

J[®] 24



HOOD TAKES THE WORRY OUT OF BEING CLOSE...



1st 1982 MIDWINTER CHAMPIONSHIP
1st 1982 FLORIDA STATE CHAMPIONSHIPS

1st 1982 FLORIDA DISTRICTS
1st 1982 FLORIDA J24 CIRCUIT

IN ADDITION TO CHAMPIONSHIP SAILS,
WE ALSO OFFER KEVLAR SPINNAKER
SHEETS AND COCKPIT SPINNAKER BAGS
THAT FIT IN THE COMPANIONWAY.

Hood Sailmakers, Inc.
4711 126th Avenue North
Clearwater, Florida 33520
Telephone (813) 576-4450

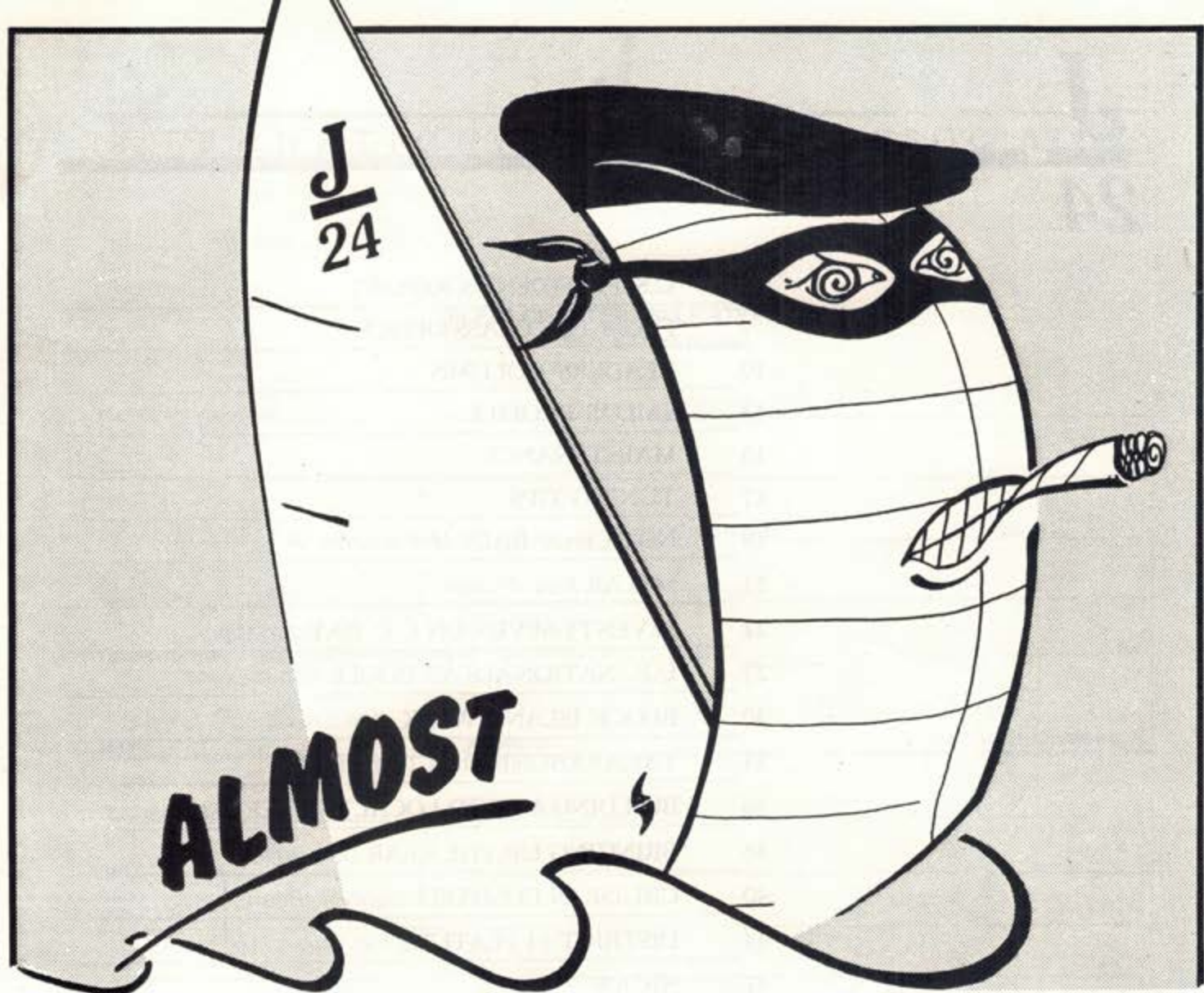


5	U.S. PRESIDENT'S REPORT
7	FROM THE CLASS OFFICE
10	READERS' COLUMN
13	SAILOR PROFILE
15	MAINTENANCE
17	TUNING TIPS
19	NOTICE OF RACE <i>Mid Winters VI</i>
21	MYLAR <i>Neal Fowler</i>
22	SEVENTY-SEVEN ON C.C. BAY <i>Jim Dinn</i>
27	U.K. NATIONALS AT POOLE <i>Koren Evans</i>
30	BLOCK ISLAND WEEK <i>Kiki Couch</i>
35	TAKARABUNE <i>Linda Tillman</i>
36	BUILDING A GOOD LOCAL J/24 FLEET <i>Stan Anderson</i>
38	BRINGING UP THE REAR <i>Don Buell</i>
40	CRUISE IN COMFORT <i>Henry T. Reath</i>
44	DISTRICT 11 FEATURE <i>Pat Crowe</i>
47	NJCA'S
49	FLEET NEWS
54	CALENDAR OF EVENTS
54	INDEX OF ADVERTISERS
55	CLASS ORGANIZATION
56	U.S. DISTRICT GOVERNORS
57	FLEET CAPTAINS
60	INTERNATIONAL CLASS MINUTES
68	INTERNATIONAL CLASS RULES
77	REGISTRATION/MEASUREMENT CERTIFICATES
81	MEMBERSHIP APPLICATION
82	FLEET CHARTER APPLICATION FORM



Cover Photo:
Action at 1982 North American
Championship, Corpus Christi, Texas
Photo by British photographer
Koren Evans

J/24 Magazine October 1982, Volume 9, Published bi-annually: April and October by International J/24 Class Association, Dick and Linda Tillman, Editors, at 645 Caribbean Road, Satellite Beach, FL 32937. Contents Copyright © by International J/24 Class Association, Inc. For additional information, call (305) 773-4141. POSTMASTER: Send address changes to IJCA, 645 Caribbean Road, Satellite Beach, FL 32937.



OUTLAWED

The greatest advancement in speed for J/24s since the beginning of the Class. Racers in the middle of the fleet jump to the top purely on the downwind legs—a ten boat length per race increase in speed over conventional spinnakers!

The 10/24 spinnaker took 1st and 2nd Overall at the Atlantic Coast Championships and took 1st and 2nd Place in the Designers Division of the 1981 J/24 North Americans.

Please send information on the 10/24 and our other J/24 sails.

name _____

address _____

city _____ state _____ zip _____

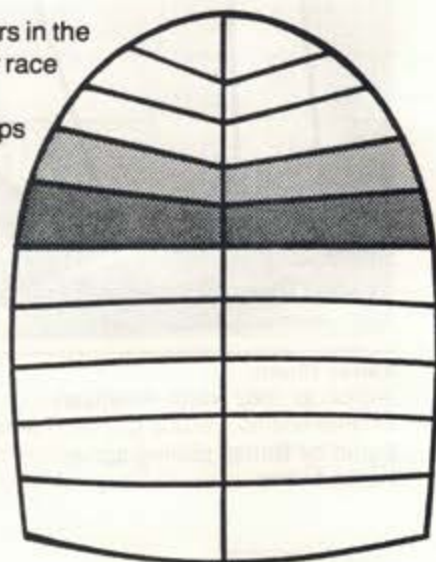
boat # _____

SHORE SAILS.

7 Merton Road
Newport, RI 02840
(401) 849-7997

645 New York Ave.
Huntington, NY 11743
(516) 673-5055

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





Henry Stanley, Jr., lives in Dallas, Texas and is a member of Dallas Fleet 29, where he sails his J/24, Fast Company.

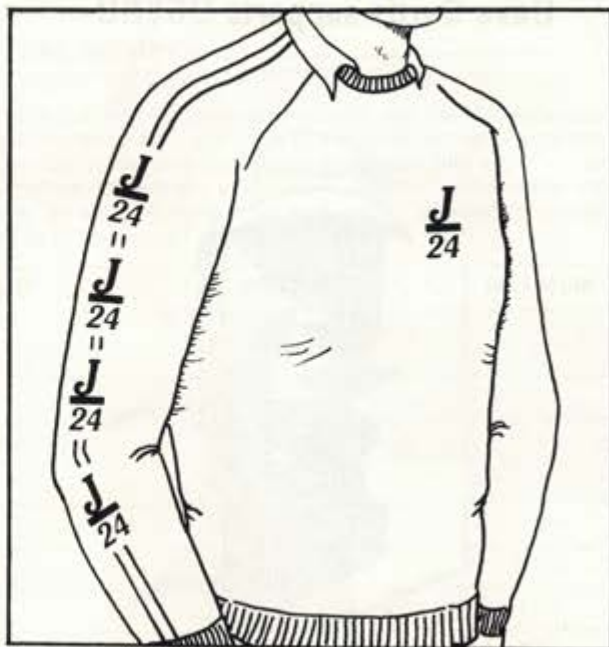
Here we are in our fifth summer as an organized National Class and things are quite different today from our small but promising beginning back in April 1978 when the first annual meeting was held. Today we have fleets in 31 countries and over 1300 U.S. Class members, as well as numerous members throughout the world. It is hard to go anywhere in the sailing world today and not run into a few J/24 skippers or boats. It gives one a great feeling to be far from home and catch a glimpse of a bright and shiny J-boat making time to weather. And, I hope you saw the recent *Business Week* article which recommended the J/24 as the boat of choice for those wishing to graduate into a small keel boat for cruising and racing.

Major J/24 Championships are the big events of today as evidenced by the terrific North American Regatta this summer, hosted by the Corpus Christi Yacht Club. They did an outstanding job with organization, management, and hospitality which can only be described with typical Texas superlatives. The World Championship at the St. Francis Yacht Club in San Francisco should be even more spectacular as competitors gather from a number of countries. Other hallmarks of excellent racing on the regional, national and world level are the abundant array of talent, crews, and well prepared boats in extremely close competition. It is also good to see some of the family boats doing so well at these regattas, and everyone having such a great time.

The credit for these well-run regattas naturally must go to the organizers, the regional and fleet organizations, and to Dick Tillman who has done a super job coordinating our national activities as Executive Director. The International J/24 Class Association Office at Satellite Beach, Fla., manned by Dick and his wife Linda, is well organized and functioning nicely. This office makes an excellent contact point for fleet captains, district governors, and members, as well as serving as a clearing house for new information and class business. The 1982 Spring issue of the J/24 Magazine was Linda and Dick's first effort and I think all will agree that it was an exceptional issue.

There are several areas which should be ironed out and policies established at our upcoming annual meeting.

PURE WOOL J/24 SWEATERS



Perfect Weight and Warmth for Sailing

These navy blue **machine washable** soft wool sweaters have the J/24 design actually knit right into the sweater itself in royal blue. It will never fade or peel. Special treatment of the wool before knitting prevents shrinkage or stretching.

To order this prestige sweater enclose a check for the full amount of \$55.00 plus \$4.00 postage and handling each (California residents add 6% sales tax) with quantity and sizes desired and mail to: Bondi International, 2100 West Anaheim St., Long Beach, CA 90813.

Sizes available: SS (30-34 chest),
S(36), M(38), L(40), XL(42), XXL (44)

To: Bondi International, 2100 W. Anaheim St.
Long Beach, CA 90813

SIZE	SS	S	M	L	XL	XXL
QUANTITY						

My check for \$_____ is enclosed.

NAME _____

ADDRESS _____

CITY & ZIP _____

Dave Curtis supports USYRU--



--and he believes all sailors should.

"Where would we be without the rules and appeals, ratings, class support and all the other services USYRU provides? USYRU supports all sailors, and each of us should support USYRU. It's that simple."

Dave knows winning isn't easy. When you're competing in the majors, you have to have everything going for you, mostly breaks you made yourself—preparation, training, psych, every possible detail maxed ahead of time.

USYRU works hard to give all sailors the opportunity to be winners. The future of the sport depends on every sailor and on USYRU, the national organization that coordinates, leads—and listens and reacts to the wishes of its members.

Cast your vote for the sport. Join USYRU now.

You will make a difference.

☐ Regular (\$20) ☐ Family (\$30) ☐ Associate (\$7-Student or under 21)

Mr./Mrs./Ms. _____

Address _____

City _____

State _____ Zip _____

Mail this, along with your check, to:
USYRU, Box 209, Newport, RI 02840

J2



Besides the usual discussion of rules, sails, and other technical aspects, the national organization should attempt to work out and establish a policy governing the selection procedures for U.S. entries to the World Championships, whether they be held in the United States or abroad. This is just one example of a number of areas where we now have enough experience to formulate guidelines which will allow the entire class organization to better plan for class needs, individual skippers to prepare themselves and their boats for long range campaign objectives, and the entire procedure to function more smoothly.

The USJCA Annual Meeting will be convened in conjunction with the annual meeting of the United States Yacht Racing Union to be held in the Dallas/Ft. Worth area on October 31, 1982. This meeting of district governors and class officers is where the annual class business is conducted. I hope that you have given your input and suggestions to your district governors, either through your fleet captains or directly, in preparation for this meeting.

We hope this has been a good summer for you and that you will continue to promote J/24 racing and all the quality and excitement it stands for.

Henry Stanley

Henry T. Stanley
President, USJCA

PENDANT

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

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

\$250. 14K Solid Gold

\$ 75. Sterling Silver

In Canada:

\$306. 14K Solid Gold

\$ 92. Sterling Silver

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



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

J/24 Pendant 24 Mill Street Newport, RI 02840

Class Growth

On December 31, 1981 the U.S. J/24 Class Association had 1137 members. Complete records were not available from other national class associations for the same period. However, as of August 1982, per NJCA annual subscriptions received by the International Office, membership status of the following countries is:

U.S.	1304
U.K.	103
Canada	65
Australia	64
Japan	50
Mexico	25
Brazil	16
U.S. Virgins	7
Bermuda	6
British Virgins	1

The annual NJCA subscription for every country having a national class association (NJCA) is \$5.00 per boat. Of the \$20 U.S. membership fee, \$5.00 is the annual subscription to the International Office and \$10.00 is applied to the Spring and Fall J/24 Magazine.

Fleet Charter

New fleets consisting of three or more paid members may be formed by processing the fleet charter application in the magazine through the district governor involved. The 8½ x 11 fleet charter, shown reduced below, is available to existing fleets upon request by the fleet captain and will be sent to new fleets as they are chartered. Welcome to newly chartered fleets, Fishing Bay Fleet 107, Skaneateles Fleet 108, Sodus Bay Fleet 110, and Fresno Fleet 111.

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.

1982

INTERNATIONAL J/24 CLASS ASSOCIATION

1983 Membership

For the United States J/24 Class Association, **1983 memberships are due on January 1.** Please complete the application in this magazine and return it to the class office. **Indicate your**



NJCA Director Dick Tillman and assistant Linda, shown with computer at Class Office.

computer number if a renewal. Each member will receive a 1983 membership card and a 1983 transom decal and window sticker. The new decal has a red border and may be placed alongside or under the 1982 blue decal. Boat owners and helmsmen must be class members to race. As a reminder, the computer number on your membership card and mailing label is explained in the example below.

Computer Record No.	Fleet No.	Last Dues Payment
District No.	Hull No.	Special Code
826-8-97-2729-0182	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

Film — Sailing With Warren Miller

The new 23-minute Warren Miller J/24 film is available for fleet, sailing association and club use. The film is 16mm, full color, full sound, and narrated by Warren Miller. J Boats will distribute it to chartered J Fleets at no charge. They require a \$50.00 refundable deposit, and freight charges and insurance must be paid by the user. Requests for the film should be addressed to:

J Boats, Inc.	or J Boats West
24 Mill St.	33 Duffy Place
PO Box 90	San Rafael, CA 94901
Newport, RI 02840	

This film is an excellent way to get the J/24 message across to new boat owners or prospective fleet members.

Can you say things like this about the boat bottom paint on your boat?

In a recent survey, this is what VC17 users said about their paint.

"After two years of use, having excellent results in speed and antifouling. I know of nothing better on the market. Please keep this stuff (VC17m) a secret." *Bob Hughes, Atlanta, Georgia.*



"We won the Lake Michigan Off Shore Championship 1981 and I am sure the bottom helped. We scrubbed it 3 times during the season with very little effort." *Jim Sargent, M.D., Menasha, Wisconsin.*

"The paint is unquestionably faster than your competitors', and its lack of temperature sensitivity allowed us to launch April 2nd. The lack of need to wet sand and burnish alone makes the product worthwhile. We are currently PHRF 'B' leaders in our district." *Bob McIntyre, Cleveland, Ohio.*

"Excellent antifouling characteristics in comparison to KL 990." *Richard H. Green, Boston, Massachusetts.*

"Won quite a few races and believe it was due to VC17m. Thanks again for a fine product." *Robert M. Egelhoff, Howell, New Jersey.*

VC17 is a unique, high performance, antifouling paint based on Teflon*, and it's no wonder that over 66% of J/24 Fleet Number 1 already uses it. Other J/24 fleets are catching on fast.

If you'd like to keep up with them, try it on your boat.

*"Teflon" is DuPont's registered trademark.

VC17 boat bottom paint.

Baltic Marine Products, Inc.
P.O. Box 14615, Chicago, Illinois 60614
312-326-0666

The Magazine

We wish to give belated credit to our District 19 Governor, Ed von Wolfersdorff, for his excellent job of writing and gathering photos for the District 19 Feature in the April '82 issue. Thanks Ed! Also, the advertisement on page 22 which had no name on it (sorry!) belonged to Stokes Boatworks, 125 Green St., Marblehead, MA 01945. Give Don Stokes a call at (617) 631-2316.

We urge all J/24 owners especially, and all who receive this magazine, to support those who advertise in it. For those who are not advertisers and wish they were, call the class office to get in the Spring '83 issue. Ad space requests are due February 1, 1983 for the April publication. Requests for advertising rates should be addressed to the class office.

For this issue, we wish to credit Pat Crowe for preparing the District 11 Feature. District 11 is the largest in the country, as Pat explains. If you wish to see your District in the Spring issue, covering people, places, activities, etc., please advise. Many thanks to those who contributed articles, fleet news, photos and other materials in this magazine. Your enthusiastic support is most helpful. Please continue to share your J/24 experiences. (We have had a request for an article on launching J/24's with slings. Let us hear from you if you can oblige.)

The deadline for feature articles, fleet, district and NJCA news, regatta calendar, etc. for the April issue is February 1, 1983. Please report your major regattas with a writeup, and results in the following format:

NAME OF REGATTA
Location — Date

RACE

POS SAIL YACHT SKIPPER HOME PORT 1 2 3 4 5 TOT

Send photos (black and white, or color) to J/24 Class Magazine, 645 Caribbean Rd., Satellite Beach, FL 32937. Photos will be returned if requested, as soon as possible.

J/24 and USYRU

J/24 owners have provided valuable assistance to USYRU by lending their boats to three important 1982 USYRU Final Championship events: J/24's were used in the Sears Cup (U.S. Junior Championship) in Richmond, California in August, the Prince of Wales (U.S. Match Racing Championship) in Vancouver, British Columbia in August and the Mallory Cup (U.S. Men's Championship) in Greenwich, Connecticut in September. Thanks are due to all involved who have supported these events, as well as several preceding quarter-final and semi-final events in which J/24's were raced.

Pan American Games Qualifications

The J/24 has been selected as a Pan Am Class for the Games scheduled August 14-29, 1983 at Puerto Azul, Venezuela. Other classes selected are the Soling, Star, 470, Laser and Windglider. The Pan Ams are sponsored by the U.S. Olympic Committee. One boat of each class per country is allowed to compete. Each country will hold its own selection trials. For the U.S., one team will be selected from

the North American Championship in June 1983 in San Diego. The winner of this event will qualify unless they are unable to go, in which case the next finisher will be eligible and so on. The USOC is particular that crew substitutions not be permitted. Hence any crew participating in the trials should be prepared to go as a team to the Pan American Games if selected.

Notice of IJCA Annual Meeting

The second Annual Meeting of the International J/24 Class Association (IJCA) World Council will be held at 0930 hours at the Royal Thames Yacht Club, Knightsbridge, London, England on Friday, November 5, 1982. It is hoped that the presidents of all National J/24 Class Associations will attend or be represented at this session, which precedes the Annual Meeting of the IYRU in London, November 7-13.

For every class member's information, the complete minutes of the 1981 IJCA Meeting are printed in this issue, beginning on page 60.

Office Hours

The J/24 office hours are Monday through Thursday, 9:00 am to 5:00 pm EST and till noon on Friday. Address all mail to J/24 Class Association, 645 Caribbean Rd., Satellite Beach, FL 32937. Telephone (305) 773-4141.

Rule Interpretations

Rodney Johnstone is the chairman of the Technical Committee. Any rule questions or interpretations which your fleet captain or district governor cannot answer should be directed in writing to the Technical Committee. Since the last issue of the Magazine, the committee has made the following interpretations:

1. Changing the mast step during a regatta:
Paragraph 3.5.2 (d) of the J/24 Class Rules provides that "The mast shall be fixed at the keel and be chocked at deck level in way of the mast and shall not be altered while racing." This means not altered during a series. It is not permissible to alter the location of the mast at either the deck or the step between races of that series. Slight variations in mast length demand at least a small tolerance for initial tuning. Secondly, differences in sail shape demand some tolerance for optimizing the rig to suit the sails. Paragraph 3.5.2 (c) provides a 30mm tolerance at the deck.
2. Fairing bottom of keel:
It is illegal to fair in the "V" on the tip of the J/24 keel. Fairing is only permitted to smooth out imperfections in the surface.
3. Use of barber haulers upwind:
Barber haulers may be used while beating. The intent of the new rule is to prevent their use as a primary sheeting system with infinite adjustability while beating. We are trying to keep simple something that was becoming complex. Outlawing barber haulers altogether would be discrimination against light weight crews in heavy weather conditions, especially when going to windward.

LESS TALK

MORE TROPHIES



Some sailmakers talk a
pretty good game —
Ulmer consistently plays
one ...

Call Mark Ploch at Ulmer
today. He won't talk about
how fast his sails are —
he'll show you!



1211 N. Betty Lane
Clearwater, Florida 33515
813/461-0022

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.

Put Hood to work for you. Call us. And... Congratulations Charlie!

Call Your Hood Loft Now to Get Ready for the 1983 Mid-Winters



Hood Sailmakers: Marblehead, MA (617) 631-8000 • Stratford, CT (203) 375-1145 • Annapolis, MD (301) 268-2268 • Clearwater, FL (813) 576-4450
 Ft. Lauderdale, FL (305) 522-4663 • Grosse Pointe, MI (313) 822-1400 • Seabrook, TX (713) 474-2653 • Costa Mesa, CA (714) 548-3464
 Honolulu, HI (808) 537-2518 • Toronto, CN (416) 364-9111 • Vancouver, CN (604) 688-0308 • Tortola, B.V.I. (809) 494-2569
International Lofts: Argentina, Australia, England, France, Japan, New Zealand, Sweden, West Germany

Official J/24 Blazer Emblem



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

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

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

Please excuse any delay in delivery.

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

A check for the full amount must accompany your order.

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

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

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

Mail to: _____ Hull # _____
 _____ Fleet # _____

Tuning Imperative

by Jeff Fischer

During District 19's district regatta the early part of June on Lake Coeur d'Alene, Idaho, it became very apparent to me that some J/24's could sail higher and were faster at the same time. Luckily, I discovered this on Friday, the day before the regatta began.

Back at the docks, visiting with owners of those boats that sailed high and fast (predominantly from the Seattle area), I realized that if I was going to have a chance at all in this regatta, the tune of my rig would need correcting. I was referred to an article entitled, "Tune Up Your J/24," appearing in the Spring '82 North Sails Newsletter and written by Bruce Golison (Ed. note: See reprint in April '82 J/24 magazine, page 24).

Before leaving for the regatta, I had shortened my mast to the maximum 8,970mm, but when I set my headstay at the maximum length of 8,600mm the backstay became very sloppy. So I put my headstay back to the original factory length. However after my sail on Friday, I realized the headstay needs to be maximum, so I returned it to maximum length and left the backstay sloppy. I also adjusted my mast where it goes through the hole in the deck for the maximum J measurement of 910mm.

During the regatta, I had excellent speed and pointing ability. After returning home and sailing in the local races here on Flathead Lake with ten other J/24's, it has become apparent to me as well as to the other sailors, that if your boat is not tuned according to the aforementioned article, your chances of winning are slim. If you notice other J/24's that are sailing higher and faster than yours, I suggest you quiz these sailors as to what they have done, and perhaps get yourself a copy of "Tune Up Your J/24." I have also noticed the weather helm has been reduced and the speed out of a tack seems better. It will be interesting to see what tuning changes will come about after the upcoming World Championship in San Francisco.

Crew Weight

August 6, 1982

J/24 Class Association
645 Caribbean Road
Satellite Beach, FL 32937

Dear J/24 Magazine Editor:

I noticed while at the North American Championship in Texas that many of the top crews raced with considerable crew weight, much more than what one would consider a family type weight.

My boat has three men and two women, my daughters. Weights of 165, 170, 155, 130 and 120 pounds represented this group.

In order for the J/24 Class Association to continue to support family racing, I believe the Class should have a maximum weight limit. Women should not be excluded from this sport. At least two women per boat should be permitted to race.

Very truly yours,

Ned Lockwood
Fleet Captain
Traverse City Fleet #62

Handicaps

30 March 1982

J-Boats
24 Mill Street
Newport, RI 02840

Dear Sir:

I am currently sailing a J/24 in Johannesburg, the boat is called *Yankee Girl*. Unfortunately we do not have sufficient J's to make a class and have to race her under the time correction factor. Is there any chance that you could tell me what handicap the J's race under in the open fleet racing in U.S.A. Even though we can comfortably beat a Lindenberg 26 which was designed along the J/24 concept, we still owe these boats time now with a handicap, or should I say, a time correction factor of 0.900. The Lindenberg 26 is racing under 0.895. It is a one design boat, but two foot longer.

It would seem that the Race Committee find it necessary to handicap our crew, as our handicap seems to keep going up. We now have to race the boat so hard to get any results, and I am pleased to inform you our J took line and handicap honors on Saturday over the L 26's, a Lavranos Mini-Ton, the Van der Stadt Mini-ton Stadt 23, Mistrals 1/4 Ton, Hunters. All this effort would seem pointless as we know that next week we will be axed with a higher handicap. The crew then try for some more go fast tactics and to cut a long story, I am hoping you could advise me of the handicap in the J's race in U.S.A. I could then advise the racing bodies here in South Africa.

Secondly, could you tell me are there any plans to export any more J/24's to South Africa. As we have five boats in the country, two in Pretoria and three in Johannesburg with our J being the only one raced in Johannesburg and one in Pretoria. Any suggestions as to how we can get our three friends to race, so that we could possibly be able to race as a class and not against a cheated handicap system. Handicaps have been changed during series.

I look forward to hearing from you for any possible suggestions as to how we could possibly swell our fleet and improve the racing. Or could you advise me who I should cor-

respond through, as I work with North Sails in Johannesburg. Sailing has become my life and really look forward to a speedy reply.

Yours faithfully,

M. J. van Rooyen
3 Lynette Str.
Hill Extention 6
Johannesburg
South Africa
2197

Rate Boats, Not People

April 24, 1982

Dear Mr. van Rooyen:

It sounds like sailing, handicap racing and sailmaking are the same the world over.

I'm not sure that I can help your problem with handicap results from the United States. We sail under a PHRF system, IOR (which you have), and others.

PHRF is performance handicapping whereby the actual sailing results are used to adjust the handicap. This sounds what is happening in Johannesburg . . . but they are meant to rate boats, not people!!

Our rating here under PHRF is 168-174 which is a comparative seconds per mile figure. A good two-tonner is 72 and a one-tonner would be about 115. So, you should rate 100 seconds per mile slower than a two-tonner and 50-60 seconds per mile slower than a one-tonner.

Your IOR rating should be 21.7 which is a bit stiff because the boat is not designed to the IOR rule. Under a performance handicapping system you should rate slower than a half-tonner.

Yours truly,

Robert L. Johnstone
President
J-Boats

Sinking Report

On May 23, 1982 at Noroton, CT, Bill Thomson and crew broached while in the process of jibing the spinnaker. His account of that incident follows:

Conditions:

Second day of strong easterly winds of 15-30 knots
Seas 5-7 feet
Tide running out at about 1 knot

Crew:

Life jackets were put on before leaving the harbor.
Five life-long sailors with about one year's experience in the J/24, but limity heavy air exposure in the J/24.

Situation:

We were a few hundred yards from the finish with one

jibe left. It was the third run of the day, and five previous jibes had gone quite well. While the pole was off the mast, a puff hit and its force caused easing of the sheet. The spinnaker had been intentionally overtrimmed all afternoon. The chute took over, causing a broach. In the recovery, the chute went to the other side, pulling us over to stay. The mast tip was in the water and heavy swells were pushing the hull to leeward and forcing the mast farther down. Unfortunately, we contributed to this because one or two crew members tried reaching the keel by climbing over the windward rail. The whole situation led first to turtling, then re-righting but three-quarters full of water, and then sinking. This occurred in about three to five minutes.

Mistakes:

Momentary loss of control of the chute in the jibe.
Not releasing spinnaker halyard in time.
Cockpit lockers closed but not secured.
Main hatch open, as chute was about to come down.
No stopper in the galley sink.
No line and float attached to the boat after going over.

Good things:

Life jackets on and all hands safe.
A responsive fleet and Race Committee who picked us up quickly.
A tough but valuable lesson to a large number of new owners in our area.

Conclusion:

It is clear mistakes were made. However, we believe the boat should be a bit more forgiving. I would recommend the Class Association establish a positive flotation regulation.



Frostbiting on Lake Minnetonka

ABOUT THE ARTIST: Anne Lutnicki is a member of Fleet 1 and an avid J/24 sailor on Lake Minnetonka. Her caricatures are much in demand by the local sailing community. For information, contact Lake Minnetonka Fleet 1.

1981 Yachtsman of the Year

Dave Curtis

Interview with Dick Tillman

Tillman: How long have you been sailing, Dave?

Curtis: I've been sailing a long time. Let's see . . . I'm 35 years old; I bet I started sailing when I was about two years old. I grew up living right on the water, in Marblehead. We had a hoist there, and I would launch the boat every day after school and sail in the winter, and every day in the summer.

Tillman: What boat did you start sailing in?

Curtis: A class called the Turnabout. I doubt that people other than in New England would know about it. We had about 250 of them, and all the kids in my generation grew up sailing them. They were 10 feet long, five feet wide, and made of plywood. You could put ten kids in them and they wouldn't tip over. They had just a main and a spinnaker. I didn't race them because it was a one-and-a-half hour sail to where they were raced, so I just sailed them a lot. In high school I got a 110. All the Junior sailors were sailing the 110 then, going back to Ray Hunt, George O'Day, and John McNamara.

Tillman: More recently you've been sailing the Etchells and Lightning. How long have you been sailing in these other classes?

Curtis: I sailed the Lightning for the first time in 1977, and since then mainly in their Midwinters and Districts. I've sailed the Etchells for seven years and the Soling for 13 years, probably longer than anyone in the U.S., except perhaps Stu Walker.

Tillman: What are your plans for the '84 Olympics?

Curtis: Well, I will gear up for them in the Soling.

Tillman: Does the J/24 racing help with the Soling effort?

Curtis: Yes. The competition in the J's is very good, and that helps.

Tillman: When did you become interested in sailmaking?

Curtis: When I was in high school, back about 1963. I've always enjoyed working on boats and making my own fittings. I knew Norm Cressy, who at that time was the best sailor in the 110's. He made his own sails. I got to helping him after school and really enjoyed it. I worked with him summers while I was in college, and after graduation in 1969 I started working with him full time.

Tillman: Where did you go to school and were you on the sailing team?

Curtis: Marblehead High School and then to Tufts. I was on the Tufts sailing team. I sailed in the Intercollegiate North Americans only once. We were second and won the team racing event.

Tillman: Why did you start racing a J/24?

Curtis: Mainly because of Bob Johnstone. He wanted to get a boat in Marblehead. I made a set of sails for him. This was way back in the beginning of the Class. I don't remember the boat number, but it was in the single digits. We cleaned up. That's when I started sailing a J, and got one right after that. My partner, Norm Cressy, raced the boat at first. We got *HJ* a couple years ago, and since then I've become more and



Dave Curtis relaxing after winning 1982 North American Championship.

Photo by Dick Tillman

more interested in it.

Tillman: Does your wife sail with you?

Curtis: Yes, but not in World level competition. However, Joanne crewed on *HJ* when they won the North Americans last year. And we do a little cruising, which is always lots of fun.

Tillman: From your standpoint, what keeps the J/24 class strong?

Curtis: Well, I think one thing it has going for it is that it is basically a one-builder class. That way nobody tries to out-build the present boats. I think it hurts a lot of other classes when somebody says, "I can do better than this and build a boat that's a little faster, stronger, stiffer, whatever," and all of a sudden, 500 boats are obsolete. The people who own those boats think they have to sell them because they can't win. The J/24 and I guess the Laser are classes that this doesn't happen in. Most Olympic classes are not one-builder boats and this drives people away from them.

Tillman: Do you think an older J/24 then can still be competitive?

Curtis: Oh, I think so. If you look at the scores so far at this North Americans, there are some low numbers up there. The boats that are pretty old are doing reasonably well.

Tillman: Let's talk about sails. There has been a lot of interest in Mylar sails. The Class voted not to allow them last year. As a sailmaker and a sailor, what do you think?

reynolds sails

Our sails are the **Fastest J-24 Sails available** and at the **lowest price anywhere!**

They have proven themselves in all conditions and have the speed potential to win in **any** condition. We've stayed on top because of this.

Results:

1982 North Americans . . . 2nd
1982, 1981, 1980 Dist. 7 . . . 1st
1981 North Americans . . . 2 of the top 10
1980 Worlds . . . 2nd

Call us today and put yourself on top in 1983!



3405 W. Lake Rd.
Skaneateles, N.Y. 13152
315-685-5149

P.O. Box 567 • Park St.
Waterbury, Vt. 05676
802-244-7864

Curtis: I think it's still too early to go into Mylar. While what we have at this point may not be the ultimate in the end, it's the right way to go, just because Mylar is still experimental. Not all the "bugs" are out of it yet. I'm sure that Mylar sails are going to be destroyed quicker than the Dacron sails we use now. Also, I think there will be a whole new evolution in sailmaking and people may buy a new sail and three months later it will be obsolete because someone will discover how to make it better out of Mylar. Sooner or later possibly the Class will go to Mylar. In the Soling, it's legal and nobody uses it anymore. Everybody tried it at first and now they're getting away from it. It was allowed for one jib only. It just doesn't appear to be as fast as was hoped for that particular application. It may turn out that for a J/24 genoa it will be. But getting it introduced will be expensive. Everyone will know when the time is right, I think.

Tillman: You were elected Yachtsman of the Year for 1981. We were in Australia for the J/24 Worlds when you learned of it. Do you recall what your feelings were at the time?

Curtis: I called my wife to see if the rumor was true. Obviously, I was really happy about winning it. I figured that, based on our season, it could be either Steve Benjamin or me. It turned out to be very close.

Tillman: How about the future? Do you have some long term plans?

Curtis: Well, I would like very much to go to the Olympics. You don't get very many chances to go. In the U.S. it's very, very hard to win an Olympic Trials. I've never done that and have never won a Soling Worlds, the two things I've tried for for quite awhile and haven't made. I think I would rather win the Olympic Trials now, and go to the Olympics. That would really make my career complete.

Tillman: Thanks, Dave; and good luck.

Kenyon Performance Products

make your J-24 or board faster ...



For your J-24

Kenyon now has two new series of instruments for your J-24. The 85 Series (3" face) and the 101 Series (5" face). Both series feature all new graphics and microtechnology for the entire series, which provides increased reliability. The large, bright colored LCD display allows for easy reading both day and night. The 101 Series is available in either round or square bezels.



KS-85D
Speedometer



KL-85
Log



DS-85
Depthsounder



KS/KL-101D
Digital Speedometer/Log



DS-101
Digital Depthsounder

The "SPEED SPAR," an aluminum sailboat mast. The tapered top section gives uniform bend characteristics that will match the luff cut of stock sails cut for aluminum masts.

The main advantages of the "SPEED SPAR" are performance and price. The stiffness of the spar allows each increase in wind velocity to be translated into acceleration, unlike the bendier type fiberglass spars which depower during puffs resulting in loss of power and speed. The "SPEED SPAR" retails for \$99.50.

For information call or write:



P.O. Box 308, Guilford, CT 06437 (203) 453-4374
2642 24th Avenue N., St. Petersburg, FL 33713 (813) 323-1616
2734 South Susan, Santa Ana, CA 92704 (714) 546-1101
15335 N.E. 92nd St., Redmond, WA 98052 (206) 881-8833

In General

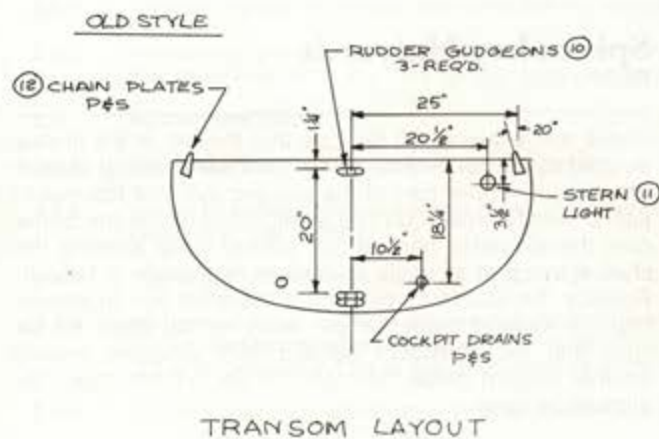
The U.S. builder, Tillotson-Pearson, offers the following information to J/24 owners:

1. The bulkhead reinforcing kit is NOT FREE under any circumstances.
2. Bulkhead replacement is warranted only after a proper survey and photographs are forwarded to Philip Piffard, Customer Service, Tillotson-Pearson, PO Box 60, Warren, RI 02885.
3. The traveler support bar is not teak as many owners assume. It is ash and requires maintenance annually. Some have had a problem with the traveler support bar rotting out at the bolt holes at either end. To prevent or repair this, take the traveler off, check for rot, and refinish the wood. Either re-bed both bottom and top of end bolt holes, or through bolt the aluminum traveler and wood support bar at ends, to deck.
4. When telephoning Tillotson-Pearson, please have hull number ready. Tel. (401) 247-1050.
5. When ordering parts, allow at least one week for delivery or pay extra shipping cost for Emery Express overnight delivery service, C.O.D.
6. All out-of-country orders for parts must be prepaid in US dollars, including freight.
7. For all mast problems call Don Zimmer at Kenyon Marine (203) 453-4374.

Rudder Pintles

There has been a fair amount of confusion over the new rudder pintle system. As most J/24 owners and dealers know, a much improved pintle system was introduced in 1981. It consists of two pintle straps, an upper and a lower, to be mounted on the rudder. The new style has a hole rather than a pin, which lines up with the holes in the two pairs of gudgeons on the transom. The six pieces are held in place with two separate heavy stainless steel pins.

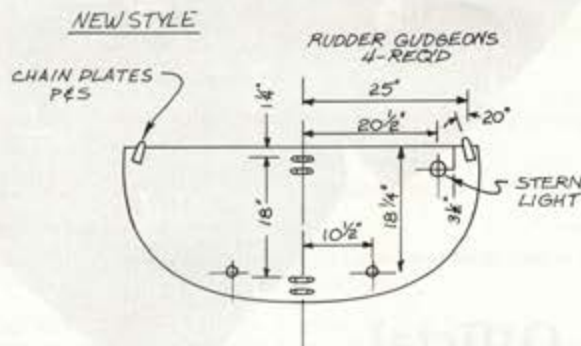
The old system had three gudgeons on the transom,



one upper and two stacked one above the other for the lower pintle. The gudgeon size may be the same as the present system or it may be smaller if the boat is quite old.

The old style pintle system is no longer available. If an owner wishes to replace his old rudder pintle system, there is an update package available from Tillotson-Pearson for \$62.00. This includes the two new style pintles with separate securing pins and one gudgeon. The one new gudgeon is added to the top set below the existing gudgeon the width of the pintle strap. The two gudgeons at the bottom must be separated by moving the top one up the width of the new pintle strap.

If the boat has the older, smaller size gudgeons, then the owner will need three more gudgeons as well to replace the existing ones. In this case he should order a complete set costing \$82.50, which includes two new style pintles, two securing pins and four gudgeons.



TRANSOM LAYOUT

Above are two drawings illustrating the new and the old gudgeon locations on the transom. The location of the new upper pintle strap on the rudder is two inches lower than the original pintle strap, measuring the bolt holes center to center. The lower pintle location is the same. To be accurate, install the lower pintle on the rudder first. Then put the rudder on the boat, resting between the pair of lower gudgeons on the transom and determine the exact location of the upper pintle on the rudder.

Although the new style pintle has no pin like the old style, it is still called a pintle, not a gudgeon. Gudgeons are only on the transom.

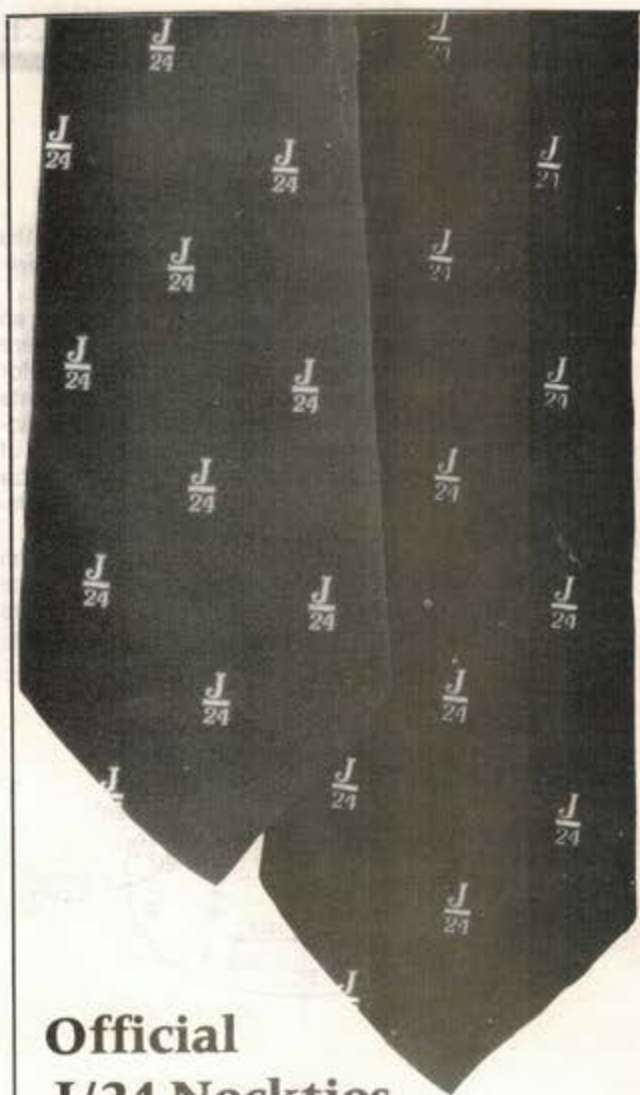
Refer questions to Philip at Tillotson-Pearson, (401) 247-1050; TX 230 952 134.

Mast

Reprint from Vol. 8

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



Official J/24 Neckties

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

There are three distinct patterns: White, International Orange, or Yellow insignias on a Navy Blue field.

These are custom made to exacting specifications by Hallifords in England and by Palm Beach in America.

They are available in lots of ten (10) for \$100 or individually at \$15 each. In Canada, \$18.50.

Please specify quantity of each pattern desired.

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

J/24 CLASS TIE - 24 Mill Street - Newport, RI 02840

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

Mail to: _____ Hull # _____
_____ Fleet # _____

openings near the deck on the mast. And do not install any blocks through or near the mast at the deck. Two people who have (illegally) have lost masts.

Keel

Reprint from Vol. 8

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.

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.

Tacking For Maximum Performance

by Bill Menninger

Bill Menninger is a leading sailor on the West Coast. He, with wife Mary among the crew, finished 9th in the 1981 Worlds in San Francisco.

All tacking involves three main ingredients: weight placement, sail trim and steering. If all of these areas are perfected and in concert from wind condition to wind condition, they will make for a flawless tack. All sailing is a measure of mistakes made, or not made. With good tacking we can sail a better race and reap the results of good teamwork with a sense of camaraderie amongst the crew.

The fact that the J/24 allows itself to be roll tacked tells us a lot about the boat: it's sensitive. The longer we sail, the more we come in tune with the boat's feelings, likes and dislikes. We can tell a lot about a boat by the way it tacks. What we've got our hands on is a live, ballasted dinghy with a keel that is both shallow and light enough to maintain that dinghy feeling.

LIGHT AIR TACKING

Light air tacking is spelled R O L L T A C K S. They won't help indigestion, but they should help relieve the tensions of pulling off that good tack, accelerating just in time to cross a starboard bow. With good roll tacks you can minimize the detrimental effects of tacking in light air.

A roll tack begins with the helmsman turning the helm. The crew races to the new leeward rail while the boat is head to wind, accentuating the roll of the boat to the new tack. The foredeck may lean out on the shroud while the rest of the crew adds their weight to the rail. The roll will accelerate the boat through the tack by forcing air into the sails. A good roll tack will minimize the time period between the sails being full on the old tack and becoming full on the new tack.

The crew weight is extremely important. When the skipper says "Ready to tack," the crew should start to move to a good leverage position where they can start to roll the new rail close to the water's edge. The weight should stay on the new lee rail for five to ten seconds after the sails have filled on the new tack. Most often, good acceleration is missed from anxious crewmen already moving slightly inboard. The second part of a roll tack is to slightly level the boat from its heeled position. This forces more air into the sails on the new tack. A J/24 is slower in responding to a roll than a dinghy, so we are gaining more acceleration by leveling the boat back up after the sails have started to function and fill on the new tack. As the crew moves back to its original positions, the boat gains the last acceleration from the roll tack.

The genoa can be slightly backed during the tack, but remember that with a good roll it will stay full almost all the way to head to wind. Both main and genoa cannot be sheeted tightly until the boat accelerates.

Steering should be smooth and kept to a minimum while the boat is driven first for speed and second for pointing ability. Try to avoid hitting waves directly and sit as far



Photo by Tom King

When the skipper says "Ready to tack," the crew should start to move.

forward as possible. Good communication between the helmsman and cockpit will help keep the sails trimmed to best advantage.

MODERATE AIR TACKING

We would probably like to think that most of our sailing will take place in moderate air conditions, where the boat moves through the water easily while the crew is happy and comfortable sitting on the weather rail. There they are, lined up on the rail, the sails are trimmed in, the skipper yells, "Ready, let's go," and the helm is over. The crew bolts across the nine-foot deck just in time to keep the boat reasonably flat as the boat accelerates onto the new tack. Sounds good, but most people do not realize how important it is for the crew to wait as long as possible before starting across the middle of the boat. The crew should not start to actually move across until the boat is head to wind. We are still dealing with the same advantages of the roll tack, although the action of the crew is from windward rail to windward rail, instead of leeward to leeward as in the case of the light air roll tack. Challenge the crew to wait as long as possible before dashing. Everyone should have a predetermined path to the opposite rail. If the crew starts across too early, the boat will stall and lose speed at the end of the old tack. This will make for poor acceleration on the new tack. Good practice is to have the helmsman tack the boat

OFFICIAL J/24 SHIRTS



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

A check for the full amount must accompany your order.

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

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

Please send me _____ shirts as specified below:

	S	M	L	XL
White	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Enclosed is my check for \$ _____

Mail to:

_____ Hull # _____
 _____ Fleet # _____

without notice. Don't get the crew angry, but test their speed and reaction time.

The helmsman can make things easier on the cockpit by watching the genoa as it makes its way around the mast and shrouds. If the helmsman heads off too quickly on the new tack before the cockpit has brought in the sail, it will be necessary to use the winch. The beginning of the tack should be quick, to get the genoa across the shrouds, but the second half of the tack (head to wind being the middle of the tack) should turn more slowly, enabling the genoa to blow straight aft and come in easily. These course changes require good teamwork as does the trimming of both main and genoa.

The helmsman tacks the boat and steers on a course that will give maximum acceleration. Both main and genoa at this point are trimmed to that course heading. The genoa may be four inches from the spreader, and the skipper should look up to the leech telltales to adjust the main. With acceleration, both sails should be brought back in for pointing ability.

The cockpit can let the genoa 'back' in the lighter air ranges, while in heavy air it should not be backed at all. With an eye on the genoa clew as it makes its way around the shroud, the cockpit should be ready to give one great, good pull to get the genoa in as far as possible while it is still easy to do so. The winch handle should be used to fine tune the sail as the boat heads back up. Good cockpit cleats are very important. Wrap arounds or clam cleats will work well without fouling the tack. Clam cleats must be angled away from points where they will tend to catch the outgoing sheet.

HEAVY AIR

Strength becomes more important in heavy air. The sails must be eased to keep the boat on its feet. All maneuvers in heavy air require sail trim. Remember, the sails sail the boat. During a tack the jib can be brought right in, but the main should be eased until the boat is both on its feet and moving nicely through the water. At that point trim the main back in.

Crew weight is very important during the heavy air tack. An early move off the windward rail will stall the boat going into the tack, while a late arrival on the new windward rail will stall the boat at the end of the tack. A slow boat is difficult to steer, and a heel of more than 20° is slow for a J/24.

"Crew weight is very important during the heavy air tack."

The skipper is responsible for the direction of the boat after the tack. He can feather the bow into the wind to reduce heel or he can drive off for speed. If the first half of the tack is good and the boat is moving nicely as the sails fill on the new tack, feathering is effective. If on the other hand the boat is stalled, it will take time before the speed is sufficient to allow feathering. Remember, there must be enough speed through the water to prevent the keel from stalling. Once the keel has stalled the boat will slip sideways until enough speed is regained to stop it. This is why it is so important to keep the boat flat and fast. Constant main sail trim will help keep the boat moving at all times.

Tacking a J/24 is easy. All it takes is practice. It is a good habit to try a couple of race tacks before the ten-minute gun. Get the feel of the boat, keep it moving and look smart on the race course with good tacks. Remember what a difference half a boat length can make.

Site	The 1983 Midwinters will be held on Biscayne Bay, sponsored by the Orange Bowl Regatta Committee and hosted by Coral Reef Yacht Club and the Biscayne Bay Yacht Club.		
Rules	The Championship will be governed by the racing rules of IYRU, the prescriptions of the USYRU, the current rules of the International J/24 Class and the sailing instructions.		
Administration	The Regatta will be conducted by Coral Reef Yacht Club Race Committee.		
Eligibility	The Championship will be open to 1982 or new 1983 members of the National J/24 Class Association.		
Schedule	Jan. 3	Mon.	0900-1700 Launching and Measurement 0900-1200 Registration Tune-up Race (if possible)
	Jan. 4	Tues.	0900-1700 Launching and Measurement 0900-1200 Registration Tune-up Race (if possible) 1700 Skippers Meeting C.R.Y.C. Free Cook-out, Burgers & Beer, Cash Bar
	Jan. 5	Wed.	1000 Warning Signal Race 1 (2-3 Races) Daiquiri Party B.B.Y.C., following day's events
	Jan. 6	Thurs.	1000 Warning Signal Race 1 (2-3 Races) Free Beer C.R.Y.C. and Cash Bar, following day's events.
	Jan. 7	Fri.	1000 Warning Signal Race 1 (1-2 Races)
	Jan. 8	Sat.	1000 Warning Signal (1 Race) Haul out following race 1800 Cocktails 1900 Buffet Dinner and Trophy Presentations
Racing	The Midwinters will consist of as many as nine (9) races. Assuming more than 60 entries, the fleet shall be divided into four groups to sail a round-robin series of as many as six races on Wednesday and Thursday. Before Friday's race, the fleet will be divided in half. The top half shall constitute the Championship Division counting all races (including the round-robin.) The Consolation Division or bottom half shall start anew, not counting the round-robin races.		
Course	All races will be course races of the trapezoid design. The length of the first beat will be determined by the Race Committee of Coral Reef Yacht Club.		
Scoring	A low-point scoring system will be used. There will be no throw out and the 720 rule will be in effect. 1st Place — 1 Point 2nd Place — 2 Points 3rd Place — 3 Points A tie on total points will be broken in favor of the yacht with the most firsts, seconds, etc. If a tie still exists, it shall be broken in favor of the yacht with the best placing in the last race sailed.		
Awards	First Over-all Perpetual and Over-all trophies for first, second, third, fourth, and fifth in both classes.		
Inspection & Measurement	Partial or complete measurement may be performed on any yacht at any time during the regatta. Four sails will be stamped before completing registration.		
Entry	Entries may be made before December 1, 1982 by sending a check for \$95.00 payable to J/24 Midwinters, to Chip Abele, 4700 LeJeune Road, Coral Gables, FL 33146. Telephones: (305) 661-4337 (office) and (305) 253-1254 (home). For advance information and official entry package, write to the above. Entries postmarked later than November 30, 1982 must add a \$20 late entry fee. Entry includes crane and dockage fees, free cook-out Tuesday, beer Tuesday through Friday, cocktails Wednesday, dinner Saturday, and keeper trophies.		

NORTH "J" SAILS

Dominate The World Championships

1981

**World Championship:
FIRST... 7 out of 9**

**6 of 7 races won with
North sails on 4
different boats**

1982

"J" Midwinters 2nd

1981

"J" Midwinters 1st

West Coast

Midwinters 1st thru 5th

So. California

Districts 1st thru 5th

N. California

Districts 1st thru 5th

Oregon State

Champion 1st thru 3rd

Rolex Cup 1st

Block Island Race Week 2nd

Larchmont Race Week 2nd

Texas Circuit 2nd

(won last 2 events of 5

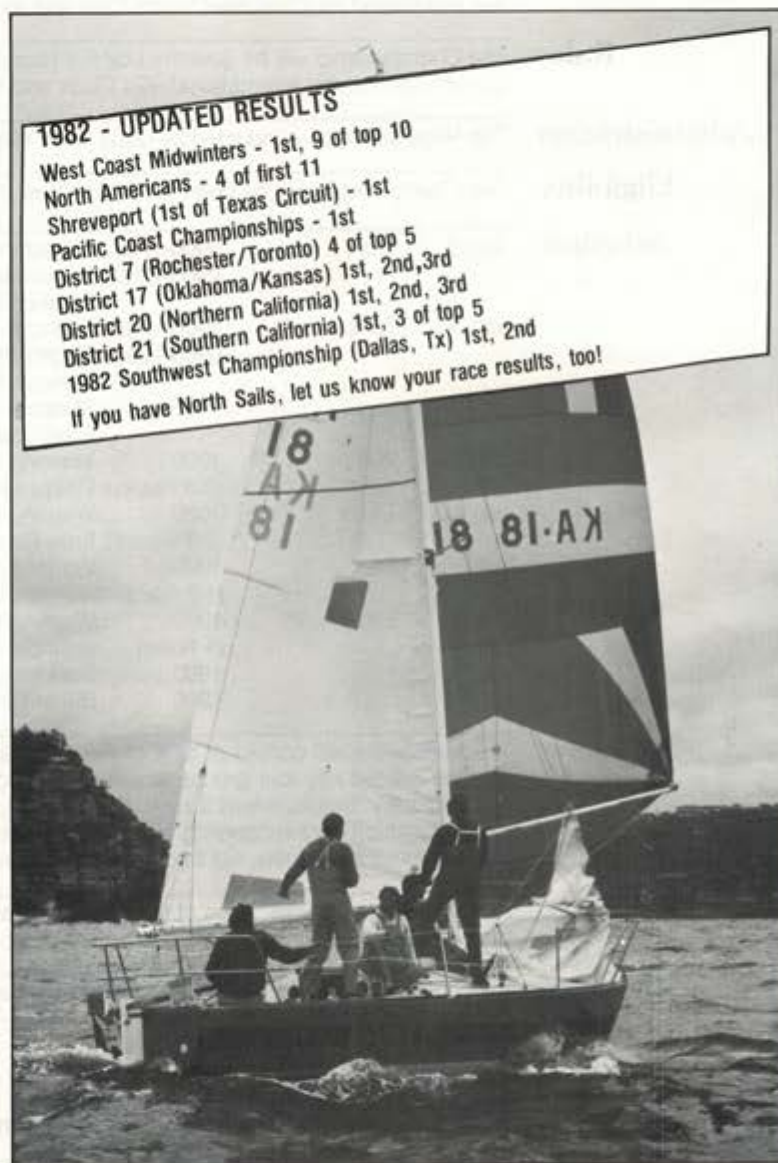
Corpus Christi and San Antonio)

Again and again NORTH "J" sails
prove that they are the *FASTEST* and most
CONSISTANT sails on the market today.

We are not sitting back on *these*
results — we have not forgotten the 1982
North Americans and Worlds will soon be
here. If you want the "Best in the World" in
quality sails . . . for Worlds, North
Americans, Districts or just day sailing, give
us a call, collect. We really are here to help!

North Sails-Seal Beach
15221 Transistor Lane
Huntington Beach, CA 92647
(213) 596-4461
Attn: Bruce

North Sales-East
189 Pepe's Farm Rd.
Milford, CT 06460
(203) 877-7621
Attn: Neil



**World Champion Mark Bethwaite leading under a set on
NORTH sails with "Speed to Burn."**



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

North Sails-Sydney
P.O. Box 511
Mona Vale, Australia
977-5966
Attn: Lee or Skip

Mylar

by Neal Fowler

Since 1977 we have seen the introduction and development of laminated sailcloths deriving their stability from polyester film (Mylar) and their tear strength from a woven substrate (usually Dacron). The original materials were of sandwich construction, the outer two layers being Mylar bonded adhesively to a woven core. Early problems included discoloration (yellowing), delamination, and low tear strength. Discoloration was eliminated through the use of different adhesives. In 1979 both bond strength and tear strength were significantly improved through the introduction of one-sided laminates. These materials consist of a double strength layer of Mylar bonded to a woven substrate. These materials are more flexible, and easier to handle, than those of sandwich type construction. Further testing with various substrates has resulted in significantly higher tear strengths.

The difference between a woven polyester fabric and a polyester film is as follows. The threads of a fabric are made by extruding polyester into fibers that are then woven into a fabric. The maximum strength, or direction of least stretch, lies directly along these threads, the warp and the fill. The bias, or 45-degree direction, is far stretchier, and a resin coating must be applied to stabilize the bias. The resin coating gives a brittle feel to the yarn tempered genoas found on J/24's. With Mylar, the polyester is extruded width-wise as well as length-wise, making a material with equal strength in all directions. When laminated to a selected substrate the result is a cloth that is softer and lighter than yarn temper, with a more stable bias and at present slightly weaker warp and fill.

Most of the Mylar genoas in use today are built from one-sided laminates

with a Dacron substrate. These are usually laid out alternating the Mylar side with the Dacron side, giving a striped effect to the sail. These sails have made a great impact on offshore racing due to their light weight and tremendous shape holding ability, compared to the soft and quite heavy Dacron sails that had previously been in use.



The J/24 Class should not anticipate a sudden increase in boat speed if the use of Mylar sails is permitted. The majority of fast genoas currently in use are of yarn temper or other very firm Dacron materials. The introduction of Mylar sails with their more stable bias and less stable fill and warp may set back many designers and initially produce slower sails. That situation would most certainly be short-lived, but it is

difficult to imagine Mylar headsails enhancing the J/24's windward performance to the point where you must have one to be competitive. At best, new J/24 headsail designs in Mylar should perform on par with existing fast designs in Dacron.

Current Mylar materials can offer similar performance and easier handling at a slightly higher cost than the Dacrons presently used in J/24 headsails. However, the development of Mylar continues at a furious pace and the possibility of a much easier to handle sail with similar performance and a significantly longer racing life is a distinct possibility. The current minimum cloth weight rule (3.6.9) should preclude the possibility of an ultra lightweight, all-purpose genoa dominating in light wind conditions.

Conclusion: The development of Mylar headsails offers several slight advantages to the J/24 Class. These advantages are at present minimal. Present performance of Mylar is comparable to Dacron.

Neal Fowler has been one-design loft manager for North Sails East for the past three years.



MYLAR vs. FIRM DACRON IN J/24 SAILS

Mylar Advantages

1. Greater strength at equal weight.
2. Potentially longer racing life (comparable to Dacron at present.)
3. Easier to handle — softer.

Mylar Disadvantages

1. Prone to failure (tearing) rather than permanent distortion when greatly overloaded.
2. Slightly higher cost (about 5%) due to need for larger patches and more intricate seaming techniques.

Seventy-Seven On C.C. Bay

by Jim Dinn

The Corpus Christi Yacht Club proudly hosted the 1982 J/24 North American Championship June 1st-6th. Seventy-seven teams representing 13 states made their way down south to compete on Corpus Christi Bay, known for its high winds and steep chop. J/24 Fleet 3 volunteers from the CYC provided the man-power to organize and manage a week's worth of racing. The Bay Yacht Club of Corpus Christi graciously put on a separate practice regatta on Memorial Day weekend which was well attended by boats down early to tune up.

All boats were in the water and ready to race by mid-afternoon Tuesday, before the skipper's meeting. As a seventy-seven boat starting line for J/24's would be unmanageable, the fleet was divided into elimination heats. The determination of sub-fleets was done randomly by computer. The first three races served as an elimination series to determine the championship and the competition fleets. The championship fleet counted all seven races while the competition fleet counted only the last four races. The trapezoid course configuration was used at the direction of the J/24 Class Association. A four-mile weather leg was followed by a beam/broad reach, two miles downwind, another beam/broad reach and a final four-mile weather leg to finish. Charles Thomasson and Allen Borden were responsible for the Race Committee fleet of nine boats putting in long hours and doing yeoman service.

A southeast breeze varying between 15-18 knots was the rule for every race. The starboard side of the course was close enough to shore to produce effects that some boats used to advantage, while others found only headers and fluky air. There were enough variations in shift patterns to keep even the

home town boats guessing. Oscillations of 15-20° were common throughout the week and made playing the headers and lifts essential to keep up with a fast fleet.

With the fleet divided into four groups for the first three races, each boat had a chance to go against every other. The first race saw *H.J.* skippered by David Curtis and *Grand Slam* skippered by Paul Forrester take top positions. The second time around the course firsts were scored by Mark Foster on *Classy Lady* and Kelson Elam on *Good Hearted Woman*. *H.J.* finished with a third and *Grand Slam* posted a fourth in their second heats.

"When the beer tent opened and the the country music began, the standings for the division were the primary topic of discussion."

After being on the bay in 80-90 degree south Texas sunshine from 0900 to 1830 the teams were ready to head for the tent where the refreshments awaited.

After the first day's races there seemed to be agreement that staying slightly to the starboard side of center on the windward leg was advantageous. Boats carrying five crew in the 15-18 knot winds were consistently fast and not disadvantaged downwind. Race Three was sailed in significantly less wind maxing out at 15 knots on the last weather leg. The differences in boat speeds were much less and the fleet much closer together at mark roundings. Despite the experience the previous day, going to the port side of the course benefited most boats and those able to squeeze a few degrees

higher pointing in the flatter water showed their sterns to the rest.

This Side Up skippered by Kirk Reynolds and *Cheap Sunglasses* sailed by John Koliuk took firsts in their heats. Seconds were captured by Bob Johnstone on *Top of the World* and *Ante Up* sailed by Robert Berg.

When the beer tent opened and the country music began, the standings for the division of the fleet were the primary topic of discussion. After three races the top five boats were: *Grand Slam* and *Classy Lady* with eight points each, *H.J.* with nine points, *This Side Up* with 10 points and *Good Hearted Woman* with 12 points. Home town spirits were running high with two local boats tied for first. The top 39 boats were included in the Championship fleet and were issued checkered pennants appropriately. The Competition fleet with white pennants started out with a fresh score card while the initial three races were included in the total performance of the Championship fleet with no throw outs.

With four more races and three days of sailing to go, Friday, June 4th, found the teams well prepared with plenty of sunscreen and liquids on board. The breeze consistently arrived by about 9 a.m. out of the southeast. The Race Committee provided very good lines, keeping the crowds down at either end by adjusting the line if boats bunched at either end. With a 39-boat fleet it was impossible to do well without being on the line moving with the gun. There was no catching up from a start on the second row of boats crossing the line.

David Curtis on *H.J.* won both races on Friday, while Bruce Golison took second and fourth on *Ajax* and Rick Grajirena scored a fifth and second. *This Side Up*, *Classy Lady*, and *Grand*



Stepping masts at Corpus Christi.

Photo by T.B. Henderson



1981 World Champion, John Kolius.

Photo by T.B. Henderson



Seconds after start of an elimination race, U.S. 3400, Bob Johnstone and 2848, Bob Mosbacher are in the clear.

Photo by T.B. Henderson



Awards ceremony.

Photo by Dick Tillman



fooling around.

Photo by Dick Tillman



Jibe mark.

Photo by T.B. Henderson



Race talk.

Photo by T.B. Henderson



Hauling out.

Photo by T.B. Henderson

Slam found themselves well back in a very aggressive fleet. David Curtis' performance put him clearly ahead and *H.J.* was a marked boat.

Saturday, June 5th, was the day of the long distance race that sent the fleets into areas of the bay not previously sailed. A short weather leg followed by a close reach that tempted some boats to try the chute with disastrous results brought us to a weather leg well out from shore. This

weather leg was seven miles long and was heartbreak city for many boats and heaven for others. Mark Foster on *Classy Lady* was one of the boats that tried a chute on the reach and ended up in 36th place starting the beat. By going to the starboard side of the course he reported 30-40° lifts on port tack. Those that went with the leaders, i.e. *H.J.*, tended to go to the port side and got tanked badly. *This Side Up* won followed by *Ante Up* and *Classy Lady*.

With one race to go, Sunday morning started with a fresh breeze at 7 a.m. which built steadily. By start time there were lots of whitecaps and promise of more to come. The game of 150 VS 100 was played on every boat with the wind at 19-21 knots and building. The commitment to use a 150 genoa on a four-mile beat in a building wind was a hard decision. The boats split about 50-50 between 150's and 100's. Steve Dienst on *Misdemeanor*

1982 NORTH AMERICAN CHAMPIONSHIP Corpus Christi, Texas — June 2-6, 1982 Championship Fleet

POS	SAIL #	YACHT/SKIPPER	HOME TOWN	SUB	RACES								TOT
				FLT	1	2	3	4	5	6	7		
1	2579	<i>H.J./David Curtis</i>	Marblehead, MA	Y	1	3	5	1	1	15	14	40	
2	3207	<i>This Side Up/Kirk Reynolds</i>	Waterbury, VT	B	6	3	1	15	11	1	4	41	
3	3287	<i>Classy Lady/Mark Foster</i>	Corpus Christi, TX	Y	3	1	4	19	15	3	5	50	
4	2906	<i>Son Of A Gun/Rick Grajlrena</i>	Clearwater, FL	Y	5	7	11	5	2	7	15	52	
5	2611	<i>Ajax/Bruce Golison</i>	Seal Beach, CA	Y	4	11	6	2	4	10	16	53	
6	3131	<i>Cheap Sunglasses/John Koliis</i>	Houston, TX	O	9	8	1	6	3	16	11	54	
7	118	<i>Misdemeanor/Steve Dienst</i>	Corpus Christi, TX	Y	2	5	15	16	5	14	1	58	
8	3007	<i>M.S. Moneypenny/David Pritchard</i>	Balboat, CA	B	14	8	7	3	8	12	7	59	
9	1470	<i>Head-To-Toe/Diaz/Rogers</i>	Miami/Houston	G	10	5	6	9	7	6	18	61	
10	2250	<i>Partial Eclipse/Gunther Buerman</i>	Rochester, NY	O	12	6	7	14	6	4	13	62	
11	3400	<i>Top Of The World/Robert Johnstone</i>	Newport, RI	B	7	12	2	10	26	5	3	65	
12	1343	<i>Good Hearted Woman/Bevan-Elam-Goug</i>	Rockwall, TX	B	2	1	9	4	9	19	23	67	
13	968	<i>Grand Slam/Paul Foerster</i>	Corpus Christi, TX	B	1	4	3	28	16	9	6	67	
14	270	<i>Ante Up/Robert Berg</i>	Oklahoma City, OK	O	10	2	2	38	14	2	2	70	
15	4088	<i>Luder/E. Warden Owen</i>	London, England	B	5	2	13	31	16	8	12	89	
16	3	<i>Electric Pumpkin/Bill Menninger</i>	Newport Beach, CA	B	4	7	10	32	10	13	20	96	
17	2617	<i>Coal Pile Express/Ned Lockwood</i>	Traverse City, MI	G	6	9	11	8	13	23	35	105	
18	135	<i>Whatever/John Shepherd</i>	Corpus Christi, TX	B	3	21	8	25	20	25	19	121	
19	358	<i>Next/David White</i>	Corpus Christi, TX	Y	13	10	14	22	12	24	26	121	
20	634	<i>Monster Fish/Jeff Pfister</i>	San Antonio, TX	G	7	15	3	26	25	18	28	122	
21	1897	<i>Malolo/Steve Washburn</i>	Los Angeles, CA	O	17	4	12	21	28	35	8	125	
22	3128	<i>Pegasus/Adams-Garrison</i>	Corpus Christi, TX	G	9	13	14	24	19	29	17	125	
23	2299	<i>Locomotion/Couch-Couch</i>	Noroton, CT	G	11	6	9	12	34	36	25	133	
24	67709	<i>Pocket Rocket/Blair Francis</i>	San Diego, CA	G	12	16	8	30	38	21	10	135	
25	1385	<i>Endless Summer/Terry Flynn</i>	Houston, TX	Y	8	18	19	23	17	32	24	141	
26	1997	<i>Special K/Jack Kern</i>	Austin, TX	B	11	28	16	35	23	20	9	142	
27	656	<i>Bushwacker/Jim Dinn</i>	Corpus Christi, TX	Y	14	16	12	13	27	31	32	145	
28	2183	<i>Lorelei/Richard Specia</i>	San Antonio, TX	O	13	15	17	36	21	17	29	148	
29	2627	<i>Scarlet/Pat Kabris</i>	Excelsior, MN	Y	19	12	26	20	29	22	21	149	
30	1679	<i>Ms. Sippi/Stephen Andre</i>	Richardson, TX	Y	20	13	17	7	31	33	31	152	
31	275	<i>Windfall Prophet/Gary Zars</i>	Midland, TX	B	8	10	25	39	32	11	27	152	
32	1158	<i>Red/Keith Zars</i>	San Antonio, TX	G	17	18	20	11	36	28	22	152	
33	2257	<i>Cleaning Up/Scott Self</i>	Rockwall, TX	O	20	19	13	17	24	30	DNS	162	
34	143	<i>Jamin/Gary Moore</i>	Corpus Christi, TX	O	19	9	10	18	39	DNF	37	171	
35	257	<i>Cobra/Shelby Jordan</i>	Corpus Christi, TX	G	23	24	5	27	22	37	36	174	
36	2573	<i>More Grief/Conger-Wilcott</i>	Shreveport, LA	B	16	11	27	33	30	26	34	177	
37	1863	<i>Fast Company/Henry Stanley</i>	Dallas, TX	G	18	16	15	34	33	38	33	187	
38	2423	<i>Final Extension/Gregg Fite</i>	Corpus Christi, TX	B	18	19	21	29	37	34	20	188	
39	1040	<i>Graybeard/Jim Anderson</i>	Rush Creek, TX	G	29	20	4	37	35	27	38	190	

showed his ability to balance power and pointing with his 150 genoa, established a clear lead and kept it. David Curtis went into the race with an 11-point lead over three boats, *This Side Up*, *Son of a Gun* and *Ajax*. Curtis finished 14th and Kirk Reynolds on *This Side Up* finished fourth, giving Curtis first place overall by one point. Besides Dienst on *Misdemeanor*, two other local boats showed their stuff in the

familiar high wind and steep chop; *Classy Lady* was fifth and *Grand Slam* was sixth.

The closing ceremonies were the final event of the social activities which included the skippers' cocktail party, beer under the tent each evening, a country sing-a-long and a Western Party with barbecue, band and dancing. Trophies were given for first to finish in each race and the top ten places in

each fleet. Bob Johnstone made the closing remarks including a special award to John Koliis who has sailed in all five of the North American Championships. David Curtis sailed a fine series and *H.J.* and her crew are to be congratulated for winning the North American Championship for the second year in a row.



1982 NORTH AMERICAN CHAMPIONSHIP

Corpus Christi, Texas — June 2-6, 1982 Competition Fleet

POS	SAIL #	YACHT/SKIPPER	HOME TOWN	SUB RACES										TOT
				FLT	1	2	3	4	5	6	7			
1	258	<i>Class Action</i> /Bob Johnson	Corpus Christi, TX	O	15	14	DNF	2	3	2	1	8		
2	1561	<i>Rowdy</i> /Marvin Beckman	Houston,, TX	B	22	22	20	9	7	4	9	29		
3	542	<i>Wicked Wahine</i> /Michael Kegler	Dallas, TX	Y	24	24	28	7	1	8	15	31		
4	1511	<i>Blue Streak</i> /Ed Westerlund	Houston, TX	Y	15	DSQ	22	12	5	6	18	41		
5	2624	<i>Road Dog</i> /Peter Masterson	New York, NY	B	29	26	24	1	DNS	1	6	44		
6	2949	<i>Boss Hog</i> /Don Trask	Houston, TX	Y	28	23	33	DNS	2	9	4	48		
7	2848	<i>Disirregardless</i> /Robert Mosbacher	Seabrook, TX	B	24	31	29	8	14	14	13	49		
8	523	<i>Blue Jay</i> /Deniz Tor	Corpus Christi, TX	G	30	14	21	31	4	12	3	50		
9	2117	<i>Cheap Thrills</i> /David & Jo Dunham	New Orleans, LA	Y	25	20	32	5	11	25	11	52		
10	2017	<i>Proud Mary</i> /Tobey Ricks	San Antonio, TX	G	27	27	27	27	10	3	17	57		
11	5	<i>J-Hawk</i> /Corrier	Metairie, LA	O	31	22	22	17	13	13	14	57		
12	2933	<i>Esprit</i> /Andrews-Leonard	Nashville, TN	G	21	37	25	4	23	10	22	59		
13	1589	<i>Ariel</i> /Stephen Horner	Corpus Christi, TX	G	35	30	33	11	12	24	12	59		
14	2018	<i>Ammo Box</i> /Tony Mangold	Spring Branch, TX	O	32	20	19	10	28	21	2	61		
15	21983	<i>Grapeknutz</i> /Bruce Blanchard	New Orleans, LA	O	34	36	31	18	8	20	16	62		
16	1744	<i>Birdie III</i> /Susan Taylor	Corpus Christi, TX	O	28	17	16	23	21	18	5	67		
17	22280	<i>High Anxiety</i> /Ed Himmel	Irving, TX	Y	16	28	30	13	32	16	7	68		
18	3246	<i>White Caps</i> /Jan Soderberg	Chicago, IL	Y	22	21	18	3	32	7	27	69		
19	536	<i>Phase II</i> /Enno Seago	Corpus Christi, TX	O	23	25	23	29	6	31	8	74		
20	2309	<i>Greenback</i> /Peter Snider	Forney, TX	Y	31	32	37	6	16	30	25	77		
21	23853	<i>No Sweat</i> /Tom Kane	New Orleans, LA	G	33	32	28	DNS	15	11	21	80		
22	3303	<i>Wet Licks</i> /Jimmy Holton	Seabrook, TX	G	DSQ	23	18	24	18	15	DNS	89		
23	2774	<i>Tinker Bell X</i> /Dick Edwards	Canyon Lake, TX	O	38	27	29	21	20	23	26	90		
24	2418	<i>Chimera</i> /John Motsch	Corpus Christi, TX	O	25	31	34	28	24	29	10	91		
25	602	<i>Bandit</i> /Ned Plumer	Shreveport, LA	Y	34	29	16	14	19	27	DNS	92		
26	1050	<i>Fire Truck</i> /Fleet White	Newport Beach, CA	B	30	25	23	DNS	9	19	DNS	93		
27	1654	<i>Illusion</i> /Cooney-Hill	Friendswood, TX	O	33	26	24	22	DSQ	17	19	96		
28	2375	<i>Hairy J</i> /Leif Zars	San Antonio, TX	B	26	35	31	DNS	DNF	5	DNF	101		
29	357	<i>Scream & Holler</i> /Camp Cuthrell	Corpus Christi, TX	B	27	33	35	30	17	28	DNF	104		
30	2544	<i>Instead Of ...</i> /Ramon Torres	Edmond, OK	O	21	DF	DNS	15	DNS	22	DNF	104		
31	3129	<i>Sundancer</i> /Chris Cable	Corpus Christi, TX	B	37	38	38	19	DNF	32	20	105		
32	788	<i>Pete's Dragon</i> /Pete Refakis	Corpus Christi, TX	G	26	27	26	25	27	26	DNF	107		
33	2722	<i>Taxi Dancer II</i> /Steve Youngberg	Shreveport, LA	G	37	34	30	16	32	36	24	108		
34	2705	<i>Priceless</i> /L. Sturzenberger	Dallas, TX	G	32	36	32	26	26	33	DNS	117		
35	2830	<i>Heartbreak Hotel</i> /David Hamp	San Antonio, TX	Y	36	34	36	20	30	37	DNS	119		
36	2842	<i>Flying Colors</i> /Robert Kunicki	Victoria, TX	Y	36	33	34	32	29	35	23	119		
37	1904	<i>Chautauqua</i> /Mark Ernst	Seabrook, TX	O	39	35	35	DNS	31	34	28	126		
38	2618	<i>Hot Chex</i> /Bill Dickson	Dallas, TX	B	35	39	DNS	DNS	DNS	DNS	DNS	139		

U.K. Nationals at Poole

Story and Photos by Koren Evans

It was a windy start for the J/24 Nationals held July 4-9, 1982 at the Poole Harbour Yacht Club. The practice race in southwesterly winds enticed only 28 of the 35 entrants to try the conditions on the Olympic course they would be sailing the rest of the week.

The first race of the Range Rover J/24 National Championship started with a postponement of one and a half hours, until the wind began to fill in from the southwest. The first start was a general recall, followed by a re-laying

of the start line. The second start attempt was successful, with the wind picking up to a good Force 4.

Eddie Owen, after a second place in the practice race, had a good mid-line start, taking an inshore course while the rest of the fleet chose to tack out. The inshore tack was to pay off as Owen reached the first mark in a leading position well ahead of the second boat, Barry Dunning.

The second day saw honours shared between Eddie Owen in *Luder*, and Iain Macdonald-Smith in *Hedgehog*; each

won a race with the other in second place. Larry Marks in *Smokey Joe* managed to hold a steady third position. It was another perfect day with southwesterly winds Force 3-4. This was also to be an eventful day for Chris Law who had trouble on the spinnaker run when the spinnaker halyard jammed. One of the crew climbed up the mast to try to release it, but was unsuccessful. Chris Law joined him to see if he could free it, but this time the weight was too much and the boat went into a spectacular broach and lay



Jibe mark of race 2 at U.K. Nationals.



Hedgehog crosses Luder and Smokey Joe.



Macdonald-Smith hardening up after spinnaker drop.

flat on her side. Law and Graham were then seen running on water (or was it submerged mainsail?) back to the boat while the rest of the crew, rolling in laughter, proceeded to stand on the keel and right the boat to continue on their way, losing only four places.

The third race was also to be an eventful one for Eddie Owen, who was involved in a collision when the leading boat (John Waddington) misjudged his approach and collided with Owen, who had the right of way. In the same incident Law also involved himself by colliding with Owen, resulting in two holed boats. Owen limped on around the

course, gradually regaining his lost places and crossing the finish line in second place behind Macdonald-Smith who recorded his first win of the regatta.

The long distance race was also to be a trying event for the majority of the fleet. After fog delayed the start, the fleet eventually set off in a moderate southeasterly breeze around a course hampered by strong tides that were later to trap the J's miles from the finishing line. With the time limit nearly up, the course was shortened. Fortunately for Eddie Owen he managed to finish in third place, well ahead of his

rivals, while the majority of the fleet did not complete the course within the time limit, returning in near darkness. Colin Hall managed to take the best route and played the windshifts, taking him to his first and only win in the series.

The final race of the series was abandoned after the committee waited three hours for the fickle wind to settle. This left Eddie Owen to return triumphant to his sail loft as U.K. National Champion.



U. K. NATIONALS July 4-9, 1982

POS	SAIL #	BOAT NAME	SKIPPER/OWNER	RACES					TOTAL
				1	2	3	4	5	
1	4088	<i>Luder</i>	Edward Warden Owen	1	1	2	1	3	164.250
2	4001	<i>Sanjola</i>	Chris Law	3	8	4	13	4	150.000
3	4171	<i>Hedgehog</i>	Iain Macdonald-Smith	4	2	1	12	14	143.250
4	4108	<i>Jem</i>	Richard Roscoe	8	6	33R	8	5	141.500
5	4094	<i>Jabber</i>	Patrick Havill	11	12	15	5	2	140.000
6	4070	<i>Jacko</i>	Mike Jackson	5	7	5	2	13	139.500
7	4014	<i>Rat Trap</i>	Andy Cassell	14	16	6	7	6	135.000
8	5307	<i>Pigs Ear</i>	John Newnham	7	9	9	15	11	129.500
9	4113	<i>Avlin</i>	Barry Dunning	2	4	7	10	34R	129.000
10	4191	<i>Dreadnought</i>	Colin Hall	13	14	DQ	20	1	122.875
11	4196	<i>Li-Foo</i>	Tom Copsey	16	10	14	19	7	120.500
12	4029	<i>Dee-Jay</i>	Eddie Warwick	12	5	10	14	34R	111.000
13	4112	<i>Smokey Joe</i>	Larry Marks	9	3	3	27	34R	110.000
14	4086	<i>J'ai Solf</i>	James Flower	10	22	8	DQ	15	108.500
15	4045	<i>Jest</i>	Nigel Yeoman	34R	15	16	22	8	106.000
16	4023	<i>Super Star</i>	S. J. Luker	19	17	24	28	9	97.500
17	4040	<i>Julia</i>	—	27	21	17	4	22	96.000
18	4182	<i>J Ondine</i>	M. J. Wilde	17	20	13	9	34R	93.000
19	4058	<i>Protogee</i>	C. Torrens	24	19	19	3	25	92.500
20	4002	<i>Jim</i>	J.N. & J.R. White	18	DNS	11	29	16	89.000
21	4077	<i>Dr. Jeckyll</i>	A.J. McIrvine	34R	23	24	23	10	85.000
22	4018	<i>J Walker</i>	M. Chilver-Stainer	15	13	12	DQ	34R	80.000
23	4065	<i>Jo Jo Anne</i>	P.D. Drake	25	18	20	30	20	78.000
24	4047	<i>Endeavour</i>	J. Warren	20	25	18	11	34R	78.000
25	4119	<i>Jammy 'B'</i>	J. Waddington	6	11	33R	26	34R	77.000
26	4170	<i>Tiger</i>	J. F. Anderson	34R	31R	21	16	17	74.500
27	4184	<i>J²</i>	J. Montgomery	34R	23	22	21	21	73.500
28	4098	<i>Rip Off</i>	D. Cobden	29	30	27	25	12	72.000
29	4054	<i>Sian 11</i>	P. A. Maxfield	23	26	25	32	19	68.500
30	4011	<i>Jupiter</i>	E.M.N. Gatehouse	26	28	26	31	18	64.000
31	4147	<i>Hi Jack</i>	D. Lush	28	27	29	18	24	62.000
32	4060	<i>Mr. Pelican</i>	V. L. Deschamps	21	31R	DNS	17	34R	59.000
33	4052	<i>Guffin</i>	J. M. Button	22	31R	DNS	17	34R	47.000
34	4089	<i>Jeremy Ferret</i>	B. J. French	30	29	28	23	DNS	42.000

Reed Sweeps Block Island Week

by Kiki Couch

Yachting Magazine's 1982 Race Week at Block Island will be remembered for many things: good racing — but not enough to suit all tastes; free beer after every race; sometimes eccentric race committee work; a Remy Martin sponsored party Monday night; a full range of wind conditions; a Stolichnaya Vodka and Yago Sangria sponsored party Tuesday night; tricky tidal currents; a Campari sponsored party Wednesday night; rock hopping tactics; A Bell's Scotch sponsored party Thursday night; some aggressive bumper-car sailing by former District 1 Governor Scott ("Crash") Killips; and a Bacardi Gold Reserve Rum party Friday night. Ken Reed, Intercollegiate Sailor of the Year from Boston University, and his all-collegiate crew somehow survived all this to dominate the 20-boat J/24 fleet.

Yachting's Block Island Race Week is a bi-annual event held alternate years with the Storm Trysail Club's Block Island Race Week. Whereas the Storm Trysail event emphasizes megabuck IOR racing, Yachting's Race Week concentrates on family activities, heavy partying, and PHRF-style racing. This year 208 boats entered including four J/36's and four of the new, rocket fast J/29's. The largest one design class was the J/30's with 31 boats.

Our effort was somewhat unusual in that we wanted to find out if five pushy but competent women sailors could hang in with a tough J/24 fleet. Our crew was made up of Joan Ellis, former Fireball World Champion and Tornado sailor; Pat Clark, co-skipper of the SORC winning One-Tonner, *Celebration*; Jan Raymond, an experienced Tempest and J/24 sailor; Georgie Silk, a well-known marine photographer and Thistle sailor; and me. Total crew

weight was 665 lbs. Our boat was Art and Joan Ellis's *Monomaran*, #2806.

However, our effort was almost over before it started. The Friday night before we were scheduled to sail *Monomaran* from Watch Hill, RI to Block Island, my husband Jack was listening to the weather radio to plan his local weekend racing activity in our own J/24. NOAA forecast that Saturday would bring 30 to 50 knot winds and 20-foot seas in Rhode Island Sound. A flurry of phone calls among the crew decided that Joan and I would go to Watch Hill anyway to see how the weather developed while the remainder of the crew went to Block

"... we wanted to find out if five pushy but competent women sailors could hang in with a tough J/24 fleet."

Island by ferry with most of our supplies. Saturday morning, Joan and I decided to make an effort to get the boat to Block Island despite the NOAA forecast because racing was scheduled to start Monday morning. When we discovered that NOAA was right in all respects, except that they neglected to tell us about the fog and driving rain that brought visibility down to ¼ mile or less, we decided to turn back and hope for better weather on Sunday. Fortunately, Sunday dawned bright and sunny with a brisk wind that gave us a glorious reach to the Island. As soon as we arrived, the rest of the crew piled aboard and we went out for a quick rig tuning and practice sail before the skippers' meeting.

Apparently the Race Committee had been preparing for the skippers'

meeting all day in the bar since the most cogent piece of information they provided us Sunday night was that the large yellow marks we would be using would be yellow. This prepared us for the first race on Monday.

Since the J/24's were the second to last fleet to start each morning, we could afford the luxury of waiting til most of the PHRF boats had cleared the docks before going out for our start. This gave us more time for sleep and, besides, with all those PHRF boats buzzing around (especially the ones with wheels), discretion made more sense than haste.

The posted course for Monday's race was a port rounding, triangle/windward with a five-mile weather leg. The Race Committee set a starting line that heavily favored the port end in a southerly that began at about five knots. Because of the skew of the starting line and the conventional wisdom that there is a port tack lift to pick up off the beach, the fleet went hard left after the start. At the start "Crash" Killips in *Telluride* failed to avoid a rampant port tack and was holed so badly he nearly sank and had to withdraw. For some inexplicable reason the Jury refused to grant him "Yacht Materially Prejudiced" points and he had to carry a DNF into the second race.

Because the Race Committee had set a windward leg considerably shorter than the posted five miles, it did not pay to hit the beach hard left and a large number of boats overstood the port tack lay line. Ken Reed, in *Mama Tried*, was among the first to scope out the situation and combined this with superior boat speed to round the first mark with a big lead which he held easily to the finish. The two reaches saw little change in position although



Photo by Georgiana Silk

Compromise, Telluride and Obstreperous battle down the east side of Block Island in the Round the Island Race.

there was plenty of excitement as all the fleets converged for a game of "dodge-em" at the same wing mark in a steadily building breeze. By the finish the wind was up to the 20-25 knot range. Behind *Mama Tried* were Gunther Buerman from Skaneateles, NY in *Partial Eclipse*, Mike Hill of Newport, RI in *Obstreperous*, Mary and Van Allen Clark with their son Steve and his wife from Marion, MA in *Dingdorum*, and us. Feeling satisfied that we had competitive speed across a range of wind velocities, we returned to the Island to enjoy the free drinks and socialize at the Remy Martin party.

Still air and water greeted us at the docks Tuesday morning and the Race Committee postponed the harbor start for two hours. We spent the unex-

pected free time watching video tapes made of the racing by Graham Hall and listening to his expert commentary. Once we got out on the water, the Race Committee posted another port rounding, triangle/windward course. We started in a light southeasterly and *Mama Tried* again jumped out to the lead with *Partial Eclipse* close behind at the weather mark. The wind then veered and dropped, turning the second leg from a reach into a run, the third leg into a close genoa reach, and the final leg into a long starboard tack fetch to the finish. Scott Killips in *Telluride* finished third after frantic overnight repairs using cedar shingles lifted from a building site and sail number tape (he strongly recommends the procedure). *Obstreperous* slipped

past us on the last leg to finish fourth leaving us in fifth, just ahead of Bob Moore's *Whirlaway* from Fairfield, CT. We feasted on chocolate chip cookies and headed into the harbor to tie into the Vodka and Sangria.

By Wednesday the crazy weather seemed to have cleared out and a moderate southwesterly, the expected breeze, had settled in. The Race Committee again posted a port triangle/windward course, but this was the day the standings were to be scrambled. Seven boats were over early including *Mama Tried*, *Obstreperous*, *Partial Eclipse*, ourselves and *Compromise*, sailed by Tom Scott and John Elliot from Barrington, RI. Only *Compromise* went back; the others took fifteen-minute elapsed time penalties. The

Race Committee had called out the premature starters on Channel 68 but, of course, none of the J/24's had radios.

After restarting, *Compromise* - banged the right corner hard and, much to her surprise, rounded the weather mark with a lead she held all the way to the finish. So much for the left side local knowledge. The next legitimate finisher was Wes Maxwell in *Gusto* from Stonington, CT with *Zigzag* sailed by Chuck Milligan of Greenwich, CT in third. The fifteen-minute time penalty against four of the top five boats really squinched the standings together and made the next two races more interesting.

The Wednesday race also saw "Crash" Killips let a 40' PHRF boat bend over a stanchion on the other side of his boat as he crossed the finish line in second place. This time, however, he withdrew from the race rather than face his fourth straight night in the Protest Room. After all, he had to make it to at least one of the par-

ties.

By now, reports of the goings-on at Block Island must have reached our husbands since Art Ellis arrived to chaperone our shoreside activities. Although Art's presence might have cramped our style somewhat for Wednesday evening's Campari party, his departure Thursday morning freed us to rename our boat *T & A* with bold duct tape, in response to comments overheard from *Compromise*'s crew. By the time Jan Raymond's husband, Chip, showed up later Thursday as the second shift of the chaperone brigade, our reputation was irretrievably established.

For the last course race, on Thursday, the fleet enjoyed a steady 10 to 12 knot breeze from the south-southwest. Ken Reed in *Mama Tried* again broke away to lead at all marks, but racing was quite close behind him. *Obstreperous* and *Compromise* dueled for second with the Scott/Elliott team coming out on top. "Crash" Killips, incidentally, came back for a strong

fourth. We were again fifth with *Gusto* close behind.

Thursday's results left Ken Reed and his crew with a dominant lead despite their 15-minute penalty on Wednesday. The real battle now was for second place between Mike Hill's *Obstreperous* with 22 points and Scott/Elliott in *Compromise* with 20 points. The Bell's Scotch party Thursday gave plenty of opportunity to discuss the implications of the standings.

Friday's race was the 'Round the Island. The conventional tactic for this race is to rock hop the beach to avoid adverse current. Consequently, after the start in a light southwesterly, most of the fleet began short tacking up the shore. The challenge was to see just how close-in each boat dared to go. In this race, "banging the beach" would take on new significance.

We placed the owner, Joan Ellis, in the bow as rock spotter and our fastest crash tacker, Jan Raymond, on the helm and went for it. Afterwards, one



Monomaran/T&A's crew. Jan Raymond, Joan Ellis, Pat Clark, Kiki Couch, and Georgiana Silk. Brian Ellis, in the life-jacket, age 4, provided on-shore support.

Photo by Georgiana Silk

skipper confessed to tacking in our bubbles because we were going in so much closer than he would have dared go on his own (as close as one boat length off the steep shoaling beach).

Ken Reed did it better though, to round first, yet again so far ahead it wasn't even an issue. *Obstreperous*, *Compromise*, *Telluride*, *Whirlaway*, and we were bunched close together in second through sixth.

On the long reach down the east side of the Island, *Obstreperous* and *Compromise* duelled for advantage, with *Obstreperous* desperately trying to put boats between them to close *Compromise's* two-point lead in the standings. The best candidate was *Telluride* who was trapped in the middle of their battle, though considering Killips' experiences so far in the event, Mike Hill and the Scott/Elliott team must have had some second thoughts about maneuvering so close to him.

Meanwhile, we had snuck inside to more favorable current along with *Gusto* and *Whirlaway*. At the last mark

before the three-mile beat to the finish, *Mama Tried* still led with *Whirlaway*, *Gusto*, Bill Lieber's *Popinjay* and us trailing in that order. Mike Hill had managed to put Killips between him and Scott/Elliott as these three boats rounded sixth, seventh and eighth, but Killips immediately broke away on starboard and played the beach more aggressively than anyone else. He fought through to finish second behind *Mama Tried* with *Gusto* and *Whirlaway* third and fourth. Mike Hill moved up to fifth, but failed to keep boats between him and *Compromise* in sixth. We abandoned our beach hopping game plan and lost six boats to finish 11th. Lesson learned.

Ken Reed was clearly sailing in another world for this series. It will be interesting to follow *Mama Tried's* progress in events later this year. The exciting duel between *Compromise* and *Obstreperous* for second and third characterized the high quality of racing at Block Island Race Week this year, but many competitors wished that the

races could have been longer each day.

However, time did have to be left available for the parties. Since my husband and I joined the J/24 Class, we've found that it is a Mecca for friends from many of the other classes in which we have sailed. And at Block Island, the sailing friends who aren't in J/24's probably are aboard other boats so the party potential is awesome. In general, that potential is realized.

All in all, Block Island Race Week proved to be a great week of sailing and partying with old friends and new. Come and join us next year.

Kiki Couch is a former Rhodes 19 U.S. National Champion and U.S. Women's Singlehanded Champion, as well as J/24 co-skipper with her husband, USJCA Vice President, Jack. They were the 1981 Western Long Island Sound J/24 Season Champions. She is currently Co-Captain of Fleet 99.



1982 BLOCK ISLAND RACE WEEK

June 20-26, 1982

POS	SAIL #	BOAT NAME	SKIPPER/OWNER	RACES					POINTS
				1	2	3	4	5	
1	2537	<i>Mama Tried</i>	Kenneth W. Reed	1	1	11	1	1	15
2	2549	<i>Compromise</i>	Tom Scott/John Elliott	7	10	1	2	6	26
3	3318	<i>Obstreperous</i>	Mike Hill	3	4	12	3	5	27
4	2250	<i>Partial Eclipse</i>	Gunther K. Buerman	2	2	13	8	7	32
5	2424	<i>Gusto</i>	Wes Maxwell	21	7	2	6	3	39
6	2809	<i>Monomaran/T&A</i>	Ellis/Raymond/Couch/Clark/Silk	5	5	15	5	11	41
7	2567	<i>Whirlaway</i>	Robert E. Moore	21	6	4	7	4	42
8	22917	<i>Popinjay</i>	William Lieber	6	9	8	11	8	42
9	2003	<i>Zig-Zag</i>	Charles B. Milligan	10	12	3	9	13	47
10	1920	<i>Dingodorum</i>	Mary H. Clark	4	13	6	14	12	49
11	1348	<i>Telluride</i>	Scott Killips	21	3	19	4	2	49
12	1956	<i>Ruffian</i>	Preston H. Daglish	9	16	7	10	9	51
13	1073	<i>Savage</i>	C.P. Noel McCarthy	13	8	9	18	10	58
14	23745	<i>Sunrunner</i>	C & P Cumming	8	14	5	21	14	62
15	1600	<i>Peter Pan</i>	Peter H. Struk	12	11	16	15	15	69
16	3253	<i>Ursa</i>	Daniel O. Reich	16	18	10	13	17	74
17	1759	<i>Scottish Ire</i>	Frederic F. Scudder	11	15	19	16	16	77
18	1209	<i>Res Ipsa IV</i>	William J. St. John	14	17	14	17	19	18
19	2992	<i>Red Hart</i>	Jeffrey Lane	15	20	19	12	18	84
20	30785	<i>Outrageous</i>	R & L Morecraft	21	19	19	19	19	97

J BUTTONS

14 karat gold plated blazer buttons to complete the uniform. These are absolutely superb. Subtle, yet noticeable to the searching eye.

Maybe it's the flashes of light that bounce off the almost mirror-smooth flat surface which draw attention to this nautical hardware.

A set consists of three large lapel buttons and four blazer sleeve buttons.

The price is \$25. for the set; In Canada, \$30.



A check for the full amount must accompany your order.

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

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

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

Mail to: _____ Hull # _____

_____ Fleet # _____

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 — 4 OUT OF TOP TEN

AYC FROSTBITE (FIRST HALF) — 1st

FLEET 22 (N.J.) — 1st

Leonard Sails has grown up in one of the most competitive areas in the country. Our success can be measured by our performance in the hot-test class going, the J/24. Our sails have redefined the standard for quality in workmanship and excellence in design. For consistently fast sails, with a personal touch, try LEONARD! After all everyone knows:

ALL SAILS ARE NOT CREATED EQUAL.



222 Severn Avenue - Annapolis, MD 21403 - (301) 268-1161
C Street (Zahnisers Marina) Solomons, MD 20688 - (301) 326-2600

*Fleet suppliers for the USYRU Sears Cup, Mallory Cup and C of C Fleets
Over 500 J/24 Trailers on the Road!*



WHY A TRIAD?

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

A PROVEN PRICE/PERFORMANCE PACKAGE

J/24-S (single axle, lift off) \$1695

J/24-F (single axle, float off) \$1995

Tandem axle—add \$390 to above price

Your J/24 deserves a Triad.
See your J Boat Dealer now!



TRIAD TRAILERS, LTD.

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

Takarabune Regatta

by Linda Tillman

Seattle, Washington and Kobe, Japan have been working together to further their relationship as sister cities since October 1957. A new dimension was added to this program this Spring, when a team of sailing enthusiasts from Suma Yacht Club, Kobe, Japan challenged sailors from the Seattle Yacht Club. The event, called the Takarabune Regatta, consisted of a best-out-of-seven race series sailed in J/24's on Lake Washington May 3-5, 1982. Each country entered three teams of four persons each. The skippers from Japan were Tokashi Ikeda, Takanao Matsui, and Yoshinobu Matsumoto. The skippers from Seattle were Keith Lorence, Charles McKee, and Carl Buchan. The challenge regatta date coincided with the opening day of boating which Seattle Yacht Club hosts annually, and officials of Suma Yacht Club and the participants took part in the opening day ceremonies.

The "Takarabune" treasure ship is widely known as a good luck omen in Japan. A picture of the ship placed under one's pillow on New Year's Eve was believed to ensure that the first dream of the New Year would be meaningful and lucky. Thus, since ancient times, peddlers crying "Takara, Takara," and selling their wood-print pictures of "Takarabune" were a favorite New Year's scene. From this traditional belief in a good omen, the Japanese people have displayed a gold or silver model of the treasure ship, to celebrate the promise of future good luck. "Takarabune" is a fitting name and appropriate trophy for an event of good will such as this. The Takarabune Trophy, a figure of the Japanese treasure ship, was donated by the Kobe club and is to be held by the winning team.



The beautiful gold and silver trophy is presently on display at the Seattle Yacht Club, whose team won four straight races in the series. It may be a different story when the event is held again in Japan in 1984. But certainly everybody wins when sailors from different countries meet and enjoy the common bond of racing J/24's in close competition.



Photo by The Seattle Times



Crews from sister cities Kobe and Seattle race on Lake Washington.

Building a Good Local J/24 Fleet or Perfecting A Class Act

by Stan Anderson

The Atlanta Fleet 20 has been fortunate in recent years to have had all the necessary ingredients for success. In less than two years we have watched our numbers grow from 13 J's to 35. More important than the exponential growth in size, is the involvement and enthusiasm of the members. It's true that success breeds success, and as our Fleet grows so do the benefits of being a member. While there are many factors involved in building a local fleet, here are some of the most crucial.

1. *The Boat Itself* — Choose a great boat that appeals to a wide range of interests, novices to enthusiasts. We strongly suggest the J/24!
2. *Location* — We have been particularly fortunate in Atlanta for several reasons. Large potential market, long season, and tremendous growth in popularity of sailing. (Lake Lanier is most visited Corp of Engineers lake in the country.) All these things combined to make our job easier than it might have been somewhere else, but certainly location alone would not determine success of a local fleet. While there are large numbers of sailboats on Lake Lanier (entry levels of 250 boats or more are common for several events), interest in racing is mixed. Many experienced sailors have been totally frustrated by the constant changes in rating formulas, M.O.R.C., P.H.R.F., etc. The J/24 was viewed by many as the solution to the "numbers racket."
3. *J-Boats, Inc.* — The manufacturer has given Fleet 20 strong support both directly and through the local dealer. In early 1981 it became obvious that a market potential larger than 13 boats existed in Atlanta.



Stan Anderson, Secretary-Treasurer of Atlanta Fleet 20.

(First boat on Lake Lanier was Hull No. 14 in 1978.) A package sale of 11 boats was developed and marketed through our local dealer. In retrospect, this has been a catalyst that sparked the rapid growth of Fleet 20. As the new owners brought their boats on the lake all at one time, J/24's became the "hot topic" of conversation.

4. *Communication* — This is so elementary — yet so vital. Regular newsletters are a big key, no matter how basic. Telephone campaigns the week before major events are also important. It has also been a big help to have as fleet members Flag Officers in the major yacht clubs. Not only are we better informed, but it helps in securing separate starts, use of the Race Committee boat, etc. There are many other facets of communication and they all play a role. Our local dealer automatically included fleet and national dues with all new boats sold

during a major boat show. Another member used his influence to have a local TV station film a 10-minute special about our fleet for their weekly "TV Magazine." We gathered a dozen boats together one spring afternoon and their camera crew shot a beautiful sequence that amounts to a 10-minute ad for J/24's and our fleet. (We plan to use this film at future boat shows.)

5. *Events* — Hold regular district and regional level races! It focuses attention on your fleet and creates some great competition. We hosted our first Atlanta Cup Invitational Race on March 27 this year and attracted the best local sailors, as well as national caliber sailors from other areas. Chuck Millican from Annapolis and Rick Grajirena from Clearwater took first and second respectively, with local sailors James Howard and Jim Moss finishing close behind at third and fourth. An interesting aspect of this racing, a sort of "Championship of Champions", is the opportunity for all the top local sailors to race each other without any formulas. An unusually high level of interest is focused under these conditions, especially when boats are made available through the fleet by invitation only. Don't be surprised to get a lot of third-party calls seeking boats!
6. *J-Worlds* — Whatever you call it, some attempt must be made to bring the bottom level of sailors up towards the middle or you will get an immediate fallout of membership. Since we had so many new boat owners and cruising sailors, our problem was apparent. We con-

tacted the J-World's staff, and Stuart, Drake and Jeff Johnstone hosted a weekend race clinic for us. Fifteen boats and some 62 people participated in this event which was held at the University Yacht Club on Lake Lanier. Everyone left with tremendous enthusiasm and increased self-confidence in their own abilities. Afterwards the whole level of racing in the J Fleet moved up and we seem to be finishing higher in the overall standings of other races as well.

7. *Non-Race Activities* — These are important as not everyone wants to race. Cookouts, Christmas parties, off-season events, etc., will encourage those wives, girlfriends, boat partners who don't always race to become more involved in the fleet. Some members will protest that we are a "race club" and say they don't want to sponsor such events. We think, however, that these activities help fleet communication and increase involvement.

In summary, we have been fortunate to have had many of these factors

working in our favor. There might be other reasons a fleet succeeds, but these are the ones that have been most apparent.

As a fleet matures, additional challenges surface. We, for instance, are facing a new year with new officers. Last year's officers did a fantastic job and deserve a lot of the credit for our success. It remains to be seen whether we can maintain this momentum and continue to perfect a CLASS ACT.

NOTE: THE ATLANTA CUP WILL BE HELD MARCH 26 & 27, 1983, AT THE LAKE LANIER SAILING CLUB AND IS OPEN TO ALL OUTSIDE COMPETITORS WHO ARE MEMBERS OF THE INTERNATIONAL CLASS ASSOCIATION. We encourage anyone in the Southeast Region to attend. Contact Mark Campbell - Fleet Captain; (404) 971-9684.

Stan Anderson has sailed for 3 years. He sails "Air Raid", competing in the Midwinters and local regattas. His goal is to "move up from the back of the fleet and start winning."



J-World weekend on-shore session.



On-the-water training at Lake Lanier.

Bringing Up The Rear

by Don Buell

My vantage point aboard *Hassle* gives a different perspective than that enjoyed by the Scott's, Allen's and Leonard's. Viewed from the rear, the J/24 fleet is awesome indeed. Watching the experts move out and pick their way through the slower and larger boats makes me appreciate the potential, if seldom realized, of my own vessel. Sailing, they say, is sport in slow motion. Each encounter of the combatants becomes all the more important because it happens so infrequently. That's what they say. I say encounters with the other MORC boats are much too frequent, thank you.

I don't understand how those guys do it. I operate on the theory that the middle of the line is midway between the most and least favored end and a good place to find clear air. How, on the first tack, have they been able to

emerge from the mass congestion at the favored end to cross in front of me in droves? I once decided to go for the favored end. By the time we finished that one Larry Leonard was home, showered, shaved, had picked up his date and was at the movies.

My love affair with the J/24 began, appropriately, on a moonlit summer night. It was in fact the night race of



the 1977 MORC championships. Having crewed on the Chesapeake Bay six months on a Cal 27 I passed myself off as a purveyor of local knowledge for a group of MORC officials who had chartered a J/24 named *Turkey*. Of 13 J's entered we finished 13th. What an omen that turned out to be. On the evening in question we had slugged it out halfway down the bay against 3 to 4 foot seas. As we approached the windward mark, Charlie Scott flew by in the opposite direction under spinnaker. (This same scene has been repeated at least 50 times since!) Upon turning the mark and raising our spinnaker, I suddenly felt the helm vibrating and saw the knotmeter pegged at 12. No CAL 27 this! About the fourth time we hit 10-12 knots I nervously relinquished the helm to a more experienced skipper. Sitting there, flying the chute by moonlight, I knew that I would one day own a J. I did two months later when, with a six-month waiting list, I discovered that the boat in the Annapolis Boat Show had not been purchased.

It hasn't been all bad. In fact we won our first series — fall Rhode River 1977. There were no other J/24's entered. Our nearest competitor was a Ranger 22 whose skipper, by his own wife's admission, was "the best sailor on the bay." Maybe not, but the J overcame a considerable discrepancy in sailing skill. My sailmaker, about whom enough good cannot be said, sailed with us on one of those races. It was then I discovered he was doing things by instinct that I hadn't even learned yet. I am still sailing with the first main

ever cut for a J/24 by Leonard Sails. It was altered last year when my crew, embarrassed by the huge bubble we were carrying, mutinied and refused to sail unless I had the main recut.

If there is anything more disconcerting than sailing against your own sailmaker, it's sailing against everyone else's sailmakers. Then there are the guys who've won the Congressional Cup, and the guys whose names are on the West River Clubhouse wall because they won everything there was to win by the time they were fourteen, and guys who, having won MORC or some other class for six straight years, buy a J/24 so they can have some good competition. I could best be described as none of the above. Nor do I get support from home. My son, age 6 says "Dad, why are you going sailing today — you know you never win." My wife trying to be supportive says "you must have a strong ego, to go out racing knowing you don't have a chance." Well, I know how to get even with them. I'll make them start crewing for me.

When one sails regularly in the "bottom third," it's easier to maintain a good sense of humor. It's not an unmitigated disaster if the crew can't get the spinnaker up (or down). We never have to drop out of a series because we're doing badly. We even had to laugh one time when the committee boat proceeded to raise anchor the instant we crossed the line. In the Eastern regionals (we finished 38th of 39) a competitor tacked under us, sailed through and pointing higher ended up directly in front — at which time I could say, "Cruel Shoes is walking all over us," or, on another occasion could casually remark, "looks like we're on a *Wild Goose* chase." Some others might not have found those situations so amusing.

A friend of mine, whose J sometimes finishes near ours, keeps telling me he doesn't need this aggravation. He says he's going to sell his J or race it in Delta (Delta for gods sake!) but I notice he's still out there every week. And *Hassle*, the boat that has earned its name, will also be there because we know we're racing against the best. Look for us, a blue boat with an old main, a faded J/24 symbol and the number 73. We're back there somewhere ... maybe closer than you think.

Don Buell is a pediatrician at the National Institute of Health in Bethesda, MD.

WITH CURTIS BOATS IT'S A BREEZE!

You can enjoy the same high level of boat preparation that took "HJ" (J-24 #2579) to two consecutive North American victories. Dave Curtis and Jamie Hardenbergh want to help you with the best keel and rudder fairings and rigging and tuning ideas.

Our location only 90 minutes from the J-Boats factory means we can pick up and prepare your new boat prior to delivery anywhere in the country or world.

Come to us for any repairs or accessories for your boat: being racers, we know your needs. We have in stock the Spar-mount compass that was supplied as original equipment on the 1982 Malory Cup boats. Night-light option available.



**A Great
Christmas
Gift Idea!**



CURTIS BOATS, INC.

18 Lincoln Avenue
Marblehead, Mass 01945
(617) 631-2900

Wagner

Cruise In Comfort

by Henry T. Reath

So, you have a J/24, eh? — You must be a pretty sharp racer!" is the almost standard refrain I get when I tell a fellow sailor about my new (relatively so, now, after three seasons) J/24.

"Wrong, dead wrong!" is my response. "Yes, I love racing — and am still trying to learn to tell a twing from a twang — but my family and I enjoy tremendously using our J/24 for cruising and family day sailing." Hence, we have fitted out *Loon* for comfort and convenience, as the pictures and this article will describe.

Sliding Step

The single most important adaptation for general sailing and cruising is the addition of a sliding step in the cabin to replace the icebox rig which is still standard on all J/24's. Once installed, the icebox can be pushed out of the way to the stern — and the step can be pushed anywhere that it is needed along the bunk rails for convenient standing while under sail — or as a

sliding step in the cabin for ease of getting around in a "sitting head room" cabin such as the J/24's. The sliding step, and switching of handles on the icebox, is shown in Photo No. 1. The sliding step is made from a piece of teak approximately 7/8" thick by 12" wide, with a handhold cut out in the center. It is just long enough to clear the teak bunk rails and is secured from slipping off the teak rails by two teak strips on the underneath side to hold the step in place as it slides back and forth.

To complete assembly, two pieces of teak must be cut to fill the existing gap in the bunk rails for the icebox, thus permitting the step to slide full fore and aft.

The last step is to move the plastic handles on the icebox (also shown in Photo No. 1) from the ends, to the front and back. This will then allow just enough clearance for the icebox to be easily removed, once the two gaps in the teak bunk rails have been filled in. Use stainless steel screwhead bolts to

permanently hold the handles in place.

Teak Grid for Cockpit Floor

Priority item number two is to make and install a removable teak grid for the cockpit floor (see Photo No. 2). Once completed (albeit a real labor of love for an amateur cabinet-maker/carpenter such as the undersigned!), the enhancement — both for convenience and appearance — is incredible, and well worth the effort to make it. Not only does it reduce slipping, but it eliminates the constant hassle of cleaning the cockpit floor and decks. A teak grid serves as an effective "doormat" to absorb and wipe off dirty sneakers — thus keeping the cockpit floor and decks clean at all times.

Galley and Head

Photographs Nos. 3, 4 and 5 illustrate important, yet easy, modifications for the galley and head. Photo No. 3 illustrates installation of a two-burner, stainless steel alcohol wick



Photo 1

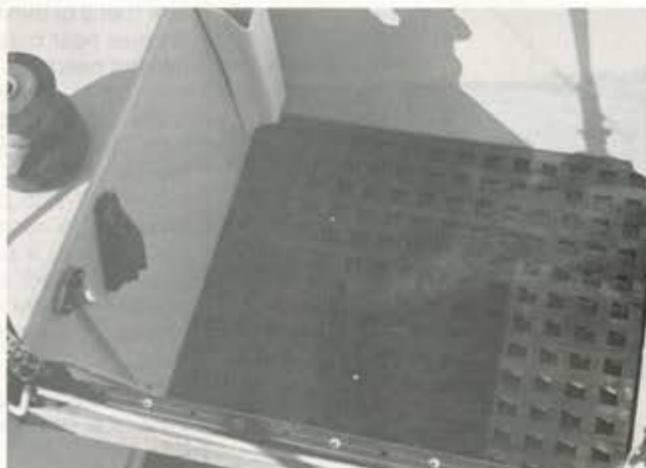


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

stove (far safer and easier to work than the pressure type) by inserting it in a removable formica-covered piece of plywood, which rests on the port side bunk headboard and a wooden "cleat" on the opposite side. The formica is then cut out to receive the stove, which rests on the board installed over the head.

We have found that the standard size Port-a-potty is much larger than needed — and the smaller version called a "Pack-a-potty" (shown in Photo No. 3) is much lighter and more convenient. It is held in place by a small teak cleat and can be easily removed to be used where most convenient — as for example, outside in the cockpit after dark. As shown in Photo No. 3, the balance of the space under the stove is filled by two permanently installed open cupboards for storage of canned goods, extra supplies, etc.

Photograph No. 4 shows a major improvement over the standard stock

boat arrangement, with a larger stainless steel sink, set in a formica-covered piece of plywood trimmed in teak. The water spout is a readily available, retractable one, which folds down to receive a reversible chart board (see Photograph No. 5) covered on one side with blue formica, and on the reverse side, a mounted chart of home waters (see Photograph No. 6). Water for the sink is controlled by a foot pump. Note, also, in Photograph No. 4, that the hinges have been reversed for the food locker door (secured open by Velcro) and shelves have been installed in the locker.

Photograph No. 5 shows installation of an auxiliary brass kerosene gimbal lamp, a photograph to replace the mirror, and a small teak knifeholder. Photograph No. 7 shows a toilet kit shelf and a smaller mirror (removable) installed on back of hanging locker door and pegs for hanging foul weather gear.

Photograph No. 8 shows installation

of a small propane gimbal mini-galley stove essential for hot beverages under way. The mini-galley stove is shown in its stowed position and can be moved to the installed bracket (order extra bracket from manufacturer) mounted on a small piece of teak, as shown in Photograph No. 8. Holder for coffee pot and for butane lighter are also mounted beside auxiliary stove.

Miscellaneous Items

1) *Bookshelf and Pillows.* Photograph No. 9 shows open bookshelf and cupboard. Note also cabin cushions, which are zippered sailcloth covers for sleeping pillows.

2) *Cork Tile and Carpet Floor.* Not shown in the photographs is the cabin floor, which has been covered with cork tile. Also not shown, but a great convenience for comfort for cruising, is a small piece of indoor/outdoor carpet, cut to fit cabin floor, and conveniently kept tightly rolled up in a



Photo 7



Photo 8



Photo 9

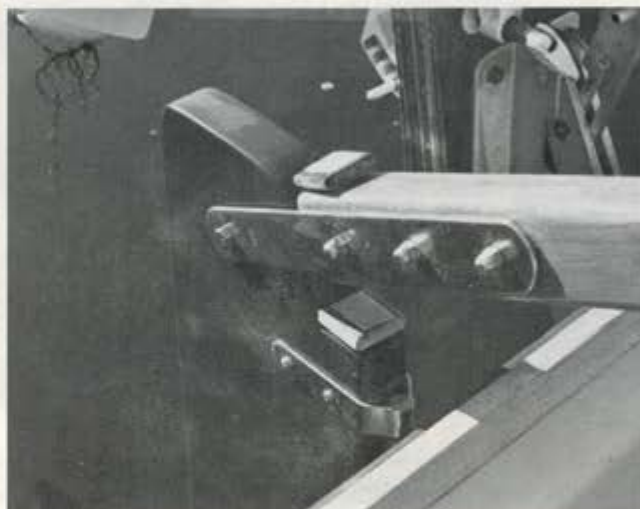


Photo 10



Photo 11

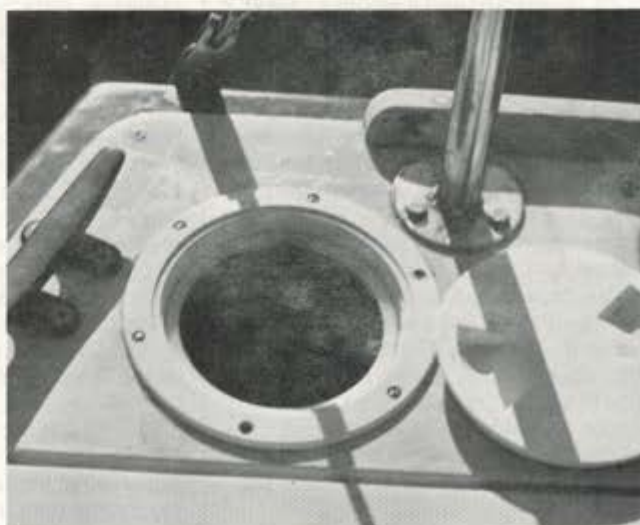


Photo 12

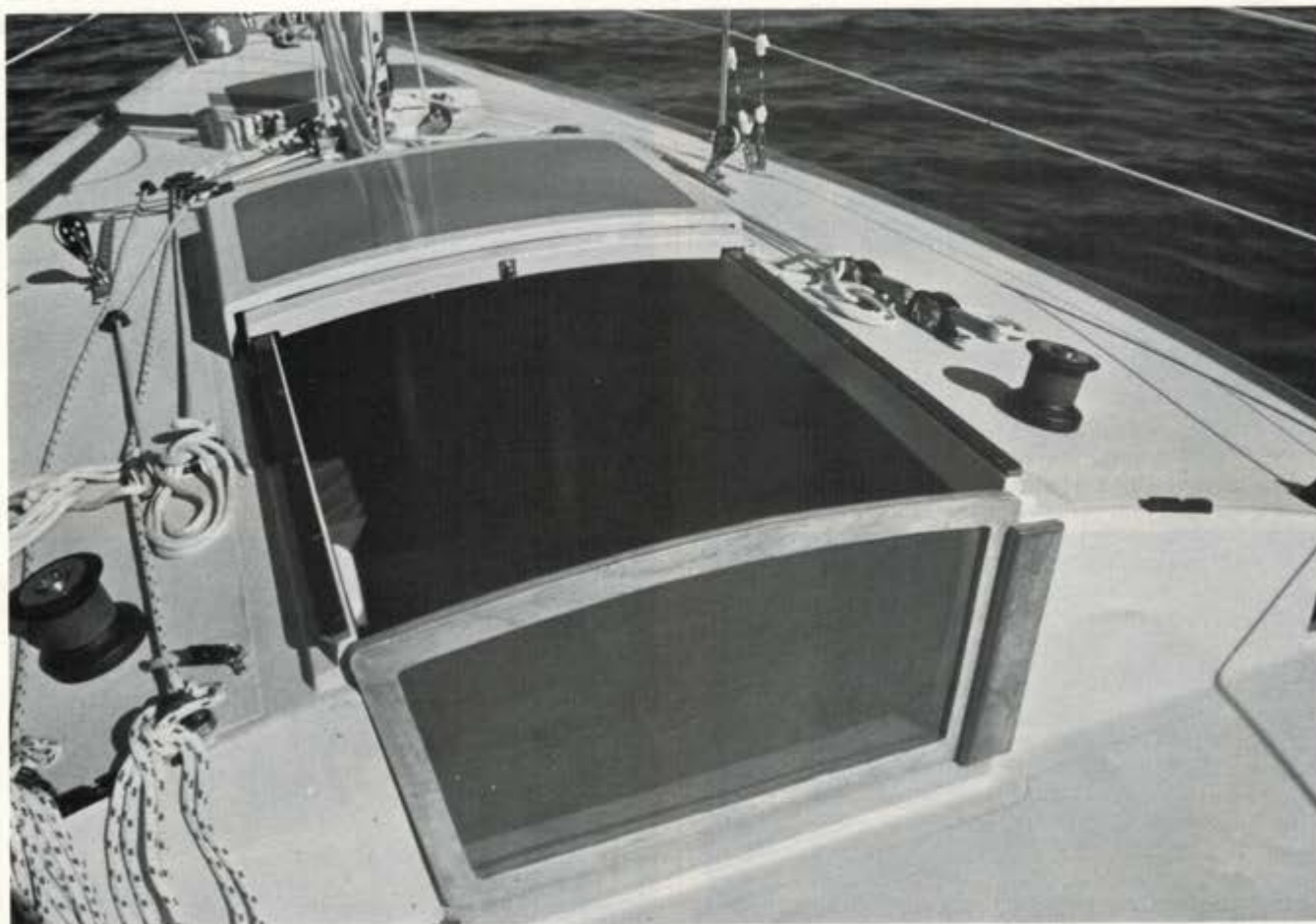


Photo 13

small bag for easy stowage.

3) *Seat and Scrap Basket.* Photograph No. 3 illustrates, in lower right-hand corner, a small 12" wooden cube, with a handhold on top, and a hinged door, that serves as a convenient seat for the cook, and a scrap basket (with a small plastic bag inside).

4) *Port Cupboard Woven Teak Doors.* Photograph No. 3 illustrates woven teak doors to replace smoked plastic ones. (Purely aesthetic!) The doors were made from 1/16" thick 3/4" wide teak strips (left over from the teak grid) and are mounted on standard wooden track for removable sliding doors.

Cockpit Improvements

1) *Adjustable Tiller Height.* Photograph No. 10 shows a simple, but very convenient, method of adjusting tiller height — by small pieces of hardwood, held in place as shown by Velcro, inserted under tiller.

2) Photograph No. 11 shows a very handy teak seat in the stern, which also covers the gas tank.

3) Photograph No. 12 shows installation of a "cat box" (standard marine item for Hobie Cats) which is a great convenience for holding skipper items, such as stopwatch, knife, pliers, extra marlin, etc.

4) Photograph No. 13 shows installation of a removable bug screen for cabin.

Not shown in any photographs, but obviously a real necessity for cruising, is either a removable dodger, which is a stock item available from several different manufacturers — or overhead canopy or tent. There are a number of these items on the market that are specially made for J/24's. Additionally, we have had five cushions custom fitted for the cockpit, two on each side and one in the center section. The forward sections of the side cushions can be cut out to make room for the winches and jam cleats for the back stay.

All of the improvements discussed above, except for the cockpit cushions, can be readily secured or made at home and installed as time permits. Not only do they add to smart ap-

pearance, but they are a great addition for comfort in sailing. Some of the heavier items, such as the teak grid, the cockpit seat, stove, etc., can all be removed if the boat is to be used for super-light, sharp racing. These improvements will add many enjoyable hours of daysailing and cruising comfort for the J/24 sailor.



About the Author, Henry T. Reath:

Henry T. Reath is a trial lawyer in Philadelphia. He sails his J/24 off Mount Desert, part of Acadia National Park, in the waters of Somes Sound and Northeast Harbor, in Maine. He cruises with his wife Nell, their children and grandchildren. Some of the items shown below were made at son-in-law, S. Crozer Fox's, Able Marine Boatyard.

¹For detailed instructions and measurements, etc., send a self-addressed, stamped envelope to Henry T. Reath, 1500 One Franklin Plaza, Philadelphia, PA 19102.

District 11 — The Mid-South

by Pat Crowe

District 11 is the largest district in the United States based on number of states encompassed. It includes most of Alabama, Arkansas, Indiana, Illinois, Mississippi, Missouri and all of Kentucky and Tennessee.

At present there are 58 boats in the district and five fleets: two in Tennessee, one each in Alabama, Arkansas and Illinois. New fleets are being formed in Kentucky, on Kentucky Lake and on the Mississippi-Tennessee border at Pickwick.

The largest fleet in the district is Fleet 74, located in the City of Chattanooga, Tennessee, on Lake Chickamauga which is named for the famous battle during the Civil War. It is a large lake with the portion immediately above the dam about 2½ miles wide by 11 miles long. It was formed by the TVA Dam built during the 30's on the Tennessee River, and although surrounded by hills, enjoys good breezes during most of the 12-month sailing season, especially in Spring and Fall. Fleet 74's sixteenth boat was just launched, in July.

Lake Carlyle, Illinois, just east of St. Louis, is the home of the second largest fleet in the district. Fleet 76 with 10 boats has ideal sailing conditions with shallow waters and almost totally unobstructed winds. It has been the site of many national regattas and the two invitational regattas held there every year draw J/24's from all directions.

Fleet 91 on Lake Maumelle near Little Rock, Arkansas is the third largest fleet in District 11. Although plagued with

an extreme lack of water the last two years, the fleet has grown steadily and is up to nine boats now. The distances involved (350 miles to St. Louis and 450 miles to Chattanooga) have precluded extensive intra-district competition, and they are investigating being reassigned to either District 14 or 17 to minimize this problem.

"Music City, Tennessee" (Nashville) boasts two lakes for Fleet 80 to sail its five boats on. Old Hickory Lake, on the Cumberland River, provides very exciting racing as it curves through Nashville with constantly changing winds. It was the site of the third race in the District Championship series this Spring. The other lake in the area is Percy Priest Lake, which is located on a windswept plateau and usually offers great winds.

Wilson Lake Fleet 93 sails at a lake formed by the Wilson Dam on the Tennessee River near Florence, Alabama.

The growth of District 11, since the arrival of the first J/24 in November 1977 till the present, has paralleled the growth of the Association throughout the country. A lack of trailers in the district has been a distinct handicap, and a total lack of lifting facilities has necessitated a float-on-and-off launch. However, these handicaps have not slowed our growth and we expect another dozen boats in the district by next year this time. A single large District Regatta is also planned next year to replace the five-regatta series this year.



District Governor Pat Crowe turning weather mark on Lake Chickamauga in Chattanooga, Tenn.



1980 and 1981 Fleet Champion and 1982 Mallory Cup finalist, Rob Fowler leading 1981 Fleet Captain Bill Smith on Lake Chickamauga in Chattanooga, Tenn.



Photo by Harold Rose

Drifting conditions just above dam on Lake Chickamauga, home of Fleet 47 in Chattanooga, Tenn.



Photo by Harold Rose

Mark rounding on Lake Chickamauga.

On Stoking Your Boat....

It really takes more than a little sanding and paint to make a championship boat. It takes microscopic care, it takes determination and professionalism, and it takes a lot of sophisticated technology to truly get Stoked up.

That's what we're all about. And Stoked boats run faster and truer than any other boats. The proof is in the races won and the championships captured.

Right now at Stokes Boatworks we're having a sale of sorts. On spare parts and Proctor masts and booms. We're dipping into our sea-bags and letting some of this very hot racing gear go at 35% OFF the list price.

**Also we have tapered
spinnaker poles available
now for immediate use.**

Another element in Stoking up your boat is ensuring that you know where you're going at all times. The **STOKES SPAR MOUNTED COMPASS BRACKET** (pictured) is an efficient, high quality tool to help you get there with confidence.



Call us today. Stokes Boatworks is a full-service facility for keel faring, All-Grip painting and fiberglass repair.

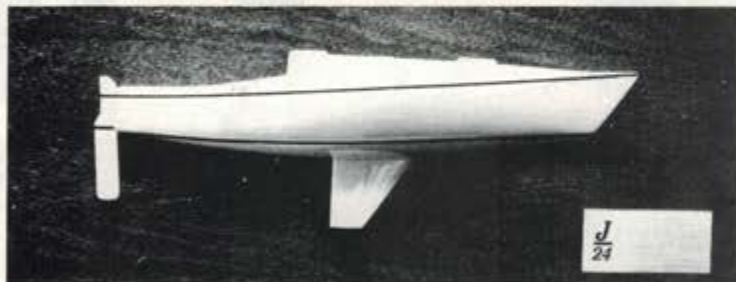
And best of all, a STOKED boat goes like crazy. Don't wait...GET STOKED TODAY!



Stokes Boatworks, Inc.

Graves Yacht yards. Since 1895.

3 BEACON STREET MARBLEHEAD, MA 01945 (617) 631-3000



J.
24

CUSTOM HALF HULL MODEL
Permanent Trophy Plaques Available

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

SHIP to: _____
Address: _____

PLAQUE info: Satin Finished Wood _____ Black Plexiglass _____

HULL info: Hull Color White or Specify _____

Boot Top: Red ____ Blue ____ Black ____ Green ____

Bottom: Red ____ Blue ____ Black ____ Green ____

NAME PLATE info: Name of Boat:

NAME PLATE NO. _____ Name of Boat: _____
Name of Owner: _____

Send Check or Money Order to:

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

N.J. Residents add 9% sales Tax.

 BANKAMERICARD/VISA MASTER CHARGE[illegible]

EXP. DATE
month year

SIGNATURE _____

Allow approx. 4 weeks for delivery.

Australian Regional J/24 Class Association

by Patrick MacGregor

Interest in the class is still high. Although there are not many new boats being built, quite a few are changing hands and we expect to have even more boats participating in the Association events this coming season. It is the middle of winter here and we are presently in the 'Boat Show' period. The J/24 Association of Victoria has a stand at the Melbourne Show, and the New South Wales Association will have one at the Sydney Show. We hope this will provide some orders. Fund raising activities for the Australian team are well under way and they are looking forward to competing at the World Championship in San Francisco.

Japan J/24 Class Association

by Hideo Tahara

The Japan J/24 Class Association (JJCA) now has 70 active members, 90 associate members, and eight fleets. They are enjoying racing one to two times a month, and have had three regional championships, in Kanto, Kansai, and Kyushu. Many teams expect to compete in the 2nd Japan Championship, September 1-5, 1982, on Mikawa Bay.



Members of Lady First team.

The Osaka Fleet held the Kansai Regional Championship March 21-22, 1982 in Osaka Bay. Fourteen boats competed, including *China Town* and *Hikari* (the two teams who competed for Japan in the Worlds in Sydney), and *J/B* and *Sea & Star* from Lake Biwa. Wind was 6-8 m/s (meters per second) on the first day and 1-2 m/s on the second. *China Town* won the event.

The Kanto Fleet (near Tokyo) held the Kanto Regional Championship May 1-3, 1982, on Sagami Bay. Eleven boats competed, including *J J* from Osaka, *J/B* and *Sea & Star* from Lake Biwa, and *Boomerang II* from Mikawa Bay. The regatta was very exciting and interesting, in 7-8 m/s wind, and again *China Town* won. This team is getting more skillful

and hopes for good results in the 2nd Japan Championship and Worlds IV.

A ladies' team has competed in a J/24 regatta for the first time in Japan. The *Lady First* team, made up of seven ladies, entered the Kanto Regionals, and raced with five on board. They started learning to sail two years ago, and this was the first time they sailed without a man on board and in a formal regatta. They were very proud to have sailed well with no trouble, showing us that even young ladies can compete in J/24 races. They are very encouraged and plan to compete in many more races.



Kansai Regional Championship

As Seattle, Washington and Kobe, Japan are sister cities, the Seattle Yacht Club and Suma Yacht Club in Kobe decided to have a challenge race every two years. The first sister-city regatta, known as the Takara-Bune Regatta, was held at Seattle Yacht Club May 3-5, 1982. Mr. Teruo Ashida, Commodore of Suma Yacht Club and also Vice President of JJCA, and his three teams went to Seattle to compete in the team challenge event sailed in J/24's. They were warmly welcomed by Mr. Robert A. Berst, Commodore of the Seattle Yacht Club, and enjoyed participating in the opening ceremonies. Although they did not win the regatta, they were very thankful for the opportunity to see the beautiful landscape and many wonderful boats, and for the friends they made. A newspaper in Seattle said, "Suma team lost the race, but they won our heart." These two clubs will have the race alternately in Seattle and Suma hereafter.

Swiss J/24 Class Association

by Heine Rusterholz

We now report a total of 40 Swiss J/24's. A few months ago Bernard Dunant, one of the most well known helmsmen in Europe, bought a J/24. I hope therefore that other top helmsmen will find their way to the J/24 Class.

The Swiss Championship was held 12-20 July, 1982, in Geneva. Except for one race with winds of Force 4-5, all races were held in rather light wind conditions of Force 1-2. B. Dunant, with four first places and one second, led the fleet most of the time by several hundred yards. Serge Graz was the most consistent with four second places. One first

MUSTO & HYDE

Coastal One-piece suit

High, comfortable collar unrolls to form hood.

All seams fully taped to maintain watertightness over time!

NO SEAMS IN HIGH STRESS SHOULDER AREA!

SELF LOCKING TONGUES ON HOOD DRAWSTRING!

WATERPROOF CHEST POCKET.

HEAVILY REINFORCED SEAT WITH NO CENTER SEAM!

DOUBLE GORELAP FLAPS OVER RUBBER ZIPPER.

LARGE WATERPROOF POCKET ON THIGH.

KNITTED INNER STORM CUFFS.

SECURE ANKLE CLOSURES.

HEAVILY REINFORCED KNEES.

GETTING THE MOST OUT OF YOUR BOAT IS WHAT RACING IS ALL ABOUT. THE NEW COASTAL ONE PIECE SUIT FROM MUSTO & HYDE WILL HELP YOU SAIL YOUR BEST, IN ANY WEATHER. THE COASTAL SUIT WAS DESIGNED SPECIFICALLY FOR KEEL BOAT SAILING - IT'S LIGHT, FLEXIBLE, DURABLE, AND FULLY WATERPROOF. BUILT IN SUSPENSORS WILL KEEP THE LEAS UP WHEN YOU PEEK THE TOP DOWN! CUT TO FIT AND MOVE WITH YOU AND FULLY LINED WITH NYLON TARTAN. IT'S SUPER COMFORTABLE TOO! JUST CALL TO ORDER. SIZES XS-XL.

Musto & Hyde Accessories Imported from England by Antigua Marine

STERNGUARD APRIE

Mail and Phone Orders Only Accepted
Antigua Marine
254 Kinnear Avenue
Newtown, CT 06459
(203) 545-4430
Dealer Inquiries Invited

was sailed by me. It is interesting to note that in practically all the races, the finishing time between the second and the fifth boat was less than one minute.

SWISS CHAMPIONSHIP

12-20 July, 1982

POS	SAIL	YACHT	SKIPPER	CLUB	TOTAL
1	3037	Coincoin Dubois	B. Dunand/M. Glaus/ D. Stampfli	CVSNG	1.6
2	742	Jolly Jumper	S. Graz	CVSNG	6.4
3	1247	Ventolina	M. Kurt/J-L. Baumann	CVSNG	17.4
4	976	Just A Joke	C. & T. Huguenin	CVSNG	20.8
5	727	Pina Colada	H. Rusterholz	RVB	21.0
6	2321	Jackie Blue	B. Mach	SNG	22.9
7	1406	Karen	C. Goerg/G-R Perrin	CVSNG	28.0
8	741	Jirminy	J-P Keller/J-F Fuglister	CNBC	39.0
9	1526	Biba	P. Carini/R. Sansone	SSH	40.0

Word From Canada

by Lorne Chapman

Membership in the Canadian J/24 Class Association has been growing steadily since it was first organized in 1981 and now stands at over 70. There are currently four fleets across Canada, all of which have grown dramatically over the past two years.

Designation of the J/24 as a class for the 1982 Pan Am Games has increased the level of competition as many top notch sailors have turned to the class with the goal of representing Canada at the games. By the time this magazine is published, the first qualifying event, the 1982 Canadian J/24 Championship being held at CORK, will have been completed and the Pan Am hopefuls will know where they stand. A second qualifier regatta is to be held next spring with the final selection of two boats based on a composite of results from the two events.

It is not only the Pan Am contenders who are interested in making their boats perform. Interest was strong enough to bring in Stu Johnstone and Tucker Edmunson from J-World one weekend in May for a crash course in "Go Fast." Throughout the weekend, Stu continually referred to techniques to be used when sailing in an aggressive fleet. To those who did not know what he meant, it became apparent that an aggressive fleet was any fleet which had Stu Johnstone as a participant.

There were five major regattas in Canada this summer. The results of the Quebec Open Championship are not known at this time. The results of the Canadian J/24 Championship held Aug. 29-Sept. 4, 1982 will be in the next issue. The results of the other three are listed below.

J/24 SPRING REGATTA

POS	SAIL	YACHT	SKIPPER
1	2561	Showdown	K. Brown
2	2364	Shane	G. Long
3	2623	Mischief	D. Connally

LAKE ONTARIO SPRING CHAMPIONSHIP

POS	SAIL	YACHT	SKIPPER
1	2561	Showdown	K. Brown
2	3300	Jem	A. Adelkind
3	3294	Rodeo Song	T. Haines

CANADIAN WOMEN'S KEELBOAT CHAMPIONSHIP

POS	SAIL	YACHT	SKIPPER
1	2725	Tantalus	Joanna Kidd
2	2794	Last Call	Charlotte DeHeinrich
3	2561	Showdown	Diane McElroy

OFFICIAL J/24 BILLFOLD



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

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

A check for the full amount must accompany your order.

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

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

Connecticut YRA Fleet 22

by John Graves

As in previous years, Fleet 22 has continued to demonstrate steady growth, becoming one of the largest fleets in the region. The success of the fleet is due largely to the continued heightened level of competition, combined with a full and diversified sailing program.

The basic program consists of 25 scheduled weekend events organized into a Spring, Summer and Fall series. These events are run on an Olympic triangle course and usually attract 15-25 starters comprised of both beginner and seasoned skippers. In addition to the weekly events, the program provides a variety of highly competitive District events which draw as many as 50 J's. These attract top notch competition and provide the opportunity for everyone to test their skills and learn from the best. Finally, to round out the program, a series of District-sponsored 30-50 mile, overnight events are offered to the skipper who relishes the challenge and exhilaration of racing by the stars. These events continue to grow in popularity, with 10-15 participants in a recent overnight race.



John Graves and family enjoy a race/cruise.

To insure continued growth of Fleet 22, a series of Friday overnight race/cruises to selected anchorages along the scenic and rustic New England coastline are being planned for next year. This program is designed to take full advantage of the unique racing/cruising capabilities of the J/24 to provide a sailing program which will appeal to the interests of all local J/24 owners. We hope the program will extend and heighten the camaraderie, enthusiasm and participation that have been the hallmark of Fleet 22.

District 10 Championship

by Malcolm Edwards

May 15th and 16th saw perfect racing conditions on lower Tampa Bay as the Bradenton Yacht Club sponsored the first annual District 10 Championship. Three races on Saturday and two on Sunday made up the program with 20 boats sailing in a very competitive fleet.

John Tihansky with *Smokin' J* led everyone, including such notables as Terry McLaughlin (F.D. World Champion and the Canadian 12 meter helmsman) sailing on *Petty Larson*, Rick Grajirena on *Son of a Gun*, Augie Diaz on *I'll Go*,

and Ed Baird (Laser World Champion) on *Dixie*. Winds were light easterlies for the first race each day, with a reliable 8-12 knot westerly seabreeze filling in by the start of the second race both days. The race committee did an excellent job with Don Sorenson from St. Pete Yacht Club and SORC heading up the job. Suncoast Fleet 86 and District 10 are proud and confident to have John Tihansky and his outstanding crew represent us at the Worlds in San Francisco. We wish him the best of luck.

DISTRICT 10 CHAMPIONSHIP

May 15-16, 1982

Pos	Sail	Yacht	Skipper	Total
1	2534	<i>Smokin' J</i>	John Tihansky	11 1/2
2	1546	<i>Petty Larson</i>	Chris Larson	14 3/4
3	2906	<i>Son Of A Gun</i>	Rick Grajirena	18 3/4
4	1470	<i>I'll Go</i>	Augie Diaz	20 3/4
5	2909		Chris Bjerregaard	24
6	2901	<i>Gray Grub</i>	Chris Morgan	37
7	153	<i>Dixie</i>	Dan Thatcher	43
8	2915	<i>Sweet Reason</i>	Malcolm Edwards	49
9	403	<i>Peppermint</i>	John Bankston	52
10	1471	<i>Nirvana</i>	Steve Pohlman	52
11	2911		D. Mastry/B. Ogle	52
12	151	<i>Tchau</i>	Pat Reischman	54
13	2918	<i>Panache</i>	Jim Waters	58
14	2433	<i>Buddha</i>	Don Sicking	62
15	253	<i>No Name</i>	Marty Scherpt	63
16	2913	<i>Incredible Hull</i>	Bill Curtis	70
17	2922	<i>Solar Wind</i>	Bill Hyatt	82
18	2908	<i>Hooligan</i>	Tom McCune	90
19	799	<i>Frolic</i>	Bill Ballard	90
20	1599	<i>Shamrock</i>	Bill Gregg	90

1982 Great Plains Regatta District 17 Championship

by Robert Acklin

The 5th Annual Great Plains Regatta, sponsored by the Grand Lake Yacht Squadron, was held at Grand Lake, Oklahoma, June 26-27, 1982. The format was two races on Saturday, a third race if winds permitted, and one race on Sunday. Twenty boats entered, and enthusiasm and competition became intense, since the winner would qualify for the Worlds, representing District 17. Wind for the weekend was light to medium, and variable.

Jack Zink, sailing his first season on a J/24, won the event, consistently demonstrating his racing expertise, solid tactics and sound strategy by capturing a second place and two third place finishes. He held off a tough competitor and consistent local winner, John Kerr, who was awarded second place. Steve Dwerlkotte from Wichita, Kansas, was close behind in third, followed by Reford Bond in fourth place. Bond, with excellent boat speed and two first place finishes, was frustrated by drifting conditions which dramatically emphasized the penalty of a 720-degree turn required to exonerate a port and starboard contact on the last leg of the second race.

Jack Zink, the 1982 District 17 Champion, has enjoyed



"Blue J" sets spinnaker at weather mark.

competition in the Lightning Class (six times Central States Champion), Snipe Class (winner of many regional regattas), and Offroad Racing and Motorcycle competition, the most significant of which were wins at the Baja 500 with both a 4-wheel custom machine and a motorcycle, in different years. Some may recall the John Zink Special, winner of the Indianapolis 500 in 1955 and 1956, and designed and built by Zink. He says, "San Francisco, here we come!" as plans and preparations begin for Zink's participation in the World Championship.

DISTRICT 17 CHAMPIONSHIP June 26-27, 1982

POS	Sail	Yacht	Skipper	1	2	3	Total
1	214	Fastack	J. Zink	2	3	3	8
2	1995	Stark Raven	J. Kerr	3	1	7	11
3	2107	War Wagon	S. Dwerikotte	6	5	2	13
4	551	Rosebud	R. Bond	1	15	1	17
5	1966	Blue J	R. Acklin	7	7	6	20
6	808	Oreo Express	C. Towles	8	8	4	20
7	2544	Instead Of	R. Torres	4	14	5	23
8	1994	Navy Blazer	A. Ramsuer	5	10	10	25
9	1950	Passion	B. Shipley	15	4	8	27
10	672	Floating Prime	C. Sweetser	13	6	9	28
11	1570	Mirage	F. Chadsey	10	12	11	33
12	1582	Catspaw	P. McIntosh	18	2	14	34
13	3211	There & Back Again	K. Whitaker	11	13	12	36
14	3323	Salty	A. Everett	14	9	17	40
15	1583	Sunkissed	M. Still	12	16	13	41
16	1574	No Name	Clark/Williams	9	18	16	43
17	2430	Old Crow	R. Lloyd	16	17	15	47
18	2302	No Name	D. Schermerhorn	17	11	18	46
19	1448	Fine Line	J. Rambo	19	19	18	56
20	2118	Sly	D. Palm	19	20	18	57

Southern New England Circuit

by Art Dufresne

Viewing the success of the Narragansett Bay Championship Series and the Texas Circuit, a new circuit — the Southern New England Circuit (SNEC) — is now organized to provide the District 2 and 3 J/24 racer (approx. 300 boats) with an opportunity to race against competition from other local fleets and districts.

The circuit approach is being used to distribute the racing over the geographic area being solicited for entries. Events were selected for inclusion in the circuit based upon the following criteria:

1. Established events of important stature in the local or regional area.

2. Events which are willing and able to handle an influx of boats from outside the local area.
3. Events which provide the least schedule conflict with other major events in the region or with other J/24 National or World events.
4. Events likely to draw entries from all areas encompassed by the circuit.
5. Events that would offer continuity on a year to year basis.

The 1982 SNEC schedule consisted of six events, including Block Island Race Week, July 4th Weekend at Gardiners Bay, Larchmont Race Week, the Buzzard's Bay Regatta, the Labor Day Regatta at Conanicut Island, and the Vixen Ledge Weekend at New London. SNEC Championship results (in next issue) will be based upon completion of a minimum of three circuit events, with a total of one throw out allowed for completion of any additional events.

It is hoped, and initial response is healthy, that the SNEC will provide a new level of competition which bridges the gap between local fleet and national competition.

TENTATIVE SNEC 1983 SCHEDULE

DATE	LOCATION	EVENT
Late May, early June	W. Long Island Sd.	To be determined
June 20-25	Block Island Sound	Storm Trysail Club's Block Island Race Week
July 2-3	Gardiners Bay (Long Island, New York)	Shelter Island Y.C. J/24 Invitational and Heatherton Trophy
July 17-22	Vineyard, Nantucket and Block Island Sounds	Edgartown Race Week
August 5, 6, 7	Buzzards Bay	Buzzards Bay Regatta
September 3, 4	Newport, Rhode Island	Labor Day J/24 Regatta
Sept. 24, 25	Fishers Island Sound	Shennecossett and Baldwin Yacht Club's Vixen Ledge Weekend
Oct. 8-9	W. Long Island Sd.	Noroton Y.C. Columbus Day Regatta

Participation in five of the eight events is required to qualify for the SNEC Championship. For further information contact:

Art Dufresne
P.O. Box 293
Poquonock, CT 06064
(w) 203 688-1911 x2967
(h) 203 683-1648

J/24 Texas Circuit Regatta

by Jim Nowery

The Shreveport J/24 Fleet 92 hosted the First Texas Circuit Regatta of 1982 on Cross Lake at the Shreveport Yacht Club on May 1 and 2, 1982. Thirty-five boats showed up and a host of talented sailors (an Olympic silver medalist, five Mallory cup winners, a Sears cup winner, two All-Americans and a Prince of Wales Bowl winner to list a few). The Club's

most stepping facility, heavy duty hoist and convenient trailer parking assured the efficient launching of all boats, in time for the free Coors beer and seafood gumbo Friday night.

Saturday was overcast and unfortunately became very still. The first race was called for a lack of wind. Saturday afternoon we completed two races finishing up at 7:45 p.m. Bruce Golison, of Sal Beach, California won both of these with the team of Beval/Elam/Gough finishing second and third and John Koliou finishing third and seventh. Mark Foster rallied from 20th in the first to second in the second race.



C.P. Burks, Joe Clark, Robby Peterson, Jim Nowery in Itsy.

Free Coors, blonde bartenders, Beefeaters and boiled shrimp all contributed to a successful Saturday night. The Sunday race was scheduled for a 9:00 a.m. start and again the wind did not cooperate. This race was called after three hours with Jim Anderson in the lead and not 15 minutes from the finish line.

The attractive stained glass trophies were awarded on the basis of the two completed races, but, of course, the Regatta will not count as an official circuit event, only a good tune up for the North Americans. Maybe next year!

Long Beach Fleet 59

by John Beckman

Fleet 59 has grown to 31 boats and is currently the largest and most active in Southern California. A season championship has been established this year, including all races from eight local regattas and allowing five throw outs. To the winner's club goes the Asa Clark Perpetual Trophy, a handsome sterling bowl. With the 4th of July Regatta at Alamitos Bay Yacht Club marking the halfwaypoint in the series, the standings for the top ten are:

Fleet 59 Standings

POS	YACHT	SKIPPER	TOT
1	3 J's	J. Beckman	11 1/2
2	Bandini	D. Denzler	12 1/4
3	Partners Choice	C. Kober	16 1/2
4	Bad News	S. Sorensen	20 1/4
5	Bronco	R. Anderson	28 3/4
6	Bulado	D. Jurrius	37 3/4
7	Between The Sheets	E. McClure	40
8	Too Hip	R. Fuller	46
9	Critical Mass	R. Calley	63
10	Bobkat	R. Busch	66

The fleet has also been active in racing in the District 21 Season Championship which is composed of nine regattas, spread amongst the five fleets in Southern California

SAILING TROPHIES

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

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



Solid Walnut With Stainless Steel
Sail Plan Plaques \$26

J/24 Sail Plan Glasses Available

Write or call for your free catalogue.

A.G.A. CORREA

PO Box J Boats
Wiscasset, Maine 04578
1-800-341-0788

that make up the district. Fleet 59 hosted the District 21 Team Race Championship at Alamitos Bay YC on February 6. Four fleets sent four boats each to the line for some unusual but fun racing. Six round-robin races were held (each team raced against each other once.) The races were video taped from a whaler and shown at the annual awards dinner that night. Final standings were:

Pos	Team	Wins	Losses
1	Northern	3	0
2	Long Beach	2	1
3	Newport	1	2
4	San Diego	0	3

WESTERN REGIONALS

by Bill Menninger

The Western Regional Championship at Alamitos Bay Yacht Club has, for the fourth year, attracted the best competition of the season in Southern California. Bruce Golison consistently finished in the top ten to win the Championship for his second time.

Committee work for the Championship was excellent, with six short course races sailed on a two-day weekend, June 18th and 19th. Long Beach Fleet Captain, John Beckman, orchestrated the entire procedure, from measurement to trophies.



Bruce Golison, winner of Western Regionals.

On both days, winds were light at six knots in the morning, building to 15 knots in the afternoon. Mary Menninger, with Bill running the cockpit, won both morning races, with Mark Wilson a close second. As the wind built throughout the day, Steve Grillon won two afternoon races. When inspection found a gasoline tank on the cabin sole of the Menningers' boat, and a tool box on the cabin sole of Washburn's boat, both were disqualified from races they had won. This put Mike Barton and Steve Grillon close to Bruce in the final races. In the last race, Bartell passed a boat at the finish and thought he had beaten Golison. However Bruce still won the regatta by one point. Mark Wilson, who was nearly tied with Bruce going into the final two races, had two 11th places and finished fifth overall. With a DSQ, both Washburn and Menninger finished a bit further down the line.

Good sailing was had by all, and not a single protest was filed other than those filed by the inspector. Although both rule infringements were unintentional, the rules must be adhered to. However, if all rules (sail numbers, draft marks, etc.) are not adhered to, it is suggested that minor, unintentional infractions be treated more leniently. Also, only the top boats were inspected, whereas many felt it should

be done on a random basis for continuity. Had the DSQ's not been allowed, the final race of the regatta could have been very close.

WESTERN REGIONALS

June 18-19, 1982

POS	YACHT	SKIPPER	TOTAL
1	<i>Ace of Cups</i>	B. Golison	23 3/4
2	<i>No Pain</i>	Mike Bartell	24 3/4
3	<i>American Express</i>	Steve Grillon	26 1/2
4	<i>Electric Pumpkin</i>	Rastello/Murphy	29
5	<i>Mo Bettah</i>	Mark Wilson	37 3/4
6	<i>Ms. Money Penny</i>	Dave Pritchard	48
7	<i>Blue Water</i>	Steve Washburn	57
8	<i>Acid Rain</i>	Ken Kieding	61
9	<i>Expoobident</i>	Mary Menninger	61 3/4
10	<i>Bandini</i>	Dick Denzler	66
11	<i>Crusader Rabbit</i>	Bruce Humann	69
12	<i>Vivo</i>	Nelson/Madi	76
13	<i>Io</i>	Fleet White	77
14	<i>Brown Stripes</i>	Chuck Kober	79
15	<i>Hot Spunk</i>	Robin Sodaro	81
16	<i>Bad News</i>	Stan Sorensen	86
17	<i>Pocket Rocket</i>	Blair Francis	86
18	<i>Bronco</i>	Bob Anderson	90
19	<i>Preppy</i>	Dave Randle	111
20	<i>3 J's</i>	John Beckman	117
21	<i>J Hosen Neig</i>	John Chapman	123
22	<i>Jubilation</i>	Al Smith	123
23	<i>Illusion</i>	Robert Shaw	130
24	<i>Too Hip</i>	Fuller/Frost	142
25	<i>Grinch</i>	Allen/Lehotsky	145

Gardiners Bay Fleet 89

by Richard Gluckman

Sixteen J's crossed the starting line of the fleet's first Invitational Regatta Around Shelter Island Race, co-sponsored by the Shelter Island Yacht Club on July 3rd. Boats came from Eastern Connecticut as well as Oyster Bay for this two-race weekend that is also a part of the Southern New England Circuit Series.



Gracie edges out American Onshore.

Vagaries in the changing tides and a flat calm prior to the last major wind shift of the day made for an interesting finish at which a little local knowledge didn't hurt. After exchanging the lead throughout this 19-mile race, Bill Simson in *Gracie* edged out John Holmes in *American Onshore* by a couple of boat lengths.

After the race we returned to the Shelter Island Clubhouse for drinks and trophies, and thanked Bob Melrose for an extremely well organized and well run regatta.

The following day the J's joined Division II in Shelter Island Yacht Club's Heatherton Trophy Race out in Gardiners Bay again. The forecast wind finally died midway up

the first leg. Boats on the left side of the course picked up the new westerly, which gave us two long spinnaker reaches as the fleet criss-crossed the bay. The wind continued to back and strengthen so that we were again treated to a shift beat on the last leg. Among the J/24's *American Onshore* was first, followed by *Ricochet*, *Gracie*, and *Children at Play*.

We're confident that our rapidly expanding fleet, which has gone from five boats to 14 in one year, will be sponsoring more events like this one in the coming years.

Gardiners Bay Fleet Invitational Regatta July 3-4, 1982

POS	YACHT	SKIPPER	1	2	TOT
1	<i>Am. Onshore</i>	John Holmes	2	1	3
2	<i>Gracie</i>	Bill Simson	1	3	4
3	<i>Ricochet</i>	Richard Gluckman	4	2	6
4	<i>Footloose</i>	Toby Wilson	5	5	10
5	<i>Children at Play</i>	Paul Risseuw	8	4	12
6	<i>Battle Star</i>	Henry McDonald	10	6	16
7	<i>Jesus Saves</i>	Art Dufresne	11	7	18
8	<i>Green Ripper</i>	Tim Tiernan	3	DNS	21
9	<i>Errant</i>	Larry Landry	13	8	21
10	<i>Yankee</i>	Paul Kampa	12	9	21
11	<i>Cheerio</i>	Scott Boger	6	DNS	24
12	<i>URSA</i>	Dan/Peter Reich	7	DNS	25
13	<i>Rush</i>	Richard Rush	14	11	25
14	<i>Rebel</i>	John Becker	9	DNS	27
15	<i>LaPomme</i>	Richard Nesin	DNS	10	28
16	<i>Blue Scoop</i>	Jeff Hughes	15	DNS	33
17	<i>Tilt</i>	Melrose-Naranjo	16	DNS	34

District 11 Championship

by Pat Crowe

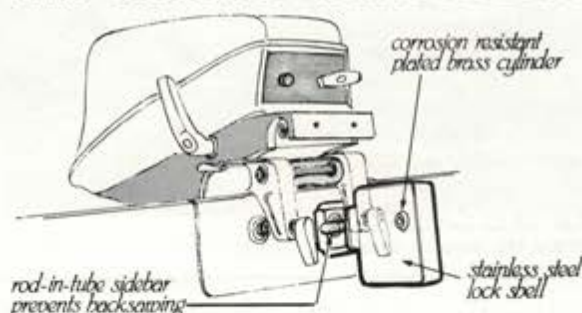
The District Championship of District 11 was decided on the basis of the best scoring in the five major spring regattas in the district, allowing one throw out. These were the Cutty Sark Force V Regatta in Nashville, the Nashville Tennessee Regatta, the Fourth Annual Michelob Spring Regatta in Chattanooga, the Governor's Cup Regatta at Kentucky Lake and the Michelob Carlyle Cabin Classic at Lake Carlyle, Illinois.

A total of 24 boats participated in the various regattas and the winds varied from Force V to a zephyr. A total of ten races were sailed and the results, with one throw out, found District Governor Pat Crowe in first, followed by the Kentucky Lake boat of Chip Riddle and Buddy Hayes, Chip Broome from Nashville in third, former San Juan 24 sailor Rick Loudermilk in fourth, and San Juan 21 National Champion Galen Freeman completing the top five.

District 11 Championship

POS	SAIL	YACHT	SKIPPER	TOTAL
1	2826	<i>Fantastic!</i>	Pat Crowe	6 3/4
2	1552	<i>Flicka</i>	Chip Riddle/ Buddy Hayes	13
3	1699	<i>Crackerjack</i>	Chip Broome	14 3/4
4	1201	<i>Boogie</i>	Rick Loudermilk	18
5	1536	<i>Humble & Lovable</i>	Galen Freeman	19 3/4

MOTOR MINDER® IS NOT THE OFFICIAL J/24 MOTOR LOCK



But it should be. Motor Minder's sturdy stainless steel construction and unique design make it the best outboard motor lock you can buy. And Motor Minder® is backed by our exclusive 5 year money back guarantee. (Subject to proof of lock failure and motor theft.)

MOTOR MINDER®postpaid **\$39.95**
To order, send check, money order, or VISA/MasterCard account number and expiration date to:



MARINE MIDWEST
Department J, 100 S. York Street
Elmhurst, Illinois 60126

To place credit card orders, or for more information, call

(312) 530-7170

Return unused locks in 30 days for full refund.



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
915 West Blue Star Drive
P.O. Box 1286
Claremore, OK 74017
(918) 341-6811

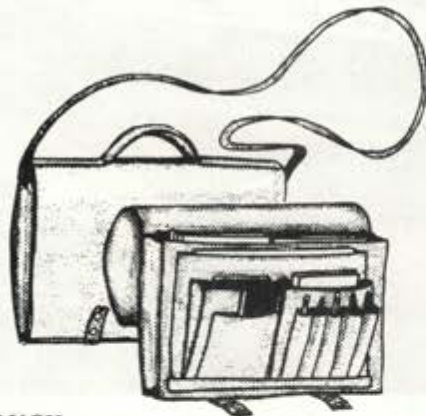
SAILOR'S BRIEFCASE

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

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

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

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



RUGGED DUCK

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

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

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

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

Name _____

Address _____

City _____ State _____ Zip _____

J 24

CALENDAR OF EVENTS

October 6-16

1982 J/24 World Championship

St. Francis Yacht Club
San Francisco, California
Jim Taylor
(415) 563-6363

November 6, 7

Stone Crab Regatta

Clearwater Yacht Club
Art Johnson
PO Box 5068
Clearwater, FL 33518
(813) 585-6565

January 3-8

Midwinters VI

Biscayne Bay, Miami
Chip Abele
4700 LeJeune Rd.
Coral Gables, FL 33146
(305) 253-1254

June

1983 North American Championship

San Diego Yacht Club

JAZZ it up...

Why not personalize your boat with a distinctive name and symbol. Letters are made of water resistant vinyl and come in a variety of colors, styles, and sizes. Custom orders & application available. Send or call for a brochure...

Hull of a Graphic

P.O. BOX 1122, Madison, CT 06443 (203) 245-7111



INDEX OF ADVERTISERS

Afterguard	48	J/24 Class Emblems	10
A. G. A. Correa	51	J/24 Class Neckties	16
Baltic Marine	8	J/24 Class Pendant	6
Bondi	5	J/24 Class Shirts	18
Computer Keels	67	J/24 Class Sweaters	62
Curtis Boats	39	J World	83
Force 12 Models	46	Kenyon	14
Hood Sails	10	Leonard Sails	34
Hood Sails Clearwater	2	Marine Midwest	53
Horizon Sails	84	North Sails	20
Hull of a Graphic	54	Reynolds Sails	14
Hydrohoist	53	Shore Sails	4
J/24 Class Billfold	48	Stokes	46
J/24 Class Brief Case	54	Triad	34
J/24 Class Buttons	34	Ulmer Sails Clearwater	9
		USYRU	6

International J/24 Class Association Annual Meeting Royal Thames Yacht Club October 30, 1981

1. INTRODUCTION

1.1 Attendance:

Robert Johnstone - Chairman, representing the copyright holder and the NJCA
 John Adams - UK NJCA chairman
 Paolo Boido - J Boats Italy (licensee), representing Italian NJCA
 Dennis Ellis - IYRU Measurement Committee
 Paul Feighery - Irish NJCA
 Philip Jenkins - representing Brazilian NJCA
 Rod Johnstone - Designer
 Bengt Julin - Swedish NJCA chairman
 Gerard Letertre - French NJCA chairman
 Philip Ravel - French NJCA secretary
 Peter Redden - Irish NJCA
 Sir Gordon Smith, Bt - Chairman of IYRU Keel Boat Technical Committee
 Warwick Stevens - representing South African NJCA
 Dick Tillman - Executive Director IJCA
 David de Vere - J Boats Europe (dealer), secretary UK NJCA
 Shuji Watanabe - Nissan Motor Co. (licensee), representing Japanese NJCA
 Tony Watts - Chief Measurer, IYRU
 Miss Vivien Christmas - Secretary to the meeting
 Mrs. Mary Johnstone - observer
 Mrs. Lucia Johnstone - observer

1.2 The Chairman called the meeting to order at 0905 and welcomed those present. It was a historical occasion he said and a large step forward for the class; the realization of a dream started in 1977/78. He thanked those present for all their continuing efforts towards making the dream become reality.

1.3 For the purpose of voting the USA had two additional votes because of the number of yachts (constitution 9.2). The constitution and class rules as approved by IYRU were before the meeting (volume 7 of the J/24 News).

1.4 Proxy votes were held as follows: Australia (held by UK), Argentina (held by USA), US Virgin Islands (held by USA), and Switzerland (held by UK).

1.5 There had been some minor modifications to 1981 drafts during the IYRU approved process. Some paragraphs had been deleted, the number of people on the Executive Committee had increased and in the class rules some changes of wording rather than substance had been made.

2. OLD BUSINESS

2.1 The Chairman *protem* asked the meeting to endorse the actions taken to date by the Executive Committee (Bob Johnstone, John Adams and Bengt Julin) who had proceeded up to the present, in the absence of any kind of world organisation, in obtaining approval from the IYRU for the class rules and constitution, and in the introduction of a sail royalty programme in order to fund the International J/24 Class Association (IJCA) organisation which included the employment of Richard Tillman as Executive Director.

2.2 Mr. Julin objected to paragraph 9.2 of the constitution on the grounds that he did not consider any country should have the opportunity of over-riding the rest of the world.

Mr. Adams was also unhappy about paragraph 9.2 in principle. He thought it should be made clear by the American group that it was not their intention to force any matter through that a large proportion of NJCAs in other parts of the world did not consider to be in their best interests. It was a potential rather than an actual problem.

The Chairman said he thought paragraph 9.4 of the constitution adequately dealt with any such problem. He felt the gathering of a majority of proxy votes by any one country could present a far greater threat to democratic running of the class.

Mr. Julin agreed, but reminded the meeting that whatever the World Council might agree, would still have to be passed by the IYRU. He pointed out there were two methods of gaining a hearing by the IYRU:

- i) through the J/24 World Council representatives
- ii) through individual representatives brought up through the relevant National Authority.

You could never stop lobbying of IYRU delegates.

It was *proposed* that the committee make the following declaration of intent:

"That all matters concerning the class about which a national class association may be unhappy or wishes to have changed should be put to the Executive Committee of the International J/24 Class Association." Proposed by the Chairman, seconded by Mr. Julin and *carried*.

2.3 The Chairman reported that Mr. Adams had been fortunate in arranging with the Keel Boat Technical Committee of the IYRU that, since this was the first World Council meeting and the class had become international only halfway through the year, the Keel Boat Technical Committee would accept a verbal representation of the rule changes the IJCA

would like accepted for 1982. (Normal procedure is for submissions to be made by a date in September, brought up at the Keel Boat Tech. Ctee. in November and, if passed, become operational the following March.)

The Chairman said experience had shown it to be difficult to conduct a Council Meeting during a championship since minds were elsewhere and those in attendance not representative of all J/24 owners. So, a satisfactory outcome was unlikely. Since this year's arrangement with the IYRU suited the class meeting schedule very well, he proposed the IYRU be asked to allow the practice to continue.

Mr. Adams said this was very unlikely as, not only the IYRU, but also National Authorities' committees had to have time to consider matters to be brought up at the IYRU conference for decision. The J/24 class had to remember the number of other classes also reporting to the IYRU and requiring consideration. He felt in addition, it would be foolish of the J/24 class to raise the matter and risk prejudicing the excellent standing it currently had with the Union. These comments were fully supported by Mr. Julin who had 16 years of IYRU experience.

Mr. Julin said the FD class had its annual meeting during the IYRU Week, decisions made were then put on record for class members and submitted to the IYRU for the following year's conference and, if agreed, were implemented the 1st March immediately following the IYRU conference. He felt this was a very good procedure because owners had ample warning.

The Chairman asked how any loophole found in the rules could be closed quickly. Mr. Tillman thought the IYRU would be flexible on such a matter where the protection of the class was concerned. Mr. de Vere pointed out that class rule 2.6.6 could cover such a problem. Mr. Adams suggested that Sir Gordon Smith and Tony Watts should be asked about the matter when they arrived at 1030.

The Chairman *proposed* that the Executive Committee of the class meet with Sir Gordon Smith and the IYRU in an attempt to co-ordinate the proposals of the World Council with the acceptance and approval procedure of the IYRU to ensure that both organisations are being suitably responsive to owners and NJCA needs and the avoidance of delays between World Council decisions and the implementation of change. The Executive Committee should work with the Keel Boat Technical Committee and the J/24 Class Tech. Ctee. The motion was seconded by Peter Redden and *carried*.

3. MEASUREMENT CERTIFICATE

The Chairman said he had reviewed certification procedures of various classes and this was primarily an administration matter.

- 3.1 The J/24 class had started operating with a measurement certificate which included certain yacht measurements and sail measurements. The yacht measurements listed were not definitive of a

J/24, rather those which would limit owner-produced advantage rather than manufacturing advantage/tolerance. The certificate form had been designed to help regatta organisations check yachts, and up to now the form had to be completed by an official measurer. This did not preclude alterations being made after the official measurement, so re-checking had been spotty at best.

The J/24 Technical Committee, meeting the day before, had agreed the form was useful for owner and regatta checking and should be retained.

The Chairman said that it was easier for J/36 owners to obtain an IOR certificate than for J/24 owners to obtain a class certificate because J/36 owners were required only to sign a declaration that they would not change the boat from the manufacturer's build, which J/24 owners were not currently required to do. The builder's declaration was very important and sailmakers should certify sail dimensions to the owners on delivery also.

The J/24 Technical Committee recommended that the certificate be amended to the effect that prior to competing in a J/24 class event, the owner shall have Part E completed by the sailmaker. The requirement that Part D be completed by an official measurer should be deleted, but a paragraph should be added to the effect that Part D was for the use of owners and regatta organisers as a check list, but that an owner declaration should be signed.

In effect, the J/24 as a controlled class, would have the following controls:

- i) Builder's declaration of compliance
- ii) Owner's declaration of compliance
- iii) Sailmaker's declaration of compliance.

- 3.2 Mr. Boido asked how the class proposed to control the limitation of sails during a regatta since many owners had several suits of sails and there was nothing in the rules to stop them changing sails each race whilst complying with the requirement to have only one suit of sails *on board*.

Mr. Rod Johnstone said that if Part E of the form was completed properly, the race organisers could require the reference numbers of the suit of sails to be used to be lodged with the race organisation before the start of the regatta. This requirement could either be included in the sailing instructions of the event, or become part of the class rules. Mr. Julin thought it should be included in the championship guidelines.

The matter was deferred on the arrival of Sir Gordon Smith and Mr. Tony Watts (1030).

4. IYRU RELATIONSHIP

The Chairman welcomed Sir Gordon Smith and Mr. Watts and thanked them for all their invaluable help so far and for allowing a verbal presentation of the forthcoming Keel Boat Technical Committee, and hoped the matters presented would also be

available in writing for the committee members. The Chairman then reviewed the discussion and decisions of the committee so far and asked Sir Gordon how he would like to see the class interact with the Keel Boat Technical Committee and what the class could do to make matters as easy as possible.

Sir Gordon said his personal view was that other classes created problems if their constitution and rules required a poll of all owners to ratify decisions of their World Council before a submission could be made to the IYRU. Since IYRU procedure had been changed, international class associations dealt with the IYRU rather than through their National Authorities, but an individual with a moan could still air it through his National Authority. It was, however, much easier if all matters were channeled through the International Class Association.

The Chairman reported that a declaration of intent to this effect had been adopted earlier in the meeting. Mr. Watts said he would channel any queries through the International Class Association as this avoided the possibility of differing interpretation of class policy.

Mr. Watts urged the IJCA to continue with the close working contact so far established with him on technical matters. The IYRU had a wide experience of the problems associated with the introduction of technical matters and the wording of rules. The Chairman complimented Mr. Watts on his contribution so far and hoped matters would continue smoothly.

Sir Gordon said his committee were trying hard to streamline the rules of international classes so they were as similar as the designs would allow and class co-operation was appreciated.

5. SAIL LIMITATIONS

Mr. Jenkins enquired how breakage of sails could be covered by the sail limitation rule. There was some discussion as to how the sail limitation could best be enforced.

- 5.1 Mr. Adams thought the word 'series' should not be used in an amendment as some series lasted a whole season and plainly such a requirement was impractical.

The Chairman specifically wanted the requirement to apply to the majority of owners when racing and therefore disagreed with Mr. Julin who thought such a matter should be laid down in championship guidelines. Championships affected only a small proportion of the racing ownership.

It was *proposed* accordingly that the rules should be amended as follows: "Only one main, one genoa, one jib and one spinnaker shall be approved for use in a regatta." The motion was proposed by the Chairman, seconded by Mr. Adams and *carried*.

- 5.2 It was *agreed* that words to the effect that 'any

alteration, re-cutting or replacement of sails shall require the prior approval of the race committee' should be incorporated, but it was left to Mr. Ellis and Mr. Rod Johnstone to work out the wording and decide whether the above amendment and the motion carried in 5.1 should appear in rule 8.1.1 or 3.6.1.

6. SAIL ROYALTY PATCH

- 6.1 What was meant by 'sail reference number' was not adequately defined at present. It was *agreed* that, since most sailmakers did not keep reference numbers of sails supplied and where they did, the numbers faded fast, the sail royalty patches should be numbered consecutively on issue. Mr. Ellis knew of a particular marking ink which lasted well as Mr. Tillman said the printers were unable to number consecutively when printing the labels. Mr. Julin said the Tempest class secretary kept a record of which sail numbers had been purchased by which sailmaker which was an added safeguard against possible cheating.

Consequently, it was *agreed* that a 'sail reference number' would be included wherever it occurred on the measurement certificate as well as the 'sail royalty patch number' when so marked on the patch.

Mr. Boido said sailmakers should be issued with a specific declaration form by the class which they would complete with the necessary measurements. This was *agreed* to be Part E.

- 6.2 It was *proposed* and *carried*, that the rules and instructions be revised to ensure that sailmakers complied with the sail royalty patch program after November 1981.

- 6.3 The problem of advising sailmakers was discussed. Mr. de Vere was sure no UK/European sailmakers had issued certificates since this was the task of official measurers.

The wide introduction of the royalty patch as soon as possible was important or the class would lose vital income necessary to fund the International organisation. US sailmakers were already buying patches. Other countries were not aware they had to.

- 6.4 Mr. de Vere raised the question of label distribution. (Patch cost \$15 of which \$5 goes to the NJCA and \$10 to the IJCA) Discussion followed, the points raised being:

- i) if the IJCA sent stocks to NJCAs and NJCAs forwarded payment to the IJCA after sale, there was bound to be a money collection problem for the IJCA.
- ii) if the NJCA paid in advance, it would run into cash flow problems.
- iii) if patches were available only from the IJCA, there could be considerable delay between order, payment receipt, dispatch and final arrival,

causing delivery delay and irritation to sailmakers or owner annoyance through sail delivery without patch.

Mr. Julin thought unnecessary obstacles were being raised. It was agreed the matter needs later clarification by the Executive Committee to formulate an efficient system.

7. RULES AND TECHNICAL COMMITTEE REPORT

Mr. Rod Johnstone was called upon to report.

- 7.1 Rule 3.1: It was proposed to add 3.1.1 "If there is a protest concerning measurement of the keel, rudder, or hull, or if the race committee or International Class Association are doubtful concerning the correctness of an item or feature of a yacht the following procedure shall be carried out:

A random sample of 10 yachts shall be taken and measured using the same technique. 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 International Class Association for a final decision by the IYRU."

Mr. Ellis asked who would pay for the slipping of the 10 yachts. Mr. Rod Johnstone thought the protestor should bear the cost if no rule infringement were proved, or if an infringement were proved, the protestee. Mr. Julin thought the matter of cost should be left.

The Chairman thought a procedure for settling disputes necessary but did not envisage it being put into action often, perhaps once a year. Mr. Watts agreed and also suggested rule 1.2 be printed in bold type for emphasis. Mr. Julin thought there were templates in existence. There were not and he was reminded that hull templates only covered particular stations so may not be a definitive solution to a problem.

Mr. Julin thought such provisions should be in championship guidelines and not in the class rules so they could be changed easily. Sir Gordon said that in metre boats changes coming up for submission were on record for a year so owners knew where they were. He thought this no bad thing as guidelines could be changed by the minute. Mr. Adams thought it would be a deterrent if in the rules and a reassurance.

Mr. Stevens remarked he would be reluctant to see the rules continue to grow without considerable consideration and thought rule 1.2 covered the matter.

The Chairman said once again such a procedure should involve the whole class by being in the rules rather than the small percentage who were affected by championship guidelines.

Mr. Watanabe asked whether compliance with Plan C was the responsibility of the builder. The Chairman said

that the casting and finishing of lead keels was an imprecise art and one which no self-respecting sailor would expect to be otherwise. There was no world class sailor who would not fair and finish his keel and rudder and this was the reason the designed dimensions were included in the form of Plan C. It was not a manufacturer's obligation to fulfill Plan C, but they must fulfill rule 3.3.1.

The Chairman *proposed* and Mr. Julin seconded the motion to add a rule 3.1.1 as above. The motion was *carried*.

- 7.2 Rule 3.5.3 (b) and (c): It was proposed that the rule be altered to tighten the latitude in mast rake presently obtaining from the tolerances in the rule. The wording had not been settled, but the intention was to establish a datum point on the mast, referenced to the sheerline of the hull rather than to the mast bearing beam which could vary in build by $\frac{1}{4}$ - $\frac{1}{2}$ ".

Mr. Ellis said that once this point was established, a measurement point or band should be set which was above the mast collar (for ease of measurement). This would need to be about 380mm above datum. A second mark or band should then be established 800mm above that and measurement could then be taken accurately from these marks to the stem at sheerline.

Mr. Rod Johnstone said the second mark should not be necessary as the variation in the distance of projection of the fixing point of the headstay from boat to boat was not great and the vertical dimension was the most important.

The meeting *approved* the intent and left Mr. Ellis and Mr. Rod Johnstone to evolve suitable wording.

- 7.3 Sir Gordon commented that the more he listened to the meeting, the more he realised the rules were not as perfect as he had supposed and he therefore felt it unlikely he would be able to put the matters direct to his Committee on Wednesday without prior consideration. Mr. Watts hoped the matter could be resolved by an IYRU sub-committee during the conference week. (They were. See Addendum II.)

- 7.4 Rule 3.6.1 and 8.1.1 should be consolidated and amended as agreed earlier in the meeting.

- 7.5 Rule 3.6.9: It was *agreed* the last sentence should be amended to read . . . 'minimum cloth weight shall be defined as the nominal weight as generally accepted by the sailmaking industry.'

This change was vital because it was impractical to measure the uncoated woven material and impossible once made up. The weights should be expressed in the rules as grams per square metre.

Mr. Adams said the Swiss and Austrians would like a very light genoa and spinnaker permitted as they have predominantly light airs. It was *agreed* they could make local by-laws on the understanding that local owners should approve of this and be aware that they could not turn up at a major regatta expecting to use locally-allowed sails.

Mr. Julin wanted sail cloth weight deleted altogether, but was reminded that this would be against the low cost intention of the class and would make unnecessary additional expense.

Sir Gordon reminded the committee that rules which were self-policing should not be included in the rules as they would control themselves.

- 7.6 Rule 3.8.7 and 3.8.8: Add '... fixed against capsize'. This was *agreed* although Mr. Stevens wondered whether the rules should imply the boat might capsize.

- 7.7 It was *agreed* Rule 4.1.1 should be altered as 7.6 above and 'of not more than 40 ampere/hour capacity' deleted since the draft marks fixed the weight of the boat.

- 7.8 Rule 4.1.9: add '... on deck within reach of the helmsman and ready for instant use.' *Agreed*.

- 7.9 Rule 4.1.3: delete and re-number remaining paragraphs. This could be included specifically in sailing instructions for offshore races. *Agreed*.

Sir Gordon Smith and Mr. Tony Watts left at this point and were thanked very much for attending. (1230)

- 7.10 Mr. Jenkins said it was not clear, neither had he been able to find out through telex to the Union, what the procedure was for obtaining a standard IOR rating certificate for J/24's in Brazil. This item was deferred.

- 7.11 Rule 5.1: There was considerable discussion about crew members. The J/24 had been conceived as a 4-man yacht but it had become evident that in heavy weather considerable advantage was gained by having five heavy crew. The Technical Committee recommended a provisional change for trial by fleets pending adoption in 1983 if it proved successful, as follows:

"The crew shall consist of at least 3 persons. A crew consisting of more than 4 persons (the intention is to allow more than 5) shall not exceed 365kg total crew weight. Unclothed weight." The Chairman was most anxious not to legislate against family crews, women, youth, and average sized people. After much discussion the proposal was approved. It was also felt that similar restriction on crew changes to that to be imposed on sails should be introduced.

- 7.12 World Championship crew nationality rules.
Mr. Adams' view was that because it is the helmsman who is the most important person it could be argued that as long as the helmsman and the entrant of the yacht were of the nationality entered, the crew could be of any nationality. However, only a national of the country entered could helm the yacht.

The Chairman said it could increase entries because the travel cost would be less to foreigners if unsuccessful trialists and local crew had a chance to compete with a foreign helmsman. It

brought the different nationalities together socially during an event. It would make organisers' tasks easier in finding sufficient charter boats and could help reduce the overwhelming importance of nationality which invited political pressures such as those which plague the Olympics.

Mr. Julin said if the limit were 50 or similar as in the Ton Cups, he would immediately cable all the best helmsmen and crew internationally to make up his crew and that was where the expenses started to soar and the anomalies which cause ill feeling in other international events arise. He also commented that in many yachts different members of the crew helmed for different points of sailing according to their skills so it could be difficult to police the helmsman/national rule.

Mr. Stevens said it would help enormously the development of J/24's in his country if he were able to return and say the class aimed to reduce the nationality problem in its competitions and this was the best possible way of helping him promote interest.

- 7.13 Mr. Julin proposed the same rule as used in the FD championship rules: "For the world championship and the international events the representing helmsman of a country shall be a citizen of that country. The nationality of the crew is optional." This was *agreed*.

- 7.14 Rule 7.1.10 and Rule 3.5.4: It was *proposed* that these be amended to allow the main halyard and spinnaker sheets to be made of Kevlar. It was *agreed* that Dennis Ellis should consult Mr. Watts on wording since 'Kevlar' was a brand name and the intention was not to exclude other brands that may be developed similar in content and expense and properties to Kevlar. It was the intention to exclude other so-called 'exotic' synthetic materials that may come onto the market, until such time as they were proven.

Since Argentina voted to retain the current rule due to lack of availability, it was *agreed* that local NJCA's could elect to retain the old rule for national events.

- 7.15 Although Argentina voted to include Mylar, the Technical Committee recommended against the introduction of Mylar in genoas for the following reasons:

- i) it can tear if used in too windy conditions
- ii) it is expensive and stiff so it would be necessary to have two genoas, one for serious racing and one for cruising.
- iii) since the balance of competition is very good at present it would not be wise to start a new spate of sail development which may adversely affect that balance.
- iv) Mylar is very difficult to define as it is still very early in the development stages and is sold in many laminated forms.

The US Class Association had decided to consider

the matter again in a year's time and had agreed that a minimum period of one year would elapse between any decision to allow Mylar or similar material, and its implementation. This position was *agreed* to by the council.

- 7.16 The Chairman said that, apart from change of rules, there were changes to specifications made by the builders (i.e., change of supplier, modification to increase watertightness or similar). There were a large number of these recorded and there was little gain in going through them one by one so he proposed giving Mr. Watts a list for approval. If Mr. Watts thought any item should be put to the World Council, this would be done.

The Chairman asked those present to report to the IJCA or J Boats if they found anything being altered which they felt was not right, or that the copyright holders may not know about. He would be most grateful if this secondary watch were kept. All builders were provided with a quarterly list of worldwide changes.

- 7.17 Mr. Adams thought Rule 2.5.7 needed amending to require guest helmsmen to be NJCA members. The UK had experienced some trouble in collecting membership fees. Was it possible to introduce a sticker to show dues had been paid.

Mr. Tillman said it was US class policy that the skipper should be a member if the owner lent his boat. The US class had a sticker and could make them available to other NJCAs.

After much discussion it was *proposed* that the following be added to rule 2.5.7. "Where the helmsman is not the owner, he shall also be a member of a J/24 class owners association." The motion was seconded by Warwick Stevens and carried. It was left to individual NJCAs to fix the class of membership applicable in such a case.

- 7.18 Rule 3.5.4(p): There was some discussion on whether a topping lift should be optional or compulsory since none was ever fitted to Proctor masts. Since it was a safety factor when reefing or lowering the mainsail and product liability laws governed, the rule could not be relaxed. If NJCAs wished to assume responsibility for removing them, they could. This was *agreed*.
- 7.19 Mr. Boido queried rule 3.6.10(i) which Italian sailmakers had interpreted as prohibiting a flattening reef. It was confirmed that rule 3.6.10(k) permitted the flattening reef.

8. WORLD AND REGIONAL CHAMPIONSHIPS

The Chairman said current plans were:

World Championships 1981—Australia-January '82
1982—San Francisco-October

In line with his overall world championship plan and the order of plants coming into production, and the desire to move to different continents, South America was the

potential venue for 1983. The Pan American games were in Venezuela that year and J/24's were to be used. Brazil had expressed interest in the 1983 championship, but he was worried there would be insufficient boats available.

Mr. Jenkins said projected production was one a month plus the 17 already in existence which made about 40 boats. The best time would be March, end of September or end of October when it was not too hot and the winds were good.

Mr. Julin asked:

- i) should the worlds be annual or biennial
- ii) should there be a European championship the year the worlds were in Europe (likewise with other continental championships)
- iii) how many nations participating would be required to constitute a world championship.

If there were no World Championship in Europe until after 1983, class interest would decline in Europe. The more remote from the majority of countries the championship, the fewer the entries. This was a proven fact in the Olympics. Mr. Boido, Mr. Letertre and Mr. Adams agreed. Mr. Julin thought the level of expected participation should be a dominant factor in choosing venues.

Mr. Johnstone thought a dominant factor was the number of boats available for charter and was concerned there would not be enough in Rio. If this were the case the matter required urgent reconsideration.

Mr. Adams said the UK would like to host a world championship in 1984 but could have problems in 1983. In a European based championship far more owners would bring their own yachts. Mr. Ellis reminded the meeting that 1983 was an Admiral's Cup year and large numbers of owners and crews sailed for various cup teams and would have difficulty getting enough time off for other events.

It was essential to avoid any repetition of the nonsense that had arisen in the last two years over championship venues. Major events should be scheduled at least five years in advance.

Mr. Julin said this should not be so much of a problem now the class was international, however the French representatives said the French National Authority was being difficult over the proposed European Championship and they may have to back down. The reason was that the J/24 was neither French designed nor built and this was a serious block to the development of the class in France. The Chairman *agreed* to discuss this particular issue after the meeting with the French IYRM delegates to find out what was going on and it was agreed Johnathan Janson, President of the CPOC be informed if substance were found in this claim. The matter would have to be solved very quickly as it was essential to know at least a year in advance in order to make proper arrangements and to find sponsorship for a major championship.

It was *agreed* the Executive Committee should resolve the regatta schedule and draft championship guide-

lines. The next two years should give an indication of the pattern of events and participation levels.

9. ELECTIONS

Officers of the Association were elected as follows:

Secretary Treasurer:	Dick Tillman
Auditor:	to be appointed by the Exec. Ctee.
<i>Executive Committee</i>	
Chairman: (2 years)	Bob Johnstone - US
Vice Chairman (1 year)	John Adams - UK
NJCA Delegates (1 year)	Bengt Julin - Sweden Paolo Boido - Italy
<i>Technical Committee</i>	
Chairman: (1 year)	Rod Johnstone - Designer Dennis Ellis - UK Shuji Watanabe - Japan

In acknowledgement of the acclaim of the meeting on his election, Mr. Robert Johnstone said he was very pleased to take office for the next two years as, although he had told the meeting previously that he did not feel the copyright holder should be chairman, he did think that continuity was needed and hoped the NJCAs would elect someone not associated to succeed him. There were problems still to be ironed out which required accumulated background knowledge, but it was essential to get some new people on to the Executive Committee.

Mr. Adams, before his election, told the meeting he was not able to spend as much time as he would like and could not travel extensively but he hoped to be able to serve the class as he had done up to the present. Those present were, however, completely satisfied that the class would continue to benefit from his wide experience over the next year.

10. COMMUNICATIONS

Mr. Tillman was called upon to speak. Communications was a two-way affair he said and proposed sending NJCAs a monthly news bulletin to keep them in touch with each other and asked for co-operation in sending in information for it as soon as it became available. The J/24 Magazine would continue to be published biannually and the deadline for the next issue was 31st January. Pictures were just as important as text. The IJCA office would not have a telex due to the expense but any emergency matter could be sent by telex through the J Boats office.

11. FUNDING

The main income would be from sail patch royalty so it was vital the system operated efficiently and smoothly. It was generally *agreed* that this should be controlled at a local level.

It was suggested that 10% of national dues should be sent to the IJCA, but this was opposed by Mr. Boido who said many countries had so little income at present that they needed it all for running their own membership services.

It was *agreed* Mr. Tillman should provide a statement to each country NJCA showing sail patch credits against costs (i.e., magazine supplies).

The question was raised that some owners who do not race may object to paying sail patch royalty, but it was *agreed* they should be reminded that if they then tried to sell a J/24 which was out of class for any reason they could run into difficulties.

12. DEVELOPMENT

The Chairman invited proposals for interesting events for J/24's.

- 12.1 The French National Authority (FFV) had proposed a world cruiser racer championship to the IYRU CPOC, but it was unlikely to take place in any yacht other than current French built designs.

The Chairman indicated that this was a submission presented both in November 1980 and May 1981 to the CPOC and that the IYRU would most likely be able to support such an event if held in an IYRU approved International Class only. It was agreed that Paul Henderson of Canada would be asked to raise this point as he had a year ago during IYRU meeting.

P.S. The above IYRU WORLD CRUISING CUP was approved by the Permanent Committee provided it was held in an International IYRU Class of which two were possible, the H Boat and the J/24. The concept is port-to-port racing. The first event in 30 new boats provided for charter may or may not be possible in 1982 in France. The Virgin Islands are submitting a proposal for 1983.

- 12.2 Mr. Jenkins asked whether any mention had been made of Olympics. The Chairman had made enquiries about the possibility of Nissan providing 50 boats, but the summer games next time were going to be in Korea so it would probably be difficult to achieve. Mr. Ellis said it would be very bad for the class to become Olympic. The concept of the boat as it was now would be ruined. Classes had all sorts of problems when they became Olympic and most declined dramatically as a result.

The Chairman agreed with Mr. Ellis's concern, but pointed out that the concept differed from that of other Olympic Classes saying that the only way the J/24 should consider becoming Olympic would be on the basis that all boats and sails would be provided by a single licensee and equalized in trim, keel fairing and tuning. In this way, competitors would merely step aboard and sail.

This approach has been advocated strongly by the USSR and smaller nations who don't have the funds or capability to develop exotic Flying Dutchmen, 470's or to ship these boats around the world.

It was agreed that this approach would be a deterrent to bending of the rules in order to gain an equipment advantage the downfall of Olympic Classes in the past.



Class Sweaters

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

Two color combinations are available: Navy Blue with a white emblem or Bone White with a navy blue emblem, in sizes S, M, L and XL.

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

A check for the full amount must accompany your order.

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

Please send me _____ sweaters as specified below.

	S	M	L	XL
Navy				
White				

Enclosed is my check for \$ _____
 Orders received by Dec. 1 will be shipped in time for Christmas.

Mail to:

_____ Hull # _____
 _____ Fleet # _____

123 It was agreed it was important to publicise interesting events to other NJCAs to give them ideas of their own. An example was the Champion of Champions event held in the USA where 22 new boats, identically tuned with identical suits of sails had been provided for an invitation event. Another was the kind of event similar to the New York Yacht Club's annual cruise — perhaps port-to-port racing with entertainment at each stop. This kind of event was similar to the French IYRU proposal.

124 Mr. de Vere said he was working on a sponsored invitation team racing series between invited top helmsmen sailing with J/24 crews. He hoped it would be an attraction and would benefit the crews who would gain experience crewing for top helmsmen.

13. OTHER BUSINESS

13.1 IOR Standard Rating:

In answer to Mr. Jenkins' earlier query, he was directed to ask the ORC for guidance for his National Rating Office and Mr. Rod Johnstone agreed to send him a copy of the USYRU standard certificate. The US standard rating was 21.5 and these were issued nationally not internationally. Mr. Ellis said IOR spinnakers did not measure under J/24 class rules. J/24 spinnakers were wider at $\frac{3}{4}$ and $\frac{1}{2}$ height.

13.2 1981 Worlds: Mr. Julin said if the Australians needed any more jury members, they should approach Mr. John Crosbie on the IYRU Racing Rules Committee who had expressed interest. The Chairman said Mr. Dick Johnson of the US Virgin Islands was also interested. It was agreed the Australians should be advised.

14. ADJOURNMENT

14.1 Mr. Julin proposed a vote of thanks to the Chairman for conduction this first meeting of the World Council of the J/24 Class.

14.2 In reply the Chairman said: "We have come a long way in one day of meeting. I am not sure whether we have gone from the least to the most organised class in two days, but we have taken a large skip forward in terms of a class that will be well managed and organised in the future, particularly if this involvement on the part of all of you continues and grows with the inclusion of other NJCAs. When they read the minutes they will want to be involved the next time round. And, when we get the minutes out and show how vital it is to be here and contribute to class participation in all the various countries, it bodes well for the future. Thank you all for attending and spending time away from other important matters and we look forward to working with you on these various projects in the year to come."

14.3 The meeting was adjourned at 1815 hrs.

International J/24 Class Association

Executive Committee

Chairman

Robert Johnstone
24 Mill Street
PO Box 90
Newport, RI 02840
(401) 846-8410
TLX: 710 382 1221

Vice Chairman

John Adams
Paradise House
Waltham St. Lawrence
Reading RG 100 JH
Berkshire, England
(01) 606-4411
TLX: 848 88 3004

Paolo Boido
30, Corso Massimo d'Azeglio
10125 Torino
Italy

Technical Committee

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

Dennis Ellis
Island S.C., High Street
Cowes, Isle of Wight
England

Shuji Watanabe
c/o Nissan Trading Co.
Marine Dept. G-23
17-1 Ginza 6-Chome
Chuo-Ku Tokyo 104, Japan
(543) 5523
TLX: 781 J24474

Executive Director

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

Council Members

Bengt Julin
Stureplan 2
114-35 Stockholm
Sweden

National J/24 Class Associations

Argentina

Sec. Juan Manuel Sciutto
Pres. Alberto Moscoso
Asociacion Argentina Clase
Internacional J/24
Pasaje Rodolfo
Rivarola 140
4 (7)
to. pisa
Buenos Aires, Argentina

Australia

R. (Bob) Hagan
22 Irrubel Road
NEWPORT
New South Wales 2106
Australia
(02) 4761198
TLX: AA22650

Bermuda

David Ashton
PO Box 201
Paget West, Bermuda
(809) 292-4863

Brazil

Geraldo Low Beer
Campo De Sao Christovao 24
Rio de Janeiro, Brazil

British Virgin Islands

Roosevelt Smith
Box 243
Roadtown, Tortola
British Virgin Islands
(809) 494-2113

Canada

Lorne Chapman
23 Inglewood Dr.
Toronto, Ontario M4T 1G7
Canada
(416) 488-1853

Chile

Raul Flores
Astilleros Alianza
Calle Manquehue 944
Santiago, Chile

England

President: John Adams
Paradise House
Waltham St. Lawrence
Reading RG 100JH
Berkshire, England
(01) 606-441
TLX: 848 88 3004
Chairman: Colin Hall
18 Buckingham Mansions
West End Lane
West Hampstead
London NW6
(01) 794-9321

Hon. Secretary: Brian Goulder
59 Queen's Road
Cowes
Isle of Wight Po31 8BW
England
Tel: Cowes (0983) 291572

France

Gerard Letertre
54 Rue d'Enghien
44700 Orvault
France

Ireland

Denis Kelly
57 Orwell Park
Rathgar
Dublin 6, Ireland

Italy

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

Japan

President: Moto Hayashi
c/o Marine Dept.,
Nissan Motor Co. Ltd.
17-1 Ginza 6 Chome
Chuo-ku Tokyo 104, Japan
Tel: 03-543-5523 Ext. 3877
TLX: 781-J24474

Secretary: Hideo Tahara
Same as above
TLX: TK2503, TK 4474

Mexico

Javier Prieto Sierra
Paseo de la Reforma #76
Piso 16
Mexico 06600 D.F.

New Zealand

Doug Elder
PO Box 39-321
Auckland West
New Zealand
TLX: 791 NZ21786

South Africa

R. H. Mackey
P.O. Box 95179
Grant Park
Johannesburg
Rep. of South Africa

Sweden

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

Switzerland

Heine Rusterholz
J/24 Swiss Association
PF 41
CH 8804 AU ZH
TLX: 875142 Scru

U.S. Virgin Islands

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

Venezuela

Roman Davila
Caribvela
Apartado 66268
Las Americas
Caracas, Venezuela
TLX: 395-915561

U.S.A.

President: Henry Stanley
6034 Glen Heather Dr.
Dallas, TX 75252
(214) 248-6838
Vice President: Jack Couch
65 Roton Avenue
Rowayton, CT 06853
(203) 838-0232
Chief Measurer:
Rodney Johnstone
RD #1, Box 107
Stonington, CT 06378
(203) 535-2680
Executive Director
Richard Tillman
645 Caribbean Rd.
Satellite Beach, FL 32937
(305) 773-4141



District 1

John 'Win' Fowler
17 Tremont St.
Portland, ME 04103
H: (207) 774-1803
B: (207) 781-5110
Fleets 28, 43, 95

District 2

Art Dufresne
P.O. Box 293
Poquonock, CT 06064
H: (203) 683-1648
B: (203) 688-1911 x2967
Fleets 4, 16, 18, 31, 47, 50, 89, 104

District 3

William C. Jorch
26 Jay Court
Northport, NY 11768
H: (516) 261-2935
B: (516) 575-5461
Fleets 2, 22, 31, 60, 66, 84, 99, 106, 122

District 4

Francis DiTommaso
2 Hessian Drive
Schuylerville, NY 12871
H: (518) 695-6693
(518) 664-5891
Fleets 23, 24

District 6

David Nicoll
313 Mundock
Baltimore, MD 21212
H: (301) 377-0654
B: (301) 752-2440
Fleets 8, 15, 58, 69, 71, 79, 107

District 7

Charles G. Ross
99 Woodland Drive
Rochester, NY 14612
H: (716) 621-6276
B: (716) 726-4359
Fleets 11, 41, 42, 51, 77, 78, 88, 108, 110

District 8

Rodney Hill
PO Box 5249
Hilton Head, SC 29938
H: (803) 842-3180
Fleets 7, 20, 40, 67, 97

District 9

Frank Corriere, Jr.
609 Atherton Drive
Metairie, LA 70001
H: (504) 834-3296
B: (504) 241-7050
Fleets 32, 33, 35, 94

District 10

John Bankston
3107 Crystal Cay
Belleair Beach, FL 33535
H: (813) 596-2174
B: (813) 446-4576
Fleets 10, 13, 14, 55, 68, 86, 87

District 11

Pat Crowe
1038 East Main Street
Box 909
Chattanooga, TN 37401
H: (615) 624-4462
B: (615) 267-2191
Fleets 74, 76, 80, 91, 93

District 12

Chester Bowling
7161 River Styx Road
Medina, OH 44256
H: (216) 762-0098
Fleets 6, 19, 75, 102

District 14

Richard Specia
5917 San Pedro #3
San Antonio, TX 78212
H: (512) 732-4577
B: (512) 349-1491
Fleets 3, 5, 9, 21, 29, 54, 82, 92, 105

District 15

Scott Stokes
1140 Noyes Street
Evanston, IL 60201
H: (312) 475-3958
Fleets 12, 37, 62, 96, 100, 101, 103

District 16

John Gjerde
8265 Tamarack Trail
Eden Prairie, MN 55344
H: (612) 937-8409
B: (612) 473-2555
Fleets 1, 98

District 17

Richard Berg
3016 Thorn Ridge Road
Oklahoma City, OK 73120
H: (405) 751-3664
B: (405) 525-4500
Fleets 38, 39, 53, 85

District 18

Richard Fell
3450 S. Colombine Cir.
Englewood, CO 80110
H: (303) 761-6121
Fleet 46

District 19

Ed von Wolfersdorff
2744 68th Avenue S.E.
Mercer Island, WA 98040
H: (206) 232-8362
B: (206) 342-4247
Fleets 25, 26, 27, 81, 90

District 20

Conni Bock
1517 West Longview
Stockton, CA 95207
H: (209) 477-78607
Fleets 17, 64, 111

District 21

John Beckman
2909 Hopeton Road
La Crecenta, CA 91214
B: (213) 354-4086
Fleets 49, 57, 59, 63, 65, 70

District 22

Ted Beck
5627 Kaulaikiu Street
Honolulu, HI 96821
H: (808) 373-1933
Fleet 73

- 1 **Minnetonka**
Doug Harding
2337 Nottingham Ct.
Minnetonka, MN 55343
(612) 545-7797
- 2 **Raritan Bay**
Eric Leitner
113 Water Street
Perth Amboy, NJ 08861
(201) 442-4168
- 3 **Corpus Christi**
John Shepherd
320 Naples
Corpus Christi, TX 78404
(512) 884-9347
- 4 **New Haven**
C. P. Noel McCarthy
460 State St.
North Haven, CT 06473
- 5 **Galveston Bay**
Jimmy Holton
831 Forest Lake Dr.
Seabrook, TX 77586
- 6 **Lake St. Clair**
Bob Landgraf
31063 Woodland Apt.
19308
Wixom, MI 48096
(313) 669-2497
- 7 **Charleston**
Douglas Boyce, Jr.
145 King St., Suite 213
Charleston, SC 29401
- 8 **Chesapeake Bay**
Chuck Millican
108 Severn Ave.
Annapolis, MD 21401
(301) 268-1175
- 9 **Canyon Lake**
Lief Zars
302 E. Nakoma
San Antonio, TX 78216
(512) 341-3153
- 10 **Key Biscayne**
Chip Abele
4700 LeJeune Rd.
Coral Gables, FL 33146
H: (305) 253-1254
B: (305) 661-4337
- 11 **Niagara Frontier**
Frank McGarry
500 Statler Bldg.
Buffalo, NY 14202
(716) 856-6066
- 12 **Chicago**
Michael D. Mullinix
1112 Castilian Ct. No. 101
Glenview, IL 60025
(312) 441-8344
- 13 **Key West**
Jack Woehrlie
2318 N. Roosevelt Blvd.
Box 669
Key West, FL 33040
(305) 294-1365
- 14 **Palm Beach**
Jack Wright
721 U.S. 1 Suite 212
N. Palm Beach, FL 33408
(305) 967-5251
- 15 **Susquehanna**
Rick Sheppard
715 N. Stoke St.
Havre De Grace, MD 21078
(301) 939-0826
- 16 **Buzzards Bay**
Wiley Wakeman
Tabor Academy
Marion, MA 02738
(617) 748-2806
- 17 **San Francisco**
William A. Drummond
499 Montecito Drive
Corte Madera, CA 94925
(415) 883-0224
- 18 **Narragansett Bay**
Leo J. Costantino, Jr.
29 Crompton Ave.
W. Warwick, RI 02893
(401) 822-1414
- 19 **Presque Isle**
Mark DeDionisio
306 Illinois St.
Erie, PA 16505
(814) 459-2445
- 20 **Atlanta**
Mark Campbell
4934 Hampton Cir.
Marietta, GA 30062
H: (404) 971-9684
B: (404) 351-4000
- 21 **Austin**
Pete Shough
8702 Point West Dr.
Austin, TX 78759
(512) 345-8134
- 22 **Connecticut Y.R.A.**
John Graves
34 Lincoln Ave.
Old Greenwich, CT 06870
(203) 637-5794
- 23 **Lake Champlain**
Bob Whyte
6 Weed Road
Essex Jct., VT 05452
(802) 879-0142
- 24 **Lake George**
Francis DiTommaso
2 Hessian Dr.
Schuylerville, NY 12871
H: (518) 695-6693
B: (518-664-5891
- 25 **Flathead Lake**
Jim Thompson
211 Segiah Way
Kalispell, MT 59901
(406) 257-7125
- 26 **Seattle**
Ed Von Wolfersdorff
2744 68th Ave. S.E.
Mercer Island, WA 98040
(206) 232-8262
- 27 **Portland**
Jim Durden
5042 N. Denver
Portland, OR 97217
(503) 289-7180
- 28 **Marblehead**
Jim Hourihan
23 E. Main St.
Rocks Village
E. Haverhill, MA 01830
- 29 **Dallas**
Mark Word
10920 Dennis Rd.
Dallas, TX 75229
(214) 241-1498
- 31 **Eastern Ct.**
Paul Risseuw
Main Street
Ivoryton, CT 06442
(203) 767-1995
- 32 **Panama City**
A. Frasier Myers, Jr.
106 N. Cove Terrace Dr.
Panama City, FL 32401
(904) 763-5506
- 33 **Mobile**
Tom Sims
1100 Seaciff South
Daphne, AL 36526
- 35 **Pensacola**
Hunter Riddle
7596 Templeton Rd.
Pensacola, FL 32506
- 37 **Milwaukee Bay**
Donald Ebarp
1031 E. Circle Dr.
Whitefish Bay, WI 53217
(414) 332-0793
- 38 **Grand Lake**
Robert E. Acklin
5403 S. 76th East Ave.
Tulsa, OK 74145
(918) 663-8560
- 39 **Oklahoma City**
Richard Berg
3016 Thorn Ridge Rd.
Oklahoma City, OK 73120
(405) 751-3664
- 40 **Norman**
Regan Rowe
1119 Kingscross Dr.
Charlotte, NC 28211
(704) 366-3058
- 41 **Rochester**
Charles Ross
99 Woodland Dr.
Rochester, NY 14612
(716) 621-6276
- 42 **Fair Haven**
Hank Killion
146 Jamesville Rd.
DeWitt, NY 13214
H: (315) 446-2871
B: (315) 487-4279
- 43 **Casco Bay**
Richard Hallett
320 Foreside Rd.
Falmouth, ME 04105
(207) 781-2970
- 46 **Lake Dillon**
Phil Turner
P.O. Box 2377
Dillon, CO 80435
(303) 468-2813
- 47 **Mt. Hope Bay**
Warren Hathaway
115 Colonial Dr.
Somerset, MA 02726
(617) 674-4656
- 49 **Marina Del Rey**
Brad Levie
2433 28th St., Unit N
Santa Monica, CA 90405
- 50 **Newport**
Nick Pasyanos
16 Gunning St.
Middletown, RI 02840
(401) 847-1958

- | | | | | | | | | |
|----|---|----|--|----|--|-----|---|--|
| 51 | Ithaca
Rick Jones
4 Foxhollow Rd.
Ithaca, NY 14850
(607) 273-8018 | 65 | Lake Mead
George M. Holley III
531 Sheffield Dr.
Henderson, NV 89015
(702) 565-1015 | 79 | Barnegat Bay
Alan Terhune
1112 Motor Rd.
Pine Beach, NJ 08741
(201) 349-8377 | 93 | Wilson Lake
Chris Collier
#1 War Eagle Trail
Florence, AL 35630
(205) 764-2875 | |
| 53 | Kanza J-Racers
Steve Dwerlkotte
1505 N. Pleasant View
Wichita, KS 67203
(316) 263-4217 | 66 | Riverton Yacht Club
Bob Haag
2365 Boyd Rd.
Huntington Valley, PA 19006
(215) 643-0100 | 80 | Nashville
Galen Freeman
1203 Brentwood Lane
Brentwood, TN 37027
(615) 833-4597 | 94 | Lake Pontchartrain
Jo Dunham
5209 Perrier St.
New Orleans, LA 70115
(504) 891-3715 | |
| 54 | Ft. Worth
Karl E. Dietz
2212 Thomas Place
Fort Worth, TX 76107
(817) 732-4783 | 67 | Lake Murray
Joseph M. Szabo
212 White Falls Dr.
Columbia, SC 29210
(803) 781-1786 | 81 | Olympia South Bend
Herb Reeves
P.O. Box 2003
Olympia, WA 98507
(206) 943-2330 | 95 | Massachusetts Bay (South)
George Ullrich
228 Otis St.
Hingham, MA 02043 | |
| 55 | Jacksonville
Steve Holland
2223 Astor St.
Orange Park, FL 32073
(904) 269-3088 | 68 | Naples
Peter H. Van Arsdale
1976 Galleon Dr.
Naples, FL 33940
(813) 262-0092 | 82 | Beaumont
William Worsham
1918 Effie Circle
Port Neches, TX 77651
(713) 722-8951 | 96 | Geneva Lake
J.S. Skip Ballie
Route 1, Box 485-A
Academy Road
Fontana, WI 53125
(414) 275-5098 | |
| 57 | Newport Harbor
Closson Vaughn
17 Madrona
Irvine, CA 92715
(714) 955-0367 | 69 | Cape May
Karl Benning, Jr.
256 Yarmouth Lane
Media, PA 19063
(215) 566-7470 | 84 | Greenwich Cove
Ray Westcott
94 Havemeyer Lane
Old Greenwich, CT 06870
(203) 324-9581 | 97 | Hilton Head
Lewis Gunn
15 Marsh Dr.
Hilton Head Is., SC 29928
(803) 671-6549 | |
| 58 | Eastern Shore of Maryland
Joseph E. Mullan
Route 2 Bantry Lane
Easton, MD 21601
(310) 822-0214 | 70 | San Diego
Brad Windsor
6839 Bluefield Court
San Diego, CA 92120
(714) 287-3381 | 85 | Tulsa
John Kerr
5322 E. 26th Pl.
Tulsa, OK 74114 | 98 | Saylorville
Mark Engstrand
2100 Delaware
Ankeny, IA 50010
(515) 964-4289 | |
| 59 | Long Beach
John Beckman
2909 Hopeton Road
La Crescenta, CA 91214
(213) 248-1015 | 71 | Hampton Roads
Bryan McCauley
1021 Brandon Rd.
Virginia Bch., VA 23451 | 86 | Florida Suncoast
Richard T. Doyle
1957 Arrowhead Dr. N.E.
St. Petersburg, FL 33703
(813) 596-2174 | 99 | Noroton
Jack & Kiki Couch
65 Roton Ave.
Rowayton, CT 06853
(203) 838-0232 | |
| 60 | Hudson River
William P. Sestrom
3 Tompkins Ave.
Ossining, NY 10562
(914) 941-3955 | 73 | Honolulu
Ted Beck
5627 Kuaikui St.
Honolulu, HI 96821
(808) 373-1933 | 87 | Indian River
Chris Gates
505 Holly Dr.
Satellite Beach, FL 32937
(305) 773-6226 | 100 | Wilmette Harbor
Scott Stokes
1140 Noyes St.
Evanston, IL 60201
(312) 475-3958 | |
| 61 | City Island
Al Woehrl
83 Essex Ave.
Montclair, NJ 07042
(201) 744-8177 | 74 | Chattanooga
Charles Rob Fowle
Privateer Road
Hixson, TN 37343
(615) 877-4521 | 88 | Canandaigua Yacht Club
Terry Dillman
1 Woodward Dr.
Leroy, NY 14482 | 101 | Lake Winnebago
Dr. Bruce A. Heyl
527 E. Wisconsin
Neenah, WI 54956
(414) 729-6324 | |
| 62 | Traverse City
Ned Lockwood
13272 W. Bayshore Dr.
Traverse City, MI 49684
(616) 947-2623 | 75 | Vermillion
Len Chamberlain
5336 Anchorage Way
Vermillion, OH 44089 | 89 | Gardiner's Bay
Richard Gluckman
22 Desbrosses St.
New York, NY 10013
(212) 925-8967 | 102 | Cleveland
Ted Gramines
9404 Behrwald Ave.
Cleveland, OH 44144
(216) 741-0482 | |
| 63 | Santa Barbara
Sam Patillo
3752 Pescadero Dr.
Santa Barbara, CA 93105
(805) 687-4789 | 76 | Carlyle Lake
Don Zerban
2100 Salmon Dr.
Highland, IL 62249
(618) 654-7207 | 90 | Lake City
Dick Baxter
P.O. Box 9
Coeur d'Alene, ID 83814
(208) 667-3504 | 103 | Macatawa
Gene Grochowski
2515 Sunnybrook Ln.
Kalamazoo, MI 49008
(616) 344-2249 | |
| 64 | Lake Tahoe
Jack Lyons III
3235 Norman Dr.
Reno, NV 89509
(702) 329-5966 | 77 | Niagara
Tim Booth
3691 River Road
Youngstown, NY 14174
(716) 745-3836 | 91 | Little Rock
John W. Myers
48 Pamela Dr.
Little Rock, AR 72207
(501) 225-7329 | 104 | Nantucket Sound
Dr. Preston Dalglish
565 Bay Lane
Centerville, MA 02632
(617) 771-4793 | |
| | | 78 | Buffalo Harbor
Robert E. Daley
30-A Wellington Ct.
Williamsville, NY 14221
(716) 634-2515 | 92 | Shreveport
James B. Nowery
100 Travis Place
Shreveport, LA 71101
(318) 861-4902 | | | |

105 **Texoma**
Charles Schweizer
1408 Crescent
Sherman, TX 75090
(214) 898-7652

106 **Oyster Bay**
William P. Kelett
260 Highwood Cr.
Oyster Bay, NY 11771
(516) 922-7750

107 **Fishing Bay**
Daniel Austin
38 Westham Green
Richmond, VA 23229
H: (804) 282-9867

108 **Skaneateles**
John L. Hayes
4865 Sherwood Dr.
Syracuse, NY 13215
H: (315) 488-1965

110 **Sodus Bay**
Lucy & Tom Minahan
7147 Maxwell Rd.
Sodus, NY 14551
H: (315) 483-6439

111 **Fresno**
Robert H. Farmer
P.O. Box 5537
Fresno, CA 93755
H: (209) 299-6622
B: (209) 226-7611

122 **Mid Sound**
Joseph C. Locascio
3 Phillips Lane
Rye, NY 10580
(914) 967-1986

CANADIAN FLEETS

Maritime
D. Williams
18 Landsbury Rd.
Bedford, Nova Scotia
(02) 835-8337 Home

Quebec
Gil Mercier
80 Lakeshore Blvd.
Apartment 705
Pointe Claire, Quebec
(514) 861-1411 Office

Ontario
Alan Redfern
95 Roxborough St.
Toronto, Ontario
(416) 961-6870

West
David Hendry
3555 West 33rd Ave.
Vancouver, British Columbia
(604) 263-7536

NEW TRANSOM DECAL

*1983 J/24 Class Members
will receive the new
red transom decal and
a car window sticker.*



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: \$65 (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

J/24

INTERNATIONAL CLASS ASSOCIATION

CLASS RULES

As approved by the IYRU, May 1981

* 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 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 a dispute over class rule interpretation, the English text shall prevail.
- 2.3 **Builders** J/24's 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 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.
 - 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) and helmsman(men) are full members of an NJCA or the IJCA.
- 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.

J/24 CLASS ASSOCIATION

2.7 Method of Measurement

- 2.7.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of IYRU.

3. CONSTRUCTION AND MEASUREMENT

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

- *3.1.2 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 Hull

- *3.2.1 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.
- 3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows: **Stem Flotation Marks:** The upper edge of the stem flotation mark shall be 1055mm measured down and around the curve of the stem, from sheerline at stemline.
- 3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.
- 3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight.
- 3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pulpit. 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/24's 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 in 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.

INTERNATIONAL 24 CLASS ASSOCIATION

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 not be less than 3.9mm in diameter.
- b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket and not more than 30mm or less than 20mm from the forward surface of the mast and not more than 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.
- c) The distance between the fixing points of the forestay shall not be more than 8600mm or less than 8545mm.
- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall be not more than 170mm or less than 95mm measured as the shortest distance from the aft edge of the mast.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter.
- c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.
- d) One kicking strap (vang) of synthetic rope not less than 10mm diameter contained in a 4 power ratio tackle with integral jamming cleat.
- e) One spinnaker boom downhaul of synthetic rope not less than 8mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.
- g) One mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- h) One Cunningham control of synthetic rope using a maximum of 6:1 power ratio which may include a single wire sail attachment strap.
- i) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- j) Two mainsheet traveller control lines of synthetic rope with maximum of 2:1 power ratio.
- k) Headsail and spinnaker Barber haul tackles of synthetic rope.
- l) One mainsail mainsheet of synthetic rope not less than 9mm diameter and having a maximum power ratio of 4:1.
- m) Spinnaker sheet 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 not be more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.

INTERNATIONAL CLASS ASSOCIATION

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.

3.6.7 The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be on line between mid head and mid foot, between the top and next batten pockets.

3.6.8 The National letters and distinguishing numbers shall not be less than: height 300mm, width 200mm (except the figure or letter I), thickness 45mm. The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number 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.

INTERNATIONAL J/24 CLASS ASSOCIATION

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.

3.6.14 An IJCA Royalty Paid label shall be sewn on the starboard side near the tack of each sail.

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 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 One fixed marine type compass.

4.1.4 One fog horn.

4.1.5 One water resistant flashlight, with spare battery(ies) and bulb(s).

4.1.6 Fire extinguisher(s) type and capacity required by local regulations.

J/24 CLASS ASSOCIATION

- 4.1.7 Life jackets for each member of the crew as required by local regulations.
- *4.1.8 A minimum of one horseshoe type life ring and drogue on deck within reach of the helmsman and ready for instant use.
- 4.1.9 Equipment capable of disconnecting and severing the standing rigging.
- 4.1.10 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.
- *4.3 Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of capsize.

5. CREW

- 5.1 The crew shall consist of three to five persons.

6. OPTIONAL EQUIPMENT

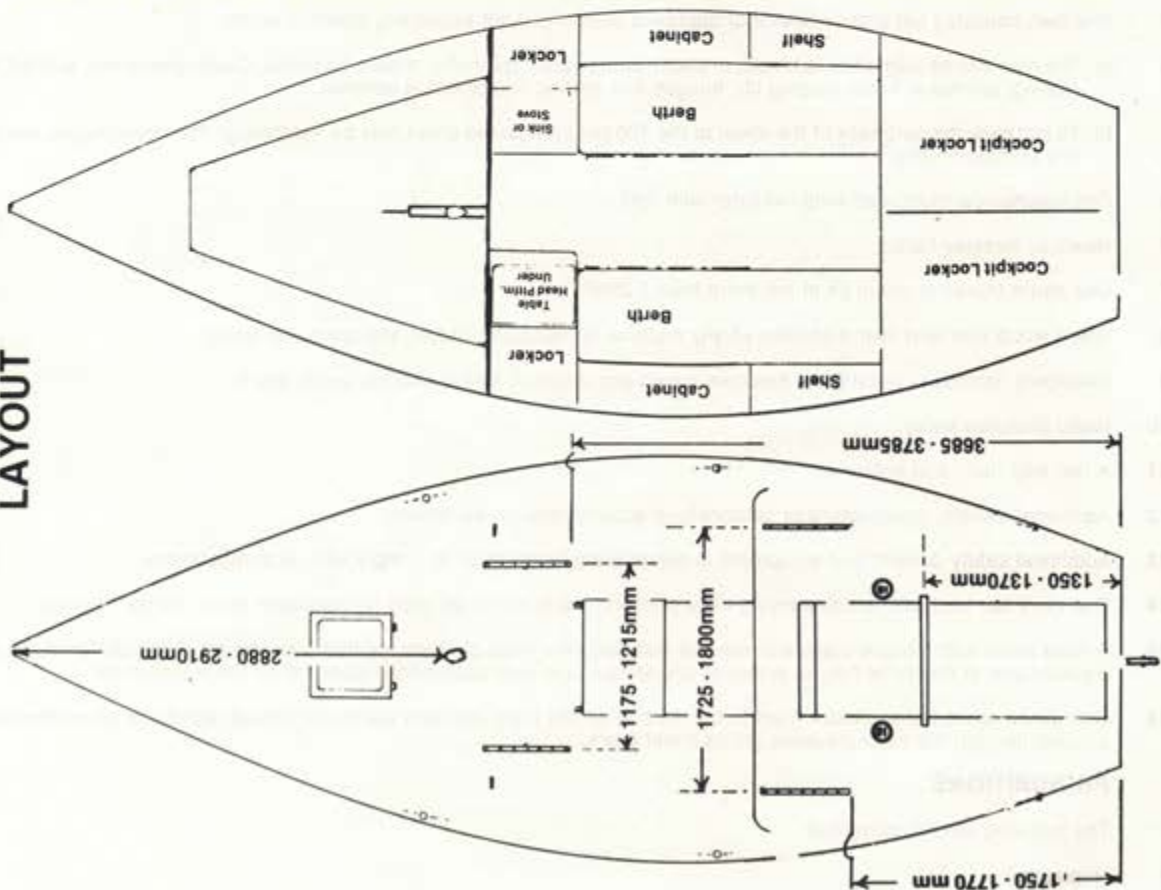
- 6.1 The following are permitted when racing:

- 6.1.1 Barber haulers for the jib and genoa restricted as follows:
 - a) Fittings installed to the deck shall not exceed one padeye with or without an attached block, mounted outboard of each of the four headsail tracks, plus a total of two cleats.
 - b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
 - c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.
- 6.1.2 Two halyard winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. They may be fixed to the cabin top.
- 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.
- 6.1.4
 - a) The type and location of deck blocks or cleats for halyards, spinnaker sheets, backstay, Cunningham hole, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
 - b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be fed through the clew cringles 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 owner's 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 clamcleat may be installed on a base platform located fore and aft of the center of the mainsheet traveller and at the same height, in lieu of one sheave and cam as provided standard on the traveller car.
- 6.1.16 One genoa sheet fairlead/block fixed to the deck or on the track port and starboard through which the sheet may be led after passing through the track mounted genoa sheet block.

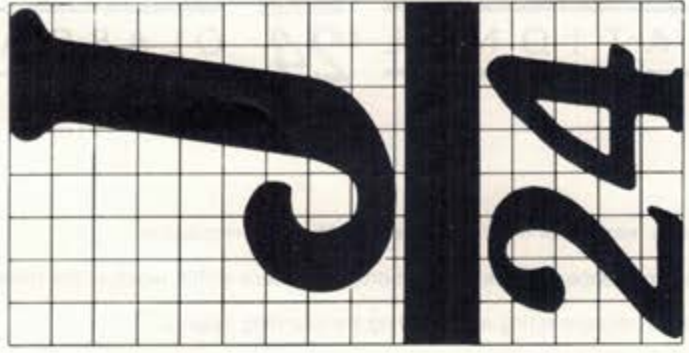
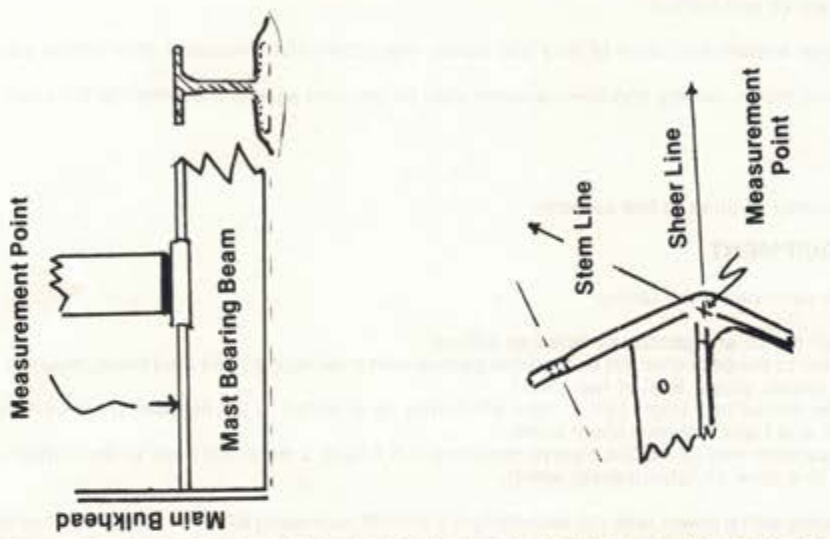
7. PROHIBITIONS

- 7.1 The following are not permitted:
 - 7.1.1 Hydraulics.

PLAN A DECK AND INTERIOR LAYOUT



PLAN B MEASUREMENT POINTS AND INSIGNIA



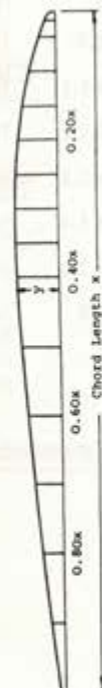
PLAN C KEEL PLAN



The leading edge slope is defined by a ratio of 1.22 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 y 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	37.7	31.5	25.3
0.20x	64.0	56.6	49.4	42.1	34.8	27.5
0.25x	69.6	61.6	53.7	46.1	38.9	30.9
0.30x	73.1	64.6	56.2	48.8	41.6	33.6
0.35x	75.1	66.6	58.2	50.8	43.6	35.6
0.40x	76.9	68.4	60.0	52.0	44.8	36.8
0.45x	78.4	69.9	61.5	53.5	46.1	37.9
0.50x	79.7	71.2	62.8	54.8	47.4	39.2
0.55x	80.8	72.3	63.9	55.9	48.5	40.3
0.60x	81.7	73.2	64.8	56.8	49.4	41.2
0.65x	82.4	73.9	65.5	57.5	50.1	41.9
0.70x	82.9	74.4	66.0	58.0	50.6	42.4
0.75x	83.2	74.7	66.3	58.3	50.9	42.7
0.80x	83.4	74.9	66.5	58.5	51.1	42.9
0.85x	83.5	75.0	66.6	58.6	51.2	43.0
0.90x	83.6	75.1	66.7	58.7	51.3	43.1
1.00x	83.7	75.2	66.8	58.8	51.4	43.2
(Trailing edge)	6.4	1.6	1.6	1.6	1.6	1.6

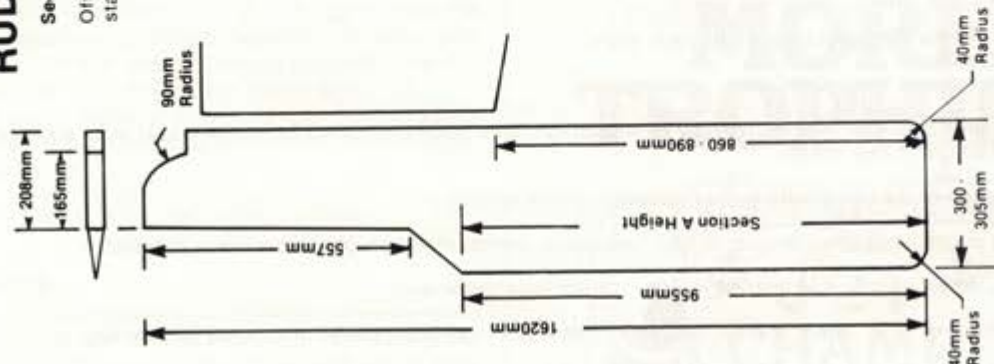
The above represent the minimum faired dimensions at each station and offset templates made in accordance with the above shall fit the keel when placed not more than 20mm below and parallel to the relevant sections.



PLAN D RUDDER PLAN

Section A Offsets in Millimeters

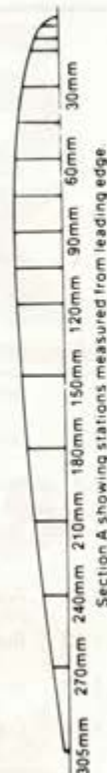
Offsets describe minimum half-widths at stations, which are located from the leading edge.



Station	Half Width
5mm	7.0
10mm	10.0
15mm	12.0
30mm	15.5
45mm	17.5
60mm	18.8
75mm	19.3
90mm	19.6
105mm	19.7
120mm	19.6
150mm	18.7
180mm	16.6
210mm	13.7
240mm	10.3
270mm	6.6
Trailing Edge (300.305mm)	2.0

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

Section A is perpendicular to the leading edge.



Section A showing stations measured from leading edge

--- **J** --- **24** --- **INTERNATIONAL CLASS ASSOCIATION** ---

- 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 pole on the main boom.
- 7.1.9** Spinnaker chutes through the deck.
- *7.1.10** Rigging utilizing Kevlar or other recently developed synthetic materials, except for use of Kevlar or its equivalent for the main halyard and spinnaker sheets.
- 7.1.11** A wire strop or the use of wire in the mainsheet control system.
- 7.1.12** Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
- 7.1.13** Any equipment or device to feed halyards or control lines below deck.
- 7.1.14** Quick throw devices, levers or other equipment that may increase the power ratio of the running rigging.
- 7.1.15** Hiking equipment, above the cockpit sole, attached to more than one fixing point.
- 7.1.16** A 12 volt battery weighing more than 32kg.
- 7.1.17** "Angling" of headsail tracks which are approximately parallel as provided standard.
- 7.2** Other than specified in paragraphs 6.1.1 the trimming of genoa sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see 6.1.4b) first then through the clew on the 100% jib.

8. RESTRICTIONS WHEN RACING

- 8.1** The following practices are not permitted when racing:
 - *8.1.1** The use of more than one mainsail, one genoa, one jib, and one spinnaker, or the alteration thereof, during a regatta.
 - 8.1.2** The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel.
 - 8.1.3** Use of other than normal sailing gear in normal, designed and proper stowage 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 stem and rudder shall be immersed.
- 8.2** Notwithstanding the requirements of racing rule 60, the rapid repeated pumping of the 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 trim is not greater than that of major waves passing under the yacht.

REGISTRATION CERTIFICATE

(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.

J/24 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.

INTERNATIONAL

J/24

CLASS ASSOCIATION

PART E

SAIL MEASUREMENTS

SAIL NUMBER _____

PROCEDURES:

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

J 24

INTERNATIONAL CLASS ASSOCIATION

ITEM	RULE	MEASUREMENT	MINIMUM	"✓"	MAXIMUM
22	3.6.3	Window size either direction			1500
23	3.6.5	Corner reinforcements			753
		SPINNAKER			
		Sailmaker's Name			
		Ref. Number			
		Year			
		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

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.

Membership fee is \$20.00.

☐ This is a new membership.☐ This is a renewal. Computer No. on previous membership card _____

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 _____

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION 645 CARIBBEAN ROAD SATELLITE BEACH, FL 32937

FLEET CHARTER APPLICATION FORM

(Minimum of 3 boats required)

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.

THE PROBLEM

Many **RACERS** find themselves locked into set patterns of racing where self improvement stagnates and local competition develops a pecking order with the same sailors winning all the time. The normal racing season doesn't provide the time or opportunity for improvement and mistakes remain the rule instead of the exception. When was the last time you had consistently better boat speed, mark roundings and tactics than your competitors?

SAILORS are often reluctant to sail in moderate to heavy wind. Unsure of spinnaker control, sail trim and safe boat handling, they choose to avoid these conditions entirely. Others who enjoy the full range of breezes are sometimes frustrated by their slow headway between ports. The boat doesn't perform, tricky winds and currents seem confusing, and the auxiliary alternative is chosen.

THE J WORLD SOLUTION

With 35 hours of instruction (25 hours on-the-water!) covering the latest racing and sailing techniques, J World offers the most comprehensive racing and sailing programs available. Sailors re-inforce their knowledge of sail trim, boat handling and spinnaker work in all weather conditions, while racers break through the hurdles and learn the secrets of boat speed, boat handling and tactics. Students then apply their newly acquired knowledge to their own boats and begin the process of rapid self development. Why not improve your performance on our new fleet of J/24's?

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.

1983 J WORLD PROGRAMS

KEY WEST, FL: January 23 - March 25, 1983
SAN DIEGO: April 10 - May 20, 1983
NEWPORT, RI: June 12 - September 2, 1983
SAN FRANCISCO: TO BE ANNOUNCED

RACING PROGRAM

- Extensive short course racing
- Tactical application of the racing rules
- Sail trim and tuning of the fractional rig for optimum performance
- Starting, racing strategy & tactics
- J World Racing Notebook

SAILING & INTRO. SAILING PROGRAMS

- 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
 (Sailing Program only)

J World
 Box 1500, Newport
 Rhode Island 02840
 Telephone: (401) 849-5492

J
WORLD



Winning the U.K. Championships with the new Cobra spinnakers.

Another Horizon Job.

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 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.

Our current record is devastating:

1980 European Championship	1st
1981 North Americans	1st, 3rd
1982 North Americans	1st
1982 U.K. Championship	1st
1982 Midwinters	4 of the top 10
1982 Worlds	2nd
Chesapeake Bay YRA	1st
New England Championship	1st

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. We've been winning from J-One on. 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.



NORTH AMERICA: Horizon Central, 70 So. Main St., South Norwalk, CT 06854 (203) 853-2259 • Cressy & Curtis Sailmakers, 16 Lincoln Ave., Marblehead, MA 01945 (617) 631-4735 • Barton & Ratsey Sailmakers, 70 So. Main St., South Norwalk, CT 06854 (203) 853-2259 • Scott Allan Sailmakers, 108 Severn St., Annapolis, MD 21403 (301) 268-1175 • Southwind Sailmakers, 1084 Hwy. 17 Bypass, Mt. Pleasant, SC 29464 (803) 884-4725 • Horizon Toronto, 229 Niagara St., Toronto, Ontario M6J2L6 Canada (416) 363-0472 • Nieman & Considine Sailmakers, 2323 So. Michigan Ave., Chicago, IL 60616 (312) 326-1053 • Horizon Sails, San Francisco, 2220 Livingston St., Oakland, CA 94606 (415) 261-6556 • Ratsey Largo, 7200 Bryan Dairy Rd., Largo, FL 33543 (813) 541-7707 • Performance Custom Sails, 321B W. Torrance Blvd., Carson, CA 90745 (213) 327-3581 • Horizon Newport, 18 Waite's Wharf, Newport, RI 02840 (401) 846-4416 • **AUSTRALIA:** Burke Sails, Gladestown (Sydney) • Hammond Sails, St. Kilda (Melbourne) • Lucas & Beurteaux Sailmakers, Perth • **ENGLAND:** Horizon U.K., Southampton • **HONG KONG:** Horizon/Gaasra International Sailmakers, Ltd., Kowloon • **ITALY:** Horizon Italia, Florence • **SWEDEN:** Sundelin Brothers Sailmakers, Stockholm.

BULK RATE
U. S. POSTAGE
PAID
Permit No. 115
Merritt Island, Florida