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Cover Photo:
Action at 1981 Championship of Champions,
St. Petersburg, Florida
Photo by Tom King

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I'm sure every new year appears to be a "crucial" year in the success of the class for each new group of class officers. Last year certainly was, and there were many gains, thanks to all of you, plus the fine efforts of Paul Kaufmann, Bob Johnstone and all the other officers on the national, district and fleet levels.

This year might be categorized as a period for consolidating our gains, taking stock . . . and making plans for future growth.

The J/24 Class is composed of a number of sailing types — the Superstars, the top fleet and club racers, new owners, and the racer-cruisers who enjoy their boats and sometimes race. Each and every one of them is vital to the future of our class, and I feel that, at no time, can any planning or change take place without considering all of these important constituents of our national class.

As we all proceed in building and strengthening the class, we should keep in mind the initial paragraph (1.1) in the class rules which states: "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."

The J/24 is a super boat whose popularity stems from its unique combination of high performance, simplicity, and light duty cruising capability. Class rules are tight, but not inflexible, which, with proper administration and careful review, should prevent the J/24 from becoming an all-out development class, and yet, never in danger of becoming a dinosaur whose extinction is certain through total rigidity.

Your class officers firmly believe that each and every J/24 sailor should feel that he has the potential — with hard work, good crew training and skill development — to win any regatta because he knows that his boat is just as fast as his competitors'.

The proof should be in a test of sailing skills . . . and if anyone doubts that this philosophy drives away top sailors and means less fun, he has only to look at the Laser and other tight, successful classes as examples.

1981 ANNUAL MEETING

Elsewhere in this magazine are the minutes of the Annual Meeting held in St. Petersburg. There were several items on the agenda which deserve comment.

MYLAR — This was an excellent test subject because, as Mylar sail development comes to maturity, these "exotic" sails may prove to be highly durable, require less adjustment, and prove to be entirely appropriate for class use. At this time, however, it was felt that (1) Mylar development was still taking place, (2) the class was functioning well without making such a change, and (3) adoption of Mylar would further widen the gap between the top performers and the average sailors whose enthusiasm and morale is so important. Therefore, discussion on Mylar was postponed for one year. If eventually adopted, a year's advance notice will be provided so that boat owners can plan their sail purchases accordingly.

KEVLAR SPINNAKER SHEETS — the use of Kevlar sheets provides several advantages in both performance, safety and crew work. They are extremely low stretch, available from a number of riggers and eliminate the need to constantly adjust the guy in puffy conditions. While the distinction between Mylar



Henry T. Stanley was elected at the National Class Meeting in St. Petersburg last fall. At that time, he was living in Portland, Oregon, and was captain of Fleet 27. Since 1979, he has raced his J/24 FASTCOMPANY, which was actively campaigned on the West Coast. He is now living in Dallas, Texas, a member of Rush Creek Yacht Club, and is a vice president with the Southland Corporation.

sails and Kevlar sheets for the J/24 is a subtle one, the decision to adopt Kevlar and postpone Mylar is a good example of the district governors' consideration of the needs of the average sailor, the class philosophy, and the desire to keep the boat modern and improve it where appropriate.

SAIL ROYALTY PATCHES — To help finance the numerous and important activities of the national class including a full time, top-level executive director, class publications, sail royalty program was initiated in late 1981. It was felt that this means of financing the class was more desirable in lieu of raising the class dues since such a significant dues increase would be at odds with our efforts to increase membership among all J/24 owners. Effective royalty programs are in current use by a number of classes, and I encourage your full support of this program. Sailmakers have been instructed to affix the tags to all new sails built after November 1, 1981, and are collecting for the tags as an "add-on" in just the same manner as they collect for state sales tax. Since we — not the sailmakers — have the ultimate responsibility for enforcing this program, organizers of all major regattas, district championships and national events should specify royalty tags as a requirement for participation.

CREW WEIGHT — Considerable discussion was given to the concept of adopting a maximum crew racing weight. Since there are many pros and cons on this subject, the International J/24 Class Association has elected to postpone any decision on this matter, allowing it on a provisional basis for 1982, at the discretion of regatta officials. We would very much welcome your comments on this subject, sending your ideas to our executive director, Dick Tillman, or through your district governor.

FLEET ACTIVITY Planned and imaginative fleet activities are absolutely vital for continued class and local growth. Here are some good ideas which have been proven to be successful around the country:

Newsletters — A regular, typed newsletter to all fleet members containing fleet captain comments, news of upcoming racing, cruising and social events, and news of national activities is very important in keeping your fleet informed and interested. Newsletters are also effective during the winter months when interest tends to wane. I've seen

some very good examples utilizing a Xerox machine to reproduce cartoons, diagrams, drawings of rigging and cruising ideas, etc., all of which help to spruce up your newsletter. Anyone who has access to a color Xerox, good color slides, and scissors and paste can provide you with rather dramatic newsletter covers at minimal cost. See Page 11 for example of how a Fleet Newsletter is born.

Special Meetings — Having a program or speaker at your fleet meeting usually doubles attendance. Programs can include well-known sailors who can speak on a variety of topics, films, "show and tell" sessions, etc.

Other Good Fleet Activities — (here again, good for the winter months) include tactics and rules sessions, socials, and during better weather you can try fun and novice races, on-the-water clinics which provide useful information on basic J/24 sail trim, "go-fast" ideas, etc. It also helps to prepare a "crew pool list" so that the fleet can help new skippers contact experienced crew ... which also helps upgrade racing performance.

COMMUNICATIONS Try to stay in touch with every J/24 owner in your fleet area either by personal contact, mail or telephone. Also, keep your thoughts and suggestions coming to your district governor and/or your class officers so that we have a better understanding of what your needs are, based on local area experience.

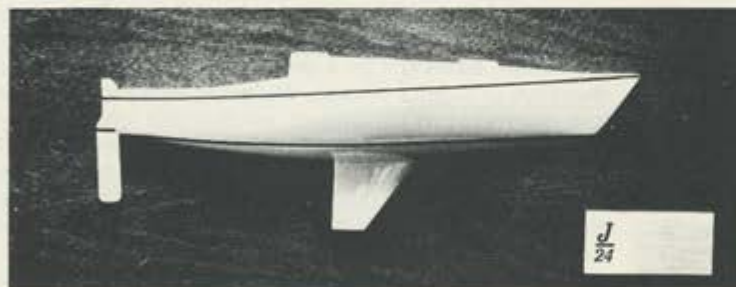
REGATTA SPONSORSHIP A corporate sponsor for major local or district championship not only provides you with working funds, but provides many more opportunities for publicity and good public relations within your sailing area. In addition, business sponsorship just might develop into a very beneficial relationship, possibly resulting in a number of long range benefits to the class.

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J/24

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NATIONAL CLASS COMMITTEES We will be asking a number of you to participate in these committees which will include a technical review committee, class development, public relations, rules and bylaw review, fleet activity and program committee, etc.

NEW EXECUTIVE DIRECTOR I would like to call your attention to the fact that we are exceedingly fortunate to have as our Executive Director, Dick Tillman, who, together with his wife Linda at their home in Satellite Beach, Florida, are doing an outstanding job in the administration of the International J/24 Class Association. As 1965 Martini & Rossi U.S. Yachtsman of the Year, three-time Laser North American Champion, and former International Snipe Class Commodore, Dick brings a vast amount of invaluable experience to this position.

CLASS GOALS AND OUTLOOK

In closing, I would like to share with you our class goals for 1982.

1. Expand national class membership — every new J/24 owner will receive a communication from the national office regarding class membership and dues. In order to make this program effective, it is important that local fleet organizations follow up on these mailings and encourage non-members to participate and join the class.
2. Continue to improve communications — both up and down the line. There will be more information coming to you and your fleet officers, and we'll try to establish better channels of communication for you to let us know of your ideas, needs and working experience with the boat and the national rules. And certainly, any ideas regarding building fleet interest, publicity, etc., are sincerely solicited.
3. Strengthen our financial base — through broader class membership, the sail royalty program, income from J/24 class magazine advertising, etc.
4. Develop strong, well managed and promoted regional events — which will foster greater levels of skill development and interest on the local level.

Finally, we wish to thank Bob, Mary, and Rod Johnstone for their continuing interest and assistance in promoting the J/24 Class, both here and abroad. They have gotten the class off to a terrific start by making the J/24 the "Landmark" boat of the century ... and I'm sure everyone will agree, this is only the beginning!

Please feel free to drop any of us a line at any time ... and in the meantime, have a great summer. I look forward to seeing many of you at the North Americans in Corpus Christi and later this summer in San Francisco.

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I am pleased to be associated with the J/24 Class in the capacity of Executive Director. It is a challenging and rewarding experience to be so closely involved with a relatively young class composed of so many enthusiastic people. I look forward, with your help, to our class becoming the finest in existence in terms of organization and service to its members.

MEMBERSHIP CARDS AND TRANSOM DECALS

1982 Class members have received newly designed International J/24 Class Membership Cards and transom decals. To be eligible to compete in class events, the membership card must be shown at registration, and the decal placed on the upper starboard corner of the boat's transom. This applies to all National J/24 Class Associations (NJCA's).

At the end of December 1981, there were approximately 1200 U.S. members. With nearly 2000 boats sold in the states at the time, that is a respectable membership record, although many boat owners had let their memberships lapse since 1980. Our goal for this year is a 50% increase in membership.

SAIL ROYALTY TAGS

The IJCA Executive Committee approved implementation of a U.S. \$15 per sail royalty fee on all sails delivered by sailmakers, effective November 1, 1981. If you received a J/24 sail after that date, please be sure the Royalty Tag is affixed near the tack or clew (if spinnaker) as these will be checked at all regattas during 1982. Class membership cards and boat decals are also required.

FLEET CHARTER

An 8 1/2 x 11 fleet charter has been designed and is available to existing fleets upon request by the fleet captain to the Class Office. It will be sent to new fleets as they are chartered.

International J/24 Class Association



This is to certify that

is officially chartered and recognized by the
International J/24 Class Association,
in full accordance with its Constitution and By Laws.

The purpose of the Fleet is to uphold the standards of the Class
and to promote fellowship among J/24 sailors
through the organization of racing, sailing and social activities.

DATE

EXECUTIVE DIRECTOR

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 further details, contact the Class Office, 645 Caribbean Rd., Satellite Beach, FL 32937. Similar programs may be available in other countries, so check with your national sailing authority.



Richard L. Tillman was appointed IJCA Executive Director last September. He is a member of Indian River Fleet 87 and races his J/24, Family Affair, with his wife, Linda and daughters Laurie, Libbie, and Susan.

WE ARE COMPUTERIZED

The Class Office has acquired a Radio Shack TRS 80 Microcomputer with 2 disc drives and an Epson MX 100 Printer. These should enable us to maintain an accurate, reliable record of the class membership. Each member has a code number on his mailing label, meaning as shown in the example below. When applying for membership it is helpful to include your fleet and district affiliation.

Computer Record No.	Fleet No.	Last Dues Payment
District No.	Hull No.	Special Code
B26-8-97-2729-0182	J/24	2
LEWIS GUNN		
15 MARSH DR.		
HILTON HEAD IS., SC. 29928		

- * 1 - District Governor
- 2 - Fleet Captain
- 1&2 - Both, or member of Executive Committee
- 3 - NJCA President
- 4 - Miscellaneous

THE MAGAZINE

With the move of the Class Office to Florida from Rhode Island came the function of publishing the J/24 Magazine. The publications previously put together by Bob and Mary Johnstone have been superb and it is our hope to maintain that high standard. We are staying with the same format used in the past, as it seems to please most people. Besides including the Sailor Profile (this issue on Brian Goulder), major regatta reports and Notices of Race, we are beginning a new feature on Districts. In this issue you will read about District 19, comprised of the beautiful Northwest states of Washington, Oregon, Idaho and Montana. If you wish to see your District in future issues, covering people, places, activities, etc., please advise.

Many thanks to all of you who contributed articles, fleet news, photos and other materials for this issue. Your enthusiastic support is most gratifying. Please continue to share your J/24 experiences.

OCTOBER 1982 MAGAZINE DEADLINE

The deadline for feature articles, fleet, district and NJCA news, regatta calendar, etc. for the October issue of the J/24 Magazine is August 15, 1982. Please think of us as you sail, and gather stories on racing, cruising, tuning, regattas, etc.; and send photos (black and white, or color, with negatives if possible) also, to J/24 Class Magazine, 645 Caribbean Road, Satellite Beach, FL 32937. We welcome your input!

OFFICE HOURS

The J/24 Class Office (staffed by me, my wife Linda, as secretary, and occasionally a daughter) hours are Monday through Thursday, 9:00 am to 5:00 pm Eastern Time, and till noon on Friday. Address mail to: J/24 Class Association, 645 Caribbean Rd., Satellite Beach, FL 32937. Telephone: (305) 773-4141.

RULE INTERPRETATIONS:

The following interpretation has been made by the Measurement Committee to clarify Paragraph 6.1.1 and 7.2 of the IJCA Class Rules:

The intent of rules stated in 6.1.1 and 7.2 is that the genoa shall be trimmed by a sheet from the clew directly through a fixed block fastened by a plunger pin or screw pin to the headsail track. Primary sheeting of the genoa by any other means is illegal.

It is the intent that barber haulers be used to provide only an outboard sheet lead for close reaching. Vertical or fore and aft adjustment is intended to be accomplished by the fixed sheet block only. Therefore Rule 6.1.1.a is interpreted as follows: The permissible pad eye shall be located at least 250 mm outboard of the genoa track.

1982 IJCA RULES MODIFICATIONS

The following Class Rule modifications were approved by

the J/24 World Council on October 30, 1981 and submitted to the IYRU Keel Boat Technical Committee meeting in London. The Committee recommended approval and the IYRU has ratified them. The text of the submission is reprinted below. These are effective for the 1982 racing season. The 1981 Class Rules are also included for reference in the back of this issue.

4.1.9 Add the phrase "on deck within reach of the helmsman and ready for instant use" after the word "drogue".

4.3 New rule: "Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of capsize."

— To create the means of controlling illegal alterations in areas not specifically described by rules or specifications:

2.5.5 To read, "Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars invalidates the measurement certificate until remeasured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the measurement certificate."

3.1.2 New rule: "Any alleged or suspected alteration to the configuration of the hull, keel or rudder of a yacht for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a Measurer appointed by the NJCA or IJCA to a sample of 10 other yachts."

The disputed yacht shall be accepted if she does not show any evidence of having been altered and if she has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of 10 yachts.

If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum or minimum obtained from the sample of 10 yachts, the matter shall be referred to the Race Committee for action."

3.2.1 Clarify: "The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds supplied by J Boats, Inc."

— To better express the intent of Class Rules and to facilitate implementation at the local level:

2.5.7 Clarify: "No yacht shall race unless the owner(s) and Helmsman(men) are full members of an NJCA or the IJCA."

8.1.1 Modify: "The use of more than one mainsail, one genoa, one jib, and one spinnaker, or the alteration thereof, during a regatta." (is prohibited)

— To delete an impractical rule:

4.1.3 Delete: "Radio receiver capable of receiving weather bulletins." This required equipment does no good if one cannot speak the local language.

— To satisfy owner requests for an option which improves yacht handling:

7.1.10 Modify this Prohibition: "Rigging utilizing Kevlar or other recently developed synthetic materials, except for use of Kevlar or its equivalent for the main halyard and spinnaker sheets."

— To remind owners, race administrators and sailmakers of a Class requirement:

3.6.14 New rule: "An IJCA ROYALTY PAID LABEL shall be sewn on the starboard side near the tack of each sail."

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MINUTES — 1981 Annual Meeting

1. The Annual Meeting of the United States J/24 Class Association was held Friday, October 16, 1981, at the Jr. Sailing Center, St. Petersburg Yacht Club, Florida. The meeting was called to order by the president, Paul Kaufmann, at 1:15 pm. The District Governors, or their representatives, present were: Eric Hall (2), Marian Whyte (4), Marjorie Robfogue (7), Frank Corriere, Jr. (9), John Bankston (10), Pat Crowe (11), Henry Stanley (19), and Stan Sorensen (21). Also present were Bob and Mary Johnstone, Dick and Linda Tillman, Bob Whyte, Gareth Eich, Jack Couch, and Bruce Newbauer.



District Governors at Annual Meeting, St. Petersburg Yacht Club, Florida, October 1981.

2. The Financial Report was read and accepted as a basis of cash position. An outstanding debt of \$15,000 for the publication of the March and October '81 magazines will be carried to 1982 to avoid placing the Class in a near zero cash position.
3. Sites for future events were discussed. The following schedule for North American Championships was accepted:

1982 — Corpus Christi, Texas
 1983 — California
 1984 — Canada (CORK)
 1985 — East Coast
 1986 — Midwest/South

There was discussion regarding the date for the 1982 North Americans, to be held in Corpus Christi. It was agreed to offer the dates of June 9-13 and June 16-20, to the Corpus Christi Yacht Club, and make a decision based on availability. It was agreed that the North Americans be an open event, with the exception of the host area, which may have to limit its entries based on availability of facilities.

The following schedule for World Championships was accepted:

1982 — San Francisco
 1983 — South America
 1984 — England
 1985 — Japan
 1986 — Newport or CORK

The 1982 World Championship is scheduled for October 1-9, 1982 in San Francisco. Note: Late word from St. Francis Y.C. indicates a change to Oct. 6-16, 1982.

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City _____

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4. The new draft of the Class Constitution was reviewed and discussed. Regarding membership, John Bankston moved that in section 5.1.1 it be deleted that regular members be boat owners, and add that officers of the National Class and District Governors must be J/24 boat owners. It was seconded and passed. The Associate Membership category will be deleted and section 6.1 will be revised accordingly as to annual subscriptions and fees. Marian Whyte moved that this draft of the Class Constitution be accepted as amended. The motion was seconded and passed.
5. Jack Couch suggested the need to relocate boundaries of District 3. The Executive Committee will review the situation, make a recommendation and poll the District Governors by mail.
6. Dick Tillman, Executive Director, explained the sail royalty program and how it is being implemented through sail makers. Paul Kaufmann emphasized the need to support and enforce it. Magazine expenses were discussed, with suggestions to have more frequent publications at less cost. It was the consensus to continue with the magazine in its present format, bi-annually. The membership dues structure will be reviewed by the executive committee. The office of the Executive Director will deal directly with individuals for Class dues collection. Fleet Captains will be given a periodic update on member status, with a request for assistance where necessary.



U.S. J/24 Class Officers at 1981 Annual Meeting held in conjunction with USYRU General Meeting, St. Petersburg, Florida. Left: Paul Kaufmann, 1981 Class President. Middle: Henry Stanley, 1982 Class President. Right: Jack Couch, 1982 Class Vice-President.

7. Election of officers for 1982 was held. Nominations for President were: John Gjerde, Bill Whitmore, John Buckley and Henry Stanley. Nominations for Vice-President were: Bill Whitmore, John Buckley, John Gjerde, and Jack Couch. Henry Stanley was elected President. Jack Couch was elected Vice-President.
8. For the 1981 World Championship in Australia, the U.S. is allocated 8 boats, with 5 boats currently entered. Entries must reach Australia by Nov. 1, 1981. Tillman will contact other possible entrants.

9. The pros and cons of Mylar sails were discussed: i.e., stretch, durability, life, cloth weight. Owners are concerned that wind often exceeds structural limits and sails rip. Those who sail in heavy weather are opposed. Materials may change through experimentation. Owners would require two no. 1 genoas, one for racing and one for general sailing, thereby increasing cost of ownership. It was moved that the J/24 Class not recommend approval of Mylar to the IYRU at this time; that it be considered at the 1982 Annual Meeting, and that there be a minimum one year notice before Mylar is allowed. John Bankston seconded and the motion passed, with one opposed. It was suggested that expert positions on both sides of the issue be published in the April '82 issue of the J/24 Magazine.

10. Use of Kevlar for sheets and halyards was discussed. Eric Hall moved that the USJCA recommend that Kevlar be accepted by the International J/24 Class Association for use for halyards and for spinnaker sheets, maintaining present rope size specifications. The motion was seconded and passed.

11. General items discussed:

Crew weight limits — Discussion centered on concern of people having to sail with five on a boat to be competitive in heavy air, and the concern that if this trend continues women, children, or lighter crews will be discouraged from competing. The discussion concluded with a recommendation for submitting to the IYRU a proposal to adopt a maximum crew weight of 350 kg.

Regatta Guidelines — These need updating. Also suggest issuing guidelines to help fleet captains build and maintain fleet interest.

Co-owner policy — A motion was made, seconded and passed that the Class have no co-owner policy, but that a skipper be a paid member. In the case of a family-owned boat, any family member may skipper.

Straight-leg hiking — discussed and considered legal.

Engine placement — This will continue to be governed by rules 3.8.8 and 8.1.2. However, local fleets may agree on lazaret stowage for convenience.

Sail purchase limitations — Discussions concluded that there be no limit on numbers of sails purchased. Limiting purchases to one sail or suit per year, for example, is more likely to penalize those who race or cruise frequently than who race only at major regattas. However, such limitations could be imposed at the local fleet level if desired.

Spinnaker girth measurement — There was discussion of the legality of the mitre cut spinnakers whose width exceeds the half-height maximum width specified in the class rules. The consensus was they are legal. While IOR restricts the width of the spinnaker over its entire height, IYRU sail measurements do not.

12. The meeting adjourned at 7:15 pm.

Who, Me, In A Movie?

I am sure that every skipper and crew member thought about that when Warren Miller showed up at the North Americans, Sears Cup, Championship of Champions, et al, with his cameras and related paraphernalia. Warren is no stranger to producing sport flicks, is world famous for his personally narrated ski movies.

He has an exceptional feel for the dramatic and humorous which always results in the best of entertainment. He and his son Kurt both race on Warren's J/24, *American Express*, which adds tremendous credibility as well as empathy to this production. Although not completed or even titled yet, the Cleveland Fleet has made certain that we are high up on the waiting list.

We are planning to have a "bash" as soon as we know when it's available.

Dick Baker, Fleet 102
Euclid, Ohio

ED'S NOTE: This 16mm, 23-minute full color, full sound film on the J/24 is available from J-Boats, 24 Mill St., P.O. Box 90, Newport, RI 02840 for fleet and club meetings, promotional use, etc. A \$50 refundable deposit is required and the user pays only postage and insurance. The world premiere of the film was (appropriately) at the World Championship in Sydney. It was very well received and has since been shown numerous times.

Suma Yacht Club/Seattle Yacht Club Team Challenge Regatta

Sister city relations between the U.S. and Japan add a major new dimension this spring when a team of sailing enthusiasts from Suma Yacht Club, Kobe, Japan challenge sailors from the Seattle Yacht Club, Seattle, Washington, U.S.A. The event, scheduled for May 3 through 5, 1982, will pit three four-man crews from each of the yacht clubs sailing six J/24s.

The two yacht clubs have exchanged visits between members, and last June Mr. Hiromasa Akita, Staff Commodore of Suma Yacht Club was guest of honor at a reception and dinner at the Seattle Yacht Club, at which he extended the challenge. The May date was chosen to coincide with opening day of boating which Seattle Yacht Club has been hosting each year, attracting approximately 200,000 participants and spectators to the day-long event. Officials at the Suma Yacht Club will participate in the open-day festivities.

As planned, the races are scheduled on Seattle's Lake Washington, site of many international class races. Officials of both yacht clubs hope to expand the Suma Yacht Club/Seattle Yacht Club Team Challenge Regatta to include other Pacific Rim locations. Also planned are home and home series in which American and Japanese sailors will have the opportunity to experience sailboat racing in one another's countries.

According to Don Simpson, Rear Commodore of Seattle Yacht Club, the team racing between the two yacht clubs is a

logical extension of the Seattle/Kobe Sister City Program which has been fostering good relationships between the two cities since October 1957.

PRESS COMMITTEE

Michele J. Shaw

Barbara Hayes

They're Everywhere!

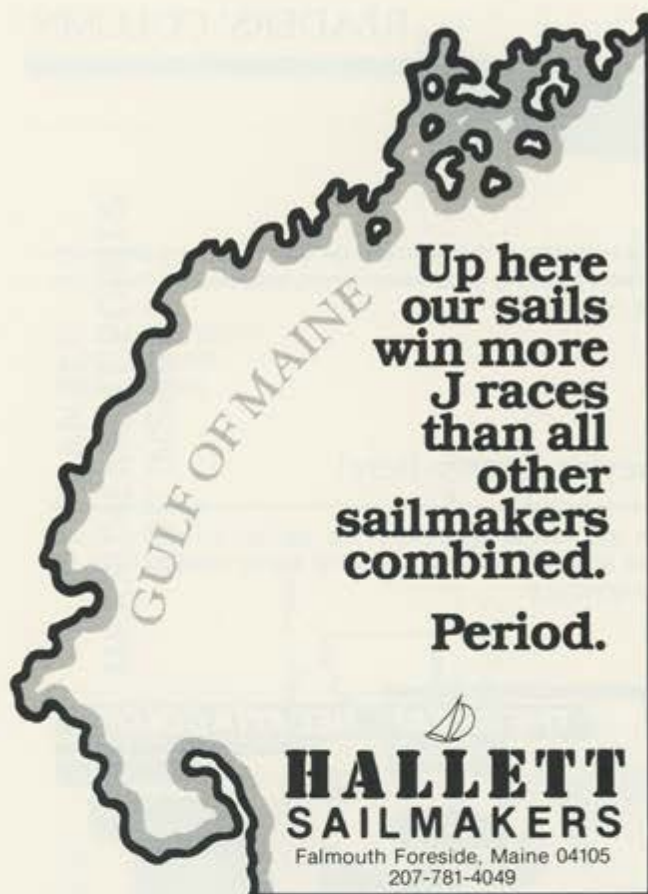
Hope you noticed the J/24s in the background of the Estee Lauder ad in the February '82 issue of *Mademoiselle*. These J's are everywhere!



Fleet Newsletter Is Born

Lay Line - an imaginary line which brings a close hauled boat directly to the mark.

This newsletter has the objective of bringing each J/24 owner closer to the ultimate — use of their boat. That goal, of course, has to be determined by each owner. It is our desire with *Lay Line* to bring as many alternatives as possible to each reader. The newsletter is sponsored by (Cleveland Fleet #02), but is not necessarily totally race oriented. It is the feeling of most J/24 owners that the boat is not only an excellent racer, but also a fine daysailer, and a weekend or even longer cruiser. The *Lay Line* will be published three times a year, January, April, and October with a July newsnote on planned cruises and partial race results. The January issue will provide boat show information, used boat ads, and other fleet information. The April issue will have race schedules and proposed cruises. The October issue will give final results and cruising stories. The *Lay Line* is looking for J/24 owners who are interested in reaching the mark. If you have ideas or comments please submit them to Dick Baker, 25340 Lakeshore Blvd., Euclid, OH 44132.



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The J/24 – A Fast Tracker.

In industry when a highly motivated, well qualified person's career is guided swiftly to a top management slot, we say he is a fast tracker. If it were possible for a boat to be considered on a fast track, that boat would certainly be the J/24. Remember that we are discussing a multi-purpose yacht as compared to a Laser, board sailor or Hobie Cat, and it also costs several times more.

The J/24 received International One-Design status at the 1981 mid-year IYRU meeting conducted in Oslo, Norway. This is a tribute to the strength of the entire organization and acceptance world wide of the class (there are J/24 owners in 33 countries at last count.)

As this was achieved in less than five years, it is obvious that the path to the top was paved by people who knew the ropes. There is every indication that this direction will continue. The J/24 has already been accepted as a one-design boat for six U.S. championships and has been selected for the Pan American games. With international status, we are now eligible for world class events, even the Olympics.

What can all of this mean to the average J/24 owner?

Several important facts come immediately to mind, such as it protects us from radical changes in design which make older boats non-competitive. Note that in the North Americans this year, hull number 275 came in second and the original boat (number 1) came in eighth.

With more of the same design boat being built, the resale value will be higher, as the boat cannot become obsolete. Did you ever consider what would happen if you chose to move or were transferred? With over 100 fleets, chances are you would be able to continue racing. Other benefits exist which may not be as evident. Items such as trailer, dodgers, boom tents, etc. are more available, and less expensive as it becomes more profitable to engineer for our relatively large market.

In closing let me inform you why the fast trackin' J/24 had the edge on other designs. Simply, it holds an MBA degree, which in this case stands for MOST BOAT AVAILABLE.

*Dick Baker, Editor
Cleveland Fleet 102 Newsletter
"J/24 Layline."*

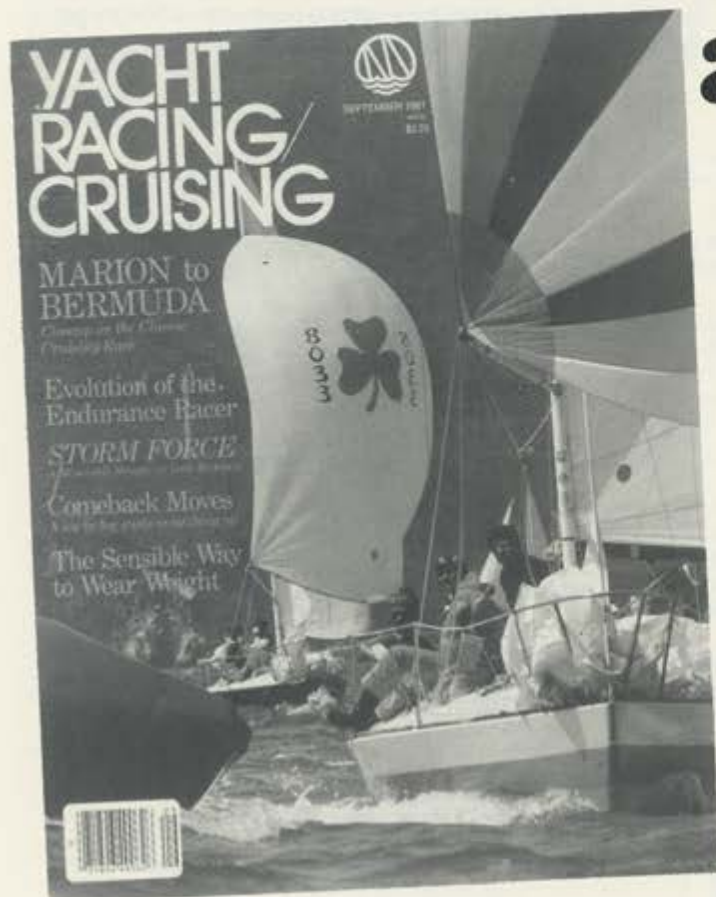
"Kudos" For J World

Drake Johnstone and Jeff O'Brien of J World were in Shreveport the weekend of Friday, November 13, 1981, and put on a full three-day racing seminar. Sixteen people attended and all were very impressed with both the instructors and the program. It was professional, flexible, and well thought out. We would highly recommend that other fleets consider sponsoring similar programs.

The first day (with no wind) was six to seven hours of lecture on starting strategies, upwind and downwind tactics, rules and boat tuning. The second day we had light winds. Lectures were on sail trim, boat handling, and rules. Approximately 60% of the day was spent on the water. On the third day the wind picked up (8-15 knots) and the entire day was spent on the water with many practice starts and several short races. A manual on the program was furnished to all participants.

*James B. Nowery
Fleet Captain
Shreveport J/24 Fleet #92*

What all the best sailors are reading



Of all the sailing magazines, YACHT RACING/CRUISING best serves the sailors who are really involved with their sport. YR/C offers more of the clearest and most useful instructional material written by leading experts specifically to help active sailors sail *better*. In addition, each issue overflows with worldwide event coverage, tuning tips, tactics, gear ideas, exciting inserts and the best news section anywhere... a genuine J/24 sailor's feast, prepared by an accomplished staff that is as dedicated to sailing as you are.

Join the fast growing fleet of loyal subscribers who all know there's no better way to stay in touch with your sport... YACHT RACING/CRUISING

Just a few of our recent features:
 Understanding Current *by Stuart Walker*
 Self Sufficient Sail Care *by Ty Hack*
 What You Should Know About Rule 42 *by Dave Ullman*
 Comeback Strategies *by Nat Philbrick*
 YR/C Forum: Sailcloth
 Vang Mechanics *by Dave Dellenbaugh*
 Performance Through Conditioning *by Jane Kent*
 Tuning the Fractional Rig *by Ben Hall*
 Adjusting to Conditions *by Jim Crane*
 Plus all the major J/24 regattas!

SPECIAL BONUS OFFER



1982 is our 20th Anniversary year... guaranteed to be the most exciting in our history! To celebrate, we're offering YR/C's exclusive "Therma-Tote" insulated bag... free! This is an absolutely top quality product, attractively styled and highly useful... an unprecedented value

Offer expires August 31, 1982.

☐ **YES** Please sign me on for a year (10 issues) of YACHT/RACING CRUISING at the rate of \$18.00 and send me my free gift. (\$34/2 yrs., \$49/3 yrs.) Outside the U.S. and Canada add \$10/yr. for postage.

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Send to: Yacht Racing/Cruising, North American Building, 401 North Broad St. (Dept. J), Philadelphia, PA 19108

Incident Report

Time: Approximately 4:15 P.M.

Conditions: Wind - Force 5, rain squalls 6-7, S-SW
Sea - Offshore - moderate waves with long frequency
Inshore at the Marina - becoming truncated with the effect of backwash from the breakwater, causing pyramidal waves overtopping within 200m.
Tide - Dead low water, spring tide (6.2m)
Sail - Full main sail with flattening devices, and small jib.
Hull - Washboard in place, cabin roof and sky light closed.

Narration:

With previous knowledge of the likely conditions prevailing at the Marina entrance at a low water spring tide with an increasing swell from the SSW and the effect of wave backwash from the harbour breakwaters it was decided to endeavour to sail past the Western arm from the SW into its lee, before turning to enter the harbour from the SE.

Nearing the Western breakwater it was obvious that the sea was very heavy inshore so it was decided to continue across the harbour mouth before turning. In order to avoid any danger we wore round (rather than gybed) and began to quarter the sea into the entrance.



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
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After approximately 100m on the new course a freak wave, over 6m high, caught the stern of the boat, tending to bury the bow, and slewed it into the oncoming sea the same time the top of the wave broke over the boat, the weight of water on the sails causing an immediate capsize to the horizontal position. The following seas together with the added windage of the exposed hull then caused a complete inversion with the mast, in the shallow water, becoming fast on the bottom.

The boat did not right until the mast broke allowing return to the horizontal. Complete righting occurred once the boat had turned head to wind, approximately 100m from the Eastern breakwater and mid-way along its length.

The boat was left with steerage way by the trapping of the torn mainsail at the hounds by the broken top of the mast (the mainsail could not fall down). We then proceeded to reach out to sea, open up the hatchway and retrieve the flares to call the rescue services.

The Inshore lifeboat, stationed in the Marina, arrived within five minutes, removed two of the crew and escorted the boat to the harbour entrance, eventually having to take the boat in tow.

*V. Sherwood, Helm
S.J. Kingwell, Crew
P.J.M. Binning
R. Garland*

J/24 vs. GM

Mr. Richard Tillman
J/24 Class Association
645 Caribbean Road
Satellite Beach, FL 32937

Dear Dick:

The last issue of our magazine, as with all its predecessors, was excellent. I read with mild amusement the letters between the corporate counsels for J-Boats and Pontiac Division of General Motors. You invited comments.

Having been a long time member of the Sports Car Club of America — before learning that competition can be as keen on the water as on the road, but less noisy — I can remember when the SCCA sponsored a road racing series for Grand Touring cars called the Trans Americans Road Racing Challenge, or "Trans-Am" for short. Pontiac Division paid the SCCA up to \$500 (so I'm told) for each car they sold with the "Trans Am" on it. Even if the reimbursement was only \$25 per car, it kept the SCCA financially alive through its very difficult times.

Since "J-Boats" is a registered trademark and had been before the introduction of the J car, I see no reason not to pursue actively some sort of reimbursement for their use of our name.

It's really a shame that J cars are not as performance oriented as J-Boats.

Best regards and keep up the good work.

*J. Thomas Robertshaw
Vice President
Tucker, Anthony & R.L. Day, Inc.*

Sailor: Brian Goulder

Readers of JOG news will find the beginning of the most recent issue a characteristically wry introduction by the Secretary of the Junior Offshore Group. It tells members that the Secretary has recently moved house and invites them to visit him. 'Just walk along the Cowes front,' he writes, 'past the Squadron until you nearly reach Egypt Point light and you will find us three doors this side of the Holmwood hotel.' So, having trod this path, and having ascended the stairs inside the dignified and now partly renovated Victorian villa which was the suitable home of a retired colonial bishop, we burst politely into the study of Brian Goulder. This study and its adjacent bedroom have made some sailing history for they have already been used to start an offshore race. The occasion was September 6th, 1981, the time was 0900 and the race was the Cowes-Nab-Owers-Southsea. The startline was from Brian's window to the Gurnard buoy and the able team was Brian's wife Babs and Sue Fielden in the study and Brian in the bedroom with a foghorn ('fortunately the neighbours on both sides are keen sailors' he said in mitigation). He hopes to start more races from his house and made it clear that the terrible allegation that on this solemn occasion he was wearing a dressing gown is untrue.

Brian is the third leg of the formidable tripod which underpins the administrative structure of a considerable part of British ocean racing. There are the secretariats of the RORC and of the Royal Thames, and that of the JOG — only, as far as racing is concerned, Brian is the complete secretariat of the JOG. As if this contribution to the mechanics of sailing was not enough he is also the editor of the now popular Channel West and Solent Nautical Almanac and furthermore he has recently assumed the secretaryship of the J/24 class.

Brian is aged 55, around 5ft 7in tall and weighs 11 stone. He has blue eyes and a shock of fair hair ('and it's still there, most of it' he said with some pride). He is a very pleasant, quietly spoken, intelligent, even intellectual man. During their recent move he found that he and his wife had accumulated 170ft of books. He has a reputation for being kind and helpful and indeed this is the impression that he gives. His study, with its sweeping Solent view, has his personality firmly stamped on it. In this room are some 300 books, nearly all nautical, from which may be picked at random a catholic selection of *Heroes of the Goodwin Sands*, *Sailing Barges*, *The Anatomy of Nelson's Ships* or *The Manual of Seamanship*, 1915. There are complete bound copies of magazines, some delicately beautiful pictures by the marine artist E.W. Cooke, and pictures of three of his boats. The almost overpoweringly tidy desk is dominated by a immense electric typewriter, and complemented by a highly organised filing system. He is very susceptible to beauty and ugliness, saying that he is fascinated by the changes in light (as well as by the antics of some of the sailors) that he can see from his window. At one stage in our conversation he broke off in horror as a monstrous car-carrying ship dared to cross his field of view.

Brian met his wife Babs while they were both at Cambridge, she was reading geography at Girton. 'She's much cleverer than me,' he said, 'and she used to be a very good

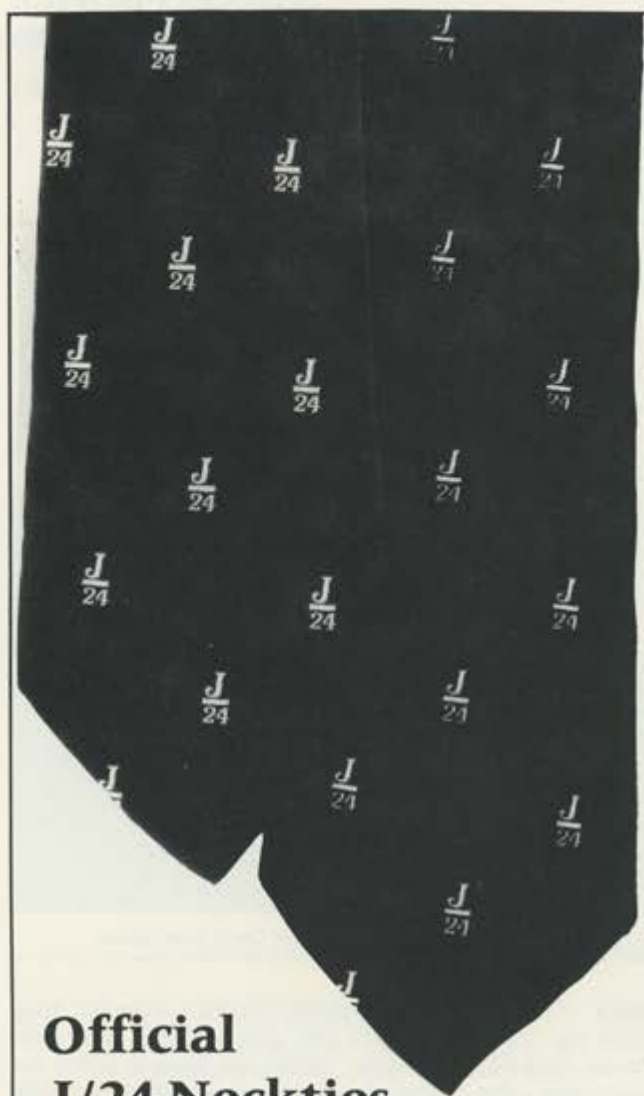


Brian Goulder, Hon. Secretary, UK J/24 Class Association.

sailor — she collected more racing pots than I ever did.' They have two children, who are both grown up and away from home, Jacqueline and Roger. Neither has taken to sailing but Jacqueline, after training as a nurse, has now made her mark as an animal trainer.

Brian was born and brought up in Huddersfield where he lived for about 40 years. He went to the local grammar school and then to Cambridge to read engineering. After taking his degree he undertook his national service in the Navy, being on the lower deck for the first year but an officer for his second. He became an electrician ('probably the least efficient electrician the Navy ever had — I never understood electricity — but they wouldn't have me as an engineer as the story was that the steam would steam up my spectacles.') He served first as an Ordinary Seaman in HMS Howe, where he learnt 'an awful lot about people and how they got on', and was later elevated to the rank of Temporary Acting Probationary Sub-Lieutenant (L). This was more comfortable but rather less fun as Brian explained: 'I wasn't allowed to do much as an officer, being firmly under the thumb of my superior; whereas as an electrician's mate on the lower deck I was given a bag of tools and told to go off and do it.'

On leaving the Navy Brian went to the Bristol Aeroplane Company to work for six months in the toolroom. He went there because his family firm, J. Goulder and Sons, did much work for the firm in 1935 to make aircraft parts and to build the tooling for them. Brian then joined the family firm, full of respect for the academic disciplines of Cambridge but quickly realising that what he had learned there was not relevant to a family machine tool business.



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

Mail to: _____ Hull # _____
_____ Fleet # _____

He decided to spend time with accounts, costing and legal affairs; and so in the evenings for four years he studied for and passed the examinations of the Chartered Institute of Secretaries. He said this was much harder work than Cambridge and much more valuable as a general course for management. He became managing director of the firm, which he described as patriarchal and non-unionised, employing 180 people, with bosses and workers all on Christian name terms. The firm eventually diversified into gear measuring equipment, became more of the mid-Twentieth Century with its concomitant struggles, joined forces with a Swiss firm and became Goulder Mikron. Brian stayed on after the merger but grew disenchanted with full time work in the firm. He retained the post of vice-chairman but decided to launch into the yacht chartering business.

When at Bristol he sailed on Chew reservoir, asking the man who became his favourite builder, Wilf Souter, to build him a National Twelve which was stable rather than fast — a characteristic of all the Goulder boats. 'It was just a bit slow' said Brian 'but very nice to sail and I always have been pleased to know that she was the first boat built by Wilf Souter as an independent builder.' He took the boat, which was 'Nimrod' number 716, back to Yorkshire with him, and joined West Riding SC to sail on Winterset reservoir. Brian explained: 'This was a real old-fashioned family dinghy club where the wives took it in turn to make the tea; a wee bit upper crust, because dinghies weren't then the popular things that they are now, but very nice people.' He thoroughly enjoyed his time at the club, racing for ten years in a succession of National Twelves, building an Enterprise, sailing an OK and becoming the Club Secretary.

He also built for himself a Laurent Giles 21ft Audacity, which was kept on the Blackwater ('as a boatbuilder I'm too impatient — I always want to see the results'). At the West Riding SC he met Philip Mitchell, with whom he has sailed ever since and who has been his partner in various enterprises, Philip being both an excellent boatbuilder and chef. For his next boat Brian went again to Wilf Souter, who built him a Laurent Giles 37ft motorsailer called 'Christmas Rose'. She was kept at Pin Mill and sailed on the East Coast and over to France and Holland.

About navigation he said, refreshingly, 'people make an awful fuss about it: in fact it's so simple and the smallest book is all you need. The more complicated the book gets the less likely it is to be of any practical value. Anybody who is honest knows — and I'm excluding some of the hot shots in the JOG and RORC fleets who are so good it isn't true — that the ordinary chap simply lays a line off on the chart; if he's got two tides he doesn't worry, if he's got three he allows a bit.

It was while he owned the 'Christmas Rose' that he set up his yacht chartering business in Cork Harbour, Philip Mitchell being his partner. 'We were pioneers, I think, in that we were the first yacht charterers here to offer really high class yachts owned by the charter company.' They started with a Nicholson 38 motorsailer, two Nicholson 32s and a Nicholson 26. The firm was called White Rose Yachts (a name obviously suitable for two Yorkshiremen) and ran well initially but lost custom when its mainly English clients became reluctant to go to Ireland because of the troubles in the North. They moved to Devon but the firm only just kept its head above water there. 'I always felt,' said Brian, 'that if you make something good enough somebody's going to come along and buy it — I've been proved wrong three times — but I've got it right once.' The next venture was to buy a restaurant in Chichester with his partner Philip Mitchell ('there was no limit to the follies of which we were capable'). The restaurant prospered, being listed both by the Good Food Guide and Egon Ronay, but did not make what Brian called 'a sensible reward for six days of work a week'. At

this time he lived in Itchenor and so bought his third keelboat 'Dolly', again a Laurent Giles design, being a 25ft Vertue, a beautiful all-teak boat, which he sailed on the Solent.

To see in Brian's study the drawings of his three main boats ranged together allowed a composite picture of the Goulder boat to emerge: steady rather than fast, unshowy, weatherly, traditional and above all elegant. It was perhaps significant that he flew in the face of fashion by saying that he did not like sailboards; he does not consider them to be proper boats. He made it clear that the Sail Training Association schooners have influenced him enormously as a sailor. He has sailed eight times in 'Malcolm Miller' and 'Sir Winston Churchill', this was usually at the beginning or end of the season and in bad weather. 'I learnt all I really know about seamanship from the Masters, Chief Officers and Bosuns. Sailing as a watch officer with 300 tons of sailing ship in your charge is a marvellous feeling; and there is the tremendous comfort of knowing that "father" will appear to take over should he be needed.'

It was while Brian was still in Dartmouth in 1973 that his partner saw an advertisement in Yachts and Yachting for the secretary-ship of the JOG. Brian applied and was surprised to be accepted from a large field of fleet. In those days a Sailing Secretary looked after the sailing and the Secretary minded the administration but Brian soon combined the two functions. He was faced with the organisation of a full season of offshore racing and the fact that he knew nothing about it. 'So,' he said, 'I went to see two splendid women: one was Mary Pera, then Secretary of the RORC, and the other was Eileen Caulcutt, then Sailing Secretary of the Royal Thames.'

Brian explained that the JOG had been founded in 1950 to provide offshore racing for boats below what was then the RORC bottom limit — ie 24ft waterline. The first boat was

'Sopranino', and the concern of Patrick Ellam and Colin Mudie; and the formidable Captain John Illingworth provided encouragement. When Brian joined there were about 25 starters for a race, and this number has varied little to this day. The fleet now ranges up to One Ton size, the top end of Class III. There is no bottom limit but in practice the smaller boats are Quarter Tonners, Sonatas or E Boats. 'The thing that distinguishes us from the RORC,' said Brian, 'is that generally our races are shorter. The longest race which we run independently is 150 miles.' The races are also normally designed to start on a Friday evening and to finish in time to allow the sailors to be back in their offices on a Monday morning. He continued: 'We try to run the racing as efficiently as we can. We don't make any allowances for the fact that the boats are smaller: the standard of navigation is very high, but perhaps we are just a little bit more light-hearted. There is less prestige and less money at stake.' There are some 300 members, Brian describing them thus: 'We attract young, keen people who sail small, wet, uncomfortable boats fairly fast; after a bit they tend to get married and to stay home to do the garden and look after the kids; and then there's another body of people who have got over all that and then tend to go for bigger boats like Impalas or Sigmas 33s.'

It was possible to get the picture of a friendly but efficient organisation, not too hectic, and presided over by a generally benign Secretary. He can be imagined not only starting the race from his bedroom but comfortably installed for the finish at say Cherbourg without his legendary dressing gown; but it will be observed that he is properly equipped with bottles of wine as presents for the French lighthouse keepers.



HOOD WINS THE MID-WINTERS



Viva Yo, Charlie Scott's J-24 won the Mid-Winters. How? His boat was well prepared, the crew organized and his sails Hood. He sailed consistently and fast.

Viva Yo's sails are the latest generation from Hood. A unique combination of what we've learned from "big boats", our new CAD/CAM computer program, and solid One Design experience.

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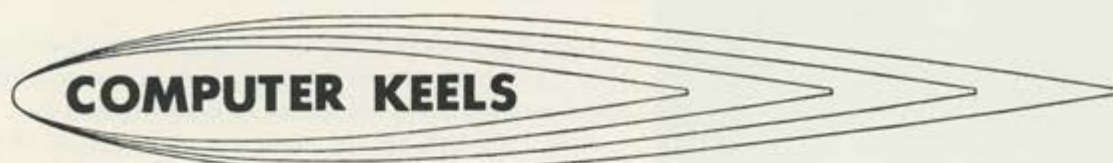
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DID YOU EVER WONDER WHY THE WINNERS HAVE BETTER SPEED AND POINTING?



The problem, like the proverbial iceberg, may not be what's above the water, but rather the keel below. You spend a significant amount of time and money selecting the proper shape in your sails, but what have you done about your underwater sails? The new J-24 class rules, as adopted in Plan C of the constitution approved May 1981, made changes to the aft portion of the keel to reduce drag. The actual shape of your keel and location of maximum draft is a critical factor in the pointing ability of your boat.

Trying to go faster by purchasing the same sails as the fast guy is easy to do, but until now, knowing whether your keel and rudder are correctly shaped has been a difficult problem. **COMPUTER KEELS** make it practical for you to know if your keel is optimal. Through the use of sophisticated programmable computer drafting equipment, you can procure all six sections of your keel and rudder, precisely drawn in ink on .005" Mylar*

With a little knowledge of hand tools, these forms can be easily transferred to poster board using scissors, razor blade, staple gun and tape (not included). Our kit also includes instructions on how to construct your own keel and rudder templates out of plastic, aluminum or plywood, and then how

to use the templates to shape your keel for optimal performance. Also included is information on how to prevent or minimize keel blistering problems.

For those who desire the ultimate in performance, **COMPUTER KEELS** also offers a complete set of seven computer-controlled machine milled templates for your J-24 along with instructions for use and information to prevent or minimize keel blistering problems.

To order:

Computer Keel Kits: \$56 (U.S.) plus \$3 handling and postage.

Computer Keel aluminum templates: \$375 plus \$15 handling and postage.

Send check or money orders only to:
COMPUTER KEELS, Dept. J-24, P.O. Box 35757, Edina, MN 55435. Kits purchased by money order will be shipped day of order, allow 3 weeks handling for Aluminum Templates. Minnesota residents add 5 percent sales tax.

*Trademark

Spreader Attachment Problem

We have become aware of a problem which needs immediate attention of J/24 owners, as it may possibly be hurting the performance of the boat and spar.

THE PROBLEM

During 1981 many of the J/24 masts were manufactured without a compression tube behind the male stud type spreader brackets. After a period of hard sailing with extreme rigging tension, the backing plate for the bracket can dimple at the after edge of the spreader tab. This dimpling may become severe enough to dent the extrusion under the bracket. If the dimple becomes severe enough, the spreaders will sweep beyond the class specifications thus hindering the boat's performance. There is a slight possibility of spar failure if the spreader sweep is not checked.

THE SOLUTION

Please make the following inspection —

- (1) Determine the spreader bracket style:
 - A. If the brackets are female, cup style into which the spreaders fit with nylon inserts, this notification is not applicable.
 - B. If the brackets are stud style over which the spreaders slide, please continue with the inspection.
- (2) Determine if a compression tube is installed underneath the stud style spreader brackets. The compression tube is a 1/2" aluminum tube running internally from one spreader bracket across to the opposite wall of the mast.
 - A. View up through the Gibb plate fitting of the lower shrouds, or take a bent coathanger and feel for the compression tube. Alternatively, if the mast is down remove the step and view up from the base.

If the spar does not contain the compression tube, please contact Kenyon at 203-453-4374. A complete retrofit package will be provided at no charge. If a compression tube is present the spar meets current specifications.

It is imperative that you perform the above inspections prior to sailing or racing to ensure that the integrity of the spar is maintained. If you have any questions, contact Kenyon at the above number.

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. Dirt or other impurities can act as cutting tools and actually machine the threads away. This includes corrosion products such as green "grunge" that forms in the threads of bronze screws or bodies.
2. Caution is advised if you anticipate operating at high loads. The Navtec turnbuckle has a large tightening nut and gen-

erous torque-resistant body slots to make adjustment easy. But these also allow you to apply a lot of pressure. Do not use over-size 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.

Rudder Pintles

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

In all cases the boats have been sailed in warm, 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.

A much stronger and safer set of pintles and gudgeons, upper and lower, with an easy-to-use safety retainer clip has been designed and is in use for boats since 1981. This hardware is available at \$59.00 for a complete set from Tillotson-Pearson, P. O. Box 328, Warren, RI 02885. If you have an older boat and your rudder fastenings appear corroded or cracked, we recommend immediate replacement.

Mast

Check the opening above the hounds (jibstay intersect) for cracks radiating upward and outward from the milled opening. Should these be noted, contact 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.



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Gooseneck Reefing Gear

Reprint from Vol. 7

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 line slipping through the cams are the result of using a smaller reef line than is proper. We recommend 5/16 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 Vol. 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 chainplate and an aluminum angle and bolts to better tie the mast step into the bulkhead. Include with your order a check for \$20 to cover mailing and cost of materials.

Should inspection at this point indicate that your chainplate has started to pull out or 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.

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 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.

Stearn Twinstays

Reprint from Vol. 3

Several Annapolis boats with Stearn 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.

Spinnaker Halyards

Reprint from Vol. 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.

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Heavy Weather Reaching

by Bill Menninger

Bill Menninger is District 21 Governor and a leading sailor on the West Coast. He, with his wife Mary and father-in-law George among his crew, was 9th at the 1981 World Championship in Sydney.

Sailing a J/24 on a tight reach is often a very exhilarating feeling, as the boat planes at very high speed. The only drawback is the occasional wipeout. I will try to analyze the successful spinnaker reach in this short article. We have always had excellent speed on reaching legs and, I would like to say, a good amount of control.

In heavy air it is most important to have all of your crew weight on the rail. Legs should be overboard just like beating to weather, although the entire crew has shifted about a foot back towards the stern. If the boat is not kept flat, it will not be planing at top speed and when the boat is not at its top speed, it will be much more difficult to control.

On our boat, *Expoobident*, we were one of the lightest crews in the top ten at the Pacific Coast Championships, yet we were always able to pass boats on the reaching legs. Weight placement and crew coordination are very important. You must remember that when something needs to be done, only one person, preferably the lightest one, should be doing the running around.

In winds over 25 knots it is important to have two strong people on the spinnaker sheet. It is best not running to a winch, as a winch slows down the trimming process drastically. These two crew members may sit facing inboard, yet still being careful to sit as far outboard as possible.

The spinnaker sheet should be trimmed as far out as possible in order for the helmsman to have a balanced rudder. A little bit of overtrim is better than losing the chute continually; however, too much overtrim will transfer excessive helm to the rudder as well as a loss of speed to the boat. Pole height should be even with the clews and in order to understand what this pole height does to spinnaker shape, I will discuss this briefly. The higher the pole, the more flat and unstable the spinnaker becomes. Although the flatness is good, we still want the stability for the two poor guys trimming the sheet. The lower the pole gets, the fuller the spinnaker becomes, as the pole forces the top of the chute to cup with a good amount of draft. A lowered pole makes the chute more powerful and appears to move the draft of the chute slightly forward. This too, if overdone, is not healthy because the spinnaker becomes too powerful for tight reaching. If the pole is too low, the spinnaker tends to stall out. The pole should be positioned about 6 inches from the headstay so that in a roundup you are not likely to break the pole on the headstay.

Steering the boat is also quite challenging. The basic rule is, "If the boat is going full speed it may then be worked up. As the boat begins to be overpowered you will still have enough speed to lightly pump the tiller and bring it back down to course." The second rule is, "Bring the boat up only when you can see the water in front of you and the bow is well lifted above the waves. The helmsman must also keep his or her weight out as far as possible and the main must be trimmed according to the helm. Often the main will be completely flogging for the entire reach.



Spinnaker takedowns can often be a catastrophe in heavy air. The skipper can make things easier by steering the boat slightly low of course, while the crew prepares to gather in the spinnaker. The boat should be kept as flat as possible. If the boat gets out from under the chute, a round-up most likely will occur. No matter what anyone tells you, a flogging chute is not easy to tame. The lucky crew that gathers in the spinnaker must have a good place to stand in the main hatch. The sheet should be led in under the boom. If the spinnaker sheet and tweeker have jumped over on top of the end of the boom and are riding against the leech of the main, the tweeker may help the crew reach the sheet in front of the boom so that there is no unnecessary friction on the end of the boom. If the tweeker too has found its way over the end of the boom, it may be quickly re-led around the leech and in front of the boom to facilitate the douse. With this practice you will not find yourself in the embarrassing situation we found ourselves in when we had a beautiful lead in the second race of the Pacific Coast Championships. By letting the halyard off prematurely while the crew desperately tried to pull in the spinnaker sheet in back of the main, we came to a complete halt and the tip of the mast was not far from the water's edge. This was not only embarrassing but costly! The chute was still drawing but pulling us the wrong way. We were fishing with a lousy net, and glad to get it back aboard in one piece!

The helmsman can make the whole procedure easier by heading down and maintaining speed. As the crew weight adjusts for this maneuver the boat must maintain good speed and control. The crew who gathers in the chute must first pull the sheet in toward the boat. Once the crew on the weather rail sees this, they may release the guy and then the halyard. Care must be taken to insure that these lines lead out freely. As the mark is rounded, be sure to have everyone on the weather rail, except the gatherer. Once he is able to find his place on the rail, the foredeck can start to clean up the pole by bringing it to the deck.

On extremely tight reaches it may be beneficial to leave the 100% jib up. It will save you the expense of raising it later although you must use caution not to trim it in too tightly, thus collapsing the spinnaker. It doesn't hurt for the jib to luff so long as you aren't also dragging all your jib sheets in the water with it.

Once the wind exceeds 30 knots the J/24 starts to plane on a broad reach without the aid of the spinnaker, although the speed differences are still quite dramatic between having the chute up and not having it up. Try to leave it up for as long as you are able. Try to keep a smile on your face and the attitude in your head that this is fun! All fear will soon subside and you will quickly learn to control the boat in these conditions. Good luck, and don't get your feet wet!

Tuning Guide

by Bruce Golison

The following article is reprinted from NEWS FROM NORTH. Its authors are Bruce Golison and Neal Fowler, one-design managers at the Huntington Beach, California and Milford, Connecticut lofts. Bruce finished 7th in the recent J/24 World Championship in Sydney.



Golison and crew tuning chartered boat at J/24 Worlds in Sydney.

Mast Tuning At The Dock

Use maximum rake to counteract the J/24's tendency towards lee helm in light air. Set the headstay at maximum length (8600mm pin to pin), and the mast at minimum length (8970mm from headstay intersection to mast butt). You may have to trim or shim the mast to arrive at minimum length. Fix the spreaders at the middle of their swing (5'-6" aft of a straight line between the shroud bearing points and the back of the mast) for the best control of headstay sag. The spreaders should be minimum length (760mm) to permit trimming the genoa close to the centerline.

After stepping the mast, center it by measuring across the boat from points equidistant to the stem and finding the center point at deck level. If necessary, shim the mast asymmetrically at the partners to keep it plumb. Blocking the mast at the maximum J dimension (2910mm from front of mast to the intersection of deck and stem) further combats lee helm in light air by moving the main's center of effort as far aft as class rules allow. Now, fully extend the forestay by pulling aft with the backstay. Position the mast butt to give 2" of prebend and bolt it in place. Usually, this positions the aft face of the mast 8"

from the bulkhead (the bulkhead position varies up to 2" in different boats). Attach the upper and lower shrouds and tension equally, checking to see that the masthead is centered by touching the main halyard to points on the gunwales that are equidistant from the stem. Shroud tension should be 1000 lbs. for uppers and 900 lbs. for the lowers with an eased backstay. Hook up the backstay and tension it until the adjuster blocks rise to their top position.

Mast Tuning Under Sail

Check to see that the mast is straight sideways on both tacks. Adjust lowers as necessary, taking up on one side what you eased on the other. Test for mast bend location by hauling the backstay adjuster blocks down to the stern pulpit while sailing upwind in medium air. The main should blade out evenly from tack to head. If the bend is too high (causing high inversion first) move the mast butt aft. If the mast bends too low, inverting the lower portion too soon, move the butt forward.

At this point, your mast is set up correctly for club racing in all conditions. However, at the championship level, you should retune your rig for light air. In power hungry conditions, ease off the shrouds 2-3 turns. A given amount of backstay tension bends the mast more with eased shrouds than with tight shrouds. Bending the mast, in turn, allows the headstay to sag more. Sag powers up the genoa; mast bend moves the main's draft position aft to the midpoint, where it belongs. For really light conditions, move the butt aft $\frac{3}{4}$ " from its standard position to induce still more prebend.

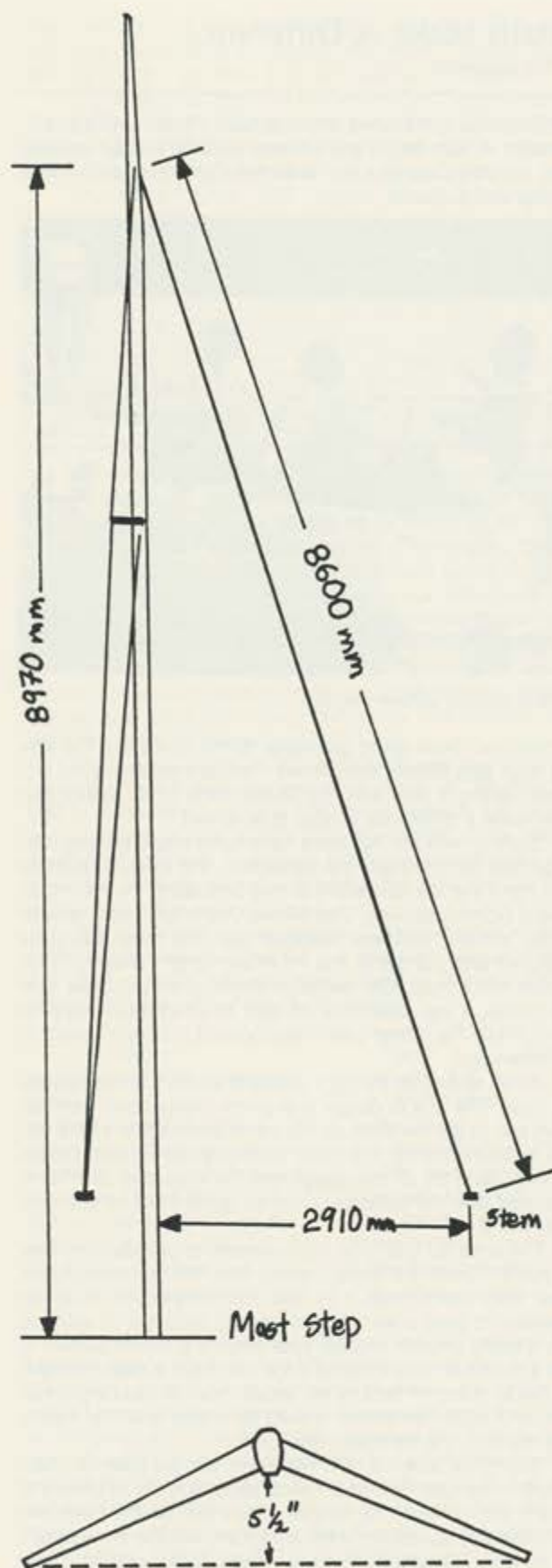
Sailing Upwind.

Start by setting the genoa car in the second hole aft. To check this position while sailing, trim the genoa until it touches either the spreader tip or the shrouds at deck level. It should touch both at nearly the same time. If the leech touches the spreader before the foot touches the shroud, move the lead back one hole. You should be able to sail to windward with the leech approximately the same distance off both the shroud and the chainplates (a jib leech window in the luff of the main is helpful here). When in doubt, the leech should be farther from the spreader than the turnbuckle. If you are sheeting aft of the second hole in moderate conditions, check your measurements and add rake if called for.

In light air (0-8 knots apparent) ease the backstay off entirely to encourage headstay sag. Trim the traveller nearly all the way to weather with the sheet eased until the boom is on centerline. Play the mainsheet constantly; trim it until the top batten telltale stalls; ease it when the boat feels sluggish. Tolerate some backwind in the lower third of the main in 4-8 knots.

Set the genoa lead in the forward hole to add foot depth in choppy water, and in the second hole aft for smoother water. Play the genoa sheet to keep the leech 3-4" off the spreader in smooth water, 5-6" in a chop, and 7-8" in a heavy chop. The helmsman and trimmer must coordinate their actions, concentrating on speed rather than pointing, to win in light air. Never try to trim and point until the boat is moving at maximum speed. A lazy "S" course is the best way to go upwind in 0-8 knots.

As the wind reaches 8 knots apparent, concentrate on pointing rather than boat speed. Pull the backstay adjuster about 6" down to make the genoa entry finer for high pointing. Drop the traveller car to halfway between the windward end of the track and the centerline. Trim the sheet until the top batten is tighter than parallel with the boom and the top batten telltale is stalled most of the time. Trimmed properly the leech will appear to be closed down quite firmly. The outhaul should be eased 2-3", and the cunningham tensioned enough to barely remove wrinkles along the luff. Set the genoa lead in the second hole aft. The genoa should be 5-7" off the spreader in



sloppy water, 2-3" off in smooth water. Heel the boat 5-10° and keep crew forward of the companionway entrance.

In *medium air* (8-18 knots apparent), trim the genoa in to less than 2" off the spreader, being careful not to punch the spreader tip through the sail in a lull! Tension the backstay and sheet to keep the top batten parallel to the boom and the telltale mostly stalled. When trimming the main heels the boat past 15°, adjust the backstay only, leaving the mainsheet cleated. Trimming the backstay twists and flattens the main, depowers the upper sections and relieves windward helm. Squeeze the boat to weather whenever boat speed allows. Once the backstay is tight, continue to depower by pulling the vang tight, playing the traveler in the puffs and feathering to windward.

In *heavy air* (18 knots +), a J/24 with five people on the rail needs to be depowered before changing down to the 100% jib. Move the lead on the 150% genoa aft to the third hold to twist off the top. Ease the genoa sheet in the gusts (20 knots +) to open the upper leech, letting it 3-4" off the spreader to reduce excessive backwind in the main.

Though you should always switch to the 100% jib before reefing the main, the change down point depends upon crew weight and sea conditions. With a light crew or in very smooth water you can switch to the jib as early as 18 knots apparent to speed up your tacks and reduce backwind. In rough water when you need the extra power, hand on to the genoa up to 23 knots if possible, flogging the main in the puffs and trimming it in the lulls.

Set the lead position for the 100% jib by observing the telltales. At the bottom of the jib's range they should all break evenly and the top batten should be parallel to the centerline. In heavier air, move the lead aft two holes at the most to twist off the top sections and reduce heel.

Upwind, the key indications of a well sailed J are its angle of heel and rudder angle. The boat is happiest when it is heeled to 15°. Measure heel with an inexpensive clinometer bolted to the front end of the cockpit where the helmsman and trimmer can both see it. The amount of windward helm should be noticeable but not overpowering, allowing the boat to round up over a wave on its own without much encouragement from the helmsman. The leech of the mainsail acts like a trim tab to control the heel and helm. In light to medium air, play the sheet to adjust leech tension. In heavy air, play the traveler to dump excess power off the leech, keeping helm and heel under control.

Sailing Downwind

In light wind never bury the transom. The helmsman should sit forward of the traveler with the crew aft of the mast but forward of the companionway entrance. As the breeze increases, the weight can be shifted aft somewhat, but not much. There's no need to concentrate the crew at the stern, as you would on many larger boats. Keep the angle of heel under 15°, as always. At approximately 75° apparent wind angle, the spinnaker and the genoa break even on speed; stick with the genoa for closer angles. Aft of abeam, fly the spinnaker in strong winds, but organize the crew to stay on the rail and flatten the boat. If conditions warrant the jib upwind, it can usually be flown under the chute downwind, but don't fly the genoa and chute simultaneously. Attach a second pole ring to the mast approximately 18" above the standard one, and use it for most conditions.

The J/24 wants to be tacked downwind in all but surfing conditions. The apparent wind angle varies from 120° in the lightest zephyrs to 170° just before surfing. Bear off more in wavy conditions than in smooth water.

With this advice, we've covered all of the essential settings for going fast. Now it's up to you to steer well, play the sheets and win!

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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.

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Details Make A Difference

by Rick Grajirena

Rick Grajirena is President of Hood Sails, Florida and a champion sailor in both dinghy and offshore classes. He has recently joined the J/24 Class and has raced his J/24, *Son of a Gun*, with considerable success.



Grajirena relaxing between races.

As more and more talent gravitates to the J/24 class, the winning edge gets thinner and thinner. I'm just completing my first season sailing a J/24 and I've found many small details that really make a difference in your boat speed.

Starting with the rig, there have been many articles written on how to "pre-load" the spreaders, and there is no doubt in my mind that the spreaders should be fixed at the maximum forward (95mm) allowed. This allows you to get more tension on your shrouds and less headstay sag. The mast should be measured and cut off at the minimum length allowed. This, coupled with a maximum headstay length, gives you more rake and makes a big difference in light to medium air upwind speed. While the added rake helps upwind, it doesn't seem to hurt downwind.

When setting up the rig, I've found a LOOS tension gauge is a must. The LOOS gauge is a pretty inexpensive tool that allows you to get the shrouds the same tension every time you have to retune the rig. I've been setting up our rig with the upper shrouds at 31 on the gauge and the lowers at 28. This is measured with the backstay cranked up as hard as you ever would pull it.

The area for the most improvement is probably the keel and rudder. While the keels coming from the factory are adequate, they won't hack it in real top competition. It is still necessary to build a set of templates and sand and fill until you have a really smooth and fair keel. Here it's also important to have a minimum width trailing edge and have it really straight. The rudder from the factory will usually hum in reaching conditions, and again templates should be made and the trailing edge made to the minimum dimension.

Sailing the J/24 is a little tricky until you get used to it, particularly in light air. The boat needs about 8 knots of breeze to develop some "feel". As bad as it may feel on the helm, the boat should be sailed pretty flat in light air, with the crew weight well forward. Speaking of crew weight, it appears the right number is about 750 pounds. The extra weight in light air doesn't seem to hurt and in over 15 knots it really makes a difference.



Proper spinnaker trim means level clews.

Essentially, the J is a dinghy and should be sailed like one. Upwind, concentration is very important, so it's better if you have one of your crew read the compass for windshifts.

On sail trim upwind, it's necessary to drill additional holes in the genoa track to allow you to move the car between the holes that are standard. This is particularly true if you increase the rake as I discussed earlier. If you're at the max mast rake aft through cutting off your mast and having a maximum headstay, you may even need to change your genoa block and reduce the profile. This in effect moves the lead forward.

Now that Kevlar sheets are legal for the spinnaker, they are a must. They allow you to put the guy just inches off the headstay and it won't move at all in power reaching conditions. So, instead of the guy sagging in the puffs and adding to heeling moment, the puffs are immediately converted into forward thrust.

There have been numerous articles written on tuning J/24's, and all have something to offer. I just wanted to touch on a few items that as a rookie in the class I felt were important.



"Rookie" leading the pack.

1981

EAST COAST CHAMPIONSHIPS — 1st
 CBYRA HIGH POINT — 1st, 3rd, 5th
 AYC FALL SERIES — 1st, 2nd
 MAINE STATE CHAMPIONSHIPS — 1st
 BLOCK ISLAND RACE WEEK — 1st
 TAYC (OXFORD) — 1st
 NASS SPRING RACE — x OUT OF TOP TEN
 AYC FROSTBITE (FIRST HALF) — 1st
 FLEET 22 (N.J.) — 1st

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 Already tested by J/24 Class Association.

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Gooseneck fitting with improved positive acting reef cams.
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Invitation

It is an honor to offer our facilities and personnel to host the 1982 North American Championship. The Corpus Christi Yacht Club is qualified to sponsor this event by virtue of our prime sailing conditions, experienced race management, club facilities and hotel accommodations and most importantly, South Texas Hospitality.

Corpus Christi Bay is protected from the Gulf of Mexico by barrier islands, yet has a predictable sea breeze that provides plenty of excitement for vigorous racing conditions. An analysis of the month of June for the last three years shows the average wind velocity to be greater than 10 m.p.h. with a daily maximum between 18 to 20 m.p.h. Our average temperature in June is 82 degrees and there is minimal rainfall.

The bay is large enough to set starting areas within two miles of the docks. Distance races can be sailed easily with uninterrupted beats. The open expanse of the bay offers a beautiful setting for competitive racing.

The Corpus Christi Yacht Club's reputation for disciplined race management and enjoyable competition can be measured by the events it has sponsored: 1974 North American Quarter-Ton Championship, 1976 World Quarter-Ton Championship, 1978 Texas J/24 Championship, 1979 J/24 North American Championship, 1980, 1981 Texas J/24 Circuit Regattas.

The Corpus Christi Marina has ample room to safely raft the racing fleet. The Yacht Club has food and bar facilities available to race participants. We plan the usual tent over the entire parking lot to act as headquarters for the social events.

The bayfront area of Corpus Christi has plenty of hotels, motels, condominiums and eating establishments, many of which are within walking distance of the Marina.

When it comes to parties no one does it better! An event like this is a club-wide function with most members par-



Corpus Christi Yacht Club, site of 1982 North American Championship, extends "South Texas Hospitality" to sailors and their guests.

ticipating in one way or another.

We will begin with an opening cocktail buffet after the skippers' meeting, followed by a mid-week Western Fling and a final trophy presentation and party. There will be the usual post-race beer-under-the-tent.

J/24 Fleet #3 and the Corpus Christi Yacht Club are really gearing up for this event to make it a pleasure for all participants. We hope to see you there, so y'all come on down!

Notice of Race

Site Corpus Christi Yacht Club, Corpus Christi, Texas, sailing on Corpus Christi Bay.

Rules The 1982 North American Championship for the J/24 Class (hereafter called the "Regatta") will be governed by and conducted under the following rules; and in the event of conflict each listed reference shall take precedence over those above it in the following list:

- a. The International Yacht Racing Union Yacht Racing Rules as in force May 31, 1982 ("Racing Rules"). The 720 turns penalty as provided in Rule 72.4 (Alternative Penalties), and Appendix 3, Alternative Penalties for Infringement of a Rule of Part IV of the Yacht Racing Rules, shall apply for infringement of a rule of Part IV, Racing Rules.
 - b. The Class Rules of the International J/24 Class Association.
 - c. This Official Notice of Races and Official Sailing Instructions, including any supplements thereto, which shall be published by the Corpus Christi Yacht Club Race Committee.
- Each of the foregoing items may be modified by the Official Sailing Instructions and supplements thereto.

Administration The Regatta will be conducted by Corpus Christi Yacht Club Race Committee and will be subject to overall supervision and authority of the Jury under Racing Rule 77.5.

"No Appeal". — For all purposes, including but not limited to determining results of each race and of the championship series and the award of prizes, decisions of the Jury in respect of any matter, including protests, shall be final and shall not be subject to appeal.

Eligibility Each skipper must be an active member of the U.S. J/24 Class Association.

Schedule

May 31	Mon.	0900-1800	Inspection and Registration
June 1	Tues.	0900-1800	Inspection and Launching
		1900	Skippers' Meeting and Buffet Party
June 2	Wed.	1000	Race 1
		1500	Race 2
June 3	Thurs.	1000	Race 3
June 4	Friday	1000	Race 4
		1500	Race 5
June 5	Saturday	1000	Race 6
		1900	Western Party
June 6	Sunday	1000	Race 7
		1400	Presentation of Awards

Racing

The Regatta shall consist of as many as seven (7) races, but not less than five (5) races. All races which shall be completed in the Regatta shall count in scoring for all yachts entered in the Regatta; there will be no "throw-out" race.

Times of events not noted above will be specified in the Official Sailing Instructions which will be furnished to all entering yachts. Times and dates of the several races, the number of races, and the sequence of races may be changed by the Race Committee, provided no race will be scheduled to begin prior to 1000 hours June 2, 1982, or after 1800 hours June 6, 1982. The Race Committee reserves the right to divide the fleet. If the fleet is divided Races 1, 2, and 3 will be qualifying races, after which the fleet will be divided into a championship fleet and a consolation fleet. All races will count toward the championship.

Scoring

A low point scoring system shall be used, with the winning yacht receiving one (1) point and each succeeding yacht receiving the number of points equal to its finishing position. Points for DNF, DNS and RET shall be the number of starters plus one (1) point. Points for DSQ shall be the number of series starters plus three (3) points. When there is a tie on total points between two or more yachts, the tie shall be broken in favor of the yacht or yachts with the most first places, and when the tie remains, the most second places, and so on, if necessary. When the tie remains, it shall stand as part of the final series results.

Awards

Prizes shall be awarded to the ten (10) best individual yachts in the Regatta. A separate award shall be presented to the first place yacht in each of the races. A participation award will be presented to each yacht starting the series. Additional prizes may be awarded as announced.

At the discretion of the Regatta Chairman, prizes may be awarded notwithstanding failure to complete the minimum number of races for the Regatta.

Inspection & Measurement

To qualify for the Regatta each yacht shall be an authentic J/24. Class member boat decals shall be displayed on the transom. Yachts will be selected for inspection for compliance with J/24 Class rules on a random basis, at the discretion of the Race Committee. Certain yacht characteristics will be verified by measurement at the time of launching. Arrangement for measurement prior to launching should be made at the time of registration. Only one main, one 150% genoa, one jib and one spinnaker, may be presented for measurement, or used, by a skipper during this Regatta. All sails manufactured after November 1, 1981 must have sail royalty tags, and have Part E of Measurement Certificate completed and signed by the sailmaker.

General

Hauling Out — A yacht shall not haul out during this Regatta after initial launching, except in the case of proven emergency, and then only after receiving written permission of the Race Committee.

Substitution —

A. Crew members starting the series must sail throughout, except with prior written approval of the Race Committee in the case of proven accident, illness or other necessity, OR if the change shall have been declared upon registration. Written permission for unscheduled crew changes must be obtained from the Race Committee before the race, and such permission shall be denied if unfair advantage is gained thereby, or if the substitution is not deemed to be an absolute necessity.

B. The minimum crew is three (3) persons. A boat must sail with the same number of crew throughout the series.

Sailing Instructions — A copy of the Official Sailing Instructions will be mailed to each entrant at his address designated in the Entry Form. An additional copy of the Official Sailing Instructions will be furnished to each contestant upon registration at Corpus Christi Yacht Club.

Docking and Mooring — The registration fee includes charges for docking and mooring, which will be at Corpus Christi Yacht Club and in accordance with instructions of the Corpus Christi Yacht Club Docks and Moorings Chairman. Detailed instructions for docking and mooring will be provided to each contestant at registration.

Entry

Each entry shall be submitted on an Official Entry Form which must be received by Corpus Christi Yacht Club not later than May 15 1982, accompanied by a check for \$190.00. Late entries may be accepted at the discretion of Corpus Christi Yacht Club Race Committee upon payment of an additional fee of \$50. The entry fee includes launching, hauling, docking and mooring, car and trailer parking, four tickets to cocktail buffet and western party. Additional charge of \$25 for extra crew or guest for week's activities.

Contact

For further information please write to John Shepherd, J/24 Chairman, Corpus Christi Yacht Club, P.O. Box 2345, Corpus Christi, TX 78403

Invitation

Fleet 17 of San Francisco Bay and the members of the St. Francis Yacht Club take great pleasure in announcing the 4th J/24 World Championship, to be held on San Francisco Bay from October 6-16, 1982. Here you can renew friendship with sailors from all parts of the world, enjoy the sociability of wonderful parties, and compete under the ideal sailing conditions of San Francisco Bay.

The facilities of the Yacht Club, including a full service dining room, several bars, and various meeting rooms, will be available to regatta participants, their families, and friends throughout the championship. Breakfast, box or full service lunches, and dinners will be available for purchase at the Yacht Club each day, except Mondays. Additionally, a multitude of restaurants of varied price ranges and cuisines are available within a one-mile range of the Club.

A large fleet of spectator boats is expected to be available throughout the regatta, and should provide ample opportunity for members of your party to watch the races. Also, the St. Francis Yacht Club is ideally located near the entrance to San Francisco Bay; while for this regatta, we will not be racing immediately in front of the Club, it is quite likely that other sailing fleets will be, and the Club provides an excellent vantage point without the need to even leave shore.

The races will be sailed on the Berkeley Olympic Circle, which is located about six miles east of the Yacht Club Marina. The sailing area is within the Bay, but is in open water and well away from land in all directions. The prevailing summer and fall winds are sea breeze westerlies, filling in near the Club by 1100 daily, and progressing eastward to reach the Circle by 1200. Typical velocities range from 10-20 knots by the fall.

While the West Bay, where the Club is located, is swept by strong current, the racing area is out of the main flow. The Circle area is quite shallow (2-5 meters), however, it is directly downwind and downstream of the swells entering the Golden Gate. These factors combine with the upstream fetch of the sea breeze to create a short chop on most days.

The air temperature in October is typically 60 to 70 degrees F, or warmer if we get a light air period. Anything other than clear skies is extremely unlikely.

To facilitate the unfortunate who may have gear problems while racing, a repair shop will be available at the Yacht Club for hull and rigging repairs. Also, a pickup point will be arranged to coordinate overnight sail repair service by local lofts, and several local chandleries are expected to set up vans at which rigging parts and hardware will be available.

All in all it should prove to be the best J/24 World Championship of all time, and one you will not want to miss. Please feel free to call or write Jim Taylor, the Race Manager at the St. Francis Yacht Club for any information regarding this outstanding event.



Scenic San Francisco Bay will be the site of the 4th J/24 World Championship. The Berkeley Olympic Circle promises ideal racing conditions for this challenging event.

World Championship IV

Site All course racing will be sailed on the Berkeley Olympic Circle in San Francisco Bay, California. The Championship is co-hosted by Fleet 17 of San Francisco Bay and the St. Francis Yacht Club.

Rules The World Championship will be governed by the 1981 racing rules of the IYRU, the prescriptions of the USYRU, the current rules of the International J/24 Class, and by the Sailing Instructions. Appendix 3, 720 Turns, of IYRU Rules shall apply.

Eligibility The number of entrants from each country will be established by the IJCA. United States competitors will qualify primarily at the district level, decided by the USJCA. The defending world champion is pre-qualified. All (co-) helmsmen and owners must be valid members of a NJCA. The (co-) helmsman must be of the nationality of the country he represents.

Schedule	Oct. 6-7	Wed.-Thurs.	Measurement and Registration
	Oct. 8	Friday	Practice Race
	Oct. 8	Friday	Opening Ceremonies
	Oct. 9	Saturday	Race 1
	Oct. 10	Sunday	Race 2
	Oct. 11	Monday	Race 3
	Oct. 12	Tuesday	Race 4 - Midweek Party
	Oct. 13	Wednesday	Lay Day
	Oct. 14	Thursday	Race 5
	Oct. 15	Friday	Race 6
	Oct. 16	Saturday	Race 7
	Oct. 16	Saturday	Trophy Presentation Party

Racing Seven races are scheduled in the series, four of which must be completed to constitute a championship. The lay day may be used for a make-up race if four races have not been completed.

Course The racing will consist of six closed course races and one medium distance Bay race. The closed course races will be on an Olympic course (1 lap triangle and 1½ windward-leeward) with weather legs between 2 and 2.25 nautical miles. The medium distance race may use a series of inflatable and permanent buoys on a course between 18 and 25 nautical miles.

Scoring The low-point scoring system as described in Appendix 5A of IYRU rules, shall apply. All completed races will count toward each yacht's final score.

Inspection & and Measurement An Inspection and Measurement will be performed on each yacht before completing registration. Only four sails will be measured for use in the Championship. Any sail manufactured after November 1, 1981 must have a sail royalty tag.

Charters Charter boats will be available to those qualified competitors from outside the North American continent. The charter fee will be \$500 for boats without sails and \$750 with sails, with the understanding that the owner or his representative may be on board at all times. Please let the contact know as soon as possible your intent to charter.

Entry The entry fee is US\$350. Entries must be postmarked by August 22, 1982. Acceptance of late entries is not anticipated. The fee includes five participation awards, five tickets to the three social functions mentioned above, trophies, racing hoist and dock fees, and use of the Club facilities from Tuesday, October 5 through Sunday, October 17, 1982.

Contact For entry information please contact: Jim Taylor, Race Manager, J/24 World Championships, St. Francis Yacht Club On The Marina, San Francisco, CA 94123 U.S.A., (415) 563-6363

Championship of Champions

by Grant Donaldson

Four teams could have won the Championship of Champions going into the last two races of the October 13-16 series. With good tactics and a bit of good luck, John Kolius of Seabrook, Texas triumphed in the St. Petersburg, Florida, regatta.

Sanctioned by the U.S. Yacht Racing Union, the event included six races with one throwout. It was designed as a competition among the best one-design sailors in the country. Kolius, for example, is a J/24 world champion. Nineteen other national and world champions, each with a three-member crew, competed in brand new J/24's.

Kolius finished 8-3-1-2 in the first two days of racing — in winds up to 20 knots. However, the final two races, on the last day, were in light air and required subtle tactics.

John Aras, the Albacore National Champion from Edgewater, Maryland,

was leading the series with 19 points going into the final pair of races.

Kolius was in second place with 22.7 points. However, Flying Scot National Champion Andy Fox (25.7 points) or Norm Freeman, U.S. 1 Midwinter Champion, (37.7 points) could have won overall if either had won the final two races.

All week the tactic had been to go left up the course to avoid the current on the beating legs of the Olympic triangles. Although the tide was still running against them and the left side looked better, the boats that sailed up the right side of the course in the 6-knot winds found more air in the next-to-last race.

Jeff Lenhart, a Snipe world champion from Newport Beach, California, won the race. Dave Chapin, champion in the Snipe and Sunfish came in second,

and Kolius came in third. Aras finished fifth.

With one race left, Kolius had moved ahead of Aras by .6 of a point. Chapin, with his second-place finish, had moved to third overall with 42.4 points.

In the final race, the wind increased to about 8 knots and the tide started in. Norm Freeman, of Ithaca, New York, won. Chapin was second, and Kolius finished third.

Kolius threw out his eighth place finish and captured first overall with 20.1 points.

Aras finished with 29 points for second; Chapin was .6 of a point behind with 29.4 points for third.

Freeman was fourth with 37.7 points. Fox had dropped to fifth place overall with 64.7 points after finishing 15 and 12 in the final two races.



Heading for open waters.



A close start at the Championship of Champions.

USYRU 1981 CHAMPIONSHIP OF CHAMPIONS

POS	SKIPPER/CREW	HOMETOWN/ CLASS REPRESENTED	FINISHING POS	POINTS
1	J. Kolius, C. Wilk, M. Foster	Seabrook, TX/J/24	8- 3- 1- 2- 3- 3	20.1
2	J. Aras, D. Sansom, J. Martin	Edgewater, MD/Albacore	4- 1- 2- 4- 5- 5	29.0
3	D. Chapin, M. Hallman, S. Young	Austin, TX/Sunfish	6-6-10- 1- 2- 2	29.4
4	N. Freeman, J. Abbey, R. McHenry	Ithaca, NY/U.S. 1	5- 4- 8- 3-10- 1	37.7
5	A. Fox, R. Walker, K. Early	Orlando, FL/Flying Scot	2- 2- 4- 6-15-12	43.7
6	J. Lenhart, E. Baird, J. Brady	Newport Beach, CA/Snipe	DSQ-DSQ-3-5-1-6	54.4
7	R. Johnstone, C. Burkhalter, J. Holton	Stonington, CT/J/30	3- 7- 5- 7- 8- 7	54.7
8	D. Curtis, W. Corwin, J. Hardenburgh	Marblehead, MA/Etchells 22	12- 5- 6-13- 4- 4	55.7
9	J. Franco, R. Gragirena, D. Perry	Newport Beach, CA/Lido 14	1-10- 7-14- 7- 8	56.0
10	B. Campbell, J. Rader, A. Terhune	Bayville, NJ/E Scow	9-17- 9- 8-13-16	85.0
11	L. Klein, W. Cross, B. Sobolewski	St. Clair Shores, MI/Highlander	WD-9-12-12- 9-17	89.0
12	M. Fahle, S. Spitler, P. McRitchie	Toledo, OH/Tasar	11-DSQ-17-17- 6- 9	89.7
13	G. Fisher, R. Knilians	Columbus, OH/Interlake	13- 8-14-11-16- 9	92.0
14	B. Rowland, B. Goldsmith, P. Carelli	Bell Brook, OH/Y-Flyer	16-14-11- 9-19-14	94.0
15	J. Young, D. Freeland, J. Young	Carpinteria, CA/Sol Cat 18	7-11-DSQ-20-12-15	95.0
16	J. Maccausland, J. Wright, P. Wright	Cherry Hill, NJ/G.P. 14	10-15-DSQ115-14-11	95.0
17	J. Barnett, B. Stewart, S. Olive	Tallevast, FL/Mariner	14-12-16-10-17-13	95.0
18	H. Hodgson, D. Mahrle, C. Bjerregaard	Horton, MI/Rebel	15-16-15-19-18-10	104.0
19	L. Shedden, N. Manuel, R. Scala	Sharpsville, PA/Buccaneer	17-13-18-16-11-18	105.0
20	H. Blanchard, J. Vereer, J.M. Coburn	Whiteville, NC/Tanzer 16	18-18-13-18-20-20	117.0

Championship of Chairmen

BAVIER TOPS CHAIRMEN

The Championship of Chairmen was held October 18, 1981, following the luncheon that concluded the USYRU Annual Meeting in St. Petersburg. USYRU Committee Chairmen skippered and sailed five-up in the 23 J/24s used for the Championship of Champions, using small jibs and spinnaker. Winds were light on Tampa Bay, and the competition keen, providing a welcomed change of pace from the long meetings of the preceding days. Bob Bavier bested the top notch fleet that included such notables as Helen Ingerson, Chuck Kirsch, Ev Harrell, Quentin McGown, Jan O'Malley, Dave Perry, Ding Schoonmaker and others. Dick Tillman was second and Harry Anderson was third.



Chairmen enjoy change of pace.

Midwinters V

Story and Photos by Chris Syms

With crews from as far away as England, sixty-three J/24's gathered together on Biscayne Bay for the fifth J/24 Mid-Winters. The annual event, held December 29-January 1, was hosted by the Bear Cut Sailing Club with its facilities located at The Rosenstiel School of Marine and Atmospheric Sciences (RSMAS), University of Miami.

The series of six races was run on the standard J/24 trapezoid course. In contrast to last year's heavy airs and cold temperatures, the race was hampered by light airs and temperatures in the 80's. Charlie Scott of Annapolis, former J/24 World Champion, took honors by beating last year's Mid-Winter champion, Augie Diaz, from Miami.

To keep control on the starting line the fleet was divided in half, which apparently worked, having had only one general recall in the six-race series. The first three races were elimination races. Initially, the fleet was divided quarterly and color-coded. The four fleets then rotated at each start to ensure that each boat would race against each other.

The planned nine-race series was narrowed to six because of light airs. On the last day of the series, after a two-hour wait for a breeze, only one race was run as the wind slacked off in the early afternoon. Augie Diaz went home the early leader with Charlie Scott in third.

With 8-10 knots of breeze, the second day proved more favorable and two races were run. In the second race of the series, Diaz kept his lead by finishing fourth, with Charlie Scott narrowing the point spread to one with a third. In the third race, Diaz and Scott finished tenth and twelfth respectively. The defending J/24 National champion, H.J., co-skippered by Buddy Duncan and Dave Curtis grabbed first place but his twentieth place finish in the first race kept him



THIS SIDE UP rounds mark ahead of I'LL GO.

in a third place situation overall. Diaz had a three-point lead going into the third day of racing.

After the three elimination races, the whole fleet was split again by points to a Championship and Designer's fleet for the final three races.

The third day of racing proved to be the best. The winds freshened to 12-15 knots, and Dick Oakley, the Race Committee chairman, pushed for three races on that New Year's Eve day, finishing at

dusk. Scott came alive finishing first in the fourth race of the series with Diaz dropping back with a twelfth, and Duncan/Curtis moving closer to Diaz with a third. Diaz came back hard in the final two races that day with two firsts, Scott finishing fourth and fifth, and Duncan/Curtis grabbing third and fourth.

The long day ended with Diaz only one point behind Scott, now in first place. The fourth day of racing, however, hampered the Race Committee again with a no air situation. After a two-hour wait in the hot sun (New Year's Day), the regatta had an anti-climactic finish, and the final day's racing was cancelled; the championship going to Scott, with hometown favorite, Diaz, finishing one point behind in second place and Duncan/Curtis third.

In the Designer's fleet, *Mini-mouche*, with Richard Hallet at the tiller, took first place and the award for best kept boat in the combined fleet.



The two-hour wait for wind on the last day.

MIDWINTERS V

CHAMPIONSHIP DIVISION

POS	YACHT	SKIPPER	HOMETOWN	1	2	3	4	5	6	TOT
1	Viva 40	C. Scott	Annapolis, MD	3-	3-12-	1-	4-	5		28
2	I'll Go	A. Diaz	Miami, FL	1-	4-10-12-	1-	1			29
3	H.J.	M.Duncan-D. Curtis	Marblehead, MA	20-5-	1-	3-	3-	4		36
4	Tchau	M. Ploch	Clearwater, FL	6-13-	5-	4-	8-	3		39
5	Popeye	B. Whitmore	Lincoln, MA	9-	8-	1-14-	7-	2		41
6	Etera	P. Isler	Rowayton, CT	6-15-	3-	2-14-	6			46
7	Windfall Prophet	S. Young		3-	7-	7-	5-15-	13		50
8	This Side Up	K. Reynolds	S. Kaneateles, NY	4-	2-	8-	6-19-	12		51
9	Dixie	J. Johnstone	Newport, RI	20-	2-	9-	8-	5-	8	52
10	"11"	S. Allen	Annapolis, MD	7-	6-	6-	7-20-	7		53

DESIGNER'S FLEET

1	Mini-mouche	R. Hallet	Falmouth, ME		2-	1-	3			6
2	Ra	C. Millican			10-	6-	5			21
3	Bandito	T. Thomas	Miami, FL		10-	6-	5			21
4	Frozen Asset	G. Mercier	Montreal, Quebec		9-	4-	12			25
5	Candy	F. Wiedeke	Bayville, NJ		5-	10-	10			25



QUICK SILVER leads INTENSE and DR. FEELGOOD.

South of the Border

by John K. Bright

Sunday, August 9, 1981: I felt like the guy who watched his mother-in-law drive his new Porsche 928 over the cliff. All that go slow stuff on my J/24, *Whisper*. I thought about changing her name to *Oh Sob*. Three anchors and 550 feet of line in the bow, 40 gallons of water (333.6 lbs.), 15 gallons of 50:1 fuel for the iron sail, another 100+ lbs., food for four for three weeks — ouch! 50 lbs. of ice, etc., etc., etc.! And then all that wind resistance. Man overboard pole, radar reflector, flag halyards and on and on. She was trained for racing on our high Colorado lakes, and here I was taking her to sea to — of all things — cruise! And where even the fish speak Mexican! Hollering "Starboard" at a whale won't work.

So here we were in San Carlos after a 1200 mile haul with "Tug," our Blazer, from Golden, Colorado. No trouble on the way down. Generally moving at 55 except through the hills south of Douglas, Arizona where we crossed into Mexico.

At the border crossing, we had to wait about an hour and a half while the solitary paper pusher finished his supper. We bought insurance for the rig, changed some money, and waved an adios and muchas gracias at the officials and moved south. We had to stop at a check station some 10 miles south, and an inspector started to climb up the trailer with his black-soled leather boots. When I insisted he remove his shoes in sign language and put on my size 13 Admiral Cups, he changed his mind and we were waved through.

My high spirited crew consisted of wife, Diana, and Bob and Winnie Hamilton. We arrived at San Carlos Marina about 11 o'clock on a Sunday. It was extremely hot, but we decided to rig the boat anyway. We began by stepping the mast with the gin pole. I couldn't help because I'd smashed my knee into a parked trailer and the heat/humidity was making me dizzy. Lousy omen. Stays and shrouds were set up and I backed the trailer down the ramp with fear of what the salt water was going to do to my Ezeloader. Tying a line on the trailer tongue to the ball on "Tug's" afterend we let the trailer go and *Whisper* floated loose right on her racing lines. Salt water! We pulled the trailer back out and hosed it thoroughly, parking the whole shebang. It



was off season in San Carlos, but even so, the marina management there deserves my sincere thanks for their help and advice, and for letting us leave our car and trailer for the duration at no charge.

All day Monday was spent convincing the Port Captain in Guaymas that a boat so small could handle the open sea of Cortez. While Bob and Winnie completed organizing and tuning, Diana and I made for Guaymas. The first stop was the port office at 8 AM. The official in charge said we must have an agent and recommended one. But we had to find him. The agent filled out papers, talked to the Port Captain, sent us to see him to convince him of my ability and *Whisper's*, then back to the agent. More documents. Wait for delivery by the agent to the Captain for signature, then Immigration, the bill for service, and by 5 PM. we had our rubber stamped official dispatchos. The key was a letter relieving the Port Captain of all responsibility. All were courteous and friendly, but "slow" is an inadequate word to describe the process.

When we got back to San Carlos, Bob and Winnie had the sails on and ready to go, and in the falling light, I figured our course across the Gulf. We motored clear of the harbor entrance, upped the main and 150 Jenny and leaped off at 7.5 knots on a reach for Mulege 80+ miles southwest. The wind held for the entire leg. Sky was clear, sea mild, and even with our calculated all-up weight of 4900± lbs., *Whisper* sailed like the race horse she is.

Daylight showed us 40 miles north of our DR position. Was it current? Compasses? Have to check them. Changed course more southerly and put up the chute. Wind was up — perhaps 20Kt. We flew on a broad reach. As one we shouted "Love it!" Porpoises rode our bow wave as we rounded Punta Chivato and felt our way into the shallow entrance to anchorage in the river mouth at Mulege.

"No Hielo!" No ice! Ralph, Skipper of the Catamaran anchored next to us, said it would probably take all day to get ice. That is, if you could get it at all. The ice plant had been broken down for six months. The three cube machines in town were empty 10 minutes after opening. We will always remember Mulege for three things: heat, no hielo, and the good and friendly people. Especially His Honor, the Mayor.

When the Port Captain could not be found two days running, we were directed to the Commandant of Marines, who in turn sent us to the Mayor. Holding office in his red tee shirt with the word "Mulege" and football numbers 76 on it, he most cordially and with twinkling eye behind wire glasses, personally typed our "permisio" to sail on (with many carbons). He signed it with a flourish, called in the Police Chief to sign, both stamped the document, and away we all went with many thanks and lots of good will for a small fee.

A nasty storm hit Mulege that evening, but by then we were well south in Concepcion Bay. That night, by moonlight, we crept into Coyote Bay and dropped the hook off a sheltered beach.

Several days were spent here snorkeling, fishing and sunning. Bob and Winnie hitchhiked back to Mulege for hielo one morning, and returned with a 50 lb. block. So the ice plant was fixed for a day.

Then a fast reach northwest out Concepcion Bay and south on long tacks to Loreto. Oh God — another night land fall and no moon, with the wind on our nose. Although Loreto is an open roadstead, Carmen Island does cut down the fetch and it looked like a safer bet than anything else I could make out on the chart or cruising guides. We hugged the



Whisper lies at anchor off the Mexican coast while her crew soak up the sun and relax.

mainland shore, but I'll never know how we missed the small, low island midway between Isla Coronado and the mainland. We never saw it, although we looked.

The chart-indicated group flashing white light was out, but fortunately the street lights along the quay were still on and we could make out the T pier near the north end of the beach. We dropped anchor in 10 feet off the beach and called it a night.

Next day it was charge the battery and find a good hotel for the night to clean up and spread out. The Mission of Loreto Hotel on the quay was perfect.

Checking in with the Port Captain, I discovered that if one changes plans, one needs a new revised dispatcho. He was kind enough to prepare one, and signed and sealed it, both as Capitan de Puerto and Immigration Officer. Bob and I carried the battery about a mile before getting a ride to a shop where we left it to charge. Meanwhile we refilled our gasoline supply at a Pemex station and filled five empty five-gallon water jugs.

Someone swiped the paddles from the beached inflatable dinghy. Worse than that, a seam had come unglued, and the air was gone from one side. Along came one of the reasons we love to sail, a 26-footer, *Amber Song*, complete with a great couple, Bob and Sandy, with extra paddle and the right kind of cement! The three-masted, hand-built, 54-foot schooner *Osprey* joined us and we all discussed gunk holes, radio nets, fishing, boats and told sea stories. Rick, Skipper of *Osprey*, noted that sea stories are like fairy tales in that the latter always start with "Once upon a time," and the former

with "Now this is no bullshit."

The pleasant afternoon passed all too soon, and we left our new-found friends to anchor the night at Isla Coronados to the north.

Another pitch black approach! There's that island we missed the other day. There was a light ahead and we figured there was a boat at anchor. I homed on it with a careful watch on the depth sounder. In ten feet we dropped the hook and realized the light was on shore at a fishing camp. So much for precision piloting. What looked to be circular rainbows in the water proved not to be Portuguese men-of-war, but rather some kind of iridescent plankton with lavender cores that flitted around. Needle fish filled the water all around the boat. We slept in sheltered peace after the fishermen left in their panga. The whole island was ours.

In the morning, my crew went snorkeling only to find that something microscopic in the water was stinging them painfully. About 8 they were back on board swearing and hungry. After breakfast, we headed south again for Escondido. We passed the 26-footer also headed south, and by radio learned that they and *Osprey* were going to Bahia Chuenque to spend some time. *Osprey* was a couple of hours ahead of them. We decided to join them. We all agreed that we wanted no part of the California party crowd in Escondido harbor.

Even in the light air, *Whisper* drew rapidly away from the 26-footer. About two miles ahead, the water was boiling in an area perhaps a mile long and 1/4 mile wide. I checked the chart for reefs and called for the binoculars. My God, they're

porpoises! Thousands of them. Although we were moving at close to 5 knots, they quickly were too far away to see, so we concentrated on catching *Osprey*, moving down the shoreline fully dressed and stately as hell. We caught up as her sails were coming down in the bay, and we anchored nearby in our usual 10 feet. *Osprey*'s skipper and his wife had caught a Dorado, and he came over to us with enough filets to feed an army that evening. *Osprey* had no ice on board, so we went over after a feast with a chilled watermelon and a bottle of Bailey's Irish Cream. We spent the beautiful dusk planning the next day's joint adventures, contented and at peace.

The next morning, after breakfast and Bob's daily 10-mile run on the beach, I chased the whole crew off with our friends to snorkle for rock lobster. I was feeling crowded and looked forward to having *Whisper* and a good book to myself. There was enough breeze to be comfortable, and an occasional swim refreshed me. About 4 PM, my crew with friends and 18 lobsters returned and we all prepared for a beach party lobster dinner. We chipped in some chilled German white wine and brown rice.

Watching the night approach in this rugged, beautiful land had us all silent and thoughtful in the dying firelight.

Late morning found us reluctantly on a northerly course back to San Carlos. We sailed through the day and on through the night. The seas came up with a strong east wind. From crest to trough it was 8 to 10 feet. A light cloud cover obscured the stars from time to time. The wind was about 15 knots. Lightning flashed ominously ahead. About 3 AM the lightning flashed overhead but curiously there was no sound.

We sailed on and as day broke, could make out the land ahead. I took a sun and moon shot and got our position south of Guaymas. Current again?

We turned north and made for Cabras de Tetas (two protrusions of rock formations that look like teats of a goat), arriving San Carlos without incident about 11 AM.

Except for the fact that the car got Montezuma's Revenge on the way home (fuel pump), and subsequently I had to get the carburetor cleaned, filters replaced and gas tank steamed out, the trip was uneventful. The drinking water was potable everywhere, the food was good, no one became ill, the people were great and most of all, the four of us were still friends.

I would recommend a cruise south of the border to anyone.





Dear Mum . . .

by Sandy Peacock

Ed's Note: To aid the reader's understanding, Hughie is best described as the Australian deity of Wind and Water. "Send her down, Hughie," is a cry heard in the Outback when the farmers want rain. "Leo" is Australian for "Ready about!"

Thanks for the Christmas cake and the seersucker shorts. Trust that the rains came in time to help the crops and that all are well on the farm. Life down here has been quiet (for the city), until last weekend, that is, when the chance came to go sailing.

I had always thought sailing must be one of the most delightful pursuits known to man — a relaxing and sociable way to spend a day in the fresh air and sun. I found out what sailing is really like on a yacht called a J/24.

I had never been sailing before (although I've watched the Sydney-Hobart start on television) but I'd told a number of my boat-owning friends that I thought it would be fun to try. One of them rang me on a Friday afternoon ... I'd better call him Bruce to avoid libel actions, and anyway most sailors you meet are called Bruce so I'm pretty safe.

He said he was short a crewman for the race next day, so why not come along? It sounded interesting, but what if it was a dinghy or something like that? No, he said, it was a J/24, quite a large yacht with cabin and bunks and a galley. And I wouldn't even get wet.

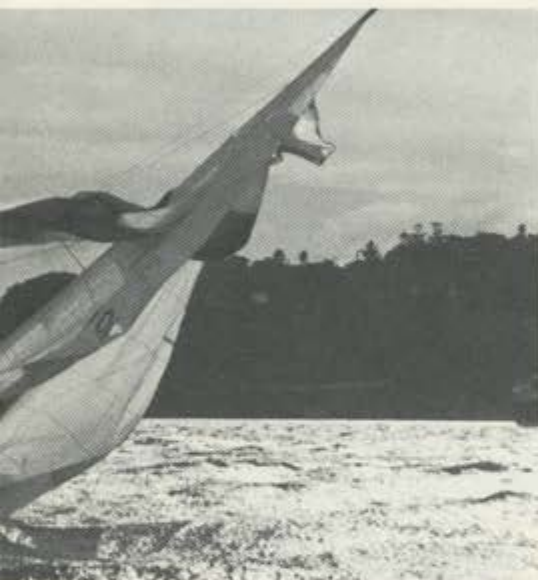
On Saturday morning it was blowing an absolute gale, so obviously the race would be cancelled. I went down to the yacht club for a drink, but there was Bruce and his crew rigging the boat and

they were all smiling. It didn't seem a very big boat at all and there wasn't so much a cabin as a sort of bulge in the deck. Not only that, but when you try to walk along the deck you fall over, and when you stand on the floor downstairs your body sticks out through the hatch.

I couldn't believe they would actually go racing in such weather, but the next thing I knew Bruce had given me a spray-jacket and we were preparing to cast off. Bruce introduced me to the other two crewmen while they were hoisting the sails, but the sails were making so much noise in the wind I didn't hear their names. They looked quite aggressive types so I didn't bother asking.

Bruce pointed to the edge of the deck and said all I had to do was sit there and hang on to the safety lines. He said my job was "wait on the rail" or something to that effect, but he didn't say what I had to wait for. As we headed out into Sydney Harbour the boat started rocking and tipping over quite violently, especially when the crew pulled on the mainsheet (the





rope attached to the big sail). But no one seemed worried.

One really fierce gust hit us and I thought the boat was going to capsize. Bruce must have seen the look on my face. "It's all right," he said, "Hughie did that." I knew now that one of the crewmen was called Hughie, and I suppose he must have pulled on the main-sheet too much.

Hughie obviously wasn't too bright because the next time we got a bad gust he did it again. "Take it easy, Hughie," I told him, and he looked at me as if I was mad. It wasn't much comfort knowing there was another novice on board in a storm like this.

I soon discovered that the other crewman's name was Leo, because Bruce called out to him as we were approaching the shore on the other side of the harbour. "Leo," he began, but before he could continue, the boat suddenly changed direction and I found myself sitting in the water with the boat leaning over on top of me. "Get up here, you idiot!"



Hughie called out from the other side of the boat. I thought this was rude and unfair but I managed to scramble up there after getting tangled up in something called the vang on the way.

Soon afterwards we arrived at the starting line, where about 20 other J/24s were milling about while we waited for other types of boats to start first. The start was between a red motor launch and a small buoy floating in the water about 200 yards away. There was a lot of calling out between the J/24s. At first I thought some of them had pets on board because several times when one sailed past us Bruce said "There's a dog," and once he even barked at another crew. But it must have been some sort of ritual because they barked back at us.

The next unusual thing was that Hughie and Leo disappeared into the cabin and emerged with four very strong rum and cokes in plastic cups. This must have been another ritual because after drinking them, they started calling out even more loudly to the other crews.

Then Hughie and Bruce had a strange discussion about the flavoured end of the starting line — I presumed this had something to do with the rum and cokes.

The last few seconds before our start were pandemonium. Even though they were tossing wildly in the wind all the J/24s crowded together next to the red starting boat. I couldn't understand this as there was plenty of room further along the line. Someone on another boat must have said something offensive because all the crews began yelling at each other. We made it across the line somehow after bumping into several other boats, and Bruce told their skippers to go home, which seemed a bit unfriendly. A few of the skippers weren't happy with their first starts, so they turned around and tried it again.

We set off on what is known as a "beat" to the first rounding-mark. Every few minutes Hughie or Leo would say something about a shift, Bruce would turn the boat around, and I'd have to clamber across the cabin top or find



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myself in the water again. How anyone could call this fun I have no idea. And everyone was so busy they didn't even have time to call each other by their names.

We all had our own place to sit. Leo was at the front (he was called number 1), I was number 2, Hughie was number 3 and Bruce was the skipper. Leo and I had to sit with our legs hanging over the side of the boat and it soon became pretty clear we were put there to stop the waves breaking over Hughie and Bruce. We were soaked to the skin.

Before the start Bruce had explained to me that everyone on a J/24 has a role in the tactics, and I was able to see the system in operation during the race. Number 1 tells number 2 what the wind is doing and number 2 tells number 3. Number 2 also tells number 3 what the other boats are doing. Number 3 tells number 1 and 2 they're wrong and then tells the skipper what he (number 3) thinks the wind and other boats are doing, and what he (the skipper) should be doing. Number 1 and number 2 tell the skipper that number 3 is wrong, number 3 tells the skipper that number 1 and 2 are wrong, and the skipper tells everyone to shut up.

Every time we passed another J/24, Bruce would smile in an unpleasant sort of way but he never waved to them. Occasionally one would pass us and he'd tell us to pull on or let out some little ropes called the cunningham and the outhaul. Leo explained to me that this was "one-design" racing and all the boats had the same speed. And since the skipper wasn't doing anything wrong we had to adjust these ropes if anyone passed us.

I was still quite frightened by the whole thing, but the boat did seem quite buoyant and by the time we arrived at the first mark I had convinced myself we weren't going to sink. But as we turned around the mark everyone went berserk. Leo ran up to the front of the boat and started waving an aluminum pole around and Hughie was pulling madly at some ropes on the deck. Suddenly we had a big colored spinnaker-sail billowing in front of us and the boat literally took off. I have never seen a boat go so fast in my life. It was all I could do to hang on to the safety line, but the rest of the crew seemed to be enjoying themselves immensely. They had all gone mad.

Then I saw an extraordinary sight. Just as an extra hard gust of wind came across the water two of the J24s in front of us leaned over, skidded sideways, turned at right angles and fell on their sides. Their sails disappeared in the water and the crews appeared to be

hanging on vertically to the deck. You won't believe this but we sailed right past them and Hughie and Leo were laughing. Bruce looked worried.

To my utter horror not ten seconds later the same thing happened to us. The world went on its side and before I knew it the deck had become vertical and I was hanging on to the safety line in mid-air. This is it, I thought. Bruce and Hughie were yelling at Leo to "throw it" and Leo was yelling something back at them, and then suddenly the boat came miraculously upright again. Hughie tugged at something on the deck and the spinnaker fell into the water and they pulled it into the boat.

"The mind boggles at this sort of mentality."

Not only were we still alive but there didn't seem to be any water in the boat. The other sails were flapping and shaking with noises like gunshots. The crew pulled some ropes on and we took off again, but this time the boat seemed quite steady. By this time I was past caring, but the others were laughing again. The mind boggles at this sort of mentality.

I don't remember much about the rest of the race except that I just hung on and said nothing. We went around the harbour a couple of times but we didn't use the spinnaker again, and although we leaned over a lot and got wetter we didn't fall on our side. The worst bit was when apparently every yacht on the harbour converged at a big metal buoy in one of the bays and the yelling started again.

We finally finished the race and sailed back to the yacht club. There didn't seem to be anything broken on the boat and in fact it looked the same as when we had set off that morning. The crews headed for the bar. Here's the clincher: instead of being even remotely grateful for their lucky escapes they actually compared notes about who lay on their side the longest. I think the winner of this award was a green boat. So now you know what sailing is like and you can see the sort of lunatic fringe that races these boats. Avoid these people at all costs.

Your loving son, Julian



Reprinted courtesy of Australian Sailing Magazine, Bob Ross, Editor.

1981 World Championship

by Frank Martin

In one of the closest offshore regattas I've seen for many years, Australian Olympian Mark Bethwaite won the American Express J/24 World Championship held January 6-16, 1982 off Sydney Heads. In winning the title, Bethwaite showed the cool temperament for which he has become renowned when, after a 7th and 10th placing in the first two heats of the series, he bounced back to record three wins and a second in the last five heats.

Piloting Bunker Snyder's *Bandit*, Bethwaite had a close battle with three-time Etchells 22 World champions, Dave Curtis and Buddy Duncan, of Marblehead, Massachusetts, for the entire series. Few places separated them at any time. It was a disappointing series for the Curtis/Duncan team. Although their placings of 5-1-3-3-6-17-8 were good enough to capture the second overall position, they were unable to match Bethwaite's consistent top racing. Finishing in third place, and only two points behind Curtis, Kurt Miller of Hermosa Beach, California, also put together a consistent series but lost any chance of snatching second spot with a tenth placing in the heavier conditions of the final race.

Without a doubt, the most unlucky Australian was Andrew York. Sailing Graham Nock's *Bull Bull*, York was to excel in the heavier conditions showing blinding boat speed, especially downwind in the surfing conditions which prevailed in races four and seven. The only other Australian to match the outstanding performance of the Americans (who filled seven of the top ten places) was former National champion and Olympian Gary Gietz. Although lacking the boat speed necessary to match Bethwaite, Gietz showed the determination which has become a trademark of *Won One*, the J/24 he won in a raffle.

Time after time during the series, Gietz worked his boat back through the field after a bad start or being on the wrong side of a wind shift.

The American Express series got under way in the unique Manly Circle in the Pacific Ocean off the northern beaches area of Sydney, in a 10-15 knot southeasterly breeze, with a short choppy sea. The sea conditions were to play an important part as the series progressed. As expected, the competitors were subjected to a general recall at the first attempt to get the fleet away (the series was to have twelve in all).

Steve Washburn, of Long Beach, California, led the way around the first three marks with countrymen Greg Dorland of Lake Tahoe, California, Wiley Wakeman of Marion, Massachusetts, and Bruce Golison of Sea Beach, California, in close company with the Australian trio of Gietz, York and Bethwaite. Golison took over at the last windward mark with Curtis rounding in second place. In one of the most determined and professional comebacks Bill Menninger of Goleta, California, chose the best side of the final beat to snatch the first heat. Remarkable as it was, Menninger had touched the leeward mark of the starting line causing him to re-round and start again, losing some two and a half minutes in the exercise. The close racing that was to prove a feature of the series was shown in that only three minutes covered the first ten boats across the line. Placings in Race 1: MENNINGER, GOLISON, YORK, WAKEMAN, CURTIS.

Race two and again it was the Americans who were to show the way. Kurt Miller, Curtis, Washburn, and Dorland led the Australian combination of John Harris and Mike Hesse in *Traffic Jam*, and the best placing Japanese boat, *Olive*, steered by Shigeko Hagiwara. Irish World Champion Harry

Cudmore and Australian, Gietz, came unstuck on the final beat when their private duel took them too far to the wrong side of the course, allowing Olympic coach Mike Fletcher to slip past into third place. Placings in Race 2: CURTIS, MILLER, FLETCHER, GOLISON, WASHBURN. (Breeze maximum 10 knots northeasterly)

The light breezes of the previous day were still prevailing from the northeast as the fleet got away with Curtis threatening to repeat his performance by leading to the first mark over Bethwaite, Wakeman, Golison, Menninger and Miller. The order remained unchanged with Bethwaite, Golison and Miller working the left side of the second beat, and Curtis, Menninger and Wakeman the right side. In the close tacking battles which ensued, Gietz put Miller about but Miller was unable to complete his tack in time and took the alternate 720 degree turn penalty. Bethwaite and Gietz, showing better boat speed than the Americans, powered into first and third places respectively.

On the final run Bethwaite opened up his lead to over a minute as Gietz closed to round with an inside overlap over Curtis. On the work to the finish, Gietz appeared to err in chasing Bethwaite down the right side of the course, losing his second placing to Curtis who had chosen to work the left side, with the least current effect. Curtis overstood the finishing line by 300 metres (the effect of the current being less than he expected) to allow Gietz to regain his second placing. With excellent boat speed, Bethwaite covered both to win the heat by over one minute, with only seven seconds between the second and third boats, Curtis reaching across below Gietz. Placings in Race 3: BETHWAITE, GIETZ, CURTIS, WAKEMAN, HAGAN.

For Race 4, there was the first sign of strong breeze as the northeasterly was to touch the 20-knot mark at times and the moderate swell gave some enjoyable surfing down the wave faces. With excellent boat handling in these conditions, Andrew York established a handy lead of about 400 metres at the first mark. York increased his lead on the two reaching legs and was over a minute in front at the bottom mark with Bethwaite, Hagan and Curtis overhauling Hooper.

Hagan dropped third place to Curtis at the windward mark, the second time, when Hagan's crew fouled a spinnaker sheet in attempting to set their kite. As the leaders worked to the finish, Bethwaite had reduced York's lead but, with no other boat challenging, it appeared only a matter of covering to protect the lead. But drama was to unfold. With only 400 metres to the finish, Bethwaite dipped under York's stern and soon afterwards tacked onto starboard. York tacked onto port in what appeared to be a move to cover, but surprisingly York continued on the opposite tack. As both yachts put in their final tack to the finish, York was to pay the ultimate penalty for failing to cover the National champion. Bethwaite had chosen the favoured end of the finishing line and crossed less than half a boat length ahead of York to take the heat. Placings in Race 4: BETHWAITE, YORK, CURTIS, HAGAN, MILLER.

The fifth race of the Championship was moved to the inshore Olympic course after a rising swell and a breeze up to 25 knots caused organisers some concern for the safety of the boats and crews. Safety vessels stood by as the fleet moved inshore from the proposed offshore start with the winds now strengthening to over 35 knots.

The National champion, Bethwaite, was to show his knowledge of both inshore sailing and the local harbour conditions as he powered to win the heat by the biggest margin of the series, 4 minutes 25 seconds: some win in a one-design fleet! Series leader, Curtis, found little joy in the heavier conditions and was never better than fifth during the race, finishing sixth. With his win, Bethwaite led the series for the first time with Curtis in second.

The heavier conditions inshore (which topped 30 knots during the race) caused damage to two boats. Alan Basset's *Linton*, was dismasted in a collision with the New Zealander, Pat Lee at a mark rounding. Placings in Race 5: BETHWAITE, WASHBURN, MILLER, HYDE, GOLISON.

Race 6 of the championship was a distance scheduled inshore in beautiful

*"I thought we were going to spend the whole series looking at the Americans' transoms."
— Mark Bethwaite, after finally winning heat 3.*

Sydney Harbour, to give the sponsors and the public a chance to see the international fleet of 40 yachts go through their paces. And basically that is all it was to be, as the fixed course gave little or no working legs. In a 15-knot southeasterly breeze, the fleet got away to a start which was to prove the most important part of the race. Yachts which were at the windward end of the line, tacked shortly after clearing the Middle Head shoreline and laid the first turning mark in one tack. Those boats which had to put in a starboard clearing tack were merely sailing a longer course, as they completed the first leg reaching to the buoy.

Washburn, Miller, York, Gietz, Menninger, and Ireland's Joe English, all took the low line along the Western shoreline and rounded the mark in that order. The first mark caused some surprise for all competitors, especially overseas entrants, as it had a Naval vessel hanging off being refueled. On the return run to the Marly marks the first time, Gietz took



TOP: Start of Harbor distance race. BOTTOM: #2579 (Curtis, Duncan) and #1838 (Kurt Miller) neck and neck upwind.

a low line through the Middle Head opening and snatched the lead from Washburn. On the work which followed, Washburn took an early clearing tack onto a higher course which paid off, putting him in front again at the Nielsen Park mark. This Nielsen Park mark made impressive viewing, especially for the sponsor, American Express, who had chartered a ferry for the company's 100-odd guests.

Series leaders Bethwaite and Curtis suffered for the entire race, after a bad start buried them in the middle of the fleet with disturbed air. Neither got above 9th place in the event, finishing respectively 14th and 19th. Placings in the inshore race (No. 6): WASHBURN, MILLER, YORK, GIETZ, MENNINGER.

Based on his performances during the series to date, it was a brave person who would predict anyone other than Bethwaite to take out the title. Bethwaite held a 4-point advantage over Curtis, with Miller only a fraction of a point behind and Washburn another 8 (points) in arrears.

Although sea conditions for races were not favourable for spectator craft which ventured into the ocean to watch, they were to provide the best downwind rides of the series, and, as the race progressed, were to sort out the fleet on the working legs. It was a repeat of Race 4, with Andrew York powering into the lead through the chop, a lead he was never to relinquish. The International J/24 Class Executive Director, Richard Tillman of Satellite Beach, Florida showed excellent ability in the demanding conditions to hold series leader Bethwaite at bay for the first two legs of the course. However, on the second reach, Dave Catterns, Curtis, Bethwaite, Gietz and Menninger sailed over Tillman.

Of the bunch, Catterns was a little unlucky as, unknown to him, he had in fact been disqualified under the one-minute rule which applied after the second general recall, for being on the course side of the starting line. York opened up his lead to one and a half minutes as the race progressed with Bethwaite, although clear of the next boat, more interested in covering Curtis than catching York. But there was to be no catching the little Australian as he continued to pull away from the fleet on the last work with a final margin of nearly two and a half minutes over Bethwaite. Curtis lost any chance he may have had at the windward mark the second time, when a tangle in the spinnaker left the yacht bare-headed for almost one minute as the crew struggled desperately to hoist the kite. In an outstanding downwind gybing manoeuvre, Gietz picked up another two places to round the



Photo by John Adams



Photo by Dick Tillman

TOP: Middle Harbour Yacht Club before race. BOTTOM: Middle Harbour Y.C. to right and center of picture.

leeward mark before the work to the finish in third place. Tillman also worked back well through the fleet to finish fourth in the race. Placings in the final heat: YORK, BETHWAITE, GIETZ, TILLMAN.

York's brilliant win in the final race was not enough to place him in the overall results as the disastrous second and third heat placings of 21st and 28th weighed heavily. Outside the top American boats and Australians Bethwaite, York and Gietz, no local or overseas contestants ever looked to have a chance at taking the title. Following his first heat win, Menninger was robbed of any serious chance when he followed a second heat 22nd with a disqualification in the next race for a mark rounding infringement with Miller.

With the exception of the long distance inshore course, the series was an outstanding success for Middle Harbour Yacht Club in their first attempt at conducting a World Championship. All competitors echoed praise for the starting lines and courses on the offshore Manly Circle. The works were true and demanded a great deal of concentration from the competitors to cope with the lifts and knocks in the breeze, but more importantly, the strong set for which the coast off New South Wales is renowned.

The two-mark starting line gave a fairer start with the two official boats stationed at either end of the line, free to move and better identify any premature starters. Use of a coloured Very's pistol flare to indicate the status of the start (or recall) left crews with no doubt as to whether they should return or continue to race. In a large fleet of closely bunched one-design yachts, the use of sound signals and/or flags becomes useless to any boat further down the line than 6th or 7th.

The American Express series was further enhanced by the involvement of the Royal Australian Navy hydrographic unit. The organisers had had installed a very sophisticated mini-ranger transceiver on board the mark laying boat, COLOR 7, and, with the assistance of two shore stations set up for the series, were able to lay the marks in accurate positions. The series ended at the marina of Middle Harbour Yacht Club, where all boats were moored during the Championship, with the obligatory water fight and dunking of skippers. The regulation buckets required by the safety standards were put to a different use as the J/24s acted out the ritual with water flowing back and forth from boat to boat and large splashes as skippers 'got wet' (most still in their wet weather gear).

WORLD CHAMPIONSHIP
Sydney, Australia — January 6-16, 1982

POS	SAIL	YACHT	SKIPPER	COUNTRY	OLYMPIC						PTS
					1	2	3	4	5	6	
1	18	<i>Bandit</i>	M. Bethwaite	Australia	7-10-	1-	1-	1-12-2			32.0
2	2579	<i>Jeronimo</i>	D.Curtis/B.Duncan	U.S.A.	5-	1-	3-	3-	6-17-18		47.1
3	1838	<i>American</i>	K. Miller	U.S.A.	12-	2-	6-	5-	3-	2-10	49.4
4	15	<i>Bull Bull</i>	A. York	Australia	3-28-21-	2-	7-	3-	1		54.4
5	1897	<i>Men at Work</i>	S. Washburn	U.S.A.	9-	5-18-	7-	2-	1-	9	56.0
6	1005	<i>Won One</i>	G. Gietz	Australia	6-	6-	2-DQ-14-	4-	3		60.1
7	1130	<i>Show Boat</i>	B. Golison	U.S.A.	2-	4-	7-	5-	5-10-23		61.7
8	US3	<i>Jambo</i>	B. Menninger	U.S.A.	1-21-DQ-13-	9-	5-	5			82.0
9	MH27	<i>Hideaway</i>	G. Hyde	Australia	25-19-	8-11-	4-	8-	6		89.7
10	22044	<i>Wild Goose</i>	W. Wakeman	U.S.A.	4-22-	4-20-20-	7-	7			96.0
11	3155	<i>Rawhiti II</i>	M.Fletcher/D. Brook	Australia	17-	3-24-15-10-	6-18				101.4
12	2923	<i>Haywire</i>	E. Hagan	Australia	20-16-	5-	4-12-DQ-11				101.5
13	3001	<i>Traffic Jam</i>	J. Harris	Australia	8-	8-11-17-	8-14-19				102.0
14	2534	<i>BeauJolais</i>	D. Tillman	U.S.A.	13-13-29-20-11-11-	4					106.0
15	1777	<i>J</i>	G. Dorland	U.S.A.	10-	7-17-	8-17-DQ-21				116.0
16	M247	<i>Jazza</i>	M. Long	Australia	11-12-12-14-20-24-14						119.0
17	2658	<i>Black & Blue</i>	D. Catterns	Australia	14-15-19-12-19-15-DQ						130.0
18	R224	<i>Clickety Bits</i>	J. Hooper	Australia	16-24-13-10-23-18-15						131.0
19	3121	<i>Water Buffalo</i>	J. English/H. Cudmor	Ireland	26-11-20-	9-13-DQ-17					132.0
20	2705	<i>Bad News Travels Fast</i>	B. Ross	Australia	24-17-15-31-16-20-13						141.0
21	I-23	<i>Alitalia</i>	N. Tiziano	Italy	15-14-26-29-15-13-24						143.0
22	K4108	<i>Slack Alice</i>	R. Roscoe	U. Kingdom	20-26-16-16-27-	9-25					148.5
23	J2677	<i>Chinatown</i>	Y. Ishida	Japan	23-27-	9-23-26-25-12					154.0
24	MH424	<i>Herbie Too</i>	D. Rosenthal	Australia	30-25-10-28-25-19-16						159.0
25	K4070	<i>Questing</i>	N. Jackson	U. Kingdom	29-20-23-25-24-16-22						162.0
26	J2674	<i>Olive</i>	S. Hagiwara	Japan	27-	9-14-27-34-29-30					172.0
27	628	<i>Infidel</i>	P. Mathews	Australia	19-31-28-22-22-28-29						184.0
28	MH202	<i>Onyx 2</i>	Gardiner/Gray	Australia	32-32-DQ-24-28-21-20						193.0
29	2680	<i>Hikari</i>	T. Ichikawa	Japan	31-21-22-DQ-33-26-27						196.0
30	2715	<i>Mah Na Mah Na</i>	Butler/Goldfin	Australia	34-18-27-26-32-32-28						199.0
31	K4134	<i>Hot Chocolate</i>	T. Ross-Essen	U. Kingdom	36-33-32-19-31-23-33						207.0
32	MH308	<i>Indian Pacific</i>	J. Eyles	Australia	18-30-DQ-34-29-30-32						209.0
33	2870	<i>Panache</i>	R. Willson	Australia	37-39-25-33-18-22-DQ						210.0
34	J2691	<i>Hornet II</i>	K. Hatae	Japan	28-35-DQ-30-30-27-26						212.0
35	3267	<i>In The Mood</i>	A. Finlay	Australia	22-34-30-36-35-35-34						226.0
36	2636	<i>Jumping Jack</i>	R. Hayes	Australia	33-29-33-35-DQ-33-31						230.0
37	MH336	<i>Linton</i>	Bassett/Robert	Australia	38-36-31-18-DF-DF-DF						241.0
38	K4025	<i>Hot Shot</i>	C. Dunkerley	U. Kingdom	39-37-36-32-36-31-35						243.0
39	3297	<i>Double Agent</i>	P. Lee	N. Zealand	40-40-35-37-37-34-36						255.0
40	MH180	<i>Pure Imagination</i>	B. Walpole	Australia	35-38-34-DF-DF-DF-DF						266.0



World Champion, Mark Bethwaite (second from left) and crew.



Putting buckets to good use after last race of series.



Bob Willson, Regatta Organizer and President of Australian NJCA.



Approaching beautiful downtown Sydney and the famous Opera House, by ferry, a popular mode of transportation.

A Competitor's Viewpoint

by Bill Menninger

World Championships bring the top competition of a class together, and this event was no exception. Seven countries participated in the 40-boat fleet and there was little room for mistakes.

With over 2000 J/24's in the United States and a mere 160 in Australia, it was pleasantly surprising to see the Australian sailors so keen on J/24 racing. Australian sailors took four of the top ten places while U.S. sailors took the remaining six. Nightly gatherings at the Middle Harbour Yacht Club Bar found most of the top Australian sailors present, the "who's who" of Australian yachting.

Mark Bethwaite, the new World Champion, is well known for his International success in the 505 class as well as his Olympic and World Soling campaigns. Mark's father is well known as the designer of the Tasar and Laser 2. Mark sailed an impressive series with three first place finishes giving him an enviable advantage under the Olympic scoring system.

Early series leaders Dave Curtis and Buddy Duncan (winner of the '81 North Americans) placed second to Bethwaite by barely beating out the California team of Kurt and Warren Miller

in the final race. The margin for error was about three feet.

The last race also helped to decide fourth place as Australian Laser sailor Andrew York won the race and beat out Steve Washburn for fourth overall. Washburn, from Long Beach, wound up fifth after placing first and second in the two inshore races.

Gary Gietz is known for his 470 Olympic efforts and has dominated the J class down under for the past two years. Gary's boat number 1005 is the same as his winning raffle ticket, and the boat's name, Won One, tells the rest of the story. Gary finished in sixth with consistent finishes.

Bruce Golison and Bill Menninger started the series with a bang, Bill winning the first race and Bruce finishing second. Bruce remained in the top three places until the last two races pushed him back to seventh. Menninger finished poorly in the second race by not hitting the hard left corner with the rest of the fleet. (Conditions were light, and the northeaster was freshening from the left.) A DSQ in the third race erased all hopes of placing in the top at this World Championship; however, consistent finishes worked him back up to eighth.

Greg Hyde, a young Australian who showed good promise in the Australian Nationals held just previous to the Worlds, took ninth place. Wiley Wakeman finished tenth after a frustrating series involving one starting line collision. Curtis and Miller had good boat speed and tactics which provided them with the ability to work their way through the fleet. With the 1982 World Championship in San Francisco, it will be interesting to see all of the top Americans vying for number one.

Australian conditions were consistent and choppy. The wind only once exceeded 20 knots and only once failed to go over 10 knots. Steep waves made weather progress rather frustrating on the offshore courses. The long sail out the Heads to the starting line was spectacular with the view of Sydney's steep cliffs and the beautiful red tile roofs. But turning out of the harbor and crossing the Heads was not the place for weak stomachs.

The inside courses were fun and windy. Dodging the speedy hydrofoils and the slower Sydney harbour ferries added a special touch. When the Australian Navy tied a cruiser to our first weather mark, we wondered what we would find next.

All in all, the sailing was great and the competition tough. The Australian hospitality reminded us that the first and foremost reason we were there was to have fun and enjoy a great and competitive sport with fellow sailors the world over. And we all had "heaps of fun."

The trophy banquet was a grand affair as the J/24 competitors took over the entire MHY Club. Bethwaite gave great praise for his crew, which consisted of Soling partners Bob Terrett and Ian McDiarmid as well as co-owner Bob Snyder. He spoke of the "foreward hands union" on the J/24. (The unions are powerful in Australia, with a recent longshoreman's strike having crippled the Sydney Harbor shipping trade.) The J foreward hands union deserves much respect and gratitude. The winning combination on a J/24 is a cohesive crew working together toward a common goal. With the will to win, and collective positive thinking, almost anything can be done.

Stone Crab

by Grant Donaldson

J/24 sailor Mark Ploch humbled his competition in a lopsided victory in the Third Annual J/24 Stone Crab Regatta October 31—November 1 in Clearwater, Florida. Ploch won four of the five races.

He has won the series every year since it began, but never so convincingly. This year the fleet saw its largest fleet ever, 32 entries.

Sailing with a crew of four in winds to 34 knots, Ploch had good starts and dominated the fleet from the onset with

snappy spinnaker sets and superior tactics while most of the contestants were simply trying to keep their boats under control.

He needed to finish only in the top 12 in the last race to assure the win, but he came in third after the second-place and third-place series finishers took a flyer up the port side of the course and beat him.

"We were trying to win the last race to make it a clean sweep but they got

lifted and we were knocked on the first windward leg," said Ploch.

At times the series appeared to be a demolition derby. Boats dropped out with hull damage and injured crewmen were hospitalized. The most serious injury was sustained by Chris Moe of Clearwater when he was struck in the head by the boom on *Peppermint*, a boat sailed by fleet captain John Bankston. *Peppermint* was rounding the second mark on the Olympic triangle when it did



151 (Ploch) and 2911 (Mastery) prepare to jibe.

Photo by Grant Donaldson

a jibe. Moe was struck when the boom swung across. A film crew transported Moe to shore. He was transferred to a hospital and operated on that night. Although the injury was serious, he was expected to recover.

Knockdowns and general recalls were the order of the series as gusts to 32 knots made control a near impossibility, especially on the downwind legs.

It was not unusual to see three or more boats on their sides at once at the jibing marks, especially during the first day's racing when winds were highest.

Frolic, a boat owned by Bill Ballard, of St. Petersburg, was holed above the waterline during the first race at the start by *Etera*, sailed by Charles Shumway of Naples. However the boat was not damaged severely and continued the series after duct tape was applied to the hole.

Passing Strange, a boat owned by Elizabeth Lombardo of Sanibel, Fla., was not so lucky. It was speared below the waterline at the start of the third race and had to retire.

Every race except the last one saw a general recall as boats crowded over the line before the starting gun. The race committee finally hoisted the black flag, signifying that any boat over early would be disqualified. But that didn't stop the aggressive sailing at the starts. Gareth Eich of St. Petersburg was hit on the cheek by the boom on *Sunshadow* in a starting-line collision in the last race on Sunday. He was later admitted to the hospital. Joe Alexander also made a trip to the hospital after the fifth race when he suffered a hand injury on board his boat, *Puppy Breath Too*.

"If we have these conditions again next year I'm going to have an ambulance standing by," said Bankston. He had withdrawn from racing the first day after Moe was injured.

Although knockdowns, especially on the downwind legs, were common, the most spectacular occurred on *Baloo* when the boat dumped all four crewmen on a beating leg.

"One minute they were on the high side and the next they were in the water when the boat tacked by itself," said regatta Chairman Susan Bankston. Only the helmsman was able to hang onto the boat — he got tangled in the mainsheet. After a minute or two the crew scrambled back on board and continued racing.

The battle for second place in the series was between Ed Baird on *Limelight* and John Jennings on *Black Star*.

Going into the fifth and final race, the boats were tied for second with 12

points each on the low-point scoring system.

While the rest of the fleet followed Ploch up the starboard side of the course, Baird went up the port side hoping the wind would back around. Jennings followed but was never able to overtake Baird in the tacking duel that ensued.

The two men beat Ploch to the first mark by 44 seconds.

Baird continued to lead to the end, finishing first in the race and second

overall with 12 points compared with Jennings' 14 points for third overall.

There was also a close battle for fourth and fifth places between Rick Grajirena of Clearwater and Don Mastry of St. Petersburg. Grajirena beat Mastry in the last race by two boats to tie them at 30 points each. Grajirena was declared fourth place winner because he finished higher in the previous four races.

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Contrasts Scams Scam

by Henry Stanley

Arch rivalry and good fellowship often combine to produce the best practical jokes. When the active Portland, Oregon fleet sail out to do battle, sparks usually fly between Rick Gaines' *Scam* and Jan Abbot's and Tommy Green's *Contrasts*. As the ultimate "Scam," the crew of *Contrasts* decided to duplicate *Scam*'s graphics on the blank side of their boat using adhesive decorative plastic. *Contrasts*' crew worked for 18 hours carefully cutting and affixing the stripes and name in secret. On race day they deviously avoided showing their new phony graphics on their port side to their rival. Then at the last moment before their start, the jokesters flashed their counterfeit colors to the entire racing fleet and *Contrasts*' scam was complete. Everyone was so busy laughing, they were all late for the start. Who says J sailors don't have more fun?



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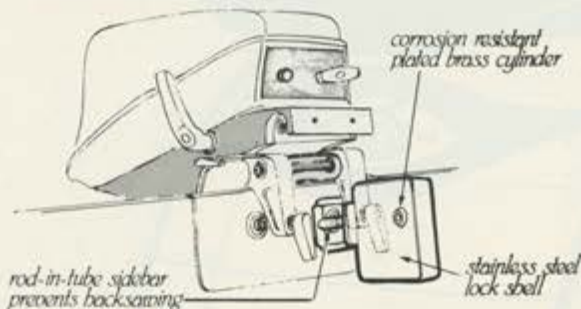


The skippers and crew of *Contrasts* (alias *Scam*) relax with their handiwork.



Will the real *Scam* stand up? On the right, Rick Gaines sails by in utter amazement as the phony *Scam* brings down the house.

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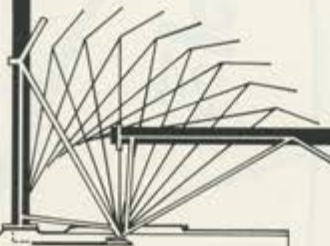
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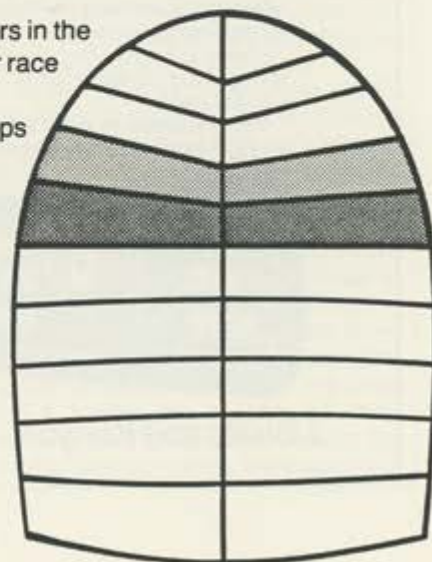
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SHORE SAILS.

1981 J/24 All Japan Championship

by Shuji Watanabe

Twenty-one J/24s crossed the start line for the first J/24 All Japan Championship on Sagami Bay, 13th to 18th October. The regatta was organized by Japan J/24 Class Association just born, and hosted by Sajima Marina.

There were five races, 4 Olympic type courses approximately 9 N.M. and one distance race (No. 3) 48 N.M.

During the series races, the weather fitted perfectly for the performance of J/24, minimum 10 to maximum 20 knots northeasterly.

Many Japanese leading sailors participated, so all races were very tough competitions. K. Komatsu was leading for 1, 2, 3 races, seemed unbeatable, but failed 4, 5 races by misjudgments. Komatsu was an Olympic delegate of 470 class.

T. Ninomiya, the champion, was ex-470 All Japan Champion. The second place *China Town*, was helmed by Farley Fontenot from U.S.

Leading four teams will challenge the World Championship III January 1982, in Sydney.

1981 J/24 ALL JAPAN CHAMPIONSHIP

POS	SAIL	YACHT	SKIPPER	TOT
1	2691	<i>Hornet II</i>	T. Ninomiya	120.25
2	2677	<i>China Town</i>	Y. Ishida	116
3	1933	<i>Esmeralda</i>	M. Uematsu	115
4	2680	<i>Hikari</i>	T. Ichikawa	108.25
5	2694	<i>Marge Jr.</i>	K. Hatae	108
6	2674	<i>Olive</i>	J. Hagiwara	106
7	2474	<i>Honkey Tonk</i>	M. Hayashi	105.25
8	2671	<i>Kiku</i>	K. Komatsu	104.75
9	2675	<i>Manta</i>	N. Ogawa	90
10	2672	<i>Ko-Marge</i>	H. Maeda	88



News From U.K. Class Association Chairman's Statement



Photo by Dick Tillman

John Adams, former Chairman of U.K. J/24 Class Association and present Vice-Chairman of the International J/24 Class Association, at Cowes, Isle of Wight.

1981 was a momentous year for the J/24 Class. It was perhaps the year in which the Class came of age. International Status was granted by the I.Y.R.U. in June and on October 30th the first meeting of the International Class Association was held with representatives from the U.S.A., U.K., Japan, Sweden, Italy, Ireland, South Africa, Brazil and France. This meeting preceded the November meetings of the I.Y.R.U. and a presentation was made by the I.J.C.A., to the Keelboat Committee of the union in respect of various Rule changes and changes to the Constitution to become effective on March 1st 1982. There is much work to be done, but the Class structure now set up will, at long last, mean that the Class has a formula for International co-operation and discussion which has not been available before.

We are most grateful to the R.Y.A., and the I.Y.R.U. for the help they have given us, especially Ken Kershaw, Dennis Ellis and Tony Watts. The U.K. Class had a good year with very satisfactory racing primarily at Abersoch, in Ireland and on the South Coast but the fleets in the West Country, Scotland and the Lake District now have a base from which they can grow — the East Coast remains an area dominated by Sonata's and Impala's.

With over 40 entries for the Round the Island Race, Cowes Week with Italian and French entries and the Nationals with entrants from France and Sweden, the South Coast had some marvellous racing, especially in the Nationals for which the Class must thank the Island Sailing Club and the National

Sailing Centre for all their hard work. We must also thank the Royal Corinthian for the gift of a Cup and for their continuing interest in the Class.

On the organizational side we have a new secretary in Brian Goulder, who takes over from David de Vere — David we thank for his work for the Class in addition to his job running J. Boats Europe, and in Brian we are lucky in having someone whose experience and enthusiasm will be of immense benefit to the Class.

I am standing down as Chairman after three years service and giving way to Colin Hall who has been instrumental in making the Class such a success on the Solent Area. I have greatly enjoyed my term of office and will remain active in the Class as Vice-Chairman of the International Class Association. Colin, I am sure, will prove an able Chairman and he has a number of schemes in mind to continue the growth and success of the Class in the future.

I must sincerely thank all the Committee members for their hard work for the Class and especially those who retire — Bob Fisher and Nigel Yeomans in particular.

Peter Drake takes over from Nigel, and in passing from Bob Fisher also as Vice-Chairman. The Committee has agreed that in future the Vice-Chairman should come from the Fleet hosting the National Championships and so with the Nationals at Poole (Poole Harbour Yacht Club) at the beginning of July, Peter will have a lot on his plate! On the question of championships, the Europeans (to be called the Continental Cup) will be held at La Trinite at the beginning of September and the Worlds will be held in October in San Francisco (St. Francis Yacht Club).

We have a busy time ahead but I am confident that as the Class grows worldwide, owners will have some tremendous racing and also benefit from the work done by so many people over the past few years. The boat is very special in the overall yachting scene, but we also have some rather special owners and it is the involvement of owners which will guarantee the continuing success of the Class.

U.K. National Championship

by Tim Jeffery

Fresh winds and a record entry of 45 boats, including five from overseas, contributed to one of the most closely fought and exciting series seen in the Solent for a long time. The six-race J/24 National Championship was organized by the National Sailing Centre at Cowes. The winner was Richard Roscoe in *Jem*, just 3/8 pt. ahead of Colin Simonds in *Lartsim*. It was just reward for Roscoe, a long time supporter of the class.

The weather for the first race on September 21 set the pattern for the week with southwesterly Force 4 to Force 6 breezes. Roscoe led by a minute at the windward mark ahead of Angus Melrose, from North Sails, in *Perky* and Rick Newham in *Pig's Ear*. But as the J's surfed downwind at 12 knots and above, *Jem* went for the wrong mark and *Perky* was the winner. Two races were held on the following day, in lighter conditions. Ex-Soling champion Colin Simonds stole the limelight, taking the first of his three wins during the championship in *Lartsim*, a chartered boat. However, a port and starboard incident in the second race of the day forced Simonds to retire and *Jem*, *Kig Ha Farz* (D. Masselin, France) and *Rat Trap* (Mark Ratsey and Andy Cassel) went on to take the first three places.

There were exciting conditions for the fourth race and Simonds moved up six places from a bad start to win, closely followed by Lars Hagloff from Sweden and *Rat Trap*. The fifth race will be remembered as the best of the series. With a

24-mile course, this was the long race and in Force 6 winds with squalls and steep seas, the J's finished the course in three and a half hours, an average of 6.8 knots. Apart from a few blown-out spinnakers, there was nothing to detract from the enjoyment and only 25 minutes separated the first and 40th boats. *Jem* finished 27 seconds ahead of *Lartsim* with Eddie Warwick in *Dee Jay* third. It was one-design racing at its best.

The outcome of the championship depended on the last race, with six boats all in with a chance. From the start, a close tactical race was sailed by *Lartsim*, *Jem* and *Rat Trap*. Simonds on *Lartsim* knew that he had to finish two places clear of *Rat Trap* to win and throughout the race the first three places changed constantly. The top three boats hit the line so close together that no one knew who had won. The race officers, led by John Roath and Rod Carr, gave *Lartsim* line honours, with *Rat Trap* and *Jem* second and third. This was enough to give Roscoe the championship by the narrowest of margins.

U.K. NATIONAL CHAMPIONSHIP 1981

POS	SAIL	YACHT	TOT
1	4108 Y	<i>Jem</i>	219½
2	4200 Y	<i>Lartsim</i>	217¾
3	K 5307	<i>Pigs Ear</i>	211½
4	4029 Y	<i>Dee Jay</i>	196½
5	4136 Y	<i>Charlsian</i>	193
6	4021 Y	<i>Perky</i>	189¼
7	4134 Y	<i>Woodstock</i>	189
8	K 4001 Y	<i>Sanjola III</i>	177
9	4014	<i>Rat Trap</i>	171
10	S 56	<i>Luder</i>	169

Solent Circuit 1981

The J/24's had, as usual, a good series in the Solent Circuit run by the Lymington Town Sailing Club and sponsored this year by Mael Computers.

There were 21 entries, an increase over 1980, and the racing was as good as ever. There were problems out of the control of the Lymington Town due to the weather, in that we had little of the strong conditions in which the J/24's excel, and the wind seldom seemed to come from the southwest, which made course setting difficult. *Luder*, owned by Brian Hodge and Adrian Friend, and sailed by Peter Newlands, were the clear winners from *J'ai Solf* and *Sanjola 111* who tied for second place. *Sanjola* having thrown races 2 and 3, having been in 1st and 2nd places, before sailing the wrong course in race 2 and with others getting lost in the fog between the last mark and the finish in race 3. *Dreadnought* sailed as well as usual into 5th place, and *Tiger* sailed a consistent series to come in 4th. *Chap Chap* got a first and second, crewed and steered by a first class crew consisting of, from time to time, Eddie Ward-Owen, newly into Horizon Sails, Barry Dunning and Chris Law.

Perky was somewhat disappointing with Angus Melrose of North Sails at the helm with a 4th, two 5th's and a sixth.

One protest of note was made by *Dreadnought* on *Chap Chap* in race 6. The U.K. Class Association voted at the last A.G.M. to ban all exemptions to I.Y.R.U. Rule 60 and *Chap Chap* was disqualified for pumping — a decision which many will approve of, including some authoritative voices in the Racing Rules Committees of the R.Y.A. and I.Y.R.U. — others of course will continue to disapprove!

All in all a very good series, and with an average of 120 boats competing each week, the help of Mael Computers did much to improve the race results service. Cowes Week please note.

1981 Canadian J/24 Championship

The Canadian Championships were held as part of CORK Week in Kingston, August 20 through September 4, 1981. Although the number of boats was disappointing (24), it was more than compensated for by the quality of competition, the favourable conditions (there was lots of wind) and the enjoyment that was had by all. Donny Williams turned up from Halifax and David Hendry from Vancouver. The Yanks were well represented by Kirk Reynolds from Rochester, "Murph" from Newport Beach, California, and Bob Martis and Larry Robinson also from Lake Ontario's southern shore.

Although the skies were cloudy most of the week, the winds were excellent and blew steadily out of the southeast (I was told that was the one direction they would never come from) all week long. The Wednesday races were cancelled because of too much wind. This was not really relating to the J/24 Class, as it could have easily coped; however, the Committee was concerned about the Finns and 470's which were also sailing on the same course.

Much of the time just prior to the start of the race was spent deciding whether to use the 100 or 150 percent jib; the strength of the wind hovered at that frustrating level where three knots more was definitely small jib, three knots less you had to use the 150 in order to power through the waves on the weather leg. If you made the wrong choice, it often proved catastrophic. It was also noted that the wind seemed to be stronger in the morning, dying down in the early afternoon; a very strange place, Kingston.

The competition was keen, with Steve Calder in *Helsinki Girl* and Mark and Murph in *Magic Pumpkin* (when they weren't broken down) fighting it out for first place finishes. Kirk

Reynolds in *Cruel Shoes*, Bob Martis in *Green Flash* and Gilles Mercier in 2136 showed moments of brilliance sailing some excellent races.

Donny Williams in *Jay Slocum* had fifth place all wrapped up until the last day when Murphy's Law took over and everything that could go wrong, went wrong. This did not apply to Steve Calder who sailed superbly well all week and cinched the title in the second to last race. *Magic Pumpkin*, who had two DNF's as a result of gear failure at the beginning of the series, sailed brilliantly for the remainder of the week and thought they had clinched second place at the end of the second last race and, therefore, skipped the final one. They discovered, to their horror, that they were over early and there was not time to return to do the last race and they dropped out of sight in the standings (perhaps this proved it takes more than good sailing to win regattas).

The first official Canadian J/24 Association meeting was held the day the races were cancelled and arrangements were made for a Class party the following evening. In almost everyone's opinion, the party was a resounding success, although the restaurant forgot the soup (which nobody missed), and allowed your sneaky President to inveigle an ad out of them for the Spring issue of our Newsletter.

Lorne Chapman held a contest, with prizes, for those hulls (female ones) that had suffered the most damage during the week. Wind begets bumps and there were many candidates. These quickly narrowed down when it became evident that, in order to be judged by the applause meter, you had to publicly expose the black and blue areas. Nonetheless, we saw great bits of anatomy, albeit horribly discoloured. Leonette Henricks won by unanimous approval and we all hope that she will return in 1982 and that it is wild and woolly so that we can once again have her as a contestant.

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Buzios 81

by Steven Diniz

After much planning and work on the part of the J/24 class of Brazil and the "Iate Clube Armacao De Buzios", (hosting yacht club), the first Summer J/24 Championship took place during December 29th through New Year's Eve.



Photo by S. Diniz

Geraldo Low-Beer leading Laurits Von Lachmann at windward mark in Brazilian Championship.

Needless to say to those of you who are familiar with the Southern hemisphere, the weather was close to perfect. Except for one hazy day on the beginning of the series, the rest of the days had more sun and wind than most could ever ask for.

"Buzios", the small town approximately 90 miles north of Rio, was the site chosen for the event. The "once upon a time" fishing village with its little white houses and beautiful blue waters has since become one of the most exclusive weekend retreats for locals of Rio.

The calibre of sailors was high, including people like Torben Grael, Brazilian Soling champion, first in '81 Soling North Americans and third in Snipe worlds; Gastau Brun, Soling



Photo by S. Diniz

Geraldo Low-Beer, President of Brazilian J/24 Class Association, sailing "So Da Nos" in Buzios '81.

World Champion in '78; Laurits Lachmann first: Rio Circuit '80, second: '81, and fifth in 1 ton worlds '81.

The series went on smoothly except for one almost serious collision between Lachmann and Torben Grael which occurred on the windward leg of the second race which probably cost *Gigolo* any hopes of winning the series. The main duels were usually between *Osprey XXIV*, *Gigolo*, *Meio a Meio* and *So Da Nos*.

Barbeque and beer awaited everyone at the club for the awards ceremony, (very informal) which turned out very successfully in everyone's opinion. It is most likely that the event will repeat itself next year.

POS	SAIL	YACHT	SKIPPER	TOT
1	BL621	<i>Osprey XXIV</i>	Torben Grael	
2	BL675	<i>Meio a Meio</i>	Eduardo Souza Ramos	
3	BL1007	<i>Gigolo</i>	Lorits Von Lachmann	
4	BL735	<i>So Da Nos</i>	Geraldo Low Beer	
5	BL678	<i>Volta Seca</i>	Gastao Brun	

NOTE: Twelve boats in all participated in the event, where nine were manufactured in Brazil by Carbrasmar.

Canadian J/24 Class Association Founded

The founding meeting of the Canadian J/24 Class Association was held at Kingston, Ontario, on September 2, 1981. The meeting opened with a discussion led by Ed Bachman on the necessity for a Canadian class association. The principal reasons are to represent the J/24 sailors with the Canadian Yachting Association and the provincial sailing associations, to sanction national events, to plan and organize a regatta schedule and to meet CYA regulations for class recognition.

This was followed by the election of class officers for the coming year. Elected were:

President	Blaine Bowen
Vice-President (East)	Don Williams
Vice-President (Quebec)	Gil Mercier
Vice-President (Ontario)	Gil Mercier
Vice-President (West)	David Hendry
Secretary-Treasurer	Lorne Chapman
Class Measurer	Nillo Avarmaa

News From The Toronto Area

1981 was the first fully active year for the J/24 Class Association/Toronto Fleet, a result of the tremendous growth in J/24 ownership in the Toronto area. From five members in 1980, the fleet grew to 24 members in 1981, with substantial further growth expected in 1982. The Toronto Fleet is currently the fastest growing one-design keelboat fleet in the area. J/24's from Toronto competed in regular local club events, the MYRC Series (averaging more than 15 J/24's in each start), the CYRU Series, the Youngstown Level Regatta, the first annual Lake Ontario J/24 Championships (22 entries), the J/24 North American Championship in Rochester, and CORK.

The Toronto Fleet is planning a greater level of strictly one-design events for 1982. These include a new Sunday race series to be held on the Olympic Keelboat Course, as well as a strong possibility that J/24's will compete as a one-design fleet in the MYRC series. There will be several one-design mid-week events planned, and members plan to continue participation in the events of last year. Two new national events are also planned: a Canadian J/24 Championship series and a Canadian Women's Keelboat Championship.

District 19 — The Great Northwest

District 19 of northwest United States and southwest Canada sends greetings to the rest of the J/24 world.

Our district encompasses the beautiful Canadian province of British Columbia and the four states of Idaho, Montana, Oregon and Washington. With one of our fleets in each of the above except Washington with two, you can see that we are pretty well spread out. Fleets in our district are at Flathead Lake, Montana; Lake Coeur d'Alene, Idaho; Seattle, Washington; Vancouver, British Columbia; Portland, Oregon and Olympia, Washington.



Photo by Hendry

Hendrys towing Jai Alai across the mountains at Calgary.

Flathead Lake in the big sky country of Montana is the largest natural fresh water lake west of the Mississippi River. It is about 30 miles long and varies in width from 5 miles to 15 miles with excellent cruising. Two hundred plus miles to the west of Flathead is Lake Coeur d'Alene with its fleet of J/24's. Lake Coeur d'Alene is about 20 miles long and about 2 miles wide. It, also, has a number of good spots to cruise to. Both lakes are very beautiful and are favorite spots for those fortunate to vacation there.

In Oregon, the Portland fleet sails on the Columbia River with its 3-knot flow. These folks enjoy the most varied winds of the six fleets of the district. This was the home fleet of our National President, Henry Stanley, until his recent move to Dallas, Texas.

In Washington, the Olympia fleet sails in the southern reaches of Puget Sound. Here you will find the true test of the intrepid skipper who thinks he knows how to handle tides and their associated currents. Like in so many spots in the northwestern U.S., light airs are the norm at Olympia. This is true too of our other Washington fleet sailing the waters of Seattle. This fleet is really two in one, with sailing on Lake Washington, the eastern boundary of Seattle, and on Puget Sound to the west of the city. The lake and the sound are connected by about six to seven miles of ship canal and locks.

Three hundred and forty miles north of Portland and 640 miles northwest of Flathead Lake is our growing fleet in Vancouver, Canada. This fleet, with Royal Vancouver Yacht Club, will sponsor the United States Yacht Racing Union's 1982 match racing championship for the Prince of Wales Cup. The series will be sailed in J/24's August 14-19.

We have about 110 Jays in our district at this time, with hopes for more being added this summer. This growth has been against some other very well established classes that had their start here in our area. Much of the growth can be traced to the work of such persons as Dennis Torgeson of Portland, our District Governor for the past few years, and our 1982 National President, Henry Stanley.



Photos by Jim Thompson

Running free in Fish Hatchery Bay, Flathead Lake, Montana.



Photo by Jim Thompson

Close reaching on Bib Arm Bay, Flathead Lake, Montana.

Lake Champlain Fleet 23

by Bob Whyte

The Lake Champlain fleet has seen tremendous growth in number and competitiveness; seven boats in 1979, 15 in 1980, 18 in 1981, to a probable 22-25 in 1982.

The District 4 Open Championship was hosted by the fleet on June 27-28. We had four boats from Lake George, a visiting skipper from Marblehead, and 13 of our own fleet sail the event. The Championship was won by Hale Walcott of Marblehead with first, second and third place finishes in the three races.

The fleet had 22 scheduled races this season with the best 12 to count for the fleet championship. It was a closely contested season with nine different boats finishing first at least once. Marcel Beaudin and his sons sailed *Sly* to four first place finishes and were in the top three in eleven out of the twelve races they counted toward the championship. The top five standings in the fleet for 1981 were:

1. Marcel Beaudin — *Sly*
2. John Reynolds — *This Side Up*
3. David Pilcher — *Drs. Orders*
4. Scott Willard — *Vitamin J*
5. Ted Castle —
Clark Boynton — *Kwaheri*

Fleet members were also active in boating events off Lake Champlain. Six of our boats sailed in the NA Championship; one went to the East Coast and sailed in several events there. Another one sailed in the New England Championship in Maine, and three went to Lake George for the Changing of the Colors Regatta. John Reynolds and his brother, Kirk, sailed *This Side Up* in the Florida Mid-Winters.

The 1982 District 4 Open Regatta will be sailed on Lake Champlain (Malletts Bay Boat Club) August 7-8.

1981 J/24 District 19 Championship

Thirty-five International J/24's turned out for the first District #19 J/24 Championship, September 26 and 27. The series was sailed off Golden Gardens with Corinthian Y. C. and Seattle Y. C. the co-sponsors. Winds for the series ranged from zero at one time to 55 when a squall hit during a spinnaker run of the third race. Light winds caused the series to be limited to three races instead of the planned five.

Bruce Golison, North American runner-up from Los Angeles, had a field day with two firsts and a third to win the series hands down. Mark Brink of Corinthian Y. C. sailing the Seznick's "Keema", had no trouble adjusting to the J/24 and taking series second. Greg Dorland of Lake Tahoe, Mike Kirby of Portland and Ed von Wolfersdorff of Corinthian Y. C. were the remaining trophy winners.

In addition to the racing, 170 J/24 sailors and friends turned out for a swell evening at the CYC Shilshole facilities. The bar was run at full capacity while crews got to meet each other and to exchange thoughts. Dinner was followed by a district meeting.

Lake Norman Fleet 40

by Joe Spencer

The end of the 1981 sailing season on Lake Norman has come to a successful (if not fluky) conclusion. Our fleet was well represented in the two regattas that capped this year's sailing events on Lake Norman. The Lake Norman Cruising Championships (Wilmer Cup) was won by Sid Morris. Sid let out all the stops, including washing his bottom one hour before the race, completely retuning his rig, pinning his spreaders, saying three Hail Marys, and bringing a nationally ranked sailor (Scott Allen) aboard for added insurance. Sid was out front both days and never seriously challenged in this win. Congratulations on an excellent campaign that left little to chance.

The Outrigger Harbor Commodore's Cup was won by Reagan Rowe who also sailed excellent races and consistently found air while the rest of the fleet sailed from hole to hole. Reagan employed similar serious strategies with the exception of the Hail Marys prior to the start. Reagan is one of our most enthusiastic and hard-working members of our fleet. A special congratulations to Reagan Rowe and Les Sutcliff in winning the Commodore's Cup. John Richardson finished second.

The turnout of J/24's in both of these regattas exceeded any other type boat by a wide margin. Fourteen J's sailed in the Wilmer Cup and seven in the Commodore's Cup, testifying to the high level of interest in racing of the J skippers on Lake Norman. All participants in the Wilmer Cup are reminded to drop by Anchorage Marine and pick up their participation trophies.

Our fleet meeting of Friday, December 4th was very successful with about 35 crew and skippers in attendance. Scott Allen was down from Annapolis, Maryland, and showed slides of the J/24 North American Championships recently completed. These professional slides and Scott's comments regarding the race and tips on "How to Sail the J/24" made for an outstanding evening. Later, a film of a trip between Hawaii and Seattle aboard a C&C 33 was shown by a visiting guest.

The Outrigger Harbor Winter Series also ended in November with Richard Jones coming out on top in 'A' Fleet and overall with five straight first place finishes. Joe Spencer finished second in 'A' Fleet.

It appears that the J/24 skippers and boats are among the more successful on Lake Norman. Next year's One Design Series and Race Clinics should help to carry this tradition.

Lake George Fleet 24

by Francis DiTommaso

Lake George lies in a mountain valley in upper New York State. It measures thirty-two miles north to south and two miles east to west at its widest. The configuration normally channels the winds along its length. When the wind fills in from the west, there is normally something unusual about it.

So it was as the twenty-one participants in the Fourth Annual Changing of the Colors Regatta headed for the starting lines on October 3rd and 4th, 1981. After the 30Kt+ gusts were over, it was Don Bruch with *Wild Goose* on top, Don Lasky on *Blue Devil* second, and Scott Willard on *Vitamin J*

third — all from neighboring Lake Champlain. Below are the official results.

1981 CHANGING OF THE COLORS REGATTA

POS	HULL	YACHT	SKIPPER	TOT
1	2113	Wild Goose	Brush	8
2	1754	Blue Devil	Lasky	12
3	2585	Vitamin J	Willard	14
4	2539	White Star	Thompson	17
5	1586	Hot Blooded	Underhill	17
6	541	Stinger	Merchant	18
7	2331	Sea Monster	Killion	21
8	2528	Black	Kerst	25
9	2720	Tiger	Penfield	26
10	2130	White	Avarnaa	30

The "Colors" Regatta capped another active season for Fleet 24. The fleet operates out of the Lake George Corinthian Yacht Club (PHRF) as a one-design fleet, as well as out of Lake George Club — a hallmark of the Lake George social scene since 1909. Selected races from several series are used to determine a Lake George Champion.

1981 Champion was Jeff Underhill on *Hot Blooded*, followed by Fred Merchant on *Stinger* and the up-and-coming Fran DiTommaso on *Energize*.

The year-end standings for the fleet follow.

SEASON STANDINGS

POS	YACHT	SKIPPER	TOT
1	Ragtime	R. Johnstone	21
2	Young America	S. Pfeifer	21
3	Teddy Bear	J. Pequignot	31
4	Prodigy	J. Fayal	47
5	Trim	J. Johnstone	54
6	Footloose	T. Wilson	76
7	Gracie	B. Simson	72
8	Jesus Saves	A. Dufresne	75
9	Children at Play	P. Risseuw	82
10	Clockwork	M. Zeller	96

Kanza J-Racers Fleet 53

by Dale E. Brooks

The Kanza J-Racers passed out fleet championship awards at their annual meeting on January 23. Bob Dwerlkotte and crew sailing *Nightmare* were crowned Fleet Champions. Bob was also elected Fleet Captain for the '82 sailing year. Plans were made to sail a series of races for fleet awards as well as a two-day regatta noted as the "Kansas Championship," to be sailed July 24 and 25 at Lake Cheney-Ninnescah Yacht Club. J/24s from throughout the Midwest will be invited.

FLEET 53 '81 CHAMPIONSHIP

POS	YACHT	SKIPPER	TOT
1	Nightmare	B. Dwerlkotte	8.25
2	Wahoo	E. Webb	9.75
3	Limerick	Fenwick	14.75
4	War Wagon	Dwerlkotte	20
5	Old Crow on Tap	P.Crow/F.Tapp	22

Indian River Fleet 87

J/24 sailors in the Melbourne, Florida area hosted the Indian River Fall Invitational Regatta September 19th and 20th. Put on by the Eau Gallie Yacht Club and sailed on the Indian River, the regatta drew 10 boats from five fleets. Conditions were near-perfect, with 10-12 knot, northeast winds, and smooth water.



District Governor, John Bankston, and crew rest between races at Indian River Fall Invitational Regatta. Photo by Sam Cacciatore.

The first day's totals yielded a surprise as John Amadon, a 24-year-old mechanical engineer from Melbourne, in his first year of racing, logged a solid 4-1-1 to establish a 2-point lead over second place Jack Wright and Paul Gingras from West Palm Beach, and four points over Clearwater's John Bankston, District 10 Governor.

At the Saturday party and dinner, everyone enjoyed video tapes of the day's racing. The "expert" (?) spinnaker sets and mark roundings were especially entertaining.

The final day's two races made the outcome a cliffhanger. Bankston, free of the mark-rounding controversy which raised a trio of protests and resulted in a DSQ for Wright/Gingras, won the fourth race, followed by Linda Tillman and John Amadon. With Bankston then in second place and two points behind Amadon, the last race was crucial. The start was a screamer, literally — and four boats were over early. Bankston, farthest from the committee, was the last to return and never recovered his lead. He finished 9th; and though Amadon too was down in the fleet at 7th, he was able to hang onto his lead. Trophies for first, second and third were mounted winch-handles.

POS	SKIPPER	HOMETOWN	RACE	TOT
1	J. Amadon	Melbourne	4-1-1-3-7	17
2	J. Bankston	Clearwater	1-2-7-1-9	20
3	L. Tillman	Satellite Beach	3-7-5-2-3	20
4	C. Gates	Satellite Beach	6-5-2-4-5	22
5	B. Ballard	St. Petersburg	7-6-4-6-1	24
6	Wright/Gingras	W. Palm Beach	2-3-3-dsq-6	25
7	D. Thatcher	Orange Park	5-8-6-5-4	28
8	M. McWilliams	Melbourne	9-9-9-7-2	36
9	S. Heiss	Satellite Beach	8-4-8-8-8	36
10	B. McAllister	Indianapolis	10-10-10-9-10	49

1981 Florida State Championship Regatta;

by Steve Holland

The third annual J/24 Florida State Championship Regatta was held November 28th and 29th in Jacksonville, Florida. The Florida Yacht Club was the host club for this Fleet #55 sponsored event. Although the event and functions were impeccable — plenty of food, beer and service — the originally planned five-race series was drastically reduced to three long drifters.

This year's event saw twenty-eight boats registered, with twenty-five boats actually racing. Some of the South's finest sailors were among those racing. Clearwater's widely-known Rick Grajirena took three firsts, staying out front during the entire event. Our local hope Dan Thatcher, who was accompanied by Stu Johnstone, managed an excellent showing with a 2-4-2, edging another Clearwater gun, Mark Ploch, out of second place. Ploch had a 3-2-4 at the end of the series. Mike Toppa, from Annapolis, Maryland, finished fourth and another Suncoast fleet member, Tom McCune, wrapped up fifth place.

Next year's event will hopefully bring additional participants as well as a little more wind.

1981 J/24 FLORIDA STATES

POS	SAIL	YACHT	SKIPPER	TOT
1	2906	<i>Son of a Gun</i>	R. Grajirena	0
2	153	<i>Dixie</i>	D. Thatcher	8
3	151	<i>Tchau</i>	M. Ploch	9
4	2278	<i>Deluxe</i>	M. Toppa	14
5	2908	<i>Hooligan</i>	T. McCune	25
6	2550	<i>Family Affair</i>	R. Tillman	27
7	2916	<i>Organ Grinder</i>	B. Fletcher	32
8	570	<i>Baloo</i>	J. Wright	35
9	21649	<i>Big Deal</i>	T. Brady	40
10	455	<i>Midnight Express</i>	H. Riddle	41



An exciting finish, as *Tchau* and *Dixie* arrive at the finish line on opposite tacks.

Eastern Connecticut Fleet 31

by Paul Risseuw

Fleet 31 completed a successful season of racing on Fishers Island Sound with 25 races counting toward the Fleet 31 Championship. 25 different boats participated in one or more races. Designer Rod Johnstone with *Ragtime* edged out Steve Pfeifer in *Young America* with one more first place to break a 21-point tie. In the 5-race District Championships, Rod again beat Steve on a tie-breaker with John Johnstone in *Trim* placing third.

Early season racing was held in April and May at the U.S. Coast Guard Academy. Each Sunday afternoon, four or five races were held in the smooth waters of the Thames River with generally blustery winds. Mike Fifer in *Ticklish* organized the event and then proceeded to walk away with first place. Our thanks to Lt. Hugh McGraw and the USCGA for the use of its superb facility. Short course racing, besides being fun in itself, is an excellent tune-up for the regular season.

For the diehards, a "Mouth of the Thames" series was held in October and November with Ron Levine sailing *Children at Play* to victory in a five-Sunday, 15-race series.

SEASON STANDINGS

POS	YACHT	SKIPPER	TOT
1	<i>Ragtime</i>	R. Johnstone	21
2	<i>Young America</i>	S. Pfeifer	21
3	<i>Teddy Bear</i>	J. Pequignot	31
4	<i>Prodigy</i>	J. Fayal	47
5	<i>Trim</i>	J. Johnstone	54
6	<i>Footloose</i>	T. Wilson	67
7	<i>Gracie</i>	B. Simson	72
8	<i>Jesus Saves</i>	A. Dufresne	75
9	<i>Children at Play</i>	P. Risseuw	82
10	<i>Clockwork</i>	M. Zeller	96

Barnegat Bay Fleet 79

by Arthur Topilow

Our fleet has completed its second season of racing, and has continued to grow in members and in racing skills. During the 1981 season, several area yacht clubs hosted J/24 sailors to separate starts in races on the Barnegat Bay sailing calendar.

The Island Heights Yacht Club summer series J/24 class was won by Charles Horter in *Pterodactyl*. In the Toms River Yacht Club October Bowl, Charles Horter was first, George Whittle was second in *Boops*, and Fred Wiedeke was third sailing Mark Luling's J/23, *Mistral*. Fred Wiedeke enjoyed sailing the boat and is now co-owner, along with Drew Siebert, of a new J named *Candy*. Our members have raced their J's in other areas as well, up and down the east coast. George Whittle in *Boops* won the Barnegat Lightship race sponsored by the Toms River and Island Heights Yacht Clubs in the ocean off Barnegat Light. The race was sailed in light air in Class A with a PHRF rating of 158 for J/24's.

Art Topilow, the fleet's founder, with *TOPS'L* hull #71, acquired a new *TOPS'L* hull #3146 after four seasons of racing. Other members of our fleet include Steve Zwarg with *Chip*;

Alan Terhune, our 1981 fleet captain, in *Hot Canary*; Rich Laferty and Bob Corby in *Gunslinger*; Ron Byer in *Elusive*; Harvey Maroney in *Bumble Bee*; and Bill Wakefield in *Athena*.

Our latest members are co-owners Cliff Cambell and son, Bill, making a total of twelve boats in our fleet. Cliff is a former Mallory Cup Champion, and Bill won last year's national E Scow Championship. Welcome to our fleet, Cambells!

Our plans for the 1982 season include three weekend regattas, each complete in itself with its own trophy and featuring five races. We contemplate a spring regatta on June 5th and 6th, a summer championship invitational regatta on August 14th and 15th, and a fall regatta on September 18th and 19th.

Seattle Fleet 26

by Ed von Wolffersdorff

It is interesting to note the numbers involved in J/24 sailing. At present there are 3100 J/24 boats world-wide with 2337 of these in the United States. All this since March of 1977 when the first production J/24 was launched at Stonington, Connecticut. Our District, District 19, has 105 boats sailing its waters with our fleet having 35. Twenty-two of our fleet boats were registered for and took part in the Corinthian and Seattle Yacht Clubs one-design and PHRF racing programs during 1981.

In the eight one-design series of races sailed on Lake Washington and the seven one-design series sailed at Shilshole Bay we averaged eight boats per series. The District Championships drew 35 boats.

There were a total of 261 J/24 one-design starts made on Lake Washington this past season and 238 at Shilshole Bay. Add to these 499 starts, the 105 starts made in the Districts, and you have a total of 604 J/24 one-design starts made in Seattle this past year. In addition to the one-design racing, quite a number of starts were made by our fleet members in PHRF racing with many wins recorded.

The following list covers some of the fleet sizes at several of the regattas held around the U.S. this past season. Note the size of our District Championships (held in 1981 for the first time) compared with a few of the others.

Events	Place	Starters
North American Championships	Rochester, N.Y.	99
Midwinters	Key West, Florida	64
Southwest Championship	Dallas, Texas	51
Pacific Coast Championship	San Francisco, Calif.	42
Northwest (Dist. 19) Championship	Seattle, Washington	35
East Coast Championship	Annapolis, Maryland	30
Western Regional Championship	Long Beach, California	30
Northeast Championship	Portland, Maine	26
Great Lakes Championship	Minnetonka, Minnesota	26
District #21 Championship	Los Angeles, California	17

Our most important fleet series turned up Lorie and Keith Lorence sailing *Slick* as our 1981 Fleet Champion. *Slick* won the series hands down, never being beaten in any single race of the 13-race series. Second and third places were more evenly contested with only $2\frac{3}{4}$ points between the two boats and only $\frac{1}{2}$ point between third and fourth. Second place went to the von Wolffersdorff gang sailing *Last Tango*, with Seznick's *Keema* in third. The Lake Overall Series was won by *Last Tango*, with *Sea J* owned by Rick Carlson, Dave Moyer and Gary Webber, second and Martin Withington's *Kuon II* in third place. The Sound Overall Series was won by *Keema*, with Liz Marx and Larry Cross in *Hwang Ho* in second, and *Sea J* in third place.

Gardiner's Bay Fleet 89

by Richard Gluckman

After a slow start, the fastest growing fleet in the northeast has doubled its size for the 1982 season. Last year saw *American Onshore*, sailed by John and Matt Holmes, gain top points for the season championship. Besides doing well in the Eastern Long Island Yachting Association PHRF Division II races, local boats participated in the Offsoundings Series, Block Island Race Week and the Eastern Connecticut District Championships. This year we are planning the first annual J/24 Round Shelter Island Race with boats from Long Island Sound, Eastern Connecticut and Rhode Island expected.



Photo by Mitch Canucci

Richard Gluckman's J/24 Richochet during Block Island Race Week.

State of Maine Championship

The 1981 State of Maine Championship Regatta was held the last weekend in August at the Portland Yacht Club at Falmouth Foreside. 19 J's (down from 25 in 1980) gathered for two days of delightful sailing. Two eight-mile olympic course races were sailed each day with 5-18 knots of wind and generally fair skies. Both days saw morning calm giving way to steadily increasing sea breezes, testing racers with a variety of conditions.

Race Chairman Del Damboise and Fleet 43 Captain Jon Knowles organized and ran a flawless event. Erlanger Beer provided refreshment for post race festivities on Saturday, with Dixieland music by Fanfare Souffle.

Native Mainiac, Tony Parker, living in self-imposed exile in the Annapolis area, came home to take the event with a chartered local boat and crew. He did bring his own sails and the excellent starting and sharp tactical skills that have made his reputation as a match racer, using them to compile a consistent 3,3,2,3 record for the victory.

Sailmaker Bob Twinem took second with finishes of 2,2,6,5 and Richard Hallett came on strong Sunday to end up third. Win Fowler, the apparent winner with three firsts and a second, was disqualified from the final race on a protest by Parker, dropping to fourth in the series.

1981 STATE OF MAINE CHAMPIONSHIP

POS	SAIL	YACHT	SKIPPER	TOT
1	33300	<i>Slapshot</i>	T. Parker	11.0
2	2215	<i>Who?</i>	B. Twinem	15.0
3	2735	<i>Mini-mouche</i>	R. Hallett	16.75
4	1065	<i>Nancy H</i>	W. Fowler	21.25
5	888	<i>Exuberance</i>	Hadlock/Harding	22.0
6	1365	<i>Bionic Slug</i>	T. Hildreth	32.0
7	2123	<i>Apex</i>	J. Tarling	32.0
8	829	<i>Synergy</i>	Adshead/Beals	33.0
9	2566	<i>Capella</i>	J. Stanley	37.0
10	1221	<i>Procyon</i>	L.C. Hall	41.0

Lake City Fleet 90

by Pat Hoy

After a surprising third place overall finish in the July series, rookie skipper Roger Schoen and wife Sandi assembled a knowledgeable crew including son Chad, 8, and Bob Hyslop and went on to post a 1-2-1-3 string in the September series. This proved to be too good for anyone to better and the Schoens sailed away with the gold in this series.

Couple this with their finish in July, and it's a winner. The Schoens were awarded Fleet 90's Championship trophy Sunday, January 30, at the Spokane Sailing Club's Awards Banquet. Congrats Roger, Sandi and Chad!

Sailing was perfect for the first set of races, with excellent planing conditions prevalent for both races on September 12. The last two races sailed on the 19th were moderate, but milder. The lack of the 20kts + breeze we experienced for the prior races was more than replaced by the gallons of sunshine that shone on us all day.

Craig MacPhee will receive the novice fleet honors from the Spokane Sailing Club also. Craig is our "senior citizen" in his first season with Fleet 90. He's the skipper of *Colonsay*, the family's "J", and his crew are wife Dorothy and their two sons.

Fleet 90 has come along nicely in our debut season and 1982 looks tremendous. Our newly elected officers, Fleet Captain Dick Baxter, Secretary-Treasurer Pat Hoy and Fleet Measurer Roger Schoen, have undertaken the task of organizing the District 19 Championship Series to be sailed June 12 and 13, on Lake Coeur d'Alene. So, while we wait for the Chinook winds to thaw our sailing waters, everyone in the fleet is busy planning and preparing for this hot event. And that's where we leave you — HOT TO TROT!

Hope '82 is exciting for you, too!

Wilmette Harbor Fleet 100

by Scott Stokes

Wilmette Harbor's Fleet 100 had a fast growing curve with 8 boats for its first season, 1981. 1982 promises a fleet of at least 13, and hopefully 16 or more in 1983. If one could see this crowded little harbor on Chicago's Northshore, you'd be wondering how one could sail in and out without a little minor fending with your close neighbors.

As for our 1981 season championship, Alex Meleney and Scott Stokes with their partners dominated the racing. Though both were new to J's, they managed to take first and third (out of 22 boats) in the district championship and first and second (out of 17 boats) in the CYC Fall Championship, both held in Chicago at Belmont Harbor. 1981 could be summed up as a great learning experience for all the new boat owners, providing a good return on the hard work and racing done by this eager group of new J owners.

In 1982, the Wilmette J fleet is gaining a number of serious racing types, many of them ex-Soling sailors. This all but insures that Beer will continue to be the ever-present elixir to raise and lighten the conversation on the club deck after the races. It is expected that with a year of racing under our belts, many more fleet members will be competing with Fleet 12 in Chicago and at other regattas in surrounding states.

Please don't forget to mark your calendars . . . Fleet 100 welcomes J/24s to the famous SSSYC Race Weekend, July 30, 31 and August 1st at Wilmette Harbor. A good time is promised, and the racing should be exciting. For more information call Scott Stokes at (312) 475-3958.

J/24 FLEET 100 SEASON CHAMPIONSHIP

1. *Capital Gains* — Alex Meleney/Janet Greenwald
2. *Mariner* — Scott Stokes/Jim Stuart
3. *Lady* — Tom Hofstetter
4. *Baloo* — Bruce Johnston
5. *Goldrush* — David Rittenberg/Dave Abrams

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| May 29, 30 | Northern California District Championship
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| May 29-30 | Annapolis Short Course Regatta
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| June 1-6 | J/24 North Americans
Corpus Christi Yacht Club
John Shepherd
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Corpus Christi, TX 78403 |
| June 12-13 | Eastern Shore Invitational
Tred Avon Yacht Club
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Kin Yellott
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| June 12, 13 | 1982 District 19 Championship
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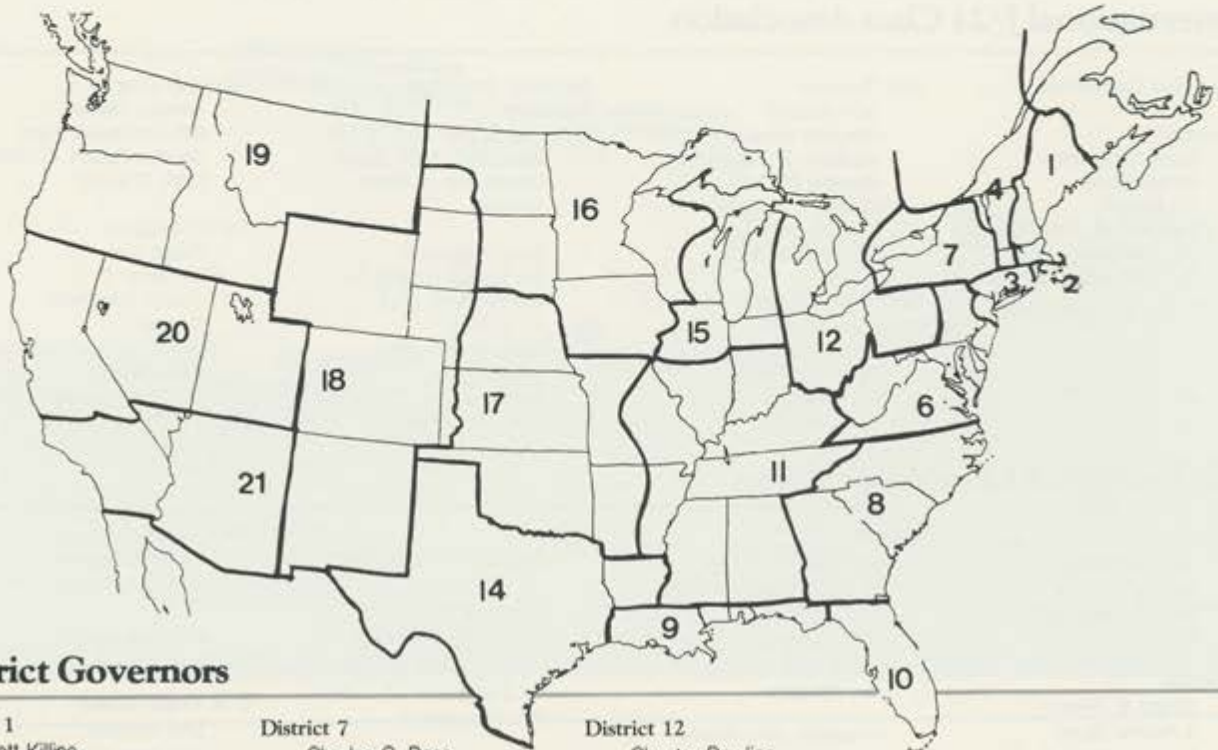
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
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CLASS RULES •

As approved by the IYRU, May 1981

*See page 8 for 1982 rule modifications.

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. (IJCA)

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 owner's 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

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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 stem, from sheerline at sternline.

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 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.
- c) The distance between the fixing points of the forestay shall not be more than 8600mm or less than 8545mm.
- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall be not more than 170mm or less than 95mm measured as the shortest distance from the aft edge of the mast.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter. c) Not more than two jib or genoa 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.

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- 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**
- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
 - b) The length of the leech shall not exceed 9170mm.
 - c) The cross width measurements shall be taken from the 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.
 - d) 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.
 - e) The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
 - f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
 - g) The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
 - h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
 - i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing defice in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
 - j) A Cunningham hole may be fitted in the luff.
 - k) A leech tensioning cringle may be fitted in the leech.
 - l) A leech line is permitted.
 - m) Camber lines are permitted.
- 3.6.11 Jib**
- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - b) The luff shall be not more than 8300mm nor less than 7845mm.
 - c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
 - d) A Cunningham hole may be fitted in the luff.
 - e) Reefing attachment points or devices may be fitted.
 - f) The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
 - g) A leech line is permitted.
 - h) Camber lines are permitted.
- 3.6.12 Genoa**
- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - b) The luff shall be not more than 8460mm nor less than 8100mm.
 - c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
 - d) A Cunningham hole may be fitted in the luff.
 - e) The leech shall not be convex.
 - f) A leech line is permitted.
 - g) Camber lines are permitted.
 - h) A cringle in the foot is permitted for a tacking line.
- 3.6.13 Spinnaker**
- a) The spinnaker shall be a three-cornered sail, symmetrical about its center line.
 - b) The sail, laid out on a flat surface, shall be measured when folded in half about its center line, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
 - c) The length of the leeches shall be not more than 8130mm nor less than 7930mm.
 - d) The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
 - e) The half-width of the foot shall be not more than 2600mm nor less than 2300mm.
 - f) The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The three-quarter-height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
 - g) The half-height half-width shall be not more than 2610mm nor less than 2540mm.
 - h) The three-quarter-height half-width shall be not less than 1600mm.

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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.

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- 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 trace port and starboard through which the sheet may be led after passing through the track mounted genoa sheet block.

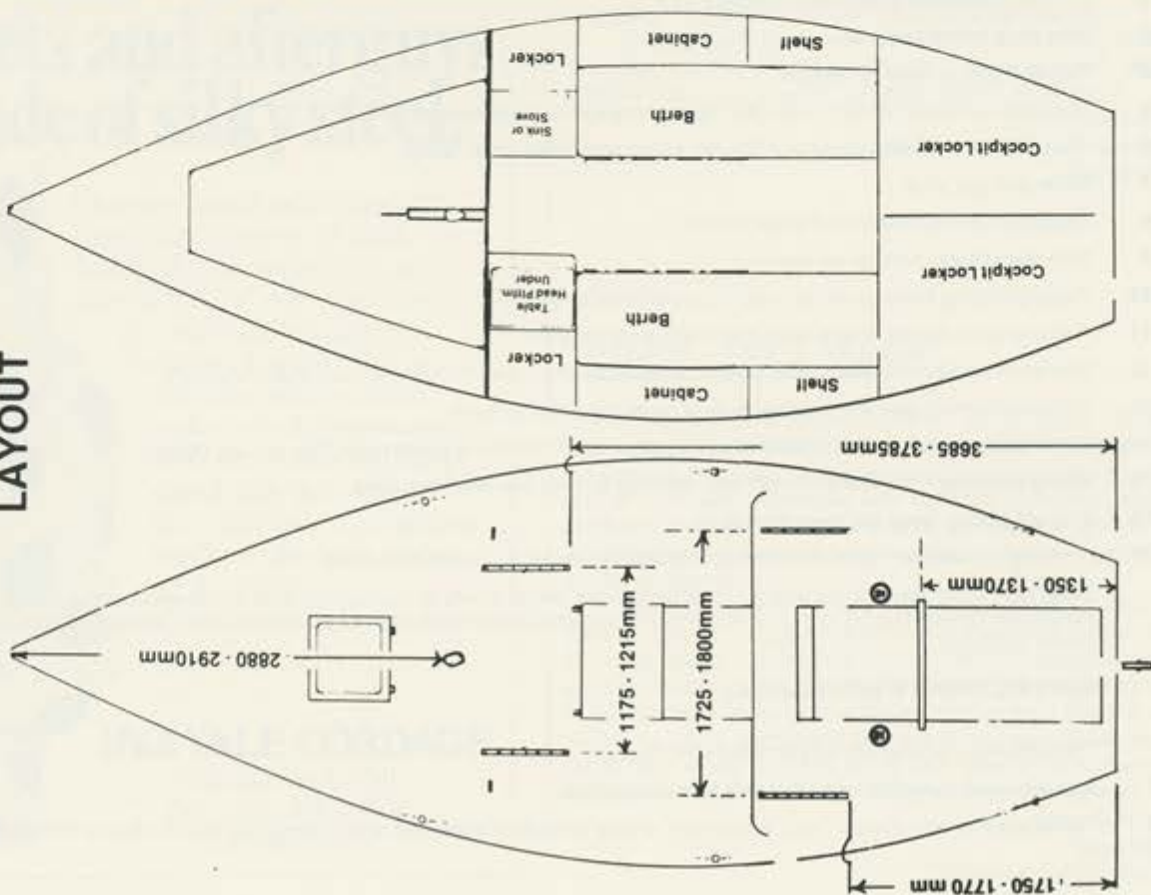
7. PROHIBITIONS

- 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.

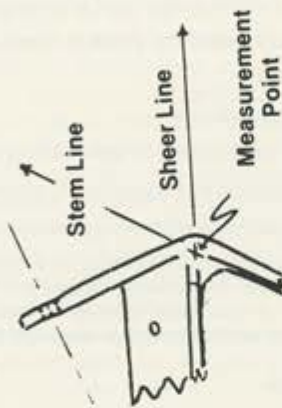
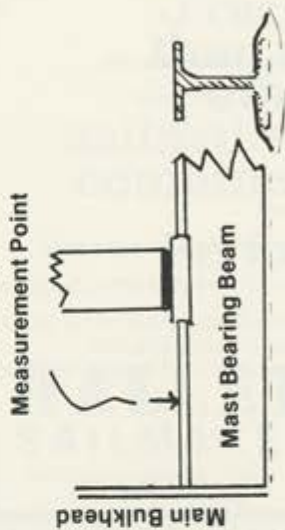
8. RESTRICTIONS WHEN RACING

- 8.1 The following practices are not permitted when racing:
 - 8.1.1 Alteration or re-cutting of sails other than for damage repair.
 - 8.1.2 The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel.

PLAN A DECK AND INTERIOR LAYOUT



PLAN B MEASUREMENT POINTS AND INSIGNIA



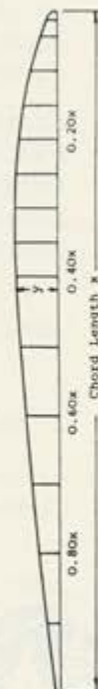
PLAN C KEEL PLAN



The leading edge slope is defined by a ratio of 1:2.22 units vertical to 1.00 units horizontal, using the plane of Section I as a horizontal reference.

	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 $\frac{1}{2}$ 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	68.5	60.6	52.7	44.8	36.9	29.0
0.30x	70.1	62.0	53.9	45.8	37.7	29.6
0.35x	70.7	62.5	54.3	46.1	37.9	29.7
0.40x	70.9	62.7	54.5	46.3	38.1	29.8
0.45x	70.9	62.7	54.5	46.3	38.1	29.8
0.50x	70.9	62.7	54.5	46.3	38.1	29.8
0.55x	70.9	62.7	54.5	46.3	38.1	29.8
0.60x	70.9	62.7	54.5	46.3	38.1	29.8
0.65x	70.9	62.7	54.5	46.3	38.1	29.8
0.70x	70.9	62.7	54.5	46.3	38.1	29.8
0.75x	70.9	62.7	54.5	46.3	38.1	29.8
0.80x	70.9	62.7	54.5	46.3	38.1	29.8
0.85x	70.9	62.7	54.5	46.3	38.1	29.8
0.90x	70.9	62.7	54.5	46.3	38.1	29.8
0.95x	70.9	62.7	54.5	46.3	38.1	29.8
1.00x	70.9	62.7	54.5	46.3	38.1	29.8
(Trailing edge)	6.4	1.8	1.8	1.8	1.8	1.8

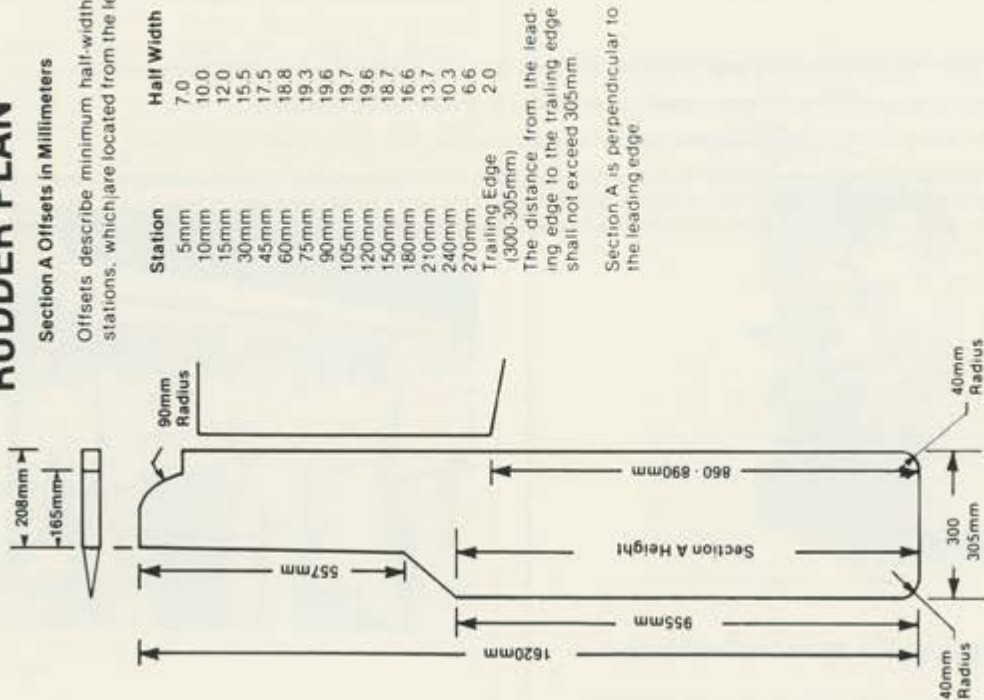
The above represent the minimum faired dimensions at each station and offset templates made in accordance with the above shall fit the keel when placed not more than 20mm below and parallel to the relevant sections.



PLAN D RUDDER PLAN

Section A Offsets in Millimeters

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



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- 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.

INTERNATIONAL CLASS ASSOCIATION

REGISTRATION CERTIFICATE

January 1982

(For new boats or changes of ownership only)

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 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 _____

Co-Owner _____

Address _____

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.

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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) _____

*A National Authority may authorize owner to take these measurements.

J/24 INTERNATIONAL 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. *IJCA Sail Royalty Tags must be affixed as of November 1, 1981.*

ITEM	RULE	MEASUREMENT		MINIMUM	"✓"	MAXIMUM
		MAINSAIL				
		Sailmaker's Name				
		Ref. Number				
		Year	Royalty Tag No.			
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	Royalty Tag No.			
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	Royalty Tag No.			
19	3.6.12a	Width of the head				95
20	3.6.12b	Luff length		8100		8460
21	3.6.12c	LP		4180		4345

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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	Royalty Tag No.			
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. Royalty tags are securely sewn on tacks of sails.

Printed Name of Sailmaker

Signature

Location Where Measured

Date

Sailmakers's Address

Phone Number

INTERNATIONAL CLASS ASSOCIATION

NJCA MEMBERSHIP APPLICATION FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

I hereby apply for membership in the J/24 Class Association for the year ending December 31st.

☐ Full Membership \$20.00

☐ 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. _____ In District No. _____

The name of my J/24 is _____

Her sail number is _____ Her hull number is _____

SIGNATURE

DATE

J. **24** **INTERNATIONAL CLASS ASSOCIATION**

FLEET CHARTER APPLICATION FORM

FLEET CAPTAINS' NAME _____

ADDRESS _____

CITY _____ COUNTRY/STATE _____ ZIP CODE _____

TELEPHONE: HOME _____ BUSINESS _____

I do hereby apply through my District Governor for registration of the _____ fleet.
(Name of Fleet)

NAME	ADDRESS	HULL NUMBERS
1 _____	_____	_____
2 _____	_____	_____
3 _____	_____	_____
4 _____	_____	_____
5 _____	_____	_____
6 _____	_____	_____
7 _____	_____	_____
8 _____	_____	_____
9 _____	_____	_____
10 _____	_____	_____

Members of the _____ fleet agree to abide by the International Class Rules, By-Laws of the National J/24 Class Association and the district of which the fleet forms a part.

 FLEET CAPTAIN SIGNATURE

 PRINTED NAME

 DATE

 DISTRICT GOVERNOR SIGNATURE

 PRINTED NAME

 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

You will receive more intensive sailing instruction at J World than at other sailing schools. During the five-day course you will receive six hours of instruction per day on the water and in the classroom. To this end, the learning atmosphere, curriculum, and teaching methods at J World are geared toward the positive reinforcement of the course material, emphasizing the fun of the sport. Why not come to our San Diego or Newport program to enjoy a week of sailing?

WORLD CLASS INSTRUCTORS

J World instructors average more than fifteen years sailing experience in Olympic and offshore classes, J/24s, J/30s, J/36s, Hobies, Lasers, and Windsurfers.

The instructors currently compete in National and World-level competition, therefore bringing you the latest in go-fast ideas and sailing techniques. The highly qualified staff includes Stuart, Drake, and Jeff Johnstone, and Jeff O'Brien.

THE SAN DIEGO & NEWPORT PROGRAMS

J World offers six five-day sessions in San Diego, California beginning April 4, 1982 and ending May 14, 1982. The

program will be based out of the San Diego Sailing Center. Steady sea breezes, warm climate, and a city full of diverse cultural activities are all part of the San Diego experience.

In Newport, Rhode Island the J World program will run from May 23, 1982 through August 27, 1982. The operation is based at Newport Offshore Ltd., builder and home of offshore racing yachts and America's Cup 12-Meters. You can sail amongst these yachts during the day and in the late afternoons and evenings you can enjoy the historic mansions, excellent seafood restaurants and the night life.

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

- 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

Box 1500 · Newport
Rhode Island 02840
Telephone: (401) 849-5492

J
WORLD



Horizon Sails powered HJ to victory in the North American championship

Move out front with Horizon Sails. Consistently fast from J-One on.

Always fast. Most of the recent winning has been done with our current Marblehead designs: the 02 main and jib, 04 Genoa and Cobra spinnakers. These were the sails that drifted to victory at the North Americans in Rochester and then pounded through the fleet at the Worlds in Sydney. Which proves these Horizon sails are fast in all conditions. And you don't have to be a sailmaker to win with them.

Examples: Dr. Bill Whitmore was 6th at the North Americans, and

Our current record is devastating:

1981 North Americans	1st, 3rd 4 of the top 10 6 of the 9 daily firsts
1982 Midwinters	4 of the top 10
1982 Worlds	2nd
Chesapeake Bay YRA	1st
New England Championship	1st
National Jr. U.S. Championship	1st
Edgartown Regatta	1st

5th at the Midwinters; North American champion Buddy Duncan is a merchant seaman; and Jack Couch, an ad exec, and his relief driver and wife, Kiki, who is a banker, captured the Long Island Sound championship.

Designed for speed and ease of use. Horizon sails set up more easily, with less backstay and shroud tension. Trimming them is so natural, you have more time to attend to tactics instead of constant tweaking and worrying. And the new Cobra spinnakers — flatter and broader in the head and two

years in the making — are already shaping up as our fastest ever. If Horizon dominates the class, blame it on experience. **Ragtime**, the prototype J-24, had sails from Van Zandt, the Horizon loft in Mystic. Or blame it on special design skill in small keelboats. Horizon sails have repeatedly won world and national titles in E-22's, Moore 24's, Endeavor 24's, Solings, Maxi 77's, and Albin Express. Or blame it on dedication — there's been a Horizon designer at virtually every major J-24 event since J-One.

Not a stitch of difference. Every Horizon loft is now building the same J-24 sails — from the breakthrough Marblehead patterns, and along with these proven sails, your local Horizon loft provides a tuning guide that will get you cranked up the first time out, no matter what the conditions. Move up — contact your Horizon loft today.

We ended the sailmaking compromise — by bringing world class technology to your local loft.



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