. | TOTAL |
|--------|----------|-------------|------|-------|
| | | | | |
| | | | | |
| | | | | |

M.C. ☐ Ck. ☐ M.O. ☐

TOTAL FOR ITEMS

CT Sales Tax (if app.)

Shipping (.50 per item)

TOTAL

Credit cards accepted.

M.C. or VISA # _____

Exp. date: _____

Signature: _____

Please allow 4 to 6 weeks for delivery.

Southern and New Orleans Yacht Clubs, the six-race series gave the ladies a taste of the lake's light-to-moderate early summer breezes.

The winner overall was Ann Sloger and her crew from the Charleston Yacht Club. They advance to the finals, which will be sailed at Corinthian Yacht Club, Tacoma, Washington, August 29-September 2.

The Fleet will host the District #9 Championship, October 2-4. The regatta will commence with a race late Friday afternoon, two on Saturday, and the final race and trophy presentation Sunday. In addition to boats within the District, several are expected from Texas and Florida. There should be plenty of breeze and lots of fun.

The Class will hold its Fall Series November 7-8. The results of this series will determine the 1981 Fleet Champ.

Upwards of 60 J/24s are expected for the Fleet's Spring J/24 Regatta April 2-4, 1982. More information on this super series will be available in the March issue of the J/24 Magazine.

Information on the regatta may also be obtained by contacting Chip Carpenter, PO Box 30485, New Orleans, LA 70130, (504) 595-5404; or Jo Dunham at (504) 891-3715.

Js Lead the Mermaid Pack

by Gail DuVal

For the second year running, J boats showed their heels to the fleet at Melbourne (Florida) Yacht Club's 3rd annual Mermaid Regatta. Sailed August 23 on the Indian River (Intracoastal Waterway), this event for ladies only was an elapsed-time romp for Js which found two J/30s and three J/24s finishing 1-2-3-4-5. After PHRF corrections were made, defending champion Linda Tillman of Satellite Beach was declared the winner by 102 seconds over Iris Schuup of Indialantic, sailing a Cal T/4.

Race rules allowed a non-participating male advisor on board, but Tillman declined that option, handling her J/24 easily with a teen-aged crew. The course, 10.2 nautical miles around a combination of temporary and permanent markers, provided a great variety of conditions in its eight legs. Wind was east-southeasterly at 12 knots, enough so that boat-handling was definitely a factor. Smooth tacks and efficient sail-handling saved precious seconds.

The day concluded with a family-style potluck supper, time for reflection on the race and a collective resolve to "do this again!"

J/24 Racing in a Class By Itself

Naples Fleet #68 Reprint from original article
by Molly J. Burns—Gulfshore Life, February 1981

Stroll down the Naples' beach on a Sunday and lift your eyes toward the horizon. You may spot a line of graceful sailboats parading offshore. Languid beauties sporting brilliant spinaker sails filled with breeze, they appear to be out for a weekend pleasure cruise.

This is how the scene looks from the beach; but, out there on the waves, the Gulf Coast Sailing Club is holding a day of highly competitive races. And among the contenders, there is

a new breed of sailboat in town, the J/24. In a class by itself, the J/24 is beginning to dominate sailing in Naples, as it is all over the country.

Why has Naples' newly formed J/24 Fleet #68 grown so quickly? What prompts experienced local sailors like Charles Shumway, John Schedel, and Peter Van Arsdale to spend weekends at the helms of these sleek vessels? According to those who own and race them, the J/24 is the answer to the competition-minded sailor's wish. It is a one-design boat that fills the demand for a top-performance racer, yet doubles as a daysail craft that can be enjoyed by the entire family.

"One-design boats seem to be the future of competition sailing," says Charles Shumway, a nationally recognized veteran of the sport. "They eliminate the trouble and expense of constantly updating one's boat with the latest modifications in order to stay competitive."

Local J/24 competition is conducted through the Gulf Coast Sailing Club. The first J/24 in Naples was owned by John Schedel. He raced it in the Club's Class A and had excellent showings against the bigger boats assigned to that class. The interest in owning and racing J/24s spread quickly, and the Club established a separate class strictly for J/24 racing. The Fall Series, five races in all, saw ten J/24s vying for top honors, claimed by John Schedel and his *Blue Max*. More newly purchased J/24s will be joining the Fleet for the Club's Winter Series, making the Naples J/24 Fleet one of the largest and fastest-expanding in Florida.

What does it take to be a top J/24 competitor? Fleet Captain Peter Van Arsdale, second-place finisher in the Fall Series, claims, "It takes lots of hard work and a well-drilled crew. You begin by attempting to build up your boat's speed through experimentation. Then when you've got the speed necessary to win, the margin of victory is in the tactics. Racing takes tremendous concentration when you're up against the skilled sailors that we have here in Naples."

Naples J/24 owner Richard Mork states, "I plan to take my boat to the Midwinters this year. We hope to have at least three or four local boats entering the Key West event; then we'll have an idea of how our fleet here compares nationally."

When you stroll along the beach past that long line of graceful sailing boats, you are looking at the demanding sport of competitive sailing, Gulf Coast Sailing Club-style. And, out there on the horizon, you will know that a battle is being waged among the J/24 skippers and crews that may lead one or more of their ranks to national recognition in the hottest new breed of one-design racing, the J/24 class.

22 new 24-footers will have on competition and interest in one-design racing on the Suncoast.

The J/24s will be raced by sailors who will compete in the Championship of Champions regatta at the St. Petersburg Yacht Club Oct. 13-16. For that event, a committee of sailing experts will invite 20 of the nation's best one-design skippers—with two crew members each—to race on the identical craft. The meet will determine who is the best of the best sailors who have won championships on boats of various designs prior to the series.

The 1980 Championship of Champions, in San Diego, was sailed on Lido 14s. When this year's champions compete here on the J/24s in October, they will use the largest boat to be introduced to this competition.

But the Championship of Champions committee had a problem: No single organization or fleet could foot the bill for the 20 new boats and two spares that will be needed.

So Suncoast J/24 fleet captain John Bankston of Bellair Beach and Bob Johnstone of J Boats put their heads together and came up with a package. Buyers must arrange transportation of the craft from Newport to St. Petersburg and allow their boats' use in the four-day regatta prior to taking personal delivery.

St. Petersburg-based Century Bank jumped in with 100-percent financing. A signed finance agreement or cash had to be arranged by Wednesday. At that time, buyers who had entered a finance agreement began making monthly payments on their loans from Century, 6 months in advance of delivery.

They also signed an agreement stipulating that resale of the boat within two years must be made to the local J/24 fleet



LIFT YOUR J/24 ABOVE THE REST

The HydroHoist Dry Docking System is the leader in pneumatic boat lifts with over 10,000 in operation. Fresh or saltwater, your J/24 rides safely and securely with perfect stability on tough and durable fiberglass pontoons. No winching or cranking, a flip of a switch and lift or launching is only a four minute procedure. Give your boat a lift. Call or write for the name of your nearest dealer.



HydroHoist

810 West 10th St.
Claremore, OK 74017
(918) 341-6811

Suncoast Fleet Explodes

Reprinted from the original article

by Pat Day—St. Petersburg Times, April 1981

Twenty-two sailboats were sold for a total of \$297,000 and the whole deal was over in 30 minutes.

It was a nice slice of business for J Boats of Newport, RI, manufacturers of the J/24s that were snapped up at a special price recently by Suncoast purchasers at the St. Petersburg Yacht Club. But of greater significance is the impact that the

SHORE SAILS TAKES TWO STEPS FORWARD . . .

Last Season, Shore J/24 sails rose to the top of the J class by winning the North American Championships in heavy wind on the West Coast and the East Coast Championships in light air Annapolis. Our sails are consistent top performers due to our on-going J/24 sail development program.

Shore Sails' first step forward in J/24 sails came with the use of very durable 6.5 ounce new yarn temper (NYT) cloth developed by Howe & Bainbridge to achieve mylar-like shape-holding power. The winning Shore-powered J/24's carried mainsails constructed from identical J/24 patterns but made of this mylar-like NYT.

Shore Sails' second step forward has occurred with our anticipation of the legal use of mylar for the 150% genoa during the 1982 season. The stretch characteristics of mylar and the fact that it comes in different widths than dacron, means sailmakers will have to totally re-arrange their patterns. This will take other sailmakers quite some time. Shore Sails has already accomplished this task. We worked hard to develop and test new patterns and we are now ready to produce extremely fast, competitive mylar sails that will be effective in wind ranges from 0-22 mph.

. . . And One Giant Leap Ahead

Without a doubt the greatest advancement in speed for J/24 sails since the development of the J/24 Class has been Shore Sails' new 10/24 spinnaker. This sail is the reason Shore Sails customers normally finishing in the middle of the fleet can jump to the top of their class purely on the downwind legs. Shore Sails can virtually guarantee a ten boat length per race increase in speed over a conventional spinnaker!

This new spinnaker is recognized by its cross-cut configuration and its very wide-bodied profile. The sail shape is relatively full in top and lower sections for power on broad reaches. However, a slight flatness in the center allows the sail to be carried on tight reaching legs. This same hint of flatness projects more area while running dead downwind.



. . . in J/24 Sails

Our new 10/24 spinnaker is constructed of Dynac coated nylon material which has very limited and very even stretch characteristics. This Dynac material has tremendous shape-holding ability even in the puffs and guarantees top performance over several years of competition.

We're always working to make our best J/24 sails even better, so be sure to contact Bill Shore in Newport; Dick Curry or Jim Meehan in Long Island; or Don Brush in Vermont for the latest on J/24 sail developments.



Shore Sails Rhode Island
7 Merton Road
Newport, RI 02840
(401) 849-7997

Shore Sails Long Island
645 New York Avenue
Huntington, NY 11743
(516) 673-5055

Shore Sails Burlington
42 Main Street
Winooski, VT 05404
(802) 655-2326

at the cost paid, plus \$1,000 freight cost. The resale clause will prevent new owners from buying the boats on speculation for resale at a higher price, a move that would undercut J/24 dealers on the Suncoast. It will also ensure the fleet remains in the Tampa Bay area.

"The increase in the present J/24 fleet, from its current 15 to 37 boats, will dramatically change sailing in the area," said Bankston. "If I have anything to do with it, I'll promote round-the-buoys J/24 racing. I think it's the ultimate."

Eight Suncoast J/24s are entered in Suncoast Raceweek's four-race series, which starts today. In addition to competing against the other 107 boats in the Raceweek fleet, the J/24s will race among themselves as a one-design fleet under St. Petersburg Sailing Association (SPSA) rating rules.

After the October champions regatta, Bankston predicts that J/24 one-design racing will surge with the 22-boat addition. Johnstone agreed. "The boats are trailerable, have a good cabin for cool-weather sailing, are safer and dryer than smaller boats in choppy seas—and are great fun to sail, particularly for a family," he said. His firm has sold 3,000 J/24s in the United States since April, 1977, when the first boat was delivered, and produces 14 of the craft per week.

Among the buyers were well-known Suncoast sailors—Dick Funsch and Don Mastry of St. Petersburg, Steve Sears and Dave Webster of Tampa and Tom McCune and Rick Grajrena of Clearwater.

The new owners chose their boat hulls from 34 color combinations and voted by sealed ballot for a sailmaker. The contract went to Clearwater's Hood Sailmakers.

Many Suncoast sailors have talked about the sport of one-design racing on J/24s for the past few years. But the fleet was too fragmented in locale for regular competition.

The addition of the 22 boats will change that overnight.

Texas Circuit Council Formed

During the Houston Circuit Regatta, area representatives got together to discuss ways of improving our race management within the circuit. It is contemplated that this will be an ongoing thing that area representatives will concentrate on at regular times in the future. Many problems were focused upon and various solutions were set in motion that should become evident in the near future. A scoring system to determine the circuit winners, as well as a list of requirements for circuit contestants, is being devised and will be finalized by the area representatives during the Southwest Championships at Rush Creek.

One of the problems of a new, rapidly growing hot fleet like the J/24 is a lack of consistency in race management. With transportation and crew costs escalating as rapidly as we have experienced in the past couple of years, J boat sailors have a right to demand excellence in race management. After having bought the latest state-of-the-art racing boat, they justifiably have a right to expect the latest state of the art in race management.

Therefore, the area representatives' council has agreed upon the following list of regatta requirements. These will be communicated to the regatta chairman for the remaining regattas in the circuit and, hopefully, all of these "fervent desires" can be experienced by the contestants this year. We all

have pledged to work toward that objective, but certainly by next year agreement must be obtained with the various yacht clubs in order for a regatta to have a circuit classification.

1. Only full Olympic courses will be used. If practical, considering geographic lake limitations, 1½-mile weather legs should be employed.
2. Temporary marks must be used (future plans call for purchase of large dayglow inflatable marks for the entire circuit). No Olympic circles or permanent marks should be used.
3. The schedule should be for five races with a minimum of three completed races to count as a scoring regatta in the circuit. Should the latter not be accomplishable, it would automatically become the throw-out regatta with the other four counting.
4. A standard set of race instructions must be used for all regattas and changed only with permission of a designated representative of the area representative board (it is planned that this will be a newly elected Circuit Race Chairman).
5. Each regatta must provide a highly qualified Head Judge that will operate at USYRU Level Three Capacity. This individual shall be approved by the designated representative of the area representative council.
6. Minimum equipment for running the regattas must include two-way radio communications between at least two power boats so that marks can be moved and lines changed as weather conditions dictate.
7. Each regatta must provide someone to:
 - (a) stamp the four sails per boat
 - (b) conduct inspection on the award-winning boats

The Council realizes that for some clubs this will mean a different way of running the races. Based upon our experience, however, these requirements are basic and minimal in modern-day race management practices. If we strive to obtain excellence in race management, it is felt that the class will overcome past problems and achieve a reputation for excellence and thus maintain growth in the future.

"One of the Best Little Regattas in Town"

by John Kolius

Every year the Southwest Championships in Dallas gets better. Thanks to Rush Creek Yacht Club, this year was no exception. The competition, race committee, protest committee, facilities, bar, and of course, the parties, were excellent. The list of people responsible would be longer than this article, but you know who you are and you can be proud of the fact that each year you hold one of the best regattas in the United States.

The competition this year was intense, to say the very least. In five races there were four different race winners. Scott Young was the only person capable of turning in double wins. There were also five different 2nd-place finishers, so the committee boat never got bored writing down hull numbers. The regatta got off to a bang, so to speak, at the first weather mark when the bulk of the fleet showed its contempt for the port-starboard rule. The resulting crash attracted fiberglass workers from as far away as Dripping Springs.

SOUTHWEST CHAMPIONSHIPS

| POS | HULL # | YACHT | SKIPPER | RACE | | | | | TOT |
|-----|--------|----------------------|-----------------------|------|-----|-----|----|-----|-------|
| | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | 2376 | Honky Tonk | Kolius | 5 | 2 | 8 | 3 | 3 | 38.4 |
| 2 | | Windfall Prophet | Young | 10 | 1 | 2 | 16 | 1 | 41.0 |
| 3 | | Good Hearted Woman | Elam | 1 | 6 | 5 | 5 | 6 | 43.4 |
| 4 | 1040 | Graybeard | Anderson | 3 | 11 | 4 | 6 | 7 | 55.4 |
| 5 | 2333 | Fineline | Oetking/Massey | 7 | 4 | 3 | 17 | 4 | 57.7 |
| 6 | 1997 | Special K | Kearn | 21 | 35 | 1 | 2 | 9 | 87 |
| 7 | 94 | Opera Ain't Over | Patterson/Word | 9 | 3 | 21 | 21 | 8 | 88.7 |
| 8 | 1351 | Blue Side Down | Fell | 8 | 24 | 23 | 1 | 25 | 104 |
| 9 | 2017 | Heat Wave | Ricks | 4 | 15 | 17 | 27 | 13 | 104 |
| 10 | 1979 | Fun Firewater Dancin | Parks | 31 | 21 | 6 | 4 | 17 | 106.7 |
| 11 | 1658 | Preparation J | Chilton | 6 | 7 | 7 | 37 | 27 | 113.7 |
| 12 | 964 | Crawler | Christopherson/Greene | 30 | 41 | 11 | 13 | 2 | 122 |
| 13 | 60 | Rally | Darden | 17 | 9 | 10 | 11 | 45 | 122 |
| 14 | 2705 | Kiss My Grits | Irwin/Studzenberger | 14 | 14 | 13 | 49 | 5 | 124 |
| 15 | 21980 | Wired | Brandon/Fleming | 11 | 19 | 19 | 23 | 23 | 125 |
| 16 | 11 | Natural Gas | Turner/Fontenot | 27 | 23 | 9 | 7 | 30 | 126 |
| 17 | 2611 | Ajax | Kilpatrick | 2 | 13 | 25 | 10 | DSQ | 127 |
| 18 | 67 | Mustang Sally | Gibbons/Tears | 28 | 25 | 22 | 15 | 12 | 132 |
| 19 | 808 | Oreo Express | Towles | 32 | 12 | 27 | 24 | 14 | 139 |
| 20 | 143 | 20th Century Fox | Moore | 13 | 16 | 34 | 39 | 10 | 142 |
| 21 | 634 | Monster Fish | Light/Peck/Pfister | DSQ | 26 | 12 | 12 | 11 | 143 |
| 22 | 1975 | | Mosbacher | 29 | 10 | DSQ | 4 | 26 | 149 |
| 23 | 2624 | Road Dog | Masterson | 12 | 18 | DSQ | 33 | 16 | 161 |
| 24 | 2257 | Cleaning Up | Self | 22 | 5 | DNS | 8 | DNF | 168 |
| 25 | 1449 | What Boat | Henry | 20 | 20 | 36 | 28 | 35 | 169 |
| 26 | 1679 | Ms. Sippi | Andre | 16 | 8 | 41 | 40 | 37 | 172 |
| 27 | 270 | Ante-Up | Berg | 37 | 39 | 15 | 22 | 29 | 172 |
| 28 | 1444 | Snafu | Lomax | 23 | 28 | DSQ | 19 | 24 | 176 |
| 29 | 999 | Myrrhina | Allen/Young | 33 | 37 | 14 | 48 | 15 | 177 |
| 30 | 22280 | High Anxiety | Himmel | 43 | DSQ | 16 | 20 | 18 | 179 |
| 31 | 1671 | "IO" | Mason | 24 | 34 | 24 | 25 | 44 | 181 |
| 32 | 826 | Jalapeno | DeCluitt | 18 | 29 | 32 | 34 | 42 | 185 |
| 33 | 1010 | Catch 24 | Schermerhorn | 25 | 31 | 26 | 42 | 33 | 187 |
| 34 | 1961 | | DiLorenzo | 26 | 32 | 45 | 38 | 19 | 190 |
| 35 | 2573 | More Grief | Conger/Wolcott | 34 | 33 | 43 | 14 | 40 | 194 |
| 36 | 2023 | Raindrops | Irwin | 19 | 40 | 40 | 46 | 21 | 196 |
| 37 | 1216 | Sovereign | Adamson | 38 | 44 | 33 | 9 | 43 | 197 |
| 38 | 542 | Wicked Wahine | Kegler | 15 | 27 | DSQ | 26 | DNF | 202 |
| 39 | 1748 | Bingo | Nutt | 41 | 30 | 42 | 32 | 28 | 203 |
| 40 | 916 | Patty Wagon | Katon/Halter | 36 | 36 | 28 | 35 | 38 | 203 |
| 41 | 1375 | Andiamo | McCarthy | 44 | 42 | 18 | 41 | 31 | 206 |
| 42 | 272 | Flour Power | AmRhein | DSQ | 17 | 39 | 47 | 22 | 207 |
| 43 | 2148 | Rednecks | McKinney | 47 | 46 | 20 | 43 | 22 | 208 |
| 44 | 2309 | Greenback | Snider | 40 | 45 | 37 | 18 | 41 | 211 |
| 45 | 1903 | Gold Rush | Lindsay/Lincoln | 35 | 22 | 31 | 45 | DNF | 215 |
| 46 | | | | | | | | | |
| 47 | 1741 | Reaction | Hallden | DSQ | 38 | 24 | 51 | 34 | 229 |
| 48 | 602 | Bandit | Plumer | 46 | 48 | 38 | 31 | 39 | 232 |
| 49 | 1217 | You Can Call Me J | Shiels | DSQ | 50 | 46 | 36 | 20 | 234 |
| 50 | 583 | Wind Sprint | Worsham | 39 | 49 | 35 | 30 | DNF | 235 |
| 51 | 965 | Turkey Too | Wheelock | 45 | 47 | 44 | 50 | DNF | 267 |

It is a wonder that the protest committee didn't pack it off to Denver for the rest of the weekend. However, they must have done a good job because they all escaped unharmed later that night. The entire regatta was blessed with good breeze with one exception. The last race turned out to be a preview of things to come in Austin. For those of you who expected a race-by-race account of this regatta, I am sorry to disappoint you but Donna won't let me look away from the genoa long enough to see what is going on.

One thing that doesn't take much looking around to figure out is that there is a tremendous lack of participation in this year's Circuit regattas by the Houston and Corpus groups. We are fortunate to have some of the finest areas to hold sailboat races in the world right here in Texas. The whole idea behind the Texas Circuit is to let everyone see each other's sailing area and give everyone a shot on their home turf. None of these regattas is over half a day's ride from Houston and we should be able to put more boats on the line. The end result would be more fun for everyone. By the way, the same thing happened in Austin last weekend, so come all you guys and gals. The water is cool and clear on Texas lakes and the racing is superb.

Lake City Summer Regatta

by Pat Hoy (Fleet #90)

All owners and co-owners of Fleet 90 were, I'm sure, smiling inside on Saturday morning as they milled around the Pan Handle Yacht Club Dock on Lake Coeur d'Alene, Idaho.

The weekend of July 25 and 26 was the fleet's first official J/24 regatta, and not one boat was missing. But this wasn't why the fleet was so happy. The northerly building out in the channel caused a lot of smiles. As the 10-boat fleet reached to the starting area, the mirrored lake had turned to a dancing chop and winds were up to a steady 20-plus with gusts to 30.

The outcome of the first race had Randy Clark and the *Red-Eye Express* looking fast under the chute and sailing to a first place over Bill Cowles and Roger Schoen. As the winds built to a brisk 25, the sun warmed the cut-off-clad fleet and the excitement of race one was replaced by the thrills of the second race. Some colorful broaches and tricky gusts made the racing sensational for all of the crews. The top three boats were the same, with Roger and Randy swapping first and third place.

Sunday was anti-climactic compared to Saturday. The wind reached only about 10 knots for the first race before disappearing, and brought cancellation of the last two scheduled races. Once again the *Red-Eye Express* pulled out a big win in the light stuff and wrapped up the series by 3.5 points over an experienced and seasoned former Star campaigner, Bill Cowles.

The entire fleet was very pleased with our first of many J regattas on this beautiful and unpredictable lake. Congrats to Randy and his crew, Lauren Murphy and Butch Flores.

With the growing popularity of the J/24 and our expanding fleet, the almost-lost practice of one-design sailing seems to have been revived here in the great inland empire on a grand scale.

And that's why we were all smiling inside.

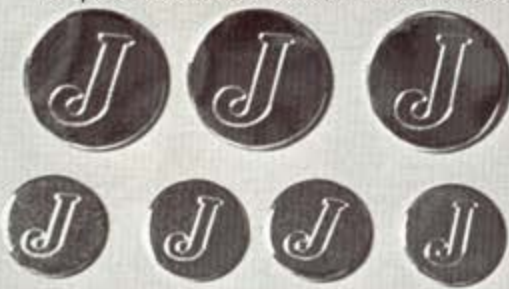
J BUTTONS

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; In Canada, \$30.



A check for the full amount must accompany your order.

J Buttons · 24 Mill Street · Newport, R.I. 02840

Please send me _____ set(s). Enclosed is my check for \$_____.

Orders received by Dec. 1 will be shipped in time for Christmas.

Mail to: _____ Hull # _____
Fleet # _____

OFFICIAL J/24 BILLFOLD



Available in J/insignia blue with white emblem, these nylon billfolds with a key ring feature and velcro closure are custom embroidered with Class Identification and J/24 Sail plan.

Apart from the fact that they float, the J/24 identification should accelerate location of the owner if lost. Price: \$12.95; In Canada: \$16.

A check for the full amount must accompany your order.

J/24 Billfold · 24 Mill Street · Newport, R.I. 02840

Orders received by Dec. 1 will be shipped in time for Christmas.

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.

222 Severn Ave.,
Annapolis, Md. 21403
301-268-1161

Leonard

C Street,
Solomons, Md. 20688
301-326-2600

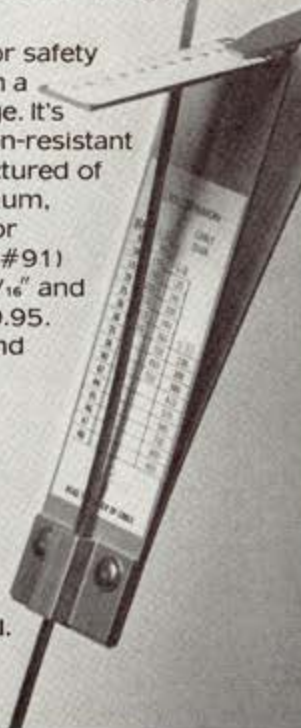
Now, You Can Eliminate The Guesswork on Cable Adjustment With a Loos Tension Gauge

Fine tune your rigging for safety and improved speed with a Loos Cable Tension Gauge. It's highly accurate, corrosion-resistant and easily read. Manufactured of rugged anodized aluminum, this gauge is available for cable under $\frac{3}{16}$ " (Model #91) at \$16.95, and for cable $\frac{3}{16}$ " and over, (Model #90) at \$19.95. Add \$1.00 for postage and handling. Order factory direct from:

Loos & Company,
Industrial Blvd.
Naples, FL 33942

Loos quality takes control.

LOOS & CO



1981 Great Lakes Championships

by Drake Johnstone

Paul Nelson and the Bowers brothers teamed up to qualify for a slot at the Worlds in Sydney in a four-race series conducted on Lake Minnetonka in light airs. A fifth race was not totally lost to the fickle breezes because a new world record was established for the "Flying Wedge": 20 J/24s rafted together in a cohesive moving island. The primary purpose of this raft is to ensure maximum efficiency in beer consumption. In this way, no extra full beer cans are left on any single boat while other boat crews go thirsty.

The race committee pitched in when the deadline had passed for starting the last race, by arriving at the "Flying Wedge" with a new keg of beer plus all the trophies. This allowed the party to continue right through seven kegs. The Fun Club, made up of some crazy woodsmen and displaced Laplanders introduced their leader to a number of the city-going J/24 sailors. He resembled a gorilla and even ate bananas. Fortunately, he's not representing the U.S. in Australia.

Another record was established for Lake Minnetonka anglers... a 24-foot, 3100-pound Lake Trout with Dacron fins. Denny Sanford couldn't understand why some fellow who could only talk Norwegian (which Denny didn't understand, being an alien to these parts) was chasing him in an outboard, waving a fist with one hand and holding on to a fishing rod with the other. Synergy was hooked and this crazy man didn't want to lose his lure. The chase went on for almost 700 yards, until the line broke. As usual the big one got away again.

Seattle

by Ed von Wolfersdorff (Fleet #26)

We find the J/24 does very well in PHRF in spite of the fact that we are still learning how to make her go. As an example, Dave Hendry in *Nijinski* took first in Class C of the Great Equalizer, Carl Buchan in *At Last* took first in class and first overall in the 1981 Round-the-Sound, while Lauri Kempton & Keith Lorence took first in class in the 1981 Jack and Jill race. Bill Bush sailed *Main Squeeze* to a first in the 1980 Southern Straits affair while *Jingo* with John Anderson at the helm took first in the 1980 White Islets race. Sara Steel & Carol Buchan took the Outstanding Performance award in the 1981 Women's Keelboat Weekend, flying the spinnaker in 35-mph winds when everyone else in bigger boats kept theirs in the turtle. These firsts were against C&C 30s, C&C 29s, Ranger 29s, Scampi 30s, Miller 29s, SJ 28s, Buccaneer 29s, Ericson 30s, etc., etc. In on the Lake, my *Last Tango* took first in the Fall Frostbite, the Icicle and the Spring Frostbite series against a couple of Olson 30s, Ranger 33s, a Peterson 35, a Tartan Ten, a J/30, SJ 30s, a Chaser 29, etc. These wins involved seven different combinations of J/24 boats and skippers. The boat must be doing something!!!

Bill Bush got an IOR rating for his *Main Squeeze* and sailed it in the 1980 White Islets Race, IOR Division II and took a real nice third to a Yamaha 33 and a Yamaha 30. He beat out three SJ 30s, a Peterson $\frac{3}{4}$ Ton, a Peterson $\frac{1}{2}$ Ton, a Mull $\frac{3}{4}$ Ton and some other odds and ends.

As you know, the real fun is in the one-design racing. The

1981 GREAT LAKES CHAMPIONSHIP

Lake Minnetonka, Minnesota—September 18-20

| POS | SAIL | YACHT | SKIPPER | HOMETOWN | RACE | | | | TOT |
|-----|-------|--------------------------|------------------|-------------------|------|----|----|----|-----|
| | | | | | 1 | 2 | 3 | 4 | |
| 1 | 1361 | <i>Linten Jente III</i> | Nelson/Bowers | Cottagewood, MN | 1 | 1 | 2 | 2 | 5½ |
| 2 | 2237 | <i>Sleeper</i> | Weber/Stielow | Wayzata, MN | 3 | 3 | 3 | 6 | 15 |
| 3 | 2617 | <i>Coal Pile Express</i> | Babel/Lockwood | Traverse City, MI | 2 | 4 | 6 | 7 | 19 |
| 4 | 2521 | <i>Barbie</i> | Bill Allen | Wayzata, MN | 5 | 15 | 1 | 1 | 21½ |
| 5 | 7 | <i>Oz</i> | Turnquist/Gjerdy | Deep Haven, MN | 8 | 6 | 5 | 3 | 22 |
| 6 | 1749 | <i>Bittersweet</i> | Pat Kabris | Orono, MN | 4 | 10 | 10 | 4 | 28 |
| 6 | 2770 | <i>Easy Goin'</i> | Dave Wyer | Excelsior, MN | 10 | 2 | 11 | 5 | 28 |
| 8 | 147 | <i>Smak</i> | Quam/Buesing | Minnetonka, MN | 6 | 11 | 4 | 11 | 32 |
| 8 | 11 | <i>Silver Fox</i> | Carlsen/Ferguson | Minnetonka, MN | 7 | 8 | 8 | 10 | 32 |
| 10 | 26 | <i>Edge</i> | John Law | Hopkins, IA | 9 | 9 | 8 | 9 | 35 |
| 11 | 26045 | <i>Weasel</i> | Steve Sundquist | Mound, MN | 11 | 12 | 13 | 15 | 51 |
| 12 | 1353 | <i>Shooter</i> | Bill Bruntjen | Minnetonka, MN | DNS | 5 | 9 | 12 | 53 |
| 13 | 2848 | <i>Repeater</i> | Rob Mosbacher | Houston, TX | 18 | 7 | 14 | 17 | 56 |
| 14 | 516 | <i>Ciao</i> | B. Ward/Crowley | Minnetonka, MN | 12 | 18 | 22 | 8 | 60 |
| 15 | 2420 | <i>Second Wind</i> | Irwin Kelen | Minneapolis, MN | 14 | 16 | 17 | 18 | 65 |
| 16 | 749 | <i>Bluebird</i> | John Barlow | Mound, MN | 13 | 21 | 15 | 21 | 70 |
| 17 | 15 | <i>Jazz</i> | John Goodwyne | Deep Haven, MN | 21 | 14 | 23 | 13 | 71 |
| 17 | 31 | <i>Keemah</i> | Don Logan | Wayzata, MN | 15 | 24 | 18 | 14 | 71 |
| 19 | 1006 | <i>Pinchy</i> | Larry Leistiko | Minneapolis, MN | 20 | 19 | 16 | 19 | 74 |
| 20 | 2614 | | Joelyn McDonald | Eden Prairie, MN | 24 | 17 | 20 | 16 | 77 |
| 21 | 1028 | <i>Madrigal</i> | Skip Dickel | Minnetonka, MN | 17 | 13 | 26 | 23 | 79 |
| 22 | 26044 | <i>Shirley J.</i> | Roy Obermiller | Plymouth, MN | 22 | 22 | 12 | 26 | 82 |
| 23 | 579 | <i>Ummmm</i> | Doug Harding | Minnetonka, MN | 16 | 23 | 19 | 25 | 83 |
| 24 | 832 | <i>Synergy</i> | Denny Sanford | Wayzata, MN | 23 | 20 | 21 | 20 | 84 |
| 25 | 959 | <i>Faisandee</i> | Al Jensen | Plymouth, MN | 19 | 25 | 25 | 24 | 93 |
| 26 | 26188 | <i>Ullala</i> | Roger Murch | Excelsior, MN | DNS | 26 | 24 | 22 | 99 |

You didn't buy a boat because you like to sand it.

With new VC-17M Speedskin Boat Bottom Paint, the next time you sand your boat could be the last.

Thanks to a fluorocarbon (as in Teflon®) ingredient VC-17M creates a protective layer that's tougher, smoother, and only one-eighth as thick as conventional boat bottom paints.

And because the surface is smoother, there are no bumps to slow you down in the water. In addition, barnacles and other creatures hate it.



VC-17M is easy to apply, and dries in less than three minutes.

Marion-Bermuda '81; VC-17M 1st overall, 1st to finish. Doublehanded Transatlantic Race '81; VC-17M 1st in class.

For more information about the boat bottom paint for people who'd rather spend their time sailing or boating, than sanding, contact Baltic Marine Products, Inc., 333 N. Michigan Ave., Suite 2315, Chicago, IL 60601. (312) 975-9444.

Naval Institute confirms; VC-17M increases boat speed.



J HATS

Handcrafted of 100% Maine wool, J Hats, bearing the insignia of either the J/24, J/30, or J/36. The perfect gift for the skipper or hard-working crew.

Sizes: Medium, Large (fits most men), and X-Large.

Main Color: Kelly Green, Captains Blue, Regatta Blue, Biscayne Blue, VIP Red, Yellow, Granada Grey, Black.

Insignia Color: White or any of the above colors. Priced at \$12 each. A check must accompany your order.

Rocky Coast Knitters

13 Ayers Court, Falmouth, Maine 04105

| | |
|--------------------------|--|
| Quantity | |
| Boat Insignia | |
| Size | |
| Main Color | |
| Insignia Color | |
| Subtotal | |
| Me. Sales Tax (if appl.) | |
| Shipping | |
| Total | |

Shipping and Handling: In U.S., \$1.00; In Canada, \$2.00

Please allow 4-6 weeks for delivery. U.S. funds only.

Mail to:

| |
|--|
| |
| |
| |

Rocky Coast Knitters

13 Ayers Court, Falmouth, Maine 04105

PHRF and IOR are just added frosting on the cake. We are really moving out with the one-design effort here in the Northwest. We have 29 boats in our Seattle Fleet with 19 of them belonging to Corinthian Yacht Club members. With 92 boats in our district, we have fleets in Portland, Seattle, Flathead Lake, Vancouver, B.C., Olympia and Coeur d'Alene. We will be running our district championships at Shilshole this fall.

We have our own start for the Tuesday-even races on the Lake and are given a start in the One-Design program on the Sound. We had 12 boats out for the Icicle Series during January and February on the Lake and seven out for the Sound One-Design Spring Frostbite Regatta on the Sound. A total of 18 J/24s have taken part in our local J/24 racing since last October. Twelve Js came out for the first races of the lake Spring Twilight series on Tuesday evening and five boats came out for the first races of the Thursday night Ladies Series.

Seattle vs. Kobe Sail Series To Open in '82

Reprinted from the original article by Bill Knight, Seattle Post-Intelligencer, June 1981

Because of their efforts, begun two years ago, sailors from the Puget Sound area and Kobe, Japan, will try to beat each other in a first-ever international sailing regatta next spring.

And if Phil Johnson has his way, the event could be more than a sports attraction. The former Seattle Yacht Club commodore and others, increasingly concerned about boating's image in the community, feel the Seattle vs. Kobe rivalry might help change that.

Hiromasa Akita, former commodore of Kobe's Suma Yacht Club and an official of the Japan Sailing Association, and the all-Nippon Ocean Racing Club hatched the idea. Akita was the focus of attention at a luncheon and a dinner at Seattle Yacht Club.

"They Created Trophy." Visiting here two years ago, Akita spent a day with Seattle yachtsman Robert Alexander. Upon returning to Japan, he dispatched a letter proposing a sister arrangement between Seattle and Suma yacht clubs.

"We mulled it over and decided, yes, why not," Johnson said. "Shortly thereafter, something called the Suma Trophy arrived." It's an elegant gold and silver configuration of a Japanese fishing boat.

"They created this trophy and left what to do with it up to us," he said. "We sat around and came to the conclusion that we should have a home-and-home challenge race of some sort, and this would be the prize."

Plans were launched to open the series here this spring, sailing J/24 class boats with three crews representing each nation. But the Japanese elected to delay the rivalry one year to gain more experience in the J/24. So now it's set for next April.

Expanded Field Eyed. "We want to make it a memorable thing, not just the racing for the hardware hunters but the fellowship and the international feeling—some of the corollary values," Johnson said.

If the program works, there's a good possibility the event might be expanded to include sailors from other Pacific Rim countries. Canada's a leading possibility. Others are Australia,

Mexico and New Zealand.

Johnson is enthused at the prospective benefits of such an event:

"Yachting here tends to be isolated. We've built our own big show on our own waters, which are perfect as far as we're concerned. By the nature of our situation here, we need to reach out, to grow up. While our local associations and relationships between clubs are very useful, it doesn't make much sense unless you become a little bigger than yourself.

"I'd like to see the boating community become a bigger part of the greater community. There are a lot of values inherent in why people are involved with boats. This is a marine community, it operates on many different levels and there's some common ground that needs abstraction so the values will be understood."

Western Regionals 1981

Alamitos Bay—June 19, 20 & 21, 1981

Crowded starting lines, rows upon rows of spinnakers and sparkling blue water were common sights for participants in this year's Western Regionals. With the largest turnout to date, all consisting of the top boats, this year's Western Regionals was a hotly contested battle. Adding to the excitement was the fact that the regatta qualified the top boat for this year's World Championship in Sydney, Australia.

The first day of racing started in fairly light conditions with a slight chop making it difficult to beat to windward. The wind eventually filled in from the west in the middle of the second race. The race area employed throughout the regatta was just southeast of the Huntington Harbor entrance in open waters.

SCYA Midwinters

The 1981 SCYA Midwinters was a huge success for the J/24 and One-Design racing in southern California. We had the largest single class with 33 entries participating out of the Alamitos Bay Yacht Club.

The fleet was large enough to divide into two separate fleet trophies. Silver fleet racers volunteered to be placed in their division, however both fleets started and finished together.

Although the committee was not able to start races out of its usual starting area, there was tight racing around the buoys. Alamitos Bay did a fantastic job of working with the large number of Js in its limited docking area. They well deserve our hearty appreciation.

As the results show, Bruce Golison proved once more that consistency is the key to winning!

OFFICIAL J/24 SHIRTS



These 50% cotton/polyester LaCoste knit shirts are specially made and embroidered with the official J/24 Class Identification by Chesterfield. In sizes small (S), medium (M), large (L) and extra large (XL), these fine shirts are available in white, navy, kelly or maize with contrasting insignias. They are available for \$19. per shirt; In Canada, \$23.

A check for the full amount must accompany your order.

J/24 Shirt · 24 Mill Street · Newport, R.I. 02840

Please send me _____ shirts as specified below:

| | S | M | L | XL |
|-------|---|---|---|----|
| White | | | | |
| Navy | | | | |
| Kelly | | | | |
| Maize | | | | |

Enclosed is my check for \$_____

Orders received by Dec. 1 will be shipped in time for Christmas.

Mail to:

_____ Hull # _____
 _____ Fleet # _____

WESTERN REGIONAL CHAMPIONSHIPS

Alamitos Bay Yacht Club—June 19-21

| POS | SAIL | YACHT | SKIPPER | RACE | | | | | | | TOT |
|-----|-------|-------------------------|--|------|-----|-----|-----|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| 1 | 67409 | <i>Expoobident</i> | Bill Meninger Los Angeles, CA | 2 | 8 | 1 | 4 | 2 | 1 | 1 | 19 |
| 2 | 67428 | <i>Electric Pumpkin</i> | Mark Rastello Newport Beach, CA | 3 | 3 | 4 | 7 | 1 | 5 | 8 | 31 |
| 3 | 8280 | <i>Avenger</i> | Easom/Steed Sausalito, CA | 4 | 2 | 6 | 6 | 3 | 9 | 2 | 32 |
| 4 | 8282 | <i>Smokin' J</i> | Don Trask San Francisco, CA | 6 | 1 | 2 | 1 | 5 | 14 | 4 | 33 |
| 5 | 67668 | <i>Bad News</i> | Stan Sorensen Long Beach, CA | 11 | 13 | 8 | 2 | 12 | 2 | 6 | 54 |
| 6 | 67527 | <i>Ace of Cups</i> | Bruce Gollison Seal Beach, CA | 10 | 4 | 3 | 20 | 4 | 8 | 10 | 59 |
| 7 | 67837 | <i>American Express</i> | K. & W. Miller Redondo Beach, CA | 1 | 17 | 5 | 11 | 6 | 18 | 3 | 61 |
| 8 | 67438 | <i>All Spunked Up</i> | Robin Sodaro Newport Beach, CA | 22 | 20 | 10 | 5 | 9 | 3 | 5 | 74 |
| 9 | 77395 | <i>Blind Ambition</i> | Vann Wilson San Diego, CA | 8 | 11 | 7 | 9 | 11 | 17 | 15 | 78 |
| 10 | 2367 | <i>My Sanity</i> | Kiffe/Pedersen Marina del Rey, CA | 16 | 9 | 13 | 12 | 13 | 12 | 9 | 84 |
| 11 | 67709 | <i>Pocket Rocket</i> | Francis/Minnis San Diego, CA | 19 | 16 | 26 | 8 | 10 | 4 | 7 | 90 |
| 12 | 8305 | <i>Darvon</i> | Harry Allen San Francisco, CA | 9 | 26 | 11 | 10 | 14 | 10 | 12 | 92 |
| 13 | 26166 | <i>My High II</i> | Wayne Willkomm Seal Beach, CA | 13 | 6 | 15 | 13 | 16 | 15 | 14 | 92 |
| 14 | 8891 | <i>Ciao</i> | Greg Dorland Lake Tahoe, CA | 14 | 5 | 18 | 3 | 8 | 13 | DNF | 93 |
| 15 | 77170 | <i>GM Special</i> | Terry Mayhew Long Beach, CA | 17 | 7 | 17 | 15 | 20 | 11 | 11 | 98 |
| 16 | 77385 | <i>3J's</i> | John Beckman Long Beach, CA | 20 | 14 | 9 | 18 | 17 | 19 | 13 | 110 |
| 17 | 67970 | <i>Malolo</i> | Reckershauser/Washburn Long Beach, CA | 15 | 10 | 22 | DSQ | 7 | 6 | 18 | 111 |
| 18 | 77251 | | Dick Denzler Long Beach, CA | 5 | 15 | 20 | 14 | 21 | 21 | 16 | 112 |
| 19 | 19 | <i>I/o</i> | Fleet White Newport Beach, CA | 12 | 24 | 21 | 16 | 19 | 16 | 19 | 127 |
| 20 | 57788 | <i>Beep Beep</i> | Allan Rosenberg Long Beach, CA | 18 | 12 | 16 | 19 | 23 | 7 | DNF | 127 |
| 21 | 77278 | <i>Apparition</i> | Palmer/Rutherford Long Beach, CA | 7 | 21 | 24 | 21 | 18 | 22 | 20 | 133 |
| 22 | 59377 | <i>Fast Company</i> | Henry Stanley Portland, OR | 21 | 19 | 12 | DSQ | 15 | 20 | 17 | 137 |
| 23 | 67116 | <i>Bronco</i> | Bob Anderson Long Beach, CA | 23 | 22 | 14 | 17 | 22 | 24 | 24 | 146 |
| 24 | 30126 | <i>Full Tilt Boogie</i> | John Chapman Phoenix, AZ | 26 | 27 | 19 | 22 | 25 | 26 | 22 | 167 |
| 25 | 57736 | <i>Critical Mass</i> | Richard Caley Long Beach, CA | 25 | 23 | 25 | 23 | 24 | 25 | 23 | 168 |
| 26 | 8246 | <i>Illusion</i> | Robert Shaw San Francisco, CA | 24 | 18 | 23 | DNF | DSQ | 23 | 21 | 174 |
| 27 | 2174 | <i>Too Hip</i> | Fuller/Frost/Fuller Long Beach, CA | 27 | 25 | 28 | 24 | 27 | 28 | 25 | 184 |
| 28 | 67987 | <i>Skin & Bones</i> | Paulson/Mulkey Las Vegas, NV | 28 | 28 | 27 | 25 | 26 | 27 | DSQ | 195 |
| 29 | 2353 | <i>Jaman</i> | Mike Whalen Long Beach, CA | 29 | DNS | DNS | DNS | DNS | DNS | DNS | 221 |
| 30 | 67827 | <i>Nemesis</i> | Phil Neelon Las Vegas, NV | DNF | DNF | DNS | DNS | DNS | DNS | DNS | 224 |

1981 SCYA MIDWINTERS

Gold Division

| POS | YACHT | SKIPPER | HOMEPORT | RACE | | | | | TOT |
|-----|----------------------|----------------|------------|------|----|---|----|----|-----|
| | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | <i>Ace of Cups</i> | Bruce Golison | Long Beach | 1 | 2 | 2 | 1 | 4 | 9½ |
| 2 | <i>Expoobident</i> | Bill Menninger | S.B. | 15 | 1 | 1 | 2 | 1 | 19¼ |
| 3 | <i>Smokin' J</i> | Don Trask | San Fran | 5 | 4 | 3 | 7 | 9 | 28 |
| 4 | <i>Kosher Pickle</i> | Kurt Miller | Hermosa | 8 | 7 | 4 | 10 | 3 | 32 |
| 5 | <i>Intruder</i> | Ken Keady | S.B. | 17 | 5 | 5 | 4 | 13 | 44 |
| 6 | <i>GM Special</i> | Terry Mayhew | Long Beach | 7 | 8 | 6 | 8 | 15 | 44 |
| 7 | <i>Bad News</i> | Stan Sorensen | Long Beach | 4 | 13 | 8 | 19 | 2 | 46 |

Silver Division

| | | | | | | | | | |
|---|--------------------|------------------|------------|----|----|----|----|----|-----|
| 1 | <i>Otra Vez</i> | Wright/Salisbury | Long Beach | 18 | 14 | 9 | 12 | 8 | 61 |
| 2 | <i>Shai Hallud</i> | George Holley | Las Vegas | 19 | 12 | 12 | 28 | 24 | 95 |
| 3 | <i>Tin Lizzie</i> | Al Lang | Long Beach | 20 | 20 | 7 | 21 | 28 | 96 |
| 4 | <i>Woodstock</i> | Norm McLeod | Del Rey | 29 | 30 | 14 | 24 | 22 | 119 |

San Diego Invitational

The **San Diego Invitational** provided participants with sunny skies and moderate winds for a delightful weekend of sailing. Everyone enjoyed the club and its facilities. The San Diego fleet did an excellent job in producing the trophies for the event.

Most of us had at least one bad race, while a select few had two very bad races. Bill Menninger and Mark Rastello started off the weekend by rounding the wrong leeward mark

and finishing while the rest of the fleet again set spinnakers and searched for the correct mark under the guidance of San Diego local John Todhunter in *Woodstock*. Ironically the winner of the regatta, Terry Mayhew, was called over the line early in this first race. With 15 points at the beginning of the regatta, he and his crew had no idea that they would pull through to the top.

Steve Washburn of Long Beach sailed very consistently until the final race in which he was disqualified for having a blue boat. Blair Francis and Don Minnis sailing *Pocket Rocket* finished a respectable 3rd with steady resolve and forthright planning (they didn't make any mistakes).

SAN DIEGO INVITATIONAL

| POS | YACHT | SKIPPER | HOMEPORT | RACE | | | | | TOT |
|-----|----------------------|----------------|------------|------|---|---|---|-----|-----|
| | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | <i>GM Special</i> | Terry Mayhew | Long Beach | PMS | 5 | 1 | 1 | 1 | 22¼ |
| 2 | <i>Malowlo</i> | Steve Washburn | Long Beach | 2 | 4 | 2 | 3 | DSQ | 24 |
| 3 | <i>Pocket Rocket</i> | Minnis/Francis | San Diego | 6 | 6 | 3 | 6 | 5 | 26 |
| 4 | <i>Woodstock</i> | John Todhunter | San Diego | 1 | 7 | 4 | 8 | 8 | 27¾ |
| 5 | <i>Going Left</i> | Steve Franta | Dana Point | 3 | 8 | 8 | 9 | 6 | 34 |

1981 Douglas Cup

J sailor wins **1981 Douglas Cup** Intercollegiate! Kurt Miller of Long Beach State University won the 1981 Intercollegiate match race championship in Long Beach.

The races were again hosted by Long Beach Yacht Club. This year the series was held in J/24s and we appreciate the cooperation of our District members who contributed the use of their boats.

Kurt bested five other teams with wins over Texas and Washington State. During the course of the event which was held February 19th through 21st, there were strong offshore winds which postponed the final day's racing until late afternoon.

Kurt Miller and his father, Warren Miller, sail out of King Harbor Yacht Club. They both travel with the J/24 and plan to go to the North Americans as well as the World Championships in 1981.

Congratulations Kurt! We all wish you the best of luck this summer.

NEWPORT INVITATIONAL

April 4 & 5, 1981

| POS | YACHT | SKIPPER | HOMEPORT | RACE | | | | TOT |
|-----|-------------------------|-----------------------|----------|------|---|---|----|-----|
| | | | | 1 | 2 | 3 | 4 | |
| 1 | <i>Expoobident</i> | Bill Menninger | LAYC | 1 | 1 | 1 | 8 | 10¼ |
| 2 | <i>Malolo</i> | Rickerhauser/Washburn | LAYC | 3 | 7 | 3 | 2 | 15 |
| 3 | <i>Electric Pumpkin</i> | Rastello/Murphy | BCYC | 2 | 2 | 9 | 3 | 16 |
| 4 | <i>Bad News</i> | Stan Sorensen | ABYC | 4 | 9 | 5 | 1 | 18¾ |
| 5 | <i>Skimmin Dish</i> | Ken Keading | SBYC | 9 | 3 | 8 | 6 | 26 |
| 6 | <i>Ace of Cups</i> | Jane Kent | ABYC | 7 | 5 | 4 | 10 | 26 |

DISTRICT 21 CHAMPIONSHIPS

May 23 & 24, 1981

| POS | YACHT | SKIPPER | HOMEPORT | RACE | | | | TOT |
|-----|----------------------|-------------------|----------|------|---|---|---|-----|
| | | | | 1 | 2 | 3 | 4 | |
| 1 | <i>Expoobident</i> | Bill Menninger | LAYC | 2 | 4 | 1 | 4 | 10¾ |
| 2 | <i>Beep Beep</i> | S. & A. Rosenberg | ABYC | 4 | 3 | 2 | 7 | 16 |
| 3 | <i>Mean Green</i> | W. & K. Miller | KHYC | 5 | 8 | 3 | 1 | 16¾ |
| 4 | <i>GM Special</i> | Terry Mayhew | ABYC | 6 | 2 | 7 | 3 | 18 |
| 5 | <i>Pockit Rocket</i> | Francis/Minnis | SDYC | 3 | 7 | 6 | 5 | 21 |
| 6 | <i>Skimmin Dish</i> | Ken Keading | SBYC | 7 | 5 | 4 | 6 | 22 |

MACHO REGATTA

May 16 & 17, 1981

| POS | YACHT | SKIPPER | HOMEPORT | RACE | | | | | TOT |
|-----|-----------------------|----------------|----------|------|---|---|---|---|-----|
| | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | <i>Expoobident</i> | Mary Griffith | LAYC | 1 | 2 | 1 | 1 | 3 | 7¼ |
| 2 | <i>Churp</i> | Steve Washburn | LBYC | 4 | 1 | 2 | 4 | 1 | 11½ |
| 3 | <i>Ace of Cups</i> | Bruce Golison | ABYC | 2 | 3 | 4 | 2 | 2 | 13 |
| 4 | <i>Bad News</i> | Stan Sorensen | ABYC | 5 | 4 | 3 | 3 | 5 | 20 |
| 5 | <i>All Spunked Up</i> | Robin Sodaro | BYC | 6 | 6 | 6 | 7 | 8 | 27 |

The SCALE MODEL Company



THE FINEST HALF MODELS
AVAILABLE —
SUPPLIERS TO S/BOATS
ASK ROD JOHNSTONE



1905 POPLAR RIDGE ROAD • PASADENA, MARYLAND 21122 • PHONE (301) 255-8004

Newport Invitational

April 4 & 5, 1981

Newport Harbor Yacht Club hosted an excellent regatta in early April which saw an amazing turnout of 20 J/24s. The Etchells class was somewhat startled by the turnout in their very own backyard. Winds were strong for the entire regatta. Spring sailing in Newport is the best for wind strength, as the lightest race was registered by the committee at 17 knots.

District 21 Championships

May 23 & 24, 1981

California Yacht Club did an excellent job hosting our District Championships on Memorial Day weekend. The four-race series was very closely contested as the results were very mixed up in each race. No boats were particularly consistent.

Bill Menninger fought it out with Allen and Steve Rosenberg in the final two races on Sunday while Kurt Miller came back with a fantastic second day to edge out Terry Mayhew for 3rd place.

The 17-boat fleet was the largest class and the most competitive. Other classes present included the Tornado Cats and the Merit 25, a popular boat in the Del Rey area.

Macho Regatta

May 16 & 17, 1981

Los Angeles Yacht Club's infamous Macho Regatta held true to form this spring with strong winds and seas outside the Los Angeles breakwater. The 16-boat J fleet handled the conditions easily, as did the 505 fleet. Other classes had problems with the high winds and seas and were forced to retire early.

Mary Griffith, veteran 470 sailor from Los Angeles Yacht Club, sailed away with the series win by taking three out of the five races. Steve Washburn from Long Beach Yacht Club sailed a very consistent series to place second. Steve won the remaining two races of the series.

We will all be looking forward to sailing the fall Macho Regatta in November, which will also count in the Season Championship.

J/24 Clinic a Great Success

The Marina Del Rey fleet hosted a racing clinic at the end of May. Warren Fox and Bill Barnard, Brad Levie, Bob Merchant, Doug Steele and Julius Grollman, Bill Maher, Tony Kiffe, Paul Garnett, Cartwright Sheppard and John Beckham rounded out the affair. Two days of lecture and "on the water sailing" helped to sharpen skills and renew a sailing interest in those who have not used their boats for some time. John Beckham from Long Beach walked all over the competition on Saturday, only to go home early on Sunday, thereby missing his complimentary bottle of champagne. Steve Curran inspired a super Saturday Night BBQ at his location on Admiralty Way.

Bruce Golison informs us that these clinics are going on all over the country within J/24 fleets. Bruce just returned from a clinic in Lake Tahoe with a turnout of 65 people in 15 boats.

SAILOR'S BRIEFCASE

"I don't know how many times people have stopped me on the street, in airplanes, at the USYRU 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, instead of crashing into the dashboard when turning or stopping, because the roughness of the material grips the seat fabric.

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 off-white or blue.

Orders received by Dec. 1 will be shipped in time for Christmas



RUGGED DUCK

24 Mill St., Newport, R.I. 02840

Please send me ___ brief(s) at \$50. each; In Canada, \$61.

Color: _____ I enclose a check for \$_____.

Please ship via: ☐ Parcel Post
☐ UPS (will not deliver to a PO Box)

Name _____

Address _____

City _____ State _____ Zip _____

J/24 Pacific Coast Championship

Two days of breezy conditions with 44 boats and starboard mark roundings made this year's PCC one of the most competitive. The five-race series was dominated by Southern California boats, as they took the top four spots. Boats came

from as far as Seattle, Washington, Arizona, San Diego and Lake Tahoe.

Between tacking up the city front and some very tight reaching legs in winds of over 25 knots, the series made for great spectator thrills.

PACIFIC COAST CHAMPIONSHIPS

St. Francis Yacht Club—September 5 & 6

| POS | SAIL | YACHT | SKIPPER | HOMEPORT | RACE | | | | | TOTAL |
|-----|-------|----------------------------|-------------------|-----------------------|------|-----|-----|-----|-----|-------|
| | | | | | 1 | 2 | 3 | 4 | 5 | |
| 1 | 67970 | <i>Malolo</i> | Steve Washburn | Long Beach, CA | 1 | 5 | 5 | 1 | 4 | 15½ |
| 2 | 67409 | <i>Expoobident</i> | Bill Meninger | Los Angeles, CA | 5 | 1 | 7 | 6 | 3 | 21¾ |
| 3 | 67527 | <i>Ace of Cups</i> | Bruce Gollison | Seal Beach, CA | 3 | 10 | 3 | 2 | 5 | 23 |
| 4 | 67837 | <i>American Express</i> | Kurt Miller | Redondo Beach, CA | 2 | 3 | 9 | 3 | 7 | 24 |
| 5 | 8363 | <i>Avenger</i> | Easom/Steed | Sausalito, CA | 4 | 4 | 11 | 9 | 2 | 30 |
| 6 | 2333 | <i>Fine Line</i> | Jeppesen/Massey | San Francisco, CA | 14 | 6 | 1 | 4 | 8 | 32¾ |
| 7 | 2367 | <i>Slick</i> | Keith Lorence | Seattle, WA | 8 | 9 | 2 | 15 | 1 | 34¾ |
| 8 | 8282 | <i>Smokin' J</i> | Don Trask | San Francisco, CA | 17 | 13 | 12 | 10 | 11 | 63 |
| 9 | 18873 | <i>Albino Kermit</i> | Clausen Lindsey | Richmond, CA | 10 | 2 | DSQ | 8 | 6 | 70 |
| 10 | 8414 | <i>Wall Street Duck</i> | Smith/Roberson | Pacific Palisades, CA | 9 | 8 | 6 | 7 | DNF | 74 |
| 11 | 8305 | <i>Darvon</i> | Harry Allen | San Francisco, CA | 20 | 16 | 10 | 18 | 10 | 74 |
| 12 | 18886 | <i>Jocko</i> | Bob Moloy | Sausalito, CA | 6 | 14 | DNF | 5 | 12 | 81 |
| 13 | 8043 | <i>Sundance</i> | Ed English | Richmond, CA | 22 | 12 | 21 | 13 | 13 | 81 |
| 14 | 8114 | <i>Safari to Adventure</i> | Tsochi/Oswald | San Francisco, CA | 13 | 7 | 4 | 14 | DNF | 82 |
| 15 | 915 | <i>My Sanity</i> | Bill Peterson | San Francisco, CA | 18 | 26 | 13 | 20 | 9 | 86 |
| 16 | 8246 | <i>Illusion</i> | Robert Shaw | San Francisco, CA | 19 | 18 | 16 | 17 | 16 | 86 |
| 17 | 8236 | <i>Quibble</i> | Don Bonander | Stockton, CA | 23 | 17 | 20 | 12 | 20 | 92 |
| 18 | 57788 | <i>Beep Beep</i> | S. & A. Rosenberg | Long Beach, CA | 11 | 11 | DNS | 16 | 14 | 96 |
| 19 | 59377 | <i>Fast Company</i> | Henry Stanley | Portland, OR | 25 | 19 | 15 | 23 | 21 | 103 |
| 20 | 8078 | <i>Cluseau</i> | Tom Price | San Francisco, CA | 16 | 20 | 18 | 36 | 18 | 108 |
| 21 | 8406 | <i>Cookie Monster</i> | Dave Jones | Santa Cruz, CA | 26 | 24 | 19 | 22 | 22 | 113 |
| 22 | 8266 | <i>Cornicchio</i> | Steve Bossi | San Francisco, CA | 7 | 22 | DNF | 25 | 19 | 117 |
| 23 | 8019 | <i>I/o</i> | Fleet White | Newport Beach, CA | 24 | 21 | DSQ | 11 | 17 | 117 |
| 24 | 1850 | <i>Sgt. Schultz</i> | Dan Simmons | Richmond, CA | 27 | 33 | 17 | 24 | 25 | 126 |
| 25 | 8101 | <i>Wonder Woman</i> | Andrew Bassis | Belvedere, CA | 12 | 15 | 14 | DNS | DNS | 129 |
| 26 | 1977 | <i>Slither Gavee</i> | John Niesley | San Francisco, CA | 21 | 23 | DNF | 27 | 15 | 130 |
| 27 | 8034 | <i>Jawbreaker</i> | Richard Daley | San Francisco, CA | 34 | 27 | 27 | 19 | 26 | 133 |
| 28 | 8099 | <i>Ice Nine</i> | Bill Drummond | San Francisco, CA | 30 | 29 | 30 | 21 | 23 | 133 |
| 29 | 2392 | <i>Lyon's Den</i> | Tom Lyons | Lake Tahoe, CA | 28 | 25 | 22 | 30 | DNF | 149 |
| 30 | 8011 | <i>Wianno</i> | John Sullivan | Richmond, CA | 31 | 28 | 24 | DNF | 24 | 151 |
| 31 | 2391 | <i>Good Girls Don't</i> | Greg Dorland | Lake Tahoe, CA | 15 | DNF | 8 | DNF | DNS | 155 |
| 32 | 67338 | <i>Impetuous</i> | Brad Levie | Marina del Rey, CA | 32 | 30 | 23 | 29 | DNF | 158 |
| 33 | 77304 | <i>Divine Wind</i> | Robert Farmer | Fresno, CA | 36 | 37 | 28 | 33 | 27 | 159 |
| 34 | 77191 | <i>Morning Tide</i> | Joe Laurie | Fresno, CA | 28 | 31 | 25 | 28 | DNF | 166 |
| 35 | 8055 | <i>Resolute J</i> | Richard Peck | San Francisco, CA | 35 | 32 | DNF | 35 | 28 | 174 |
| 36 | 8212 | <i>Sunchaser</i> | Jon Hewitt | San Francisco, CA | 39 | 35 | 28 | 34 | DNF | 180 |
| 37 | 8139 | <i>Mulaf</i> | Lawson Fisher | Balboa, CA | 40 | 36 | 29 | 31 | DNF | 187 |
| 38 | 8205 | <i>Bolero</i> | Karl Peterson | San Francisco, CA | 29 | DNS | DNS | 26 | DNF | 187 |
| 39 | 30126 | <i>J-Hosen-Neig</i> | John Chapman | Phoenix, AZ | 41 | DNS | DNS | 32 | 29 | 190 |
| 40 | 2174 | <i>Too Hip</i> | Chuck Fuller | Long Beach, CA | 37 | 34 | DNS | DNF | DNF | 203 |
| 41 | 67373 | <i>Storm Trooper</i> | Dinny Waters | Belvedere, CA | 33 | DNF | DNS | DNS | DNS | 209 |
| 42 | 8239 | | Dave Mullin | San Francisco, CA | DNF | DNS | DSQ | DNS | DNS | 220 |

October 30

INTERNATIONAL J/24 CLASS ASSOCIATION ANNUAL MEETING
Royal Thames Yacht Club
Knightsbridge, London
John Adams
(See IJCA Exec. Committee Listing)

November 7-8

LAKE PONCHARTRAIN FLEET FALL SERIES
Lake Ponchartrain
Chip Carpenter
200 Plaza, One Shell Square
New Orleans, LA 70139
(504) 595-5404

December 26-27

SUGAR BOWL REGATTA
New Orleans Yacht Club
434 N. Roadway, West End
New Orleans, LA 70124
(504) 283-2581

December 28-January 2

MIDWINTERS V
Bear Cut Sailing Club
Key Biscayne, Florida
John Southam
177 Ocean Lane Drive
Key Biscayne, FL 33149
(305) 350-7408

1982

January 6-16

WORLD CHAMPIONSHIP III
Sydney, Australia
Robert B. Wilson
4 Panima Place
Newport NSW, Australia 2061
02-922-2333
TLX: 790 20429

February 20-21

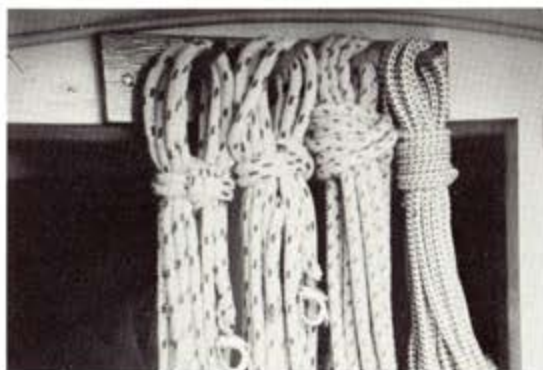
MARDI GRAS REGATTA
Southern Yacht Club
PO Box 24070
New Orleans, LA 70184
(504) 288-4221

April 2-4

J/24 SPRING REGATTA
Lake Ponchartrain—New Orleans
Lake Ponchartrain J/24 Fleet
PO Box 30485
New Orleans, LA 70190
Chip Carpenter:
(504) 595-5404 or 891-3524
Jo Dunham: (504) 891-3715

October 1-10

WORLD CHAMPIONSHIP IV
St. Francis Yacht Club
San Francisco, CA 94123
Jim Taylor, Race Manager
(415) 563-6363



LINE TENDER

Stow wet or dry lines neatly, out of the way and ready to use with **Line Tender**, which can be mounted on any flat surface in 5 minutes. It allows for fast drying (no mildew or odor build-up), added cabin or storage space, and the convenience of ready access to line inventories.

This item has been in use on a J/24 for over a year and works very well, especially with wet lines that can dry as they sway due to the boat's motion and drip harmlessly on the floor.

Also, there is no need for frantic searching for lines stored out of sight.

\$14.95 plus \$1.05 Postage and Handling.

LINE TENDER

821 Baxter St. (#318), Charlotte, NC 28202

J/24 and chuck roast Offshore—made for each other!



You know you'll get wet on your J/24 and Chuck Roast knows how to keep you warm. **Offshore Pilewear**

- Stays warm—even when wet
- Dries in minutes—just wring it out
- Won't get clammy even under foul weather gear
- 100% Guarantee of satisfaction with no time limit
- Available with J/24 logo monogram for only \$5 extra

Jacket: Please send _____ @ \$45.50 Color: ☐ navy ☐ red

Circle size: XS(34) S(36) M(38) L(42) XL(44)

Pants: Please send _____ @ \$28.50 Navy only (prices postpaid)

Circle size: S(28-30) M(32-34) L(36-38) **Monograms** @ \$5.00

Get monogram free! Order both pants and jacket for \$74.00.

Name _____

Address _____

City/State _____

Zip _____

Enclose payment: ☐ check ☐ M.O. ☐ Visa ☐ Mastercard

Acct. No. _____ Exp. Date _____

☐ Please send free color mini-catalog.

Chuck Roast, 470A Odell Hill Rd., Conway, N.H. 03818
or call 603-447-5492 for fastest service.

For Sale

Melges 170% light #1 (\$400), ½-ounce chute (\$350). Both virtually unused. \$700 for both. Chrysler 8-hp. outboard, good shape (\$200). Call (312) 648-5037.

#2329 launched 1981. North sails, electronics, head, stove, specially painted white hull, blue two-tone deck, outboard, custom trailer. Buying larger boat. Dr. Richard Price. (617) 887-5678 or 944-1230.

#339, 1978 camel brown. Eight sails, Volvo 4, head, winter cover, sail cover, knotmeter, depth sounder, compass, motor pump, trailer, race-ready. \$16,500. (617) 526-1890.

Exchange

J/24 #1464 on Lake Norman, near Charlotte, N.C., for other coastal location. (704) 376-3682 (bus.) or 364-5757 (res.).

Tax Deductible Donation

Maine Maritime Academy wants to create a J/24 Fleet and is actively seeking donations of J/24's.

Contact Lieutenant Philip Harman, Waterfront Director Maine Maritime Academy, Castine, Maine 04421. Telephone (207) 326-4311 ext. 400.

What's In A Name?

Do you believe that J/24s live up to their names? How about 24 CARAT finishing 24th at Cowes, THIRD WAVE finishing 3rd in the Ida Lewis Invitational at Newport, or RAT TRAP winning in a very ratty series at Cowes plagued by atypical light airs, fog, and race courses?

Then you have HJ ("Horizon Job") winning the North Americans with 2020 finishing last. 2020 also means "Hindsight". In this same vein NEMESIS finished last in the Western U.S. Regionals.

It's frightening to think that all our efforts to create the finest one-design class in the world may be in jeopardy because of forces beyond our comprehension.

Possibly, the IJCA should propose that the following paragraph be added to International J/24 Class Rules:

9.0 Yacht Names: To further the one-design characteristics of J/24 yachts, owners shall make every effort to adopt a name which is positive in nature in no manner of interpretation;

9.1 Infers that the yacht being named is either better or worse than other J/24 yachts.

9.2 Ascribed abnormal characteristics to the yacht which may either detract or add to designed performance.

9.3 Assigns a numerical order which prescribes a ranking for the named yacht.

Editor

J&K

No, it's not a brand of scotch advertised by a leading yachtsman. It's the winning combination of J Boats and Kenyon. The ultimate in Class racers powered by the ultimate spars.

Kenyon created exceptionally strong, functional yet forgiving spars



to meet the demands of the most competitive sailing in the world. As the major supplier to the worldwide J Fleet, Kenyon has delivered over 3,000 J-24 and 400 J-30 spars. Not a bad three-year effort for **J & K**.

But spars are only part of what Kenyon has to offer the J Fleet. The 80 Series of marine instruments—speed, log and depth sounder are ideal for installation aboard J-24's. For the overnight racers, watch for the introduction of an 80 Series of wind instruments to get the edge on your competition.

The 400 Series delivers a full range of speed/log, wind speed/apparent wind, depth and close hauled

information necessary for the serious J-30 or J-36 racers. All available in attractively styled faces, front mounted controls and round or square bezels.

The ultimate "speedo" is Kenyon's remarkable PDC-10 computer with myriad functions plus performance data analysis like VMG, reaching and tacking ratios, gust indicators and steering directors. Now you can use satellite technology to guide your J to a winning performance.

Kenyon (a member of the Brown Group, Inc.)
P.O. Box 308, Guilford, CT 06437 (203) 453-4374
TELEX: 643804 · 2734 South Susan St., Santa Ana, CA 92704 (714) 546-1101 · 2360 25th St., North, St. Petersburg, FL 33713 (813) 323-1616

J Boats and Kenyon They belong together for a very good reason... they're both the best.

International J/24 Class Association

Executive Committee

Chairman
Robert Johnstone
24 Mill Street
Newport, RI 02840
(401) 846-8410
TLX: 710 382 1221

Vice Chairman
John Adams
Paradise House
Waltham St. Lawrence
Reading RG10 OJH
Berkshire, England
(073 581) 339
TLX: 848 88 3004

Vice Chairman
Bengt Julin
Stureplan 2
114 35 Stockholm
Sweden
08-100-358

Executive Director
Richard Tillman
645 Caribbean Road
Satellite Beach, FL 32937
(305) 773-4141

National J/24 Class Associations

Argentina

Juan Carlos Cespedes
Elcano 4837
1427 Buenos Aires
Argentina
(541) 590 738
TLX: 390 17963

Australia

Robert B. Wilson
4 Panima Place
Newport, N.S.W.
Australia 2061
02-922-2333
TLX: 790 20429

Bermuda

David Ashton
Salt Kettle Boat Rentals
Paget, Bermuda
(809) 292-4863

Brazil

Erik Schmidt
Av. Brasil 12.698
Rua M145
Rio de Janeiro, Brazil
TLX: 391 2130431

British Virgin Islands

Roosevelt Smith
Box 243
Roadtown, Tortola
British Virgin Islands

Canada

Blaine Bowen
232 Dunvegan Road
Toronto, Ontario
Canada
(416) 483-5802

Chile (Forming)

Raul Flores
Astilleros Alianza
Calle Manqueque 944
Santiago, Chile

England

John Adams
Paradise House
Waltham St. Lawrence
Reading RG10 OJH
Berkshire, England
(073 581) 339
TLX: 843 88 3004

France

Philippe Ravel
10 Bis Rue D'Obree
44000 Nantes, France

Ireland

Peter Redden
5, Montpelier Place
Blackrock, County Dublin
Ireland

Italy

John Putaturo
22 Via Vittorio Amedeo II
10121 Torino, Italy
(001) 53-9811 or 53-8894
TLX: 220450

Japan

President
Moto Hayashi
092 871 6631
Vice President
Teruo Ashida
978 251 5585
Vice President
Makoto Uematsu
03 585 7859

Secretary

Hideo Tahara
03 543 5523
Chief Measurer
Shuji Watanabe
c/o Nissan Trading Company
Marine Dept. G-23
17-1 Ginza
6-Chome, Chuo-Ku
Tokyo, Japan
(543) 5523
TLX: 781 J24474

Mexico

Aaron Saenz
Federation Mexicana de Vela
Balderas 36, Piso 13
Mexico IOF, Mexico
510-19-74

New Zealand (Forming)

Doug Elder
J/24 Steering Committee
PO Box 39-321
Auckland West
New Zealand
TLX: 791 NZ21786

South Africa

Warwick Stevens
289 Commissioners Street
Johannesburg, South Africa
2711 725 3105
TLX: 960 424 150 SA

Sweden

Bengt Julin
Stureplan 2
114-35 Stockholm
Sweden
08-100-358

Switzerland

Heine Rusterholz
Sunimport, 8804 Au.
Zurich, Switzerland
TLX: 845 875142

U.S. Virgin Islands

Dick Johnson
Red Hook Center
Box 58
St. Thomas, USVI 00801
(809) 775-1111
TWX: 367 7309

Venezuela (Forming)

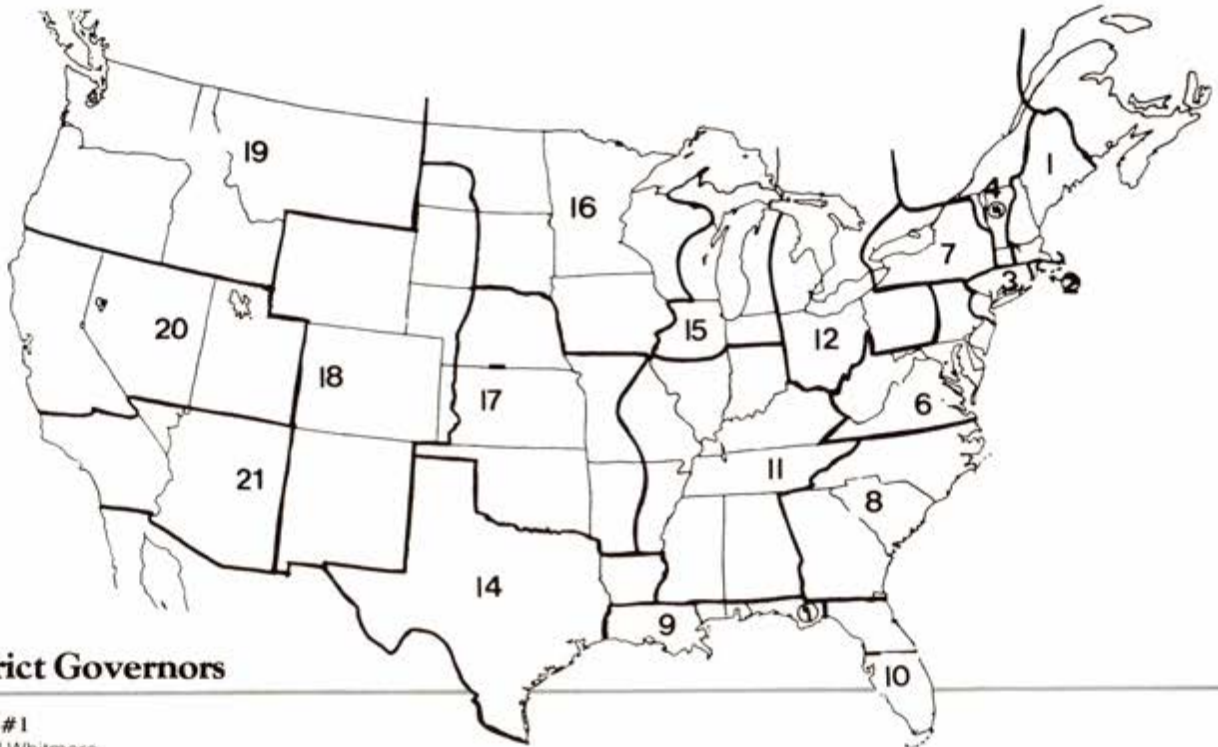
Roman Davila
Caribvela
Apartado 662168
Caracas, Venezuela
915561
TLX: 395 915561

U.S.A.

President
Paul Kaufman
334 Common Street
Belmont, MA 02178
(617) 467-5111, Ext. 5228

Executive Director
Richard Tillman
645 Caribbean Road
Satellite Beach, FL 32937
(305) 773-4141

Chief Measurer
Rodney Johnstone
RD #1, Box 107
Stonington, CT 06378
(203) 535-2680



District Governors

District #1

Bill Whitmore
205 Humphrey Street
Marblehead, MA 01945
(617) 631-8310

District #2

Eric Hall
7 Burnside Street
Bristol, RI 02809
(401) 253-4858

District #3

Charles Genarelli
7 Phillips Lane
Rye, NY 10580
(914) 967-5547

District #4

Marcel Beaudin
437 Main Street
Burlington, VT 05401
(802) 658-1925

District #6

Jim Biles, MD
11 Arlie Drive
Annapolis, MD 21401
(301) 757-1022

District #7

Charles G. Ross
99 Woodland Drive
Rochester, NY 14612
(716) 621-6276

District #8

John Richardson
3240 Windsor Drive
Charlotte, NC 28209
(704) 525-2534

District #9

Frank Corriere, Jr.
609 Atherton Drive
Metairie, LA 70001
(504) 834-3296

District #10

John Bankston
636 Turner Street
Clearwater, FL 33516
(813) 596-2174

District #11

Pat Crowe, Jr.
PO Box 909
Chattanooga, TN 37401
(615) 267-2191

District #12

Gregory J. Swetka
32606 S. River Road
Mt. Clemens, MI 48045

District #14

Jim Holton
831 Forest Lake
Seabrook, TX 77586
(713) 474-4858

District #15

Larry Rosenzweig
3200 N. Lake Shore Drive,
#2306
Chicago, IL 60657
(312) 254-1616

District #16

John Gjerde
8265 Tamarack Trail
Eden Prairie, MN 55344
(612) 937-8409

District #17

Dick Berg
2916 Browne Stone Road
Oklahoma City, OK 73120
(405) 751-3664

District #18

Dinny Hanson
PO Box 889
Boulder, CO 80306
(303) 449-9443

District #19

Dennis Torgeson
17558 Blue Heron Court
Lake Oswego, OR 97034
(503) 635-2925

District #20

Connie Bock
1517 W. Longview
Stockton, CA 95207
(209) 477-8607

District #21

Bill Menninger
PO Box 208
Palos Verdes Est., CA 90274
(213) 377-2123

District #22

Ted Beck
5627 Kawakui Street
Honolulu, HI 96821
(808) 373-1933

- 1 **Minnetonka**
Doug Harding
2337 Nottingham Court
Minnetonka, MN 55343
(612) 545-7797
- 2 **Raritan Bay**
Eric Leitner
113 Water Street
Perth Amboy, NJ 08861
(201) 442-4168
- 3 **Corpus Christi**
F. John Shepherd
3102 Santa Fe, #12
Corpus Christi, TX 78404
(512) 883-5363
- 4 **New Haven**
Dr. Sandy Lieber
17 Hillhouse Avenue
New Haven, CT 06520
(203) 436-0480
- 5 **Galveston Bay**
Jim Holton
831 Forest Lake
Seabrook, TX 77586
(713) 474-4858
- 6 **Lake St. Clair**
James Scannell
17200 Sioux
Detroit, MI 48224
(313) 885-0728
- 7 **Charleston**
Rick Hunter
104 Cleveland Street
Summerville, SC 29483
(803) 873-2343
- 8 **Chesapeake Bay**
Russ Potee
964 College Drive
Arnold, MD 21012
(301) 647-3108
- 9 **Canyon Lake**
Lief Zars
302 E. Nakoma
San Antonio, TX 78216
(512) 341-3153
- 10 **Key Biscayne**
John Southam
177 Ocean Lane Drive
Key Biscayne, FL 33149
(305) 350-7408
- 11 **Niagara Frontier**
Peter McGennis
2180 Elmwood
Buffalo, NY 14216
(716) 885-4726
- 12 **Chicago**
Mike Mullinix
996 Linden, Apt. 3
Winnetka, IL 60093
(312) 441-8344
- 13 **Key West**
Jack Woehrlie
2318 N. Roosevelt Boulevard
Box 669
Key West, FL 33040
(305) 294-1365
- 14 **Palm Beach**
Jack Wright
721 U.S. Highway #1
North Palm Beach, FL 33408
(305) 967-5251
- 15 **Susquehanna**
Rick Sheppard
311 St. John Street
Havre de Grace, MD 21078
- 16 **Buzzards Bay**
Wiley Wakeman
c/o Tabor Academy
Marion, MA 02738
(617) 748-2806
- 17 **San Francisco Bay**
John Sullivan
8831 Curragh Downs Drive
Fair Oaks, CA 95628
(916) 961-2380
- 18 **Narragansett Bay**
Leo J. Constantino, Jr.
79 Crompton Avenue
West Warwick, RI 02893
(401) 822-1414
- 19 **Presque Isle**
Mark Dedionisio
546 Nagle Road
Erie, PA 16511
(814) 459-2445
- 20 **Atlanta**
Chet Meyerson
976 Muirfield Drive
Marietta, GA 30067
(404) 973-5969
- 21 **Austin**
Pat Halter
8902 Silverhill Lane
Austin, TX 78759
- 22 **W.L.I.S.**
Douglas Bruce
Ogilvy and Mather, Inc.
2 East 48th Street
New York, NY 10017
(212) 688-6100
- 23 **Lake Champlain**
Bob Whyte
6 Weed Road
Essex Junction, VT 05452
(802) 879-0142
- 24 **Lake George**
Fran DiTommaso
2 Hessian Drive
Schuylerville, NY 12871
(518) 695-6693
- 25 **Flathead Lake**
Jim Thompson
211 Segiah Way
Kalispell, MT 59901
- 26 **Seattle**
Ed von Wolfersdorff
274468 SE
Mercer Isle, WA 98040
(206) 232-8262
- 27 **Portland**
Henry Stanley
2221 SW First, #1223
Portland, OR 97291
(503) 224-2671
- 28 **Marblehead**
Scott Killips
131 Commonwealth Avenue
Boston, MA 02116
(617) 421-8173
- 29 **Dallas**
Mark Word
10920 Dennis Road
Dallas, TX 75229
(214) 241-1498
- 30 **Stockton**
Annette Stephens
1049 Woodglen Court
Stockton, CA 95209
(209) 957-0636
- 31 **Eastern Connecticut**
Paul Risseuw
Main Street
Ivoryton, CT 06442
(203) 767-1995
- 32 **Panama City**
A. Frasier Myers, Jr.
106 N. Cove Terrace Drive
Panama City, FL 32401
(904) 763-5506
- 33 **Mobile**
Paul Darrow
316 Riverbend Drive
Mobile, AL 36605
(205) 476-7033
- 34 **Bermuda**
David Ashton
Salt Kettle Boat Rentals
Paget, Bermuda
- 35 **Pensacola**
Judy Whitehurst
Box 3146
Pensacola, FL 32506
- 36 **Toronto**
Alan Adelkind
Angus Sailcraft Ltd.
245 Queens Quay West
Ontario, Canada M5J 2K9
- 37 **Milwaukee Bay**
Donald E. Ebarp
1031 E. Circle Drive
Whitefish Bay, WI 53217
(414) 332-0793

- | | | | |
|---|---|---|--|
| <p>38 Grand Lake Bob Acklin 5510 South Memorial Tulsa, OK 74145 (918) 663-8560</p> <p>39 Oklahoma City Richard T. Berg 2916 Browne Stone Road Oklahoma City, OK 73120 (405) 751-3664</p> <p>40 Lake Norman Sid Morris 1438 Lilac Road Charlotte, NC 28209 (704) 375-4385</p> <p>41 Rochester Glen F. Litchfield 936 Hillside Avenue Rochester, NY 14618 (716) 442-2686</p> <p>42 Fair Haven Phillips Pittenger W. Bay Road Fair Haven, NY 13064 (315) 947-5144</p> | <p>43 Casco Bay Jonathan Knowles 215 Foreside Falmouth, ME 04105 (207) 781-5110</p> <p>46 Lake Dillon Dick Fell 3450 S. Columbine Circle Englewood, CO 80110 (303) 761-6121</p> <p>47 Mt. Hope Bay Warren Hathaway 115 Colonial Drive Somerset, MA 02726 (617) 674-4656</p> <p>49 Marina Del Rey Dr. Julius Grollman 448 27th Street Manhattan Beach, CA 90266 (213) 545-7801</p> <p>50 Newport Nick Pasyanos 16 Gunning Court Middletown, RI 02840 (401) 847-1958</p> | <p>51 Ithaca Rick Wait 157 Enfield Falls Road Ithaca, NY 14850</p> <p>52 Kingston P.W. Griesbach PO Box 791 Kingston, Ontario, Canada (613) 542-5100</p> <p>53 Kanza J Racers Dale Brooks 315 W. 16th Newton, KA 67114 (316) 283-6454</p> <p>54 Fort Worth Toby Darden 1212 Ridglea Bank Building Ft. Worth, TX 76116 (817) 731-8603</p> <p>55 Jacksonville Dr. Jay Cummings 4448 Ortega Forest Drive Jacksonville, FL 32210 (904) 389-4024</p> <p>56 St. Croix River <i>Inactive</i></p> | <p>57 Newport Harbor Stephanie Elliott 524 Tustin Avenue Newport Beach, CA 92663 (714) 645-6697</p> <p>58 Eastern Shore of Maryland Byron H. LaMotte, Jr. Morris Street Oxford, MD 21654 (301) 226-5717</p> <p>59 Long Beach Allen Rosenberg 865 Hillside Drive Long Beach, CA 90800 (213) 431-7734</p> <p>60 Hudson River William P. Sestrom 164 North Bedford Road Chappaqua, NY 10514 (914) 941-3955</p> <p>61 City Island Robert Phillips 15 West 72nd Street New York, NY 10012 (212) 787-5628</p> |
|---|---|---|--|

JAZZ it up...

Why not personalize your boat with a distinctive name and symbol. Letters are made of water resistant vinyl and come in a variety of colors, styles, and sizes. Custom orders & application available. Send or call for a brochure . . .

Hull of a Graphic

P.O. BOX 1122, Madison, CT 06443 (203) 245-7111



- 62 Traverse City**
John Gregory
1100 6th Street
Traverse City, MI 49684
(616) 941-1750
- 63 Santa Barbara**
Sam Patillo
3752 Pescadero Drive
Santa Barbara, CA 93105
(805) 654-7207
- 64 Lake Tahoe**
Bryce Griffith
10200 Shiloh Drive
Reno, NV 89511
- 65 Lake Mead**
George Holley
531 Sheffield Drive
Henderson, NV 89015
(702) 565-1015
- 66 Riverton Yacht Club**
Bob Haag
2365 Boyd Road
Huntingdon Valley, PA 19006
(215) 643-0100
- 67 Lake Murray**
Robbie Wilkins
21A Harborside
Lexington, SC 29072
(503) 359-4345
- 68 Naples**
Peter Van Arsdale
1976 Galleon Drive
Naples, FL 33949
(813) 262-0092
- 69 Cape May**
Karl Bennung, Jr.
256 Yarmouth Lane
Media, PA 19063
(215) 566-7470
- 70 San Diego**
Armon E. Kamesar
7328 Country Club Drive
LaJolla, CA 92037
(714) 459-7996
- 71 Hampton Roads**
Glenn Lambert
1516 B. Osprey Court
Chesapeake, VA 22232
(804) 872-9088
- 72 Vancouver**
Bill Bush
3075 West 39th Avenue
Vancouver, B.C.
Canada V6N 2Z7
- 73 Honolulu**
Ted Beck
5627 Kawaikui Street
Honolulu, HI 96821
(808) 373-1933
- 74 Chattanooga**
Pat Crowe, Jr.
PO Box 909
Chattanooga, TN 37401
- 75 Vermillion**
Hank Reffner
5101 Park Drive
Vermillion, OH 44089
(216) 967-6475
- 76 Carlyle Lake**
Don Zerban
2100 Salmon Drive
Island, IL 63349
(618) 654-7207
- 77 Niagara**
Larry Robinson
7198 Boston Colden Road
Boston, NY 14025
(716) 941-3465
- 78 Buffalo Harbor**
Robert Daley
30A Wellington Court
Williamsville, NY 14221
(716) 634-2515
- 79 Barnegat Bay**
Arthur Topilow
31 Mahoris Drive
Wayside, NJ 07712
(201) 493-8276
- 80 Nashville**
Richard J. Whistler
5522 Vanderbilt Road
Old Hickory, TN 37138
- 81 Olympia South Sound**
Herb Reeves
PO Box 2003
Olympia, WA 98507
(206) 943-2330
- 82 Beaumont**
Bill Worsham
1918 Effie Circle
Port Neches, TX 77651
(713) 722-8951
- 83 Ottawa Valley**
Pete McBride
63 St. Andrews Road
Baie d'Urfe, Quebec
Canada H9X 2P9
(514) 695-8330
- 84 Greenwich Area**
Richard Terwilleger
Apt. 301, 1525 East Putnam
Old Greenwich, CT 06870
(203) 637-7738
- 85 Tulsa**
John Kerr
5322 E. 26th Place
Tulsa, OK 74114
- 86 Florida Suncoast**
John Bankston
636 Turner Street
Clearwater, FL 33516
(813) 596-2174
- 87 Indian River**
Chris Gates
505 Holly Drive
Satellite Beach, FL 32937
(305) 773-6226
- 88 Canandaigua Yacht Club**
Thomas Howard
779 Mosley Road
Fairport, NY 14450
(716) 223-4095
- 89 Gardiner's Bay Fleet**
Richard Gluckman
22 Desbrosses Street
New York, NY 10013
(212) 925-8967
- 90 Lake Coeur D'Alene**
Randy Clark
1814 4th Street
Coeur D'Alene, ID 83814
(208) 664-8037
- 91 Little Rock**
Jon Claas
7602 Iowa Street
Little Rock, AR 72207
(501) 224-6135
- 92 Shreveport**
James B. Howery
100 Travis Place
Shreveport, LA 71101
(318) 226-0056
- 93 Wilson Lake**
William H. Wilkie
50 E. Lakeside Drive
Florence, AL 35630
(205) 766-7810
- 94 Lake Pontchartrain**
Jo Dunham
PO Box 30485
New Orleans, LA 70190
(504) 522-6652
- 95 Massachusetts Bay South**
Richard J. Callahan
38 Lincoln Street
Hingham, MA 02043
(617) 749-1609
- 96 Lake Geneva**
J.S. "Skip" Ballje
Rt. 1, Box 485-A
Academy Road
Fontana, WI 53125
(414) 275-5098
- 97 Hilton Head**
Lewis Gunn
15 Marsh Drive, Sea Pines
Hilton Head, SC 29928
(803) 671-6549
- 98 Saylorville**
Mark Engstrand
2100 Delaware
Ankeny, IL 50010
(515) 964-4289
- 99 Noroton**
Jack Couch
65 Roton Avenue
Rowayton, CT 06853
(203) 838-0232
- 100 Willmette Harbor**
Scott Stokes
1013½ Ridge Avenue
Evanston, IL 60202
(312) 384-2828
- 101 Lake Winnebago**
Dr. Bruce Heyl
527 East Wisconsin
Neenah, WI 54946
(414) 729-6324
- 102 Cleveland**
Ted Gramines
9494 Behrwald Avenue
Cleveland, OH 44144
(216) 741-0482
- 103 Lake Macatawa**
Gary Kemp
625 South Shore Drive
Holland, MI 49423
(616) 392-1232
- 104 Nantucket Sound**
Mayard J. Lebowitz
93 Holly Lane
Centerville, MA 02632
(617) 775-3696
- 105 Lake Tacoma**
Charles Schweitzer
1408 Crescent
Sherman, TX 75090
(214) 893-7652

--- INTERNATIONAL J/24 --- CLASS ASSOCIATION

CONSTITUTION

As approved by the IYRU, May 1981

1. THE IJCA

The International J/24 Class Association shall be known and referred to as the IJCA.

2. OBJECT

- 2.1 The IJCA shall have sole authority worldwide for the conduct and management of all J/24 Class events.
- 2.2 The IJCA shall promote expansion of the J/24 Class of sailboat throughout the world.
- 2.3 The IJCA shall coordinate and manage the affairs and rules of the J/24 Class in cooperation with the International Yacht Racing Union (IYRU), National Sailing Authorities (NA), J Boats, Inc., the copyright holder and IYRU Holdings, Ltd..
- 2.4 The IJCA shall maintain the one-design characteristics of the J/24 Class sailboat worldwide.

3. OTHER TERMS AND DEFINITIONS

- 3.1 The **Council** shall mean the governing body of the IJCA, the composition of which is defined in 9.1.
- 3.2 **NJCA** shall mean the National J/24 Class Association organized inside individual countries and officially recognized by the IJCA and corresponding NA.
- 3.3 **NA** shall mean the National Authority recognized by the IYRU to control and organize yachting on a national basis in any country.
- 3.4 A **District** shall be a territorial unit comprised of three or more Fleets and independent boat owners within a specific geographic region. Designation of Districts shall be the responsibility of the NJCA. Each District shall, by a vote of Fleet Captains within the District, elect officers. The chief executive officer of the District shall be known as the District Governor who shall have general supervision over J/24 activities within that District. Each Governor will represent his/her District on the NJCA.
- 3.5 A **Fleet** shall be a local territorial unit that is self-governed in matters not conflicting with these by-laws and chartered by a NJCA upon application by three or more J/24 owners not within the established territory of an existing fleet. A fleet shall elect its own officers from among boat owners which shall include a Fleet Captain and Fleet Secretary/Treasurer.
- 3.6 The **Class** shall mean the class of sailing yachts designed by Rodney Johnstone and constructed in accordance with the building specifications and known under the name of J/24.
- 3.7 The **Class Rules** shall mean the rules relating to measurement equipment, racing condition of a J/24 and the practices of its crew, annexed hereto and incorporated herein as a By-law of this Constitution.
- 3.8 The **Building Specifications** shall mean the manufacturing processes, techniques, hardware, and materials used in the construction of the J/24.
- 3.9 The **Measurement Certificate** shall mean the certificate issued by the builder and forwarded to the NJCA or NA to register the yacht in a NJCA Class Register and to record hull and sail measurements. A copy of the Measurement Certificate is annexed hereto.
- 3.10 The **Executive Committee** is defined as in paragraph 10.
- 3.11 The **Hull Numbers** shall mean:
 - 3.11.1 The **Builder's Code** letters, the Hull Number allocated by J Boats, Inc. on a consecutive worldwide basis, and the Date of Moulding onto the transom.

Example: TSP 428800781

Tillotson Pearson J24 2880 July 1981
 - 3.11.2 The **IYRU plaque number**. These numbers, if different from those allocated by J Boats, Inc., may be placed on an IYRU plaque to be affixed to main bulkhead.
- 3.12 The **Sail Number** shall mean the national sail number allocated to the yacht by the NA or NJCA.
- 3.13 The **IJCA Class Register** of J/24's and their owners and associate or sponsoring members shall mean the register to be kept as hereinafter provided.
- 3.14 The **Copyright Holder** shall mean J Boats, Inc. with headquarters at 24 Mill Street, Newport, RI 02840.
- 3.15 **Licensed Builder** shall mean a person or corporation for the time being holding a valid license issued by the copyright holder to build the J/24.

4. OFFICES

- 4.1 The Principal Office of the IJCA shall be the address of its statutory agent for service of process.
- 4.2 The World Headquarters of the IJCA shall be located at the address determined by the Executive Committee from time to time.
- 4.3 Other Offices may also be established at such places as the Executive Committee may from time to time determine.

J 24

INTERNATIONAL CLASS ASSOCIATION

5. MEMBERSHIP

5.1 The following types of membership shall be recognized:

5.1.1 Active Members shall be NJCA's which have paid the prescribed annual subscription.

5.1.2 Associate Members shall be yacht owners or Fleets in countries without NJCA's who have paid the prescribed annual subscription. Associate members shall be entitled to attend and speak at any open Meeting, but may not vote nor are they eligible to hold office.

5.1.3 Sponsoring Members shall be those individuals, companies, and corporations who provide products and/or services to the IJCA or its members. Sponsoring members may not vote nor are they eligible to hold office. The Exec. Com. shall have the authority to grant this category of membership.

6. ANNUAL SUBSCRIPTIONS AND FEES

6.1 The IJCA shall be financed by annual subscriptions from the NJCA's, paid according to their number of votes, by annual subscription from associate members and by collecting other fees from sponsoring members and other sources. The subscription shall be determined annually by the Exec. Committee. All Active Members must register annually. All subscriptions and fees shall be made payable to the IJCA.

6.2 Subscriptions and fees for each calendar year are due and payable to the IJCA prior to March 1.

6.3 Any NJCA which has not remitted its annual subscription may cease to be officially recognized by the IJCA and lose the privileges and benefits of membership in the IJCA under these Rules. Reinstatement to the list of recognized NJCA's will be at the discretion of the Executive Committee after payment of due amounts.

7. SUSPENSION, EXPULSION

7.1 The Executive Committee shall have the authority to suspend NJCA, Associate, or Sponsoring Members for non-payment of dues, gross violations of the Rules, or after due notice, for willful disregard of rulings of the IJCA. The term of suspension may not exceed one year unless suspension is extended by the Council in the succeeding year. A suspension may be terminated if the issue is brought before a meeting of the Council and a majority of votes cast favor termination.

7.2 A member may be expelled only if the issue of his expulsion is brought before an Annual Meeting of the Council and three-fourths of the votes cast are in favor of expulsion.

8. MANAGEMENT OF THE IJCA

The affairs of the IJCA shall be managed by the Council assisted by a Technical Committee and by an Executive Committee.

9. WORLD COUNCIL

9.1 The Council shall consist of one (1) member appointed by each officially recognized NJCA, one (1) member appointed by the Copyright Holder and one (1) member appointed by the Designer.

9.2 Each member shall have one vote. In addition, each member appointed by an NJCA shall have one vote for every complete multiple of 500 J/24's owned by members of that NJCA and registered in the IJCA Class Register.

9.4 No NJCA shall cast more than one third of the total number of votes represented at the start of any meeting.

9.5 The Council shall have the power to select any person or entity to assist it whether a member or not, but such member shall have no vote on the Council.

9.6 At meetings of the Council, five members shall form a quorum.

9.7 In the case of retirement or replacement of an NJCA appointed Council member, his NJCA may appoint a substitute provided that person is a member of that NJCA.

9.8 If a Member is unable to attend a meeting, his NJCA may appoint a substitute for that meeting only. Such designations shall be in writing and received by the Secretary of the IJCA prior to the meeting.

9.9 ANNUAL MEETING OF THE COUNCIL At its annual meeting, the Council shall:

9.9.1 In odd years, elect one of its NJCA appointed members to act as Chairman of the IJCA for a period of two years.

9.9.2 In even years, elect one of its NJCA appointed members to act as Vice-Chairman for a period of two years. At the first annual meeting, to be held in 1981, a Vice-Chairman shall be elected for a period of one year only.

9.9.3 Appoint a Secretary who shall keep correct minutes of all Council meetings together with the IJCA Class Register and be responsible for communicating the decisions of the Council to all Members. An appointed Secretary shall not be a member of the Council.

J 24

INTERNATIONAL CLASS ASSOCIATION

- 9.9.4** Appoint a Treasurer who shall have charge of the funds of the IJCA, make sure disbursements as the Council may direct, keep an accurate record of the financial affairs of the IJCA, and present a financial statement at each annual meeting, or as requested by the Executive Committee. The Secretary may also be appointed the Treasurer.
- 9.9.5** Appoint a qualified auditor who shall examine the correctness of the accounts and certify the annual financial statement.
- 9.9.6** Establish the guidelines to be followed by the Executive Committee in selecting the location and dates for future World and Continental Championships.
- 9.9.7** An NJCA not represented at a Council meeting may assign a **proxy** to any other NJCA which is represented so that it can vote on its behalf in accordance with rules 9.2 and 9.4. This proxy must be in writing or Telex and received by the representative and the Secretary of the IJCA no later than 7 days prior to the meeting.

9.10 VOTING, MOTIONS AND RESOLUTIONS

- 9.10.1** Decisions of the Council shall be taken by a simple majority of votes cast.
- 9.10.2** Substantive motions (other than amendments thereto) to be voted upon at a Council Meeting must be received by the Secretary and the Executive Committee at least 4 weeks before the date of the meeting.

10 EXECUTIVE COMMITTEE

- 10.1** The Executive Committee shall consist of the Chairman and Vice Chairman of the Council, the Chairman of the Technical Committee, an appointee of the Copyright Holder, and two other Council Members, one of whom shall be the NJCA representative of the country hosting the next World Championship.
- 10.2** At meetings of the Executive, three shall form a quorum.
- 10.3** The Executive Committee may fill any casual vacancies among the officers and any persons so appointed shall hold office until the next annual meeting of the Committee.
- 10.4** The Executive Committee may appoint such agents and attorneys with such powers and to perform such acts and duties on behalf of the Council as the Executive Committee may determine.
- 10.5** The Executive Committee shall have the power to appoint other committees which shall have and may exercise such authority of the Executive Committee as it shall prescribe.

10.6 ACCOUNTS

- 10.6.1** The Executive Committee shall cause accounts to be kept giving full particulars of:
- 10.6.1.1** All amounts of money, assets and liabilities of the IJCA.
- 10.6.1.2** All amounts of money received and expended by the IJCA and a detailed description of such receipts and expenditures.
- 10.6.2** A financial statement shall be presented to all Members at each Annual Meeting of the Council, duly audited.
- 10.6.3** Payments and receipts of money shall be validated by the signature of the Treasurer or his deputy as appointed by the Executive Committee.
- 10.6.4** Payments exceeding the sum of US\$500 shall require the co-signature of the Chairman or Vice-Chairman.
- 10.6.5** The fiscal year of the IJCA shall be the calendar year.

11. TECHNICAL COMMITTEE

- 11.1** The Technical Committee shall consist of at least three members: One shall be the Designer or his appointee.
- 11.2** This committee shall be responsible for making recommendations to the Executive Committee regarding Class Rules, Building Specifications and Measurements including suggested amendments or additions and interpretations.
- 11.3** The technical committee shall cooperate with NJCA official measurers and the technical staffs of licensed builders to protect the one-design character of the J/24 Class worldwide.
- 11.4** The NJCA's shall, in cooperation with the NA's, be responsible for the appointment of official class measurers and the dissemination and recording of Measurement Certificates.
- 11.5** Names and addresses of such appointed measurers shall be reported to the Technical Committee of the IJCA.

12. PROTECTION OF ONE—DESIGN

- 12.1** Tight one-design control of the J/24 Class shall be maintained throughout the world by:
- 12.1.1** Selecting licensed builders with the cooperation of NA's and potential owners.
- 12.1.2** Enlisting the aid of the IYRU to arbitrate disputes between Copyright Holder and/or Licensed Builder and/or IJCA Members involving Class Rules, Building Specifications or Measurements.

J/24

INTERNATIONAL CLASS ASSOCIATION

- 12.1.3** Retaining the authority to make changes which might affect current or future yacht performance within the IJCA. Such factors are later outlined as "Speed Producing Factors".

13 MEASUREMENT CERTIFICATES

- 13.1** No yacht shall be entered in the IJCA Class Register as a J/24 unless the yacht is produced by a licensed builder in accordance with Class Rules and so certified in PART B of the Measurement Certificate.
- 13.2** The NJCA's shall keep a Class Register as shall the IJCA.
- 13.3** A Certification shall be obtained from the NA or NJCA upon application by a new owner and presentation of two copies of the Measurement Certificate, received from the builder, with PART A properly completed.
- 13.4** No yacht shall race as a J/24 unless PART D "Yacht Measurements" and PART C "Sail Measurements" have been completed by an official measurer who has signed the Declaration.
- 13.5** Measurement Certificates shall remain valid only as long as the yacht continues to comply with the Class Rules.
- 13.6** Change of ownership shall invalidate the Certificate. It shall be the responsibility of the new owner to obtain a new Certificate.
- 13.7** Acceptance of a Certificate by an owner shall ipso facto render him subject to the jurisdiction of the IJCA or the Council in any matter pertaining to this Constitution.
- 13.8** The J/24 Class Rules and the J/24 Measurement Certificate annexed hereto are incorporated herein as a By-Law of this Constitution.

14 CHANGES IN J/24 CLASS RULES (or MEASUREMENT CERTIFICATE)

- 14.1** Changes to Class Rules may be proposed to the Executive Committee by Active Members, by a Licensed Builder, or by the IYRU.
- 14.2** The proposed changes will be reviewed by the Technical Committee which will formulate a resolution for review by the Executive Committee.
- 14.3** The Executive Committee may elect one of two methods of approval:
- 14.3.1** A vote of the Members attending the Annual Meeting.
- 14.3.2** A vote of the Members in writing after presenting the resolution/motion in writing by mail.
- 14.4** If then approved by the IYRU notification of such changes shall be communicated to the Members by the Secretary within 7 days.
- 14.5** Approved changes shall apply to all international events occurring 60 days after date of approval, or earlier if deemed appropriate by the Executive Committee.

15 CHANGES IN BUILDING SPECIFICATIONS

- 15.1** Changes in Building Specifications may be proposed to the Executive Committee by Active Members. If such changes are deemed by the Technical Committee and/or the Copyright Holder to affect the speed of the yacht, the approval process will be as in paragraph 14.
- 15.2** Those factors influencing the speed of the yacht are defined as "**Speed Producing Factors**" and are outlined below:
- 15.2.1** The shape, dimensions, weight, distribution of weight, and rigidity (stiffness or bending moments) of the hull, keel, rudder, mast and boom.
- 15.2.2** The weight and distribution of weight of the deck.
- 15.3** Changes to Building Specifications may be made by Licensed Builders with the prior written approval of the Copyright Holder and Designer, with IYRU approval, providing such changes relate to:
- 15.3.1** Improving the quality of the finish or interior appointments.
- 15.3.2** Substitution of construction materials or hardware of equal or better quality and operation.
- 15.3.3** Relocation of fittings or hardware, not otherwise restricted by Class Rules, to improve or facilitate the livability, durability or safety of the yacht.
- 15.3.4** Revision of the moulding techniques or methods of construction provided that no alteration is made in the Speed Producing Factors as defined in paragraph 15.2.

INTERNATIONAL CLASS ASSOCIATION

CLASS RULES

As approved by the IYRU, May 1981

1. OBJECTIVES OF THE CLASS RULES

- 1.1 The J/24 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 **Authority** The international authority for the class shall be the IYRU which shall cooperate with the International J/24 Class Association on all matters regarding these rules. Interpretations of these rules shall be made by the IYRU which in coming to its decision may consult the International J/24 Class Association.
- 2.2 **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.
- 2.3 **Builders** J/24s shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (24 Mill St., Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
- 2.3.1 **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.
- 2.4 **Building Fee** The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.5 **Registration and Measurement Certificates**
 - 2.5.1 No yacht shall be deemed to be a J/24 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
 - 2.5.2 The sail number shall be as required by the owners national authority.
 - 2.5.3 No yacht shall race unless a current valid Measurement Certificate has been issued by the owner's National Authority, or if the National Authority is not administering the class, by the National or International J/24 Class Association.
 - 2.5.4 Change of ownership shall invalidate the Registration Certificate.
 - 2.5.5 Any alteration, replacement or major repair to an item of equipment measured in the rules invalidates the Measurement Certificate until remeasured.
 - 2.5.6 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 and Sailmaker's Certificate is kept aboard the yacht.
 - 2.5.7 No yacht shall race unless the owner(s) is a full member of a J/24 class owner's association.
- 2.6 **Measurement**
 - 2.6.1 Yachts shall only be measured by a J/24 class measurer recognized by his National Authority.
 - 2.6.2 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.
 - 2.6.3 The builder shall weigh and record the weight of the keel before assembly with the hull.
 - 2.6.4 The builder shall record the weight of the complete yacht to the standard specification before delivery.
 - 2.6.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
 - 2.6.6 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.
- 2.7 **Method of Measurement**
 - 2.7.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of IYRU.

J/24

INTERNATIONAL CLASS ASSOCIATION

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 stern 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 stern, from 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 relocating 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 J/24s 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 and cast in a mould supplied by J Boats Inc.

3.3.2 The external dimensions and configuration of the keel shall comply with the table of offsets contained of official PLAN C. 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 aluminum 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 the 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 900mm or less than 897mm 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 halyard 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 coloured 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 distinguishing numbers shall be placed on the mainsail, genoa and spinnaker.

J 24

INTERNATIONAL CLASS ASSOCIATION

- 3.6.7** The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 × 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 or letter on the genoa shall be within 200mm of the luff.
- 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**
- 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.
 - The length of the leech shall not exceed 9170mm.
 - The cross width measurements shall be taken from the three-quarter, 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 height points.
 - The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - A Cunningham hole may be fitted in the luff.
 - A leech tensioning cringle may be fitted in the leech.
 - A leech line is permitted.
 - Camber lines are permitted.
- 3.6.11 Jib**
- The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - The luff shall be not more than 8300mm nor less than 7845mm.
 - The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
 - A Cunningham hole may be fitted in the luff.
 - Reefing attachment points or devices may be fitted.
 - 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.
 - A leech line is permitted.
 - Camber lines are permitted.
- 3.6.12 Genoa**
- The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - The luff shall be not more than 8460mm nor less than 8100mm.
 - The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
 - A Cunningham hole may be fitted in the luff.
 - The leech shall not be convex.
 - A leech line is permitted.
 - Camber lines are permitted.
 - A cringle in the foot is permitted for a tacking line.
- 3.6.13 Spinnaker**
- The spinnaker shall be a three-cornered sail, symmetrical about its center line.
 - 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.
 - The length of the leeches shall be not more than 8130mm nor less than 7930mm.
 - The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
 - The half-width of the foot shall be not more than 2600mm nor less than 2300mm.
 - 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.
 - The half-height half-width shall be not more than 2610mm nor less than 2540mm.
 - The three-quarter-height half-width shall be not less than 1600mm.

J/24

INTERNATIONAL CLASS ASSOCIATION

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 headsheet 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 mainsheet 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) 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.
- 4.2 For local or national events, the notice of race and sailing instructions may prescribe other safety equipment.

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:
- 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.
 - 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.
 - 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.

INTERNATIONAL CLASS ASSOCIATION

- 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 3.25m².
- 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 and 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 genoa sheet block.

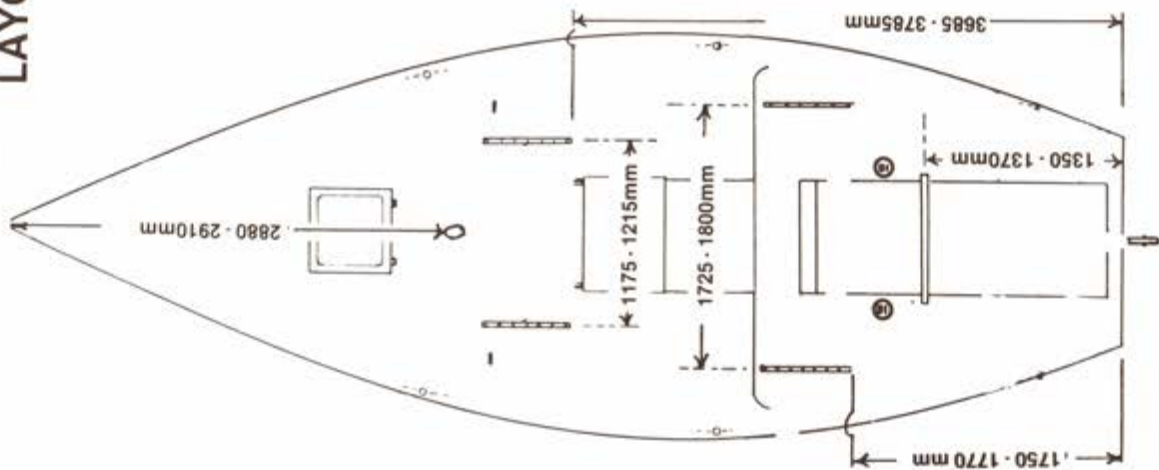
7. PROHIBITIONS

- 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 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 weighting 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% jig.

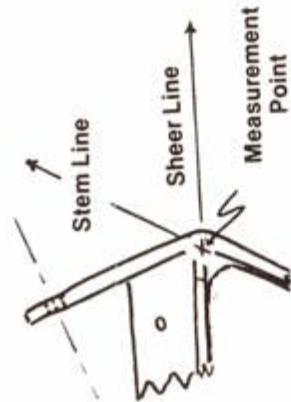
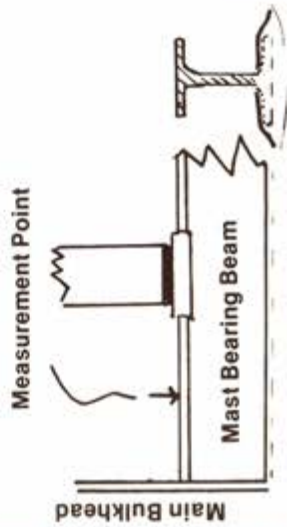
8. RESTRICTONS WHEN RACING

- 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.

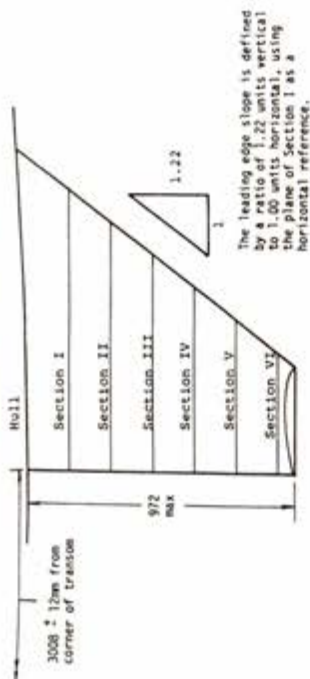
PLAN A DECK AND INTERIOR LAYOUT



PLAN B MEASUREMENT POINTS AND INSIGNIA



PLAN C KEEL PLAN



| | Keel Sections | | | | | |
|--|---------------|------|------|------|------|------|
| | I | II | III | IV | V | VI |
| Location distance from hull down: | | | | | | |
| Leading edge | 235 | 429 | 623 | 817 | 1011 | 1205 |
| Trailing edge | 153 | 303 | 453 | 603 | 753 | 903 |
| Section chord length (x) | 1015 | 898 | 781 | 664 | 547 | 430 |
| Leading edge radius | 13 | 13 | 13 | 13 | 13 | 13 |
| Section j width, Y, at distance from leading edge: | | | | | | |
| 0.0125x | 16.0 | 14.9 | 13.8 | 12.7 | 11.6 | 10.5 |
| 0.025x | 22.5 | 20.6 | 18.7 | 16.8 | 14.9 | 13.0 |
| 0.05x | 32.0 | 29.0 | 26.0 | 23.0 | 20.0 | 17.0 |
| 0.10x | 46.3 | 41.5 | 36.7 | 31.9 | 27.1 | 22.3 |
| 0.15x | 56.5 | 50.3 | 44.1 | 37.9 | 31.7 | 25.5 |
| 0.20x | 64.0 | 56.7 | 49.4 | 42.1 | 34.8 | 27.5 |
| 0.25x | 69.5 | 60.6 | 52.7 | 44.8 | 36.9 | 29.0 |
| 0.30x | 73.7 | 64.3 | 55.9 | 47.5 | 39.7 | 31.2 |
| 0.35x | 77.1 | 67.2 | 59.3 | 50.3 | 42.5 | 33.9 |
| 0.40x | 79.9 | 70.1 | 62.0 | 53.2 | 45.4 | 36.4 |
| 0.45x | 82.1 | 72.4 | 64.3 | 55.7 | 47.9 | 38.9 |
| 0.50x | 83.8 | 74.1 | 66.0 | 57.4 | 49.6 | 40.6 |
| 0.60x | 88.0 | 78.3 | 70.2 | 61.6 | 53.8 | 44.8 |
| 0.70x | 91.0 | 81.0 | 73.0 | 64.3 | 56.5 | 47.5 |
| 0.80x | 93.0 | 82.7 | 74.7 | 66.0 | 58.2 | 49.2 |
| 0.90x | 94.7 | 84.4 | 76.4 | 67.7 | 59.9 | 50.9 |
| 1.00x (Trailing edge) | 96.4 | 86.1 | 78.1 | 69.7 | 61.9 | 53.1 |

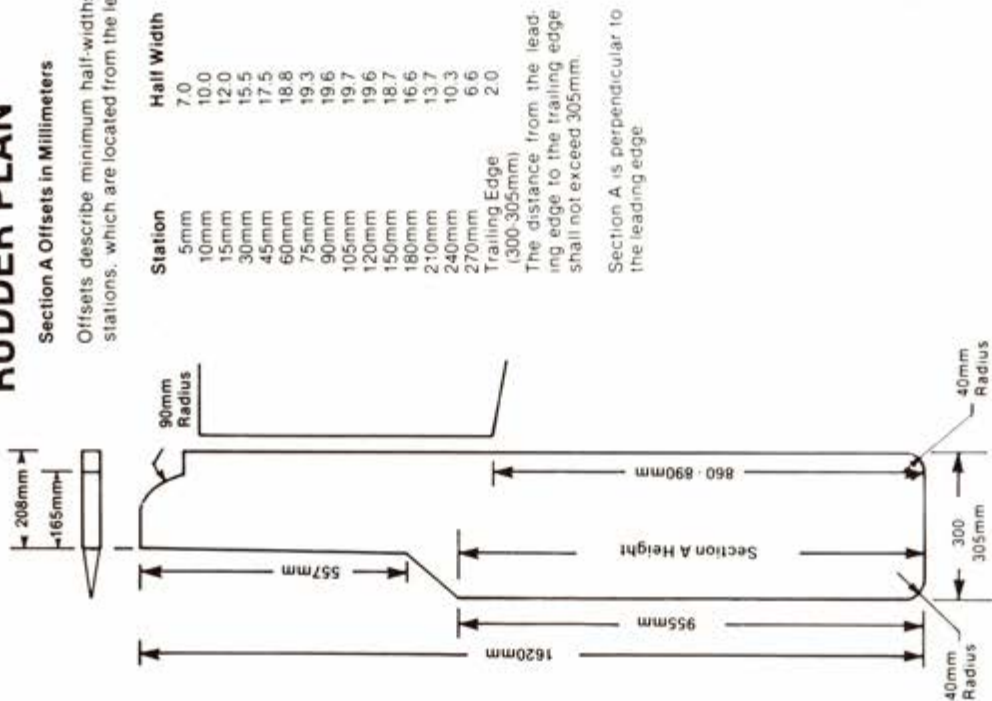
The above represent the minimum faired dimensions at each station and offset templates made in accordance with the above shall fit the keel when placed not more than 20mm below and parallel to the relevant sections.



PLAN D RUDDER PLAN

Section A Offsets in Millimeters

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



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

- 8.1.3** Use of other than normal sailing gear in normal, designed of 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.

J/24 CLASS ASSOCIATION

MEASUREMENT CERTIFICATE

January 1982

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.

BEFORE SUBMITTING PLEASE PROPERLY COMPLETE THIS PART.

Name of Yacht _____

Owner _____

Address _____ Name of Owner's Club _____

Phone Numbers _____

Co-Owner _____

Address _____ Phone Numbers _____

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 _____

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.

J/24

INTERNATIONAL CLASS ASSOCIATION

PART D

YACHT MEASUREMENTS

| 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) _____

J/24 CLASS ASSOCIATION

PART E

SAIL MEASUREMENTS

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 |
|------|---------|--|---------|-----|---------|
| | | MAINSAIL | | | |
| | | 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 |
| | | 100% JIB | | | |
| | | 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 |
| | | 150% GENOA | | | |
| | | 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 |

J/24 INTERNATIONAL CLASS ASSOCIATION

| ITEM | RULE | MEASUREMENT | MINIMUM | " " | MAXIMUM |
|------|---------|------------------------------|---------|-----|---------|
| 22 | 3.6.3 | Window size either direction | | | 1500 |
| 23 | 3.6.5 | Corner reinforcements | | | 753 |
| | | SPINNAKER | | | |
| | | 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 | ¾ 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

J
24

UNITED STATES CLASS ASSOCIATION

MEMBERSHIP APPLICATION FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

I hereby apply for membership in the United States J/24 Class Association for the year of 1982.

- ☐ Full Membership \$20.00
☐ Associate Membership \$10.00

- ☐ This is a new Membership
☐ This is a renewal.

Enclosed is my remittance in the sum of \$ _____

I am a member of, or planning to join J/24 Fleet No. _____

The name of my J/24 is _____

Her sail number is _____ Her hull number is _____

SIGNATURE _____

DATE _____

ALL CORRESPONDENCE: J 24 CLASS ASSOCIATION · 645 CARIBBEAN ROAD · SATELLITE BEACH · FLORIDA 32937

J. 24 I N T E R N A T I O N A L C L A S S A S S O C I A T I O N

FLEET CHARTER APPLICATION FORM

FLEET CAPTAINS' NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

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 _____ | _____ | _____ |
| 16 _____ | _____ | _____ |
| 17 _____ | _____ | _____ |

The members of the _____ fleet agree to abide by the Class Rules, By-Laws of the United States J/24 Class Association
 and the District of which the Fleet forms part.

 FLEET CAPTAIN SIGNATURE

 DATE



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. Sailing the simple, fast, and highly maneuverable J/24 helps the student become a better sailor. Its sensitivity to boat handling and sail trim make it the ideal teaching platform. Why? The J transmits this information to you immediately, bringing rapid progress to your sailing skills.

THE J WORLD PHILOSOPHY

J World begins where other sailing schools and yacht club programs have ended. The objective is to improve your sailing performance not to teach you how to sail. To this end, the learning atmosphere, curriculum, and teaching methods at J World are geared toward the positive reinforcement of the material, emphasizing the fun of the sport. 240 sailors attended the J World Newport program. Why not come to our Key West program and enjoy a week of sailing?

WORLD CLASS INSTRUCTORS

J World instructors average more than fifteen years sailing experience in Olympic classes, J/24s, J/30s, Hobies, Lasers, and Windsurfers.

- **Drake Johnstone** has been the director of both public and yacht club sailing programs over the past 7 years.
- **Stuart Johnstone** was U.S. Collegiate Sailor of the Year and is Varsity Dinghy Coach at the U.S. Coast Guard Academy.
- **Jeff Johnstone** taught racing for 5 years, sailed and raced the J/24 since its maiden voyage, and is an active intercollegiate sailor.

THE KEY WEST PROGRAM

J World offers twelve five-day sessions in Key West, Florida beginning January 3, 1982 and ending March 26. Students will arrive Sunday evening for a reception and cookout. From Monday through Friday the students will receive six hours of instruction per day with the evenings free to explore Key West's excellent seafood restaurants, shops, historic buildings and to enjoy the spectacular sunsets.

RACING PROGRAM

- Extensive short course racing & a long distance race
- Tactical application of the racing rules
- Sail trim and the tuning of the fractional rig for optimum performance
- Starting, racing strategy & tactics
- J World Racing Notebook

SAILING PROGRAM AND WOMEN'S WEEK

- Helming for speed & boathandling in various wind & sea conditions
- Sail trim & handling of genoa & spinnaker
- Coastal navigation, seamanship, safety & heavy weather sailing
- Introduction to Racing

**For more information,
please contact:**

J/World
Box 1500 · Newport, R.I. 02840
401-849-5492

J
WORLD



BULK RATE
U.S. POSTAGE PAID
NEWPORT, RI 02840
PERMIT NO. 118