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OCTOBER 1984

VOLUME 13

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- 2nd 1984 Buzzards Bay Regatta
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**Cover Photo:**

Pillet (F1281) in foreground, in 1984 European Championship.

Photo provided by Paolo Boido

International J/24 Magazine, October 1984, Volume 13. Published bi-annually: April and October by International J/24 Class Association, Dick and Linda Tillman, Editors, P.O. Box 2578, 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, P.O. Box 2578, Satellite Beach, FL 32937.



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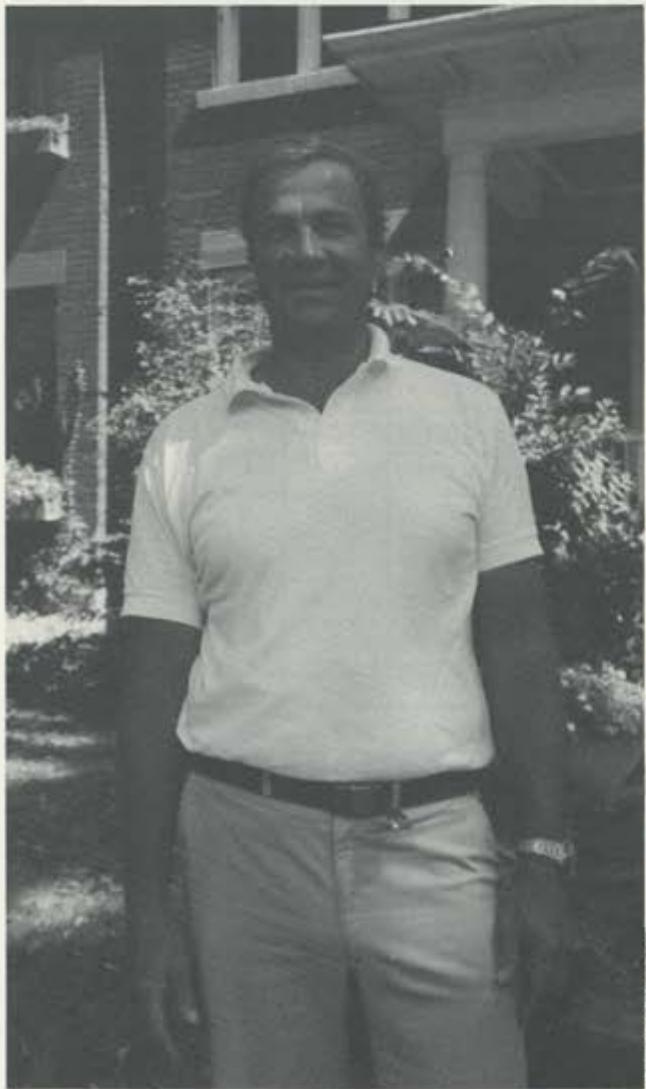
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IJCA Chairman, Lorne Chapman

Lorne Chapman Reports

By the time you receive this issue of the Class magazine, a number of events will have taken place which are important to the Class as well as me personally. I undertook to organize the North American Championship in Kingston before taking on the World Council office and have continued with that. We are expecting over eighty boats in Kingston during the last week of August for the first time the regatta has been held outside the United States. Further on in this issue you will find a description of the racing which will take place on the site of the 1976 Olympic sailing event.

The other major event will be my first annual meeting of the IJCA which will be held at the World Championship in England during the first week of October. I mentioned in my first column that we would put a program in place to manage rule change proposals and that has been done. We only have a few proposals to deal with and I anticipate that we can spend more time on Class development and organization issues.

We are seeing activity in the Class in the stretching of rule and measurement interpretations in some areas. These are usually minor changes which will, in most cases, not materially affect the performance of a J/24. However, they can become a fad and present the Class with the problem of where to draw the line. The motivation for the rule stretching is usually personal advantage or the desire to be a little creative. Some of the changes are supposed to keep the boat up with current technology. I believe strongly that the Class organization and the officers entrusted with the running of the Class must address this issue.

The principle of the class rules is to keep the boats as identical as possible. This principle should be upheld in practice through enforcement of Rules 1.3 and 1.4. One of the actions being taken is to publish rule and measurement interpretations on a broad scale. Previously, these were done on an individual case basis. The article by Hank Killion of the USJCA in this issue deals with this. The rules should also be enforced by National Class Association executives and through measurement programs at major regattas such as National and Continental Championships. Recruiting competent measurers into National Class Associations and establishing a program to get measurement certificates up to date will also contribute to keeping the Class one design.

We do have a mechanism for making those changes that are necessary to keep J/24's a current technology boat in an orderly way. Certainly, one aspect of this mechanism is to make sure that any changes that involve major expenditures are made with sufficient lead time for members to plan for them. Another is to take the time for circulation of positions so that a consensus can be developed before a change is adopted.

On Class growth, we are seeing solid development in many of our member countries. To help this, the Executive Committee made some minor changes in the formula for participation in the Worlds to encourage growth in Europe. We are strong, with solid prospects for continued growth. National Class Associations should make growth a conscious part of their development program. One idea is to have J/24's used for interclass events that receive wide publicity in the country. Members would loan or charter their boats for a modest fee and help organize the event. This builds goodwill as well as bringing the J/24 in front of a large sailing population.

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One activity that we have underway is to attempt to arrange sponsorship for events organized by the Class on a long-term and broad basis. This would provide assistance with funding and organization for the Class and provide exposure for the sponsor as being associated with an active and progressive organization.

Another activity we have underway is a series of bulletins to National Class Association executives. We plan to publish six times per year in order to supplement this magazine with current information related to Class management. We hope that this program will help in involving National Associations in the management of the Class and keep you informed on current issues. Because of our proximity, we have established an active dialogue with Art Dufresne, the President of the USJCA and a member of the World Council Executive Committee, as we have a number of mutual interests in the organization and running of the Class. This is proving extremely useful and will bring benefits to the Class.

Good sailing,

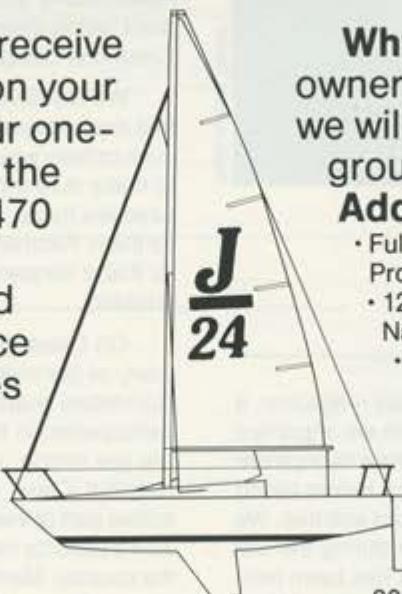
A handwritten signature in cursive script that reads 'Lorne'.

Lorne Chapman
Chairman, IJCA

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USJCA President, Art Dufresne (center), with District 8 Governor, Douglas Boyce (left), and District 7 Governor and Technical Committee Chairman, Hank Killion (right).

Let's Preserve One Design Racing

"I went to a fight the other night and a hockey game broke out." No moral platitudes here; just some questions for you.

1. Can you say the words, "honest competition?"
2. Do you like the self enforcement of our racing rules?
3. What does an "outside of the rules" advantage really do for you?
4. Do you like police state mentality?
5. Why do you race "one design"?
6. Would you be happier playing hockey?

I have competed in races that I had to be towed to the start because I ran out of gas. It wasn't that I was trying to save weight; it was just that the bar was open later than the gas pump was open early. I may not always succeed in doing everything exactly by the rules but I do enjoy one design racing because it is One Design. The J/24 Class rules allow this to happen within prescribed boundaries and with allowances for personal preferences on layouts, gear, bottom preparation and sails. What one design racing is all about, in my opinion, is that the limits of speed producing factors are *equal* for all competitors and that each competitor is obliged to assure his own compliance. One design racing has been declining (i.e., in number of one design races) for the past five years. The J/24 Class is one of the few exceptions. Let's all work to preserve the species.

Technical Committee

I am pleased to announce that Hank Killion has agreed to be USJCA Technical Committee Chairman. Any questions or suggestions regarding J/24 Class Rules should be directed to him at 146 Jamesville Rd., DeWitt, NY 13214. Telephone: home (315) 446-2871, office (315) 487-4279. Hank also serves as Governor of District 7, has been very active in USJCA affairs and has served as my liaison with the rest of the country during my recent four month stint in the Arizona desert. Technical Committee members have been solicited to provide a broad geographical representation. Let them know your views. They are:

Rick Peper, District 10
1831 Twelve Oaks Lane S.
Neptune Beach, FL 32233

Pat Crowe, District 11
P.O. Box 16308
Chattanooga, TN 37416

Tim Carlson, District 20
947 Goldenoak Way
Stockton, CA 95209

Rod Johnstone, Designer
RD 1, Box 107
Stonington, CT 06378

Art

Arthur Dufresne
President, USJCA



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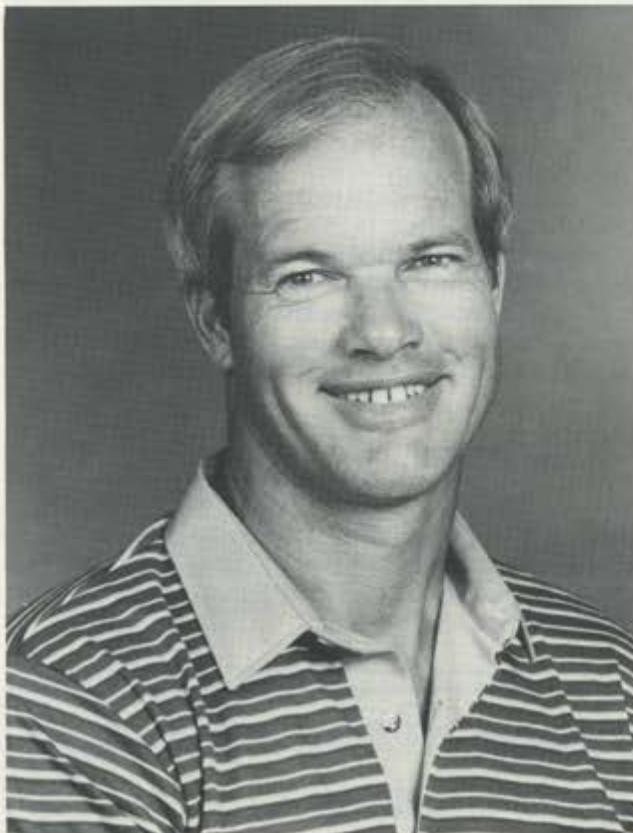
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IJCA Executive Director, Dick Tillman

Class Growth

The International Class is strong and growing. Last year's total membership figures were up 30 percent from the time the Class gained international status in 1981. This year membership is up by 40 percent over the same period. The majority of the increase came from the United States whose membership increased to 1,569. Read Art Topilow's Fleet 79 report as an example of the typical J/24 activity throughout the country. Fifteen National Class Associations are active throughout the world, with one new association forming in Greece. A breakdown of membership by country reported in 1984 for end of year 1983 membership is:

US	1569	Switzerland	52
UK	120	Peru	26
Italy	105	Ireland	25
Japan	100	Mexico	14
Canada	82	Bermuda	11
Australia	80	Germany	8
Sweden	53	Holland	6

1984 World Championship VI

The UKJCA reports that nearly 50 entries from 13 countries are signed up for the Worlds in Poole, England, being held September 29 - October 6. From the USJCA, besides Founder, Rod Johnstone, defending champion Ed Baird and 1983 North American Champion Dave Curtis, we will be represented by David Nicoll from the Northeast, Peter Dodds from the Southeast, Gunther Buerman from the Great Lakes region, Jay Lutz from the Southwest, Ken Read from the Midwinters, and Kevin Mahaney filling the additional entry allotted.

1985 U.S. Class Dues

USJCA membership dues for 1985 remain at \$30. Class dues are payable at the beginning of our fiscal year, which is October 1 and dues are delinquent after January 1. Please take time now to renew your membership for 1985.

All current U.S. members should use the mailing card that came with this magazine to renew membership. Boat owners, co-owners, and helmsmen must be Class members to race.

Please return the mailing card with your check to the J/24 Class Association, P.O. Box 2578, Satellite Beach, FL 32937, noting any change in name, address or fleet data. Each member will receive a 1985 membership card (valid through December 31), transom sticker, window decal and 1985 April and October issues of J/24 MAGAZINE. The new transom sticker has an orange border and may be placed alongside or under the 1984 yellow sticker. Welcome to another year of fun and competitive J/24 activity!

J/24 Magazine

Many thanks to all who contributed articles, news items and photos for this issue. The talent of J/24 sailors is infinite! You will see excellent ads as well, and we hope you will patronize our advertisers. Please note an error of omission in the photo credit on page 19 of the April '84 issue; the photo is by Mark McQueen of SAILING NEWS, a Canadian yachting magazine.

The copy deadline for the April '85 issue is February 1, preferably in double spaced typed form with black and white photos, color prints or 35mm slides. In reporting regatta results, use low point scoring (1 point for 1st, 2 for 2nd, etc.) in the following format:

POS	SAIL	YACHT	SKIPPER	HOMEPORT	RACE				
					1	2	3	4	5

The Magazine Subscription, available to crew and friends of U.S. Class members last year, was well received and is

offered again for 1985. (See order form on page 79.) Note that a Class member's magazine subscription is covered by the membership fee and need not be paid separately.

New U.S. Fleets

Two new U.S. Fleets have been chartered since the April '84 Magazine went to press. Welcome and good sailing to Gull Lake Fleet 123 in District 15 (John Lawrence) and Dana Point Fleet 124 in District 21 (Lance McCabe).

U.S. 1985 Worlds Qualifying Events

The following are scheduled as U.S. qualifying events for World Championship VII in Japan November 15-24, 1985.

Date	Event/No. Qualifiers	Open to: (Qualifier)
July 26-28, '84	Great Lakes Regional (1)	Districts 4,7,12,15,16 (Larry Klein)
Aug. 25-31, '84	North Americans (2)	All USJCA members (Ken Read, Dave Curtis)
Oct. 6-8, '84	Northeast Regional (1)	Districts 1,2,3,6
Nov. 10-11, '84	Southeast Regional (1)	Districts 8,10,11
Jan. 7-11, '85	Midwinter Champion (1)	All USJCA members
TBD	Western Open (1)	All USJCA members
May '85	Southwest Championship (1)	Districts 14,17,18
May 25-26, '85	Western Regional (1)	Districts 19,20,21,22
	St. Francis Y.C.	

IJCA Annual Meeting

The 1984 AGM was planned in conjunction with the World Championship VI in England, rather than during the November IYRU meeting in London as in the past, with the expectation that a majority of the most active National J/24 Class Associations would be present and represented. Details of the meeting will be published in the Spring issue. No significant rule changes are expected.

J/24 Regatta Guidelines

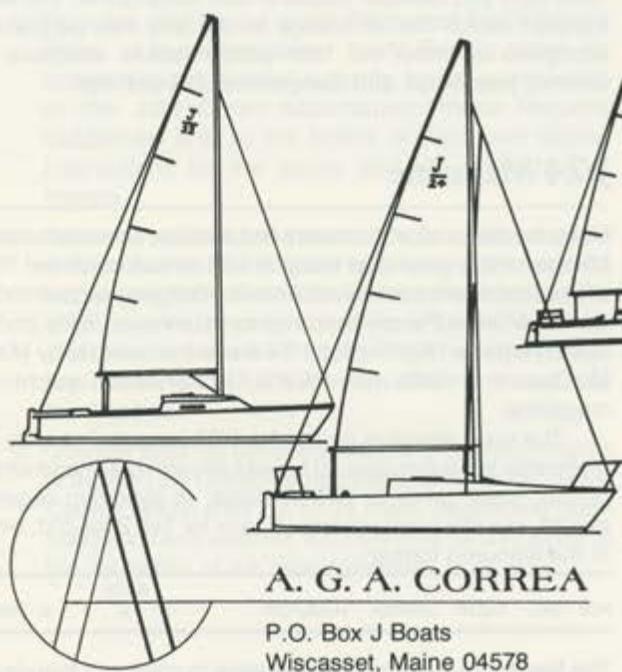
New guidelines for District, National and World Events have been established for use by regatta organizers to insure high standards and uniform racing conditions at J/24 regattas throughout the world. These guidelines are reproduced on page 74. Please observe them when organizing your regattas. A sample Notice of Race and Standard Sailing Instructions are available upon request. Mailing labels can be obtained for fleets, states or districts at a minimum cost.

Office Hours

The J/24 Class Office hours are Monday through Friday, 9:00 am to 5:00 pm, Florida time. Telex messages are received through J Boats, TLX 710 382 1221. Address all mail to J/24 Class Association, P.O. Box 2578, Satellite Beach, FL 32937, USA. Telephone (305) 773-4141.

AVOID THE USUAL

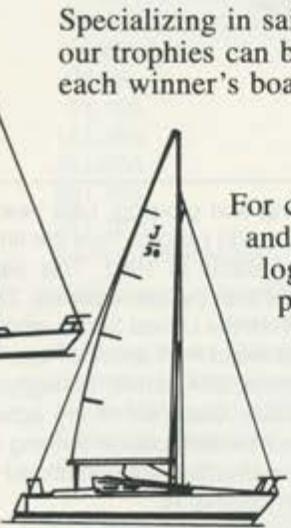
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North American Ski/Yachting Championship

Dear Dick:

Please let the J/24 sailors know about the North American Ski/Yachting Championship to be held April 8 - 12, 1985. It will be hosted by Big Mountain Ski Resort and the North Flathead Yacht Club. Big Mountain at Whitefish, Montana is one of the finest recreation ski areas in the country, and excellent ski conditions and warm sunny days are not uncommon in the Spring. Flathead Lake is the largest freshwater lake west of the Mississippi and is ice free throughout the winter. There will be Windsurfers, Lasers, Hobie 16's, Thistles and J/24's. There will be skiing and sailing for all ages and abilities, with events divided into four categories: Novice, Open, Masters (over 40), and a Women's division. Movies, seminars and lectures by some of the best skippers and skiers in the U.S. are scheduled, with plenty of time left over for recreational skiing and partying. I will be happy to provide further information on entries, travel arrangements, lodging, etc. Thank you for helping spread the word.

Buck Love, Fleet 25
P.O. Box 1659, Whitefish, MT 59937
(406) 862-6098

Traffic Jam on the Tuning Roundabout

by John Harris

Excerpt from NSW Newsletter

Hesse and I put a lot of thought and effort into the rig tune of *Traffic Jam*. Our first mast took endless hours of effort as we pushed hither and thither, moved the mast at the step back and forth, chocked and re-chocked. We first had the rig so loose the mast almost fell out of the boat and then so tight the boat no longer measured as we had dragged in the beam. All this to-ing and fro-ing led us to conclude absolutely nothing. Finally the problem was solved for us by a six metre hooking onto our backstay and pulling the whole lot over the side.

We attacked our next mast with a religious fervour. This one fought back however. We had been sold a very twisted section so our efforts were directed, for months, into trying to get the mast to just stand up straight. Ultimately, we became so perplexed that we slipped the boat and levelled it — at great expense — to try and determine exactly where the centre line of J/24 really does run. We concluded that SAT NAV and a highly skilled surveyor with a lot of equipment would be needed to advance the argument. Shortly after that abortive exercise, Mike Bell of Zapspar casually remarked that the section was very twisted. It was an awful reality — one we had known in our hearts for some time but certainly had not wished to confront.

Zappa suggested throwing the mast away and starting again. So we did. A guardian angel who was doing terrible things to a converted Triton 28, or some such, purchased the whole rig from us with the intention of building onto the bottom of the spar. That threw all his sail plan out of kilter, so he had to buy a lot of second-hand sails from us as well. Hesse and I felt our luck had changed at last. With renewed hope we carefully handpicked a new section (but still needed the crane offset to counteract a degree of twist) and shipped it up to Zapspar to finish. They did an excellent job and fully equipped with adjustable spreaders, we set out to tune the mast ready for the Nationals and Worlds.

We followed step one of every tuning sheet ever issued and "got the tip of the mast over the centre line of the boat". As we had previously demonstrated, that means having a guess and guess we did. The rig was set up drum tight and leading up to the Nationals we tuned away until we felt (another subjective guess) that the boat had equal pace on both tacks and good speed and height against the competition.

Going into the series, we were confident that a very tight rig with plenty of vang sheeting was the way to go. One third of the way into the series the measurer somersaulted and decided adjustable spreaders were out (perhaps because they are the only way you are going to get your mast set up legally as far as tip to tip measurements are concerned). We needed a different mast collar and it bowed on the mast under pressure; we got different length spreaders and again we ended up we knew not where.

Having confused ourselves thoroughly, our next step in tuning a J mast was to get Ian McDiarmid of North Sails to make us a new set of sails. He sneaked on board before us when testing day arrived and slacked the whole rig off completely. As you swing on the forestay to leap aboard you realize, falling in the tide, that McDiarmid's already been on board. Ian of course made a nice set of gear and in view of his success generally, we were loath to argue with his theories. It was disconcerting, however, to hear his voice ringing through the dock as he disappeared down the marina, "I think the forestay is too slack, the rig does seem looser than *Bandit's*, although the sails look all right". Unnerved, one leaves the boat muttering about the ancestry of sailmakers.

Confusion was worse confounded when Skip Lissiman, passing through to the America's Cup, joined us for a regatta. Before even stepping on board he called for the "shifters" because "the rig is too slack". Blushing meekly you hand over the rig tightening implements and skulk off to buy the crew coffee.

Well, that is how you tune a J/24 rig. Tight rigs are fast, slack rigs are fast and medium tight are fast or vice versa, depending on how you set up at the last regatta and the result you obtained therein. Out of all this I make only two observations:

1. Mast rake, more than rig tension, is terribly important to the way the J goes upwind and down. That is kids stuff. You all understood the function of mast rake in your VJ, and windsurfing has underlined the lesson. Nonetheless, I have been distracted by just about everything else — and I now believe it has proven costly.
2. The slacker the rig, the more crucial the vang. And vang sheeting does not mean grabbing the vang and pulling it on. It means winching it tight well beyond the point where you are absolutely certain something will break.

Fleet Potluck Dinner Program

Dear Dick:

Rob Connerney, Social Committee Chairman of Fleet 50 here in Newport, has put together a truly unique schedule for the Thursday Potluck Dinners which follow every Fleet Championship event. I think it is worthy of publication in the J/24 Magazine, so am sending it along.

Regards,
Bob Johnstone

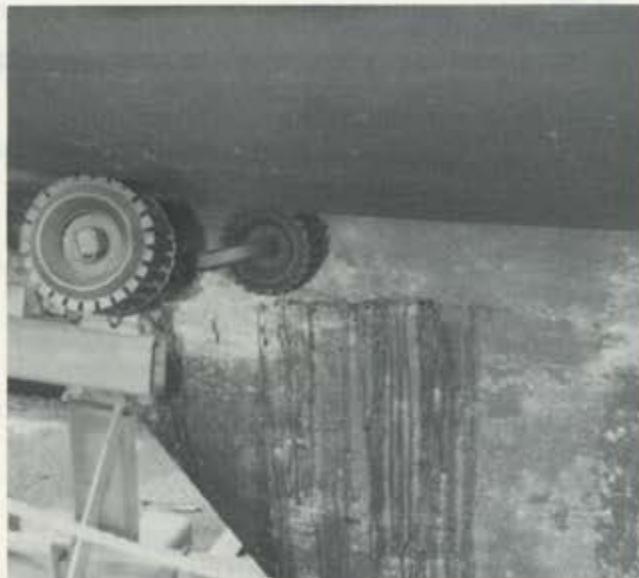
(Rob instructed those on the below schedule to make trades where necessary or contact him for alternate arrangements. Initial plans were for 35-40 people per gathering.)

NAME	DATE							
	6/7	6/14	6/21	6/28	7/12	7/19	7/26	8/2
Dave Johnstone	HOST	—	Side	Salad	Desert	Munch	Side	—
Tom Peterson	Munch	HOST	—	Side	Salad	Desert	Munch	Side
Rob Connerney	—	Munch	HOST	—	Side	Salad	Desert	Munch
Nick Nicholson	Side	—	Munch	HOST	—	Side	Salad	Desert
Tom Ehman	Munch	Side	—	Munch	HOST	—	Side	Salad
Mike Hill	Desert	Munch	Side	—	Munch	HOST	—	Side
J-World Instructors	Salad	Desert	Munch	Side	Salad	Munch	HOST	—
Steve Parks	Side	Salad	Desert	Munch	Side	Salad	Munch	HOST
Ken Read	—	Side	Salad	Desert	Munch	Side	Salad	Munch
Bob Johnstone	Side	Salad	Desert	Side	—	Desert	Side	Salad
Pete Mines	Desert	Side	Salad	Desert	Side	—	Desert	Side
Nick Pavianos	Salad	Desert	Side	Salad	Desert	Side	—	Desert

Comment on European Organization

by Paolo Boido

The J/24 Class was called on to demonstrate her vitality in the biggest European event (European Championship, see article this issue) and got through the test with just a pass mark. In spite of the generous sponsorship of *Lancia*, which allowed foreign competitors free hotel accommodations to two crews and one charter boat, the entries were less than expected. Some of the responsibility should be given to the absence of a European organization to follow the Class and be in touch with all European NJCA's. There were delays in communications, lack of a selection series and little motivation to be present. As a result the strongest European J/24 crews were absent. We should think over this situation which must be improved, and hope that the 1985 European Championship will have more entries. The J/24 Class should pay a lot of attention to the European Championship as do other IYRU Classes.



Leakage on one side of keel.

Cracked Keel Repair

Dear Dick:

On removing my winter cover this spring there were clear signs that water had run down my keel bolt threads, found its way out the side of the keel through pin holes in the lead, and then, through freezing and thawing action, created what appeared to be an almost continuous horizontal crack in the keel where the keel bolts terminate. This on only one side of the keel.

Having worked with epoxy crack injection for repair of concrete and other structures, I contacted Bill Nicholson, Rocky Mountain Regional Sales Manager for Adhesive Engineering Company out of San Carlos, California. Bill provided technical information and methodology which was lead specific.

Lead is not the cleanest metal in the world, so a successful repair requires careful preparation. The first step is to remove all bottom paint and filler in the area of the crack down to bare metal. An injection port is attached to the outside of the keel and a weak acid solution is pumped into the crack under pressure and subsequently washed with potable water which is also pressure injected. The epoxy formulation is then pressure injected until it runs out at the farthest point. Cracks and pin holes down to 1/2000 inch can be sealed and bonded by this method at very reasonable cost. Hulm Corporation, Adhesive Engineering's licensed contractor in Denver, did the work. My keel took about a cup-full of material, which is indicative of the extent of void volume in the crack area and up the keel bolts.

Whether or not a good bond has been developed remains a question. Only time can tell, but I would advise all boat owners to reseal under the nuts on the keel bolts to prevent a similar occurrence. If it is too late for that, perhaps pressure epoxy injection can work for you.

John K. Bright
J/24 #1787



Hank Killion, Technical Committee Chairman

Photo by Dick Tillman

U.S. Technical Committee Report

by Hank Killion, Chairman

At the 1983 USJCA Annual Meeting in San Francisco, the first U.S. Technical Committee was formed. Since then the committee has addressed many items that have been brought forward, and issued interpretations.

One question often discussed is, "Can the tack horns be removed?" The answer is: No. Rules 1.2 and 3.27 apply. Removal of the tack horns would be a change in standard equipment as supplied by the builder. Additionally, though minute, it would result in a variation in weight and weight distribution. Removal of the tack horns would be in violation of the intent of Rule 3.27.

Another issue that continually comes up is, "Can I replace the standard wooden traveler with one made of aluminum?" The answer is: No. Rules 1.1 and 1.2 apply. Rule 1.1 states, "The J/24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort." Rule 1.2 states, "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." The intent of Rule 1.2 is that anything not specifically permitted is not permitted. Aluminum travelers fall into this category. Additionally, the argument that aluminum is safer, due to previous breakage of wooden travelers, has been rectified by the through bolting method as described in Volume 11 of the J/24 Magazine, and reprinted in this issue on page 13.

One point that should be stressed to all Class members is that changes in Class Rules cannot be made by the U.S. Class on its own. With the granting of international status, any

changes must be submitted to the IYRU Keel Boat Committee for approval. This formality is not to discourage any member from proposing a rule change, but is necessary to preserve the structure of a one-design class.

I have received many verbal requests for proposed rule changes. I appreciate your concern and hope that many of you continue to express your ideas. However, written proposals are requested in order to proceed properly. Please direct written proposals to me or the Class office.

During the past year I received several complaints regarding the legality of hull 2579 (HJ). At my request 2579 was delivered to the Tillotson-Pearson factory for re-measurement this summer. Recertification was carried out under the supervision of Class Chief Measurer Rod Johnstone. Upon completion of measurement, Hull 2579 was found to be in compliance with the IJCA Rules. Thanks to Dave Curtis, Hale Walcott and Rod Johnstone for their prompt response to the request for recertification.

During the coming year the printing of a measurement manual is planned. Once this is accomplished, we will begin to set up a program where we can qualify individuals as fleet measurers. This is only the beginning in maintaining a technically strong one-design Class.

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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.

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*"Teflon" is DuPont's registered trademark.

VC17 boat bottom paint.

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International J/24 Class

Keel Measurement

by IYRU Chief Measurer, Tony Watts

From time to time questions are asked regarding the method of measurement of the keel of the J/24. The following notes are intended to provide measurers and owners with guidance on this matter.

Class Rules 3.3.2 reads "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, and faired provided it complies with the minimum dimensions in official Plan C."

The measurement form includes three items which are relevant:

Item 2(a) "Does keel comply with minimum faired dimensions of Plan C at sections II and IV?"

Item 2(b) "Do you believe that the keel complies with the minimum faired dimensions of Plan C elsewhere?"

Item 3 "Width of the keel trailing edge in section II - VI" minimum 3.5mm.

It is clear therefore, that the measurer must, as a minimum requirement, check that sections II and V comply with the minimum dimensions given in Plan C contained in the Class rules. He also needs to check to see that there is no significant variation in shape between the top and bottom of the keel. This can be done by placing a straight edge on the surface of the keel in a number of places so that it extends from the top to the bottom of the keel and is positioned at, for example, 35 percent of the chord length at section II and 35 percent of the chord length at section V.

The most satisfactory way of checking section shape is to use templates. These need to be full templates — that is to say the template should completely enclose the keel even if it is made in two halves. The template should be made oversize by a known uniform amount (say 10mm), and with the template in place, check to see that the clearance does not exceed this figure at any point.

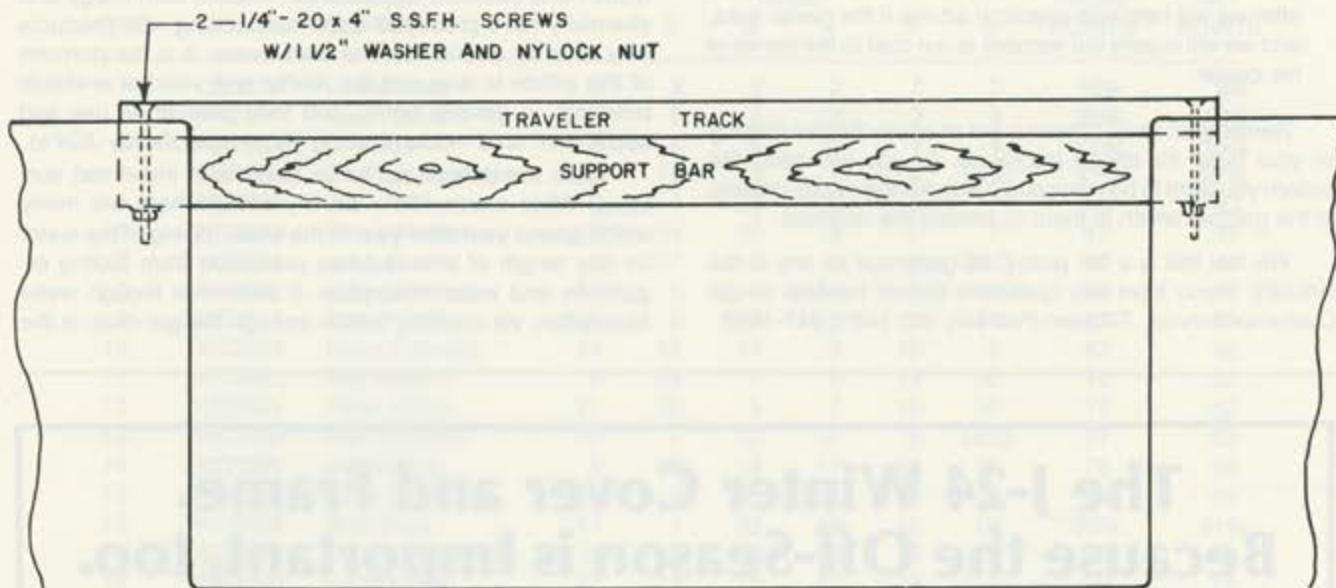
The procedure would therefore be as follows:

1. Locate Sections II and V by measuring down the leading and trailing edges of the keel from the surface of the hull.
2. Position the Section II template at Section II with its centreline approximately coincident with the centreline of the keel. Then without moving the template measure the clearance between the template and the surface of the keel and check that it nowhere exceeds the 10mm. The clearance can very easily be checked using a calibrated wedge. (see IYRU Measurement Manual).
3. Without moving the template mark a number of points on the surface of the keel at known fractions of the chord length from the leading edge.
4. Repeat steps 2 and 3 for section V.
5. Place a straight edge on the surface of the keel between the points of same fractions of the chord length.
6. Check that the trailing edge is nowhere less than 3.5mm wide.

Traveler

Reprint from Volume 11

Tillotson-Pearson is using a better traveler track and wooden support bar fastening system which we recommend older boats to retrofit to. The system thru-bolts the traveler track and support bar together at each end with a $1/4$ "-20 x 4" fh ss bolt. The hole in the track needs to be reamed to $1/4$ " and countersunk to accommodate the head of the bolt. It's important for long life of the wood to thoroughly bed the components with silicone.



Tillotson-Pearson's Policy on Gelcoat Osmotic Blistering

Osmotic blistering is a problem which affects all fiberglass products which are in constant contact with water (i.e. boats, swimming pools, etc.). There is no single reason why one structure will develop blistering faster than another.

All gelcoats, to some extent, are semi-permeable, although some will resist permeation better than others. When water passes through the gelcoat and comes in contact with the laminate it can form solutions containing various chemical components. As this solution is formed, osmotic fluid characteristics change to the degree where they cannot pass back through the gelcoat. When heated in sun or water the solution "pops out" through the gelcoat, forming a blister.

Gelcoat is a very important part of any Fiber Reinforced Plastic (FRP) laminate, in that it helps to keep moisture out. Providing an aesthetically pleasing outer surface is a plus, not a purpose. Problems develop more quickly with poor maintenance techniques. Over-sanding of the bottom in preparation for applying antifouling bottom paint, or wet

sanding in search of a "race smooth" finish wears the gelcoat thin over time; thereby reducing its ability to protect the laminate. Warmer water and longer sailing seasons help to increase the chances of osmotic blistering.

Tillotson-Pearson Inc. has followed the ensuing policy since the early 1960's.

1. Manufacturers of gelcoat have universally had a policy not to warranty their products as they have no control over the catalization and application of them. Only instances of improper blending of pigments in the material have been warranted by the manufacturer.
2. In our warranty policy we state that we do not warranty gelcoats, as do the warranties of most boat manufacturers. However, in practice we stand behind our gelcoat if it has excessive porosity evident or if the colors have faded or been discolored in any way within a reasonable amount of time. We generally consider a reasonable

amount of time 2-3 years. Such acceptance on our part is not to establish a precedent modifying the written terms of the warranty, but is in the interests of good will. Our position then is, if it has stood the test of time 2-3 years, it is the owner who bears the responsibility for its performance thereafter. If he keeps it properly cleaned and waxed to prevent oxidation, he may get many years of service, and if not, it can deteriorate very quickly.

3. In regard to blistering, we have taken a position that it is not covered by warranty. We base this on the fact that the barrier which effectively prevents this, the gelcoat, is subject to sanding by the owners or boat yards. Subsequently, these bottoms with their gelcoat barrier substantially reduced are much more likely to experience blistering. In practice we stand behind the product if the problem occurs within the first year of ownership. Thereafter we will help with practical advise if the owner asks, and we will supply our epoxies at our cost to the owner or his dealer.

Remember, keep bottom paint or epoxy barrier coating on your boat; it's cheap insurance. As you wet sand the bottom you want to be removing paint, not the epoxy coating or the gelcoat which is there to protect the laminate.

We feel this is a fair policy, as generous as any in the industry. If you have any questions do not hesitate to call Customer Service, Tillotson-Pearson, Inc. (401) 247-1050.

Protect Your Investment

An Introduction to Marine Coatings

by R. Cai Svendsen

J/24 owners are lucky people. Their yacht is a fine little design, well balanced, of quality construction as well as being pleasing to the eye. Unfortunately, during the lifetime of these delightful yachts they are almost constantly exposed to the effects of nature's strongest elements: sun, saltwater, barnacles, pollution, to mention a few; in addition to other damages which will be discussed later. There is something that can be done to protect your yacht from nature's damaging effects. Below the waterline, above the waterline, on deck and on spars and trim, are all areas of the yacht for which there are coatings specifically designed for maximum protection and cosmetic appearance. Modern technology and chemistry have produced some outstanding new products only recently available to the boat owner. It is the purpose of this article to acquaint the reader with various available products, in general terms, and their prescribed use and application on a modern racing yacht (specifically J/24's).

From the bottom up, let us begin with immersed surfaces. While many J/24's are dry sailed, there are many which spend year after year in the water. Living in the water for any length of time requires protection from fouling organisms and water absorption. It seems as though water absorption, via capillary action through the gel-coat, is the

The J-24 Winter Cover and Frame. Because the Off-Season is Important, too.



A J-24 with newly constructed frame. Using ordinary tools, the job takes about 3-4 hours to assemble, a half hour to disassemble. (Below) Form-fitting, treated cover provides the ultimate protection.



Experts agree no fiberglass sailboat should be left outside or uncovered over the winter months. Harsh sunlight and ice can cause considerable damage to even the most tightly-constructed boat. Yet inside or in-the-water storage can be costly and impractical.

That's the beauty of the J-24 Winter Cover and Frame system from Wm. J. Mills & Co. the 100 year-old sailmaking and canvas firm on Long Island. Through a unique system of tubing and clamps, you or your boatyard assemble a predesigned frame for your J-24 in about 3-4 hours. Over the frame goes a form-fitting, treated canvas cover designed especially for the J-24. It even has a zippered opening should you want to work on your boat over the winter.

The frame price is \$365, while the custom cover is \$785. The cover should last at least 6-8 years, the frame even longer. For more details, call Jamie Mills.

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Cai Svendsen checks J/24 keel at his shop, Custom Yacht Finishing.

main culprit behind the formation of the now-famous gel-coat blister. All fiberglass boats are likely to form blisters if left in the water. There is no guarantee against these blisters with or without protection; but in theory we can retard their growth. A two-component system is therefore necessary for immersed surfaces. One, an epoxy primer to form a theoretically waterproof skin over the gel coat (which is porous) and two, an anti-fouling coating to inhibit the growth of marine organisms.

As for the primers, epoxy is generally considered to be the most waterproof and most solvent-resistant so that, when dry, it may be sanded and overcoated with almost any other paint. The good epoxies are two-part, catalyzed component systems applied by spray and, in certain instances, by brush. They can be difficult to work with and are moderately poisonous. Application requires experience. For best results they are recommended for professional use.

Anti-foulings are a different story. There are as many different paints for as many different situations as there are harbors and boats. For the purposes of this discussion we cannot include all but will address ourselves to the most popular types which can produce a competitive finish on a racing sailboat. Of the traditional paints, Petit Trinidad 75 is highly recommended. It comes in red and blue only. It is a modified epoxy vehicle; comes with a compatible epoxy primer; and contains the highest percent of copper, which is the more effective repellent of marine organisms. Amateurs will have the best luck with this type of paint.

There are also other paints, some with graphite additives and some with vinyl base, which produce a hard, slick finish. Regatta Balt-O-Plate was one of the best vinyl base, anti-fouling paints — very hard and slick, good copper content — but as of this writing the product is extremely difficult to find and may, in fact, no longer be available. There is a new family of A-F coatings sold under the brand names of *Micron* by International and *Offshore* by Petit. These are the copolymer paints which have excellent anti-fouling qualities as long as the boat is used frequently, and produce a very smooth finish. These paints have good color selections. They are, however, extremely poisonous to handle or be around, including wet sanding and scrubbing in the water. There have been documented deaths attributed to this family of paints. Also, there are even newer epoxy-based, A-F coatings with even greater amounts of poison in them available now. This writer does not have sufficient experience as yet to discuss them with authority. The "agent-orange" type qualities of these coatings contra-indicates amateur use completely. Extreme caution in handling these materials is recommended for the hardest of professionals only. Consult your local boatyard prior to any decision regarding anti-fouling coatings for your boat in your area.

Above-the-waterline fiberglass coatings are much easier to deal with. The main foes of your topsides are the sun, the sharp-edged pier, and everyone else on the starting line. While the prudent skipper may approach the dock gin-

gerly on every occasion, the ravaging effects of the sun continue day after day. Luckily, J/24's are nifty-looking yachts which lend themselves to a variety of color and stripping combinations which always seem to look good. This is great news for an owner who wishes to protect his investment by updating its finish, much as you would your automobile. Thanks to modern technology and chemistry there are excellent products on the market which will give beautiful and very durable and long-lasting finishes.

Much has been written about urethanes already. *Awl-Grip* by U.S. Paint and *Imron* by DuPont are the two most popular brand names. The difference between the two is more important to the painter than the customer and in many instances they can be interchanged. There are color differences and price differences which are more likely to influence an owner's choice. These materials are non-photochemically reactive, which is what separates them from other paints in terms of longevity and durability. For best results a primer is required. An epoxy primer such as that used below the waterline may be used, or, in certain instances, an acrylic lacquer or urethane primer may be substituted. Each company has its own recommendations and these should be followed closely whenever possible. Excellent graphics and stripe-styling is readily achieved with these products, and a well-cared-for paint job will last for years.

There are drawbacks. Even though they are extremely long lasting, these products are difficult to touch up in the same way an automotive finish is touched up. For some

reason urethanes do not like the buffing wheel. However, the DuPont Company has recently produced a two-part catalyzed, clear, non-yellowing urethane which can be polished just fine. This is good news for the boat owner to know that his investment can be kept better looking longer and more cost effectively. While not quite as poisonous as copolymer bottompaint, and even though some urethanes come in brushable form, these finishes require lots of experience to achieve good results and are expensive to buy. Therefore, professional use is also recommended.

Moving upward to the spars and other aluminum components of the yacht, we find a real blessing in modern urethane technology. Aluminum coating is a four-step process consisting of an acid wash, a conversion coat, a corrosion-inhibiting primer (usually epoxy), and, finally, a urethane topcoat. The *Awl-Grip* and *Imron* systems are the two best known and most reliable. Strict adhesion to product instructions is a must with this system and omission of any one part will greatly reduce the quality and longevity of the job. Professional application is strongly suggested. Correct use of these systems will produce amazing results. Spars will remain corrosion free and cosmetically more attractive far longer than anodizing or any other coating known to this writer.

Last, but not of least importance, are the teakwood trimmings, proper care of which will make all the difference in a J/24's overall appearance. There are three basic ways to treat teak. The first option is oil. This is, of course, applied after color is restored through use of either sandpaper or scrubbing-type chemical or both. Oils look fine and satiny but require frequent re-coating at up to monthly intervals in the tropics. The second choice is conventional varnish such as *Captains* by 2-Spar or *Schooner* by Interlux. Multiple coats properly applied in the beginning will keep your teak looking lustrous and glossy with maybe only twice-a-year re-coating, paying special attention to the corners, of course. Thirdly, two-part brushable urethanes (which are non-photochemically reactive) such as *Awl-Grip* may be applied over well cured (one week minimum) conventional (and compatible) varnish. This technique further reduces re-coating to an annual event. Use no foam brushes in urethanes! All three of the above are recommended, and in fact encouraged, for amateur use. It's good to varnish a lot; we don't want scruffy brown shoes with our tuxedo.

So, if you have a new J/24 or an older boat, wet sailed or dry, protect your investment with the right product for the job. Spend your money wisely. Use professional services when you can. Doing it right the first time saves big bucks down the road when re-coating comes due. Paint is much harder to take off than put on. When doing it yourself, exercise extreme caution, especially when dealing with the poisonous anti-fouling coatings. Read the warning labels and don't treat them lightly. Varnish a lot, and when your hull and deck fade, have some fun with shiny new urethanes. Remember, nobody ever lost a race for having too nice a paint job.

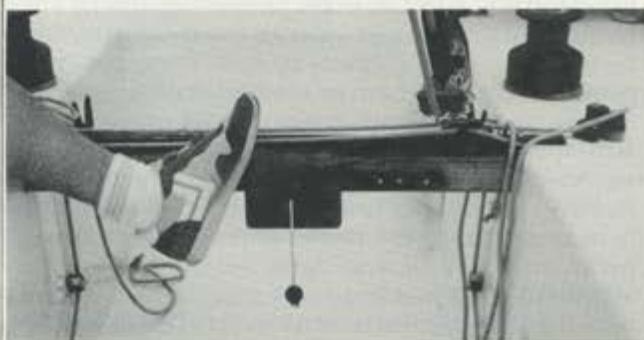
Cai Svendsen owns and operates *Custom Yacht Finishing*, specializing in J/24 hulls and keels. He is a veteran skipper and crew of many J/24 championships including Midwinters, North Americans and World Championships as well as numerous offshore events. For further information call him at (305) 888-3219.

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Midwinters VIII, January 7-11, 1985



Photo by Frank Zagano

Coral Reef Yacht Club, host of 1985 Midwinter Championship

Site The 1985 Midwinter Championship will be hosted by the Coral Reef Yacht Club and sponsored by the City of Miami's Orange Bowl Committee, Bacardi Gold Reserve, and San Miguel beer. The regatta will be sailed on the waters of Biscayne Bay.

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

Eligibility Entrants must be 1985 members of the J/24 Class Association. All boats entered must display a 1985 Class membership sticker. All sails used in the event must bear sail royalty labels in accordance with Rule 3.6.14.

Schedule	Jan. 5, 6	Sat./Sun.	0900-1700	Launching and Measurement at Crandon Marina
	Jan. 7	Mon.	0900-1700	Launching and Measurement
			1200-1700	Check-in at Coral Reef Yacht Club
			1700	Skippers' Meeting at CRYC
	Jan. 8	Tues.	0930	Warning Signal Race 1, Qualifying Series
				Race 2 and 3 to follow
	Jan. 9	Wed.	0930	Warning Signal Race 1, Championship Series
				Race 2 and 3 to follow
	Jan. 10	Thurs.	0930	Warning Signal Race 4
				Race 5 to follow
	Jan. 11	Fri.	0930	Warning Signal Race 6 and make up race to follow if necessary. Haul out.
			1800	Cocktails and Awards Party
Racing	The Midwinters will consist of as many as nine races, including qualifying races. The fleet shall be divided into four subfleets to sail up to three qualifying races, after which the fleet will be divided in half and scoring will begin anew. The top half shall constitute the Championship Division and the bottom half the Designer Division. Six races are scheduled and a minimum of three races must be completed to constitute a championship.			
Courses	Racing will be on Olympic or triangle-windward-leeward courses, length to be determined by the Race Committee.			
Scoring	Points will be awarded as follows: First place, 1 point; second place, 2 points, etc. IYRU Rules Appendix 3, Alternative Penalties for Infringement of a rule of Part IV (Percentage Penalty) shall apply.			
Awards	Prizes will be awarded to the top five boats in each Division, Championship and Designer.			
Inspection & Measurements	All entrants are subject to measurement of hull, rigging, and sails at the discretion of the Regatta Committee at time of check in or any time during the event. Similar provisions apply to checking of required and safety equipment. Failure to pass a measurement or equipment check after the event has commenced will result in disqualification of all races up to the time of detection, at the discretion of the jury. Specific instructions for measurement prior to launch will be provided in the registration information.			
Charters	It is hoped to make J/24's available for charter. Details are available from Nancy Burns, Florida Charters, 2515 SW 17th Ave., Miami, FL 33133, tel (305) 444-6202.			
General	This regatta will qualify one U.S. entrant for the 1985 J/24 World Championship in Japan. Launching and hauling, as well as trailer storage, will be at the Crandon Marina on Key Biscayne. Although the Regatta schedule begins on Monday, Jan. 7, a measurement official will be on hand at the Marina on Saturday and Sunday, Jan. 5, 6, between the hours of 0900 and 1700, for those who wish to launch over the weekend. Docking and mooring facilities will be available at Coral Reef Yacht Club beginning Saturday, Jan. 5 through Friday, Jan. 11. All yachts remaining overnight on Jan. 12 will be charged \$15 per day. Participants are allowed to sleep on their boats, and following each day's races boats will be rafted up on a first come, first served basis in accordance with the instruction of the CRYC Docks Chairman.			
Entries	Each entry must be submitted on the official entry form found on page 80 in this magazine. The first 100 boats will be accepted. Entries must be accompanied by a check in the amount of \$125.00 (U.S.) payable to 1985 Midwinters, and must be delivered to Coral Reef Yacht Club before 2000 hours on Tuesday, Dec. 11, 1984. Mail entry to: J/24 Midwinter Championship, c/o Coral Reef Yacht Club, 2484 South Bayshore Dr., Coconut Grove, FL 33133. Each skipper should insure that he has proof of compliance. All entries received after the deadline will be rejected. The entry fee includes hull number, launching, hauling, trailer storage, docking and mooring, and five tickets to the awards party and all other parties. Guest tickets for the week's activities may be purchased for an additional \$25.00.			
Contact	D. Sennett Duttenhofer 261 SW 6th St. Miami, FL 33130 (305) 854-5420			



Photo courtesy of The Cork Examiner

Royal Cork Yacht Club, site of 1985 European Championship.

1985 European Championship

by Arthur O'Leary

The 1985 European Championship will be held in Ireland, at Crosshaven, Co. Cork from 7th to 14th September, 1985. The event will be sailed under the burgee of Royal Cork Yacht Club, the oldest Yacht Club in the world, dating back to 1720. Yachts will have a special berthing place at the substantial

Club Marina, and launching and hauling of boats will be accommodated at the nearby Crosshaven Boat Yard.

The Club has in the past hosted a number of International Events, the most recent of which were the 1981 One Ton Cup and the 1982 505 World Championship. The racing waters are second to none and are situated outside the Harbour in the Atlantic Ocean, less than two miles from the Club and in an area with predictable and weak tidal currents. There is very adequate Ferry service from France and Britain to Cork, and Cork Airport is situated 20 minutes from the Club.



Racing on Buzzards Bay, site of '85 North Americans.

1985 North American Championship

by John Buckley

The 1985 J/24 North American Championship will be held in Marion, Massachusetts, August 9-15. Beverly Yacht Club, host of the event, has an enviable reputation for running major regattas. Recipient of the St. Petersburg Trophy for running the best regatta of 1982, the Buzzards Bay Regatta,

Beverly has been a much sought after venue for a number of major championships: the Laser North Americans, 505 North Americans, Shields Nationals, North American International 10 meter Canoes, the Marion to Bermuda Race and many others.

Marion is located 60 miles south of Boston, on the western shore of Buzzards Bay. A usually reliable southwest sea breeze combines with a straightforward tidal pattern to create a most enjoyable site for one design racing.

The Tortuga Islands, Rx for Olympic Course Blues

by Bill Gregg

All of us occasionally become burned out from the tough one-design racing the J/24 fleet offers. That doesn't mean, however, that we're ready to trade our frisky little pony in for a surrey with a fringe on top. The perfect cure for this illness is offered by Bradenton Florida Yacht Club's double handed/single handed race to the Tortuga Islands. This regatta is held in May of each year out of the Bradenton Yacht Club, located on the Manatee River in lower Tampa Bay.

The race starts at the mouth of the river in Tampa Bay, heads west eight miles before rounding the southwest sea buoy and takes off due south to the tropical Tortuga Islands 180 miles distant.

This is as low key as an offshore race can be. It's very lightly publicized, by choice, because its founder, Doug Peck, chooses to make this an event for the independent characters, such as himself, most of whom have illustrious backgrounds in offshore I.O.R. racing but have now retired to yachting competition pronounced "Fun" instead of "Hi-Tech."

In the 1983 race co-skipper Tom McCune and I sailed my J/24 Shamrock the first 150 miles of the race under spinnaker, never taking a drop of water on deck and averaging 5-3/4 knots. The problem was that the last 40 miles had to be sailed under iron jenny when the wind died and time constraints forced us to drop out. We hoped to average as well in 1984 for the entire 190 miles on Tom's J/24 Hooligan, and we were not to be disappointed.

With 19 entries in the race (14 double handed and five single handed) we were surprised to see the off wind start as snappy as it was among the big boats. The chutes on the

West Indies, J/36 and the other big guys cracked taut in the 15 knot easterly. I'm certain *Hooligan* wasn't up to her full potential, for the weight of several cases of drinks, bags and blocks of ice, life rafts, food and nine gallons of outboard motor fuel, not to mention clothing, etc., had the little J wallowing like a much larger yacht. In spite of our difficulties, we rounded the first mark after eight miles in fourth, and only five

minutes behind the J/36, and a minute behind the W.I. 36 and a Morgan Super 27 with PHRF ratings of 147 and 162, respectively. We could see that the wind which had headed us going out the Bay would prevent holding the rhumb line with spinnaker up, so we dropped our chute right after taking the mark and pulled out ahead of the two larger boats that had been just ahead of us. We held second place boat for



Tom McCune and Bill Gregg relax on *Hooligan* after race. (Note Fleet 86 flag and Clearwater Y.C. burgee.)

boat, until that evening. We will probably never know for sure if the W.I. 36 and Super 27 caught us during cocktail hour due to their outstanding sailing or the overly generous Mount Gay cocktails aboard *Hooligan*. In any event, we were satisfied with our position as the sun prepared to set on a 15 knot beam reach and 80 degree temperatures.

Most of the other big guys (our class) considered a little *J* to be suffering under a great hardship in this race. However, with the advent of the popular propane swing stoves and boiling bag foods, we have found the *J* to be a fine boat for this short-handed race. With everything from pepper steak and rice to Oriental foods, and our own home-grown concoctions, it's possible to fix effortless meals that taste like hours had been spent in the galley of a 40-footer. Perhaps it was such a fine dinner with burgundy wine that lulled us into a sense of security that evening.

We kept the 150 Genoa up past dusk and discovered that the 15 knots of air had quickly grown to 20 and the boat was badly overpowered. We flattened the main and dumped the head of the Genoa, and continued to sail for a couple more hours expecting the wind to ease during the evening. By midnight it was blowing 24 knots true with eight foot seas. Being on the off watch

required a spider grip since we had forgotten our lee cloths. With the snap luff system on *Hooligan* the idea of a headsail change wasn't appealing, so we reefed the main and resumed the race.

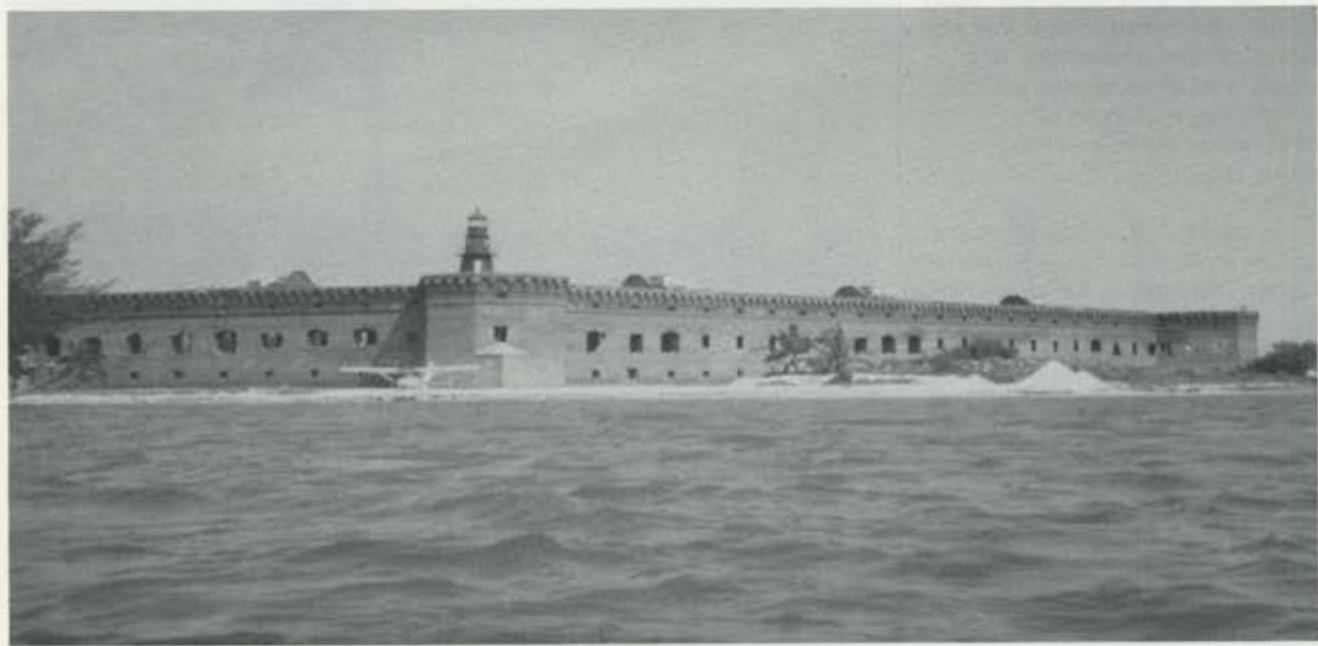
The *witching hours* settled down into a rollicking reach from that point; no sustained surfs but some fairly decent rides for a badly overloaded lightweight. Our custom design padded seat which Tom's wife had built the night before the race relieved last year's *life line neck cramp* and the jogger's stereo cassette kept the helmsman entertained.

Saturday morning dawned bright, beautiful, windy and wet. Spray was hitting halfway up the mainsail but we were trucking. Where we were going we didn't know for sure since the Loran, which had worked fitfully during the night, had died before dawn. I was taking DR fixes and the last 60 miles of the race and felt fairly confident in our position. We had made a mistake in not bringing an RDF since, with the coast of Florida to our east and a good radio beacon located right in the Tortugas, RDF navigation is relatively simple. These hardships were greatly relieved that morning by breakfast of orange juice, coffee and scrambled eggs, sausage and English muffins which

we'd prepared ahead of time on a seal-a-meal machine and simply put in the boiling water.

Dead to leeward and abeam of us we could make out a 30-foot S-2, and to leeward of him, another boat which we later discovered to be the Cal 34. The Super 27 was ahead of us about a mile or so, but appeared to be holding higher than we felt was necessary. We dropped down to course, planning to intersect the larger boats which we had discovered from radio chatter were sailing with functioning Lorans. We crossed the finish line at 1452 hours on Saturday. The elapsed time of the Cal 34 had us by nine minutes, and the S-2 by only one minute. With 190 nautical miles covered in under 29 hours, we felt it would be hard for the *J*/36 to have finished the four hours ahead of us that he owed. Our big question mark was where was the W.I. 36. He only owed us about one and a half hours.

The finish line of the race is located eight miles east of the Tortugas' Anchorage. The prudent course to the anchorage at Fort Jefferson calls for sailing south of the banks and entering a channel from the south. An examination of the chart indicated a minimum of six feet if we skirted one shoal area, so we took off due west for the Fort and



The view of Fort Jefferson from our anchorage in the Tortugas.

beat the two larger boats into the anchorage by a half hour. Beating them there only brought us anxiety a little sooner, when we noticed the W.I. 36 was already anchored.

Normally, the story would end here for most of our J racing and the results would be announced, but in the case of the Tortugas race, being there is what it's all about.

A beautiful sunset and comfortable anchorage Saturday night was followed by a day of snorkeling among the coral and conch and the touring of Fort Jefferson, a national monument. The Fort is said to be the largest stone fort ever built in the Western Hemisphere. It was never completed and a shot was never fired. The primary fame of Fort Jefferson was its use as the prison for Dr. Samuel Mudd, who had treated John Wilkes Booth, Lincoln's assassin.

A Tahitian type awards with grilled steaks was held under the coconut palms surrounding the Fort, Sunday evening, and the little *Hooligan* came out No. One in the big boat class.

Monday dawned as another gorgeous day in Paradise. We spent

that day trolling over the banks catching mackerel, grouper, snapper, and an assortment of fish we couldn't identify. Next year we want to tackle the tarpon that worked their way through the anchorage in the evening. As Monday evening and our departure from the Tortugas approached we anchored up with our friends on the J/36 at the northern edge of the banks, and I retired to the standing room galley along with my freshly filleted fish and propane stove, where a dinner of sauteed grouper, snapper, cole slaw and a dry white wine was prepared to see the four of us on our way.

We weighed anchor Monday evening at 1900 hours and reluctantly left the Tortugas, *Hooligan* northeast bound for Marco Island on Florida's lower west coast and the J/36 due east and into the wind for Key West. Ninety reaching miles later we popped our little ocean racer out of the water with a fork lift at Marco Island and dropped it on our trailer. After a day of R and R, we raced the last 150 miles to Clearwater, Florida, our home port, at 55 m.p.h.

We've been offered a larger 40 foot cruiser for next year's race, but

we're still looking for a trailer to pull it back to Clearwater, and after all, how can you give up a little winner like the J/24?



Doug Peck is the founder of the Bradenton/Tortuga race. (813) 792-0202.

Bradenton Yacht Club is located off U.S. Highway 19 which crosses the Skyway Bridge and Tampa Bay. The Club has a hoist suitable for launching J/24's.

The Tortuga Islands are 80 miles west of Key West and offer an excellent anchorage. There is no water or ice available, but tent camping, bathrooms and drinking water are available at the Fort.

Float planes fly from Key West during the day, at a cost of \$80.00. A great trip could include having friends drop off the trailer in Naples or Marco Island, hitch a ride by bus or the local Naples commuter line to Key West and spend a day at the Island, sailing back to the mainland (an easy over-nighter).

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'Tilt' Goes HighTech

by Bob Melrose

At the conclusion of the 1983 racing season it became apparent that I was not benefiting from the information on my sailing instruments because I could not read them while hiked out going to weather. A Signet 1000 was mounted on the forward face of the cockpit and Ritchie bulkhead compasses were mounted on either side of the companionway.

I contacted Signet and tried to get them to modify the Signet 1000 so it

would handle a repeater display but they told me this was not feasible because of the basic design of the instrument. About this time I learned about the new digital compass developed by Sailcomp Industries. This instrument was selected because it has a remote digital display that is easy to read from any position on the boat and has controlled damping and it takes up a minimum of space on the panel. If a similar remote display for the

Signet were available it would have been possible to design a much smaller instrument console. I decided that the only location for these instruments where they would be visible in my line of sight would be on the top of the cabin house just aft of the boom vang.

I then made a wood plug and moulded a fiberglass shell to house the Signet 1000 and the Sailcomp display. This instrument housing is 17" wide, 7" high and 6" deep. The panel which is



Photo 1

1/8" thick is made of a black plastic called Kydex. Provisions have been made on the instrument housing to mount a Micronta quartz stopwatch, an angle of heel indicator and hocky puck hand bearing compass.

The Signet 1000 is a very useful instrument for a J/24 because it includes a digital speed read out in hundredths of a knot for sail trimming and a visual indicator to show if the speed is increasing or decreasing. The Signet 1000 includes a fathometer, depth alarm and a log.

The Sailcomp digital compass which I am using is a Model PC 103 with the lift/head option. The instrument wiring is led forward and down alongside the mast so no additional holes are required in the deck. The sensor for the compass is mounted on a bracket bolted to the mast step and forward of the mast. It is desirable but not required to keep the sensor near the C.G. The junction box, which includes the power switch and damping control knob, is mounted on the forward side of the port bulkhead.

There are three button switches located on the instrument panel to implement the lift/head display which is part of the compass heading display. When the boat is stabilized on starboard tack the starboard button is pressed and then the display will show the lifts and headers in 2° increments. The same process is used on port tack to keep track of lifts and headers. The black button is used to activate the off course mode when you are running a rhumb line.

Photo 1 was taken to show this display from the helmsman's eye position on starboard tack. Photo 2 shows the detail of the console arrangement. Photo 3 shows the location of the compass sensor in front of the mast.



If you have any questions about the installation or equipment, contact Bob Melrose, 39 Robinson Road, Greenport, New York 11944.



Photo 2

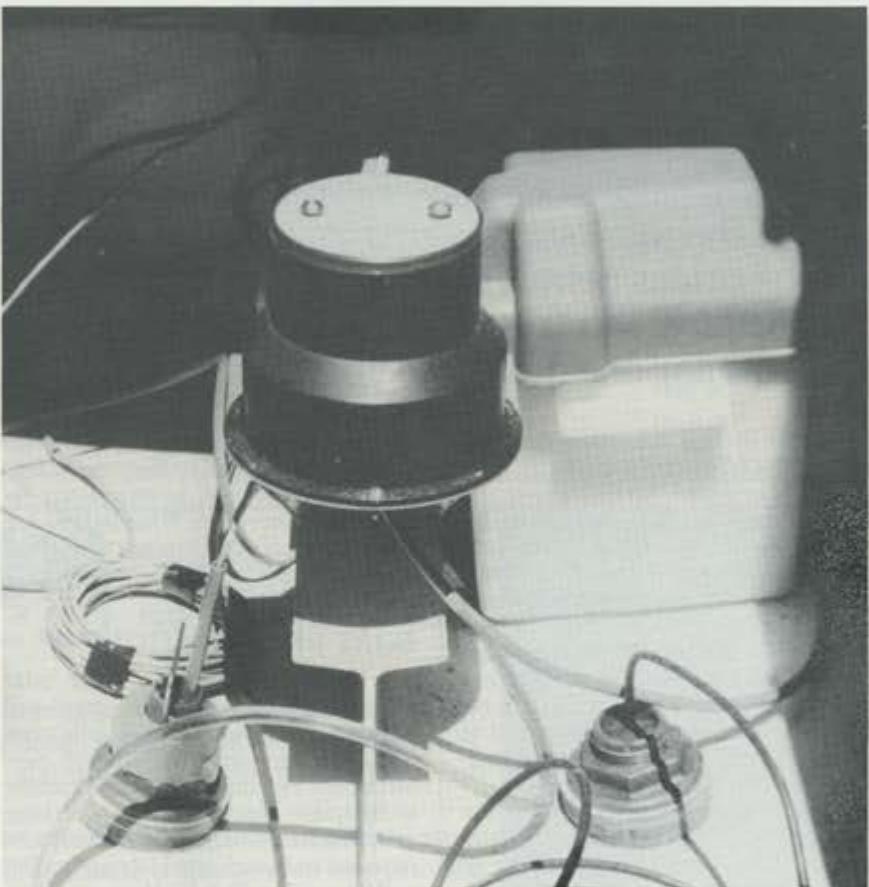


Photo 3



J/24

By Hale Walcoff
and Dave Curtis

One of the most successful J/24 skipper-crew combinations details their approach to tuning, preparation, sail trim and boathandling for this popular one-design keelboat.

When Rod Johnstone designed the J/24 in 1976 as a swift, family-oriented MORC racer, he couldn't have imagined the popularity his boat would soon enjoy. After eight years, the J/24 class has close to 4,000 boats in the United States and fleets established all over the world. With an excellent builder and strict one-design rules, the boats have proved to be extremely equal and fun to sail. As a result, top sailors have been attracted to the J/24 — making it the most competitive non-Olympic class.

We first campaigned a J/24 in the 1981 Midwinters. Knowing virtually nothing about how to tune the rig or even where to sit, we were lucky to manage a fourth. We realized that to do well in major J/24 regattas we needed a well-prepared boat, smooth crew work

and consistent boatspeed. Since that inaugural regatta in Key West our understanding of the boat, as well as our results, have improved. What follows is a description of the tuning and techniques we have found to be most beneficial in the J/24.

BOAT PREPARATION

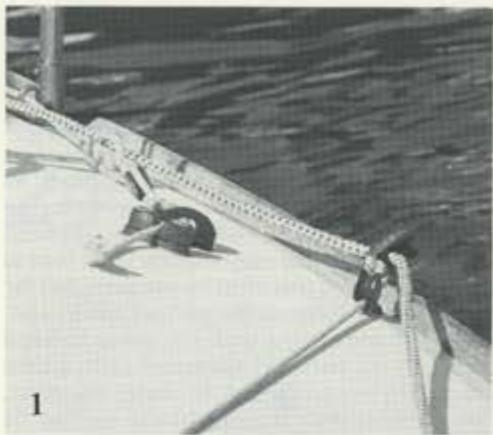
Underwater surfaces: After talking to class veterans, we were convinced that perfectly shaped foils were necessary for optimum upwind performance. Fairing the keel and rudder to template shape consists of a long grinding and filling process with air-powered tools and auto body putty. The rudder needs to be faired because when it comes from the factory the trailing edge is 10 to 12 millimeters instead of the class minimum 4 mm. A thick trail-

ing edge results in early loss of control on tight reaches and more turbulence, which results in vibrations at high speeds.

The keel's trailing edge needs to be the maximum distance forward from the transom so the boat will balance better. Also, the keel should be made maximum size for increased lateral resistance. The proper template offsets for both keel and rudder are printed in the J class magazine. After our foils were ground to template shape, we coated them with polyester resin to make them waterproof. After this was sanded smooth, they were re-gelcoated. Then came the wet sanding process and buffing with rubbing compound to a high gloss finish. This process involves a lot of back-breaking hours, so we had it done professionally. We then wet-sanded the bottom, using two-foot-long boards, starting with No. 220 grit and progressing to 600.

Deck layout: We got a standard boat from Tillotson Pearson with the exception that no hardware was bolted on. We had previously sailed a stock boat and felt that relocating some of the

Chris Syms photo



1



2



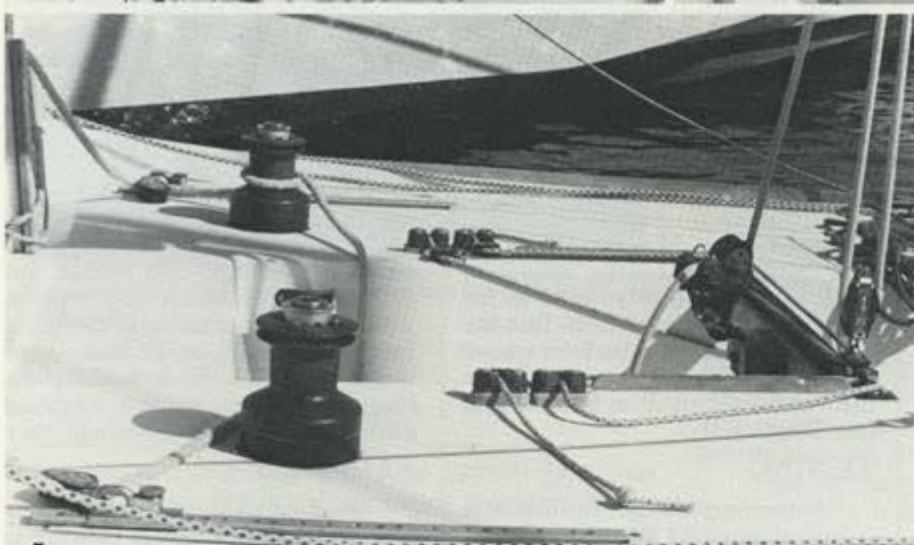
1. *Genoa Cunningham (left) led to bowman and spinnaker sheet tuning; 2. Spinnaker halyard exits starboard side of mast seven feet off deck; 3. Compass mounted on mast. Note marks on boom for outhaul adjustment and bullet block on vang to allow outhaul to be trimmed from rail; 4. Cam cleats on cabintop (left to right): topping lift, foreguy, twing and spinnaker sheet; 5. Winches are self-tailing and have been moved forward. Backstay (forward) and traveler cams are located in middle of cockpit. Main ratchet block is on a foot-rest on front side of traveler; 6. Genoa attached with hanks instead of a luff groove. Note line from forestay to pulpit to keep spinnaker sheets up.*



3



4



5



6

David Delinbaugh photo

fitting was desirable to facilitate crew movement and sail trim. Starting at the bow, we made the following deck hardware modifications:

Jib tack fitting — We installed a snap shackle between the standard tack horns so the headsail lead is the same on both tacks.

Genoa Cunningham — We bolted a Harken cheek block on either side of the jib tack fitting. Then we installed a 4:1 block and tackle system that traveled along each rail and cleated just aft of the chainplates. This system enables our bowman to adjust jib luff tension upwind without having to shift his weight. (Photo 1)

Spinnaker halyard — This exits 7'2"

above the deck with a Harken cam cleat mounted 8" below the exit point. This allows the bowman to raise the spinnaker halyard hand-over-hand — the quickest and most friction-free method possible. (Photo 2)

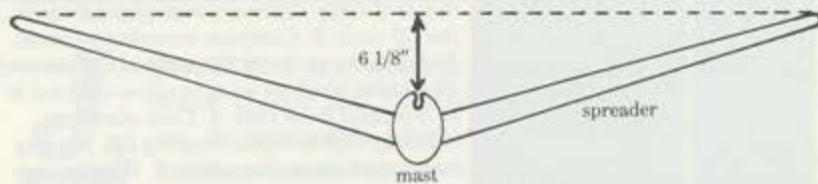
Pole ring — We put an additional pole ring on the mast one foot above the standard factory ring to get the spinnaker pole perpendicular to the mast on windy reaches.

Controls — We led the mainsail Cunningham and outhaul lines through bullet blocks that we shackled to the vang bales on both the mast and boom. This way you can tighten the Cunningham and outhaul without having to leave the weather rail. (Photo 3)

Compass — We use a Plastimo compass with a custom-molded bracket. It fits snugly on the aft side of the mast below the gooseneck and is always in clear view of the skipper and crew. (Photo 3)

Twings — We bolted pad eyes inside of each rail 35 inches aft of the forward stanchion. After tying a length of 3/16-inch Marlow pre-stretch to a bullet block (through which the spinnaker sheet runs), we led it through another bullet block on the pad eye and into a Schaefer cam on the aft edge of the cabintop. (Photo 1 and 4)

Diagram 2: Spreader Angle



plug protruding from the mast, you'll probably need to file the forward corner of the plug to allow the spreaders to sweep back far enough.

Setting up the rig: Once the mast is stepped, use two C-clamps to position the butt on the "mast-bearing beam" so that the back of the mast is seven inches forward of the bulkhead (the bulkhead position may vary slightly from boat to boat, and this must be compensated for later). Remove the partner blocks and, by measuring with the genoa halyard to the port and starboard rails, adjust the upper shrouds to center the mast. Shim your partner blocks so they fit snugly side to side and cut the rear partner block to allow the mast to go aft to maximum "J," which is 2910 mm from the forward face of the mast to the deck/stem intersection. Then tension the uppers to about 1,000 pounds, and tighten the lowers so that there is 2 3/4 inches of pre-bend at spreader height. (To measure pre-bend, pull the main halyard tight and press the wire against the mast at gooseneck level. Sight up the mast to gauge the distance from halyard to mast at spreader level, or go up the mast to measure it exactly.)

With the aft partner block in and no forward partner block, this process should have caused the mast to move 1/4 to 1/2 inch forward of the block at deck level. If it moved more than 1/2 inch, ease shroud tension and move the mast step aft a little. If it moved less than 1/4 inch, then move the mast step forward. Tension the uppers to 1,000 pounds again and tighten the lowers to get 2 3/4 inches of pre-bend. You should now drill and bolt the mast step in place. Also, take up on the backstay turnbuckles so that the twin bridle blocks come to rest just below the connector plate. (See Chart A for a guide to adjusting shroud tension for various conditions.)

SAIL TRIM

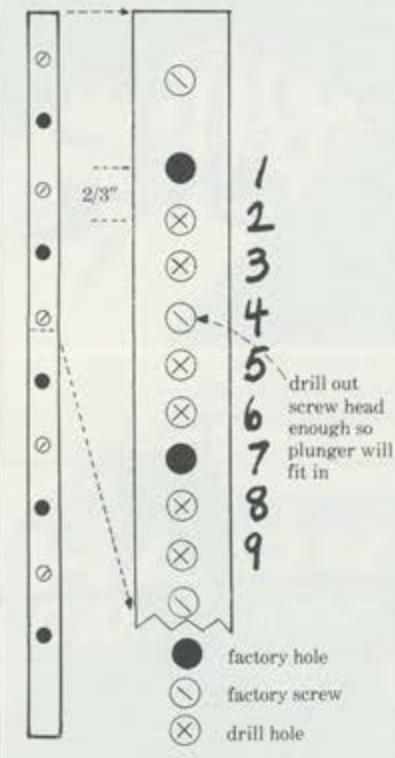
Preparing the mast: The objective in tuning your J/24 is to maintain consistent pre-bend in all conditions. This pre-bend ensures that the main fits the mast properly and permits you to have a wide range of headstay tension, which is critical for shaping the genoa in various conditions. Before you step the mast, be sure the forestay is as close to maximum length as possible; the distance between fixing points should be somewhere between 8590 to 8600 mm. Also, check that the height of the forestay attachment on the mast is not more than 8990 mm from the mast base.

Mainsail

Putting it up: Be sure the soft end of each batten is inserted first, and use the top aft tack pin hole. Pull the main all the way up and check it every once in a while because the halyard tends to stretch a lot. Insert the bottom of the luff rope in the mast slot below the cut-out (just be sure to ease the outhaul before lowering the sail).

Mainsheet: In general, trim hard enough to make the top batten parallel to the boom. For high-pointing condi-

Diagram 1: Genoa Track Holes



For getting proper genoa leads, drill extra holes near the forward end of the track, and number them so you can reproduce settings. The measurements and markings shown here correspond to the lead positions given in Chart B.

Jib halyard winch and cleat — After mounting a winch on the port-side cabin top to adjust halyard tension, we put a horn cleat behind it.

Genoa winches — We exchanged the standard Barient 18s for Barient 19 self-tailers. This gives us a better gear ratio for heavy-air trimming and eliminates the need for genoa sheet cleats. We also moved the winches forward (centered at six inches aft of the front of the cockpit and six inches outboard of the cockpit side) so the genoa trimmer can face forward during tacks. (Photo 5)

Backstay and traveler cleats — We moved these cleats forward so the helmsman can straddle the traveler

and adjust them with his forward hand while steering with his aft hand. The traveler cleat is on the edge of the cockpit 15 inches in front of the traveler with the backstay cleat just forward of it. Our backstay purchase is 2:1 instead of the usual 4:1 in order to minimize line in the cockpit. (Photo 5)

Mainsheet cleat — We mounted a swiveling Harken ratchet and cam system on a wood foot-rest, which is attached to the middle of the traveler bar on the forward side. This allows for independent mainsheet and traveler adjustment. (Photo 5)

Luff system — Though most J/24s use the Headfoil II luff system, we go with a wire headstay like an Etchells 22 or Soling. This reduces weight aloft and makes mark roundings easy in short course racing because the genoa is always attached to the headstay when you raise or lower it. However, a headsail change with this system is very slow. (Photo 6)

Genoa track — In order to fine-tune your genoa for changing conditions, you'll need to drill extra holes in the genoa track. Starting with the first factory hole, drill seven extra holes spaced approximately 5/8 inch apart. Number them consecutively from front to back (see Diagram 1).

TUNING

Preparing the mast: The objective in tuning your J/24 is to maintain consistent pre-bend in all conditions. This pre-bend ensures that the main fits the mast properly and permits you to have a wide range of headstay tension, which is critical for shaping the genoa in various conditions. Before you step the mast, be sure the forestay is as close to maximum length as possible; the distance between fixing points should be somewhere between 8590 to 8600 mm. Also, check that the height of the forestay attachment on the mast is not more than 8990 mm from the mast base.

Getting the proper spreader angle is important. With no shroud tension, the distance from the back face of the mast to a line drawn between the spreader tips should be 155 mm (see Diagram 2). If you have the new-style spreader bracket with a stainless steel

tions, such as smooth water, cock the top batten slightly to weather; in light air and choppy water, twist it off slightly.

Traveler — The boom should always be set on the centerline as long as helm and heeling are under control — usually up to 10 knots. This means the traveler car must be pulled to windward. As the breeze increases, drop the car to control helm and heeling until it is a maximum of six inches below centerline at 15 knots and above.

Outhaul — Most mainsails have a "lens" (or "shelf") foot, which is a deep panel just above the boom. Downwind the outhaul should be eased so the lens is fully open but the main isn't bunching along the boom. Tie a knot in the outhaul line where it enters the cleat so it can't be eased any farther than this. Upwind the lens should never be fully open, and the outhaul should be gradually tightened as the wind increases. Remember to ease the outhaul in lulls and waves and to tighten it in puffs or patches of smooth water.

Cunningham — Your goal should be to use this to keep the point of maximum draft about 50 percent back in the sail. In a new sail, we use no cunningham up to six knots, enough to remove most of the wrinkles in 7-14 knots and enough to remove all the wrinkles in higher winds. As your main gets older, the cunningham will need to be pulled sooner to keep the draft from going too far aft.

Vang — We use no boom vang upwind until about 15 knots, at which point it gets snug and then progressively tighter, until at 20 knots it is very tight. This vang tension helps bend the mast down low to flatten the main and also maintains leech tension so you can play the mainsheet in the puffs.

Backstay — We gradually pull harder on the backstay as the wind increases over seven knots, until we have maximum tension by about 19 knots. Since pulling the backstay has a large and immediate effect on main leech tension, whenever you adjust the backstay you must adjust the mainsheet. Playing the backstay in puffs and lulls is essential to maintaining power and pointing.

Reefing — We don't reef, because after testing with other J/24s in 30+ knots, we've found that a full main with maximum backstay, outhaul, Cunningham and vang tension is faster than a flattening or jiffy reef.

Genoa

The standard method for determining genoa lead position is to head up slowly and watch the genoa luff. If the top breaks first, then you should move the lead forward to increase leech tension and reduce twist until the sail luffs evenly. You can also use the leeward spreader tip and turnbuckle as points of reference. You want to be able to trim



Loos tension gauge

the genoa so that the upper leech is one inch from the spreader tip and the foot is one inch from the turnbuckle. As you look up the slot, the genoa leech should look parallel to the upper shroud. This parallel relationship has proven to be fast in all but minimum or maximum genoa conditions. If, as you trim, the leech comes in first, then the lead is too far forward and vice versa.

Always use your genoa cars with the blocks facing forward so you can get the lead far enough forward and be able to consistently duplicate settings. We use the smaller blocks for the genoa and the larger (spring supported) blocks for the working jib. If you use the tack horns, always use the same side so your headsail settings can be duplicated. For example, if you use the port horn, don't be surprised if the port lead is one hole behind the starboard.

In very light air we look for a smooth luff to keep the draft forward and make steering easy, and an open leech to reduce stalling. As the breeze increases, we trim the sheet harder to power up. We also let some wrinkles show in the luff, which flattens the genoa entry and improves pointing. When we reach maximum genoa conditions, we ease the sheet (instead of putting on the barber hauler) to open the slot and reduce heeling. (See Chart B — Genoa Trimming Guide.)

How far you can carry the genoa depends on crew weight and sea conditions. The heavier your crew and the bigger the waves, the longer you can keep the genoa up. We usually sail with 750 to 810 pounds of crew and switch to the jib if it's blowing 18-20 steady with higher puffs.

Working Jib

Trimming the working jib is more straightforward than the genoa. We start with the plunger in the second factory hole from the front (with the car positioned so the block is in front of the plunger). The luff is tensioned so that it is almost smooth, and the sheet is trimmed so that the foot skirt is just

Chart A: Shroud Tension

	Wind strength (knots)		
	0-7	8-16	17+
Lowers	250 lbs.	500	900
Uppers	750	1000	1300

These shroud tensions have been calculated to give 2 3/4 inches of pre-bend in all wind conditions (given the spreader angle shown in Diagram 2). The reason for increasing overall rig tension as the wind comes up is to get greater headstay tension. The tensions above should give proper initial headstay tension for a given wind strength without pulling on the backstay. If you don't want to adjust your rig a lot, the medium settings are the best all-around ones. We use a Loos tension gauge, Model B (left), for getting consistent settings.

touching the forward lifeline stanchion.

If the wind is under 20 knots with big seas, keep the bottom of the sail full and the leech twisted off a little (the top batten will be pointing 10 to 20 degrees below centerline). As the breeze increases or the water smooths out, you can trim harder (now the top batten will be pointing 0 to 10 degrees below centerline). If the wind increases over 22 knots or so, you may have to move the lead back to open up the slot.

BOATHANDLING

Now that your boat is rigged, tuned and trimmed correctly, you'll want to get the most out of your crew, too. Though there are only enough jobs for three or four people, we usually sail with five so we can hold the boat down effectively in maximum genoa conditions.

Upwind crew responsibilities

Bowman — Look for boats through genoa or jib window. Watch for puffs and waves, find marks, adjust outhaul, genoa and main cunningshams and boom vang.

Middle person — Read compass, monitor speed, find marks.

Spinnaker trimmer — Look for boats on weather quarter, puffs, waves, monitor speed, discuss tactics with cockpit crew, adjust halyards on winch.

Cockpit — Trim genoa, help with mainsail trim, discuss tactics with spinnaker trimmer and relay information to helmsman.

Helmsman — Steer, adjust traveler, mainsheet, backstay, make final tactical decisions.

Upwind weight placement

0-5 knots — The two or three forward crew go below to reduce windage and keep weight forward and low. Having the weight near the mast and over the keel is especially helpful in sloppy water. The skipper sits in front of the traveler on the weather side.

6-10 knots — The whole crew is on deck with the forward three sitting on the rail between the chain plates and

Chart B: Genoa Trimming Guide

	Wind strength (knots)					
	0-3	4-7	8-10	11-13	14-16	17+
Lead position*	1	2	3	4	5	6-9
Inches from spreader tip**	8-12	3	1-2	2	3-4	5-10
Luff tension	smooth	slight wrinkles			smooth	
Leech line	just tight enough to prevent flutter					

* See Diagram 1 for numbering system.

** May be slightly less in relatively smooth water and a little more in rougher conditions.



David Dellenbaugh photo

Before the start, attach the topping lift and run it through the aft end of the pole to keep it out of the way of the genoa. Secure the pole by clipping it to the lower shroud.

aft stanchion. They lie down in hulls and sit up in puffs to maintain a 10-degree angle of heel. The cockpit crew crouches in front of the traveler, making frequent sail adjustments. The skipper maintains his position on the weather side.

11+ knots — The forward three sit up against the lifelines as far outboard as possible. The cockpit crew sits just behind the aft stanchion. The skipper sits just forward of (or straddles) the traveler.

Downwind responsibilities

Bowman: Jibe pole, look for marks and puffs, handle spinnaker halyard, etc.

Middle person: Play twings, pole up and down, help with spinnaker guy and read compass.

Spinnaker trimmer: Move back to cockpit and trim spinnaker.

Cockpit crew: Move forward and play vang. Look for puffs and monitor position of other boats. Adjust outhaul and Cunningham.

Helmsman: Steer and play mainsheet.

Downwind weight placement

Broad reaching and running up to 12 knots — Bowman, middleman, and cockpit crew are clustered just behind the mast (this is the same as sitting over

the keel). Spinnaker trimmer sits at the forward end of the cockpit with the helmsman still in front of the traveler. The objective is to sit far enough forward so the stern doesn't drag. If the wake is turbulent, the crew should slowly move forward until it smooths out. As the breeze increases over 12 knots, everyone should move back several feet to keep the bow from digging. As the breeze increases over 20 knots everyone should be in the cockpit. Besides promoting planing and surfing, this keeps the rudder in the water to stabilize steering.

Tight reaching — Up to 10 knots, weight placement is the same as broad reaching or running. As the wind increases, and helm and heeling become excessive, everyone should move aft. The helmsman sits halfway between the traveler and the stern. The cockpit crew sits against the stern pulpit facing outboard. The spinnaker trimmer sits just in front of the helmsman, facing inboard. The middleperson and bowman sit on the rail facing outboard, just behind the aft stanchion.

Tacking

Though the J/24 can turn quickly due to its outboard rudder and flat aft underbody, it pays to tack slowly in a smooth arc. This does two things: First, you can carry momentum into the new tack and gain weather distance. Second, you enable the cockpit crew to sheet the genoa inside the lifelines without having to skirt it.

When the helmsman says, "Ready about," the cockpit crew says "Ready," gets off the rail, and takes all but two wraps off the leeward winch. The helmsman eases the traveler down, stands up behind the traveler, and starts a slow turn. As the genoa breaks, the cockpit crew spins the turns off the old side and trims the new sheet as fast as possible. As the genoa flops over to the new leeward side, the two middle crew slide head first across the cabintop and onto the weather rail. Simultaneously, the bowman walks around the front of the mast, clearing the genoa as he goes. If the genoa needs skirting, he can flip the foot over the lifelines before sitting down on the new weather side. The helmsman sits down and pulls the traveler to weather. The cockpit crew fin-

ishes trimming the genoa, coils the sheet and puts it in the companionway. After he sits down on the weather rail, he pulls the slack out of the old sheet and puts two wraps on the weather winch.

SPINNAKER

Getting ready: Assuming a starboard tack first reach, before the start we put the pole on the starboard side, lying on the foredeck. The guy is passed through the forward end and the foreguy is clipped on. The topping lift is hooked up and led back through the aft jaw which is clipped to the lower turnbuckle (see photo). The spinnaker is flaked out below on the port bunk with sheets and halyard attached. The port twing is totally eased so the twing block is just forward of the genoa block, and the starboard twing is down hard. Both sheets and halyard are led over and behind the genoa sheet. Slack is pulled out of the spinnaker halyard and a slip knot is tied on the lifeline next to the aft stanchion so it doesn't swing around upwind. The spinnaker ratchets are turned off below six knots for ease of trimming, and the genoa halyard is coiled and laid clear below along with the port spinnaker sheet.

The set: When you're sure you'll make the mark on your last starboard approach, pull the starboard spinnaker and genoa sheets so they are completely eased. This allows the pole to be raised without resistance. As the bowman goes to put up the pole, the spinnaker trimmer pulls up the topping lift to a pre-determined height and pulls the slack out of the foreguy. The cockpit crew releases the spinnaker halyard from the lifeline and starts to feed the starboard clew and spinnaker head around the genoa (three to four feet is sufficient). The slack is then taken out of the halyard and guy. As you bear off around the mark, the genoa sheet is eased a few feet, but not enough to pin the spinnaker sheet between the genoa and lifeline. When the helmsman yells "Go," the bowman hoists the chute as the spinnaker trimmer and middle crew pull the guy back. When it is back to the pole, the middle crew cleats the guy as the spinnaker trimmer trims the sheet. As the spinnaker fills, the cockpit crew lets the genoa down, then goes forward to ease the outhaul and Cunningham.

The jibe: As you approach the jibe mark, determine how tight the next reach is so you'll know how far to pull the pole back on the new tack. Turn the ratchets on or off if necessary, then ease the foreguy four inches and re-cleat it to make it easier for the bowman to jibe the pole. When the helmsman says "Go," the bowman end-for-ends the pole, the cockpit crew pulls the boom across, the middle person releases the starboard

twing and pulls down the port twing. The spinnaker trimmer plays both sheets during the jibe, then gives the new guy to the middle person to cleat. The foreguy is then readjusted.

The takedown: We always do a weather takedown for two reasons: The spinnaker doesn't get in the slot between the main and genoa and slow you down, and the spinnaker ends up on the port side, ready to hoist again. As we approach the leeward mark we preset the Cunningham, outhaul, vang, backstay and traveler for existing wind and wave conditions. The middle crew then hoists the genoa, being sure the sheet is eased so the spinnaker won't collapse. The leeward ratchet is turned off so the sheet can run easily. When the helmsman says "Go," the spinnaker sheet is eased, and the cockpit crew releases the foreguy and topping lift. The foredeck crew takes the pole off the mast, then off the guy and puts it on the weather side behind the genoa sheet. (As long as the bowman drops the genoa sheet off the pole during the first jibe, you never have to unclip the pole lift or foreguy.) As the spinnaker trimmer gathers the chute on the windward side, and the middle crew stuffs it below, the bowman lets the halyard go. The cockpit crew trims the genoa, and the spinnaker trimmer trims the mainsheet.

SPECIAL CONSIDERATIONS

Even though the J/24 is very maneuverable, it stalls easily during acceleration. The priority is to get the boat moving, then try to point. Since the keel is small and the boat is light, momentum is rapidly lost when you pinch.

In port-starboard situations, if you want to lee-bow someone, you need to be able to almost cross them. In some dinghies and keelboats, you can be even with someone, tack underneath him and squeeze him off, but this won't work in a J/24, which takes 30 seconds to one minute to reach maximum speed. Therefore, if you can't almost cross the other boat, duck him. We've also found that the J/24's genoa creates a large wind shadow, so you can slow someone down from five or six boatlengths away. It therefore often pays to be out of phase for a short time after the start if that's necessary to get clear air.

Though kinetics have become popular in many dinghy and keelboat classes, they are restricted in the J/24 class. Roll tacking by hanging off the mast or shrouds is illegal. Only one pump per wave is allowed downwind, and you are never allowed to pump the spinnaker guy. So we only pump if it is blowing 12 knots or more and there are large waves. Because of the weight of

the boat, we feel that proper offwind sail trim and boat trim is often faster than kinetics.

It is difficult to achieve a significant speed advantage in J/24s, but by doing some of the things we've just talked about, you'll likely gain a small edge, and that should be all you'll need. •



Dave Curtis (left) and Hale Walcoff have been sailing J/24s together for the past three years. With Dave at the helm and Hale doing cockpit, they have won the Midwinters, North Americans and Pan Am Games, as well as placed second and third in the Worlds. Hale is the manager of Dave's Horizon Sails loft in Marblehead, Mass.

Reprinted from **YACHT RACING & CRUISING MAGAZINE**. Yacht Racing & Cruising magazine is published by North American Publishing Co., 401 N. Broad St., Philadelphia, PA 19108 U.S.A. One-year subscriptions (11 issues), U.S. and Canada, \$21.75 annually; all other countries \$33.75

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PC 103 shown here on J/24 with the optional mast mounted bracket.



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WYRA

by Beverly McFarland and Fay Regan

In four years the Women's Yacht Racing Association of Miami has grown from a handful of sailors to a force of over 200 women who drive some of the fastest boats on Biscayne Bay. WYRA was the bright idea of a half-dozen Miami women who wanted more challenge than "Ladies Fun Races" sans spinnakers and who thought that women should have an organized opportunity to be competitive racers.

The club meets monthly at yacht

clubs and restaurants on the bay in Coconut Grove and sponsors clinics for starts, tactics, racing rules and safety. In addition to providing a seven-race series throughout the fall/winter/spring season, each race features a training boat class. Donated yachts, often accompanied by their owners who coach, afford a supervised chance for the beginner to become familiar with every position on the boat. Some of those owners and volunteer skippers from the area are consistently

winning racers whose experience is as valuable as the time spent practicing out on the water.

A colorful and welcome fixture on the WYRA scene is the emergence of the "Groupies", husbands, boyfriends and enthusiasts who support WYRA activities, help out on Race Committee, loan boats and provide constant encouragement. This year the Women's Yacht Racing Association Auxiliary (as they are officially known) has cooked



The WYRA Racing Clinic held last January following Midwinters VII was enjoyed by all who participated.

up a Great Groupie Pig Roast as a fun-draising activity for WYRA activities.

The turnout has been an enormous success. On a WYRA boat a galley slave is defined as anyone who is below packing the chute and happens to bring up a few beers on the way back. Crews will often sigh wistfully in heavy air and wish for a 200 lb. hulk to sit on the weather rail. The rest of the crew positions are already accounted for.

J's have quietly taken over as some of the slickest entries in WYRA races. At the annual awards luncheon following the '83-'84 season, second, third and fourth over-all winners were J/24's. Part of the reason for that is the J's seem to adapt particularly well to sailing conditions on Biscayne Bay, be it a balmy, tropical race day or a choppy, wet, 'foul-weather-gear' course. But the strength of the boat's showing has to be first credited to the calibre of skipper who sails it. Some of WYRA's strongest skippers have chosen the challenge of pitting their skills against each other, boat for boat, and given fits to the crews of the larger, slower yachts in A-Class in the process.

A separate class for J/24's is being considered for the current season and J/30's will dot the race course for the first time. Last year's 18-boat A and



Women prepare for on-the-water session at WYRA Racing Clinic.



Jeff Johnstone of J World instructs at dockside.

B-Class fleets are expected to swell this year as interest and available boats increase.

And along with the growth of the Association goes a growing interest in a new annual offering: the WYRA/J-World Women's Racing Clinic.

The January 1984 Clinic week followed the J Midwinters in Miami, so first-rate coaches and eight J/24's were available for the 40 women who signed up for the Clinic. It was an exhausting, exciting, EDUCATIONAL week: the weather shifted from horrible to glorious and the boat work under all conditions was invaluable. Mornings were spent on Biscayne Bay trimming sails, helming, gybing spinnakers, racing short courses and practicing starts. Afternoons saw every tired sailor sitting in the Red Room at Coral Reef Yacht Club (annual host of the Clinic), taking notes from the likes of Jeff and Stu

Johnstone, Betsy Gelenitis, Corey Fisher, Dave Curtis, Hale Walcoff, Ken Read and others.

It was a week of hard sailing and parties and camaraderie and heavy discussion. (The "Anecdote of 1984" is the story of the Clinic racer who was standing in line at the grocery store, sporting a body tattoo of bruises from cleats, winches and assorted other hardware, when a sympathetic woman handed her a 'hotline' card from a battered women's shelter.)

The 40 women who attended were unanimously enthused about the experience and absolutely recommended a repeat. So the Second Annual WYRA/J-World Women's Racing Clinic is scheduled for January 2 through 6, 1985 at Coral Reef Yacht Club on Biscayne Bay (Coconut Grove, Florida). There was such demand for the available space last year that early registration this time is in order. Applications should be received by October 31 to insure consideration for a spot.

The \$200 fee will include another stellar line-up of coaches, 25 to 30 hours of coached drills on the water, afternoon discussion and lecture session at the Yacht Club, educational materials, housing at a WYRA member's home and a registration reception. There will be a nominal fee for insurance with a returnable deductible (in case of damage).

In an effort to encourage greater skipper/owner participation and more space on boats, any registrant who provides a J/24 for Clinic use is entitled to a 50 percent discount on her registration fee.

The Clinic will be strictly limited to experienced, adult, female yacht racers. WYRA hopes to attract even more participants from around the country this year. The Florida weather and the demanding quality of practice and instruction should be sufficiently attractive to the serious racer to insure widespread interest.

The only grumbling WYRA heard about last year's Clinic is that it wasn't open to men. Sadly, WYRA is unable to remedy that situation by Clinic #2... there are just too many women trying to hone their racing skills.

But a phenomenon on Biscayne Bay which may turn up in other areas of the country where women are racing



Hale Walcoff coaches off the wind.



Students hone skills to weather.

with ever more commitment and organization is that male skippers are beginning to seek out female racers as crew. "More dependable" some say. "More experienced" say others. With the clinics and the race series and the evening and weekend practices squeezed out of family and career time, the women can easily match skills with most of the male sailors in South Florida. Not only are they savvy about

navigation and wind shifts, but they're getting picky about which boats they will borrow to race the series, and eventually, which racing yachts they buy.

For Clinic applications and WYRA membership questions, write to:

WYRA/J World Clinic
P.O. Box 331532
Coconut Grove, FL 33133

Organizing & Handling the J/24

by Jeff Johnstone



Photo by Cunningham

Jeff Johnstone is a partner in J World with his cousins Stu and Drake, and runs the main office in Newport. He has taught on J/24's for 7 years and has travelled to many J/24 fleets to put on weekend racing clinics.

Perhaps the most visible difference between the top and bottom half of any fleet is the relative expertise in boat handling and crew work. On the local level, if you can steer the boat upwind, make smooth tacks, set, jibe and douse the spinnaker and stay with the fleet, you can almost guarantee a top half finish. Many of our former Racing students who jumped from bottom to top of their fleets attributed their

rapid improvement initially to improved boat handling and their new ability to organize a crew. Once the mechanics were down, they were then able to concentrate on developing their tactics. There's no doubt it's tough to cover around the leeward mark if your main preoccupation is fear that the pole might be over the jib sheets. Let's begin by reviewing two maneuvers, tacking and spinnaker setting, and discuss how we might improve technique.

TACKING

Because significant distance is lost everytime we tack, smooth tacking to minimize lost distance is critical for good upwind sailing. The two areas that cause the most problems during a tack are angle of heel and sail trim. On a typical tack the helmsman shouts "Ready About" and in an instant, the jibman jumps to leeward for the sheet while the forward crews pivot and begin sliding towards the boom. Besides signaling to your competitors that you're about to tack, you've lost significant stability and the boat is probably heeling too much. If at this moment, the helmsman steers through the tack, the boat will come around too quickly and end up heeling way over and pointing low on the new tack. With lost headway, the keel loses its effectiveness and the boat goes sideways.

To avoid the "power tack" keep crew weight to windward as long as possible before tacking. "Ready about, but stay on the rail," is effective from the helmsman. The jibman can avoid going to leeward by either not cleating the sheet and holding it to windward, installing cleats to windward, or by sheeting from the genoa block directly to the windward winch (windward

sheeting). J/24 champ Kenny Read makes this choice easy. He doesn't have genoa sheet cleats. Kenny reasons that in tight fleet racing, especially off the starting line, the genoa is constantly being adjusted and the boat is always in the "ready about" mode. Even when you're cleared from the fleet and settled down, the sails need trimming and easing through puffs and waves.

To get the weight out quickly after a tack, forward crew members can either slide under the boom feet first (grab boom and pull through), or head first for quick genoa sheet overhauling. Be careful not to overdo the head dive or you'll end up in the water. The jibman has a few options for getting to the rail quickly. First he can windward sheet, meaning that both the initial trimming and the final grinding can be done from the rail; or what's quicker for some: initially haul in the sheet with 1-2 wraps on the leeward winch, then hop to weather, throw a few wraps on the halyard winch and finish grinding. The windward winch is now free to prepare the lazy sheet for the next tack (1 wrap and pull out slack). Charlie Scott (1979 World Champ) used the second technique very effectively, only, instead of the jibman doing the final sheeting to windward, Charlie would plop a winch handle in the leeward winch and do final tweaking while he steered!

When I'm steering through a tack in a lot of breeze and want to get my weight out quickly, I step over the cockpit, from deck to deck, and settle myself immediately to windward. By being able to see over the crew (especially if there are 4), it's easier to judge the swing of the boat and to get back

into gear without the 2-3 seconds of disorientation which often follows a tack. If, despite your efforts, the boat is still heeling too much, it's up to the helmsman to sheet out the main to keep the boat balanced.

In lighter winds (under 12 knots) it's very effective to use crew weight to roll a J/24 through a tack. As the boat comes through the tack, everyone but the jibman delays crossing so that they roll the boat to the new leeward (old windward) side. Then as the sails fill on the new tack, everyone moves back into proper position to flatten the boat. Remember that the J/24 Class prohibits hanging from the halyards or shrouds to induce rolling.

Proper sail trim through the tack, especially genoa trim, requires good coordination amongst the crew. The critical combo is helmsman and jibman. If the helmsman steers too fast and whips the boat through the tack,

the jibman's chances of getting the genoa in more than 3/4 are slim. If the jibman goes hog wild on the sheets and the helmsman is too casual, the genoa will tend to back for a moment and slow the boat. The helmsman must steer quick enough to prevent the boat from stopping but slow enough so that the jibman can get 95 percent of the genoa in before having to use a winch handle. If you have someone who's inexperienced on the sheets, steer slowly through the first few tacks; then gradually pick up the pace as they gain confidence and ability.

Tacking duties: Helmsman — steer smoothly through tack, never push tiller more than half way to the rail; handle mainsheet and traveler. Jibman — release old sheet and trim in on new sheet (always do both). Middleman — slide across deck and overhaul old sheet. Foredeck — help overhaul, skirt genoa if necessary.

Genoa technique: Jibman should go into the tack facing forward with one hand on the old sheet (with as few wraps on winch as possible), and the other hand ready on the new sheet (only 1 wrap on winch). The tail of the old sheet should be ready to run. Make sure it's either flaked on the bridge deck or tossed below (watch out for cooler handles!) As the first three feet of the genoa luff breaks release the old sheet (pull up and counterclockwise to spin wraps off quickly) and immediately move out to the new windward side of the cockpit, brace your feet and take full length pulls (palms facing down) on the new sheet. On the last big tug, get really psyched so you can get the genoa inside the lifelines. Quickly put another wrap or two on the winch before the genoa takes full strain, then grind in the rest.

Foredeck technique: Foredeck has two ways of crossing the boat,



US 1050 turned an otherwise good weather mark position into a DSQ when the genoa sheet was accidentally cleated during their attempt to shoot the mark. This can also happen at a pin end start.

either around the mast or under the boom. Unless space is cramped (5 crew) or the deck layout is ruthless (large halyard stoppers, miscellaneous cleats) head first under the boom gives you the advantage of a quick overhaul, and then if needed, an instant genoa skirt (kick genoa foot inside lifelines). In going around the mast, unless you're a leapfrog on the foredeck, you have to wait until the genoa is around before moving your weight to windward. While this technique is fine in light air when you want to roll the boat, in a breeze, if the tacks are good and no skirting is necessary, you want weight on the rail ASAP.

Additional tacking tips:

- Put plastic roller tubes over upper shroud turnbuckles for less friction on genoa sheets.
- If you tie your genoa sheets, use long bowlines. Short ones frequently catch on the shrouds.
- Put forward jib cars below. Genoa sheets love to wrap around them.
- At a windy regatta, consider using ratchet blocks on your genoa cars. Extra holding power means less wraps on the winch and the ability to sheet directly from the block in case of an unexpected tack.
- If you find yourself always having to skirt the genoa, try having your sailmaker install a small grommet along the foot of the sail. Then while sailing close-hauled snap the pole down-haul (foreguy) into the grommet and take up slack. Now when you tack, the genoa foot will remain inside the lifelines.

SPINNAKER SETS

The reputation of the spinnaker as "the sail you love to hate" is not completely undeserved. More than once after a hasty hoist have I found myself looking up to see the head trimmed to the pole and the clew hoisted to the hounds; wondering if in fact we'd lose more by lowering and rehoisting or by continuing to sail with it upside down.

Unlike the main and headsails, the spinnaker is unsupported along its three edges. It relies on numerous adjustments to fly properly, and if mistreated, can easily turn a relaxing run into a rail slamming roller coaster ride. With a mind of its own, the spinnaker will snag on virtually anything, making the spinnaker set perhaps the toughest maneuver to coordinate.

Bag Position: Until recently most people hoisted their spinnakers from the rail, with the bag hooked between the two middle stanchions. After the takedown, on the upwind leg, the lightest crew member would go below and repack the chute, sometimes even having to run the sheets and halyard around to the other side. Once packed, the chute would be hooked back on the rail and ready for the next set. Not only does this setup take too long, it removes much needed weight from the rail and creates extra work for the crew. The problems are even worse for the pulpit set, where the spinnaker is raised from the bow. Hooking in the halyard or opening the lid requires sending a crewmember to the bow, which in any kind of sea kills the speed. The bag also creates a lot of windage.

and if the crew isn't coordinated, the chute can easily end up twisted or in the water. The recent trend is towards the companionway set, where the chute is hoisted out of the hatch. The nice thing about this set is that it takes minimal preparation, enabling the crew to stay on the rail and the helmsman to avoid unnecessary distraction. Around the leeward mark simply leave everything hooked up, lean in from the rail and flake down the forward leech. The process takes about 20 seconds, and the chute's clear to hoist. The initial set can be from the bag or what's even better: out of the hatch with a football (Soling) roll.

To make a football roll: Have one person hold the spinnaker head on the bunk or deck, while the second person flakes (zigzags leech in 1 foot lengths) each leech close to the head, laying each clew on either side of the head. Then tightly roll the chute from the foot to the head and tie one piece of shockcord slip-knotted (dead-ended at head) around the bundle. You'll end up with a small bundle with three corners ready to hook up. When it comes time for the set, the middleman simply places the roll on the leeward side and pulls the shockcord. The pressure from the halyard and guy unrolls the chute and you get virtually no snags.

Coordinating the Set: The first step to a smooth set is crew assignments. Each crewmember should be able to describe their duties prior to the hoist. In school we use a chart to help students through their first few sets. For a normal bearaway set with a four person crew we set up the boat as follows:

BEARAWAY SET

DISTANCE FROM MARK	8-10 LENGTHS	2-3 LENGTHS	AT THE MARK	2-3 LENGTHS AFTER MARK
HELMAN:	Issues commands to the crew: "Raise the pole"	"Presheet the guy" "Make sure the guy is in the pole"	"Hoist the spinnaker"	"Douse the genoa" "Ease outhaul, Cunningham and backstay"
JIBMAN:	Raises topping lift Loosens windward Genoa sheet	Pulls on guy until the tack of the spinnaker reaches the pole	Pins genoa sheet with foot Trims guy Cleats guy then trims sheet and releases genoa sheet	Trims spinnaker sheet Eases backstay
MIDDLEMAN:	Checks to make sure spinnaker sheets and halyard are set to go	Feeds spinnaker out of companionway until tack is at the pole	Quickly feeds spinnaker out of companionway	Releases genoa halyard Trims guy Eases outhaul, Cunningham
FOREDECK:	Attaches pole to mast Makes sure genoa sheet is over pole Raises spinnaker pole	Helps presheet guy	Pulls up spinnaker halyard	Pulls down and secures genoa to deck Flakes spinnaker halyard

Whether your boat has the new or old layout it can be organized the same way. Having the spinnaker halyard forward is the most important deck layout change you can make. With the foredeck hoisting, crewmembers don't cross duties and it's easier to spot potential problems. The two favorite spots for the spinnaker to snag are the spreader and the genoa foot. To avoid catching the spreader (and also to avoid twisting the chute) begin pulling the guy before hoisting the halyard. As the spinnaker comes around the genoa the middleman should make sure the genoa is skirted inside of the chute so that the foot won't snag. A helpful trick to use as jibman is to pin the jibsheet against the cockpit edge with one foot while trimming around on the guy. With the genoa kept mostly sheeted in, the spinnaker scoots nicely around the foot. Once the clew reaches the pole, lift your foot to release the jib sheet, then trim the spinnaker sheet. The luffing genoa reduces the vacuum behind the sail plan and allows the spinnaker to fill instantly.

THE JIBE SET

Just when you thought you had everything organized, you're confronted with a beast like the jibe set. Tactically, if you're anticipating a port tack run and want to get to the inside immediately, a well executed jibe set will put boatlengths on those who bear away, set, then jibe. If the run is square and your spinnaker is on the starboard side (after doing a leeward takedown), a jibe set can save you the pain of re-rigging the spinnaker to port. Because you can't raise the pole before jibing (except with small jib!), the set requires smooth steering from the helmsman, a quick pole hoist, and well coordinated feeding out and hoisting.

As in the bearaway set, a lot of hassle can be avoided if the guy is presheeted to the pole. This means that on the starboard approach to the mark, the guy (on leeward side) should be trimmed while the spinnaker is fed out of the companionway. To avoid distracting the helmsman, forward crew members should hold the spinnaker on the deck. The inboard end of the pole can be hooked to the mast and the outboard end hooked into the guy.



The problem with easing the genoa too much around the windward mark is that the spinnaker gets caught on the genoa foot. Keep the genoa overtrimmed until the spinnaker clew reaches the pole, then dump the genoa sheet and halyard.

During the jibe, foredeck helps feed the genoa over the pole, then immediately pushes the pole up with one hand. Once slack is taken up on the topping lift, foredeck then grabs the halyard. The genoa foot snag is probably the culprit of most goofed jibe sets. After a jibe the genoa is usually eased and doing nothing but creating havoc. In the

worst scenario where the genoa sheet is uncleated and running free, the genoa will wrap with the spinnaker around the headstay. To avoid this disaster the middleman must feed out the spinnaker while skirted the genoa, and the jibman must keep the genoa slightly overtrimmed through the jibe, making sure not to let go of the sheet.

JIBE SET

DISTANCE FROM MARK	8-10 LENGTHS	2-3 LENGTHS	AT THE MARK	2-3 LENGTHS AFTER MARK
HELMSMAN:	"Attach pole to mast" "Check sheets and halyard"	"Presheet the guy" "Make sure the guy is in the pole" "We're doing a jibe set"	"Jibe ho" "Raise the pole" "Hoist the spinnaker"	"Douse the genoa" "Ease outhaul, Cunningham and backstay"
JIBMAN:		Pulls guy until the tack is to the pole	Jibes genoa sheets Raises topping lift Trims then cleats guy Trims the sheet	Trims spinnaker sheet Eases backstay
MIDDLEMAN:	Checks halyard and spinnaker sheets	Feeds spinnaker out of companionway until tack is to the pole	After the jibe feeds spinnaker out of the companionway	Releases genoa halyard Trims guy Eases outhaul, Cunningham
FOREDECK:	Attaches pole to mast Makes sure genoa sheet is over the pole	Helps presheet guy Makes sure guy is in the end of the pole	During jibe helps genoa over pole Raises pole Hoists spinnaker halyard	Pulls down and secures genoa on deck Flakes spinnaker halyard
If all else fails on the spinnaker set, forget about the pole and just get the spinnaker up and drawing. Then hook on the pole and begin tidying up the boat, preparing for your jibe, then		takedown. Once you start enjoying successful weather mark roundings, it's time to start concentrating on getting good tight jibes at the reach mark, and solid takedowns at the bottom		mark. We'll leave those maneuvers for later discussion.



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Inner Sailing

by Dave Perry

"Think of your competitors only as a guide to your own performance."

—Paul Elvstrom, International and Olympic champion

(After a poor first beat.) "Well we're here . . . just for fun, let's see how well we can do in the rest of the race."

—The late Manton Scott, Sears, Intercollegiate, and 470 champion

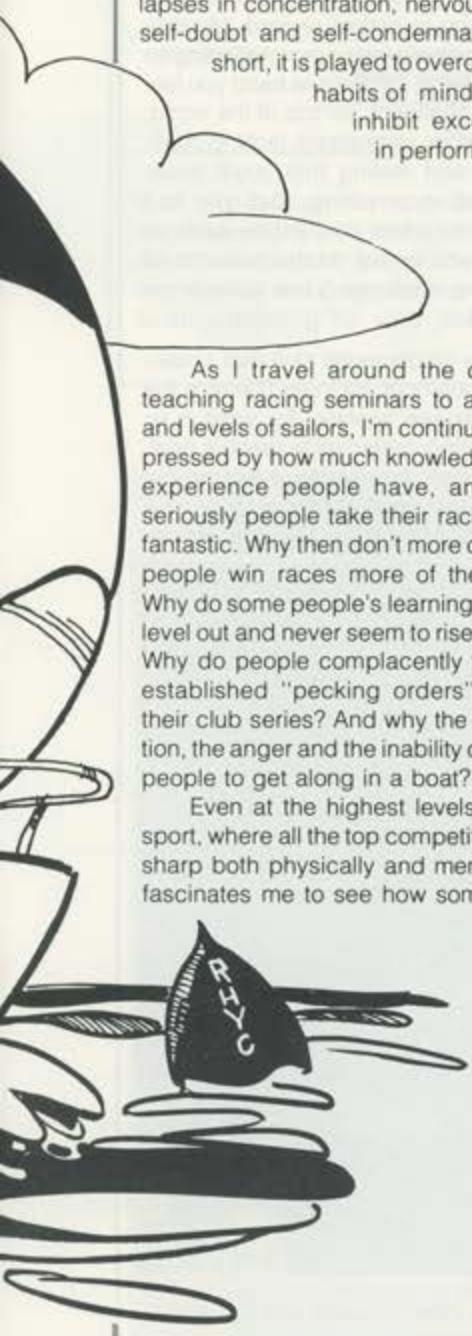
"It's difficult to have fun or achieve concentration when your ego is engaged in some heavy ulterior game involving its self-image."

—Timothy W. Gallwey,
author of *The Inner Game of Tennis*

To most who are bent on improving their racing skills, on the surface these quotes offer very little substantive information. In reality, however, these words are rich with insight into how to successfully approach the game of racing sailboats. I'd like to try to expose what, to me, is much of the meaning of these statements. This will be most meaningful to those seriously interested in improving their enjoyment and success in racing and who will expend the energy to consider carefully what is being said, look inside themselves for a possible renewed understanding of themselves and, if necessary, rearrange some of their priorities and attitudes.

I'm often asked which books on sailing have been most useful to me. The one book that has had the most profound effect on my finishing positions and my attitude toward the sport is Tim Gallwey's *The Inner Game of Tennis* (Random House, N.Y.). Gallwey writes: "Every game is composed of two parts, an outer game and an inner game. The outer game is played against an external opponent to over-





come external obstacles, and to reach an external goal. Mastering this game is the subject of many books offering instructions on how to achieve the best results. But for some reason most of us find these instructions easier to remember than to execute.

"It is the thesis of this book that neither mastery nor satisfaction can be found in the playing of any game without giving some attention to the relatively neglected skills of the inner game. This is the game that takes place in the mind of the player, and it is played against such obstacles as lapses in concentration, nervousness, self-doubt and self-condemnation. In short, it is played to overcome all habits of mind which inhibit excellence in performance."

As I travel around the country teaching racing seminars to all ages and levels of sailors, I'm continually impressed by how much knowledge and experience people have, and how seriously people take their racing. It's fantastic. Why then don't more of these people win races more of the time? Why do some people's learning curves level out and never seem to rise again? Why do people complacently fall into established "pecking orders" within their club series? And why the frustration, the anger and the inability of some people to get along in a boat?

Even at the highest levels of our sport, where all the top competitors are sharp both physically and mentally, it fascinates me to see how some con-

sistently emerge as even better than the best, particularly under the pressures of a nationals, worlds, or Olympic Selection Trial. Certainly they possess skills, whether consciously or subconsciously, that would be helpful to all of us to learn. So, with the guidance of Gallwey's *The Inner Game of Tennis*, let's explore these inner skills, and try to learn how to use them.

Sailing Out of Your Mind

Think back to your last successful race or series, and try to remember how you felt during the competition. Most people's descriptions include the following: "I felt good"; "I felt relaxed"; "Things seemed to go my way"; "It seemed too easy." All these descriptions imply effortlessness and almost surprise at the outcome. Athletes in most sports use similar phrases, and the best of them know that their peak performances never come when they are thinking about them. In fact they seem to come when they are "out of their minds."

In this state the good sailors are not unconscious of what is happening around them, but in fact are more aware and concentrated on the speed of the boat, the subtle changes in the strength and direction of the wind, and the tactics. They aren't aware of giving themselves lots of instructions — tack on the headers, stay with the fleet, pick the path of least resistance through the waves — they just do it. They are conscious, but not thinking, not overtrying. They seem to be immersed in a flow of action which requires their energy, yet results in greater speed and accuracy. The "hot streak" usually continues until they start thinking about it and try to maintain it. As soon as they attempt to exercise control, they lose it. Consider the classic scene of a sailor or team jumping out to an early lead in a series and then sailing poorly only to lose in the end. The question then is: how do we become "out of our minds" without thinking about it?

Gallwey outlines a convention to help us better understand what happens within us. He divides us into two selves: Self 1 and Self 2. Self 2 is the computer, the unconscious, automatic doer. Self 1 is the teller, the director, the worrier. The kind of relationship that exists between Self 1 and Self 2 is the prime factor in determining one's ability

to translate knowledge of technique into effective action.

Decide for yourself the value of this typical scene: You're coming onto the jibe mark, it's blowing 25, and you're in first place. You've successfully jibed hundreds of times before so that Self 2 knows exactly how to do it. All of a sudden Self 1 gets into the act, as if he doesn't trust Self 2 to do it right. "Now this is important; we can't afford to blow it here. Be sure to turn quickly, but bring the boat back under the boom. O.K., here we go. Careful, careful ... CRASH!" By thinking too much and trying too hard, Self 1 has produced tension in the body. Furthermore he heaps the blame on Self 2 — "You stupid! ... &! Of all the times to blow it. Can't you get your act together?"

In hindsight, if someone had told Self 1 (your mind) to do nothing during the jibe but concentrate on the water directly in front of the bow, you probably would have jibed perfectly, and you probably would have caught the first wave after the jibe, gaining several lengths in the process. So sailing "out of your mind" is really just a matter of shutting Self 1 up so that Self 2 is allowed to perform in its excellent way.

Getting It Together

Getting it together means Self 1 is totally supportive of Self 2 and does everything possible to help Self 2 perform up to its potential, which in most people is nearly limitless. When the two are in harmony, one's peak performances can be reached. When Self 1, the ego mind, is constantly chattering away, constantly thinking, and constantly deriding Self 2, Self 1 does nothing but interfere with the natural doing process of Self 2, causing frustration and poor performances. The most important skill Self 1 can learn is to become an objective rather than a judgmental observer of events. See events simply as they are; don't judge them as good or bad. It's when emotions are added to events that people begin to get overconfident or start to freak out, both of which seriously inhibit clear decision-making and performance.

A classic example of this occurred when I was crewing for Bill Shore in a Lightning class championship. It was the morning of the first race and we were unpacking his boat, which had

just been shipped home from Switzerland. As I peeled the cover back, I saw that the entire deck surrounding the mast partner had been crushed. Reluctantly I told him, expecting him to be extremely upset and disappointed that we couldn't sail. Instead he looked at it, grabbed a paddle, wedged it in for support, taped it all together and started unpacking the rest of the boat! Instantly, I realized the value of remaining calm, detached, and objective in the midst of rapid and unsettling changes.

The spinnaker halyard jams, you're expecting a header but start to get lifted, a boat totally in the wrong smashes into you, the mark is in the wrong place, you have a bad race — all these things are events which you may have not expected and which may even cost you places in the race or series. But they've happened; there's nothing you can do about it. Given the chance to think about the situation as good or bad, the emotional Self 1 will start to burn out, give up, and the situation will get worse. But the player of the Inner Game will remain calm because his judgmental mind is quiet, allowing Self 2 to spontaneously and accurately figure out the best way to make the most of the situation and do its best from that point on.

Concentration — the Here and Now

The key to an undistracted mind, hence the key to the Inner Game, is relaxed concentration. Concentration is the act of focusing one's attention. As the mind is allowed to focus on a single object, it stills. As the mind is kept in the present, it becomes calm. Concentration means keeping the mind here and now.

You come off the line immediately to windward of a fast guy. You get nervous that he'll blow you off. He does. While cursing the fact you started there, you tack. Your mind's in the past. The boat to windward of you tacks simultaneously, right on your air. In anger and frustration you shove the tiller over again, cursing out at your crew for not being ready. Going slow and in bad air you resign yourself to a bad finish, taking the opportunity to call yourself a loser and consider selling the boat. Your mind's worrying about a future outcome. Your head is blown,

your race is blown, and you're everywhere but in the present.

The art of keeping in the present is a difficult skill which must be respected and practiced hard. Remember, the outcome is only the sum total of all the mini-events leading up to it. Focus your energy on successfully completing each mini-event — the pre-race preparation, the start, the first five minutes of the race. Don't even let your mind consider the importance of the outcome. As Ben Franklin put it, "Watch the pennies, and the dollars will take care of themselves."

If you feel your mind drifting away from the present, gently bring it back, giving it something of interest to focus on. In the Laser, when I'm tiring and my concentration begins to drift, I get near another boat or watch the waves off my bow, trying to actually see if the water moves up or down the face and the backside. There's no question that when the mind is in the present, focused exclusively on what's happening right there and then, things seem to happen slower, decisions are more spontaneous and accurate, and the body has more energy.

The Meaning of Competition

Why do we race sailboats? Out of sheer love for sailing, for the enjoyment

of competing, or as an extension of our ego needs to excel at something, to feel like a winner? In our achievement oriented culture one thing comes through loud and clear: excellence is valued in all things, and a man is measured by his competence in various endeavors. That is, you are a good person and worthy of respect only if you do things successfully.

In this light it's frightening to realize that people use sailboat racing, with all its inherent fickleness, uncertainties and inequities, as a standard for judging self-worth. Notice your own attitude as you go to school or work Monday morning after winning or not winning on the weekend. On the one hand you feel happy, confident, on top of the world; on the other, depressed, lacking confidence, and feeling that you'll never succeed in anything. But you are exactly the same person you were on Friday; you've just let the outcome of the race dominate your outlook on yourself.

The fundamental skill that underlies all others of the Inner Game is the ability to see winning for what it is: overcoming obstacles to reach a goal, which might be making it around the course, finishing five places higher in a series, or winning an Olympic Medal.



Winners of 1982 Prince of Wales Cup, Dave Perry (left), Peter Worcester and Tom Kinney.

Often, reaching the goal itself may not be as valuable as the experience that can come by making a supreme effort to overcome the obstacles involved. Thus the competition can be more rewarding than the victory itself, though it takes a certain level of maturity to see this.

The player of the Inner Game is in a moment-to-moment effort to let distractions go and stay centered in the here and now, where his total energy goes toward doing his best. As he proceeds around the race course, his competitors become merely guides to his own performance. And his satisfaction and happiness come in the end when he knows that he performed well

against challenging obstacles. As an added bonus, the successful players of the Inner Game will find they are enjoying the sport much more, and walking off with more than their share of the silver.

Dave Perry grew up sailing on Long Island Sound and in 1971 won the Clinton M. Bell Trophy for the best junior record on Long Island Sound. He was captain of Yale's National Champion Team in 1975 and was voted All-American in '75 and '77. He won the 1978 Tasar North Americans, the 1982 Prince of Wales Match Racing Championship, the 1983 Con-

gressional Cup and was crew on the winner of the 1983 Star South American Championship. He has led over 100 USYRU instructional seminars in more than 51 one-design classes, coached the 1981 World Champion U.S. Youth Team, and given seminars all over the world. He is on the USYRU Board of Directors, is a USYRU Certified Judge and serves on six USYRU Committees. From 1979-1982 he wrote a monthly column for Yacht Racing and Cruising magazine entitled "Winning in One-Designs", now compiled into a book of the same title (see ad below).



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1984 Macnamara Bowl

by Rosemary Taylor

An Irishman's joke, seven years ago, started the sailing event known as the Macnamara Bowl, an annual race for all-girl crews, run by the Royal Lymington Yacht Club. Air Commodore Brian Macnamara, cruising in French waters, challenged a young French girl and her female crew that they could never beat the girls back home in Lymington. He returned to tell the Lymington girls that they could never match the French – and then mischievously sat back to watch the fight. The home team won, and since then the Bowl has been fiercely contested by teams from all over England as well as crews from Ireland, Norway, France, Holland and a winning Canadian team in 1980.

The Royal Lymington Yacht Club's annual Macnamara Bowl for all-women crews, sponsored for the first time this year by Esso Petroleum, was run in almost perfect weather conditions, July 7, 8. The innovation this year of J/24's, replacing the heavier Contessa 32's, proved a popular change among the 10 crews who assembled to compete for the fine silver rose bowl awarded to the overall winner of the four races run over a weekend. The J/24's presented a harder boat for the women to sail skillfully, resulting in some fine skirmishes especially in the light airs on the run, but it was not too heavy for them to handle in the stronger winds of the fourth race.

The similarity of the boats made for close racing, with the fleet, on the whole, staying close together. This made for good spectator sport, and there was keen betting on the support boat which entertained representatives

of the sponsor Esso Petroleum, as well as owners of the loaned boats and husbands, boyfriends and even children of the competitors!

The first race on Saturday, in a light east-south-easterly wind, set the girls off to a fine start with an excellent beat to Sowley and then downwind to the leeward mark close to the entrance of

the Lymington River, back through the line to sail the second round. Bikinis started to appear on most of the boats; there was even one scantily clad girl energetically winching in the genoa while puffing heavily on a cigarette.

Tension ran high as the boats vied for position on the start line. Many were there too early having overcom-



Here go the girls, just after the start of the third race in the 1984 Macnamara Bowl. The event was such a success that greater international involvement is expected next year.

Photo by William Payne

pensated for the ebbing tide, but no one was over the line at the gun as *Jipijapa* (former winner Jessica Nunn) sailed through to windward just inside the inner distance mark. She was overtaken at the first mark by Titch Blachford (*Hedgehog*) who in previous years had sailed in Jess's crew. *Hedgehog*, owned by Iain MacDonald Smith and Mike Baker-Harber and supported by Titch's husband, Tony Blachford of North Sails, proved unbeatable throughout the series, demonstrating not only the importance of the boat but also the value of an experienced crew (many of the other girls had not had previous J/24 sailing experience) and the advantage of vigilant attention to windshifts and tidal variations. Here local knowledge would have favoured the home crews, but it is interesting to observe that although the winner comes from Lymington, second and third places went to East-Coaster, Trish Ford, and the Dutch contestant, Hanna Zuiderbaan-Schoen.

The second race on Saturday afternoon started with a light breeze, with Titch in *Hedgehog* getting away to a good lead, although the best start was made by Laurel Holland in *Red Alert*, alone on port tack when all the other boats had started on starboard. However, as the wind died away the race became a lottery. *Just Enuff* (Vicky Roberts) had trailed home in 10th place in the morning race, but now by creeping inshore to avoid the tide, gained first place as the leading boats had to kedge with spinnakers hanging limply. Success was shortlived, however, as the whimsical breeze picked up, allowing the boats at the rear to fill their spinnakers and overtake the inshore boats who were still sweltering in windless heat. In this race everyone had the chance to lead and be last. It looked as though *Boots are made for Paddling* (Teresa Whelan and Rosemary Ward) would romp home, but the sheer technical skill of *Hedgehog* (overall winner Titch Blachford) asserted itself, and she had to be content with second place, with Trish Ford in *Jitterbug* finishing third.

The third race held on the Sunday morning in a lively east-north-easterly breeze tested the skippers' responses to the constant windshifts. A few broaches were seen on the run back



Hedgehog's crew receive Macnamara Bowl from manager of Esso's Fawley Refinery.

from the weather mark as the wind veered, necessitating a hasty change to genoas. *Hedgehog* still proved unassailable, although there was an exciting finish by *Jipijapa*, who came reaching in fast to the finish line still under spinnaker, only to be thwarted within a few yards to the finish by the heading wind. All nine boats behind the leader finished within one minute of each other.

Close racing was to be a feature of the fourth race, which began in the liveliest weather conditions of the series, jibs being hoisted for the first time instead of genoas. Some gear failure was experienced by *Jipijapa* who had to use one of her crew members to replace the mainsheet block which broke minutes before the start. *Hedgehog* (Titch Blachford), with now inevitable certainty, assumed a lead which she was not to lose for the duration of the race, finishing four minutes ahead of her nearest rival, Rosemary Adams in *Jupiter*. Although some slick sailing on the run made for fun spectator sport as we watched *Red Alert* (Laurel Holland) giving *Endeavour* (Hanna Zuiderbaan-Schoen) some close encounters, and *Jipijapa* vying for position with *Jitterbug*, the longer beat across the tide eventually spread out the fleet. The finishing positions of third, second and first in this race were the same as the final overall positions,

with undoubtedly champion, Titch Blachford (*Hedgehog*) taking the trophy home, and East-Coaster Rosemary Adams (*Jupiter*) winning a glass goblet and a bottle of champagne. A popular third place prize was taken back to Holland by Hanna Zuiderbaan-Schoen (*Endeavour*) one of the two sporting Dutch teams who took part in the series.

All involved wish to express a hearty thanks to the owners of the J/24's loaned for the event: J. F. Anderson, D. C. Butler and M. A. Hall, J. Channon and M. Stone, E. M. Gatehouse, B. Kerr, Ian MacDonald Smith and M. Baker-Harber, S. A. Roberts, Dr. D. Shepherd, M. Urwin and J. Warren.

Macnamara Bowl 1984 Results

POS	SKIPPER	YACHT	POINTS
1	Titch Blachford	<i>Hedgehog</i>	2-1/4
2	Rosemary Adams	<i>Jupiter</i>	8
3	Hanna Zuiderbaan-Schoen	<i>Endeavour</i>	10
4	Jessica Nunn	<i>Jipijapa</i>	12
5	Teresa Whelan/Rosemary Ward	<i>Boots etc</i>	14
6	Trish Ford	<i>Jitterbug</i>	15
7	Laurel Holland	<i>Red Alert</i>	16
8	Vicky Roberts	<i>Just Enuff</i>	21
9	Campbell Otten	<i>Dr. Jekyll</i>	22
10	Anneke van Leeuwen	<i>Tiger</i>	23



1984 European Championship

by Paolo Boido



The mooring place at Yacht Club Italia, with Santa Lucia Marina and Dell 'Ovo Castel in background.

Francesco De Angelis of Naples won the 1984 European Championship held 3-9 June and hosted by the Naples Yacht Club. The championship's sponsor, LANCIA, offered foreign competitors free hotel accommodations and one boat in charter. A fleet of 24 boats representing eight countries was welcomed at an opening cocktail party and flag ceremony. Italy entered 15 boats selected two weeks before at their national championship sailed in the same racing area. Nine

crews came from abroad: two Dutch, two German, one Swiss, one Greek, one British, one Swedish, and one French. Among these only the German, Hipel, and the Dutch, Hamer, came with their own boats, travelling from Hamburg and Haarlem for 35 hours consecutive!

The event was very well organized by the Naples Yacht Club committees, who have been involved in many international events and past Olympic games. The program included six

Olympic courses without a distance race which would have favored the local fleet who know better the Naples Gulf conditions. Sunshine and regular northwest winds of 10 to 20 knots, with one day blowing up to 35 knots, characterized the event. The Vesuvio volcano which dominates the Naples Gulf, and the island of Capri at the south made a nice background for the racing. Neapolitans De Angelis, A. Signorini and A. Dalla Vecchia were masters of the event, giving to Italian

yachting an important honor never obtained up to now in the J/24 Class.

In the first race A. Signorini got off to a good start and led up to the end of the race, with De Angelis in second. The best finishing foreign boat was the Dutch Carabain, finishing seventh. After four hours postponement, the wind came in for the second race. Dalla Vecchia was leading from the first mark and finished first. De Angelis, late at the beginning of the race, moved up to second position on the last leg. The British Estaugh was third. In the third race the French Pillet, with very clever tacking, was first with a great lead at the weather mark. Just on the last leg before the finish, A. Signorini moved into first place with fellow Italians P. Signorini and Marino in second and third. The Swedish Janseus was fourth, and poor Pillet came in fifth.

The winds increased for the fourth race. On the second reaching leg in over 30 knots and very close hauled, De Angelis, A. Signorini, Dalla Vecchia and Gallo were very fast and got a great lead on the fleet. They were able to hold their positions at the end of the race. A. Signorini and De Angelis were tied going into the fifth race, and stayed very close one to the other. Dalla Vecchia decided on a different course on the first leg, and with better tacking he was leading the race from the first mark to the end. Second was Samele and then the French Pillet, later disqualified for an advanced start. The first foreigner was the British Estaugh, finishing 10th.

At this time A. Signorini was six points ahead of De Angelis, a good lead considering that only one more race was left. De Angelis was not discouraged, and sailed a wonderful race. He gained a second position only at the end of the second beating leg, following A. Signorini who was leading the race from the beginning. De Angelis was first rounding the running mark and in this best controlling position was able to sail against A. Signorini in order that Dalla Vecchia and Samele, who were following very close, got the second and third places. A. Signorini was fourth, giving De Angelis in *Le Coq Hardi* the series. Second was A. Signorini in *Pall'e Cannone* and third was Dalla Vecchia in *Santapazienza*.

The 1984 European Championship was over and the boats of the Naples fleet were the leaders. The British Estaugh was the best of the foreign sailors, finishing sixth. A very

generous prize-giving offered by the event's sponsor, LANCIA S.p. A. and a speech by Mr. Carolo Rolandi, chairman of the Italian Sailing Federation, closed the series.

1984 European Championship

POS	YACHT	SKIPPER	COUNTRY
1	<i>Le Coq Hardi</i>	F. De Angelis	Italy
2	<i>Pall'e Cannone</i>	A. Signorini	Italy
3	<i>Santapazienza</i>	A. Dalla Vecchia	Italy
4	<i>Canarino Feroce</i>	A. Samele	Italy
5	<i>O'Scuorfan</i>	P. Signorini	Italy
6	<i>Stern</i>	R. Estaugh	England
7	<i>L'Allegro bevitore</i>	E. Petracchi	Italy
8	<i>Rabbit</i>	C. Recchi	Italy
9	<i>Desir</i>	W. Marino	Italy
10	<i>Firs</i>	M. Ungaro	Italy
11	<i>Guapparia</i>	M. Barendson	Italy
12	<i>San Brandano</i>	N. Janseus	Sweden
13	<i>Il flauto Magico</i>	G. Pillet	France
14	<i>Reggine</i>	M. Clemente	Italy
15	<i>Redneck</i>	F. Boot	Holland
16	<i>J.R.</i>	C. Campobasso	Italy
17	<i>Blue Jay Way</i>	A. Gallo	Italy
18	<i>Avoltore</i>	R. Hipel	Germany
19	<i>Controcorrente</i>	E. Franchette	Italy
20	<i>Vitesse</i>	M. Konig	Germany
21	<i>Mite Leone</i>	A. Carabain	Holland
22	<i>Scusate il ritardo</i>	H. Rusterholz	Switzerland
23	<i>Do di Petto</i>	E. Recchi	Italy
24	<i>Imp</i>	A. Georgopoulos	Greece



F. DeAngelis (I-98) rounds leeward mark on the inside of A. Signorini (I-121) and sails *Le Coq Hardi* to win the race and the series.

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Read Is Tops at North Americans

by Hale Walcoff

Ninety sailors from England, Japan, Canada, and 22 states of the U.S. converged on Kingston, Ontario for the first J/24 North Americans to be held outside the U.S. The site of the 1976 Olympic Yachting Competition proved more than adequate for the second largest group ever assembled for a J/24 regatta.

Registration, measurement, and launching was done August 24th and 25th at Portsmouth Olympic Harbour. Early arrivals on the 24th met the exodus of competitors from the annual CORK regatta, head-on. However,



Maneuvering before the start of a Championship division race.

Photo by Paul O. Boenert



Blueprint, Parrot, and Asylum round together in brisk winds of last race.

Photo by Anthony Bock



Photo by Paul O. Bossevert

Competitors gather at Confederation Basin.



Photo by Anthony Boot

Read leads Grillon to bottom mark.



Photo by Paul O. Bossevert

Boats work to weather shortly after start of a qualifying race.

sunny skies and warm Canadian hospitality reminded everyone that they were on vacation, and by sunset over 30 J's were rigged and lined up to launch.

After all the ocean sailors figured out that the tide is always high on a lake, everyone sailed to Confederation Basin where the boats would be docked for the week. At 7 pm on the 25th, the Opening Ceremonies were held in City Hall, followed by a complimentary spread of food and drinks for the competitors. The schedule was set up with three qualifying races to split the fleet into Championship and Designer Divisions. The five final races consisted of four Olympic courses and one 25-mile long distance race. Scoring would be on the low point system with no throw out. The qualifying scores would not carry into the final results.

The three qualifying races were held the 26th and 27th in perfect conditions: sunny, 75-80°, wind southwestly at 10-18 knots. Current Lightning World Champion Jay Lutz posted just 4 points to lead all qualifiers, with defending J/24 N.A. Champion Dave Curtis second.

The evening of the 27th an open J/24 Class Meeting was held. After much lively discussion, the consensus of the meeting was as follows:

1. It would be desirable to fiberglass keels for durability.
2. Though flutter patches are now interpreted to be illegal, they are a good feature since they increase the racing life of the sail without additional cost to the customer.
3. Due to emphasis on local knowledge, long distance races should no longer be part of races scored in a championship.

The 28th began with clouds and light rain, but the breeze filled in from 210° as it had every day. Curtis led after 2 races with a 1-3, while Lutz had a 4-1. It looked as if they would have a tough battle at the top since 1982 N.A. runner-up Kirk Reynolds had been 5-3 across the finish line, but was scored PMS for the second race. The discussion at the Sailor's Banquet that evening centered on the strategy needed to do well. In steady breeze and flat water most of the boats could sail high and fast, so the premium was on clear air. It was important to start in the lower



Photo by Dick Tilman

A Japanese team races for the first time in North Americans.

1984 North Americans Championship Division

August 26-31

POS	SAIL	YACHT	SKIPPER	RACES					TOTAL
				1	2	3	4	5	
1	US	96	Maggie	Read	7	6	3	4	1 21
2	US	2579	H.J.	Curtis	1	3	12	17	2 35
3	US	634	Monster Fish	Grillon	10	9	7	1	10 37
4	KC	3913	Three Speed	Roy	2	11	1	15	11 40
5	US	3787	Damn Yankee	Lutz	4	1	8	21	9 43
6	US	3379	American Garage	Mahaney	9	13	16	6	21 65
7	US	2250	Partial Eclipse	Buerman	6	19	11	28	3 67
8	US	30214	Out Of The Blue	Klein/Brewer	26	5	6	3	30 70
9	US	3207	This Side Up	Reynolds	5	PMS	5	12	4 72
10	US	3883	Perdido	Rossen	19	4	22	5	33 83
11	K	4088Y	Jem	Owen	13	8	11A	43	14 89
12	KC	3849		Williams	12	2	23	22	25 93
13	US	3368	Airplay	Haddock	25	14	31	18	7 95
14	US	3757	P.Y.T.	Pritchard/Hamilton	15	30	10	25	16 96
15	US	3494	Blueprint	Nagle/Laura	22	12	34	26	5 99
16	US	3550	Yakketty Yak	Oller	11	16	13	35	27 102
17	US	3213	Sly	Beaudin	14	18	38	16	24 110
18	US	3420	Risky Business	Levitus	27	20	4	DSQ	15 112
19	US	3258	Illusion	Hobart	34	21	30	2	26 113
20	US	1557	Sugar Plum	Minnes	3	PMS	39	9	17 114
21	US	2541	Capital Gains	Meleney	30	10	26A	29	20 115
22	US	3775	Blitz	Constants	18	PMS	20	19	13 116
23	US	2819	Gruppo Sportivo	Burke	21	7	15	40	37 120
24	US	3878	Bazooka Joe	Whitmore	31	32	36	24	6 129
25	US	792	Slick	Plouch	16	25	24	20	DNF 131
26	US	3221	E Street Shuffle	Kerst	36	PMS	9	11	32 134
27	US	3478	Parrot	Krawcheck	23	33	19	42	19 136
28	US	1957	Doctor's Orders	Pilcher	17	27	41	30	22 137
29	US	3942	Bangor Packet	Parker/Driscoll	29	PMS	41A	10	12 138
30	US	3701	P.M.S.	Ferguson	8	PMS	25	13	DSQ 138
31	US	3919	All That Jazz	Roy/Gallard	20	29	14	44	36 143
32	US	2617	Coal Pile Express	Lockwood	38	22	44	32	8 144
33	US	3928	Liten Jente	Nelson	40	15	40	7	DNF 148
34	US	3837	Elixir	Kilips	42	31	26	27	23 149
35	US	3887	Square Head	Olsen, Jr.	32	23	35	14	DNF 150
36	US	1	Ragtime	Johnstone	43	PMS	27	8	29 153
37	US	3727	Rikki	Davis/Lockwood	24	26	37	33	34 154
38	KC	3350	Jetset	Murray	33	34	28	31	28 154
39	US	1373	Eden	Bowling	37	24	DSQ	34	18 159
40	J	3584	Sneakers	Ishida	35	36	18	39	31 159
41	US	3299	Asylum	Allen	DSQ	28	21	37	38 170
42	US	2000	Zuma	Griffith	39	17	29	41	DNF 172
43	US	3953	Herman	Delorme	37A	35	33	38	39 182
44	KC	2725	Helsinki Girl	Beatty	41	DSQ	42	36	35 200
45	KC	2135	Delinous	Julien	46A	DSQ	43	23	DNS 204

two-thirds of the line and sprint to the left side of the course, toward a geographical shift that provided a port tack lift to the mark. If you had to make any clearing hitches, you probably couldn't get to the weather mark in the top ten. Anticipation and good boat handling were essential in surviving the crowded mark roundings.

The midweek banquet was made lively by the antics of the crew from *This Side Up*, who couldn't figure out how to keep food from flying off their plates. After dinner the music and dancing was kicked off by *Elixir*'s crew doing a "Blues Brothers" routine.

The distance race on the 29th offered something for everyone. It had a light air beat in the fog, power reaching with the genoa, six miles of upwind pounding through big waves, a 40° windshift, tight spinnaker reaches, a drifting jibe mark, and a sunny run to the harbor. Canadian Andy Roy remained calm through it all and led the fleet to the finish.

The last two races on the 30th promised to be exciting. Lutz led with 13 points, Roy had 14, and Curtis was tied with Ken Read at 16. The morning race proved that Read's strong comeback in the distance race was no fluke. With 3-5 knots of breeze and light rain falling, Curtis and Lutz battled on the right side of the course and Read picked the left. Read was correct as the wind backed 30° to his side. He notched a 4th with Roy 16th, Curtis 18th, and Lutz 22nd. The last race was accented by thunder and lightning, 25 knot puffs, and heavy rain. Read sailed smartly to win the race and the Championship, with Curtis having to settle for runner-up. The win was especially sweet for Read, who had never beaten Curtis, and especially disappointing for Lutz, who in his concern for covering Curtis dropped back to 5th overall.

Read, Curtis, Lutz, Kevin Mahaney, Gunther Buerman, Dave Nicoll, and Rod Johnstone will represent the U.S. at the 1984 Worlds in Poole, England, in addition to Ed Baird, defending Champion, and Peter Dodds, the Southeast qualifier.

In the Designer Division, Glen Darden won three of five races to clinch the title.



A general recall followed this early start of a qualifying race.

Photo by Dick Tilman

1984 North Americans Designer Division

August 26-31

POS	SAIL	YACHT	SKIPPER	RACES					TOTAL
				1	2	3	4	5	
1	US 3481	Thunder Star	Darden	1	1	1	1	4	8
2	US 33449	Tantrum	Nicoll	2	11	13A	10	1	37
3	US 3259	Moondance	Rowland	7	12	9	4	6	38
4	US 1956	Ruffian	Dalgleish	6	2	13	13	5	39
5	US 2848	Disregardless	Mosbacher	4	5	8	12	11A	40
6	US 31352	White	Hunt	18	8	6	3	9	44
7	KC 3782	Varmint	Brown	DSQ	4	2	7	8	67
8	US 2299	Locomotion	Couch	3	36A	11	14	3	67
9	KC 2604	Rumpus	Koper	10	6	5	2	DSQ	69
10	KC 2623	Mischief	Connolly	12	10	17	16	16	71
11	KC 2594	Chainsmoker	Van Rossem	5	3	DSQ	6	13	73
12	KC 3307	Quick Nick	Nicoll	PMS	13	12	9	7	87
13	US 3275	Spizz	Biles	8	7	7	21	DNF	89
14	US 2664	Shooting Star	Taylor	15	21	24	18	11	89
15	KC 1152	Rasputin	Reilly	22	23	15	20	20	100
16	US 33058	Outburst	Pinter	20	14	26	31	12	103
17	US 2422	Javelin	Wetherald	13	PMS	23	17	10	109
18	KC 2593		Worden	26	16	16	40	18	116
19	US 3602	Raging Queen	Wright/Carelli	DSQ	37	14	5	15	117
20	KC 2218	Plus Ten	Chapman	24	17	20	33	28	122
21	US 1029	Surprise!	Gardner	16	20	21	27	DNF	130
22	K 4151Y	Showdown	Torrens	19	9	PMS	11	DNF	131
23	KC 2591	Indulgence	Duggan	29	31	25	24	24	133
24	KC 3309	Gambit	Redfern	9	15	DSQ	19	DNS	135
25	KC 3599	Dabadooya	Low	23	32	22	32	26	135
26	US 1341	Wild Wish	Howard	17	26	37	8	DNF	136
27	US 2113	Wild Shot	Whyte	PMS	22	10	37	25	140
28	KC 2977	Salyte	Mackinnon	DSQ	30	29	15	21	141
29	US 668	Airstart	Mullinix	32	40	33	26	14	145
30	KC 3886	Muffin	Macewen	21	33	36	36	22	148
31	US 3608	Phantom	Lillo	35	26	35	34	23	153
32	US 2987	Sunkist	Pike	DSQ	36	30	22	19	153
33	KC 1970	Spirit of Foolishness	Scott	27	39	DNS	25	17	154
34	US 2222	American Express	Bayley	34	35	32	28	27	156
35	US 2331	Sea Monster	Killion	25	24	34	29	DNS	158
36	US 1591	Quack	Shumway	28	DNF	18	23	DNS	161
37	US 3266	Apparition	Pentecost	20A	PMS	3	DNS	DNS	161
38	US 3768	Ghost Buster	Palmieri	33	25	31	DNF	31	166
39	US 2305	Securidum Artem	Weisberg	30	38	27	30	DNF	171
40	KC 2231	Bo-Jangles	Folland	14	19	PMS	DNF	DNS	171
41	KC 2538	Flying Circus	Marshall	PMS	18	19	DSQ	DNS	175
42	KC 2789	Tromp	Vos	36	34	38	39	29	176
43	KC 1272	Shadowfax	Corbett/O'Brien	PMS	41	28	35	30	180
44	US 287	Kamikaze	Messerman	31	29	39	38	DNF	183
45	US 2142	J.P. Nimble	Birnbaum	DNS	DNS	DNS	DNS	DNS	230





Photo by Carolyn Wilson

Richard Hokin (Lime Rickey) surfs to the finish in a Fleet 99 summer series race.

District 3

by Al Ferlazzo and Lee Scowcroft

What happens when over 10% of the J/24's in the United States are within 40 miles of Manhattan? In a word, plenty. District 3 is essentially defined as the New York Metropolitan Area and includes active fleets in Connecticut, New York, New Jersey and Pennsylvania. Throughout the District, from May to October, there is excellent racing competition in Long Island Sound, Hudson and Delaware Rivers and Raritan Bay. J/24 sailors in this area enjoy local fleet racing on weekends, special District regattas, and many also trailer their boats to neighboring district events from Hyannis and Buzzards Bay to the Chesapeake.

Throughout the District, there is a rejuvenating influence of newcomers to the Class and experienced J/24 sailors, both of whom are assuming leadership roles to replace some of the "old guard" who have moved to larger boats or to other areas of the country. These people are bringing new ideas to the District, which, as they are implemented, add much to the sailing enjoyment of J/24 people. Many of the excellent traditions that were established by the first New York area J/24 sailors, such as the Ford and McMichael Trophies, are still an important part of the District's activities. By combining these

with additional features added in recent years, District 3 now offers a complete array of sailing related activities, from world-class competition to informal raft-ups and racing seminars to upgrade the skills of sailors in all experience categories.

The original Western Long Island Sound Fleet had grown to nearly 100 boats by 1981. To promote local fleet racing and additional District level regattas, several new fleets were created as part of District 3 in Western Long Island Sound. Noroton Fleet 99 conducts a spring, summer and fall series, including about 35 closed course races for sailors in the Darien-Norwalk area. Noroton Yacht Club's Annual Columbus Day Regatta, which is rapidly becoming a premier J/24 event, provides a fitting climax to each season. After two years of 50+ boats sailing an extremely well-managed regatta, this year's Noroton Columbus Day Regatta has been designated the Northeast Regional World's qualifier.

Another developing tradition in Fleet 99 is the annual team racing duel with the Bermuda J/24 Fleet. This is a home and away series as each year representatives from one fleet travel to the home waters of the other for two or three days of team racing and international comradery. Fleet 99 currently holds the trophy and is looking forward to defending it in Bermuda this fall. Team racing is a more complex challenge than fleet racing, since the objective is to generate a winning "combination" of finishes to win a race, and this creates some very interesting tactical situations. The Newport J/24 Fleet has also challenged Fleet 99 to a team racing contest, which will be held in Newport later this season. Fleet 99 Captain Tom Ettinger reports that interest in team racing has also been expressed by the Marblehead and Chesapeake Bay Fleets . . . we may soon see significant team racing events involving several fleets each year.

Fleet 99 has had a problem which may exist in other fleets, and that is the reluctance of middle- and bottom-of-the-fleet sailors to regularly race against the tremendously talented and experienced sailors at the top of the fleet. The latter group in Fleet 99 consists primarily of a number of ex-Tempest and Laser sailors who have compiled numerous one-design honors, while many of the other sailors in the 40+ boat Fleet come from cruising or PHRF racing backgrounds. The Fleet has attempted to improve the level of competition and participation by both helping the less-competitive boats improve their racing skills and by adopting several new Fleet rules. One of the unique rules (used for local Fleet 99 racing only) is the provision for use of only 100% jibs upwind in breezes above 18 knots, at the discretion of the race committee. (Those familiar with Long Island Sound will quickly surmise that this is not a frequently used rule!)

The innovation that is really having an impact on participation and the level of competition is the use of the "Couch-Johnstone Handicap Scoring System", in parallel with the traditional scoring system. The handicapping system is a

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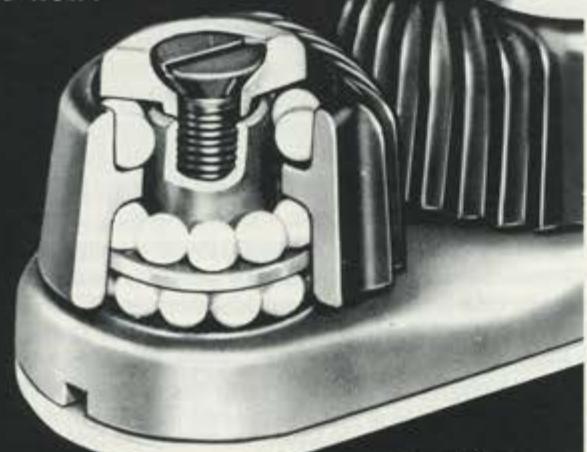
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combination of the best features of the system originally proposed by USYRU Vice President Jack Couch (who is a former U.S. J/24 Class Vice-President, and one of the "founders" of Fleet 99), and Bob Johnstone's "MVP" System. Fleet 99 Scorer Art Mastoras developed the system after testing several alternatives with live data from Fleet 99 1983 results, and then programmed it for use on an IBM Personal Computer using Lotus 1-2-3. Handicapped finishes are assigned to boats for each race by essentially comparing finishes to recent performance relative to the Fleet so that the system tends to reward consistent, steady improvement relative to competitors. For any given race, the new scoring system makes it possible for every boat on the starting line to win. As a result, Fleet 99 racing has become more competitive and participation is up as sailors realize the new dimension of enjoyment that this adds to racing.

In the Greenwich-Stamford area, Fleet 22 now has 30 active racers and has anywhere from 15-20 participants on the line on a regular basis every Sunday from early May through mid-October. Over the Fourth of July holiday amidst downpours of rain, the Fleet 22 Championship was held with Brownie Dickey (father of Olympic hopeful Pede Dickey) walking off with top honors after scoring a third in race one, followed by two bullets. Eric Kreuter was second with steady scores of 2,3,3, and Geoff Marshall was third with a 1,7,2.

Another special series that is hosted by Fleet 22 is for the Ford Trophy, which is based this year on four day races and one overnight race. This series is open to all District 3 members and is always hotly contested, since the Ford Trophy is one of the handsomest prizes in the area in all classes of competition.

This Fall (September 22-23), Fleet 22 will host the District 3 Championship, a qualifying series for the Southern New England Circuit. The District Championship is an open event and is being held this year at the Indian Harbor Yacht Club. Last year Noroton Yacht Club was host to more than 50 J/24's coming from as far away as Maine and Annapolis. This year we expect to exceed this number in this increasingly popular event. We have scheduled five races with parties beginning Friday evening, a gala affair Saturday evening and closing ceremonies on Sunday afternoon. Boats from distant areas may wish to stay in Long Island Sound for the always popular Stamford-Denmark Friendship Race, and then for the Noroton Columbus Day Worlds Qualifier the following two weekends.

Aside from racing, Fleet 22 also has a very active social calendar, starting with the 4th-of-July raft-up at Great Captain's Island off Greenwich Harbor following the afternoon races. J/24's appeared from everywhere, plus one New York 36 "crasher". With good food on all the transom grills, the fireworks displays were that much more enjoyable. Fleet 22 continues to grow with new boats and faces every year. Both "hot shot" racers and up-and-comers are encouraged to race, and this year, the Fleet has included Bob Johnstone's MVP scoring system.

Fleet 2, in Raritan Bay, New Jersey, sponsors the first major District regatta each season. This is the Raritan Bay Memorial Day Regatta, which is not only the first leg towards the District's McMichael Trophy, but is also gaining legendary status for its Gordon's Gin glasses and for the Saturday night Quarter Races at Raritan Yacht Club. (Quarter Racing, an event which words cannot adequately describe, has be-



Fleet 22 members enjoy Fourth of July Raft-up.

come just about as intense a competition as the on-the-water racing.) District Governor Al Constants and brother Dave, sailing BLITZ, have won the Raritan Bay event for the past two years, and Fleet Captain Eric Leitner, sailing *Apple Pie*, has been runner-up. More information on the 30 boat Fleet, including the annual Red Grant Regatta and Macan Series can be found in the prior two issues of the Class Magazine.

District 3's smaller fleets are no less active. Fleet 106, based in Oyster Bay on Long Island's north shore, has nine boats who participate in regular Fleet racing in Oyster Bay and in District events on Long Island Sound hosted by Sewanhaka Corinthian Y.C. Fleet Captain Liz Roosevelt recently ran the Taylor Trophy Series, which is the USYRU Area B Prince of Wales qualifier. Competitors included Ned Hall from Fleet 99 and Fleet 22's Lee Scowcroft, Don Chiappetta and Bob Burgess.

On the Hudson River, Fleet 60 is growing both in number (currently 12 boats) and in competitiveness. Current Champion Bill Sestrom (also Fleet Captain) is finding it tougher each year to retain his title. Racing includes both one-design and PHRF events between Nyack to the south

and Hyde Park to the north. Fleet 60 boats travel to local regattas sponsored by Shattemuck Y.C., Nyack Boat Club, Viking Sail Association, and Chelsea Y.C. from April to October. Several boats also trailer to the District events on Long Island Sound.

Fleet 66, based in the Riverton Y.C. on the Delaware River, offers Philadelphia area J/24 sailors a mixture of PHRF and one-design racing. Riverton sailors frequently cruise south to the Chesapeake for bigger fleet racing.

So that's District 3, where J/24 activity is characterized by excellent competition, innovation, and great socializing. Weekend racing, formerly centralized and therefore too distant for most home ports, has moved to local fleet areas, while there are still plenty of opportunities at the District events for "big fleet" racing. Sailors visiting the "Big Apple" or the surrounding area are welcome to sample the action.

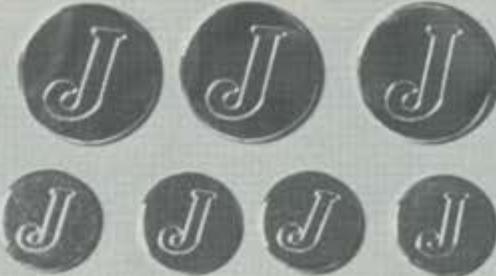
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1984 District One Championship

by Sam Greydanus

Marblehead Fleet 28 hosted the 1984 District One Championship held July 20-22. A total of 28 boats participated, with boats coming from Lake George, Connecticut, Rhode Island and Maine. Hale Walcott, who normally crews for Dave Curtis, was at the helm of *HJ* for the series and won by narrowly beating out the Mahaneys of Main, in *American Garage*.

1984 District 1 Championship

POS	SAIL	SKIPPER	RACE					TOTAL
			1	2	3	4	5	
1	2579	H. Walcott	4	3	1	1	1	6
2	3379	L & K. Mahaney	1	1	11	2	2	6
3	3368	P. Hadlock	8	2	2	5	7	16
4	355	Boatwright/Holts	7	4	6	7	3	20
5	1366	J. Hourihan	3	6	9	9	4	22
6	3878	Jennings/Archung	12	5	7	10	5	27
7	96	B. Reed	2	10	13	6	11	29
8	1146	C. Dickson	6	9	8	13	8	31
9	2329	S. Wakeman	9	8	12	11	6	34
10	3135	L. Fretts	10	11	5	12	9	35
11	1673	Moore/Watson	30	12	3	3	17	35
12	2810	L. Morrison	16	7	10	8	14	39
13	2559	Greydanus/McCue	11	13	19	4	13	41
14	3837	S. Killips	13	18	4	29	10	45
15	2209	S. Rose	18	19	22	19	16	62
16	2410	Mullen	14	14	23	20	15	63
17	1586	J. Underhill	19	15	14	29	19	67
18	3369	D. Frazier	15	18	20	15	28	68
19	1587	B. Kraemer	24	20	17	14	20	71
20	1454	B. Henze	5	25	21	17	21	73
21	2567	R. Moore	21	21	15	18	22	75
22	3330	Bloom/Goldstein	20	23	18	16	25	77
23	3137	J. Seldorf	25	16	25	29	12	78
24	2701	J. Mills	17	22	24	29	24	87
25	2570	R. Reilly	22	26	16	27	23	87
26	1355	G. Anagnostopoulos	23	24	28	28	18	93
27	2013	V. Hennum	26	27	26	27	26	105
28	3887	K. Olsen	29	29	28	28	DNS	114

Barnegat Bay Fleet 79

by Art Topilow

During the winter meeting of the members of Fleet 79 it was decided that since there were so many local events, we would not hold a local championship event this year but would sail in local one-design and PHRF races which would count towards our own fleet low point championship. We would also give a Monthly Variable Performance award. Any organized race, either one-design or PHRF sailed by our fleet members in waters between Sandy Hook and Cape May, in which three or more J/24's participated, would count towards

these prizes. At present Fred Wiedeke sailing *Candy*, is in strong contention for first place.

Elected as fleet co-captains were Art Topilow, presently sailing *Tops'l*, (see photo below) and Terry Kempton, now between boats. Pat Degroote is recording secretary and sails *Crowded Canvas* with his new wife Colleen. Fred



Fleet 79 Co-captain Art Topilow and sons christen *Tops'l* as Fred Wiedeke looks on.

Wiedeke, our fleet measurer, sails *Candy* with his son Ted as his secret weapon. George Whittle seems distracted by his reconstruction project of an old boat and has not been seen on the starting line with *Boops*. Don Kates sailing the *Lazy J*, has been seen in the Toms River evening series with several beautiful women crewpersons and another crew member (Art Topilow) providing entertainment on a portable electronic piano. Other Fleet 79 sailors include Richard Furie in *Cerianthus*, Steve Zwarg in *Chip*, Mark Luling in *Mistral*, Tom Roessler in *Scratching Bottom*, Ed Albrecht in *Chaos*, Richard Lafferty in *Gunslinger*, Terry Blackburn in *Sooner*, Bill Cambell in *Hot Pickett*, Joe Bayman in *Bay Delight*. We now total 13 boats, having lost two boats over the past year.

The 1984 season is now well underway. Our J/24 fleet sailors are participating in many local one design and PHRF events. Racing in and around Toms River has been quite active, in spite of the rainy weather. Our foul weather gear is getting a real workout this year. Much of the local racing centers around Toms River and is run by the Toms River Yacht Club and the Island Heights Yacht Club. A recent event was the Tri-sail, a series of races sailed in the ocean off the Manasquan inlet. Three PHRF races sailed over a three-day period was sponsored by the Manasquan River Yacht Club, the Metedeconk River Yacht Club and the Bay Head Yacht Club.

Our J/24's sailing PHRF with a 168 rating continue to

dominate most local events in spite of various rule-beater boats. Several Express 27's were purchased locally with, I believe, the intent to beat the J/24's under PHRF. A recent PHRF race was sponsored by the Island Heights Yacht club for boats under thirty feet in length. This race with five J/24's, three Express 27's, and an assortment of other boats totalling sixteen in all, showed the first four positions on corrected time, to be occupied by J/24's. In addition to beating these boats, we have the satisfaction of simultaneously scoring points for our own Fleet 79 Monthly Variable Performance and overall championship. In other words, a single race makes our sailors eligible for three different awards.

Art Topilow in *Tops'l*, participated in two Fleet 2 events in July: The Red Grant Regatta sponsored by the Raritan Yacht Club and the Keyport Yacht Club race weekend. Both were J/24 one design events and were memorable for good fellowship, excellent catering, and much rain, wind, and fog. They were sailed on Raritan Bay.

On a USYRU national level, the Mallory cup elimination trials were held on Barnegat Bay in J/24's borrowed from members of Fleet 79. Alan Ruiter, a Metedeconk River Yacht Club Lightning sailor, sailed in Art Topilow's *Tops'l*. Had Brick, representing the Island Heights Yacht Club and an E-Scow sailor, sailed in Tom Roessler's *Scratching Bottom*. Bill Cambell of the Toms River Yacht Club sailed in his own boat, *Hot Pickett*, and won a hotly contested race. The Mallory finals will be held at the Bay Head Yacht Club in Holder 20's.

Events still to come this season include Atlantic City Race Week, Ocean City race weekend, and the Toms River Fall series. I will report on the results of these races in the next J/24 magazine and announce the names of our low point and MVP champions.

District 10 Championship

Jahn Tihansky won the District 10 Championship hosted by Fleet 87 in Melbourne, March 17-18. Clear skies and light to moderate winds characterized the six race series sailed on the Indian River, a wide stretch of the Inland Waterway.

Twenty entries from all over Florida plus Seattle, competed. After the first day's races, Tihansky of St Petersburg led by two points over local fleet member, John Eldredge. Saturday evening the sailors enjoyed a barbecue dinner at Patrick Yacht Club.

Sunday morning's 10 a.m. start was in light breezes that remained variable through the sixth race. Going into the last race Tihansky led by five points, with Eldredge and Tillman tied for second. On the final leg, with Eldredge in the lead and Tihansky in seventh, it looked as if Eldredge would win the series. However, Tihansky managed a fourth that was moved up to third when Downey's finish was thrown out due to his premature start, and he won overall by three points. Popcorn and beer were enjoyed by all at the trophy presentation at Eau Gallie Yacht Club. Framed stained glass J/24's were presented to the top five finishers, and crew members received J/24 coffee mugs.

District 10 Championship

POS	SKIPPER	RACE						TOTAL
		1	2	3	4	5	6	
1	Jahn Tihansky	1	1	4	3	1	3	13
2	John Eldredge	2	5	1	4	3	1	16
3	Dick Tillman	6	3	2	2	2	DSQ	36
4	Jim Waters	10	12	3	6	10	9	50
5	Ted Nohren	7	2	6	1	DSQ	6	53
6	Mike Henry	17	4	7	8	12	5	53
7	Levon Pentecost	8	8	15	11	4	12	58
8	Scott Morgan	13	16	5	14	9	2	59
9	Steve Pohlman	12	11	10	5	DSQ	4	63
10	John Blackford	4	10	14	16	11	8	63
11	Kevin Downey	11	6	8	9	8	DSQ	63
12	Chris Gates	16	15	13	7	6	7	64
13	Rick Peper	5	14	9	15	7	15	65
14	John Amadon	9	13	11	10	13	10	66
15	Harvey Weldon	3	9	16	18	5	11	72
16	Bert McAllister	14	7	12	13	14	13	73
17	Dwight Barnes	18	17	17	12	15	14	93
18	Ed Sottak	15	19	18	17	17	16	102
19	Ralph Weatherholt	19	18	19	20	16	17	109
20	Tom Dallow	20	20	20	19	DNF	DNS	121



District 10 trophy winners Nohren, Lukowski, Waters, Tihansky, Eldredge, and Tillman display stained glass J/24's.



Early at the start, at Charleston Spring Championship race.

Charleston Spring Championship

by Jim Brady

Mark Laura of Colorado, with Charleston crew, topped the 29-boat fleet in a five race, no throw-out series sailed on Charleston Harbor in March. Mark sailed smart and fast in light airs and strong currents, never finishing out of the top four. Local sailor Ross Griffith sailed *Zuma* to second place, followed closely by W. P. Hunt, Jr., of Hampton, Virginia.

Mark sailed a close race to win both the first and fifth races, while Peter Dodds got the gun in the second race. The lead changed several times in the third race and was won by sailmaker Chuck Millican of Annapolis. Peter Dodds of Charleston won the fourth race. The event, sponsored by the Carolina Yacht Club, Charleston Yacht Club and the Charleston J/24 fleet, was scheduled for three days with Friday and Saturday's races to be held in the ocean. Due to lack of wind and one abandoned race, the course was moved to the harbor. Results of the top five finishers follow.

Charleston Spring Championship

POS	SKIPPER/OWNER	RACE					TOTAL
		1	2	3	4	5	
1	Mark Laura/Martha Nagel	1	3	3	4	1	12
2	Ross Griffith	4	6	12	2	4	28
3	W. P. Hunt, Jr.	7	1	6	5	11	30
4	Peter Dodds/John Hood	3	2	14	1	13	33
5	Jim Brady/Vicki Sinnott	2	23	5	3	2	35

Fleet 86

by Bill Curtis

Fleet 86 encompasses the Clearwater, St. Petersburg and Tampa areas and its members enjoy a healthy racing schedule. Summer brings thunderstorms, and with it some

exciting J/24 racing in Clearwater. Both the Clearwater Yacht Club and Windjammers are running weekend races and weeknight jousts. Ted Nohren organized a fun slalom race on July 4. He conceived the idea, planned and ran the race, with eight boats competing. It was an interesting concept for competitive racing without large race committees. It also illustrates how initiative on one person's part can generate enthusiasm in the fleet.

The Davis Island Yacht Club has recently completed their hoist construction, which should be a great help during regattas and should attract new members who want to dry-sail their J/24's. We now have eleven J/24's at Tampa Yacht and Davis Island Yacht Clubs.

Florida Circuit

by Rick Peper

The 1983-84 Florida Circuit consisted of five races held in areas throughout the state including the Stone Crab Regatta, this year's Southeastern world's qualifier, the Indian River Fall Regatta, the State Championship in Jacksonville, the Midwinter's in Miami and the District 10 Championship in Melbourne.

The Florida Circuit was revived this year and the scoring system was designed to encourage participation as well as reward excellence. This year's winner, Levon Pentecost from Jacksonville, competed in all five regattas which involved quite a lot of traveling, but those who participated enjoyed it greatly.

The regattas were sailed in a variety of conditions although winds this year tended to remain light, with the genoa being used throughout the series. Hopefully, other members of District 10 will join those of us who travel frequently with our boats and discover how enjoyable it is to visit new areas and to sail against new competition.

Hope to see you on the circuit. Below are the results of the '83-'84 circuit and the schedule for the '84-'85 circuit.

FLORIDA CIRCUIT '83-'84 RESULTS

POS	SKIPPER	HOMEPORT	TOTAL
1	Levon Pentecost	Jacksonville	161
2	Webster/Tihansky	Tampa	153
3	Dick Tillman	Melbourne	112
4	Rick Peper	Jacksonville	92
5	Steve Pohlman	Lighthouse Pt.	87
6	Joe Byars	Tampa	50



Rick Peper (left) presents '83-'84 Florida Circuit trophy to Levon Pentecost.

'84-'85 FLORIDA CIRCUIT

October 13-14 Indian River Fall Regatta
Melbourne
John Eldridge
(305) 773-1719

November 9,10,11 Stone Crab Regatta
Clearwater
Bill Curtis
(813) 876-7297

November 24-25 Florida State Championship
Jacksonville
Levon Pentecost
(904) 355-8494

1985
January 7-11 Mid-Winters
Miami

TBD District 10 Championship
Naples
Peter Van Arsdale
(813) 774-8822



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J/24's in '84 Block Island Race Week

1984 Block Island Race Week

POS	SAIL	BOAT	SKIPPER/OWNER	RACES					POINTS
				1	2	3	4	5	
1	1	Ragtime	Rodney S. Johnstone	4	2	4	2	1	13
2	3605	Risk	S. Carter Gowrie	1	1	10	1	3	16
3	2992	Red Heart	Jeffrey H. Lane	2	6	3	6	4	21
4	96	Maggie	Kenny Read	7	5	2	12	2	28
5	3370	US 3370	Peter L. Johnstone	9	4	1	9	7	30
6	3265	The Beef	Chris Axelson	16	3	6	3	6	34
7	3244	Hornet	Allen L. Kruger	6	13	7	5	9	40
8	2981	Ahab	Spouter Inn Synd.	3	15	9	7	13	47
9	2575	Bottom Line	John A. MacIntyre	12	8	8	13	8	49
10	2299	Locomotion	Couch/Ellis/Raymond	14	14	17	4	5	54
11	1073	Savage	C. P. Noel McCarthy	13	10	12	10	10	55
12	1964	Impetuous	J. Joseph Bainton	8	DNS	5	11	15	57
13	1557	Sugar Plum	Peter Milnes	5	DSQ	11	8	16	58
14	2724	Ajax	Andy McKnight	11	12	14	15	12	64
15	31920	Snow Bird	Vin Bitel, Jr.	DNF	7	15	16	11	67
16	21703	Miracle	Richard Predmore	15	9	16	14	14	68
17	196	20th Century Fox	John Burnham	10	11	13	WD	DNS	69



Ken Read misses anchor line of committee boat and squeaks over starting line just ahead of Allen Kruger.

Photo by Schilita/Jones

Australia

by Alex Nemeth

As the incoming secretary of the Australian J/24 Class Association, I am sorry to report the departure of both Phillip Mathews as outgoing President, and Patrick MacGregor as outgoing Secretary. Phillip has been sailing J/24's since the earliest days here, and his year as President was marked by his forceful and innovative leadership. He is moving both business and home away from Sydney; however I cannot envisage Phil away from J/24 sailing for too long. Patrick has been a fixture of the J/24 organization for almost as long as anyone can remember! He is also moving, to Lake Macquarie, some 100 miles north of Sydney. Although work will have him away from Australia for a considerable part of the coming year, he is already on the way to establishing a fleet in his new home town and will assist on the committee this coming year. He is deserving of our thanks for the splendid job he has done for the Class.

Richard Hayes, our new president, is an enthusiastic J/24 man and has owned *Jumping Jack* for some four years. Despite being in demand for big boat racing (Clipper Cup, SORC, etc.) he continues to campaign his J/24 with vigor and increasing success. Dick has a chandlery in Sydney as well as publishing this town's waterfront newspaper. I am a latecomer to sailing: tried it, liked it, bought a J/24 (*Slack Alice* — appropriate for awhile) . . . and no doubt will be racing and enjoying J sailing for some time.

This coming season in Sydney will be one of change for the J/24 fleets. A number of familiar faces depart the Class for various reasons, boats change hands, and new faces appear. With a number of boats on the second hand market this winter, the question seems to be, "What is the reason these people are getting out of J/24's?" The answer of course is that it is only natural . . . men divorce themselves not only from their boats from time to time, but also their wives, cars and golf clubs! A strong association and committee are needed at this time to help the J/24 realize a still-untapped potential here, particularly as there have recently been new 23 and 25 foot one-designs launched.

National Championship

Ian Gibson and his crew on *Showdown* successfully completed a two-year program by winning the Australian Championship over a fleet of 28 in a six heat series. The first two races were sailed on the offshore Manly Circle course and the remaining four within Sydney Harbour.

Gibson won the Australian Laser Class Championship in 1977 and earlier, with his brother Don, won a Javelin Class Australian Championship. After a break from competitive sailing the Gibsons decided two years ago to campaign a J/24 towards winning the Australian Championship. Ian's brother-in-law John Cassidy and John's son Mark, neither of whom had sailed before, were enlisted as crew. Howard Smith, an experienced sailor (reserve crew at Kiel in the '76



KA 110 speeds downwind in first race of '84 Australian Championship.

Olympics), joined them for the States and Nationals. They prevailed in a tight finish to the series to take the last race and so win by two points from *Men at Work* (Ian Porter).

Porter began the series disastrously with a disqualification for breaking the one-minute rule after a general recall at the start of Race One. Gibson won this race, sailed in a true light ENE breeze on the offshore course, leading around every mark over *Wavemaker* (Graeme Thorburn). Race Two started in similar conditions. Gibson was leading Porter when the breeze died completely on the square run under the influence of a thunderstorm over the land. Both had taken the port gybe offshore and so were badly caught out when wind from the storm filled in from the southwest. Thorburn won from *Jumping Jack* (Richard Hayes) and Gibson was fourth.

The regatta then shifted into Sydney Harbour where Porter, fast and picking the shifts perfectly in the light east to southeast breezes and tidal flow, won the next three races. But Gibson stayed in range with three seconds, going into the sixth and final heat one point behind. In that race sailed in 20 knots, the only fresh breeze of the series, Gibson was faster and from a better start cleared out to win by one minute, eight seconds over Porter.

Photo courtesy of Australian Sailing Magazine

Fifth J/24 Italian Championship

by Paolo Boido

The biggest problem in organizing this event held in Naples, 16-20 May, was how to convince the Northern Italy J/24 owners to travel to Naples, a trip of over 900 kilometers. The NJCA of Italy found a great solution in obtaining the sponsorship of Messina Ferry Lines, who transported 20 boats from the Genoa area to Naples and back. So the total of the fleet racing, including Naples and Southern Italy J/24's, was over 30.

The Neapolitans led the series with two boats in the top positions. Francesco DeAngelis is the 1984 champion, with four victories in four races. DeAngelis, one of the best Italian helmsmen in the Finn Class and now involved in the Azzurra 12 meter syndicate, is new to the J/24. He began sailing in the Class just last winter, with very serious training.

A. Signorini, last year's champion, was second. He had a new boat and probably wasn't ready enough. Third was Claudio Recchi from the Portofino fleet, racing with a very clever tactician and sail trimmer, sailmaker Beppe Zaoli from San Remo.

Four Olympic courses and one distance race of 30 miles around Capri Island were planned. A sudden South East storm over 50 knots came before the start of the distance race, which was cancelled. Mr. Pippo Dalla Vecchia, race committee chairman, did a wonderful job of organizing the racing, and the hospitality given by Naples Yacht Club was great.

Final Scoring: 1. *Lecoq Hardi*, DeAngelis, 2. *I-121*, Signorini, 3. *Rabbit*, Recchi, 4. *Santa Pazienza*, Dalla Vecchia, 5. *Firs*, Ungaro, 6. *J.R.*, Campobasso, 7. *Nostra Signora Del*



Francesco De Angeles (*Le Coq Hardi*), 1984 Italian National Champion.

Buon Viaggio, Reggio, 8. *Allegro Bevitore*, Petracci, 9. *Desiree*, Marino, 10. *Guapparia*, Barendson, 11. *Contro Corrente*, Franchetti, 12. *Qumato Antos*, Benacini, 13. *Do Di Petto*, Recchi, 14. *Blue Jay Away*, Gallo, 15. *Canarino Ferroce*, Samele, 16. *O'Scuorfan*, Signorini, 17. *Slem*, Pilo Pais, 18. *Reggine*, Consentino, 19. *Pulsarino*, Ardit, 20. *Mite Leone*, Sada, 21. *Vento Stellare*, Crispe, 22. *San Brandano*, Cattaneo, 25. *L'Irascibile*, Santoro, 26. *Scusate Il Ritardo*, Taoliabue, 27. *Lumachia*, Penta.



Dodipetto (*I-60*) rounds ahead at jibe mark.

1984 South American Championship

by Carmela de la Guerra

On January 22 to 29, the Second J/24 South American Championship was held on Ancon Bay, Lima, Peru. Four boats for each country were invited. Peru as host registered eight boats, plus two of the Peruvian Navy.

Fourteen J/24's representing Argentina, Bolivia and Peru sailed six races, with five counting, in an uncharacteristic light air series which made the event delightfully difficult. Opening ceremonies were held Sunday at noon at the Club's huge terrace. Competitors from the countries participating raised their respective flags as the Navy Band played their National Anthems. Jose Olcese, Commodore of the Yacht Club of Ancon, gave the welcome speech. The Regatta was organized by the Asociacion Peruana de Veleros Clase J/24 and the Yacht Club of Ancon who provided their excellent facilities for this kind of event.

One distance race of approximately 20 miles was sailed, using several islands as marks, and was enjoyed by everyone for the views. The other five races were modified Olympic courses with an added run and weather leg.

The Peruvian boat *Black and White*, skippered by Alberto D'Angelo and crewed by Ramon Ponce de Leon, Pedro Mujica, Gonzalo de Cossio and Alberto D'Angelo, Jr., won the first four races and the title for this year. *Petiso*, another Peruvian boat skippered by Enrique Conterno, a former Lightning Class sailor, took second honors. Crew were Eduardo and Alvaro Freundt, Carlos de la Guerra and Carlos Arteaga. In third place was Argentina's *Tifon*, skippered by Roberto Parada and crewed by Guillermo and Mariano Parada (Cadet Class World Champions), Miguel Soto and Luis Risso, sailing a very even series. Peruvian Lightning Class sailor Jose Barreda Moller was fourth, in *Scaramouche*. Fifth honors were for *Majo*, one of the two Peruvian Navy boats, skippered by Federico Balbuena.

A peculiar incident happened in the fourth race. *Swing* and *Vanessa* crossed the finish line at exactly the same time. Race Committee Officer Patricio Barclay gave a tied twelfth place.



Black & White sails toward finish line as Scaramouche approaches leeward mark.

On Tuesday evening the Club put on a "Comida Criolla," followed by dancing that everyone enjoyed. Peruvian Pisco Sours were served by the gallons at no cost. Of course the next day was lay day.

The Yacht Club of Ancon was an excellent host, as well as our sponsors, Coca Cola, Eastern Airlines, and Nike. Trophies were presented to the first five overall finishers, as well as first and second of every race. There was a special award to the Yacht Club of Ancon, offered by the Peruvian NJCA for their contribution in co-organizing the Championship. Argentina's J/24 builder, Cespedes and Peona, donated a J/24 half hull model to the winner, Alberto D'Angelo and crew, as a special award. There were also awards for the highest placing yacht of each country. The final results follow.

1984 South American Championship

POS	SAIL NO.	SKIPPER	YACHT	Race							TOTAL
				1	2	3	4	5	6		
1	PU 11001	D'Angelo	<i>Black & White</i>	1	1	1	1	2	2	6	
2	PU 11023	Conterno	<i>Petiso</i>	2	3	5	3	1	6	14	
3	A 2757	Parada	<i>Tifon</i>	4	5	4	4	3	10	20	
4	PU 55018	Barreda	<i>Scaramouche</i>	13	2	7	2	12	1	24	
5	PU 22010	Balbuena	<i>Majo</i>	8	10	2	6	5	4	25	
6	PU 11004	Canziani	<i>Airona</i>	3	6	3	14	7	8	27	
7	PU 11019	Peschiera	<i>Eolo</i>	7	4	9	9	DNF	3	32	
8	PU 11008	D'Angelo	<i>Carumba</i>	5	8	8	5	9	7	33	
9	A 2758	Cespedes	<i>Chabu</i>	6	9	10	DSQ	4	9	38	
10	BO 030	Schwarz	<i>Alborada</i>	10	7	11	7	DNF	5	40	
11	A 013	Ferrand	<i>Calamari</i>	14	DNF	14	8	9	11	46	
12	PU 11005	Lindley	<i>Mahaña</i>	12	DNF	6	11	6	14	49	
13	PU 11021	Escardo	<i>Swing</i>	11	DNF	12	12	9	8	52	
14	PU 44007	Carabelli	<i>Vanessa</i>	9	DNF	13	12	11	12	57	

1984 Mexican National Championship

RESULTS April 19-21, 1984

POS	YACHT	SKIPPER	RACE						TOTAL
			1	2	3	4	5	6	
1	Manon	Luis Morales	1	5	1	2	1	1	6
2	+ ó —	Javier Blanco	2	3	6	1	4	7	16
3	Jot Tub	Choco Brockman	5	1	3	6	10	2	17
4	Carisma	Eduardo Saenz	4	7	8	4	2	3	20
5	Do Re Mi	Alfredo Moreno	3	4	9	8	3	6	24
6	Madruguette	Luis Barrios	6	2	7	7	11	9	31
7		Javier Prieto	DSQ	6	2	11	9	4	32
8	Trinquette	Felipe Iturbe	7	9	4	10	12	8	38
9	Vom Vom	Alfonso Gtez.	8	10	10	9	7	5	39
10	Micke Mouse	C. de la Barra	13	12	5	5	6	13	41
11	Clam Digger	Humberto Ortiz	DSQ	8	DSQ	3	8	10	47
12	Bibidi	Carlos Alvarez	9	11	11	DSQ	5	11	47
13	Flash	Patrick Spa	11	14	12	12	15	15	64
14	Orion	Luis Pozo	10	DNF	DNF	16	13	12	69
15	Xaloc	Roman Casteltort	12	15	14	15	16	14	70
16	Igualu	Pablo de la B.	14	13	13	14	17	16	70
17	Oxoxi	Jorge Escalante	15	16	15	13	14	17	73

United Kingdom Report

by Peter Drake, Chairman

Activity in the UK is primarily directed towards the National and World Championships being held at Poole by Parkstone Yacht Club. Undoubtedly the major disappointment has been the withdrawal of Range Rover from sponsoring the Association, a decision more to do with the politics of nationalised industries than the merits of sailing. Enthusiasm on the water, however, has not been dampened with good turn-outs for all the major events so far this year and no one J/24 proving herself as a clear front runner in the lead-up to the National Championships.

The Spring Cup was won by Eddie Warwick in *Sanjola III*, the Southern Area Championship by David Bedford and *Jollyboat* and the J/24 Class in the Round the Island (ie the Isle of Wight — 60 miles and about 1400 starters in all classes) was headed by John Channon and *Jitterbug*. With *Jitterbug* and *Jollyboat* both Parkstone Yacht Club boats — and Parkstone winning the National Team Racing Championship, there is some expectation in the air that the local boats will provide a stern test for the October visitors.

The planning for the National and World Championships has been dogged by lack of sponsorship, but nevertheless the UKJCA and Parkstone Yacht Club are managing to put together a first class week of sailing. The National Championship, which is the qualifying event for UK aspirants for the Worlds, will be held two weeks before that event and no doubt many overseas competitors will take the chance of sailing in the same waters and under proper championship conditions.

The National Team Racing Championship, sponsored by Champagne Mumm, was organised by the National Sailing Centre of Cowes. With overall co-ordination from National

Committee member Jim Anderson and the racing under the supervision of Principal Race Officer Eddie Warwick, an efficient and smoothly run event was enjoyed by the competing teams. The event was held over three days with each team sailing twice against every other one. The wind was light on Saturday, strengthening to moderate on Sunday and strong on Monday. At the end of Sunday's racing, the Championship had resolved itself into a struggle between Parkstone Yacht Club and the Royal Lymington Yacht Club who were scheduled to race against each other in the final race of the Championship. This proved to be a fitting climax. Parkstone Yacht Club, represented by Class Chairman Peter Drake (*Jo-Jo Anne*), David Bedford (*Jolly Boat*) and Jim Macgregor (*Joe Cool*), were struggling in the early part of the race until Mike Irwin (*Jipijapa*) tangled with the leeward mark and could not get free until the rest of the fleet had passed her. This left the rest of the Royal Lymington team, John Warren (*Endeavour*) and Andrew Roberts (*Just Enuff*) with too much to do to redress the balance. Parkstone took the championship with a score of eight wins and two losses to the Royal Lymington's record of seven wins and three losses.

Bermuda International Race Week — 1984

by Richard Bath

Bermuda International Race Week, held April 29 - May 5, saw seven skippers representing various U.S. Fleets racing in Bermuda against three Bermuda skippers on the waters of the picturesque Great Sound.

Six races were sailed over 8-10 mile Olympic courses in near ideal conditions, with winds 12-18 knots throughout the

week. The standard of competition was extremely high, with Chuck Millican of Annapolis, after a slow start, taking four first-place finishes to lead runner-up Carter Gowrie of Old Saybrook, CT. In third place was defending champion Dick Tillman, who held off a late challenge from Rod Johnstone. Also taking part were Louisa Holt/Emmett Holt/Bill Boatwright from Marblehead, USJCA President Art Dufresne, and Leo Costantino from Newport. Bermuda skippers were '83 Fleet champion David Ashton, Fleet Captain Andy Burnett-Herkes, and Phillip Hancock.

Bermuda Race Week has been an annual fixture of the Royal Bermuda Yacht Club since 1952, and this is the second year that J/24's have participated. The event is run on an invitational basis, with heavy emphasis on the "social" events, featuring local specialties such as "Dark and Stormies" and "Loud Mouth Soup".

Results were as follows:



J/24 Bermuda Race Week winners, from left: Charlie Ford, Steve Cucciaro, Richard Bath, Eric Purden, Chuck Millican.

POS	SAIL	SKIPPER	HOME PORT	RACE						TOTAL
				1	2	3	4	5	6	
1	US3493	Chuck Millican	Annapolis, MD	4	1	1	1	3	1	6
1	3605	Carter Gowrie	Old Saybrook, CT	1	3	4	2	2	3	11
3	US2550	Dick Tillman	Satellite Beach, FL	2	2	2	3	5	5	14
4	US-1	Rod Johnstone	Stonington, CT	8	4	5	4	1	2	16
5	355	Louisa Holt	Marblehead, MA	3	8	6	6	4	8	27
6	KB960	Andy Burnett-Herkes	Somerset, Bermuda	7	5	3	8	8	7	30
7	3926	Art Dufresne	Poquonock, CT	5	9	10	5	9	4	32
8	204	Dave Ashton	Paget, Bermuda	6	6	7	7	7	6	32
9	957	Leo Costantino	Newport, RI	10	7	8	9	6	9	39
10		Phillip Hancock	Pembroke, Bermuda	9	10	9	10	10	10	49



Millican (US3493) close behind Rod Johnstone (US1) as IOD's reach across in front.

News from Japan

by Tomohiko Sekiguchi

There was breathless excitement as more than 200 crew members, including 20 young women from all over Japan, moored 30 J/24's in Fukuoka Bay in Kyushu, the third largest island of Southwest Japan, for the 4th All Japan Championship held May 1-6, 1984.

Mr. Fukumoto, skipper of the winning yacht *Appollonia*, who earned the right to be the 1984 World Championship entrant, said, "I finally won the race after four competitions, since the first All Japan Championship held in 1981. Since the third All Japan Championship, Mr. K. Hatae joined our team. We have sailed and practised often in the Odo Yacht Harbor. Fortunately the sailing was smooth this time. Being a doctor myself, I sail out onto the wide open sea to refresh my soul. Victory at last filled my heart with deep emotion. I hope to continue sailing until I am at least 60."

4th All Japan Championship (Best 20)

POS	SKIPPER	RACE				
		1	2	3	4	TOTAL
1	S. Fukumoto	7	4	7	3	21
2	Y. Tsujimura	19	2	4	1	26
3	T. Ninomiya	2	6	9	9	26
4	K. Shiokawa	3	5	12	10	32
5	S. Murayama	8	5	12	10	35
6	N. Tani	12	11	1	13	37
7	M. Hayashi	17	15	2	5	39
8	M. Kira	1	22	10	12	45
9	S. Hagiwara	4	10	3	28	45
10	T. Oh-hama	9	7	19	16	51
11	M. Uematsu	5	9	24	18	56
12	S. Suwa	10	16	8	22	56
13	M. Tsuji	14	12	15	20	61
14	T. Saita	DNS	3	22	8	64
15	R. Tanaka	15	DSQ	16	2	67
16	S. Naganobu	13	19	21	14	67
17	M. Ohmura	22	13	17	15	67
18	M. Hara	25	23	6	17	71
19	M. Sasaki	11	DSQ	23	4	72
20	Y. Shozaki	24	8	20	21	73
(Women)						
22	Y. Takano	18	27	19	11	75
25	M. Nakajima	23	28	18	23	92

The Suma Yacht Club of Kobe City invited Seattle Yacht Club members (16 champions with more than 40 club members and sightseers) to participate in the Kobe Friendship Race, May 18-19, the Kobe City Festival Yacht Race on May 20, and in the Friendship Race against the Japan J/24 Nishinomiya Fleet in the Bay of Suma, on May 21. Eleven J/24's with over 50 crew members participated in the final race. Brian Thomas was first overall, with 1-1, Sadao Suwa was second with 2-3, and Stuart Archer was third with 7-2.

Eleven J/24's participated in the second J/24 Class Shikoku Championship held June 9-10. This event was hosted by the new Kagawa Fleet, organized March 25 with



Photo by Kaz

H. Takahara (right) and M. Nakajima receive a congratulatory gift.

M. Nakayama as Fleet Captain. The Shikoku Championship was won by K. Kawakami, with M. Nakayama finishing second, and T. Isaka third.

The Japan NJCA will be represented by Mr. Ishida and his crew at the 1984 North American Championship, in Canada in August. Three teams will fly to the U.K. for the 1984 World Championship. Skippers are S. Fukumoto, Y. Tsujimura, and M. Murayama.



S. Fukumoto, winner of All Japan Championship, enjoys celebrating Japanese drink.

1984 Canadian Championship

by David Connally

The 1984 Canadian Championship, hosted by the Pointe Claire Yacht Club and sponsored by Bacardi, was held over the July 1 Canada Day weekend in Montreal. Though light winds prevailed throughout the regatta, six races were held over the three-day period. Each race was won by a different boat and the eventual winner was not determined until the results of a protest arising from a collision at the start between Gunther Buerman and the Mahaneys (those guys from

Maine) was known. Both boats were effectively match racing in the final race and all participants were provided with a fine exhibition of tactical racing.

The Pointe Claire Yacht Club, with some assistance from Bacardi Rum, put on several excellent social events. After three days of racing in hot and humid weather and the parties that followed, all participants seemed to agree that they were "burned out" by the end of the regatta.

With strong performances in the final four races, Kevin Brown finished up second overall, and qualified to represent the Canadian Class Association at the Worlds in Poole this year.

J/24 Canadian Championship

POS	SAIL	SKIPPER	RACE						TOTAL POINTS	NET POINTS
			1	2	3	4	5	6		
1	US3379	L. Mahaney	1	3	2	2	7	2	16½	9½
2	KA2600	Kevin Brown	10	9	1	3	3	3	26½	18½
3	KC2604	C. Koper	7	4	8	4	1	4	27½	19½
4	US2250	Gunther Buerman	2	13	3	1	4	DSQ	47½	22½
5	KC2539	John Turner	3	5	15	10	5	7	45	30
6	KC3849	Don Williams	10	14	10	9	2	1	47	33
7	US3221	Josh Kerst	4	17	9	6	8	DNS	67	44
8	KC3782	John Mathieu	20	6	6	16	6	14	68	48
9	KC3307	Kate Nicoll	15	8	4	18	11	11	67	49
10	KC2623	Dave Connolly	14	18	14	5	10	6	67	49
11	KC2231	Roy Folland	8	23	7	8	13	16	75	52
12	US2331	Hank Killion	21	15	5	7	15	10	73	52
13	KC3708	Ivan Vaghely	12	7	12	12	9	DSQ	77	52
14	KC3350	Jim Murray	5	12	13	11	20	15	76	56
15	KC3366	Dave Covo	9	2	21	26	18	8	84	58
16	KC2268	Bob Shea	11	1	22	19	12	19	83½	61½
17	KC2218	Lorne Chapman	18	10	20	13	16	12	89	69
18	KC3300	Ed Mooney	13	19	19	21	19	5	96	75
19	KC3288	Don Osborne	17	11	18	17	14	21	98	77
20	KC2793	Jim Berwick	16	16	11	20	17	18	98	78
21	KC2135	Brian Julien	23	24	17	24	23	9	120	96
22	KC2593	Peter Worden	24	22	24	15	26	13	124	98
23	54218	Colin Boag	19	20	23	23	22	20	127	104
24	KC2767	Dave Cobbett	22	21	25	25	24	17	134	109
25	KC1943	Greg Bowser	25	25	16	22	DNF	DNS	136	111



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October 17	USJCA Annual Meeting Boston Richard Tillman (305) 773-4141
October 20-21	Newport One Design Regatta Balboa Yacht Club John Beckman (213) 248-1015
October 27	Peruvian J/24 Open Championship Ancon Bay, Lima Alberto D'Angelo Apartado 0102 — Miraflores Lima 18, Peru
November	Lake Pontchartrain Tullis Series Nov. 3,4 Pontchartrain Y.C., Mandeville Nov. 10, 11 Tammany Yacht Club, Slidell Nov. 17, 18 Southern Y.C., New Orleans Howard Phillips (504) 642-8391
November 1-4	Italian Golf Yachting San Remo Paolo Boido 30, Corso Massimo d'Azeglio 10125 Torino, Italy
November 10,11	Stone Crab Regatta Clearwater Yacht Club Art Johnson (813) 446-3333
November 17, 18	J/24 Circus Canyon Lake Leif Zars (512) 341-3153
November 17, 18	Turkey Day Regatta Alamitos Bay Y.C. John Beckman (213) 248-1015
November 24, 25	Florida State Championship Jacksonville Levon Pentecost (904) 355-8494
December 29, 30	Sugar Bowl Regatta New Orleans Yacht Club Gary Fretz (504) 283-7711

1985

January 7-11	Midwinter Championship VIII Coral Reef Y.C., Miami D. Sennett Duttenhofer 261 S.W. 6th St. Miami, FL 33130 (305) 854-5420
February 16, 17	Mardi Gras Regatta New Orleans Yacht Club Gary Fretz (504) 283-7711
March 30, 31	Atlanta Cup Newton Howard (404) 292-7721
April 8-12	North American Ski/Yachting Championships Big Mountain Ski Resort and North Flathead Yacht Club, Montana Buck Love (406) 862-6098
April 12-14	Charleston Spring Championship Charleston, SC Roscoe Griffin (803) 577-5050
August 9-16	1985 North American Championship Beverly Yacht Club, Marion John M. Buckley 10 Ledgewood Rd Weston, MA 02193 (617) 235-4592
August 16-24	CORK Kingston, Ontario Vicki Weston (613) 544-0740
September 7-14	1985 European Championship Royal Cork Yacht Club Arthur O'Leary 7 South Mall Cork, Ireland 353-21-509500
November 15-24	World Championship VII Atsumi Bay, Japan Tomohiko Sekiguchi c/o Marine Dept., Nissan Motors 17-1, 6-chome Ginza, Chuo-ku Tokyo, Japan (543) 5523

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65	Lake Mead Dave Mulkey 213 Campbell Dr. Las Vegas, NV 89107 H: (702) 878-5909	80	Nashville Galen Freeman 1203 Brentwood Lane Brentwood, TN 37027 H: (615) 377-6022	97	Hilton Head Lewis Gunn 15 Marsh Dr. Hilton Head Is., SC 29928 H: (803) 671-6549	113	Northeast Harbor William C. Trimble III Northeast Harbor, ME 04662
66	Riverton Y.C. Robert C. Haag 2365 Boyd Rd. Huntingdon Valley, PA 19006 H: (215) 947-4230 B: (215) 643-0100	81	Olympia South Sound Jerry Ehrlich 5224 Brassfield Dr., S.E. Olympia, WA 98501	99	Noroton Thomas C. Ettinger, Jr. 2 Nearwater Rd. Rowayton, CT 06853 H: (203) 838-5148	114	East Greenwich Leo J. Costantino Jr. 79 Crompton Ave. West Warwick, RI 02893 (401) 828-6130 (401) 822-1414
67	Lake Murray Robert Wilkins Jr. P.O. Box 729 Lexington, SC 29072 H: (803) 359-4345	85	Tulsa Bruce A. Hurst 1539 So. Norfolk Ave. Tulsa, OK 74120 H: (918) 599-0904	100	Wilmette Harbor Alex Meleney 2505 Thayer St. Evanston, IL 60025 H: (312) 491-1807 B: (312) 558-6722	102	Cleveland Aarne Lillo 13772 Oak Brook Dr. N. Royalton, OH 44133 H: (216) 237-2289 B: (216) 449-4535
68	Naples Peter H. Van Arsdale 1976 Galleon Dr. Naples, FL 33940 H: (813) 774-8822	87	Indian River John W. Eldredge 453 Penguin Dr. Satellite Beach, FL 32937	104	Lake Lanier James N. Howard Rt. 11 Whistling Cove Rd. Gainesville, GA 30501 H: (404) 532-4986 B: (404) 292-7721		

116	Monterey Bay David M. Jones 1015 6th St. Gilroy, CA 95020 H: (408) 842-1391 B: (408) 256-1031	122	Mid Sound Andrew D. McKnight 45 E. 89th St. Apt. 26F New York, NY 10128 H: (212) 860-0432 B: (201) 482-5500
117	Kerr Lake Tom Lilly 28 Wedgewood Lane Clarksville, VA 23927 (804) 374-8817	123	Gull Lake John W. Lawrence 4949 Ridgewood Richland, MI 49083 H: (616) 629-9336 B: (616) 354-8681
118	Puerto Rico Eric A. Tulla 269 Uruguay St. Hato Rey, PR 00917 H: (809) 753-0438	124	Dana Point Lance McCabe 197 Ave. La Cuesta San Clemente, CA 92672 H: (714) 494-4610 B: (714) 540-8950
119	Lake Mendota Thomas McMahan 805 Woodward Dr. Madison, WI 53704 H: (608) 249-7414 B: (608) 249-7851		
120	South Florida Leeside Fred Helsel 4218 S.E. 20th Pl., Apt. D7 Cape Coral, FL 33904 H: (813) 549-3280 B: (813) 481-8200		
121	Lake Pend O'Reille Rial R. Moulton E. 3403 37th Spokane, WA 99203 H: (509) 448-2532 (509) 838-6131		

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WHY THE WINNERS HAVE BETTER SPEED AND POINTING!

COMPUTER KEELS

Winners understand that the keel's shape and the amount and location of its draft are critical factors that effect the pointing ability and speed potential of the boat. The following regatta result demonstrates the significance of the keel on J/24 performance.

In a six race regatta, the winning skippers of each fleet (J/24, SONAR, MORC, PHRF etc) raced in J/24s to determine the skipper of the year. The nine boats were rotated among skippers after each race. Three boats had keels refaired using patented keel fairing templates and instructions from Computer Keels Company. Two boats had keels refaired using templates the owners had made to the class rules. The remaining boats were stock, any refairing done was by eye or simply smoothing out the factory shape. Every race was won by a boat having a keel refaired using a template. **The top three boats had keels refaired using Computer Keels templates with an average finish of 3.25.** The average finish for the other boats was 5.75. The J/24 fleet winner did not win the regatta. He felt a significant factor in not winning was that he didn't have the top three boats as many times as the winner. (His J/24 has a keel refaired with Computer Keels patented templates.)

Through the use of computers and sophisticated microprocessor controlled fabricating equipment, Computer Keels Company makes it practical for you to have a keel faired to the class rules, and provides you with an understanding of what is required to significantly reduce, or eliminate keel blistering.

COMPUKEEL® TEMPLATE KIT: All six sections of your keel and rudder, computer drawn in ink on Mylar plus information on the prevention of keel blistering, and keel fairing instructions. The instructions explain how to easily transfer these patterns to poster board using scissors, utility knife, staple gun and tape (not included). \$82.

THE ADVANTAGE® TEMPLATES: All six sections of your keel and rudder cut in aluminum by microprocessor controlled fabricating equipment plus information on the prevention of keel blistering, and keel fairing instructions. \$340.

To Order: Send (US dollars) check or money order only to: Computer Keels, Dept. J-24, P.O. Box 35757, Edina, MN 55435 (Foreign orders add 5% to cover additional shipping and handling. Minnesota Residents add 6% sales tax.)

If your boat has a fin keel, Computer Keels products can improve its performance. Write or call (612) 881-4453 for details.

J/24 Regatta Guidelines For District, National, and World Events

A. GENERAL

1. J/24 regattas should be held, if possible, at a recognized yacht club which can offer J/24 yacht charter and launching facilities. Launching areas must be safe and free of overhead power lines.
2. Regattas should be held in locations in which adequate lodging and eating places for participants are readily available.
3. The sponsoring organization shall check membership cards, transom stickers, sail royalty labels and ensure that the owner(s) and helmsman(men) of all registered yachts are current members of the J/24 Class Association.
4. The sponsoring organization for World events shall collect copies of the Official Measurement Certificate from each entered yacht. A system of spot checking shall be instituted to ensure that yachts have required equipment on board.
5. Entry fees are at the discretion of the sponsoring committee, but the Association retains the right to suggest adjustment. Entry fees should if possible include costs of docking and launching and hauling yachts. Expense of events such as dinners and no-host parties may be handled as optional add-ons to keep the entry fee reasonable.

B. RACING

1. Regattas shall be run under the current Yacht Racing Rules of the International Yacht Racing Union as adopted by the national authority, by the current rules of the J/24 Class Association, these Regatta Guidelines, and by the Notice of Race and Sailing Instructions for the series and any amendments thereto.
2. A minimum of four and a maximum of six races shall be scheduled, not counting any qualifying races required by paragraph B6, Fleet Size. A minimum of three races shall be completed to constitute a series. All races shall count toward the final standings, with the exception of the World Championship, where one race may be dropped.
3. Courses shall be either the standard Olympic course or the 60-120-120-60 degree trapezoid closed course. Course length shall be 10-14 miles, depending upon conditions and weather. Courses may be shortened at the discretion of the race committee.

4. The low point scoring system as described in USYRU Rules Appendix 5A, Option 2 shall apply. Alternative Penalties as described in IYRU Rules 74.5 and Appendix 3 shall apply. Computer scoring is recommended.
5. The "One Minute Disqualification," or similar rule for starting, shall be applied with discretion and only when absolutely necessary.
6. Fleet size: If there are 60 or more entries, the fleet shall be divided into four subfleets and identified by a color ribbon flown from the backstay. The top eight competitors shall be identified by a committee established by the organizer, and seeded equally among the subfleets. The remaining competitors shall be assigned a subfleet by random choice. A minimum of two and maximum of three qualifying races shall be sailed, after which the fleet shall be divided in half. Any odd boat will be assigned to the upper division. The top half shall constitute the Championship Division. The bottom half shall constitute the Competition Division. The scoring for both Divisions shall start anew, not counting the qualifying races. No races shall be dropped.
7. For the World Championship, the desired maximum fleet size is 55, with entries qualifying as follows:

No. of NJCA Subscriptions Paid	No. of Qualifiers
1-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
Each additional 500	+1

Host Country: Three times its normal number of qualifiers, not to exceed 20.

Previous World Champions

Defending Champion — 1

North American Champion — 1

European Champion — 1

Founders — 2

8. The standard J/24 Notice of Race and Sailing Instructions shall be used. Any change or deviation to these shall be approved by the Association.

MEASUREMENT FORM

TO OBTAIN A MEASUREMENT CERTIFICATE

1. The licensed builder shall obtain a hull number (consecutive worldwide) from the copyright holder, J Boats Inc.
2. The licensed builder shall complete Parts B and C and hand over the Measurement Form with the yacht.
3. The licensed builder or the owner shall obtain a sail number from the owner's national yachting authority (NA), or National J/24 Class Association (NJCA) if the NA has delegated its responsibilities regarding the administration of the class.
4. The owner shall complete Part A and send two copies (not the original), with the current membership fee to the NJCA to apply for membership in the association. Should the yacht be purchased in a country prior to the existence of an NJCA, application may be made direct to the International J/24 Class Association (IJCA).
5. A measurer recognized by the appropriate NA (or NJCA if the NA has delegated its responsibilities) shall take the measurements in Part D and Part E. Note: In some countries the NA (or NJCA if that NA has delegated its responsibilities) may authorize the owner or sailmaker to take these measurements.
6. The completed Measurement Form shall be sent to the NA (or NJCA as in 3 above) who may issue a Measurement Certificate. (Note: This may be done by endorsing this form.)

NOTES

1. All measurements are in millimetres or kilograms.
2. Change of ownership invalidates the Measurement Certificate and the new owner should in his interest advise his national authority at once. In order to obtain a new Certificate, the new owner shall submit the information required in Part A together with the previous owner's Certificate.

OWNER DECLARATION

Name of Yacht _____ Fleet _____

Owner _____

Address _____ Tel. No. _____

Co-Owner _____

Address _____ Tel. No. _____

I undertake to race this yacht only so long as I maintain it in conformity with the Class Rules. I also declare that only sails, spars etc., which have been measured and found to be in accordance with the rules, will be used.

Date _____ Owner Signature _____

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.6.3	Lead keel weight before assembly	415		435
2	2.6.4	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 _____

INTERNATIONAL

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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	2996		3020
2(a)	3.3.2	Does keel comply with minimum faired dimensions of Plan C at Sections II and V?		YES/NO	
2(b)	3.3.2	Do you believe the keel complies with the minimum faired dimensions of Plan C elsewhere?		YES/NO	
3	3.3.2	Width of keel trailing edge in Section II-VI	3.5		
4	3.2.2	Stem flotation mark located 1055mm down and around curve of stem from sheerline		YES/NO	
5	3.4.2	The depth of the rudder measured between the rudder tip and transom	860		890
6	3.4.4	Rudder flotation mark located 670mm from sheerline		YES/NO	
7	3.4.3	Standard rudder weight	11		
8	3.5.2c	Distance from forward face of mast to the stem at sheerline	2880		2910
9	3.5.2d	Mast chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
10	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted)			2800
11	3.5.6	Length of spinnaker boom including fittings			2895
12	3.5.2e	Distance between mast bands			8538
13	3.5.3b	Height of forestay attachment	8970		9000
14	3.5.3c	Distance between fixing points of the forestay	8595		8670
15	3.5.3h	Standard installed fixed spreader length	760		800
16	3.5.3h	Spreader sweep back distance	95		170
17	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle		YES/NO	
18	3.5.4n	One boom topping lift of wire fixed to masthead crane		YES/NO	
19	3.5.5c	Distance of 20mm boom band from mast			2970
20	3.2.5	Lifeline sag with 5kg weight			125
21	3.2.5	Lifeline stanchions in board of sheer in plan		YES/NO	
22	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
23	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 section.

I declare that the measurements recorded above were taken by me, and that to the best of my knowledge and belief this yacht complies with the International J/24 Class Rules.

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.

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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

*A National Authority may authorize the sailmaker to take these measurements.

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PART E

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	¼ 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

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1985 USJCA MEMBERSHIP APPLICATION FORM*

(For Boat Owners, Co-Owners, and Helmsmen)

All J/24 owners, co-owners and helmsmen must be Class Association members to participate in J/24 fleet racing. As a member, you will receive a membership card, transom sticker (required for racing), window decal, 1985 April and October issues of *International J/24 Magazine*, and be eligible to participate in J/24 racing at all levels.

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

HULL NO. _____ FLEET NO. _____ DISTRICT NO. _____

YACHT NAME _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1985, and agree to abide by all Class Rules.

Membership fee is \$30. Make check or money order payable to J/24 Class Association.

This is a renewal.

This is a new membership.

SIGNATURE _____

DATE _____

**Those in other countries should apply for membership through their own National J/24 Class Association. Where there is no NJCA, applicants may submit this form to the IJCA Office, address below.*

1985 MAGAZINE SUBSCRIPTION FORM

(For Crew of USJCA Class Members)

A USJCA Class member may order a year's subscription of *International J/24 Magazine* for his crew and/or friends, at a total cost of \$10 per subscription. One subscription includes both 1985 Spring and Fall issues. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsman) and must be ordered by that member.

Please send 1985 magazines, at \$10 for each subscription (\$14 if ordered after March 1) to the following:

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Signed _____

(J/24 Class Association Member)

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION P.O. BOX 2578 SATELLITE BEACH, FL 32937

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CLASS ASSOCIATION

U.S. FLEET CHARTER APPLICATION FORM
(Minimum of 3 boats required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____

CITY _____ 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 _____	_____	_____

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 _____

(This form is provided for your convenience to enter any J/24 Regatta.)

J/24 REGATTA PRE-REGISTRATION FORM

I plan to enter the event named below. I agree to follow all J/24 Class Rules, and understand that I must register upon arrival for a confirmed entry in said regatta.

Regatta _____ Date of event _____

Entrant _____

Address _____ Tel. (res.) _____

_____ Tel. (bus.) _____

Crew _____ Crew _____

Crew _____ Crew _____

Sail No. _____ Hull Color _____ Yacht Name _____

Owner's Name if different from entrant's:

I am a current J/24 Class Association member. I certify that the yacht entered conforms in every way to the J/24 Class Association Rules.

I am not now a Class member but will join at time of registration.

Enclosed is my regatta entry fee of \$ _____

Entrant's Signature _____ Date _____



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- 1983 North Americans (5 of top 10)
- 1983 Southwest Championship (1, 3, 4)
- 1983 Western Regionals (9 of top 10)
- 1983 Texas Circuit Regattas
 - 1st Shreveport
 - 1st Dallas
 - 1st Houston
 - 1st Austin
 - 1st San Antonio
- 1983 District 21 Championship (1 thru 5)
- 1984 Miami Mid-Winters, 88 Boats (2nd, 5th)
- 1984 Houston Mid-Winters (1st, 2nd and 3rd)
- 1984 West Coast Mid-Winters (8 of top 10)
- 1984 Block Island Race Week (1st)
- 1984 North American Championship (3rd)
- 1984 North Americans' Designer Fleet (1st)
- 1984 Overall Texas Circuit, 80 boats (1st, 2nd and 4th)

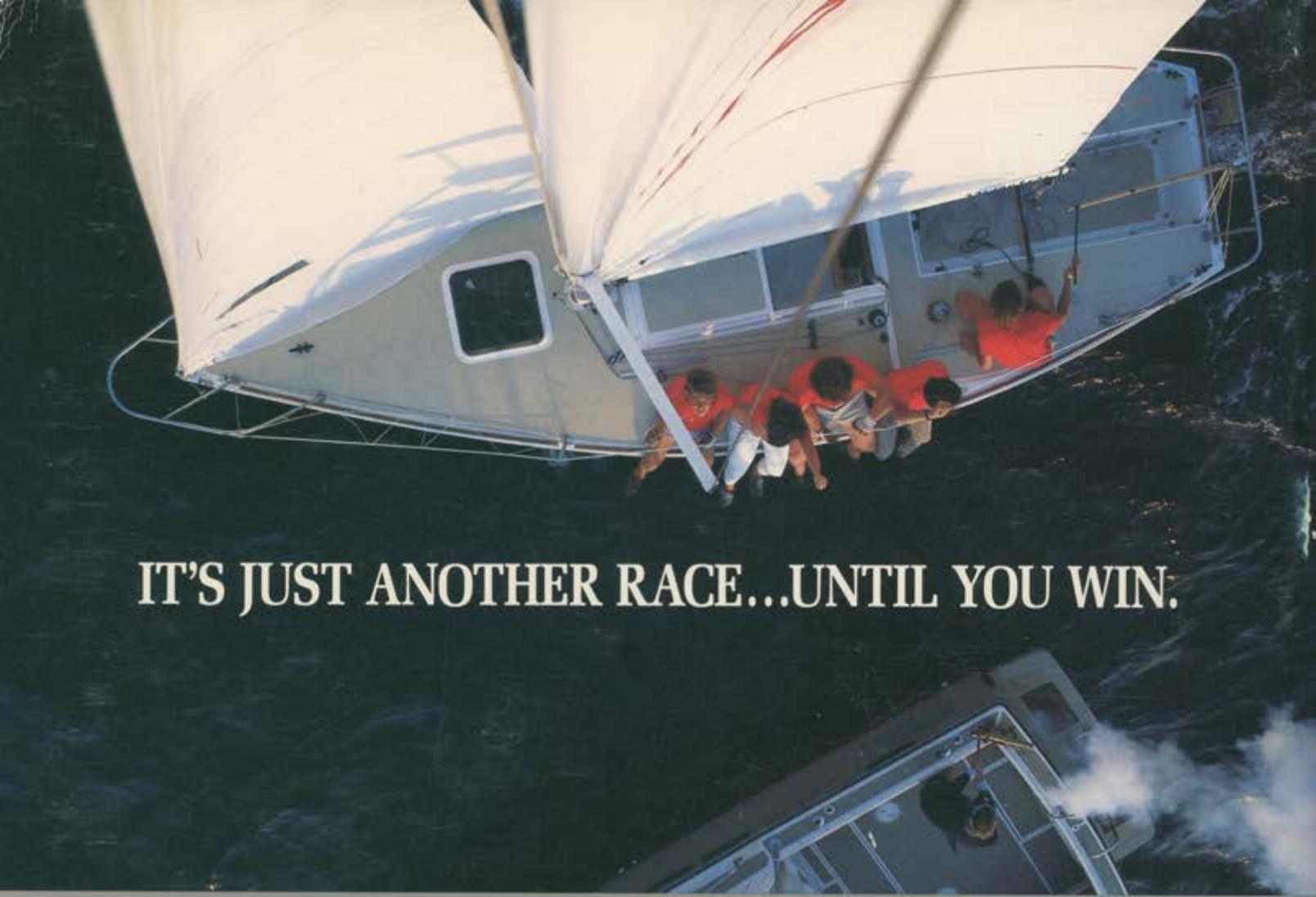


North Sails-Huntington Beach
15221 Transistor Lane
Huntington Beach, CA 92647
(213) 596-4461
Attn: Bill or Stephen

North Sails East
189 Pepe's Farm Rd.
Milford, CT 06460
(203) 877-7621
Attn: Ched or Andreas

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



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