

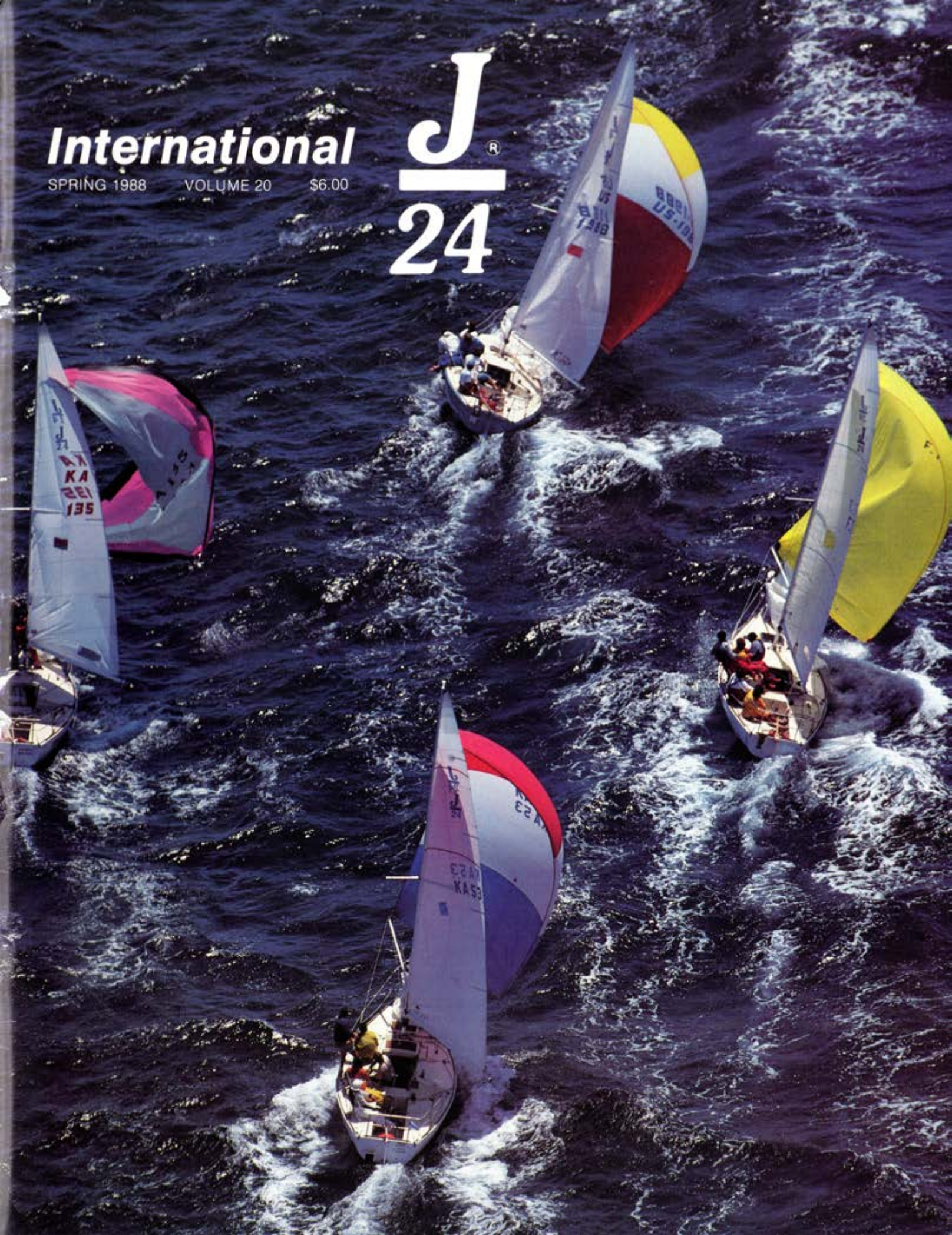
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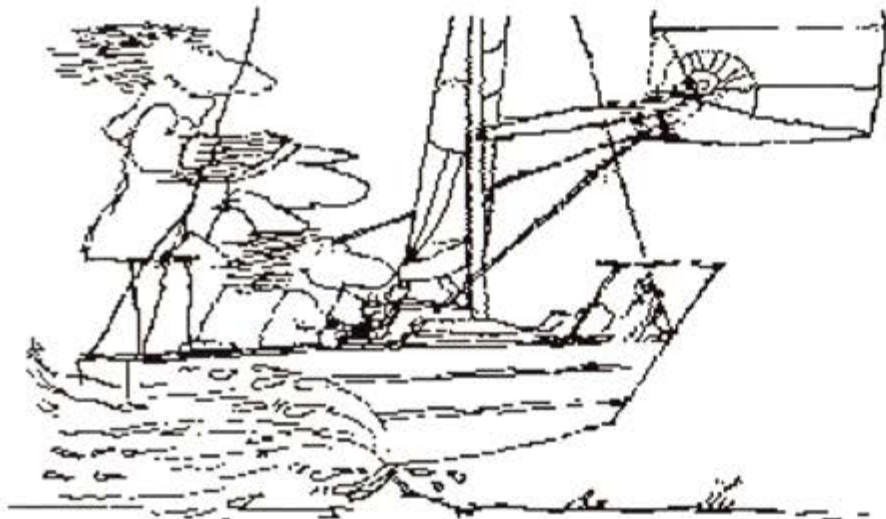
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*J/24s blast along on a close reach at the 1988 World Championship in Sydney, Australia.*

Photo by Kaoru Soehata

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Hank Killian, IJCA World Council Chairman.

### The One-Design Philosophy

Having just returned from the 1988 World Championship in Australia, it is evident that the big item of concern by all competitors is that the J/24 Class continue with a strict one-design philosophy.

The measurement at Sydney was strict and included weighing of all boats. Additionally, all boats were boarded as they crossed the finish line to check for stowage of equipment and to see if they floated on their marks. If there was a question, they were then hauled and weighed.

With the close observation of the class rules in our past Midwinter and World Championships, competitors have been put on notice that infractions, both major and minor, will be dealt with by our International juries and technical committees.

We still have a long way to go. As an international class in the IYRU, we are young and continue to experience some growing pains. As you will notice, new rules recently published by the IJCA place an emphasis on the continued one-design philosophy while minimizing expense to the average sailor.

Additionally, the executive committee is looking at clarifying procedures for organizing major championships. This is important, for our next two world championships are being hosted by nations that have not previously conducted J/24 world championships. The 1989 Worlds is being hosted by the Canadian Class Association in Kingston, Ontario, with the following year's event to be held in Dublin, Ireland.

The Technical Committee has developed new weight limits to ensure that the old boats are as competitive as the new ones. I think this is a positive action, and the IJCA World Council will be voting on their submission this summer.

I am very pleased with the work of all class members, both on the fleet level as well as the international level. Through these

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ongoing efforts, the class will continue to grow and you can rest assured that the one-design nature of the J/24 will be strictly adhered to.

Good sailing,



Hank Killion  
 IJCA Chairman

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Rick Peper, USJCA President.

## Views on the "Sport"

This year has been eventful for the class in many ways, some good and some bad. I personally feel the class is at a very important juncture in its growth and will require a bit of crystal ball magic to successfully navigate the coming years.

With the advent of television, prize money and the general increase in the dollars spent on sailing, the sport is undergoing a dramatic change. The sport has, for many years, been the last bastion of the "Corinthian Spirit" which we all find so attractive. The sport of sailing, though, has become the business of sailing for many people and the idiom "win at all costs" seems to have invaded the sport at certain levels. On the surface all seems fine, but the level of preparation and the search to find the smallest edge in boat speed have become of utmost importance to the media, peers and competitors who encourage this by placing such importance on winning. This leads to individuals pushing rules to the limit and beyond, imposing an increasing burden on race committees, rules interpretations and those enforcing the rules.

I hope the sport of sailing can remain a sport despite the increased level of competition. To do so, though, will cost dearly. We are now a class who spends a great deal of time policing the sport for the benefit of a few top sailors and, while I personally find competing against the best to be the great attrac-

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Photo by Jim Murray

Dick Tillman, JCA Executive Director.

### State of the Class

By any measure, our class is healthy and prospering. Membership is strong, sailors are enthusiastic, events are many and varied and it's great to be a part of the J/24 Class. It is definitely where the action is.

The real strength of our class lies in the sailors themselves and the many volunteers who direct our fleets and organize our regattas. Without the hard work and enthusiasm of the fleet captains, district governors, class officers, technical committee members, NJCA presidents, and hundreds of fleet members in the U.S. and abroad we would not have the exceptional class we have and should not take for granted. Membership and measurement requirements must be maintained at fleet level as well as at major regattas. The continued support by the leadership and membership of this association will enable the J/24 to continue to be the best and fairest one-design class for topnotch sailors, club racers and family crew alike. Keep up the good work.

### New U.S. Fleets and Districts

Five new U.S. fleets have been chartered since the Spring 1987 magazine was published a year ago. Welcome and good sailing to Vermilion Boat Club Fleet 132 (Brian Eckley, fleet captain) in District 12; Augusta Fleet 133 (Jim Farmer, fleet captain) in District 8; Smith Mountain Lake Fleet 134 (Edgar Cliborne, fleet captain) and Ocean City/South Jersey Fleet 135 (Jack Detweiler, fleet captain), both in District 6; and Sarasota Bay Fleet 135 (Jay Meyer, fleet captain) in District 10. Another new fleet is forming in District 15 in Lake Forest, Illinois. We're glad to have these enthusiastic new fleets and look forward to news of their activities.

District 4, for organizational purposes, has merged with its neighboring districts, with Lake Champlain Fleet 23 and Split Rock Fleet 112 now in District 1 and Lake George Fleet 24 in District 7. The USJCA now has 18 districts including District 22, composed of eight J/24s in Hawaii.

### 1989 U.S. Worlds Qualifiers

The 1989 World Championship XI is scheduled from June 29 through July 7, in Kingston, Ontario (Canada). As this event is in close proximity to the U.S., the USJCA is authorized twice the normal quota of entries. The events to select the 18 entries are:

OPEN EVENTS	DATE	PLACE
Midwinters	Jan. 1-6, '89	Miami
North Americans	June 3-12, '88	Corpus Christi
Western Open	Aug. 20-21, '88	Corpus Christi

REGIONAL EVENTS	DISTRICTS		
Southeast	8, 10, 11	Oct. 29-30, '88	Clearwater, FL
Northeast	1, 2, 3, 6	Oct. 8-10, '88	Noroton, CT
Great Lakes	7, 12, 15	Aug. 6-8, '88	Buffalo, NY
Western	19, 20, 21, 22	Mar./Apr. '89	Long Beach, CA
Southwest	14, 17, 18	May 28-30, '88	Dallas, TX

DISTRICT EVENTS		
District 2	Oct. 1-2, '88	Millford, CT
District 3	Aug. 27-28, '88	Seawanhaka, NY
District 10	May 7-8, '88	Punta Gorda, FL
District 14	Texas Circuit	Texas
District 15	Aug. 12-14, '88	Chicago, IL

#### OTHER EVENTS

Texas Circuit, Buzzards Bay Regatta, East Coast Championship, Lake Michigan Championship and West Coast Championship. (see calendar)

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New District Governors: Top: Parker Hadlock, D-1; Lee Corbin, D-3. Bottom: Nancy Canard, D-10; Vin Bitel, D-2.

## New District Governors

There are six new District Governors to assist 1988 USJCA President Rick Peper and Vice President John Peck this year. In District 1, Parker Hadlock replaces Jim Hourihan; in District 2, Vin Bitel takes the reigns from Bob Melrose; in District 3, Lee Corbin replaces Al Constants; in District 10, Nancy Canard takes over from Rick Peper; and out west Peter Young replaces Dinny Waters in District 20 and Terry Hanna takes over from Bruce Golison in District 21. While thanking those governors who have contributed so much to the class, we welcome the new and wish them success and good luck in carrying out their responsibilities.

## 1988 Rule Changes

This year the current J/24 Class Rules are published in a separate booklet rather than in the Spring issue of the J/24 Magazine. We hope this will be a convenience to the membership as

well as allowing more editorial content in the magazine. The modified and new rules are indicated with an asterisk in the 1988 J/24 Class Rules booklet mailed with the Spring issue to current class members. Some of the substantive changes are summarized below.

- Rule 3.5.4(d) Allows a wire strap of not more than 305mm in length to be used to attach the vang to its attachment point at the mast.
- Rule 3.6.2 Allows the genoa to be made of polyester substrate/polyester film laminate (Mylar).
- Rule 3.6.5 Allows reinforcement not more than 1500mm from corner, Cunningham or reefing eye reinforcement.
- Rule 3.6.9 Establishes minimum finished cloth weight of 138 grams per square meter of substrate/film laminate (Mylar) for the genoa.
- Rule 3.8.10 Clarifies that a *complete* outboard motor bracket fixed to the transom is required while racing.
- Rule 5.1 Allows a crew of not less than three persons and total unclothed crew weight not exceeding 400kg.
- Rule 6 Makes tack horns optional equipment.



The J/24 Class received the first USYRU One-Design Class Award as 1987 One Design Class of the Year, in recognition of its commitment to the goals of the USYRU. From left: Hank Killion, Glenn Gustafson, Greg Swetka, Dick Tillman.

## U.S. Class Dues for 1988

USJCA Class dues remain at \$30. Current class membership is required for fleet racing as well as for PHRF, District and National events. Fleet captains and regatta organizers are responsible for insuring that all who participate are current class members. Note that class members receive the biannual issues of J/24 Magazine and need not pay for it separately. Back issues may be



### J/24 — THE CLASS IMAGE

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## NBC to Air Ultimate Yacht Races

NBC Sports will telecast the Ultimate Yacht Race series of three events, the first professional sailing series held in the U.S. The first event, to be held in Corpus Christi May 6-15, will be telecast on NBC on Saturday, May 28, 5-6 p.m. EDT. The second event will be held in San Francisco, July 22-30 and will be telecast on Sunday, August 7, 4-5 p.m. EDT. The final event will be held at Mystic/New London, Connecticut, from October 9-15 and telecast Saturday, October 22, 5-6 p.m. EDT. The series features three different boats: the Ultimate 30, the J/24, and the Hobie 21. J/24 registrants in the Corpus Christi event, to date, include Ed Baird, Jim Brady, Mark Foster, Mike Haggerty, Mark Hulings, John Kostecki, Jay Lutz, Ken Read, Jack Slattery and Greg Tawastjerna.

## J/24 Magazine

Many thanks to all of the writers, photographers and others who have contributed to the content of this issue of J/24 Magazine. If you have suggestions for topics you would like covered, or have

opinions, innovative ideas or experiences to relate, please send them to the Class Office. We welcome fleet news of both social and racing events. Race results should be submitted in the format of POS - SAIL - YACHT - HELMSMAN - RACES - TOTAL as found herein. Photos are best labeled with non-smearing ball-point pen (never felt tip) or on a separate paper, to avoid damage. With the summer racing season ahead, we look forward to receiving lots of stories, and please - keep those cameras handy! The copy deadline for the Fall 1988 issue is August 15. Materials will be returned following publication if requested.

## USJCA Annual Meeting

The 1988 USJCA Annual Meeting of District Governors is planned for October in New Orleans, hosted by Lake Pontchartrain Fleet 94 at the Southern Yacht Club. District Governors are expected to attend. The USJCA pays half the round trip travel cost. A Governor's Race will be held at the conclusion of business (defending champion is Rick Peper).

## Office Hours

J/24 Class office hours are Monday through Friday, 9:00 a.m. to 5:00 p.m., Florida time. Address mail to J/24 Class Association, P.O. Box 372578, Satellite Beach, FL 32937-0578; telephone: (407) 773-4141. Please note the revised area code: area **407** replaced area 305 on April 16th. Also note that the class office now has a Facsimile machine; the Fax telephone number is (407) 777-7511.



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## J-24

### LAMINATE SAIL ALTERNATIVES

Recent rule changes in the J-24 class regarding legal sail materials have led us to a review and comparison of our laminate styles vs. traditional one-design Dacron®.

Traditionally J-24 150's are made out of 4.55 oz. Dacron® with a Super Firm Duroparm finish. This is a highly refined, expensive to produce fabric that exhibits extremely low threadline stretch with a very controlled bias. 4.55 weighs just over 5.0 oz., is very stiff and tends to break down as the coating is cracked or crazed. In top competition these sails are replaced at least once during a season. The very nature of J-24 sailing is abusive to headsails; 150's are left up in very high wind ranges and constantly tacked within a small foredeck.

Finding a viable laminate alternative is an interesting proposition. Here at **Dimension Sailcloth** we have examined this issue extensively and come to several conclusions.

To make a switch to laminates successful, the film based fabric should have all of the following characteristics:

1. Durability
2. Low threadline strength
3. High tear strength
4. Bias stretch control - (although in a radial panel layout, this is not as significant)
5. Noticeably lighter weight
6. Low price
7. Improved competitive life

Within **Dimension's** current product line there are 6 polyester laminate styles that could replace the current 4.55 SFD in these sails. The following chart details their performance characteristics.

### TEST PERFORMANCE — J-24 GENOA FABRICS

Style	Orientation	Finish	Actual Weight	10 lb <sup>A</sup> Specs	40 lb Specs	1% Elongation <sup>B</sup>	Nail <sup>C</sup> Tear
4.55oz.	FILL	SFD	5.18oz.	2.45	7.5-20	73 lbs	5.5 lbs
<b>TRI-PLYS™</b>							
V320	Warp	1.5mil	3.3oz.	2.5-6	10-27	60 lbs.	7 lbs.
V370	Warp	2.0mil	3.6oz.	2-5	8.5-20	66 lbs.	7.5 lbs.
M290	Multi-directional	1.5mil	3.2oz.	3-5.5	11-25	52 lbs.	50 lbs.+
M330	Multi-directional	2.0mil	3.5oz.	2.5-5	10-20	56 lbs.	50 lbs.+
<b>INTER-PLYS™</b>							
V385	Warp	1.5mil	4.1 oz.	2-7	7-27	82 lbs.	10 lbs.
V425	Warp	2.0mil	4.8 oz.	1.5-6	6.5-21	96 lbs.	10.5 lbs.

<sup>A</sup> Note: Specs indicate stretch in the oriented direction of the fabric 0° or 90° - 45°

<sup>B</sup> The number of pounds required to stretch a fabric 1% of its original length

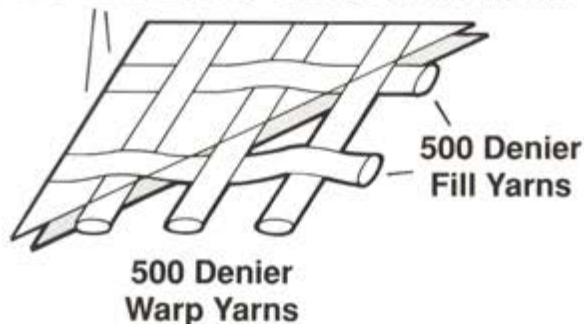
<sup>C</sup> Tear in the non-oriented direction of the fabric, warp-fabrics - fill tear, fill fabrics - warp tear



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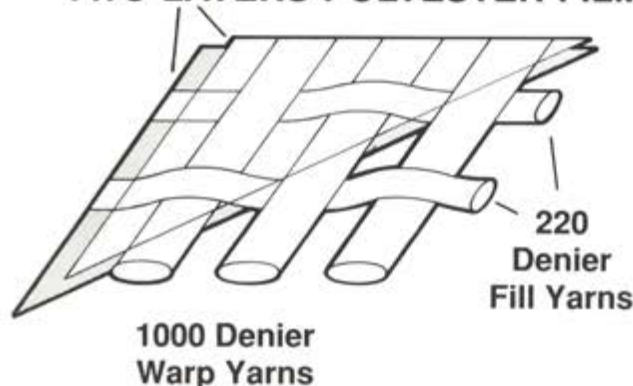
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## VERTICAL TRI-PLY™ (V320, V370)

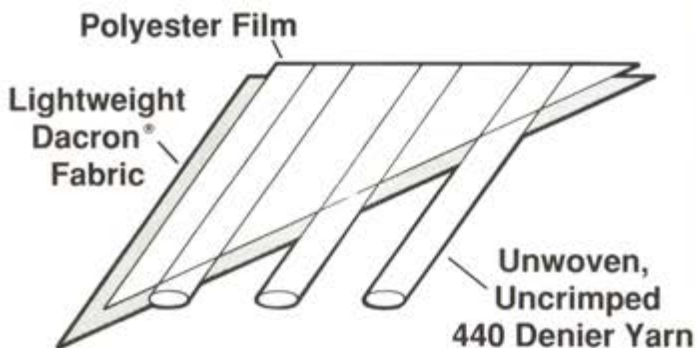
These fabrics approach 4.55's threadline strength. They are *Dimension's* most efficient, in terms of weight to strength ratios, non-Kevlar® Tri-Ply™ laminates. Since these fabrics should be used radially off the threadline, stretch may be less critical. This may allow the sail to be built out of a lighter mil thickness, 1.5 mil (V320), to produce a significantly lighter sail with excellent threadline stretch resistance.

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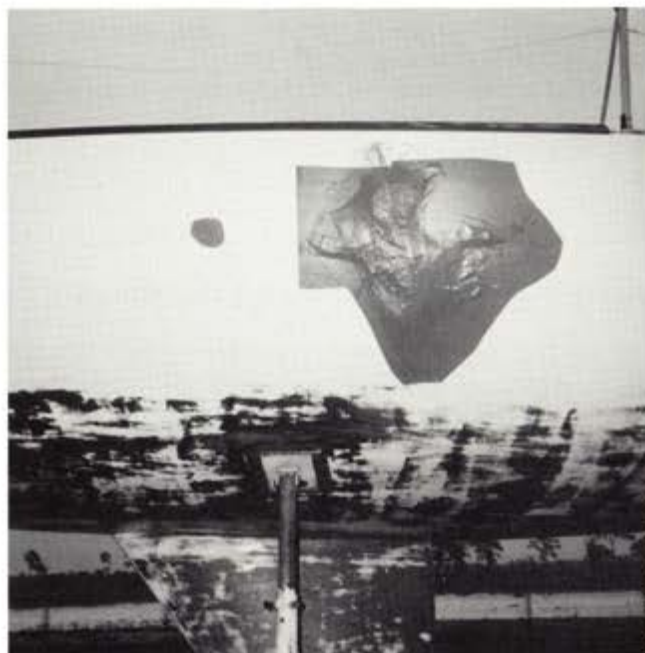


Photo by Linda Tilmann

An innovative repair put Slider back into contention at 88 Midwinters.

### We Got A Regatta Repair

When 12 to 20 J/24s converge at one jibe mark at one time, with 20 knots of wind and three to four foot waves to help them along a little, someone might eat his lunch a little early. Such was the case for Jack Slattery and crew during the second day of the 1988 J/24 Midwinters hosted by the Coral Reef Yacht Club.

T-bone was the specialty of the day for sail number 3213, and Augie Diaz was the unfortunate server. Hoping to get inside of the party of boats rounding four to five deep, Augie shot for a hole which he didn't count on: one about 20 inches long and 8 inches wide, in the port side of *Slider*. Unable to sail on starboard tack, *Slider* had to withdraw and get a tow from its friends aboard the (spectator) yacht *Gaudeamus* back to the club.

At 3:00 that afternoon, the prospects of *Slider* being able to continue in the regatta were pretty grim. By 8:00 that evening, everyone was all smiles.

Thanks to the tremendous cooperation of Augie Diaz and the ingenuity of a few good men, the hole was repaired. Material here was a key word, and the list of materials used in the repair is worth passing along.

- 1 empty Wisk bottle
- 1 paper plate used previously for mixing Marinotex
- Several pieces of trailer padding
- 1 roll of duct tape
- Several yards of "sticky back"

The cosmetics of the repair may not have been the greatest, but neither was the cost to keep *Slider* in the racing. The repair held perfectly for the remainder of the regatta, and Slattery was

awarded the average of his finishes for the race in which he was "materially prejudiced," so that he came away with a respectable finish of seventh overall in the Championship fleet. When some might have chosen to drop out for such reasons as losing a winch handle overboard, these guys chose to hang in there and find any way they could to keep going.

I loved it and so did all the sailors who know how tough J/24s are.

Rodney Hill  
*Gaudeamus*

### After the Races in Corpus Christi

If you are going to be coming to Corpus Christi in May for the Ultimate Yacht Race, or in June for the 1988 North Americans, you will be in for some of the country's best sailing. There are many fine hotels and restaurants that are well known locally, and the Corpus Christi Convention and Visitors Bureau or the regatta hosts will be glad to provide you with any information you may desire regarding the mainstream accommodations available. The City of Corpus Christi, the Corpus Christi Yacht Club, J/24 Fleet 3, and everyone else with any propriety or decency about them disclaim any involvement in what you are about to read.

One evening in mid January, an effort was made to visit the most entertaining nightclubs in town. We wanted you, the potential visitor, to have the benefit of as much scholarly research on the subject as possible. Well, together and separately, we made over 30 establishments and below, in no particular order are a few of the more coherent thoughts on what we found. Keep in mind that most bars in Corpus Christi close at 2 a.m. Average cover charges range from free to \$3.00.

#### *Cooper's Alley (now known as Coop's) - Gaslight Square*

Listed in *Sailing World's Yacht Racing and Cruising's* top ten sailing bars. Although Coop's was closed for awhile, it is now remodeled and reopened under new management. We don't hold this against them, since we've been broke before, too. Anyway, live music is featured most nights of the week, with a very strong emphasis on blues. Friday night it's usually packed with flyboys from the local Naval Air Station. George is the best bartender. (CH)

#### *Capri Club - North Beach*

This is a medium sized lounge with poor lighting, tasteless furniture, and interesting regulars. Everything about this place is a little worn at the seams, including most of the people we saw inside. One of our favorite bars, the jukebox offers variety in lieu of quality. Our personal choices are "Torture" by Michael Jackson and a song by Dottie West that nobody seems to be able to remember the name of. Look for the dog at the bar who drinks from his owner's glass. (SB)

#### *Alcove - North Beach*

This place makes the Capri Club look really uptown. A good place to run into tugboat hands and longshoremen. Another



good jukebox, decent pool table, and a bar cat. Beer garden should be open by summer. (CH)

*Cantina Santa Fe – Across from Gaslight Square*

Coop's bookend. If you don't find Coop's interesting, or the band is on break, head over to Cantina. Good live music with an Austin leaning, and a decent dance floor. There is also a great beer garden out back, with a ping pong table. My favorite bartender, J.J., usually knows what's happening after the bars close at 2 a.m. (CH)

*Elizabeth's by the Sea – 902 N. Chaparral*

Elizabeth's is in the midst of some serious social changes. The working girls are gone. The rear has been expanded into a sort of patio or something, and there is a house R&B band. Cold beer and loud music; need we say more? (SB)

*Memorial Coliseum – 402 S. Shoreline*

We mention this facility because it is just across the street from CCYC, and it is possible that an event will occur during one of the nights of the NA's. On a recent evening, we caught Grammy award winner Flaco Jimenez and band, along with Los Aguilares. You'll want to check the marquis before going over there, though; they might be having a dog show or something. (SB)

*Zero's – 6327 McArdle*

Three dart boards, video games, two pool tables, and loud rock and roll – hard core head banger music to old Bad Company and Grateful Dead. Occasionally has a live band and usually has motorcycles parked out front. (CH)

*Water Street Oyster Bar, Water Street Seafood Co. –*

*309 N. Water*

You can't go wrong at either one of these places, food-wise. The bars are pleasant too. Try the caldo at the Seafood Co. Try the embrochette at the Oyster Bar. Try the waitress who works table no. 7 on weekends; I've never gotten anywhere with her. (SB)

*Pal's Metropolitan Bar – 414 Starr St.*

My friends, Ed and Greg, really like this downtown bar. It is owned by Pal, a woman whose mother spends most of her time in the bar playing solitaire. Pal's husband spends his time between the bar and the living quarters upstairs. I don't think it's Pal, her mother, the killer jukebox, or the pool table that Ed and Greg like; I think it's Emma the bartender that brings them in here. (CH)

*Jolly Jack Lounge*

On the other side of the street from Water Street Oyster Bar. Step through the doors, which swing both ways, and you may run into Paula from Miami, Florida, or even Little Joe. DQ contests are de rigueur, make-up optional (Wednesday is amateur night and Sunday is for the pros). If it sounds like you, well, what the heck, you know? This place may be closed by the time you get to town, but if this is the type of bar you like, then see one of us and we can steer you to the other liberal bars in town. (CH/SB)

Finally, for late night eating we recommend the U & I Restaurant or any Whataburger. For nearby dining during regular hours, the Lighthouse, CC Dockside, or the Wayward Lady are available. For hard core drinkers, we recommend the bar at CCYC. We hope you like Corpus Christi, and you will find most locals glad to help insure your visit is enjoyable.

Cornelia Henderson and Sam Beecroft  
(with help from Ed, Greg, Kelly, Madalyn, Keith and Sandy)

## A Case Against Kinetics and Crew Below Decks

To the editor:

The J/24 is a great sailboat class because it has developed a tradition of sportsmanlike racing that allows the professional hotshot, dedicated club racer and family crew to coexist happily on the same race course.

The latest efforts to design better policies to assure that all J/24s comply with class rules are a good step toward maintaining the spirit of J/24 racing. The Coral Reef Yacht Club and J/24 Class officials deserve praise for the extensive measuring done at the recent Midwinters.

Despite these positive steps, however, I am disturbed by two recent trends in the class. The first is the growing use of kinetics. The second is the practice of sending crew members belowdecks to lower a boat's center of gravity while racing in light winds. Both of these are detrimental to J/24 sailing.

At the Midwinters, as boats raced downwind in moderate seas, many crews resorted to exaggerated body movements to promote surfing. On some boats, three crew members would hurl themselves into the mast and shrouds as their boats crested on waves. Another popular technique is called the "bow dive"—a crew member dives forward toward the bow to help break the boat over the top of a wave.

These techniques are entirely legal under existing J/24 and USYRU rules. When they are successfully employed, dramatic increases in boatspeed can result.

I don't know whether this is happening now because J/24s



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are being used in the new pro sailing events, but it is a very discouraging development, whatever the cause. If allowed to continue, it will make it almost impossible for the non-pro sailor to have any hope of competing successfully at a major J/24 regatta. I am also concerned that the use of kinetics on a J/24 in heavy seas could lead to serious injury. There were reports of minor injuries to a number of crewmen at the Midwinters—and the sailing conditions in Miami this year were far from extreme.

The overall philosophy of J/24 racing wouldn't seem to allow much room for the "bow dive" or other forms of kinetics. Consider, for instance, that the class already does have a rule that outlaws hanging on the shrouds to promote roll tacking. If that is prohibited, then leaping into the mast should be, too.

Equally divorced from the spirit of J/24 racing is the practice of sending crewmembers down to sit on the forward bunks during light air racing. Several years ago, it was discovered that this is fast and ever since then skippers have been banishing one, two and sometimes even three crewmembers below. This would be okay if we were racing luxury yachts. But the stuffy forepeak of a J/24 is not the place where most people would like to spend their weekends. It is ridiculous when, during a light air race at a major regatta, as many as 200 participants are down below, unable to watch anything that is going on.

There is another reason for making it illegal to go below: it will be difficult to ban kinetics otherwise. Without a rule requiring crewmembers to remain on deck, I am concerned that many activities, such as the bow dive, will simply happen out of sight. At the Midwinters, in light air, I saw one boat mysteriously rock off the starting line with only two crew members on deck. I can't imagine what the other three were doing, can you?

Therefore, I propose that the class adopt the following two rules:

1. Notwithstanding USYRU Rule 54.3 (b), the sudden movement of body weight forward or aft (ooching) is prohibited.
2. All crewmembers shall remain on deck for the duration of a race, except: 1.) To retrieve sails, equipment, gear, food, water and beverages; 2.) On long-distance races of more than 12 miles; 3.) In case(s) of sickness or injury. Standing upright in the main companionway constitutes being "on deck."

If these rules don't stop some sailors from distorting the spirit of J/24 competition, then the class should consider banning participants in the pro regattas from all J/24 class events.

Sincerely,

John Koten  
2505 Thayer  
Evanston, Illinois 60201

## Fleet 7 Speaks Out

Charleston J/24 Fleet 7, chartered in 1978, has for many years supported the many regional and national J/24 regattas. We pride ourselves on being a very close-knit, social and race-oriented group. We have, through the years, found the national class organization to be sensitive to the local fleet sailor who wishes to participate on a local, regional and national level, however limited his budget may be.

The recent blatant disregard for the established class rules at the J/24 Midwinters has now cast a great deal of doubt within



our fleet, and others we are sure, as to the national organization's ability to deal with rule enforcement. We trust the USJCA will not stop with a mere "slap on the wrist" to those involved, but rather make an example of this case to all those who feel they must pursue this tack to achieve sailing "greatness".

As the sport enters into the era of professionalism, we hope the USJCA will not allow our class to be desecrated by being involved in any more "big bucks" regattas. It seems the temptation to be involved in high tech cheating is bad enough without adding money.

We may be but a small bunch of "back of the pack" sailors, but we are the grass roots of the J/24 Class and these tactics won't sell sails. USJCA . . . we are waiting and watching.

Charleston J/24 Fleet 7



Ida Lewis Yacht Club will host the 1988 Manhasset Bay Challenge Cup in August.

## Manhasset Bay Challenge Cup, 1903-1988

The Manhasset Bay Challenge Cup is the oldest yachting trophy competed for annually in the United States. The Deed of Trust was drawn up in December, 1902, and the Cup was first sailed for in 1903. Any USYRU Yacht Club or country may field one entry in the event which has been won by 19 different yacht clubs, including the Royal Bermuda Yacht Club.

This year's MBCC will be hosted by Ida Lewis Yacht Club and Sail Newport, August 26-28, and will be sailed in J/24s. There will be a minimum of three and a maximum of five races sailed. For more information contact Sail Newport, 53 America's Cup Ave., Newport, RI 02840; (401) 846-1483.

Mike Hill, Fleet 50

## Three Lake Michigan Yacht Clubs Sponsor New Championship

The J/24 Fleets of Chicago Yacht Club, Milwaukee Bay Yacht Club and Sheridan Shores Yacht Club have joined forces to announce the formation of the LAKE MICHIGAN CHAMPIONSHIP SERIES. This event will consist of a weekend regatta

at each club, to be held in June and August on Lake Michigan. Although designed to answer the request of Lake Michigan sailors for more traveling regattas, this event will be open to all members of the J/24 Class, and is slated to be a world qualifying event for the 1989 worlds to be held in Canada.

To qualify for the series, a yacht must rank as a starter in all three regattas. Prizes will be awarded to the yacht with the best score from all regattas. A permanent trophy will be awarded to the winner to be displayed at their club.

The schedule of races, the number of races scheduled each day, and the names of the regatta organizers are as follows:

Milwaukee Bay Yacht Club	June 24(2), 25(2), 26(1)
Doug Kracht 414-962-6871	
Sheridan Shores Yacht Club	August 5(2), 6(2), 7(1)
Rich O'Donnell 312-291-1495	
Chicago Yacht Club	August 12(2), 13(2), 14(1)
Rick Kaiser 312-664-3199 or	
Glenn Gustafson 312-432-1804	

Lake Michigan always serves up a full range of wind and sea conditions, as anyone who has attended its recent regattas will attest. This event promises to be well run by three excellent race committees, and will be well attended by top racers in the class. We hope that you all will plan on attending the series. Please contact any of the above regatta organizing personnel for additional information, a notice of race, and entry forms.

Glenn Gustafson, District 15 Governor

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Photo by Dick Tillman

Rodney Johnstone, IJCA Technical Committee Chairman.

### IJCA Technical Committee Meeting Minutes

A meeting of the IJCA Technical Committee was held at the home of its chairman, Rodney Johnstone, commencing at 0900 hours on 5 March 1988. Present were the full committee including Dennis Ellis (UK), John Peck (US), and Rod Johnstone. Also present were IJCA Class President, Hank Killion and representatives of J-Boats, Inc., Jeffrey and Drake Johnstone.

1. **CURRENT RULES** – Certain IJCA rule change proposals which had been submitted to the IYRU in November 1987 were returned to the IJCA for further clarification and review by its technical committee. The committee reviewed these items and requested approval by the IJCA and IYRU for some corrections in wording which clarify the meaning of certain rules or correct typographical errors. The committee requested that corrected wording be published as part of the 1988 IJCA Rules in the Spring 1988 issue of the Class magazine. Rules affected are 3.3 (Keel), 3.6.9 (Minimum Sail Cloth Weights), 3.5.1 (Spars), 3.8.10 (Outboard bracket), 6.1.4 (deck blocks), 6.1.14 (spinnaker sheet barber hauls), 6.1.16 (genoa sheet leads), 8.2-8.4 (references to IYRU Rule numbers).
2. **BUILDER'S SPECIFICATIONS** – Jeff Johnstone, representing the Copyright Holder, agreed to review and update builder's specifications and forward these specifications to each licensed builder. These specifications are to be presented to the IJCA and IYRU for review and approval by 15 April 1988. They will be distributed by certified mail to the licensed builders after approval. Drake Johnstone and Dennis Ellis agreed to represent the Copy-

right Holder and IJCA jointly to inspect the Italian-built J/24 whose Measurement Certificate was voided at the recent World Championship in Australia.

3. **REQUEST FOR APPROVAL OF ALTERATIONS** (Rule 1.4) – A request for the following changes was submitted to the IJCA, the Copyright Holder and IYRU for their approval for 1989:
  - a. That rudder pintles may be replaced with larger pintles of the same material which are of no less weight than the replaced pintles.
  - b. That tiller straps may be reinforced or replaced with stronger straps of the same material but no less weight than the replaced tiller straps.
  - c. That a "through-bar" spreader bracket/support system be permitted as a modification to builder's specifications and as an improvement to the structural integrity of the spreader system. This modification has been designed by Rod Johnstone in conjunction with Kenyon-Sparcraft, the licensed U.S. spar manufacturer, and prototypes are being tested (plans for which will be submitted for approval).
4. **RULE INTERPRETATIONS** – Various requests for rule interpretations were discussed and ruled on as follows and submitted by the Technical Committee to the IJCA Executive Committee and the IYRU:
  - a. **REMOVAL OF STANDARD EQUIPMENT** – Bow and stern cleats, bow chocks, all interior fittings and woodwork (except the mirror), bunkboards, bunk cushions, fixed fittings and deck hardware must be carried aboard in their designed locations while racing unless specific exceptions are permitted in the class rules. Only licensed builders are authorized by the rules to assemble boats, hardware and rigging.
  - b. **LEADING LINES BELOWDECK** (Rules 7.1.12 and 7.1.13) – The tails of halyards, sheets and other lines may be led below ONLY through the main companionway hatch opening. Any other arrangement for leading the tails of any lines below is not permitted.
  - c. **MINIMUM RADIUS AT CORNER OF TRANSOM** – The minimum molded radius of the corner intersecting the hull and the transom is 2mm. Fairing material may be added to this corner to reduce the corner radius to 2mm, but this fairing material shall not extend aft of, nor more than 10mm forward of the vertical plane of the molded transom.
  - d. **SAILING WEIGHT** – Sailing weight, not including crew, is 1375kg. This weight is reflected by the draft marks. A certified load cell may be used to enforce this sailing weight at regattas, because water surface conditions are rarely smooth enough to sight the draft marks accurately. Weight deficiencies shall be corrected by the fixing of corrector weights forward of the main bulkhead. Bags filled with sand securely closed and lashed on either side of the mast step are acceptable as correc-



for weights until a new rule is adopted regarding minimum boat weight (See new rule proposal on weight).

- e. **MINIMUM BUILDER'S WEIGHT** - The minimum "weight of the standard yacht prior to delivery excluding fixed options" is 1200kg. (See Part B, Item 2 of IJCA Measurement Form). This weight includes standard hull, deck, keel, rudder, tiller, bunk cushions, interior woodwork and equipment, all standing and running rigging (mast, boom, spinnaker pole, halyards, sheets and control lines, etc.). It does not include any permitted options such as outboard bracket, compasses, halyard winches, battery and icebox.
- f. **KEEL AND HULL FAIRING** - The top of the keel as defined by Rule 3.3.1 is the top of the molded lead keel which is bolted to the bottom of the molded fiberglass hull/keel sump. This joint is located less than 12mm below Keel Section I, which is the highest plane of the keel defined for fairing purposes. Alteration of the configuration of the hull/keel sump above this point is a violation of Rules 3.1.2 and 3.2.7(a). Restoration of previously altered hull/keel sumps as closely as possible to original molded shape, thickness and location is required. Suitable methods of restoration are being developed at the request of the IJCA Executive Committee and will be available at the IJCA Class Office as soon as approved by the IJCA Technical and Executive Committees. Hull fairing is not permitted by the rules and is a violation of Rules 1, 3.1 and 3.2.
- g. **REPAIRS** - Any repairs or alterations to a J/24 which involve change in materials, weight, shape or laminate must be cleared by written request to the IJCA and must be approved by the IJCA, Copyright Holder and IYRU under Rule 1.4. Any specific change authorization must be in writing. The Technical Committee will review any requests it receives.
- h. **IYRU SAIL STAMP** (Rule 3.6.15) - At present IYRU sail stamps are not available. Therefore implementation of this rule is delayed until such stamps are available.
- i. **LOWER LIFELINES** - In order for any crew member to "have the upper part of his body outside the upper lifeline" in accordance with IYRU Rule 62, the lower lifeline fitted must be of wire, must be taut and must be attached at both the bow and stern pulpits and led through the stanchions at approximately half the height of the upper lifeline. "A taut lanyard of synthetic rope may be used to secure lifelines, provided that when in position its length does not exceed 100mm" (quoted from Offshore Racing Council, Special Regulations Governing Minimum Equipment and Accommodations Standards, January 1988, Regulation 6.61.1). "Shock cord" or other elastic material which may resemble rope is not acceptable as a "taut lanyard of synthetic rope", nor is any other arrangement permitted that allows for elongation of the lower lifelines under load.
- j. **CHANGES DURING A REGATTA** - The location of items for which specific measurements are listed under Part D of the Measurement Form shall not be changed during a regatta. This includes mast at the deck, spreader length, spreader sweep, forestay length, height of forestay attachment.

## 5. RULE CHANGE PROPOSALS FOR 1989

- a. **WEIGHT** - The IJCA voted unanimously to adopt a

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minimum sailing weight of 1375kg. at the November 1987 meeting. The IYRU referred the matter back to the NJCA Technical Committee for development of a comprehensive rule proposal which follows:

2.6.4 – Delete present rule and insert:

Minimum Builder's weight shall be not less than 1190kg. or more than 1250kg. This weight shall include hull, keel, rudder and tiller with fittings, deck and all molded parts, interior molded parts and structure. Also included are all items shown on Plan A (which will be amended to include all interior and exterior fixed fittings and hardware as well as bunkboards, and "standard" fixed items). Specifically excluded are all spars, running rigging, standing rigging, bunk cushions, portable equipment and portable hardware. The builder shall record the weight and complete Parts B and C of the Measurement Form, then deliver the completed form to the owner of each new boat; deliver one copy to the Copyright Holder, one copy to the NJCA where the builder is located and retain one file copy.

3.7 – Delete the present title and insert: **WEIGHT FOR RACING**

3.7.1 – Delete present wording and substitute the following:

**BASIC YACHT WEIGHED DRY.** The Basic Yacht Weighed Dry shall be not less than 1270kg. and shall include all items in 2.6.4, all spars, all running and standing rigging, lifelines, transom outboard bracket, compasses and other permitted fixed optional equipment. This weight shall include correctors if necessary and be recorded on the Measurement Form, Part D as Item 23.

3.7.2 – New Rule

**CORRECTOR WEIGHTS.** Two separate corrector weights of approximately equal weight shall be permanently attached to the forward side of the main bulkhead (one on each side of the mast step) when required to meet Rule 3.7.1. Total corrector weight shall be recorded on the Measurement Form, Part D as Item 24.

3.7.3 – New Rule

**ALL-UP WEIGHT FOR RACING.** The all-up weight for racing shall be not less than 1375kg. This weight shall include all items in 3.7.1 and may also include items specified under Rules 3.6 (Sails), 3.8.4 through 3.8.9 (Equipment to be Carried When Racing), 4.0 (Safety Rules When Racing), and 6.0 (Optional Equipment). All items not contained in 3.7.1 shall be itemized by weight and listed on the Measurement Certificate which shall be carried aboard the yacht and be available for inspection by race authorities. This certificate shall also itemize equipment included in 3.7.1 and correctors required under 3.7.2. Specifically excluded from counting as part of all-up weight for racing are personal clothing and gear, food, galleyware and stores, and liquid beverages other than that required under 3.8.6.

b. OTHER RULE PROPOSALS FOR 1989

3.2.8 (New Rule – Hull)

Incorporate wording of interpretation in paragraph 4(o) above to permit adding fairing material to produce a 2mm radius at the intersection of the hull and transom.

3.2.9 (New Rule – Hull)

Fairing material may be added to the outside surface of the hull for the purpose of fairing that portion of the hull surface aft of the keel no further than 100mm from the hull centerline.

3.5.3 – **STANDING RIGGING**

3.5.3(b) Delete (1) and insert the following:

... (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not more than \_\_\_\_\_mm or less than \_\_\_\_\_mm above the sheerline abreast the forward side of the mast, ...

The Technical Committee will recommend limits as soon as enough boats are measured to verify the difference in height between the sheerline and mast bearing beam based on standard specifications.

3.5.3(f) and (g) and (i) – References to standard specifications regarding mast hardware are not appropriate. Standard spar measurements are taken from the top of the mast. There is no intended tolerance for alteration of mast hardware and rigging locations and no such alterations are now permitted by the rules. Therefore we propose deletion of these three rules and redesignating of (h) to (f).

**8.0 RESTRICTIONS WHEN RACING** – Proposals below are made to eliminate "ooching" (8.2) and eliminate hiking with torso outboard of upper lifeline (8.3).

8.2 – Delete the first sentence and substitute the following:

International Yacht Racing Rule 54.3 (1985-1988) shall not apply.

8.3 – Delete and insert the following:

Notwithstanding the provisions of International Yacht Racing Rule 62 (1985-1988), no member of the crew is permitted to station any part of his torso outside the upper lifeline other than temporarily, even if the yacht is equipped with a lower lifeline.

8.4 – Delete the word "requirements" and insert the word "provisions".

8.5 – New Rule

**CHANGES DURING A REGATTA** – The location of items for which specific measurements are listed under Part D of the Measurement Form shall not be changed during a regatta. This includes mast at the deck, spreader length, spreader sweep, forestay length, height of forestay attachment and other items listed.

The Technical Committee recommends the above rule change proposals for consideration by NJCAs and inclusion with 1988 submissions to the IYRU Keelboat Technical Committee.

The meeting of the Technical Committee was officially adjourned at 2338 hours, 6 March 1988.

Respectfully submitted,



Rodney S. Johnstone, Chairman  
NJCA Technical Committee



## Putting Teeth in the Rules

by John Peck, USJCA Technical Committee Chairman

Wouldn't it be great if we could buy a one-design that would be EXACTLY like everyone else's; no matter when or where it was made, it would always be equal to the others. Unfortunately, we can't race fifty dollar bills.

After a decade our Class Rules continue to be refined for clarity, and to close the loop holes that are discovered by those looking for the extra edge. It seems that too often we forget, or choose to ignore, the objectives of the Class Rules. Such things as: "low cost of ownership" (1.1), "Except where specifically permitted, yachts shall be alike . . ." (1.2), "No alterations or modifications are permitted unless explicitly stated in current rules." (1.3), and "Alterations or modifications . . . shall only be permitted with the joint approval of the copyright holder, the IJCA and IYRU." (1.4). The world's best sailors compete in J/24s, and the world's best are testing our rules. Before you make your interpretation of a rule, re-read Class Rules 1.1 through 1.4. If things are not PERFECTLY CLEAR, write a letter to the Technical Committee, and ask for clarification.

If the quality control of building a J/24 were as easy to monitor as making fifty dollar bills, we probably wouldn't need the Rules. Worldwide, all licensed builders started with moulds that were supplied by J-Boats, Inc. The moulds were built in the same plant from the same plug. Because of variations in climate, available materials, national regulations, etc., slight variations exist from one manufacturer to another.

One of the most important and controversial areas of conformity is the weight of the yacht. Rule 3.7.1 was intended to provide a quick reference for an "all-up weight for racing" which is 1,375kg. (3,031 lbs). In an effort to bring all boats into the realm of the fifty dollar bill, new rules are being proposed for implementation in 1989 to control the manufactured weight, basic dry weight and all-up racing weight.

The proposal states that the "Basic Yacht Weighed Dry" shall not be less than 1270kg. (2,598 lbs). The "Basic Yacht" includes: the hull, keel, rudder and tiller with fittings, deck and all moulded parts, interior moulded parts and structure, all interior and exterior fixed fittings and hardware, bunkboards, all spars, running and standing rigging, lifelines, outboard motor bracket, compasses and other fixed optional equipment. Specifically **excluded** are: bunk cushions, battery, portable equipment, hardware and gear. In other words; strip your mast, put on the boom, rudder, and motor mount, strip everything out of the yacht that is not bolted down, (except bunkboards), and it should weigh no less than 1270kg.

If your boat weighs 1260kg., you will need to add two 5 kg. corrector weights, on the forward side of the main bulkhead, one on each side of the mast step. If your boat weighs 1280kg., don't worry; we're not racing yet.

Since the "all-up" weight for racing is 105kg. more than the "basic yacht" weight just described, there is a margin of about 231 pounds to be added in the form of "required and optional" equipment. The new measurement certificates will show an inventory (with the weight of each item) of required equipment as per Class Rules 3.6 (sails), 3.8.4 through 3.8.9 (equipment to be carried when racing), 4.0 (safety) and optional equipment in Class Rules 6.

The boat that weighed 10kg. over the minimum "Basic Yacht Weighed Dry" has the opportunity to carefully select the



USJCA Technical Committee Chairman John Peck (left) explains use of new keel templates.

proper equipment to weigh in at 1375kg. for racing. Boats that are at the minimum dry weight will need to carry larger outboards, heavier batteries, etc., to make up that needed 231 pounds. Specifically excluded from counting as part of the "all-up" weight for racing are personal clothing and gear, food, galleyware and stores, and liquid beverages other than that required under Rule 3.8.6.

Keel measurement is getting easier since the same templates are now being used world-wide. Note the changes to Plan C. Thanks to many hours of work by Dennis Ellis (UK), who has been a member of the IJCA Technical Committee since creation, we now have a precise way of measuring the slope and placement of the keel on the hull. This brings us to another sensitive area, keel fairing.

The top portion of the keel (from the hull down to approximately 12mm. below Section I) is moulded fiberglass, not lead. It is the intent of Rule 3.3.2, regarding fairing, to include only the lead portion of the keel defined in Rule 3.3.1. The fiberglass portion of the keel is part of the moulded hull (since it is moulded as an integral part of the hull), and therefore *cannot* be faired or altered.

If your boat has been altered in this area, follow these steps to determine the extent of restoration required:

1. The minimum full width of the keel (y) at a point found by measuring 1-1/4" down from the hull at the trailing edge of the keel, 30" forward along the contour of the keel, and 3/4" down from the hull is 7-9/32" (185mm.).
2. If your keel does not meet the minimum dimension, it must be made to do so in such a way that there is a smooth transition from Station I to the hull as well as from the leading edge to the trailing edge. A "speed bump" is not permitted.
3. Restoration of previously altered hull/keel sumps as closely as possible to original molded shape, thickness and location is required. See Technical Committee Meeting Minutes, item 4(f).

Class Rule 2.5.3 requiring a Measurement Certificate will not be waived at the 1988 North American Championship, nor any World Qualifier or Midwinter Championship, thereafter. The USJCA Technical Committee, with the help of the District 14 Measurement Committee, will provide and complete Measurement Certificates for all yachts that attend the '88 N.A.'s. Complete information will be provided when your entry is confirmed. If you want to get a head start on measurement, plan to attend one or both of the Corona Extra Texas Circuit Regattas in Dallas on your way to Corpus Christi.

As always, your comments and/or suggestions are welcome. Talk to your Fleet Captain, District Governor or write to the USJCA Technical Committee Chairman, P.O. Box 12652, San Antonio, Texas 78212-0652. It will make a difference.





## BLISTERS: I'd Rather be Sailing!

by Linda Lindquist, Baltic Inc.

Blisters are no fun whether they are on a J/24 or a 12 Meter! Below are several steps to follow for blister repairs.

As a blister repair job takes several months from start to finish, you should find a method to support your boat during the drying out and repair process. Though J/24 is trailerable, you must be cautious about leaving your boat on the trailer for repairs. If you have padded supports (covered with carpet or heavy foam), there is a danger that the area under the pads will not dry out. These areas are difficult to get to as well. When using a boat stand type set-up, you can remove individual support pads to work on an area. This is not possible if you are on a cradle or trailer. Below are two companies who manufacture individual boat stands with supports.

BROWNELL BOAT CO., INC.  
P.O. Box 61  
Mattapoisett, MA 02739  
617/758-3671

ROLEC, INC.  
30103 Clemens Rd.  
Westlake, OH 44145  
216/835-2880

All the blisters must be sanded open and allowed to drain completely. An extensive case may need to be sandblasted. If this is the case, make sure that a professional is doing the job. Once all the blisters have been opened, the hull must dry out for a *minimum* of 6-8 weeks. It is best to sand everything open when you haul out in the winter, then begin repairs in the spring.

Before you begin the repairs, test to see if the hull is completely dry. There are sophisticated moisture meters on the market; however, I've found the simplest method to be accurate. Take a 12" x 12" piece of clear plastic film (Handiwrap will do) and duct tape the edges onto the hull to form a seal. Wait 24 hours. If there is no condensation on the inside of the film, your hull should be dry.

1. Fill all the blister holes with a good marine putty. (Do NOT use a product such as Bondo. Non-marine putties usually contain polyester fibers which absorb water; this will most likely cause blisters later.) Sand the putty filled hull down to the surface you desire. Wipe the entire surface with an acetone-soaked cloth to remove sawdust.
2. A good barrier coat application is the key to repairing and preventing blisters. Tar epoxies are the most hydrophobic (water-tight) coatings on the market. Barrier coat systems vary quite a bit in application, overcoating and curing time, etc. It is best to contact the company directly, should you have any questions with its system. Don't be shy! Manufacturers have technical people who know their products far better than you do, and they're there to help you. A rule of thumb with barrier coats: It is much better to apply several (5-7) thin coats, rather than a few thick ones. With several thin coats you increase the tensile strength of your overall coating by hundreds of percents. You create a more flexible skin and, of course, create a more water impervious coating with the numbers of overlapping layers.
3. Choosing the antifouling paint is all that's left at this point. Think about the water in which you spend the most time sailing. Is it fresh-salt, warm-cold, polluted-clean, moving-still? These are all factors that influence the effectiveness of any antifouling paint. Do you want a multi-seasonal paint, a slick racing coating, an economical paint? Is color important?

With the pending national ban on tributyltin (TBT), tin paints are becoming more and more difficult to find. If you are using such a paint, you should consider whether or not it can be easily overcoated with a TBT-free product that will not be effected when a nationwide ban on TBT paints goes into effect. Michigan, Maryland, Virginia and several other states have already banned the use of antifouling paints containing TBT. If you are in doubt as to what is and is not legal in your area, call the manufacturer directly. A good antifouling paint should provide you with a clean, smooth surface for the entire season.

To finish with a word of realism about boat bottoms: There are no 100% guarantees. Unfortunately hull maintenance is not a 2+2=4 equation. There are many many variable factors which can influence the effectiveness of any coating system. Many of these variables are beyond your control, i.e., the hull manufacturing stage and the environment in which your boat is kept (temperature/weather changes, chemical/pollution content of the water, etc.) Talk to the people in your area. Find out what works locally and combine that with the type of system that fulfills your particular hull maintenance needs.

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*Linda Lindquist is a Customer Service Manager for Baltic, Inc. in Chicago. She has raced Lasers and 470's on the University of Illinois sailing team, as well as on J/24s. She currently races full time on a Santa Cruz 70 out of Chicago.*





## Hatches, A New Idea

by Mickey Caldwell, Allis Racing, Ltd.

We had just won the Pacific Coast Championship and the skipper was headed to the stage amidst the applause of the fleet. As his middle man, I had changed sides and adjusted topping lifts, and now I was standing and clapping, generally happy to have been the best for the weekend. I was standing, also, because I could not sit down. Every time the champion had said "Tacking," I would lie back and bang my posterior to a black and blue pulp, scrambling to the other side. Tack after tack, we crawled over that companion way hatch. No wonder the "new" boats had opted for another design on that hatch. The cries from the middle men, like me, must have been deafening.

So, as cups were picked up and we began the sail home, the boys and I began looking for a better way. We knew, if we were going to make changes, it would have to be easier on my backside during the tacks. The owner wanted something that would cost less money to repair each regatta. We might even save enough money for that new Genoa we need soon. Could we combine these needs and also accommodate the topping lift and foreguy, like on the new hatches? A new hatch seemed like a good place to begin.

After a thousand calls to Mark Silva at Tillotson-Pearson and hours of fiddling in the J Boats parts bin, we had a couple of custom built pieces of aluminum and teak, the J/24 hatches, and the nuts and bolts to hold it all together. I wouldn't be sure, until we had one mounted, if it would work. I began looking around for someone who needed a hatch. San Francisco offers a lot of boats that have been "ridden hard and put away wet." Greg Lowe asked me to repair his broken hatches again, and was enthusiastic about our new idea.

We removed the old hatches, along with the slides. We levelled the molded-in pieces with a saw, a little filler, and some 80 grit sandpaper to make them flush, smooth and ready to mount the fittings. We installed the aluminum sliders and the teak trim. We bolted them in place so the teak was the outside trim and the aluminum extrusion acted as the heart of the system. It was the anchor to the sea hood, the drain for the water, and the slider for the hatch. It all went together in about 13 hours,

including placement and mounting. Before final installation of the sea hood, we mounted fittings for the spinnaker pole controls and trimmed the new Lexan fiddle board to fit.

We now had a replacement hatch which was easier on the crew and wouldn't need repairing after every regatta.

## J/24 Upgrade Information

Tillotson-Pearson, Inc. offers the following upgrade ideas:

PART NO.	DESCRIPTION	PRICE*
N/A	Rudder: A new, faster rudder has been built closer to class minimum.	\$280.00
96301	Rudder Hardware Replacement Kit: This should be considered when a new rudder is ordered.	\$ 85.00
48231	Stanchion Base, New Style, 19 degrees	\$ 25.00
10046	Stanchion Base, New Style, 11 degrees These new bases have more bearing surface on the deck and distribute the load better. This minimizes the flexing in the deck that can occur with the original bases.	\$ 25.00
25521	Mainsheet Block Swivel Base with the	\$ 40.00
25410	Special Stainless Angle Mount. This new Harken #144 Base makes trim easier, and easier means faster.	\$ 40.00
25522	Vang is now the Lewmar 6700 Reflex Block which delivers more sensitive vang control response. You must change to 1/2" line or the block will slip. A	\$ 60.00
25119AA	Vang Line is available for	\$ 30.00
55090	Traveler Supports are now in maintenance free teak.	\$ 41.00
10264	New Lewmar Foredeck Hatch replaces the previously installed Gray Enterprises Hatch. A very clean and strong hatch.	\$166.00

According to those local J/24 sailors in the know, the rudder, mainsheet block base, and the new vang block all directly contribute to more efficient faster sailing. The other items are for those sailors who also care about the appearance of their boat. A call to the customer service office at (401) 247-1050 can provide more detailed information on any of these items. Other J/24 parts are, of course, still available.

\*Not including freight and handling charges.

## Sail Care and Maintenance

by Jim Brady

Before explaining how to properly care for your sails, it is important that you first understand the characteristics of the materials from which they are made. The untreated Dacron and Nylon fibers are spun into threads which, in turn, are used to manufacture the cloth itself. Dacron and Nylon at this stage are actually quite soft and pliable to the touch. To stabilize the cloth, resin is added, which is stiff, brittle and characteristically noisy when the sail luffs. Although softer cloth is more durable, more resinated



(NYT Dacron) finishes offer better bias stability and low stretch benefits.

It is the breakdown of the resin which causes the shortening of a sail's competitive life. As this inevitable breakdown occurs, the sail will, as a whole, become fuller and you will see the draft beginning to move aft. Typically, with an older suit of sails, these problems of lack of shape, flatness and loss of forward draft due to cloth fatigue will manifest themselves as a loss in speed when the wind picks up.

The breakdown of the resin happens every time the cloth is severely bent, especially during starting maneuvers and when tacking. For obvious reasons then, it is not a good idea to use your new suit of sails while out practicing tacks and boat handling.

New mains and jibs require special care. Since these sails are heavily resined, they should be rolled when stored so as to prevent wrinkling of the cloth. When the cloth does develop a wrinkle during the rolling process, carefully work the wrinkle out of the cloth without resorting to the quicker method of pulling and manhandling. Forceably pulling at the wrinkle could damage the brittle material and even cause rips and tears in the sail. In regard to the Dacron genoa, I suggest two storage methods. When the genoa is new and the cloth still fairly stiff, it would be best to roll the sail along the leach, carefully avoiding wrinkles. I find that as the genoa ages, it becomes more difficult to roll as cleanly and that a loose fold is better.

The care and maintenance of Mylar genoas should be the same as that of Dacron genoas. I suggest this since most of the Mylars now used in the industry are relatively soft and will not breakdown as quickly as the NYT style Dacrons.

Not only should you be careful with the stiff cloths, but the window which enables you to see to leeward and get that "front



Photo by P. Pender

*Jim Brady has successfully raced the J/24 since winning the '78 Midwinters as crew for Mark Ploch. He has competed in four world championships (every year since '85) placing third, fourth, third and seventh, respectively. Jim is presently J/24 project manager within the UK Sails organization, is a USYRU clinic director and is preparing to race in the J/24 Division of the upcoming Ultimate Yacht Race in May.*

row" start needs special care. The plastic window is even more sensitive to wrinkles and will crack easily. Never fold on the windows or force wrinkles out of them. If for some reason the window does crack, tape it immediately with whatever is close at hand. I have seen a cracked window taped with duct tape win races when the need arose. You should, of course, get the sail to a sailmaker as soon as possible, so that the sail can be professionally repaired. Failure to repair the window immediately could result in the surrounding cloth ripping and tearing as well.

Every sail material mentioned above has what we call a yield point. The yield point is the maximum amount of stretch that a particular cloth can handle before there is permanent damage to cloth integrity. Once this point is surpassed, the cloth will not return to its normal state. This permanent stretch is most often seen near the head and clew areas where the loads are the greatest. Every sailmaker attempts to reinforce these areas with multiple layers of cloth in various configurations designed along known load bearing lines. These panels are strong enough to handle the loads they were designed for, but using the genoa in wind strengths over the sail's capabilities will result in either a blown out sail or in one that will never quite look the same again.

There are two basic types of spinnakers available. These are the crosscut spinnaker which has its panels orientated from side to side, and the radially orientated spinnaker which has panels designed to accept high loads in the head and clews.

There are pluses and minuses to both styles. The cross cut allows better seam shaping for a faster spinnaker but its competitive life span is shorter than the radial spinnaker, which handles the stretching forces better, but at a cost of speed. My suggestion is that, if you sail in winds over 20 knots true, often, you should consider using a radially shaped spinnaker. If not, a crosscut will do in more tame conditions.

Finally, when storing your sails, wash them thoroughly with fresh water to clean them of salt. Salt that is left on a sail will attract moisture and cause mildewing to occur. The sun's ultra violet rays will weaken and decay the cloth over long periods of time. When storing your sails make sure that they are all totally dry, especially the spinnaker on which colors can run if care is not taken. Another tip for long sail life is to keep your sails out of direct sunlight.

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# WEDGE OUT YOUR COMPETITION

**INTRODUCING . . .** The **UK Wedge Cut Mylar Genoa** Designed Specifically For Your J/24



*Drawing on our experience of building Wedge Cut Genoas for many years we have designed and tested this sail to provide you with the fastest J/24 Genoa in the world. Not only does the Wedge Cut have performance to burn, but its dual weight construction allows us to use a heavier, more durable fabric in the leach area, where the sail takes the most abuse and a lightweight mylar for the front end. The lighter weight mylar allows for easy position of the draft location, while making the luff easier to "read" on those drifter days.*

*The Wedge Cut is a radial construction utilizing mylar's strong thread to reduce stretch and bias distortion. Narrow tip angles keep the load running along the thread from the areas of the head, tack and clew.*

*Not only is the Wedge Cut faster than what you're using right now, its unique construction keeps you fast for races to come.*

***There isn't a J/24 in the world the Wedge can't make faster.***



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### J/24 North American Championship, June 4-10, 1988

#### Invitation

The Corpus Christi Yacht Club and J/24 Fleet 3 are pleased to host the 1988 J/24 North American Championship, to be held on Corpus Christi Bay, June 4-10, 1988. The Corpus Christi Yacht Club is located on the Bay in downtown Corpus Christi within walking distance of several excellent hotels. The Texas Gulf Coast, and Corpus Christi Bay in particular, offers some of

the finest sailing on the continent, with warm waters, steady breezes, and plenty of sunshine. Several social events are planned, and participants and their families will have time to explore the beautiful beaches of Padre Island, browse through the local museums and historic homes, or sample the South Texas cuisine at any of a number of nearby restaurants. A most cordial invitation is extended to one and all.

<b>Site</b>	The J/24 1988 North American Championship will be held June 4-10 on the waters of Corpus Christi Bay. The Corpus Christi Yacht Club of Corpus Christi, Texas, is the host club and organizing authority.			
<b>Rules</b>	This Class IV Regatta will be governed by the 1985-88 International Yacht Racing Rules (IYRR), the prescriptions of the U.S. Yacht Racing Union, the Rules of the International J/24 Class Association (except as any of these are modified by the Sailing Instructions), this Notice and by the Sailing Instructions. Class Rule 3.8.4, which requires berth cushions, shall be waived. Note: Removal of cushions does not relieve the entrant of Class Rule 3.7.1 concerning "all-up weight."			
<b>Eligibility</b>	The competition shall be open to J/24 Class yachts as defined by the International J/24 Class Association. Entrants must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees before becoming official competitors.			
<b>Schedule</b>	Saturday	June 4	0900-1700	Measurement and Launching*
	Sunday	June 5	0900-1700	Measurement and Launching*
			1900	Skippers' Meeting and Reception at CCYC
	Monday	June 6	1000	Warning Signal, Qualifying Series (3 races)
	Tuesday	June 7	1030	Warning Signal, Races 1 and 2
	Wednesday	June 8	1030	Warning Signal, Races 3 and 4
			1730	Party
	Thursday	June 9	1030	Warning Signal, Races 5 and 6
	Friday	June 10	1030	Warning Signal, Race 7, (makeup races if needed)
			1800	Awards Party
	*Note: Do not launch until your yacht has been fully measured.			
<b>Racing</b>	The North American Championship will consist of as many as ten races including a qualifying series. Competitors will be divided into four groups to sail up to three races in a qualification series. The fleet will then be divided into two divisions on the basis of the results of the qualification series. The first division will constitute the Championship Fleet. The second division will constitute the Designer Fleet. Up to seven races will be run in the final series.			
<b>Course</b>	Racing will be on Olympic courses or variations thereof. Course length will be determined by the race committee as sailing conditions dictate.			
<b>Scoring</b>	The Low Point Scoring System, Appendix 5A (with Option 2) of the USYRU IYRR, will be used. A version of the "Percentage Alternative Penalties (Appendix 3, Part 2)" shall apply for infringement of a Rule of Part IV of the IYRR.			
<b>Prizes</b>	Trophies will be awarded to the top seven places in each division. Trophies will also be awarded to the top finisher of each race in the final series.			





The above painting by Mark Montague is reproduced in full color on a poster as a fund raiser for the 1988 North Americans and may be ordered by sending a check or money order for \$28.00 (includes shipping within continental U.S.) to Sailing Foundation of South Texas, Inc., 1000 First City Tower II, Corpus Christi, TX 78478.

## **Inspection & Measurement**

All entrants are responsible for ensuring that their yacht and sails conform to the rules of the regatta (as stated above). Yachts and sails may be inspected as part of registration and at any time thereafter. Specific requirements for measurement prior to launch will be provided in the registration package.

## **General**

This Regatta will qualify the winner and one entrant to the 1989 World Championship. Launching, housing and mooring information will be included in the registration packet available after submitting an entry form and fee. Participants are allowed to sleep on their boats. A list of local accommodations will be sent with the registration packet. For other local information, contact the Corpus Christi Convention and Visitor Bureau, (512) 882-5603.

## **Entries**

Entries must be submitted on an entry form as found on page 103 and must be accompanied by a check for \$250.00 made payable to J/24 Fleet 3. Entries postmarked after May 15, 1988, must include a \$50.00 late fee. Entries will be accepted until June 5 at 1200. Entries will be acknowledged by mail with a registration packet. Entry fees include participation in the Regatta, launching, haulout, mooring and five tickets to Regatta social events. Sailing instructions will be distributed at registration.

## **Contact**

Mail entries to: J/24 Fleet 3, Randy Poelma, 5151 Flynn Parkway, Suite 308, Corpus Christi, Texas 78411. Telephone: (512) 851-8381.



### European Championship, July 15-22, 1988

*Competitors will sail past the famous Cowes Castle on their way to the race course at the 1988 European Championship.*



#### Site

The 1988 European Championship will be hosted by the Cowes Corinthian Yacht Club and sponsored by Creighton Laboratories. Sailing will take place in the waters of the Solent, based at the Ancasta Marina, Cowes, Isle of Wight, England.

#### Rules

The Championship will be governed by the current International Yacht Racing Rules, the International J/24 Class Rules and the sailing instructions which will prevail. The international jury will have final authority on all matters.

#### Eligibility

The championship will be open to any member of any J/24 Association. All entrants must produce a valid measurement certificate at registration. Rule 26 of the IYRR shall apply; individual advertising on boats will not be permitted.

#### Accommodations

Entrants are advised to arrange accommodations early. The championship secretary will mail a catalogue of accommodation addresses upon request.

#### Schedule

Friday	July 15	0900-1830	Registration and Scrutineering
Saturday	July 16	0900-1830	Registration and Scrutineering
		1900	Opening Ceremony and Reception
Sunday	July 17	0900-1830	Registration and Scrutineering
		1400	Practice Race
		1800	Skipper's Briefing
		1930	Sponsor's Reception
Mon.-Fri.	July 18-22		Championship Racing
Friday	July 22	1930	Presentation of Awards

#### Courses

Racing will be held in the central Solent over the Bramble Bank to Hill Head area on Olympic type courses or other courses designated by the race committee. The long distance course is planned to be around fixed racing marks and navigation buoys in the Solent starting from the Royal Yacht Squadron line.

#### Charters

Charter J/24 yachts may be available at a standard fee of 500 pounds sterling plus insurance and race entry fee.

#### Entry

The completed entry form and entry fee of 160 pounds sterling per boat plus any charter fee must be received no later than May 31, 1988. Late entries will be accepted up to and including Friday, July 15, 1988, with an additional entry fee of 90 pounds sterling.

#### Contact

All entries must be sent to: David Colman, Championship Secretary; 59 Queens Road, Cowes, Isle of Wight PO31 8BW, England. Telephone: (0983)291572. Telefax: (0983)295329.



### J/24 Junior North American Championship, June 25-26, 1988

#### Invitation

by Dave Moore, Regatta Chairman

The second J/24 Junior North American Championship will be held on June 25 and 26, 1988, at the Oakville Yacht Squadron in Oakville, Ontario, which is located about 25 minutes west of Toronto. This is a great opportunity for junior crew members to take the helm for a major event. All J/24 owners are urged to promote and support this championship, as our young sailors are the lifeblood of our class. Last year's event was won by John Swanson of Eggertsville, New York.



Junior sailors race downwind at 1987 Jr. N.A.'s held at the Buffalo Canoe Club, Abino Bay, Ontario.

**Site** The 1988 J/24 Junior North American Championship will be held on Saturday and Sunday, June 25 and 26, on the waters of Lake Ontario, off Oakville, Ontario, Canada.

**Rules** The regatta will be governed by the 1985-1988 International Yacht Racing Rules and the Class Rules of the International J/24 Class Association, this notice and by the Sailing Instructions.

**Eligibility** The competition is open to J/24 Class yachts as defined by the International J/24 Class Association. Competitors must not exceed the age of 20 before December 31, 1988.

<b>Schedule</b>	Friday	June 24	1300-1900	Registration and Measurement
	Saturday	June 25	0830	Skippers Meeting
				Races 1, 2 and 3 to follow
	Sunday	June 26		Races 4 and 5
				Resail and Awards

**Racing** The regatta will consist of as many as 5 races. Only class (100%) jibs, main and spinnaker will be used (no genoas). Outboard motors must remain on the transom of each yacht.

**Courses** Racing will be on Olympic courses or variations thereof. Course lengths will be determined by the race committee based on the sailing conditions.

**Scoring** The Low Point Scoring System will apply.

**Prizes** Awards will be given to the top three finishers. The winner will have custody of the permanent trophy, a model of a J/24, until the 1989 event.

**General** Launching by crane is available at nearby Bronte Yacht Club. Please call Dave Moore for details: (H) (416) 827-4807. Participants will be allowed to sleep on their boats.

**Inspection & Measurement** Participants are subject to measurement and inspection of hull, sails and required equipment at any time during the regatta. Failure to pass such inspection will result in disqualification for all races up to that time at the discretion of the jury. Particular attention will be paid to completeness of safety equipment requirements.

**Entries** Please complete the entry form in the back of the magazine or contact Terry Still (B) (406) 842-4172; (H) (416) 842-4173; 2172 Dunvegan Ave., Oakville, Ont. Canada, L6J 6P1. Entries will be accepted up to the day of racing. Entry fee is \$40 Canadian per yacht.



### 1989 Europeans in Sardinia

The Italian J/24 Association and the Yacht Club Costa Smeralda have the honour of hosting the European J/24 Championship from June 18 to June 25, 1989. The Yacht Club Costa Smeralda has some twenty years of experience in organizing such prestigious events as the Sardinia Cup, the 12 meter World Championship, the Rolex Swan World Cup, the Maxi Yacht World Championship and the traditional Veteran Boat Rally as well as external events such as the Challenger of Record for the America's Cup 1987.

In 1989 the clubhouses of Porto Cervo and Porto Rotondo have an impressive program; in fact, in addition to the J/24 European Championship, the Italian J/24 Championship, the Costa Smeralda World Offshore Cup, the Maxi Yacht World Championship, the Week of the Straits, the Veteran Boat Rally and the Star World Championship are also scheduled.

At Porto Rotondo, a small harbour about seven miles to the south of Porto Cervo, a charming blue and white wooden building has, for over a year, acted as the second clubhouse of the YCCS. The welcoming atmosphere of the harbour and the comforts offered by the club make Porto Rotondo the more suitable place for regattas for smaller, but competitive, boats.

The races are held about three miles offshore and the splendid background of the Sardinian coastline makes this a still more attractive spectacle for those who wish to watch the racing. After-race parties are a popular meeting point, or there are strolls down the quayside or through the streets and squares of this delightful village which offers something for everyone, especially to the families of sailors who are following the event from a distance.

The organizing authority will assist with hotel and residence bookings. The Olbia/Costa Smeralda Airport is approximately 20 kms away and has daily flights to and from the principal Italian and European cities. The nearby ports of Olbia and Golfo Aranci connect Sardinia to the mainland by daily ferries.

*Porto Rotondo*



Photo by Wallace R. Berry

*Kingston*

### 1989 Worlds in Canada

The Canadian J/24 Class Association and the Kingston Yacht Club extend an invitation to join us in Kingston for the eleventh J/24 World Championship, June 29 to July 7, 1989.

Situated midway between Montreal and Toronto with the Thousand Islands area to the east and Lake Ontario to the west, Kingston is one of Canada's finest sailing areas. The regatta facilities are those that support the annual Canadian Olympic Regatta Kingston (CORK), and were the venue for the 1976 Olympic yachting events. The fleet will be berthed at Portsmouth Olympic Harbour and the racing will take place to the west of the harbour area in the open waters of Lake Ontario.

We hope that J/24 sailors worldwide will meet in Kingston to continue to enjoy one of yacht racing's premiere regattas. A complete notice of regatta will appear in the fall issue of this magazine. For further information contact Jim Murray, 12 Laurier Court, Beaconsfield, Quebec, Canada, H9W 4S8. Tel: (514) 630-1988.

Photo by caggi





# Up to Speed

by Guy Brierre



*Fleet 94 members with two key ingredients for a successful measurement party: templates and a keg.*

**O**n a warm, sunny February Sunday, our fleet spent the afternoon getting faster. Funny thing is, we never left the dock. Instead, we alternately gathered around our keels and the keg. Such were the goings on at the first Fleet 94 Measurement Party.

For decades top sailors have stressed the importance of properly shaped keels and rudders. The top J/24 Class sailors have shown favor toward minimum thickness keels, placed as far forward as possible. With class approved templates and a metric tape (as well as a keg of beer),

our fleet was able to assess how close each of our boats came to these speed producing optimums.

At the previous week's Gulf Coast Championship, time did not allow us to measure all of the keels of the competitors, including local boats whose owners felt they lacked that certain speed advantage. At our measurement party we confirmed our suspicions that those boats thought to be slow were extremely "fat," either at the maximum thickness point of the keel (approximately 1/3 of the

way aft), at the trailing edge, or both. One owner found that the templates (which when closed around the keel should have 1/2 inch of clearance if the keel is at minimum thickness) would not even close around the keel, indicating a keel approximately 1" thicker than necessary - very slow! Another found that his trailing edge was 14mm thick while the minimum is only 3.6mm. It is important to point out that both of these owners thought they had fast, faired keels but, due to either lack of knowledge of the specifications or the tools with which to measure their





*This keel is fair but "fat."*



*How does she look at Station 2?*

boats, had never known the speed advantage that they were giving up. All the boats measured were also found to be 10-20mm short of the maximum chord length (the fore and aft length of the keel), which also contributes to speed. During the next few weeks, sandpaper, filler, sweat and more beer will be used during

work parties to help get these boats up to speed with their sisterships.

With strict rule compliance becoming a major issue in the class, measurement of boats is becoming more than just a time consuming hassle. It has become a source of protests, ill feelings and negative press. Instead, it can be an easy way

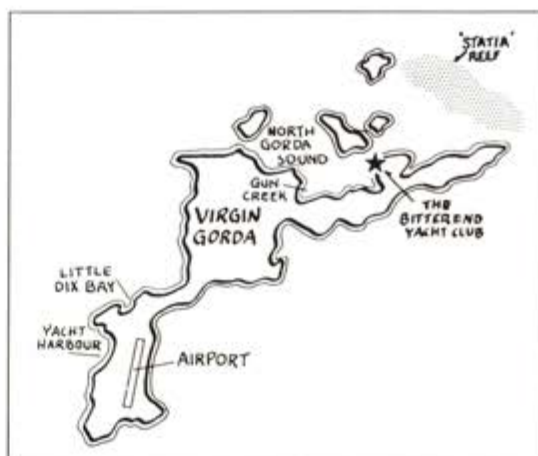
to help those slower members of your fleet to gain more speed, which brings with it more confidence, participation and, most of all, fun. The Lake Pontchartrain J/24 Fleet is getting faster – is yours?



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# Living With Laminates

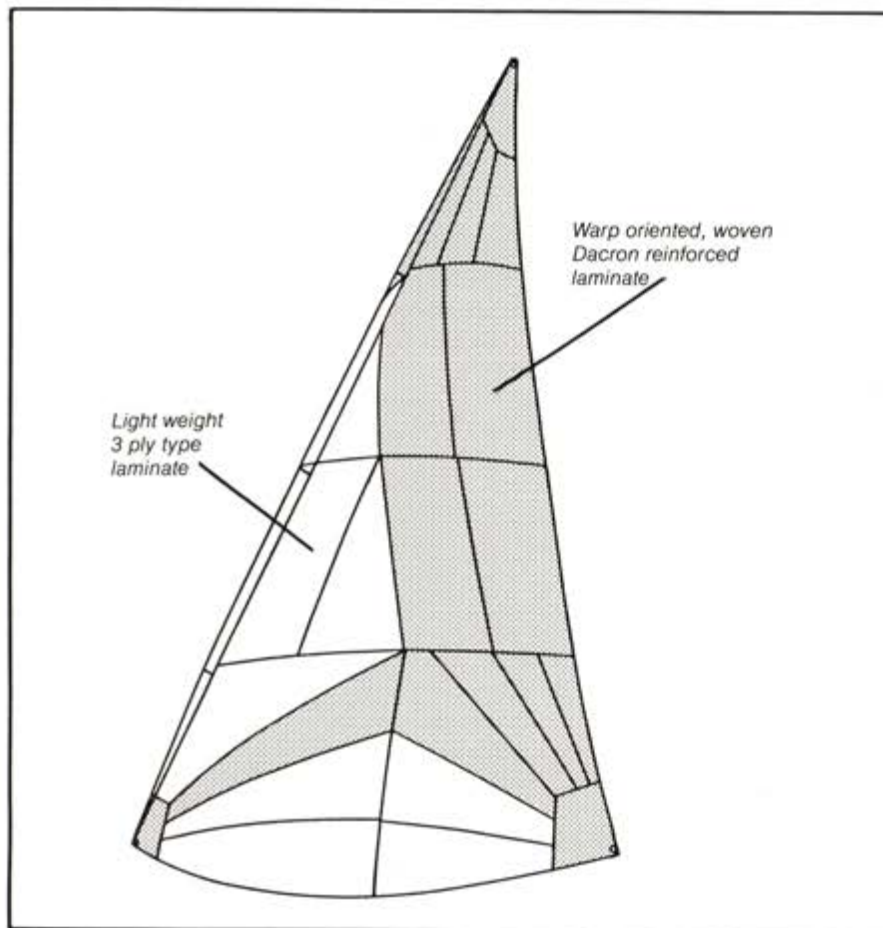
by Dan Neri

**I**t seems as though everything we buy these days is a petroleum product; from Corvettes to disposable diapers. Well, now your new J/24 genoa is going to be plastic. Welcome to the wonderful world of Mylar.

The J/24 Class officers have done a good job of picking the right time to introduce laminated fabrics, and they have allowed sailmakers enough flexibility to build reasonably high performance and durable sails. Although there have been consistently reliable Mylar fabric styles in use on offshore boats for over six years, sail designs have only been settled in at a "status quo" for about 20 months.

Just two and a half years ago, a sail buyer could choose between a Spider cut, a C-cut, a Quilt cut, a Tape drive, an Air frame or your basic confusion-cut which was probably called something like a VECTOR D-TT2. Today you can still buy a sail by any one of those very descriptive names. The difference is that there won't be very much visual difference from one sail to the next. Just as the panel layouts of cross cut Dacron sails don't differ radically from one sail loft to the next, Mylar genoa panel layouts have settled into a sort of common ground.

The typical J/24 Class genoa will be built out of two different weights of Mylar in what is basically a tri-radial panel arrangement. The tri-radial panel layout, with horizontal shaping seams, makes sense from an engineering, as well as a cloth availability, point of view. The most efficient laminates are warp oriented (strongest in the direction parallel to the cloth), and there is a much greater selection of warp oriented than fill oriented (cross cut) cloth available. From an engineering standpoint, the tri-radial layout in the load panels actually acts to flatten the sail as the sheet loads increase (see diagram).



*Heavy (lowstretch) cloth follows greatest loads on the sail, resisting stretch and flattening the leech as the sheet load increases. Light weight luff section allows more stretch as breeze builds, encouraging draft forward shape.*

The luff of the sail and most of the foot area can be constructed of minimum weight fabric. This keeps the overall weight of the sail down and gives the sail a very adjustable luff. The head, clew, and leech of the sail will be built out of a heavier laminate, probably about 4.2 oz. The heavier weight fabric has better stretch resistance for the high leech loads and, just as importantly, exhibits much better durability in the areas of the sail that get

raked across the rig every time you tack. In all, the sail will be about 2 lbs. lighter than the Dacron class jib.

These sails look complex compared to the old Dacron sails, and they are. Two years ago they would have cost 15-20% more than a cross cut, but computer operated cutting machines allow today's sail lofts to produce identical, multiple-weight oriented sails for the same price as the cross cut Dacron sails. Scissors would





Photo by Onne Van der Wal

*In heavy air, the Mylar genoa will look substantially flatter in the leech section.*

be a thing of the past except that we still need them to cut yarn for the tell tales.

So what does all this mean once you get out on the water? In general, nothing will be much different about the way you set up your rig or trim the sails. The Mylar sail with a minimum weight luff will be pretty sensitive to halyard or cunningham tension, but the same basic rules will apply. In light and medium air the sail should just show horizontal wrinkles off the luff. In the upper end of the sail's wind range, just remove the wrinkles.

Because the Mylar doesn't "grow" as much as a Dacron sail, the sail may be designed slightly fuller. The Shore 150%, and probably most others, will look generally fuller than a new Dacron sail in light air. In heavy air, due to the tri-radial panel alignment, the sail will look substantially flatter in the leech section. Because of this self-tending shape, the total range of your genoa lead adjustment will be less. If you are used to moving your leads through a range of 3", you will likely now only use 2".

The biggest performance difference will be in the upper wind ranges, mainly because the flatter leech will allow you to drop the mainsail traveller a little further to leeward without losing the mainsail.

Caring for your Mylar sail will not be any different than caring for your Dacron sails except that you can fold it up. FOLD IT UP? Yes, you read that right.

The first place these sails will show wear will be where the spreader pushes into the sail when it gets backed into the rig. This will show up as a dent in the sail if you lay it flat on the ground and will eventually cause the leech to hook progressively worse. When you can't stand it any more, drag your sail down to the local sail loft and have them cut out the spreader area and replace it. This spreader dent phenomenon will show up more quickly, the stiffer the fabric used in the leech area. Fabric which utilizes a woven Dacron on one side and Mylar film on the other seems to be more durable (although heavier) than fabric utilizing two layers of film.

On the whole, you will find your new sail easier to handle, more durable and longer lasting than its Dacron counterpart. And, when you're through with it, you can use it as a rain poncho, or a car cover, or a pup tent, or to line your cat box, or . . . .

*Dan Neri is co-owner, with Ken Read, of Shore Sails Rhode Island, where he oversees design changes and cloth selection for the Shore J/24 group. He races his J/24 no. 4109, Blank Expression, on the New England regatta circuit.*



# J<sup>®</sup> 24

The decision of the J-24 Class Association to allow the use of laminates at the Mid-Winters in Key Biscayne is a tribute to new sailmaking technologies, and demonstrates a desire to keep the Class current with sailcloth developments. The first major one-design regatta allowing polyester/Mylar laminates proved the all new Parallel Plus 1050-P and SL 1000-P constructions from Bainbridge to be a successful combination, continuing the winning tradition of Bainbridge.

In Capri in 1987 and again in Sydney in 1988, J-24 Worlds were won with and dominated by Bainbridge Dacrons and Nylons. Bainbridge's commitment to the J-24 and one-design classes worldwide continues with the introduction of new laminates tailored specifically to one-design racing.

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# PARALLEL PLUS: WARP-ORIENTED WITH TRANS- DIRECTIONAL STRENGTH

Trans-directional strength was missing from virtually all warp-oriented laminates until the introduction of the all-new Bainbridge Laminate Line. The new Parallel Plus, ST Series and Superlites deliver uncompromising warp strengths with trans-directional stretch resistance to lock in shape.

At the performance end of the design range, the Parallel Plus line, offered in both Polyester and Kevlar, sets new standards for structural laminates.


Bainbridge/Aquabatten: The leadership continues.



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**AQUABATTEN**  
HARDWARE

Winning With Technology.

Bainbridge/Aquabatten, Inc.

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Shown: The recently approved J-24 class light air laminate headsail. Fabric: Parallel Plus 1050-P in high stress areas, SL 1000-P in luff. Overlay: Parallel Plus 1000-K.

# TECHNOLOGY



# J/24 Solo

by Louis A. Iturra



Louis Iturra enjoys single-handing his J/24 in the Jacksonville, Florida, area.

**S**ingle-handing a J/24 is one of the most overlooked aspects of J/24 sailing. Numerous articles have been written on boat preparation and sailing techniques when racing with a full crew, but little focus has been placed on methods designed to enhance the joy of sailing or racing a J/24, solo. I am sure there are many J/24 owners who, between serious races, prefer to single-hand their boats for daysailing or occasional fun races. I frequently take my boat out for a spin around the buoys after work each day, single-handed, and I have developed several layout plans and sailing techniques which may prove helpful to others who find themselves single-handing their J/24s from time to time.

The first and foremost problem one faces when single-handing a J/24 is maintaining proper heeling angle without the luxury of crew weight. The easiest method is to simply reduce sail area, which translates into reserving the 150% genoa for very light air conditions only.

The J/24's 100% jib is more than adequate for daysailing and much easier for the single-hander to tack and sheet. One must remember that trying to skirt and sheet in the genoa is a major undertaking when you are alone and sailing in strong winds. The usual depowering techniques apply but should be done sooner in order to compensate for the absence of crew weight. In most cases, maximum backstay tension should be applied at 14-16+ knots wind strength, but may vary depending on your weight and how far out on the rail you sit. Also, easing the traveler to its maximum position decreases weather helm and heeling angle, although you may find your mainsail being backwinded by the jib to some extent. Under no circumstances in heavy air should you cleat the mainsheet, instead play it in response to wind gusts. To prevent fatigue, wrap the mainsheet once around the windward primary winch to take up the load. The jib sheet should be properly trimmed and then cleated and any further small

trim adjustments should be done with the helm and mainsheet when conditions become too severe. If all else fails, drop the jib instead of reefing the mainsail; it is easier and requires less time and effort. Be forewarned that under severe wind conditions, the J/24 reefing system is inadequate for a single-hander to reef alone, safely. Take heart, though; the J/24 sails beautifully in heavy air under main alone.

Want to singlehand and fly your spinnaker too? Well, it can be done, but it's easier if you make an investment in an autopilot. For single-handing and cruising, an Autohelm 2000 autopilot is probably the best investment a J/24 owner can make. Not only will it allow you to go forward and set and jibe your spinnaker, but it's ideal for long cruises whether alone or with crew. Some primary advantages of the Autohelm 2000 are the flexibility of mounting the control head within easy reach of the cabin or helm position (Fig. 1), simplicity of installation (Fig. 2), and the ease with which you can disengage the control arm in an emergency. Also, the Autohelm 2000, unlike some cheaper models, will maintain a steady course within plus or minus 2 degrees under full sail in heavy wind conditions.



Fig. 1





Fig. 2

One other welcome improvement is the installation of a Harken windward sheeting traveler (Fig. 3). This device allows you to pull in the traveler without coming off the rail to uncleat the leeward control line. This is very advantageous during racing as well as single-handing when you need all of your weight as far out to windward as possible. Note in Fig. 3 that the only purpose of the deck cleats

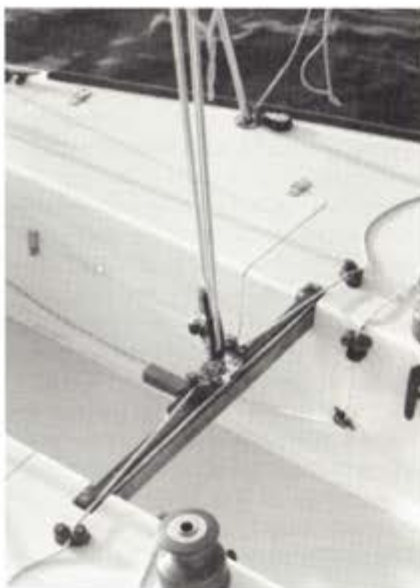


Fig. 3

is to lock the system down when the boat is not under sail. One may also wish to add an adjustable hiking stick (Fig. 4) for the same reasons, for the ideal helm position when single-handing is as far out on the rail as you can safely sit.

Speaking of safety, since you are

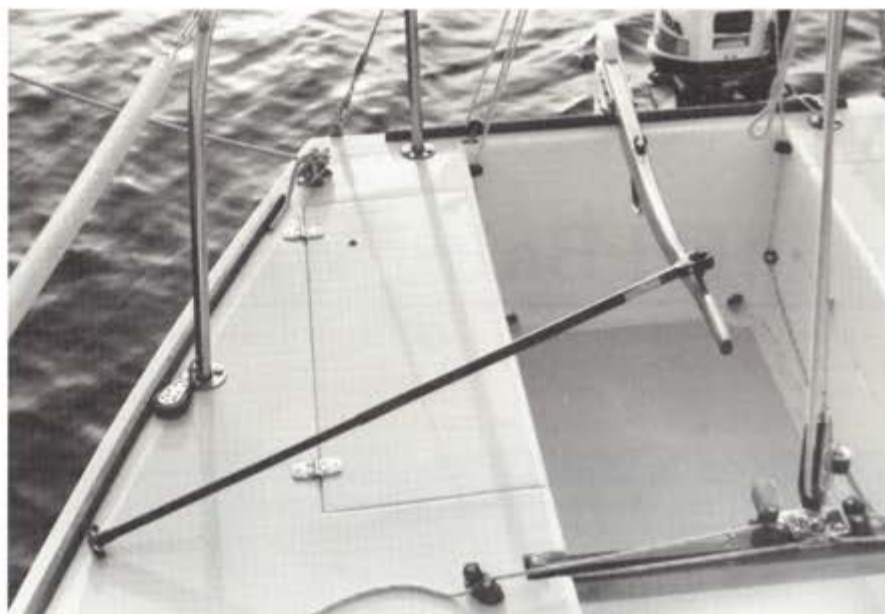


Fig. 4

single-handing, I strongly advise investing in a high flotation life jacket or, better yet, obtaining a Security inflatable PFD made by the Survival Technologies Group (Fig. 5). This device is conveniently packaged in a small pouch which you wear on your belt and can be quickly inflated if you fall overboard. Although relatively expensive, it will seem a small price to pay if you are unlucky enough to fall overboard and you're watching your boat sail away from you with no one aboard to turn around and rescue you. This device will give you 35 lbs of buoyancy, twice the amount of less expensive Type III PFD's, and just may save your life.



Fig. 5

The last modification I have made is to add a swivel control cleat, made by Performance Yacht Fittings, to the genoa halyard. Instead of leading the halyard aft, the swivel cleat is mounted directly to the mast (Fig. 6) and will automatically swivel to face the direction from which the halyard is pulled. This arrangement allows me to raise and lower or change the headsail from the foredeck and prevent the sail luff tape from jamming on the hoist.



Fig. 6

Overall, single-handing my J/24 is simply a pleasure. The boat responds quickly and gives me a reassuring feeling of being in control at all times. Thank you, Rod Johnstone, for such a wonderful design.

*Louis Iturra is a Florida native, born and raised in Jacksonville. Much of his six years of sailing experience comes from sailing and racing catamarans offshore. He is presently a member of the Amity Anchorage Yacht Club in Switzerland, Florida, where he cruises and races his J/24. When not sailing, he works for Jacksonville Fire/Rescue and Trauma One Helicopter Services, as a paramedic.*





# Ed Baird Wins Midwinters

by Hale Walcott



Photo by Bill Borrough



Photo by Bill Wilson

Over 90 entries and 450 sailors from twenty-five states and Bermuda, Canada, England, Germany and Sweden made the journey to the warm waters of Biscayne Bay for the 1988 J/24 Midwinters held January 5-9 in Miami. Besides the class regulars, the presence of world-class sailors John Kolius, Buddy Melges, and '84 Olympic gold medalists Jonathan McKee and Carl Buchan added an extra dimension to the regatta.

The Coral Reef Yacht Club hosted the event which was sponsored by the Miami Orange Bowl Committee and Pus-sers Rum. Nancy Canard did a superb job coordinating the regatta, from measurement to the trophy presentation, while Mario Bustamante, with his legendary Black Flag, ran the races.

When the results were in, it was J/24 Class veteran Ed Baird of St. Petersburg who sailed *Monster Fish* consistently in the top ten to win the five race, no throw-out regatta. (Ed's Note: Though Ken Read had posted a lower overall score, he was disqualified from the series when an inspection after the final race showed that his lazarette hatches had been altered in violation of Class Rules.) Rich O'Donnell of Northbrook, Illinois, sailing *Yo Mama*, won the Designer Fleet title.

The sailors, many of whom had hauled their boats from the frozen north, came to enjoy the sunshine and friendly competition of the Midwinters for the eleventh straight year, the seventh year in Miami. Old friendships were renewed as they cleaned and rigged their boats January 3-4 at Crandon State Park. Designer Rod Johnstone was on hand to help with official measurement and

Top: Larry Klein (Bow 16), Jim Brady (1211) and Ed Baird (Bow 02) work to weather in Championship race.

Bottom: The fleet enjoys a fast ride downwind on Biscayne Bay.



weighed every boat as it went on the hoist to launch.

After the mandatory skippers' meeting Monday evening, Coral Reef Yacht Club treated the sailors to a hamburger cookout, with Miller Lite beer provided courtesy of Gato Distributors.

The three race elimination series to determine Championship and Designer divisions was sailed in a 12-16 knot northerly on Tuesday, and shiny new Mylar genoas were displayed by nearly 70 percent of the fleet. Eric Arndt, of Santa Barbara, California, clinched the qualifiers with three firsts.

The crackle of crisp working jibs was heard for Races 1-4 of the final series as the wind piped up to 20-30 knots. Former World and Midwinter Champion Ed Baird showed good speed in the blustery conditions and led California's Larry Klein (1987 SORC Champion) by one point at the end of Thursday's racing.

That evening the weary crews relaxed at the complimentary Pusser's Rum cocktail party. A topic of conversation at the party was the gaping hole in the side of Jack Slattery's *Slider*, the result of an incredible T-bone collision on the first day of the championship. He was able to get an overnight repair and resume racing, receiving average points for the first two races, and finished seventh overall.

On Friday it seemed the wind had worn itself out, and the fifth race was postponed till 2:00 p.m. The sailors entertained themselves in the meanwhile with water fights, bikini contests (both male and female) and playing frisbee. When the wind filled in at 3-5 knots from the east, local ace Augie Diaz played the shifts perfectly to finish first, while Baird and Klein struggled after bad starts, finishing eighth and 15th, making Klein and Canadian sailor Greg Tawastsjerna tied with 32 points apiece after Baird.

Saturday's sixth race was another drifter. Newport, R.I.'s light air wiz Scott Ferguson led at the weather mark, but the breeze dissipated on the first reach and the race was abandoned when no one could complete a triangle within the one and a half hour time limit. The only race left was the all important one to the hoist.

Top: John Kolius (Bow 78) rounds mark close behind Jim Brady (1211) in heavy weather race.

Middle: Greg Ferguson (PMS), Mike Mullinix (Airstart), and Mark Ploch (Bow 60) round ahead of pack descending on jibe mark in a qualifying race.

Bottom: Start of light air race on Saturday.



Photo by Bill Borough

Photo by Bill Wilson

Photo by Paul O. Boesvert



Baird emerged the 1988 Midwinter Champion, his second Midwinter title in five years, and Larry Klein, who had crewed for Ed in his 1983 Midwinter victory, was second. Greg Tawastjerna was only one point behind Klein, taking third place overall.

Saturday evening the crews gathered at the Port of Miami for the awards dinner hosted by the Miami Orange Bowl Committee. Ed Baird and his crew of John Peck, Carla Peck, Rick Pitcairn, and Charlie Mitchell received Pussers watches and keeper trophies, and will have their names engraved on the Michelob Midwinter perpetual trophy which resides in the Coral Reef Yacht Club. A pair of Derrierwear™ (racing shorts with optional

Fanny Fender™) was presented to Mark May, the last to qualify for the Championship Division. Rick Peper and crew received red sweat shirts with the Midwinter logo for the first boat to qualify for the Designer Division.

After a great week of competition and social events, everyone is looking forward to returning to Miami for Midwinters XII.

Hale Walcott has sailed in J/24 events for many years as tactician for Dave Curtis, winning three North Americans, the '84 Worlds and Midwinters and a gold medal in the '83 Pan American Games. He is North Sails Marblehead marketing manager, J/22 Class president and current J/22 Midwinter and NA Champion.



Photo by Lee Corbin



Clockwise from left: The weigh-in at launching; RC Chairman, Mario (Black Flag) Bustamante; Suzanne Spangler and crew enjoy the sun; winners Ed Baird and crew of Monster Fish; dancing at awards party; Gabriella Buerman dances, too; the mad scramble for the hoist at Crandon Marina.

Photos by Tillman







Photo by Bill Borough

## 1988 J/24 Midwinters XI Championship Fleet

POS	BOW	YACHT	HELMSMAN	1	2	3	4	5	TOTAL*
1	02	Monster Fish	Ed Baird	5	4	2	5	8	24
2	16	Myjac	Larry Klein	9	5	1	2	15	32
3	49	Three Speed	Greg Tawaststjerna	3	12	8	7	3	33
4	59	Bulletproof	Jim Brady	1	20	5	1	9	36
5	78	Dead Duck	John Koliuss	6	3	7	8	16	40
6	40	Houdini	Eric Arndt	4	7	16	3	12	42
7	06	Slider	Jack Slattery	9	9	11	9	6	42
8	76	Magic Bullet	Brian Thomas	15	2	6	17	19	59
9	66	Whiteout	Scott Ferguson	12	26	3	19	5	65
10	80	Arion	E. Stelter/B. Heston	7	6	25	11	17	66
11	21	Wired	M. Eagan/J. Richards	13	11	21	23	4	72
12	89	Syzygy	Jay Lutz	8	10	12	15	39	84
13	12	Space Ranger	Harry Melges III	10	13	22	12	27	84
14	29		Mark Hulings	14	8	18	13	36	89
15	10	Man-o-War	K. Batzer/G. Moore	24	21	10	10	30	95
16	04	I'll Go	Augie Diaz	26	47	24	4	1	102
17	65	Lounge Lizard	Peter Johnson	22	22	9	27	24	104
18	74	Oombriago	Tom Babel	28	24	15	28	10	104
19	01	pdq	Chuck Millican	27	16	26	18	23	110
20	81	Double Time	Dick Tillman	29	27	20	31	7	114
21	79	Cruel Shoes	Kirk Reynolds	16	25	47	16	14	118
22	38	Danegerous	Tom Wohlgermuth	37	9	32	20	21	119
23	60	Pit Bull on Crack	Mark Pioch	17	19	19	22	43	120
24	82	Lunch Cutter	Michael Hobson	23	17	17	33	34	124
25	46		Bentz Faget	11	47	29	14	26	127
26	55	Willie Nelson	S. Prine/S. Lawson	32	23	23	29	20	127
27	18	Jubilant-ABJ	Lowell Copeland	28	14	14	32	42	130
28	91		Tom Hughes	21	47	47	21	11	147
29	05	Talking Heads	Tim Hotchkiss	31	28	31	26	31	147
30	90	C. O. Jones	E. Sheeder/R. Pincus	20	47	13	24	44	148
31	48	Easy Come	Tommy Meric	36	15	28	25	45	149
32	20	Partial Eclipse	Gunther Buerman	19	29	34	30	37	149
33	15	Willie	Eddie Williams	44	34	30	34	13	155
34	19	Shining Armour	Carl Knight	35	33	27	37	28	160
35	35	Mac The Knife	Steve Bowers	30	32	42	35	29	168
36	47	Hot Spit	Jim Capron	39	36	37	42	22	176
37	88	Banana Republic	Chuck Lamphere	34	27	38	41	40	180
38	33	Planet Claire	John Koten	33	31	33	44	41	182
39	44	Recess	John VanDalen	41	30	41	36	35	183
40	22	Saffi propp	Sten Haeger	47	47	35	40	25	194
41	57	Tramp	Mark May	40	47	40	38	32	197
42	61	Electric Pumpkin	Suzanne Spangler	42	47	36	39	33	197
43	52	Sugar Plum	Peter Milnes	38	37	39	43	46	203
44	92	Dr. J	J. Southam/M. Reeser	47	47	47	47	18	206
45	86	Taken For Granite	William James	43	35	47	47	38	210
46	24		Ken Read	47	47	47	47	47	235

\* Scored per IYRR 74.6(c).



## 1988 J/24 Midwinters XI Designer Fleet

POS	BOW	YACHT	HELMSMAN	1	2	3	4	5	TOTAL
1	58	<i>Yo' Mama!</i>	Rich O'Donnell	2	5	3	6	3	19
2	30	<i>Twilight Zone</i>	Gary Sprague	3	6	9	7	11	36
3	45	<i>Slippery</i>	Al Russell	4	10	15	9	1	39
4	50	<i>Rudolph</i>	Teske/Duffy	7	11	12	12	4	46
5	36	<i>Geronimo's Cadillac</i>	Rucker/Amthor	9	17	2	3	18	49
6	56	<i>Hooligan</i>	Thomas Kirk	19	14	11	4	2	50
7	42	<i>Biggins</i>	Heinz Laprell	12	2	4	11	22	51
8	28	<i>Quantum Leap</i>	Bill Whitmore	47	3	6	1	7	64
9	31	<i>Triple J</i>	Jim Hoffman	5	7	19	19	14	64
10	14	<i>Stealth</i>	Phillips/Wood	10	4	25	10	26	75
11	32	<i>Dixie</i>	Richard Peper	15	8	13	21	20	77
12	37	<i>Bouncing Betty</i>	Jerald Kuhn	18	13	20	8	19	78
13	77	<i>Baggins</i>	N. Canard/Lemieux	47	1	1	2	29	80
14	69	<i>Quack</i>	Skip Shumway	13	47	5	5	13	83
15	71	<i>PMS</i>	Greg Ferguson	1	47	8	14	16	86
16	23	<i>Trouble</i>	Bob Seidel	47	12	7	15	8	89
17	93		Dan Howerton	6	28	10	25	25	94
18	11	<i>Fast Forward</i>	J. Wake/B. Spencer	8	18	17	23	31	97
19	03	<i>P. F. Flyer</i>	Rick Kaiser	20	47	14	13	5	99
20	41	<i>The Price of Eggs</i>	Al Goldin	16	9	24	29	23	101
21	70	<i>Bunky's Boat</i>	Richard Hines	11	47	16	18	10	102
22	53	<i>Amanda</i>	Mark Lawless	28	19	29	27	17	120
23	13	<i>Rainbow Warrior</i>	Lee Corbin	24	27	26	16	28	121
24	64	<i>Crackerjack</i>	Chip Broome	23	21	33	20	24	121
25	83	<i>Kato</i>	Mahoney/Law	22	22	23	17	38	122
26	51	<i>Free Agent</i>	Graham Moss	21	16	18	33	35	123
27	27	<i>Twisted Sisters</i>	Barbara Beigel	17	25	27	26	32	127
28	09	<i>Grim Reaper</i>	Reynolds/Ferguson	26	23	28	47	6	130
29	54		Mark Poulson	25	15	47	47	9	143
30	43	<i>Swag</i>	Jon Cunnison	27	20	47	47	12	153
31	62	<i>Menage</i>	Pincus/Babcock	32	29	32	30	33	156
32	85	<i>Snow Job</i>	Bob Richards	14	26	47	47	30	164
33	67	<i>Papajack</i>	Roger Raven	47	24	30	31	36	168
34	68	<i>Night Owl</i>	Fowler/Platt	47	47	22	28	27	171
35	25	<i>Shadowfax</i>	Mills/Read	47	47	21	24	39	178
36	39	<i>Fantasia</i>	Eugene Wood	47	47	31	22	34	181
37	34	<i>Estrogen</i>	Jackie Kessler	29	30	47	47	30	183
38	75	<i>Mad Cap</i>	Daniel Bullard	47	47	47	32	15	188
39	73	<i>Willin'</i>	Timothy Carney	31	47	47	47	37	209
40	84	<i>Novacaine</i>	Brad Durham	30	47	47	47	47	218
41	07	<i>Airstart</i>	Michael Mullinix	47	47	47	47	47	235
42	08	<i>The Madam</i>	Randy Oates	47	47	47	47	47	235
43	17	<i>Squarehead</i>	Ken Olsen	47	47	47	47	47	235
44	26	<i>Godspeed</i>	Britt Drake	47	47	47	47	47	235
45	63	<i>Betsy's Boys</i>	Billy Smith	47	47	47	47	47	235
46	72	<i>Loophole</i>	Michael Scofield	47	47	47	47	47	235
47	87		Denise Robinson	47	47	47	47	47	235



Photos by Bill Wilson



# FIX YOUR BLISTERS!

OUR STORY SO FAR—  
OUR HERO, MAJOR LEWIS,  
HAS JUST LOST THE  
INDIANAPOLIS BOAT  
RACE TO THE NEFARIOUS  
JAQUES L'SALT!





# Targets

by Ed Baird



Ed Baird, 1983 J/24 World Champion and 1983 and 1988 Midwinter Champion, shares an excerpt from his new book.

**I**n individual races, it's important to have some motivation, something you really want to achieve. It might be finishing in the top five or ten, or maybe just being able to finish ahead of someone so badly that you cover him the entire race and the two of you end up finishing in the last two places. Instead, use those targets, with discretion, as motivation.

I once sailed in a race from Clearwater to Key West, Florida, aboard a boat rated about the 15th fastest out of a fleet of 64. As we sailed closer to Key West, and after having been up for two nights, we began to hear the lead boats call in that they were getting ready to finish. One by one, the big boats called in – not that far ahead. We estimated our time to the finish and realized that, if we did well in the next three or four hours, we would have a good chance of winning the race!

The level of excitement and enthusiasm generated by that target was incredible. Up to that point we had been sailing for at least 12 hours, out of sight of all but one or two boats. We didn't know how far ahead the first boats were, and didn't know how far behind the rest of the fleet was. However, we knew we were doing well because we were a small boat

sailing around larger boats. But there were some larger boats that we weren't sure of that might be far enough ahead to save their times on us. So when we heard them radio in, the hope, the excitement that we could actually win the race became foremost in everyone's minds. We all went from being drowsy and tired to having adrenalin rushes that helped us trim better and steer faster and think more clearly about the remaining miles to sail. That extra effort enabled us to beat them, reaching our target.

Another way to use targets is shown by what happened to us at the 1985 J/24 World Championship in Japan. In one early race, two top contenders for the championship were leading. We were around fourth or fifth – too far back to catch them – but there was a boat just in front of us that, if we could pass, would give us third. Instead of going for all the marbles and trying to win the race, which wasn't realistic, we picked that boat as our target and said, "Let's just try to get a third." We worked that boat to the middle of the course and tacked, just to see how they would react. They tacked to cover us, and we knew right then they were interested in playing our game. We said, "Okay. He's going to cover us. How can we pick him apart?" We looked at all the things he was doing differently, trying to pick out his weaknesses.

The most noticeable was that he was sheeting his genoa to the windward winch, which meant that each time he tacked, he had to completely throw that sheet off, take the new sheet across and load it before he could trim. That meant it took him longer to tack than it took us. In another situation we might have said, "Well, our boat speed is a lot better. Let's just keep going and we'll catch him by the time we reach the finish." But we didn't have that much time, and our boat speed wasn't that much different. *Our tacks*

were. So we decided we would tactically tack until we caught him.

Fortunately, there was enough distance between us and the boats behind that we could fight the battle without losing the war, so we began a tacking duel. Each time we tacked, we gained a little. Not much, but a little. The more we tacked, the more he tried to cover us. He couldn't let us go because the wind was shifty enough that if we got one good shift, we'd end up ahead. We put in close to thirty tacks on that last beat and got to within a couple of boat lengths of him. Energy poured from my crew as we could start sensing a chance to pass them. Everyone was focused on sailing perfectly. We got very close to the finish line and, on one of the last tacks, I guess he felt close enough to the finish line to drop his cover on us. He let us go. "All we need now is a shift our way," we thought. Right then, my jib trimmer noticed that the race committee flag had turned a bit, indicating a favorable shift coming. We sailed to where we could see the puff coming in, and sure enough, it shifted a little; we tacked. But when we tacked, we noticed the other boat converging with us, also on a big lift. We crossed our fingers and sailed as fast as possible.

We were laying the finish line, but were going toward the furthest end. When we could lay the closer end, we would tack again. The other boat sailed up to where we thought he was going to be a couple of lengths ahead of us, and got a big header. At the same time, we got more lifted, and he could not cross us. He crash-tacked, and with the tangle of cross-sheeting, it took him longer than normal. We got an overlap on him to windward. If we kept going, we would both lay the finish line, but it was still the furthest end. So as soon as we could lay the committee boat, we tacked. He tacked to follow, but our tacks were just enough



faster that we crossed ahead of him, third. What satisfaction – it could have been 20th and it would have felt the same – we'd accomplished our goal.

When you need to really challenge your crew, present them with a target. Earlier in the leg, I remember saying to my crew, "Would you guys agree that, if we get a third in this race, we'll be in good shape to win this regatta?" They looked back at me and said, "What do you mean – if we get?" After all, it was only the third race of a seven-race series. I said, "How many times have you lost a race or a regatta because of one point? When you look back at it you say, 'If we'd just tried harder that one race, we could have gotten that guy.' So let's do it. Let's get that point right now!" That attitude has to be continually present. You could just say, "Well, it's a long way up there, and it's a big risk, and a lot of work for a small percentage of payoff." Buy why? If you're there to do well, you've got to take the risk and hope for the payoff. And it's worked – a lot of times. It's like stretching for that tough shot in tennis and surprising yourself by getting it.

Often you can see somebody behind kind of give up and play loser's ball. They decide that where they are is okay, and they're just going to stay there. That makes it easy to stay ahead of them.

Other times, the challenge or target has to be more specifically directed. In boats like J/24s, I've often turned to my jib trimmer and said, "Can you out-tack that guy?" And he says, "Well – of course." Naturally, he's going to say he can, whether he really believes it or not. But you can make him believe it. Prove it to him by doing it. It's all part of the same attitude – the idea that you have to press forward all the time.

The first time I steered a Snipe in a race was also the first time my girlfriend had ever sailed a small boat. Before the skipper's meeting, we sailed around the harbor so she could learn how to tack and jibe and trim the jib. She did a great job for a first-timer, so I wasn't too worried as we sailed out to the start in a breeze that had built to 25 knots in the puffs. I told her that it didn't matter how we did against the other ten or twelve boats, the important thing was that we enjoy ourselves and teach her a little more about sailing so she could be a better crew on the big boats we were racing. She agreed.

Soon after, however, she asked a telling question, "Is Jean sailing with Mark?"

Mark was one of the local hotshots in those boats and Jean was his wife. They were not too different from us, since Jean didn't have a lot of time in as a crew either.

"Yes, she is," I replied. "You think we can beat them?"

"I'd sure like to."

"Me, too. Let's focus on them as a target for today. We won't let them be more important than having fun and doing well in the fleet, if we can; but whenever we're near them, let's see if we can out-maneuver and out-boat-speed them."

"Okaaaay!" She had a new energy – a target.

Race 1 began and we were about third off the line and lost a couple boats right at the first mark. It was really windy. We planed down the reach, passing one boat and closing on Mark and Jean, who were in third. Lisa never looked back. She focused on trimming the jib and hiking 'cause I told her that would make us go fast.

On the second beat her legs started hurting, understandable since she had never hiked before, but she kept at it since the target was still in front of us.

"We're almost to the weather mark. Just a little more," I said, as we barely passed the beat's halfway point. (I was trying to change her focus from the pain in her legs.) I worked our boat over near Mark and Jean so we could have some course combat to make the beat seem shorter. As we passed a boatlength behind them, I explained what phase in the windshift we were in. We tacked on their weather hip where Lisa could see them through the jib window.

"If I'm right, the next puff should lift us and we'll have them." The puff came, lifted us slightly, and the next time they tacked, we had them.

At the finish line, Lisa gave me a big kiss amidst the wind and waves, and said she liked this racing stuff.

"What about the pain in your legs," I asked.

"Wow, I'd forgotten all about that! It's all in what you focus on, isn't it?"

In some situations, it's easy to say we shouldn't attack because we might make a mistake. That's wrong. Instead, think, "If we make a mistake, we won't pass him. But if we don't make a mistake and he does, we will pass him." Many people will look at someone else and think that that person is less likely to make a mistake than they, so they don't even try to beat him. We have to constantly fight that. A couple of guys were razzing my girlfriend at the bar after a close J/24 race that we happened to win. They thought it was funny that she had nearly fallen off of the boat as we tacked to attack them. It was her first race. She had been a little slow on one quick tack and gotten pinned to leeward by the jib sheet as the sail filled. As the boat heeled, she started sliding into the bay. A strong middle man grabbed her by the collar and dragged her to the high side, where she promptly asked if we would have gone back for her. "Only because the rules require we finish with the same number we started with," my jib trimmer answered, only half joking. She got the idea.

Her answer to the guys at the bar? "We passed you, didn't we?"

Focus came into play when I was



Lisa Alkire and Ed Baird take a break from racing while vacationing in the British Virgin Islands.

Photo by Dick Tillman



sailing at a Laser Europeans in Ireland. A Brazilian was in sixth place, and I was in seventh. He was older than I and had done well in all the regattas I had seen him in. I had a perception of him as an international star, someone who would be very difficult to beat. The eighth-place boat was several hundred yards back, and the way it was going, all we had to do was sit on the side of our boats to the finish line, and we would finish as we were – sixth and seventh. The wind was blowing 12 to

14 knots. I didn't have the patience to be bored for the rest of the beat, so I decided I'd use the Brazilian as my target and try to get ahead of him before we crossed the finish line. I was around 100 feet to leeward of him, so I knew it would be a long shot. Yet, it was some distance to the finish line, and I figured we'd at least have some fun. Because he was covering me, I worked him to the middle of the course and then started tacking, just as I would do a few years later at the J/24 Worlds.

We tacked maybe six or seven times, and I began to notice him getting closer. So I sailed for a short while, caught my breath, waited until he hit a bad wave and then tacked a few more times. He got closer still. By the time we got near the finish, he was reeled in to only 50 feet ahead. In a Laser, that's about three or four boat lengths. We were close enough that I figured one last try might do it.

Right when I was about to start tacking again, I remember feeling that my heart was not really in it. I had tried for a while, and although I had closed the gap, our positions were still unchanged. But then I noticed a big puff, just about ready to hit him. I waited until the puff was about two boat lengths to windward of him and tacked. He tacked too, but because he was watching me, he hadn't noticed the puff. It hit right when he completed his tack. He wasn't ready for it and capsized. As he scrambled to right his boat, I sailed past him and just beat him across the line.

It was frustrating for him, but I think it taught both of us the importance of concentrating on the proper thing. Even if I hadn't passed him, it was more fun than just hanging out there on the side of the boat in seventh place until I crossed the line. If nothing else, it was good practice. I reasoned, "The worst thing that can happen here is that my tacks get better for the next regatta. The best thing that can happen is that I can pass him." Either way, by setting a target, you can only gain.

In Australian John Bertrand's book about winning the America's Cup, *Born to Win*, he mentions that their target, Dennis Conner, was never referred to by name because they didn't want to give him any credit. They always talked about them like they were less impressive than they actually were. They referred to them as the "red boat" or the "Americans," the "other guys" or the "defender." They never referred to them as "Conner" or even "Liberty." That's an interesting perspective. In that situation, it was just one boat against another. The loss of a race meant failure, not just second place. But in fleet racing, looking at the other guy, knowing who he is and trying to go out and beat him, especially if you perceive him as being better than you, is a really valid target. There's nothing malicious about it. It's something that works, that motivates, that keeps you enjoying the sport.

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# TBT, Out or In?

by Linda P. Lindquist

**T**ributyltin (TBT) came into use in the late 1960's to replace lead as an additive in antifouling boat bottom paints. Proving to be a very effective antifoulant against barnacles and other severe types of marine growth which plague boat owners, TBT paints became a big success. An additional benefit from the use of TBT as an antifouling additive was the birth of bright colored, white and clear antifouling paints, never before possible with copper-based paints. Copper additives cover (or darken) the pigment of any paint. Copper paints often change shades depending upon water temperature, water type (salt or fresh) and chemicals or impurities present in the water.

Tributyltin, unlike copper, is organic. In concentrated doses TBT has been proven to cause genetic mutations in certain forms of marine life. Cases where entire oyster beds have become mutated and sterile have appeared in France, resulting in the French government banning the use of TBT in the pleasure boat industry. There are an increasing number of scientists in medical, biological and environmental fields who have expressed concern as to the possibility of bioaccumulation. Bioaccumulation occurs when a chemical builds up somewhere in an organism, for example; in fat tissue, rather than being flushed away. If this happens, a toxic substance can enter the human food chain, as was found with DDT which was banned for that very reason in the late 60's.

The United Kingdom placed a total ban on TBT products used in the marine industry on May 30, 1987. Other European countries have bans and restrictions pending at this time. There is a general feeling that TBT marine products will be banned from sale in the entire Common Market by 1990. Canada is taking action as well. As of June 1, 1988, Canada no longer will allow the sale and use of Tributyltin in the marine industry.

In the U.S., individual states and the Federal Environmental Protection Agency are making decisions as to the fate of Tributyltin in antifouling paints. Congress is debating the use of TBT in all areas of use. A main use of Tributyltin is for keeping receptacles for large reserves of sedimentary water clean, such as water towers and underground sealed reservoirs. As of press time the following states had already invoked strong restrictions or total bans on the sale and use of TBT antifouling paints: Alaska, California, Maryland,



Michigan, New Jersey, New York, North Carolina, Rhode Island, Virginia, Oregon, and Washington. Many more states have strong restrictions and bans pending. The remaining states are waiting for the decision to be handed down by the Federal EPA on July 1, 1988. At this time it is expected that TBT paints will be banned from use and sale in the pleasure boat industry.

Any time technology is retracted (usually for environmental/health safety measures), people have to settle for a "less effective" product - until someone

formulates a new "safe" alternative. As this new "safe" ingredient has not been discovered, several paint manufacturers have worked hard to develop new and improved technology for copper antifouling paints.

This is presenting a new dilemma for more and more boat owners, as they are now being forced to switch bottom paints. Some copper based alternatives are compatible with and can overcoat the outlawed Tin paints - others cannot. "Can I overcoat with this brand? Do I have to sand it down first? Do I have to take it all off!? What is the best copper paint for me?" These are the most commonly asked questions today.

In order to make the best choice for your own situation, you must first determine what type of paint you presently have on your hull. Hard, soft, and copolymer/ablatives are three main categories of paints. There are many paint types and brands within these groups.

- Hard paints are those paints which when applied do not smear off in the water. Usually requiring repainting every season, hard paints can build up over several seasons. Epoxy and Vinyl are common types of hard paints.
- Soft paints leave a chalky type finish that erodes over the season and must be reapplied every season. This eliminates excessive paint build up as most paint remaining on the hull at the end of the season can be washed off with power sprayers.
- Copolymer paints are a multiseasonal paint applied in many layers. These layers erode to expose new effective paint.

Most hard paints can be overcoated. Soft and copolymer paints often cannot be. If you are in doubt as to whether or not you can overcoat the paint you presently have on your hull without removing it, call the manufacturer of the paint you have on your hull.



Several manufacturers of hard copper paints containing tin have removed the tin. Very often it is possible to overcoat a particular brand of copper and tin paint with the same brand of copper paint. Hard paints do not chalk off on people or docks, and they often provide a very smooth finish. Hard paint layers that do not wash away can build up over the years to a thick coating which can crack. For this reason most hard paints require a bit of sanding for yearly maintenance.

Ablative/copolymer technology, originally developed for tin based paints, has been modified for copper paint application. Several manufacturers have developed new ablative and copolymer copper antifouling paints, hoping to solve the great void in multiseasonal paints created by the TBT ban. Ablative/copolymer paints cannot be overcoated with other types of antifouling paints. They should be removed before applying conventional hard or soft copper based paints. Most of the new copper ablative/copolymers can overcoat the same brand of tin based ablative/copolymer paints without removing the old layers.

The disadvantages of copper based ablative/copolymer paints arise when boats are standing still in the water. The vast majority of pleasure boats are used only on weekends or remain at the dock or mooring. A great portion of an ablative/copolymer paint's effectiveness is derived from the boat moving through the

water to wash off the old, "leached out" layer and to expose new fresh antifouling. To date, "washing effect" was not so great a factor, as tin was a much more toxic biocide making the ablative/copolymers quite effective even on boats that were used very little. Most of the new copper ablative/copolymers are relatively untested by the consumer market as to their effectiveness and performance, and it will be several seasons before these new paints are able to prove their effectiveness.

Chemical additives such as antibiotics are starting to appear as non-toxic "enhancers" to existing bottom paints. Tetracycline is an antibiotic that has appeared as a non-toxic additive. People have also tried to come up with "home brews". This should not be encouraged, as some home formulations can end up being far more toxic than anything on the market, resulting in danger to both marine and human life.

Fluorocarbon (Teflon\*) coatings are leading a new wave of antifouling technology. Teflon based antifouling paints provide several advantages to the boat owner.

- Teflon\* has the lowest friction coefficient of any material known to man. The lower the friction, the more quickly a boat will move through the water.
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- Combining fluorocarbon technology with copper to produce a good antifouling paint has presently been achieved by only one company, though other paint manufacturers, along with the U.S. Navy, are working hard to develop similar Teflon based antifouling coatings.

Choosing bottom paint is not an easy task. There are several factors to consider when choosing a bottom paint. Where do I keep my boat? Is the water warm or cold, fresh or salt, shallow or deep? Is pollution present? Also ask yourself what factors are most important to YOU: color, smooth (race) finish, easy maintenance, low cost, multiseasonal, etc. It is very important to compare apples and apples in choosing your bottom paint. Make sure that you are comparing equivalent coverage and paint types before you start looking at the price. It's no deal to buy 7 quarts of brand X and save 2 dollars a quart when you would only have needed 3 quarts of Brand Y to do the same job! Don't compare the price of a quart of hard paint with a quart of copolymer. One is intended for multiseasonal use; the other is not. One requires several coats; the other does not. One does not require sanding between coats, and one does. Comparative price shopping for bottom paint must be approached with the above in mind.

No paint manufacturer expects you to be an expert on every brand of paint, know all application procedures and have the answer to every question. Nor do we expect you to be up to date on what Federal EPA, individual state legislation and Congress are all doing at the particular moment, in regard to the TBT situation. If you are making your own decisions about bottom paint - Read & Ask Questions. Call us! We are the experts on our products; let us help. That's what we are here for!

\* "Teflon" is a registered trademark of the DuPont Corporation.



Linda Lindquist, Customer Service Manager for Baltic, Inc. in Chicago.





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# Go Cruising!

by Laurie Parlee



A calm morning at anchor at the Barred Islands.

Photo by Laurie Parlee

**I**t is when just the right amount of sunlight falls on the moorings that they become two – their second image distorts with quiet tidal movement – and you find yourself wondering how you could possibly go one single day without watching the sun set and rise, that cruising becomes essential to your being.

In February, Parker flew to Florida to join Hale Walcott, Tommy Thompkins, Kip Hamblet, and Skipper Scott Ferguson on *White Out* to compete in the Midwinters. Afterward, ever since I picked him up at the airport, we've had a touch of "sailing fever" in the house . . . and you know what that's like. It's not life-threatening; it just encourages things like Fleet 43 potluck suppers, sailing videos kicking around, sail orders and, for me, looking through my slides and sketches. And even though I love to race, the cruising memories from this summer seem more vivid on these snowy days.

Voices drifted out to sea from our raft of four J/24s, two J/29s, and a Dark Harbor

17. Hours before, we had tied for a disappointing third at the District 1 Championship held at Northeast Harbor, and now *Airplay*, *Avalanche*, *Cinder*, *Bitter-Sweet*, *Apex*, *Haymaker*, and *Seafarer* were off for a well-deserved vacation. Something happens when the new "snap, crackle, pop" North's are set (carefully) in the truck, homeward bound without us. And the old Horizons go up without a sound. We place the kerosene lamp and swing stove in their gimbal mounts, load on a (very heavy) block of ice, tie-on the dinghy, and the world's a different place, at a different pace.

Down East has a nice rural feel to it. It's working water. Fishermen. Old trucks in driveways. Black tarred paper on boatyard shacks. The official cruise began in Somes Sound, where the cliffs – seemingly straight and tall – fall into the water, which is deep right to the shore. We took time to row around and stare and convince ourselves we had a whole week without phones and deadlines and cars. We gathered together for gin and tonics

and birthday cake. "Happy Birthday to you," was accompanied by sparklers in the darkness. It was a nice beginning to a perfect week.

After a morning hike and (very brief) swim, our cruising fleet dwindled down to *Avalanche*, *Apex*, and, yours truly, *Airplay*. We had the common goals of: no immediate destination, no time frame, and no "w" or "r" (work or race) conversations. As we made our way to Swans Island, we got "into them" as they say – into the mackerel. We also got "into the rain," so out came the boom tent, an old Friendship Sloop Main designed by Parker to cover the 24 cockpit perfectly. That night, sitting under the boom tent, I discovered something my brother had been telling me for years was true – fish really do taste better when you catch them yourself. It became a daily event for us to cook fresh mackerel on the grill, with a side of mussels or clams as an appetizer. "Delectable!" or "Wicked good!", whichever you prefer.

The fog that rolled in with the rain hung in there throughout most of the





"Here's to cruising!" say (from left) Amy Linberg, John Tarling, Parker Hadlock, Michael Harding and Iwona Kjaer as they dine off the boat at the Barred Islands.

week's mornings, challenging our navigating to important places like Stonington, where we desperately needed ice cream. It was also a good place to refuel our tanks (for no-wind times) and stock up on food and ice.

Isle au Haut was my favorite spot. We climbed into the dinghies and headed for shore to climb Mt. Champlain just before the stars settled in. A power boat from the island came by later to invite us to a party at a lobster fisherman's shop, and we

were off in the direction of the music. The place was small and the speakers large. We were honored to be invited – our social night of the week!

Days were easily filled with poking around islands, rowing, hiking, reading,



Photos by Laurie Parlee



Left: Iwona Kjaer, John Taarling, and Michael Harding reach the top of Mount Champlain, Isle au Haut. Right: Our first night of official cruising, at Somes Sound; from left, Seatarer, Airplay, Cinder, Haymaker and Bittersweet (Avalanche and Apex are still fishing?).



swimming, collecting mussels, plotting courses, picking our way through the fog. And most of all, just being there, on the water, with the changing weather and with friends. It seems like there is a time when you finally forget about anything else going on in the world and begin to live in tune with your boat and your thoughts, and your worries are reduced to the weather and where the rocks (\*\*\*) are. We felt it on our next to last night. The best sailing day of the week was behind us - strong winds, reaching and beating to Tenants Harbor. The temperature was dropping as the sun lowered. We decided the East Wind Inn was calling to us. We had been in our own world for a week and now we were sunk into restaurant chairs, candlelight on our ruddy faces, people waiting on us with our salty hair and wrinkled clothes, and we had wide smiles. We would be on our way tomorrow, but would carry the week around in our minds for many winters to come.

P.S. Don't let anyone tell you that your J/24 is just "a racing machine". Go cruising. You'll love it.



Photo by Laurie Parlee

Spencer and Cindy Drake head for home (So. Freeport, ME) on Cinder after a week's cruise Downeast.

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# Team Recognition

by John Alofsin

**M**any articles have been written about working as a team on a sailboat. Most discuss the physical aspect of teamwork; who should perform what function in order to maximize the boat's performance. There is, however, an aspect of teamwork that is usually overlooked. Before you can function well mechanically it is critical that every person on board really feel a part of the machine. Too often we view the results of a regatta as "which skipper won" and not "which team won". It is this attitude, and what can be done to correct it, that I would like to discuss.

Consider this scenario: A skipper works very hard to recruit a team for a season. He/She convinces everyone that racing will be fun and rewarding. Everyone commits a lot of time and effort in pre-season practice sessions leading up to the first regatta. The result is good, and after the races we overhear the skipper say, "I got a great start, then I picked up all the shifts," and "I really feel that I'm sailing well," and "THEY really messed up the spinnaker set." Later, at the trophy presentation, there is only one trophy for the boat, which the skipper accepts with no mention of the crew. Afterwards, everyone (except the skipper) mysteriously has less time to practice and the result of the next regatta is worse. This time we hear, "I was steering well, but THE CREW wasn't very good. THEY really missed a lot of shifts - I need to find some better crew." Eventually the crew loses interest in this skipper or in the whole class, and all previous effort has gone for nothing.

This is certainly an example of lack of crew recognition, and happens too often in the J/24 Class. The cases are not always this extreme, but the examples are there. So what is the problem with this attitude? First, the obvious, no one will sail long for a person with this attitude. Second, these people, after being turned

off, will probably move from the J/24 Class to one that recognizes their efforts.

The fault can lie not just with the skipper, but also with regatta organizers. Very often there is no mention of the crew at any point during a regatta. Their names do not appear on the result sheet, thus they will not show in the newspaper afterward. Also, at most events trophies are presented only to the skipper, excluding the crew from the limelight.

What can we do to change the situation? First, we can look to the Soling class which has done a tremendous job of recognizing the team effort involved in any



*What is missing here? THE CREW!*

successful campaign. During most regattas, each crew member's name appears on the result sheet, making them visible to all. This recognition is often carried over into the awards ceremony, where identical trophies are given to everyone on board. Budget restrictions may dictate that only the top three boats receive awards instead of the top five, but each crew getting their own prize helps build class loyalty.

Skippers can do their part by spreading some of the credit around. The "I, I, I" attitude should be replaced by "We." If the crew's abilities and accomplishments are publicly recognized by the skipper (when speaking with the newspaper or other skippers), he will quickly earn their respect. At awards presentations bring your crew up with you, even if prizes are

not provided for them. Introduce them by name and position - not just as "The Crew". They deserve to be recognized for their unique contribution to the team. Finally, at the end of the season, consider taking your team out to dinner and presenting them with their own small trophies (a photo of your boat in action is always very nice), to show your appreciation. A small bit of consideration at all points during the season will go a long way toward sending them back to you next year.

I sailed in the 1988 World Championships in Sydney, Australia. When time came to present the awards for the top boats, each skipper went up, received his trophy, said "Thank You" and sat down. This pattern changed when the top three boats were announced. Even though there were not prizes for all crew members, the top helmsmen, John Kostecki, Kevin Mahaney, and Ken Read introduced their team members individually and briefly mentioned their contributions to the team's success. As world class sailors, they realize the importance of team spirit, and know that it starts with recognition. Their success is based on this attitude.

As members of the second place team, we were disappointed not to receive team trophies; but as a crew we were recognized by our skipper and in turn by everyone else, and we went away feeling good about our effort. One week after my return I received a small package in the mail. Enclosed was a small second place trophy with each team member's name engraved on it. This was sent not by the regatta organizers, but by our skipper - who will never have trouble finding a crew.

*John Alofsin is President of the J World Sailing Schools located in San Diego, Key West, Newport and San Francisco. Call 1-800-343-2255; in Rhode Island: 1-401-849-5492.*



# 1988 J/24





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# The Worlds Down Under

by Bob Ross

**J**ohn Kostecki, the 23-year-old St. Francis Y.C. sailor, passed another milestone in his three-year campaign to become a U.S. Olympic team member when he won the Occidental 1988 J/24 World Championship held in Sydney, Australia, January 25 to February 5.

Two weeks beforehand, Kostecki had won the World Soling Class Championship on Port Phillip Bay, Melbourne, beating his main rival for the Olympic Soling spot, Dave Curtis, after a close contest.

While Curtis two days later was sailing in the World Etchells 22 Championship, on Royal Prince Alfred Yacht Club's Palm Beach circle course off Sydney's northern beach suburbs, finishing second again, Kostecki concentrated on preparing for the J/24 Worlds. With the help of sponsorship from the Australia-New Zealand Shipping Line, which shipped both his boats to Australia, he was able to sail his own two-year-old J/24, *Pee Wee*.

Kostecki, who previously won the J/24 Worlds on his San Francisco Bay home waters in 1982, was joined by his Soling

crewmembers Will Bayliss and Bob Billingham, another San Francisco sailor Peter Young, and Carl Ryves of Sydney, former Flying Dutchman Olympian who was tactician aboard *Australia III* in the America's Cup defender eliminations.

Curtis, J/24 World Champion in 1984, crewed as tactician for another top U.S. sailor, Kevin Mahaney, who had also contested the Soling Worlds. Mahaney's *American Garage* was a brand new Australian-built J which he and his crew immaculately prepared, down to re-profiling the keel by shifting it forward as well as carefully fairing it.

Kostecki was more consistent in the easterly, onshore wind pattern that characterized most of the series than was Mahaney and another former World champion from the U.S., Ken Read, who chartered and carefully prepared an older, Sydney-owned J, *Rebel Yell*. Going into the last race, Kostecki was only three points ahead of Mahaney and four ahead of Read. But from a better start, Kostecki was able to control Mahaney who, in turn, had Read covered

off the line and maintained that situation through another difficult light race disrupted by a 30 degree shift on the second windward leg. Kostecki won the series by seven points over Mahaney, with another three points to Read.

In a speed-testing session with Mahaney before the series, Kostecki was dramatically faster in a breeze of about eight knots, under an older, rounder-from-use genoa he had brought to the regatta as a practice sail, than with the brand new sail he had intended to use. And with Ryves firmly believing from the weather pattern that the series was going to be sailed in light air and sloppy seas, Kostecki sailed with that genoa. "It was the sort of speed difference you would work all summer to find," said Ryves, "amounting maybe to 10 seconds a beat." Mahaney also raced with an older genoa.

Kostecki's sails came from North, San Diego, the loft for which he works. His mast had maximum spreader sweep-back. He averaged 700 lbs. tension on both upper and lower shrouds on the moderated days, loosened to 600 lbs. on the uppers and 400 lbs. on the lowers on the light days; and in the one fresh race of the regatta - 25 knots gusting over 30-900 lbs. on the uppers and 1000 lbs. on the lowers. His total crew weight was 920 lbs.

The Italian yacht *Vanna* (Pietro D'Ali), sensationally fast in winning the last two races, was the center of a measurement storm at the end of the series. *Vanna*, along with another Italian, *Jet*, was delayed aboard the ship transporting her to Australia. Arriving only in time to start in the second race, she broke her rudder, retired from the third race, then scored 3-1-1.

Four competitors, including Australian measurer for the class, Ian Torode, protested *Vanna* when a spot check after

*Seconds after the start of a race on the Manley Circle off Sydney, Australia.*



Photo by Soehatta



Race 4 allegedly showed her hull did not have the balsa core material and did not comply with other requirements of the builder's specifications. Initially, the international jury would not hear the protests because the sailing instructions contained a clause which said that protests concerning measurements could not be lodged after Race 1.

Because of her late arrival, *Vanna* was measured for the regatta on the evening after Race 1, met all the criteria and presented a measurement certificate from the Italian Yachting Federation which included the normal builder's certification. The jury, however, after receiving a report from Torode and examining the yacht, did act after the last race. The jury said it had seen evidence to suggest that *Vanna* did not comply with the class rules and building specifications, and recommended that the Italian Yachting Federation withdraw the certificate until such time as the boat was re-measured and certified by the federation or other qualified authority. However, it let *Vanna's* race result stand.

Royal Sydney Yacht Squadron conducted the series well, over good courses from good lines, and with some fearless race committee work that led to 15 boats being disqualified from the last race as premature starters under the black flag rule.

The standard of the Australian fleet was obviously lifted in the preparation for the regatta. The locals had competitive speed with the Americans. First of them was the new Australian licensed builder, Ian Bashford, former Hobie World champion, in fourth place on equal points, but with a tie-breaking better single placing than Bob Hagan, a former Australian champion, with another former national champion, Gary Gietz, sixth.

The fleet of 48 included entries from the U.S. (seven), Japan (six), UK (four), Italy (two) and single entries from France, Brazil and New Zealand. In the first race the Australian champion, *Panache* (Mark Willson), sailed far to the right on the first windward beat to pick up a major swing in the light ENE breeze and round the first mark a full two minutes ahead of *Calypso* (Steve Girdis, Australia). Read passed Girdis on the last windward beat to finish second, 45 seconds behind Willson, with Girdis third, Kostecki fourth, and *Yellow Box* (Pierre Mas, France) fifth.

Read won Race 2, in "survival" conditions, by 19 seconds over Bashford, with Kostecki another 20 seconds behind



Photo by Hank Killian

A view of the yachts and tall ships in Sydney Harbour for the Australia Day celebration, as seen from a rooftop in Kirribilli.

in third, Mahaney fourth and *Fear & Loathing* (Michael Nash, Australia) fifth. The race was sailed in a 25 knot SSE breeze, with gusts well over 30 knots, restarted after the first attempt to sail it that day in a light ENE breeze was abandoned when the leading yacht could not reach the first mark inside the one hour time limit. It was a drama-filled race, firstly with seven yachts disqualified for premature starts, then a wild first reach with many spectacular wipeouts punctuating high speed spinnaker rides.

Two crewmen drifted away from the capsized U.S. yacht *Split Personality* (Fred Amrhein) and were picked up by British competitor *KA123* (Jonathon Clark), which had to retire as transfer of the crewmen back to their yacht was not possible in the big seaway. Clark was subsequently awarded average points.

Read, fifth around the first mark, passed all but Mahaney on the first reach. He gained the lead on the second, when the fleet was caught low of the mark, out of sight in rainsqualls, and had to drop spinnakers to sharpen up for it. Mahaney lost his first position when his crew had difficulty lowering the spinnaker. The race was shortened to finish at the end of the second windward leg. Kostecki sailed conservatively for his third placing.

The following day, with the seas too big from the southerly change for racing offshore, Royal Sydney Yacht Squadron race officials staged Race 3 inside Sydney

Harbour. Local knowledge meant nothing, it seemed, in the switching SSE breeze of 10-14 knots, with the Americans filling the first five placings.

Kostecki led around all marks to win by one minute, 14 seconds over *Wizard of Aus* (Ed Baird, U.S.), with *Waterworks* (Jim Brady, U.S.) third, another one minute, 16 seconds behind. Mahaney was fourth and Read fifth. "We do a lot of lake sailing on flat water and in a way, it was just like home," commented Kostecki.

The following day, offshore again in a 15-18 knot SSE breeze, Kostecki won by 36 seconds from Mahaney, with D'Ali third, another 33 seconds behind. D'Ali led around the first mark but was overtaken on the second beat by Kostecki. Mahaney slipped into second place on the last beat. Bashford was fourth and Read, fifth.

Untypically strong northerly-flowing current caused multiple collisions, with clumps of yachts being locked into the mark and each other while trying to round. Willson lost ten places while re-rounding in the melee.

D'Ali led all the way to win Race 5 in an 8-12 knot ENE breeze offshore, by 20 seconds over Mahaney with Hagan third, another 22 seconds behind. Kostecki was back in eighth place and Read was disqualified for a premature start.

The last race, delayed three and half hours by unsettled wind conditions and four general recalls, finally started in light,





*Clockwise from above: A bird's eye view shows a close rounding at the weather mark; Kevin Mahaney leads Ken Read on a breezy downwind leg; Boats move well over the swells on the first reaching leg of a Worlds X race.*

*Photos by Soehata*





shifting air – after 15 yachts were dismissed from the course for premature starts. Mahaney did not start well and Kostecki was able to control him and Read off the start line. He rounded the first mark in third place, with Mahaney fifth and Read almost out of contention in ninth.

The race was complicated by a major shift in the light and patchy ESE breeze –

30 degrees to the left – on the second windward beat, which dropped Kostecki back to tenth but left Mahaney 13th, and Read 17th. Kostecki improved to seventh, Mahaney 11th, and Read 13th. D'Alì won by one second from Nash, with Hagan third, another seven seconds behind.



Photo by Hank Killion



Ian Torode measures keel at Worlds check-in.

## Worlds X, An Unforgettable Event

by Hank Killion

**B**ack in 1987 – the Cup Year – several members of my yacht club had the opportunity to visit and see Australia. Following their return, the thing that had impressed them the most was the warmth and friendliness of the Australian people.

Arriving in Sydney on the twenty-second of January, I found that everything my friends had said about Australia was true.

Making my way from the airport to the yacht club was a little bit of an experience. Driving on the other side of the road was different. All I had to do was remember my moped days in Bermuda and I was okay.

At the yacht club I met the Royal Sydney Yacht Squadron's sailing secretary, Paul Gregg. Paul's helpfulness in making the club's facilities open to all of the competitors gave a welcome feeling to everyone who had come so many miles.

Walking downstairs from the sailing secretary's office to the J/24 regatta office, I then was introduced to the information director, Tracey Johnstone. Tracey proved to be the heart and soul of the whole operation. Whenever you had a question, Tracey had the answer or knew where to find it.

After receiving my charter agreement from Tracey, I learned that my boat, *Wave Cutter*, owned by Graeme Thorburne, of Cronulla, NSW (a suburb of Sydney), was 30 km away in Botney Bay. That evening I contacted Graeme and made arrangements to get the boat to Sydney. Sunday morning I made my way to the beautiful small town of Cronulla and to Graeme's house for breakfast with his family. This is when I realized that I was fortunate not to have had my boat waiting for me at the club, for it gave me the opportunity to see some of the surrounding areas of Sydney.

The sail to Sydney Harbour from

Botney Bay proved to be a lesson in Australian history. Anchored in Botney Bay were the smaller of the tall ships that were in Australia for the recreation of the coming of the first fleet 200 years ago when the first English settlers came to Australia.

As we cleared the entrance of Botney Bay to the Pacific Ocean, I noticed over to the starboard side a beautiful park. Rick Warr, a local Australian who was later to sail with me as foredeck man, stated that it was here that Captain Cook had first arrived in Australia in 1770.

Completing the sail to Sydney we came to the entrance of the harbour which is marked by large outcroppings of rocks, referred to as the Sydney Heads. They are a magnificent sight to see, and open up to the well protected harbour of Sydney.

Once at the Sydney Yacht Squadron we hauled the boat in preparation for measurement. Heading up the measurement team was Ian Torode, from Melbourne. Ian's measurement team was well prepared and did a quick and thorough job. Following completion of hull and rig measurement, it was now time to have the sails measured. Heading up this team was Richard Hayes and, once again, the measurement was thorough.

Having completed (and passing!) the measurement process, I now checked in with the regatta chairman, Alex Nemeth. Having met Alex in Newport and spoken with him many times by phone, it was good to meet him again in person, especially with the problems of time differences when telephoning from the States. Alex had everything in hand, and I could see that it was going to be a well run regatta.

Monday night's opening ceremonies were held in an Olympic atmosphere, administered by the president of the Australian Class Association, Brian Beck. The national anthems of all countries par-

ticipating accompanied the raising of the flags.

It was now time for "Australia Day," Tuesday, January 26. It was a free day for everyone to just have fun. The day started off bright and sunny, which was quite appropriate for the spectacle that was to follow. At 10 a.m. the reenactment of the first fleet coming through the Sydney Heads began. The harbour had begun to fill up with spectators very early in the morning and by 9 a.m. it was so filled that the fire boats had to clear a path for the first fleet. With a wind of about 8 knots, the procession paraded smoothly into the harbour with literally millions of onlookers.

My vantage point for the morning was the roof of an apartment building in Kirribilli. The view was magnificent and a once-in-a-lifetime sight. By 1 p.m. the excitement had died down as the first fleet had made its way to an anchorage by the Sydney Opera House. At this time I walked over the Sydney Harbour Bridge to the city to meet a sailing companion from Sydney, Janet, whom I had met many years ago. I was fortunate to find Janet and her parents in the park by the main piers of the harbour bridge. It was from here that we watched the parade of the tall ships which began at 3 p.m.

The viewing of the tall ships was much more spectacular than in New York in 1976, for Sydney Harbour is narrower than the Hudson River, and everyone was much closer to the ships as they paraded through the harbour. That night the celebration was topped off by a fireworks display.

It was now time for a week of sailing. Following each day's races, there were free sausage sizzles and liquid refreshments provided by the Pacific Sailing School, Peter Green Ship Chandlers, Stone Coolers and Angove Wines.

Though my finishes were not the best, the hospitality of the Australian people made the regatta an unforgettable event.



**J/24 World Championship X**  
**Sydney, Australia**  
**January 25-February 5, 1988**

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	US-4141	<i>Pee Wee</i>	John Kostecki	4	3	1	1	8	7	16
2	US-3379	<i>American Garage</i>	Kevin Mahaney	13	4	4	2	2	11	23
3	US-4351	<i>Rebel Yell</i>	Ken Read	2	1	5	5	DSQ	13	26
4	KA-133	<i>Runaway Shopping Trolley</i>	Ian Bashford	9	2	11	4	10	6	31
5	KA-135	<i>Haywire</i>	Bob Hagan	6	DSQ	10	9	3	3	31
6	KA-129	<i>Chardonnay</i>	Gary Gietz	11	DSQ	6	6	5	5	33
7	US-1211	<i>Waterworks</i>	Jim Brady	12	DSQ	3	8	4	8	35
8	KA-126	<i>Fear &amp; Loathing</i>	Michael Nash	7	5	18	16	13	2	43
9	US-1988	<i>Wizard of Aus</i>	Ed Baird	24	7	2	7	6	DSQ	46
10	KA-132	<i>Cookie Monster</i>	Nick Chapman	8	11	12	15	7	DSQ	53
11	KA-112	<i>Calypso</i>	Steven Girdis	3	24	9	18	11	15	56
12	US-3481	<i>Hot Yacht</i>	Mike Haggerty	19	20	7	12	DSQ	12	70
13	K-4027	<i>Hop Step</i>	Richard Darley	17	9	28	17	27	10	80
14	KA-113	<i>Sail Pac</i>	Dale Sharp	26	9	13	DSQ	12	28	88
15	KA-111	<i>Such is Life</i>	Bob Ross	18	14	16	19	37	21	88
16	KA-60	<i>Showdown</i>	Ben Lehmann	34	13	33	10	15	16	92
17	KA-53	<i>Happy J's</i>	Robert Holm	40	16	14	11	DSQ	14	95
18	KA-71	<i>The Park</i>	Robert Kennedy	15	12	37	14	20	DSQ	98
19	I-219	<i>Vanna</i>	Pietro D'Ali	DNC	RET	RET	3	1	1	103
20	KA-70	<i>Wavelength</i>	Simon Green	14	8	31	29	21	DSQ	103
21	J-2675	<i>The Boy's Toy</i>	Yasuyuki Kawaoka	25	35	27	27	17	9	105
22	KA-116	<i>Hyperactive</i>	Mark Long	22	19	24	24	19	23	107
23	KA-64	<i>Panache</i>	Mark Willson	1	15	8	37	DSQ	DSQ	110
24	J-3825	<i>Enterprise</i>	Yasutaro Tsujimura	31	26	34	25	22	19	123
25	KA105	<i>Divine Madness</i>	Peter McAuley	28	22	26	21	34	27	124
26	KA-114	<i>Yacht</i>	Geoffrey Pearson	27	21	20	DSQ	31	25	124
27	KA-5	<i>While You're Down There</i>	Michael Spies	10	25	32	37	23	DSQ	127
28	KA-125	<i>Natural Therapy</i>	Peter Cummings	20	32	31	DNC	24	20	127
29	KA-124	<i>Slack Alice</i>	Alex Nemeth	23	DSQ	21	22	16	DSQ	131
30	KA-96	<i>French Connection</i>	Ray LaFontaine	DSQ	10	DSQ	29	25	26	139
31	I-189	<i>Jet</i>	Carlo Bertorello	DNC	37	37	DSQ	14	4	141
32	BL-990	<i>Not For Hire</i>	Marcos Soares	16	13	17	DSQ	DNC	DSQ	144
33	KA-134	<i>Just Another J</i>	Bryan Beck	30	DSQ	23	DSQ	28	17	147
34	J-3584	<i>Jay</i>	Yukihiro Ishida	35	31	30	26	30	DSQ	152
35	K-4151	<i>Just A J</i>	Chris Torrens	46	29	25	36	35	29	154
36	J-3829	<i>Hotshot</i>	Takuya Goto	21	34	38	30	32	DSQ	155
37	KA-102	<i>Mad, Bad &amp; Dangerous</i>	Chris Links	33	17	DSQ	DSQ	9	DSQ	157
38	F-7	<i>Yellow Box</i>	Pierre Mas	5	6	DSQ	RET	DNC	DSQ	158
39	J-3794	<i>Wiggle</i>	Takeyuki Iida	39	30	41	33	26	33	161
40	US-272	<i>Split Personality</i>	Fred Amrhein	DSQ	RET	15	31	18	DSQ	162
41	J-3589	<i>Bandit</i>	Hirofumi Isaka	32	DSQ	DSQ	23	29	30	163
42	KA-42	<i>Mana II</i>	Chris Haskard	41	28	35	34	40	32	169
43	KA-36	<i>Pocahontas</i>	David Golovsky	42	36	38	38	36	22	170
44	K-4112	<i>KA123</i>	Jonathan Clark	29	12	RET	RET	33	DSQ	172
45	US-2331	<i>Wavecutter</i>	Hank Killion	37	33	36	28	38	DSQ	172
46	KZ-20	<i>The Phantom</i>	Mark McDonald	38	23	DSQ	32	DNC	31	173
47	KA-120	<i>Jellowsea</i>	Larry Eastwood	36	RET	40	35	DNC	18	178
48	K-4202	<i>Infidel Connection</i>	Ted McLean	DNC	DSQ	39	39	39	24	190

\* One Throwout



# "I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

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# The Bitter End Yacht Club Invitational

by John Glynn



If you had to name two of the most popular one-design racing sailboats of the last ten years, 99 times out of 100, the Laser and the J/24 would come to mind. They are very different boats, but share a uniquely parallel history and popularity.

So why not test top-flight skippers in both boats (the Bitter End has fleets of Lasers and J/24s), and come up with an overall winner? And on top of that, why not have the J/24 series be match racing (a growing sailing discipline)? This was the concept for the first annual Bitter End Yacht Club Invitational (co-sponsored by American Airlines and AirBVI) – held to herald the merger of the Bitter End Yacht Club, of Virgin Gorda, British Virgin Islands, with its neighboring resort, the Tradewinds.

Nine top sailors from a variety of backgrounds were invited to participate, and the majority had experience in either J's or Lasers, or both. Ironically, the overall winner hadn't spent much time in either class in the last year. Honored guests were also invited to attend, and Rod Johnstone was on hand to represent the J/24 Class. Bruce Kirby represented the Laser Class, and Paul Elvstrom took up the post of Honorary Race Committee Chairman. (He was also there to celebrate his 36th wedding anniversary, and to watch his son-in-law of three years, Stefan Myrself, compete.)

The first day of racing was a round-robin in Lasers, with competitors switching boats on the beach after each race. North Sound's geographic layout enabled perfect two mile triangular courses. The last of Day One's nine races was

*Top: Bananaquits (little birds who like sugar) and view of Bitter End Yacht Club anchorage and North Gorda Sound. Middle: BEYC resort nestles on beach at northern end of Virgin Gorda. Bottom: A free Pina Colada is waiting at BEYC Bar for anyone who can identify these deep sea divers.*



completed just before sunset (cutting into Pina Colada hour), despite a lighter-than-usual 6 to 10 knot breeze. After the Laser racing, Finn ace Scott MacLeod led Morgan Reeser (in second) and Ed Baird (in third) by a slim margin.

Going into the J/24 match racing, perhaps the most feared competitors were Terry Neilson of Canada II America's Cup fame, Ed Baird, a former J/24 World Champ, and Larry Klein, a regular J/24 powerhouse. Each competitor sailed a complete rotation, facing the other skippers once apiece. To ensure no one felt slighted by subtle differences in the boats, the skippers sailed four races in each J.

Pick-up crews (each skipper was allowed to fly in one crew with them) included local sailing school staff, talent imported from St. Thomas, and a few ringers (like Ken Read's jib trimmer Brad Dimeo) brought in for good measure. Rod Johnstone took to the course with Dick Tillman, while Bruce Kirby completed the Noroton connection by sailing with Scott MacLeod.

So that match racing scores could be added to the fleet scores without heavily weighting one discipline over the other, a formula was devised whereby a



Morgan Reeser leads Larry Klein downwind in the J/24 match racing series.

match race win was worth one point and a loss worth 10 (the medians ended up fairly close, and few places changed). Short windward-leeward courses were used, and the race committee experi-

mented (successfully) with on-course referees for fouls.

The top three from the Laser racing sailed clean and fast in the J's, while the tension centered around whether Scott MacLeod would lose more than one match, perhaps allowing Ed Baird or Morgan Reeser to slip in. But it was not to be, as MacLeod staged a dramatic comeback to beat Denmark's Stefan Myrell in the late going, sealing an overall victory. With the top three already locked in, match-race ace Terry Neilson proved his talents, needing a win over Harry Melges III to take the fourth spot. Neilson put the moves on Melges in the early going and never looked back.

The J racing was scheduled to take just two days, leaving plenty of time for the competitors to enjoy the beautiful British Virgin Islands (snorkeling, SCUBA, sailboarding, etc.), but had to be extended an extra half day due to the light winds. Regardless, the majority of the competitors made the most of racing (and relaxing) in paradise, taking a number of the club's excursions (e.g. to Virgin Gorda's famed Baths) before and after the regatta. Some even managed a few reef snorkeling expeditions in between races. The dates for 1988's invitational have been set, and are November 7-11, 1988.

### Bitter End Yacht Club Invitational Final Scores Laser Fleet Racing

POS	HELMSMAN	1	2	3	4	5	6	7	8	9	TOT
1	Scott MacLeod	3	5	2	3	2	3	3	2	1	24
2	Morgan Reeser	2	1	3	4	8	1	1	1	4	25
3	Ed Baird	1	2	1	2	1	8	5	5	6	31
4	Harry Melges III	4	4	6	5	6	5	2	4	2	38
5	Terry Neilson	5.3*	6	8	1	3	6	4	6	9	48.3
6	Stefan Myrell	9	3	9	8	4	4	7	9	3	56
7	Bill Kenney	5	7	7	9	7	7	6	3	5	57
8	Dick Tillman	6	8	5	7	9	2	8	7	8	60
9	Larry Klein	7	9	4	6	5	9	9	8	7	64

(\*Average of points for breakdown)

### Match Racing (J/24s) (1 point for win, 10 for loss)

POS	HELMSMAN	WIN	LOSS	TOT
1	MacLeod	7	1	17
2	Reeser	6	2	26
3	Baird	6	2	26
4	Neilson	6	2	26
5	Melges	4	4	44
6	Tillman	3	5	53
7	Klein	3	5	53
8	Kenney	1	7	71
9	Myrell	0	8	80

### Overall Score Combined Laser and J/24

POS	HELMSMAN	TOTAL
1	MacLeod	41
2	Reeser	51
3	Baird	57
4	Neilson	74.3
5	Melges	82
6	Tillman	113
7	Klein	117
8	Kenney	128
9	Myrell	136



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# Capparelli Wins South American Open

by Linda Tillman

**T**he Fifth South American Championship held in Ancon, Peru, March 12-20, drew 21 entries from five countries. This being an open event for the first time, one competitor from France and five from the U.S. accepted the invitation as well as two from Argentina, one from Brazil and twelve from the host country.

As advertised in the Fall '87 issue of the J/24 Magazine, the hospitality at this event was way beyond expectations. Visiting competitors were met at the airport (no matter the hour of day or night) and transported to Ancon where accommodations were arranged in private homes. Boats were provided, complete with two Peruvian crew, and everyone was most helpful in seeing that all was in order for the first day of racing. All regatta participants were invited to attend the yacht club's annual end of the summer party, a magnificent Luau with delicious food and drinks, dancing and guests dressed Hawaiian style.

A practice race was sailed on Sunday, giving everyone a chance to test his equipment, the wind and sea conditions in the Pacific Ocean's famous cooling Humboldt current, which serves as nature's air conditioner in a country that might otherwise be extremely hot being so near the equator.

Opening ceremonies at the Yacht Club Ancon began with the raising of the participating countries' flags and introduction of members of the Committee of Honor, including Sr. Enrique Espinosa, the mayor of Ancon, and Germain Fuchs, the President of the Peruvian J/24 Class Association. Regatta Chairman Sr. Alberto D'Angelo welcomed all competitors and several visiting skippers presented their home yacht clubs' burgees to the commodore. The event officially open, the Pisco Sours and delicious hors d'oeuvres appeared, making everyone



A close mark rounding at the 1988 South Americans, sailed off Ancon, Peru.

there welcome and happy they had come to Ancon for the South American Championship.

After a skipper's meeting Monday morning, the sailors loaded up with ice and Coca Cola's and headed by launch to their J/24s moored in the harbor. It was close to an hour's sail to the racing area, with stronger winds in the harbor than were often found once rounding the mountain to the left of the harbor.

The first race got underway after one general recall in winds that varied from 8 to 15 knots from the south-southwest. Though the five young men on *Sunny* led the race at the first weather mark, it was Germain Fuchs who sailed his boat, *Atocc*, over the finish line first, followed by the Argentinian, Ricardo Capparelli, sailing *Rocoto*.

Tuesday's race was first postponed, then cancelled due to fog, quite uncharacteristic for this time of year (late summer) in Peru. Though breezy, bright and sunny in the harbor, the course area was windless and foggy. Undaunted, the sail-

ors enjoyed a day of rest and relaxation, socializing at the yacht club, slipping away with a good book, taking an Anconetta ride (see photo) or walking about the picturesque downtown. Ancon is situated at the base of a high hill, and the main "road" is a wide sidewalk between the beach and the buildings of the town. No cars are allowed so one need only watch for speeding Anconettas.



Peter Nicholson enjoys an Anconetta ride.

Photo by Linda Tillman





Above left: Dancers provided entertainment Wednesday evening. Above right: Regatta Chairman, Alberto D'Angelo, and Peruvian NJCA President, Germain Fuchs. Below clockwise: Sailors prepare the boats; "Hips" Tillman, onstage; enjoying the tow in after the final race; Gilberto Barreto (left) of Brazil and Michel Perroud of France after flag raising ceremony.



Wednesday looked much the same as Tuesday, and the race scheduled to begin at noon was postponed to a 3:30 start. On the first leg, light winds from the west gave way to practically nothing, then came in at 6-10 knots from the south, so that many boats came into the weather mark under spinnaker. The second leg became a beat, and upon rounding the third mark the competitors were advised of the new heading to the weather mark. This race belonged to *Rocoto*, but *Atocc* was close behind, giving them each a first and a second. Further back in the standings but showing promise were *Scaramouche*, sailed by Jose Barreda Moller (Peru); *Vanessa*, sailed by Guido Carabelli (Peru); *Eolo*, sailed by Ken Saylor (U.S.) and *Alcaravan*, sailed by Eric Steller (U.S.).

A pleasant surprise was in store for the competitors Wednesday evening, as they were treated to a barbecue on the beach pavillion in front of the yacht club, sponsored by Fawcett Airlines and Cerveza Cristal. New to some and enjoyed by all were the anticucho, grilled skewers of beef heart, chicken and chicken heart. Also delicious was the choclo, a sort of corn on the cob with very large kernels. Picarones followed - a thin pancake-like dessert with caramelized sugar topping.

Then it was on to the entertainment. First there was a cock fight, a demonstration and then the real thing. That over, the festivities took a turn to the lighter side and the music began. There was a band, with typical dancing - the Lando, Zamacuera and Toro Mata. The lady dancer with the fast moving hips lured several unsuspecting (?) sailors onto center stage to the chants of the audience. Songs were

Photos by Tillman



sung, hands clapped, costumed women and men danced, and no one wanted the evening to end.

Thursday was a free day, and many took a city tour of Lima, leaving the yacht club at 9:30 am and returning at 7:00 pm, having seen the Cathedral Plaza de Armas, a lovely Spanish home built in the 1500's, and the famous Inca Gold Museum. Lunch was a gourmet treat at the Rosa Nautica restaurant situated atop pilings in the surf off the beach in Lima.

Race 3's scheduled 12:00 noon start was delayed to 1:00, and winds settled in at 3-6 knots, shifting from 260 degrees to 180, with smooth water over medium swells. Fuchs took an early lead but was passed by Saylor and Capparelli. *L'Aventure*, sailed by Rufus Neumann (Peru) was not far behind in fourth, followed by *Vanessa*.

Race 4 on Saturday was delayed to 1:00 pm, starting after one general recall in a 2-6 knot wind shifting from 260 to 230. With the light air and large swells, the race was to last 4½ hours. *Alcaravan* was in gear and won this race, followed by Dick Tillman (U.S.) in *Nokaoe* in second after a close match with Roberto Authier (Argentina) in *Petiso*, who finished third. *Rocoto* drifted in fifth, and Fuchs could only manage an eleventh, thereby widening the gap between first and second to a seven point difference going into the fifth and final race on Sunday.



Winning skipper (second from left) Ricardo Capparelli and crew of Luis Monjeau, Gabriel Marino, Hernan Marino and Oscar Salas.

The race committee did not waiver in its hopes for a two-race day, but it was not to happen in this year's event. Race 5 started promptly at 12:00 noon on Sunday in a 5-6 knot westerly. On the first beat the wind shifted left, then right, and *Vanessa* sailed the fastest to finish first. The series leaders, *Rocoto* and *Atocc* covered each other and finished 13th and 14th. Thus Capparelli earned the 1988 South American Championship title and Carabelli, by winning the last race, overtook Fuchs for the runnerup

honors. U.S. entries Stelter, Tillman and Saylor claimed the next three positions.

At the closing ceremonies Sunday evening, trophies were presented to the top six overall finishers, as well as to the top two in each race. The flags were lowered and the competitors celebrated with drinks, food and dancing and said farewell till the 1989 South American Championship to be held in Brazil.



### 1988 South American Open Championship

POS	YACHT	HELMSMAN	PORT	1	2	3	4	5	TOT*
1	<i>Rocoto</i>	Ricardo Capparelli	Argentina	2	1	2	5	13	10
2	<i>Vanessa</i>	Guido Carabelli	Peru	11	4	5	4	1	14
3	<i>Atocc</i>	Germain Fuchs	Peru	1	2	3	11	14	17
4	<i>Alcaravan</i>	Eric Stelter	U.S.	6	9	10	1	3	19
5	<i>Nokaoe</i>	Dick Tillman	U.S.	12	7	9	2	7	25
6	<i>Eolo</i>	Ken Saylor	U.S.	9	8	1	10	8	26
7	<i>Black &amp; White</i>	Alberto D'Angelo	Peru	15	5	8	8	5	26
8	<i>Sunny</i>	Felix Segura	Peru	4	20	16	9	2	31
9	<i>L'Aventure</i>	Rufus Neumann	Peru	5	13	4	13	20	35
10	<i>Azor</i>	Pedro Garcia Miro	Peru	17	3	6	18	10	36
11	<i>Petiso</i>	Roberto Authier	Argentina	13	18	14	3	6	36
12	<i>Vendaval</i>	Peter Nicholson	U.S.	18	14	7	14	4	39
13	<i>Christatos</i>	Luis Lebreiro	Brazil	7	21	11	12	12	42
14	<i>Scaramouche</i>	Jose Barreda Moller	Peru	3	6	19	20	21	48
15	<i>Libertad</i>	Augusto Navarro	Peru	8	19	17	6	17	48
16	<i>Velia</i>	Aldo D'Angelo	Peru	10	17	15	7	19	49
17	<i>Abacadabra</i>	John McIntosh	U.S.	14	12	18	17	9	52
18	<i>Calamari</i>	Michel Perroud	France	19	10	13	15	16	54
19	<i>Lascia Stare</i>	Luis Peschiera	Peru	16	11	21	DNF	22	59
20	<i>Chabu</i>	Paul Durand	Peru	20	15	12	19	15	61
21	<i>Resaca</i>	Peter Barclay	Peru	DNF	16	20	16	18	70

\* 1 Throwout



# J.J. Isler and the IWKC

by Gail Scott Sleeman for Media Pro International, Ltd.



Photo by Gail Scott Sleeman

J.J. Isler and crew round weather mark with spinnaker up and ready for the first reach.

When 1987 Rolex International Women's Keelboat Championship winners J.J. Isler and her crew first planned to race the Newport, Rhode Island event, they weren't sure what to expect.

Isler and crew members Pam Poletti, Sue Blackman and Pat Raymond were in the middle of campaigns for the women's 470 slot on the U.S. team for the 1988 Olympics. Of the five-woman crew, only San Franciscan Jennifer Dunbar had

had much experience racing a J/24, the yacht selected for the event.

They faced a fleet of world class women competitors. In the 44-boat fleet, sailed by crews from eight countries, were former Rolex Yachtswomen of the Year. Many of the women had won or competed in the top U.S. women's championships. From England came McNamara Cup champion, J/24 sailor Debbie Gorrod; from Japan, All-Japan J/24 women's champion, Yumiko Takano.

Sprinkled throughout the fleet were many other Olympic aspirants, including soon-to-be 1987 Rolex Yachtswoman of the Year, Susan Dierdorff Taylor. Other competitors had sailed the first Rolex International Women's Keelboat Championship in 1985 and were back, primed to win.

The five day event turned out to be no walkaway for the Isler crew. In the end, only one point separated Cory Fischer's second place crew from tying the score. Third place Nancy Haberland, nine points off the winning score, had seen first place tantalizingly close.

But 24-year-old Isler has a longtime winning record. She started sailing in the San Diego Yacht Club junior program when she was eight. By high school, Isler was racing U.S. Youth and Women's Championships. She sailed all four of her years at Yale, where she was varsity B division skipper and honorable mention All American her junior year and A division skipper, team captain and 1985 All American in her senior year. She was also named 1986 Rolex Yachtswoman of the Year.

Even so, sailing a keelboat with a five-person crew is not the same as doublehanded dinghy racing, and at times Isler's crew sailed well in the van of women with far more experience in keelboats.

Long after the regatta, we quizzed Isler on how she had organized such a successful effort, despite her own and most of her crew's preoccupation with their Olympic campaigns.

JJ: The funny thing is that I wanted to sail the regatta with 470 sailors because I was seeing the camaraderie with people splintering off as the pressure mounted. Teams were more into their team than the group of friends (we had been). I wanted to get past that, recapture the sense of camaraderie. It worked.



But, although the keelboat regatta was something I wanted to do, the 470 takes so much advance planning, I hadn't a minute free to organize anything. I mentioned it to Pam and she just took it over. She asked Sue and Pat, and decided Jennifer should be at the bow – she was the only one who knew the J/24 well.

Pam lined up the boats – Peter Young's J/24 for practice in San Francisco and Hale Walcott's for the regatta in Newport – and she and Pat started crewing on J/24s whenever they could.

**GSS:** How much practice did you manage to get as a crew before the regatta?

**JJ:** Seven days – five in San Francisco and two in Newport (with some coaching from Hale Walcott) just before the regatta. We didn't practice that much but it was quality practice. The first day in San Francisco, John Kostecki came out with us. He taught us the right techniques – like pinch the boat, keep it really flat. That saved us a lot of learning time.

**GSS:** Did you find you had to compensate for having less strength than a male crew?

**JJ:** I think the J/24 is less physical than a 470 for most of the positions . . . unless the people in the back are screwing up and then the bowman has to muscle through a jibe. But the jibe we practiced as a finesse maneuver. If the boat is steered properly and the sheet trimmed properly, it is a matter of finesse, not brute strength. I never found myself wishing the person on the bow had hair on her chest and big biceps. Jennifer is a petite, attractive girl.

**GSS:** But did you find you had to vary your set-up from the set-up suggested in the North Sails J/24 tuning guide you used?

**JJ:** We didn't notice a different way to set up the boat. If we sailed for another year, we might find some good tricks.

I realized making the adjustments in the shroud length and the amount of vang and so forth would be important, but when those numbers are not committed to memory, it's easy to spend too much time scratching your head. Since we hadn't sailed the boat that much before, we wrote on the tension gauge what the setting should be in different wind conditions, according to the guide. We wrote on the deck where the jib leads should be. That helped. All we had to do was figure out how hard the wind was blowing, look, and sail by the numbers.

We were lighter (than standard

weight for the tuning guide), though. If the guide said, "This is how you should be set up in fully cranking, 20 knots conditions," we would make those adjustments at 16 or 17 knots. We went to a small jib sooner because of our lighter weight. I was using full vang earlier. The guide is a good frame of reference but, if you are only sailing with 680 pounds instead of 880 pounds, you get to the overpowering stage sooner. If you don't gear down, you will go slower. The boat was really hard to handle if it was overpowered.

**GSS:** Were there other peculiarities in sailing a J/24 that particularly struck you as opposed to the other types of sailing you've done?

**JJ:** We liked how our lunches stayed dry. If you even think about taking chocolate chip cookies on a 470, they turn to slush.



J.J. Isler, 1987 IWKC winner.

Seriously, I noticed as skipper it was a really different feeling. We had three races when the wind was over 20 knots. To steer in those conditions was like threading the needle, with such light weight on the rail. It seemed the difference between rolling the boat on its side and going head to wind was about three degrees. At the end of those races, from sitting tucked up and having so much helm, I was exhausted. And those are conditions when you are so comfortable in the 470 – planing all the time. I kept feeling as though we were really slow, but Pam (who took some of the responsibilities as tactician) would say, "No, no. We're going fast."

**GSS:** With such a short practice time, how did the crew organize so effectively?

**JJ:** We realized what our weaknesses were and focussed on what the crew responsibilities should be.

Since I hadn't sailed the boat before, I had to concentrate on steering and couldn't look around. John (Kostecki)

said you can feel how the boat is going, but I never got to the stage where I felt we were going all right. If I looked away at all, we would plow the next wave. Under those circumstances, it's really important to have information from other people.

Jennifer and Pam called the puffs and waves. They would try to give me warning. It was hard to get used to dropping the traveler and adjusting the backstay. Once in a while I would find myself pulling the traveler up instead of the backstay. They would try to give me an extra boat length or two of warning so I'd have the right line in hand.

Pat called the layline. Sue called basic tactics and did an excellent job. There were those few races when the first leg shift was the whole race. Sue called all of those. She would say, "We have got to get to the left." We'd get to the left and find a 20 degree shift.

All four of them would talk constantly, constructively – either quietly, or louder if they wanted me to hear. In the final race, for instance (when the Isler boat had to cover Haberland's), Pat would say, "Nancy is tacked," and Sue would say, "If we keep on for two boat lengths, we'll get a good shift." My response would depend on how emphatic they were.

Nothing is more important than that information. You can't afford to look around. In those waves, hitting a wave wrong lost you a lot.

Pam would also give readings on our boatspeed with other people. She had skippered J/24s. She would give input on how depowered I was. Since I had to worry about waves and steering, sometimes I would forget to let the backstay off. It helped to have Pam looking over my shoulder.

Pam was also in charge of the set. We found that I would be into rounding the mark and would forget to call the set. And my voice isn't very loud. Later on, I started to call the trip and the jibe, but Pam and I worked together on that.

**GSS:** Certainly in that fleet there wasn't much room for error. What do you think made the winning difference?

**JJ:** We seemed to have boatspeed on the fleet. We had one or two bad starts, the rest were good. We were able to bail out of the bad starts. We were never out of the top ten off the line.

The quality practice time helped. Every moment we were out (before the regatta), our learning curve was steep. We had great people helping us and each



day we knew what we wanted to work on.

We simplified as much as we could. We got two unknowns out of the way; we had a great boat and stock North sails that are proven fast. We got help from John and Hale, so we knew how to set up. With those things out of the way, we spent very little time looking at the sails and worrying. We knew we were in the ball park with the jib lead, the vang, the shrouds. So we didn't worry and just focussed on racing.

We were one of the first teams out on the water every day. Everyone on the crew had a pre-race responsibility. One was in charge of the weather forecast. One was in charge of checking the results board for notices. Another got the lunches and warm gear. Two would rig the boat. I would walk around and check for wear and cotter pins. In that respect, we helped ourselves get out on the water early enough so the boat was set up for the conditions and the rest of the time we spent before the start, checking the breeze. We rarely had to make any changes to the boat upwind.

*GSS: Will you be back to defend your win in the 1989 Rolex IWKC?*

JJ: I'm not sure what I'll be doing when the Olympic effort is over. I would hate to say definitely, and then find at the time of the Rolex regatta I was eight months pregnant.

We have been invited to race the Grundig Cup (because of the Rolex IWKC win) in May. We have been talking about the Ultimate Yacht Race. It will be interesting to see what happens.

I do predict the 1989 Rolex IWKC will be even bigger, the quality of racing even higher. I hope there will be more Europeans. I will talk to people about the Rolex regatta when we are in Europe for the 470 regattas.

*GSS: You've had more experience in both open and women's events than many women sailors. How do you think opportunities like the Rolex IWKC affect women's sailing?*

JJ: For now these separate events are great in terms of getting more women into the class, getting them to compete more seriously. They have a higher goal to compete for. A lot of the women I talked to (at the Rolex regatta) sail boats on the local level so they have a goal, both on the local level and on the big international level, to shoot for. In our last race (at the Rolex regatta), when we were deep in the fleet (covering Haberland), I was impressed with the quality of sailing. It was a windy day. All the boats were in complete control in close quarters, all the way down the ranks. It was excellent crew work, excellent sailing.

What worries me is the possibility that separate events might in the future hinder women from furthering their goals - if the Rolex women's regatta were scheduled back to back with the J/24 Worlds, for example. When I was in high school, the Youths and the USYRU Women's championships always conflicted. It didn't seem right that there had to be a choice.

In college sailing, I'd sailed freshman and sophomore year and done very well in the women's events. If there had been a clause in the collegiate sailing regulations that said women could only skipper in women's events, I would have given up sailing by my junior year. It would have been hard to justify spending all the time to practice.

There are a lot more women sailing because of the (first-time women's 470 class in the 1988) Olympics. I would have found it harder to justify the time away from Peter (Isler, JJ's husband) and putting job plans on hold if there had been

only an open 470 class in 1988. You need to feel as though you are in contention, to stick with the sacrifices you have to make for an Olympic campaign.

But I think you will see women in the top five ranking of the 470 class (after the 1988 Olympics). Now all the women are new and the men have campaigned. In 1992 some of the women will have an experience jump on some of the men. Then (keeping women in a separate division) will hinder women from competing. What I'd like to see for 1992 is a women's class and an open class.

If you take away the next logical goal, enthusiasm dies off. That's what worries me about separate events. At this stage they are great. We certainly owe Rolex a great deal for making International Women's Keelboat Championship possible. Everybody needs a goal they can feel good about.

*GSS: Besides the invitation to do the Grundig Cup and thoughts about a J/24 campaign in the Ultimate Yacht Race, has the Rolex regatta made a difference in your plans for the future?*

JJ: If I can, I will race the next Rolex IWKC. I definitely plan to do more keelboat racing. It's fun, a nice change from constant spray on your face - and there's nothing like a dry lunch.

*Editor's note: The third biennial Rolex International Women's Keelboat Championship will be held in Newport, RI, September 15-22, 1989. The regatta is organized by USYRU and will be sailed in J/24s on Rhode Island Sound and Narragansett Bay. Ida Lewis Yacht Club in Newport, RI, will serve as host and Rolex Watch U.S.A. will sponsor the upcoming event, as it did in '85 and '87.*



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The fleet gets into position seconds before the start of a Long Island Sound Championship race held at Milford in October.

### Britt Hughes Takes the Silver in the Active Milford Fleet – Formula for Fleet Success –

by Tony Iacono

Britt Hughes completed his third season sailing his distinctive yellow J/24, *Shogun*, an early hull which responds well to the talent Britt and his crew, D.J. Pim, Steve, & Britt's Dad, Jack, demonstrate on the race course. This year the consistent performance of *Shogun* won her top honors in both the Milford

Yacht Club Sunday Series of 14 races, and the Fleet 4 series of nine races. The 1987 season also saw Nick Micskey earn the most improved skipper award in his second full season on *Cajun Cookin'*. Many fleet members also learned, firsthand, the excitement of trailering their J/24s to major out-of-town events. It is a sure way to add fun, knowledge and comradery to J/24 sailing.

#### Fleet 4 Championship Series Final Standings (Top 6 of 30)

POS	SAIL	YACHT	HELMSMAN
1	21953	<i>Shogun</i>	Britt Hughes
2	129	<i>Thriller</i>	George Desrosiers
3	2803	<i>Civil War</i>	Iacono/Bitel
4	3269	<i>Cajun Cookin'</i>	Nick Micskey
5	4256	<i>Volcano</i>	Glen Elia
6	575	<i>Tigress</i>	Ted Walen

#### Milford Yacht Club Sunday Series Final Standings (Top 12 of 30)

POS	SAIL	YACHT	HELMSMAN
1	21953	<i>Shogun</i>	Britt Hughes
2	129	<i>Thriller</i>	George Desrosiers
3	578	<i>Gangway</i>	Ed Becker
4	3269	<i>Cajun Cookin'</i>	Nick Micskey
5	435	<i>Painkiller</i>	Bob Kleffmann
6	2803	<i>Civil War</i>	Iacono/Bitel
7	1600	<i>Emerald Express</i>	Manfred Noack
8	21802	<i>Fastbreak</i>	Jim Birge
9	585	<i>Tofa</i>	Keith Kraner
10	4256	<i>Volcano</i>	Glen Elia
11	2808	<i>Temptation</i>	Ted Chiswell
12	290	<i>Outrageous</i>	Phillips/Burton

The Milford, Connecticut fleet is one of the oldest J/24 fleets, and growing strong. In 1987 the fleet grew to 30 members, with an average of 13 boats on the starting line during the two, season-long series.

The Milford fleet has experienced growth, increased participation, and high enthusiasm using a simple formula: a great boat, frequent fleet bulletins packed with Vin Bitel's humor, a well-defined scoring system with each week's results in the mail promptly, and frequent fleet social gatherings, with emphasis



on SOCIAL. We also have on-and-off-the-water seminars by both local sailmakers and top fleet performers, and a big event, the annual end of season regatta in October, which always draws top talent. The fleet owes much of its growth to the leadership of past fleet captains, Vin Bitel, Ted Walen and Noel McCarthy.

In 1987, the third annual Long Island Sound Championship represented our October event. Thirty-eight boats competed in what had been scheduled as a two day regatta. But Mother Nature did not cooperate when she whipped up uncharacteristic cold, snow and gale force winds. The race committee cancelled the racing on Sunday. The results from the Saturday races constituted the final standings, and Ken Read showed his championship style once again with two "bullets" to win the regatta. Geoff Moore placed second and Lee Morrison, from nearby Fleet 99, was awarded the perpetual J/24 Long Island Sound Championship Trophy as the highest finishing Long Island Sound skipper.

### 1987 Long Island Sound Championship October 3-4 (Top 10 of 38)

POS	SAIL	YACHT	HELMSMAN	SATURDAY ONLY		
				1	2	TOT
1	4351	<i>Blank Expression</i>	Ken Read	1	1	2
2	456	<i>Not-To-Worry</i>	Jeff Moore	2	5	7
3	2810	<i>U2</i>	Lee Morrison	6	2	8
4	3801	<i>Maybe</i>	C. & V. Field	7	3	10
5	3213	<i>Kurdistan</i>	P., A., J. Beaudin	5	6	11
6	3775	<i>Blitz</i>	A. & D. Constants	3	9	12
7	21953	<i>Shogun</i>	Britt Hughes	4	12	16
8	957	<i>Poultry-In-Motion</i>	Leo Constantino	14	4	18
9	2606	<i>Jubilant-A.B.J.</i>	Berman/Copeland	12*	7	19
10	129	<i>Thriller</i>	George Desrosiers	8	13	21

\* 20% Percentage Penalty

I will be moving out of Milford for business reasons, relocating to an area near the Susquehanna fleet in Maryland. I'll miss Long Island Sound but will return, as we hope many of you will, to what is shaping up to be the most exciting fall in J/24 history: The District 2, District 3, and Northeast Regional Championships in Milford, Greenwich, and Noroton, on three consecutive weekends. Watch for racing notices.

## Thunderstar Wins 1988 Gulf Coast Championship

by Guy Brierre

Consistent sailing in tricky conditions, along with a little help from the protest room paid off for Mike Haggerty and Scott Young as *Thunderstar* won its second Gulf Coast Championship, the third stop on the District 14 Texas Circuit, held February 20-21, 1988, at Southern Yacht Club in New Orleans. *Thunderstar*, the 1986 GCC champion, beat out local ace Marc Eagan and *Wired* by one point in the 40 boat regatta.

Saturday's first race saw former J/24 world champion John

Kolius pull a horizon job on the fleet, with the Olympic 470 team of Cory Fischer and Susan Dierdorf-Taylor in second, followed by another 470 skipper Bill Draheim, the *Monster Fish* crowd of Mark Hallman, John Peck and Rick Pitcairn, and *Thunderstar*. Eagan's team made a costly mistake when they fouled a boat and had to accept a 20% penalty (the 720 rule has been replaced in the Texas Circuit by the percentage penalty).

After a 90 minute doldrum, the fleet started the second race in lighter, shifty winds. Eagan, with Jim Brady among the crew, ran away to his first bullet with *Thunderstar*, Fred AmRhein, Kolius and *Monster Fish* not far behind. The fleet didn't stop racing at the finish line as everyone wanted to get their boats put away for the French Quarter blowout scheduled that night. The party may have been too much of a success, as many sailors were seen in great pain the following morning. In fact, some crews barely made it back from the Quarter in time for Sunday morning's race! *Dead Duck's* crew looked worse than the dead duck painted on the transom.

Sunday's first race was sailed in the best winds of the regatta and *Wired* notched another victory, followed by the Nunez/Thompson team on *Tallawah*, Jay Lutz, Cory Fischer and Kelson Elam. *Thunderstar* was seventh but a successful protest by Fischer against *Tallawah* would move *Thunderstar* up a point - the eventual margin of victory.

In the final race, a 2-6 knot drifter, Eagan dominated again followed again by *Tallawah*, with Fischer third, *Thunderstar* fourth, and Tommy Meric/Barbara Skrmetta on *Easy Come*, fifth. *Thunderstar's* fourth was just enough to do it and her crew of Mike Haggerty, Scott Young, John Moran, Reese Hillard and Doug Kern should be congratulated for a job well done.

After all was said and done, half of the forty boat fleet had broken into the top ten at least once, while only three (*Thunderstar*, *Wired*, and *Tallawah*) could finish there in every race. Fun was had by all, thanks to the efforts of the many Fleet 94 members who volunteered their help in running the regatta and the expert race management of Head Judge Dwight LeBlanc, Jr., Race Committee Chairman Stewart "Tootie" Barnett and their able assistants. Plan to attend next year's Gulf Coast Championship - we get better every year!



Marc Eagan sails *Wired* for a third bullet, a Gulf Coast Championship record.



### 1988 J/24 Gulf Coast Championship (Top 15 of 40)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	TOT
1	3481	<i>Thunderstar</i>	Haggerty/Young	5	2	6	4	17
2	4181	<i>Wired</i>	Eagan/Richards	7(+8)	1	1	1	18
3	634	<i>Monster Fish</i>	Hallman, Peck, Pitcairn	4	5	13	7	29
4	272	<i>Flour Power</i>	Fred AmRhein	14	3	7	6	30
5	3788	<i>Dead Duck</i>	John Kolius	1	4	9	18	32
6	4250	<i>Alianalizabeth</i>	Cory Fischer	2	27	3	3	35
7	2910	<i>Easy Come</i>	Meric/Skrmetta	11	11	14	5	41
8	3694	<i>Surfer Girl</i>	Kelson Elam	18	6	4	17	45
9	4157	<i>Faye Wray</i>	Benz Faget	9	7	5	26	47
10	4243	<i>Slick</i>	Andre/White	12	15	15	13	55
11	2624	<i>Road Dog</i>	Peter Masterson	16	12	20	8	56
12	1565	<i>Tallawah</i>	Nunez/Thompson	8	8	DSQ	2	59
13	4175	<i>Dane-gerous</i>	John Dane	19	10	8	23	60
14	2537	<i>Betsy's Boys</i>	Smith/Coogan	10	14	16	30	70
15	2017	<i>Dodill's Playpen</i>	Toby Ricks	6	19	10	DNS	76



LMSA Fleet 131 Ladies' Day Race start!

## Fleet 131's First Anniversary

by Jean and Mark Gehlhausen

J/24 Fleet 131 is celebrating its first anniversary! Fleet 131, chartered at Lake Monroe, Bloomington, Indiana, is part of District 11. Membership, initially consisting of four boat owners, has grown to six boat owners, encompassing seven J/24 Class Association family memberships. Fleet members actively participate in the many Lake Monroe Sailing Association (LMSA) social and racing activities. Last year, our fleet promoted a Ladies' Day Race on J/24s; this event was a huge success for both the ladies and the men spectators. This year, we have two Ladies' Day races planned. Also this year, for out-of-town J/24s, we have scheduled three open regattas: One-Design Regatta (April 30-May 1), Indiana Governor's Cup Regatta (June 18-19),

and Point to Point Regatta (September 24-25). District 11 events include a round-robin regatta series, with one event at each fleet location. Last year, Fleet 131 hosted eight local and out-of-town J/24s for our round-robin event, the Indiana Governor's Cup Regatta. For 1988, we will again be hosting this round-robin event, and we expect an even greater J/24 turnout. We welcome all J/24s to our open regattas; in particular to our Governor's Cup Regatta, which is proving to be a popular Midwest racing and social event. If you require additional information, give us a call at 812-824-7444. Join us in celebrating an exciting second year!

## Fishing Bay Fleet 107

by Larry Miller

Fleet 107 saw an active growth of around 25% in 1987. We are now strongly competing with our MORC counterparts for honors on the race course. A new dry sail facility and lift are scheduled for completion in the spring of 1988 and will certainly be a welcomed addition for the J Fleet. An enhanced social program for the fleet is also planned.

It was encouraging to see an all-junior crew race on *Satisfaction* during the Fall Series, skippered by Will Crump, age 15. More junior activity is planned this year, including instructions on the J/24 during the Junior Sailing Camp in June.

Last year the inaugural MORC East Coast Championship saw a fleet of 39 boats. The J/24s have their own separate class. PDQ from Annapolis won class honors and finished third in fleet overall, behind two hot J/29s. This year the event will be hosted again at Fishing Bay Yacht Club, June 17-19. We're looking forward to some exciting competition from up and down the east coast.

Special mention of fleet members participating in events away from Fishing Bay Yacht Club includes: *Fast Forward* and *Cheap Floozie* at the J/24 East Coast Championship; *Cheap Floozie*, *Fast Forward* and *Top Gun* at the HYC Frostbite Series, and *Fast Forward* at the J/24 Midwinters.





Photo by Bill Wilson

Suzanne Spangler of Newport Harbor Yacht Club, California, (Area J) surfs downwind at '87 Adams Finals on Biscayne Bay.

## 1987 Adams Cup Finals

by Sandy Wilson

The finals of the prestigious USYRU-sponsored Adam's Cup event for the 1987 U.S. Women's Championship was hosted by Coral Reef Yacht Club on Miami's Biscayne Bay. With multiple generations of the women's families attending, mothers, fathers, grandmothers and grandfathers basked in the Florida sun as well as in the accomplishments that brought each of the competitors to this premier event.

The Adams Cup, in existence since 1924, is as steeped in tradition as it is in attracting top women sailors. Sailing expertise may not be in the blood but an enjoyment of the sport does at least seem to run in families.

This year the boats were all brand new J/24s, sailed in a round robin series of ten races, so that each team from ten districts within the U.S. competed in each boat. Described as a ten boat match race, the Adams Cup has always been exciting for the level of competition and the gutsy style in which these women go after the championship.

But these girls who live and breathe sailing do have other abilities, from careers as Naval architects, presidents and vice presidents of companies, to one who chooses ski-bumming for a living. Jody Swanson, a tiny, energetic blond with freckles, was heading to Colorado after the race to, hopefully, find a job where the skiing is good. A University of Michigan graduate and collegiate sailor, she explained that her mother would be worried except that her sister "had done it and survived."

Back home they race in various keelboats and in various conditions, from inland lake sailing to offshore ocean racing. Luckily, Biscayne Bay offers a wide range of wind conditions in the winter and the four race days included some of everything, so that the teams got at least something they were used to sailing in.

The first day's races were sailed under overcast skies, in drizzling rain and northwest winds of about 10 knots which shifted and died by the second race. With one general recall and three boats called back in the second start, the fluky winds

made starting tricky and the earlier aggressive starting duels became conservative.

Carol Buchan, a diminutive but mentally tough competitor from Seattle, led from the start. The wife and daughter-in-law of two gold medalists in Olympic sailing, she sailed consistently well in every kind of weather with the kind of smart sailing that looks inborn, but Carol says takes luck and hard work.

The three races on the second day were sailed in light air and flat seas, with Buchan taking two firsts and a second. Even in the light winds, the women kept the boats moving well, with the top finishes split up among several boats. As a westerly breeze filled in for the afternoon races, those that went to the left corner found it more promising and managed to make up some time, but Buchan still had her nearest competitor beat by ten points. Carol Conner, from Mystic, Connecticut, who came in third, marveled at the trickiness of the winds. Her fourth time at the Adams Cup finals, she felt pretty successful at the half way point, having "found the wind in four out of five races."

On Saturday, the 15 to 25 knot northeasterlies in heavy chop made it Susan Madrigali's kind of day. The team from San Francisco sails in Berkeley Circle, where it is windy, shallow and, with a deep chop, exactly the conditions of Saturday's race. Susan's strategy was pretty basic, "to make the boat go fast in the right direction," and it worked well with three first place finishes, one of which was 4 minutes and 20 seconds over the next competitor.

On Sunday two races were held to complete the ten race, low point series. The wind became lighter but the bay remained choppy. Again, Susan, up to speed in heavy chop, played it for all it was worth with another first and a fourth. Unable to recover from an earlier tenth place, when she was over the line early, and the sixth and seventh places on the light air days, she could do no better than second place overall, with a total of 42 points.

It became clear sometime during the Adams Cup series that the ability to work well as a team was what brought these women this far. Their well-rehearsed tacks were as smooth as their spinnaker sets and the even-tempered commands of the four-woman crews demonstrated a respect for each other, as well as for their abilities. "It's not having to worry about boat han-



Photo by Bill Wilson

Susan Reddaway (Bow no. 2), Jody Swanson (7) and Susan Madrigali (9) approach jibe mark.





1987 Adams Cup winners, from left: Carol Buchan and crew, Cheryl Lanzinger, Libby Johnson, and Jean Trucano.

Photo by Bill Wilson

ding," says Carol Buchan, the Adams Cup winner, "The girls are great - I can come in to a mark and know the right things are going to happen."

No matter where each team finished, the families and friends of these, the best of a growing number of women sailors, beamed their pride and enthusiasm for their clan as well as for every competitor. Those who compete at this level have sailed against the best women sailors from across the U.S. and it is at this level that it is realized what it takes to win.

"We have put a lot of time and effort into this campaign," said Susan Reddaway, from Lake Lanier Sailing Club near Atlanta, Georgia. The team beat out Florida sailing teams in the semi-finals. Susan, who lives a two hour drive from the lake where she practices many weekends, knows the sacrifices it takes to make it to this level. "It's a big, big learning experience."

It's a fun experience, too, for families as well as crews. How could it help but be with Coral Reef, one of Miami's most prestigious yacht clubs, wining and dining the participants like royalty. Along with the racing, the club provided daily excursions, cocktail parties, and dinners shoreside. This was yacht racing at its best.

### 1987 U.S. Women's Sailing Championship

POS	SKIPPER	AREA	1	2	3	4	5	6	7	8	9	10	TOT
1	Buchan	H	1	3	2	1	1	4	1	2	1	1	17
2	Madrigali	G	6	10	7	6	6	1	1	1	1	4	42
3	Connor	B	4	2	3	4	5	6	5	4	4	7	44
4	Swanson	E	5	1	5	7	3	3	3	5	6	8	46
5	Spangler	J	7	4	1	5	8	2	4	2	10	6	49
6	Watts	C	3	5	4	3	2	5	9	9	9	1	50
7	Flynn	F	2	8	6	2	4	8	7	7	3	3	50
8	Reddaway	D	10	7	8	9	10	9	6	8	8	5	80
9	Thompson	A	9	9	10	10	9	7	8	6	5	9	82
10	McMahon	K	8	6	9	8	7	10	10	10	7	10	85

## Challenge on S.F. Bay

by Ray Delrich

On December 12th, we sailed a midwinter race on the Berkeley Circle. We left the dock under clear skies and in a northerly at 20-25 knots, arriving at the starting area thirty minutes later. We warmed up with a beat about half the length of the first leg, while the breeze built to about 25-30 knots, with puffs to 40-plus. We watched as several J/24s attempted jibing, only to be laid down, spreaders to the water. Sailing under main alone, our crew

decided we would only tack around, to curb probable disaster. At this point, I think half the J's had reefed their mains.

With three minutes to go, we hoisted our 100 and headed for the line. Shape was up and we were ten seconds late, but third off the line on the favored end. It was wild out there, big chop and the bay was white with foam, and the gusts had most everyone on their ear.

Being totally overpowered, we eased our headsail sheet 8-10 inches with the lead in the regular spot and played the sheet for the big blasts, all the while flogging and trimming the main to combat lee helm. More than a dozen times we had to dump the sheets completely to keep from tacking or tipping over. We noticed the boats with reefed mains weren't flogging as much, but lacked the punch to get going after a set of big waves or a gust.

At the top mark the reach was too tight to set, but at the wing mark the two boats in front of us both did and were really flying. We followed suit until halfway down the leg our foreguy bridle broke, and we doused the kite. Too bad we didn't have twings. Boats behind were gaining, but we were lucky and held them off, surfing along just fine with main and jib.

The second beat was brutal. At the top mark we had closed on the second place boat and discussed setting our chute. Both the boats ahead had their jib out on the pole, and that looked safer. We only crashed once on that run. At the leeward mark, the boat in front of us split the main at the upper middle batten, and made a lot of leeway going for the finish under the jib alone.

John Kostecki, sailing *Pee Wee*, won by a lot. We were second, on *American Beauty*, with an 870 pound crew (one was a girl). It was decided, after several Irish coffees back at the club, that a great time was had by all.

At the dock we bailed 20 gallons of water from our boat, after racing with the companionway hatches closed and the wash board in place. We could have, and should have, bailed it out on the runs. Also, the crew stayed inside both upper and lower lifelines, as a rescue would have been marginal at best. During the day we saw a couple boats that had lost masts, and heard later of man overboard drills in other classes. So, sail safe and have fun on your next race in a blow . . . . .

## Fleet 7 News

by Dan Shaw

Even with the end of the summer regatta season, we in Fleet 7 have continued our sailing with the fall CORA series in which the J/24s race as a separate class. Bill Milner, on *Reggae Dancin*, sailed his way to first place in this series, with the help of his own



version of the plastic fantastic, a new Mylar genoa. Mason Chrisman hosted an oyster roast at Limerick Plantation to end the fall series in a grand fashion.

We in Fleet 7 have also been doing some travelling. In early fall, Cathy Swanson and a seasoned crew sailed their J/24 to a 15th place finish in the Women's Keelboat Championship in Newport. Over Thanksgiving, five boats made the trip to Jacksonville for the J/24 Florida State Championship and made off with a load of silver, as Lenny Krawcheck and crew aboard *Parrott* and Ross Griffith and crew aboard *Zuma* finished first and second, respectively. During January, Squeaky James, aboard *Taken for Granite*, travelled to Miami and sailed in the Championship fleet at the J/24 Midwinters.

Now we are in the middle of our CORA frostbite series, something of a misnomer here in Charleston, as we found ourselves racing in balmy 70°F temperatures on the Saturday before the Super Bowl. That evening we enjoyed a steak cook-out on the patio of the Charleston Yacht Club.

Preparations are underway for our annual Charleston J/24 Spring Championship. This year the regatta has been moved to May 21-22, when the breezes should be warm. Also, the J/24s will race as a class in the South Atlantic Yacht Racing Offshore Championship scheduled for April 29-May 1. We invite all of you to come and enjoy the sailing and southern hospitality of Charleston.



## 1987 Charleston Spring Championship

by Bob Sadler

The annual Charleston J/24 Spring Championship was held April 3-5, 1987. This year's event also served as the 1988 Southeast Regional qualifier. The regatta was hosted by J/24 Fleet 7 in conjunction with the Carolina and Charleston Yacht Clubs.

Weather for this event was the weekend topic of discussion. Near survival conditions existed the entire three days, with a strong low pressure system firmly entrenched in North Carolina. This provided the 31 entrants with consistent 15 to 25 knot westerly breezes throughout the weekend.

After launching on Thursday, racing began on Friday off-shore in a 15 knot southwesterly, with Jim Brady taking the first race. Winds continued to build through the afternoon, requiring "little jibs" for the second race and again finding Brady on top. An approaching front with winds clocked at 50 knots greeted the sailors as they made their way back into the harbor.

Saturday was little different, with a persistent 20-25 knot westerly blowing. Seas were 3-4 feet but the heavyweights found the conditions to their liking again, with Jim Brady taking back to back wins. An "all you can eat" meal at the Charleston Yacht Club provided many tired sailors with the perfect ending to a very grueling day.

Sunday's final two races were set in historic Charleston Harbor. The breeze had now moderated to 12-18 knots but more than made up for it with 10-20 degree shifts. Again, Brady was not to be denied and finished first, but then the shifts got to him and he got a ninth in the final race.

Final results tabulated after a throw-out found Brady first; Dave Pritchard, of Atlanta, second; Chuck Millican, third; Robbie Wilkins, fourth; and Bob Sadler, fifth.

The members of Fleet 7 wish to thank all those out-of-towners who participated and hope that you will join us again for this year's event, May 21-22, 1988.

*The fleet works to weather in breezy conditions at the 1987 Charleston Spring Championship.*

### 1987 J/24 Spring Championship April 3-5, 1987 (Top 10 of 31)

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT*
1	3418	<i>Hot Pursuit</i>	Jim Brady	1	1	1	1	1	9	5
2	4163	<i>Deuce Coup</i>	Dave Pritchard	2	3	3	2	11	7	17
3	4262	<i>PDQ</i>	Chuck Millican	4	5	2	4	5	11	20
4	2432	<i>Vamoose</i>	Robbie Wilkins	3	2	7	5	7	4	21
5	3938	<i>Gizmo</i>	Bob Sadler	8	6	4	3	18	8	29
6	2000	<i>Zuma</i>	Ross Griffith	5	10	32	8	2	5	30
7	555	<i>Oyster Pie</i>	Peter Dodds	12	7	5	6	6	10	34
8	3494	<i>Blueprint</i>	Charles Cockcroft	17	11	8	9	3	6	37
9	196	<i>Lunch Cutter</i>	Michael Hobson	7	4	10	12	4	14	37
10	3309	<i>Gotcha Covered</i>	Gary Oetgen	6	6	6	11	10	32	39

\*1 Throwout





Winning skipper "Gumby" shares limelight with crew.

## Fleet 16 Enjoys Continued Growth

by Jim Hackett

Buzzards Bay Fleet 16's continued growth was reflected at the starting line with more boats and keen interfleet competition. Typical racing involved six to eight boats, any of which could "win, place or show".

Local host, the Beverly Yacht Club, made awards for Spring and Fall Sunday Series, Wednesday evening races, four distance events, and a Fleet Championship. In addition to hosting the District 2 Championship, fleet members participated in several one-design regattas. Fleet Champion *CrackerJack*, skippered by Jim Hackett and co-owned by sheeter Mark Reynolds, won second and first places in the two Figawi races, and first place at Edgartown.

Several winter socials are scheduled and fleet members look forward to hosting next year's *Regional World Qualifier*, the 1988 Buzzards Bay Regatta.

## Read Tops High Caliber J/24 Competition at Noroton

by Al Ferlazzo

The annual Columbus Day J/24 Invitational Regatta at Noroton Yacht Club on Long Island Sound has always attracted large, competitive fleets. So when the regatta was designated a qualifying event for the 1988 J/24 World Championship in Sydney, Australia, it was not surprising that 44 boats showed up, including former World Champions Dave Curtis, John Koliuss, and Ken Read, as well as a number of up and comers in the Class, like Al & Dave Constants, Geoff Moore, Lee Morrison, and Dan Neri. Read was just coming off his win at the Milford Yacht Club, weather-shortened regatta the prior weekend, where he showed excellent boat speed.

The race committee, under the direction of ex-J/24 skipper Bill Thomson, quickly got the fleet racing and used the black flag all day Saturday to limit recalls. As a result, four races were completed on Saturday, despite some large windshifts which required postponements of starts to reset the windward leg. The first race was a modified Olympic course sailed in a 10 knot

westerly with some shifts and velocity increases up to 15 knots, typical to Long Island Sound. Read led all the way around the course and won, with Constants second, followed by Curtis, Eric Kreuter, Neri, Moore, and Morrison. Race 2 was a twice around, windward-leeward, won by Dan Neri who took the lead on the second weather leg. Frank Lloyd was second, followed by locals Jimmy Wilson & Bill Vernon, Rob Alexander, Moore, and Read.

After a lunch break, the cloud cover had made way for some sunshine, and the breeze had clocked around to the north, off the Connecticut shore. For Race 3, the committee opted for a shorter triangular course in order to ensure a fourth race for the day. A large group of boats, led by Read, arrived at the windward mark close together; Read was able to get away from the congestion at the mark clean and used his boatspeed to lengthen his lead substantially and win, followed by Neri, Milford's Brit Hughes, New York's Lowell Copeland, Moore, Curtis and Constants. The committee then set an Olympic course and started the fourth race at about 5:00 p.m., in a stronger, northerly breeze. With the sun setting, the tired racers were grateful when the committee shortened course to finish the fleet at the second windward mark near the Connecticut shore and Noroton Yacht Club, where hot showers were waiting and a steak dinner was being prepared. Read won his second straight race, followed by Curtis, Neri, Constants, and Moore.

While enjoying dinner, refreshments, and conversation about the day's racing, the fleet looked over the Saturday results, which showed Read with a two point lead over Neri, and a group of Moore, Curtis and Constants about ten points further back. Then there was another group within striking distance, including Kreuter, Wilson/Vernon, Morrison, Copeland, and John Koliuss, who had come back to a sixth in the fourth race after averaging 13 in the first three. With a throw-out almost assured, Read was in great shape with his three bullets. But with so many boats having a shot at regatta honors, everybody was already looking forward to the next day's racing.

Sailing conditions on Sunday were demanding, with a light northeasterly breeze and lumpy seas. Read had little difficulty adjusting to the different conditions and built a good lead, which he was able to use in covering Fowler, Constants, Koliuss, and Neri, who were splitting from Read and one another in the shifty breeze. The committee again shortened course at the weather mark to provide a quick lunch break before the final race. With his fourth win, Read was assured of winning the regatta and

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**Jeffery Butcher, Director**  
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*Elia (4256), Constants (3775), Moore (456), Koliis (3) and Kreuter (665) set up at the pin end, seconds before the start of Race 5.*

skipped the last race, which became his throw-out. The committee set an Olympic course for the sixth race, which was sailed in a stronger breeze and won by Neri, to nail down second place overall. The Constants brothers were second, and this placed them third in the regatta. They were followed in the sixth race by Parker Hadlock from Maine, Steve Hourihan from Marblehead, and local sailors Alexander, Wilson/Vernon, and Hughes.

So Ken Read won the Noroton Regatta for the first time, by holding off the challenge of Neri, Constants, and Moore. Read also won his showdown with ex-World Champions Curtis and Koliis, who both felt that the effects of being away from J/24 competition before the regatta had not served them well. In accepting his first place trophy and his qualifying spot for the 1988 Worlds, Ken Read praised his crew, the competitiveness of the fleet and the work of the race committee and Noroton's shoreside regatta people for another great regatta, and promised to be back in 1988.

Noroton's 1988 Columbus Day Regatta will be the North-

east Regional Championship and will again be a World Championship qualifier for the 1989 Worlds in Kingston, Ontario. It will be a three day event beginning on Saturday, October 8. With the District 3 Championship (another 1989 World Qualifier) and the Milford District 2 Championship also being scheduled for late fall, Long Island Sound will again feature plenty of high caliber J/24 racing in the fall of 1988.

## IWKC Adventures

by Nancy Flynn

There we were on Wednesday, September 30, in the Houston Yacht Club parking lot waving good-bye before the start of our 2000 mile journey to Newport, R.I., for the Rolex International Women's Keelboat Championship. Terry Flynn, Nancy Flynn, Larry Brownback, and Denise Helm were going on the road trip, while Cindy Stieffel, Sandra Newberry, and Linda Holle were going by air. The J/24 was hitched to an RV and we were on our way! First stop - one hundred feet from the guard gate! The trailer lights stopped working. But with a little help from Tommy Kerber, we were on our way again. Next crisis - Gulfport, Mississippi - alternator belt problems caused a four hour delay. Another small setback in North Carolina for the infamous alternator belt and we were off again. We finally reached Newport early Saturday morning.

Things began to look up! The boat measured in without a problem and the remainder of the crew arrived on time. After the competitors' briefing at Ida Lewis Yacht Club, we headed out for a quick dinner. (Quick in Newport on a Saturday night is three hours.) Exhausted, we returned to the RV to discover that we had been robbed. All of the cameras and a large amount of clothing were gone! Terry made the trek to the police station,

### 1987 Noroton J/24 Regatta October 10, 11 (Top 20 of 44)

POS	SAIL	HELMSMAN	1	2	3	4	5	6	TOT
1	4351	K. Read	1	6	1	1	1	45	10
2	4109	D. Neri	5	1	2	3	6	1	12
3	3775	Constants	2	9	7	4	3	2	18
4	456	G. Moore	6	5	5	5	11	45	32
5	8	D. Curtis	3	11	6	2	13	45	35
6	4015	F. Lloyd	17	2	16	7	5	12	42
7	3927	Wilson/Vernon	14	3	11	13	9	6	42
8	3	J. Koliis	13	12	14	6	4	11	46
9	665	E. Kreuter	4	7	15	8	19	14	48
10	4413	Fowler	18	13	25	10	2	10	53
11	21953	B. Hughes	DSQ	8	3	12	24	7	54
12	2810	L. Morrison	7	15	9	18	10	13	54
13	2606	L. Copeland	15	14	4	16	18	8	57
14	4245	B. Martling	20	19	17	15	8	9	68
15	3368	P. Hadlock	10	16	28	20	20	3	69
16	1366	S. Hourihan	25	23	8	33	12	4	72
17	957	L. Constantino	8	10	31*	9	15	DSQ	73
18	4206	T. Boyanton	11	26	31	11	16	18	82
19	72	M. May	21	21	12	21	17	16	87
20	129	G. Desuosiers	22	34	24	25	14	15	100

\* - 20% penalty applied



only to be told that the detectives would be in on Monday. OK - regroup!

Sunday's practice race was cancelled due to high winds, not to mention a 35 degree temperature, so we spent the day in Newport buying warm clothes.

The racing and competition were great! The courses varied between Gold Cup and Olympic with 2 to 2½ mile weather legs. The first race, a Gold Cup course in Narragansett Bay, started in a 12 to 15 knot breeze which died to nothing on the last leg. We moved from fourth to first on the second weather leg and held on to win the race. We continued to hold the series lead through the second and third races which were sailed in the ocean. Everyone knew Texas was in Newport!

The fourth race was a twice around windward-leeward course in Narragansett Bay. The wind speed was 30+ knots. It was a great disappointment to us when we broke our spinnaker halyard on the first downwind leg and had to alternate the jib halyard between the jib and spinnaker for the remainder of the race. However, a quick fix after the race and we were back in business for the fifth race in which we placed seventh.

The sixth race was a disaster. This was the Rolex Cup, an Olympic course in the ocean with 2½ mile weather legs. It started in 8 knots and built to 35 by the last weather leg. We rounded the leeward mark in tenth place and fought our way through what Cindy called "tidal waves". The swells were so big that you couldn't see the other J/24s while in the trough. We tacked two hundred yards from the finish and broke the port spreader. Could we finish? NO! Could we sail in the last race tomorrow? We didn't know. We checked the rig after returning to the harbor. The mast was kinked, but it looked like it would hold for a light air race.

The last race was again sailed in the ocean. Winds started light and built, but we finished before the breeze could gain the strength of the previous day.

Although our breakdowns moved us from third to seventh place, we felt we had sailed well. Besides our daily first and overall seventh place trophy, we received the Midweek Trophy for leading the series after three races. Oh, Yes! We did win the party! And we do have some photos of the week, thanks to our wonderful hosts, Mac and Dottie Wheeler, and their video camera.

The trip home started Friday, October 9, after the beautiful awards ceremony at the Marble House (one of Newport's most famous "cottages"). After terrorizing the streets of Newport for

an entire week, the RV lost an argument with one of the trees in the Marble House driveway and demolished its air conditioner hoods. Other than that, the trip was fairly uneventful (Larry did get a ticket for driving in the left lane of the New Jersey turnpike) until we reached North Carolina. A short stop was required to fix a flat tire on the RV at the northern end of the state. Another short stop was required at the southern end of the state for a speeding ticket (their speed limit is 55 not 65). The worst catastrophe of all happened in Louisiana. The metal frame on the new Magnum trailer cracked. It was completely severed on the left side and had an inch to go on the right side. At this point we met "Boss Hog", the owner of a 24-hour wrecker and salvage yard east of Baton Rouge. It made his day to see a "ship" come down his driveway! A quick welding job and we were off. Home free? Not Quite! Another tire on the RV went flat near Beaumont. This was the last adventure of "the ROAD TRIP". We were safely back in LaPorte by eleven o'clock Sunday, October 11.

We would like to thank all of the people who gave their financial support to this effort. We feel we performed admirably and made Texas proud!

## Fleet 128 Powers Into Third Year

by Larry Hanapole

All the talking is over, the keels are faired and the bottoms painted. The crane yanks another J/24 skyward and then, spinning it over the water, eases the cable until the keel slices the surface. Slowly the boat settles in its element and is tied up. The mast rises and cuts through the partners, coming to rest on the mast step. The crew works together setting up the rigging. Sails slide out of their sleeves and everyone checks them out while the final rigging details are tended to. The winter is over, spring is full and it's time to go sailing for another season.

This is our third season as Fleet 128, out of Atlantic Highlands Yacht Club just off Sandy Hook Bay in New Jersey. We started out with a few J/24s and a lot of "if you buy a boat, I'll buy a boat." talk, and we've been growing steadily ever since. This year we'll have as many as 20 boats ready to race, about 45 members. The fleet brings together sailors with a wide range of interests and nautical backgrounds. The folks from the smaller one-design classes say the J/24 is the most tightly contested class there is. The people coming from the IQR/PHRF boats like the simplicity. Everyone likes the action and excitement. Two of

Nancy Flynn (center) and crew of Denise Helm, Cindy Stieffel, Sandra Newberry and Linda Holle sailed Endless Summer in the 1987 IWKC in Newport.







Larry Hanapole (right) presents award at annual Chili Challenge to Tom Crow (left) and Bill Ewing (center).

the guys make a mad dash to catch the ferry out of Manhattan in a rush to make it to our Wednesday night races.

The racing schedule for the fleet has grown and changed radically in the past year, with many more multiple race days on shorter courses. Last year we had a variety of racing, with long distance, around-the-buoys, and even a 'Photographer's Race'; a chase boat, complete with a professional photographer, followed the fleet around the race course, shooting all the action. The resulting photos were available for sale to the owners and their crews. It's great to see your boat from a position other than the helm. This season we begin a Two-Handed Series that should be enjoyed by all, and especially by those owners that have trouble finding crew (and who doesn't?)

The quality of racing here comes from the skill the members bring to the fleet. We have quite a few accomplished sailors from other classes and the big boats. Our members hold title to a wide range of honors, from a third at this year's Albacore Worlds to a winner of the Newport-to-Bermuda race. Laced with a former Sears Cup holder and a crowd of other award winners, the racing here is competitive to say the least.

The competitive spirit isn't just on the race course. We've put extra effort into attracting members through our winter programs. This year marks the second session for the Winter Lec-



Officers and organizing members of Fleet 128, from left: Larry Hanapole, John Eggers, John Talbot, Nancy Cowdrey (fleet captain), Geary Decker, Bjorn Johnson, and Bob Wilson.

ture Series. In the past, we've had Ken Read discoursing on the state of racing, chalk talks with the local go-fast sailors, and race management seminars. These sessions have brought the J Fleet to the attention of a lot of sailors in the area - this has helped with recruiting crew. When we're not working on developing racing skills and attracting new members we're, you guessed it, partying.

The parties have been getting bigger and better every year. The largest turn-out has been for the Annual Chili Challenge. Each crew cooks up a pot of chili and we get together to sample them, with awards to the best and hottest. This past season has been so hectic, we've even added a social committee to coordinate it all.

The racing and social calendars wouldn't exist without the efforts of the fleet members and, especially, our Fleet captain, Nancy Cowdrey. She has, with the help of the organizing members, brought all the personalities together to form one of the hottest fleets in the country. Nancy keeps reminding us, "We have the right boat, an aggressive racing schedule and top notch sailors; all we need to do is keep up the energy!"

## Galveston Bay Fleet 5

by Joyce Groover

Fleet 5 had a very eventful fall and winter sailing season. Its members have excelled in all types of racing, both locally in the Houston, Kemah and Seabrook area of Texas, as well as state and country-wide.

In our area there are three primary groups that host regattas on a regular basis. They are Houston Yacht Club (HYC), the Galveston Bay Cruising Association (GBCA) and Lakewood Yacht Club (LYC). HYC has an Olympic line fleet and PHRF fleet while GBGA holds PHRF handicap racing in which there is usually a J/24 one-design class.

Many other organizations hold a couple of regattas yearly, such as Watergate Yacht Club, Waterford Harbor Yacht Club and Portofino Marina. The Clear Lake Racing Association (CLRA) holds races on Clear Lake on Wednesday nights and Sunday afternoons. Local J/24 skippers frequent these events as well.

Something new is happening this year, with GBGA and HYC combining forces to have a Spring and Fall Series. There are so many clubs initiating regattas that there is a growing scheduling problem. These two clubs decided to join in hosting the two biggest events on Galveston Bay. GBGA has the most competitors, many standardly-used marks, and a long history of running Bay races. HYC has an official Race Committee and access to more committee boats. GBGA's Race Committee was, and is, trained yearly on a membership volunteer basis.

On August 22nd, GBGA held its Singlehanded Race. There were two classes, spinnaker and non-spinnaker, both won by J/24 skippers. Bill Baker, on *Harbinger*, won spinnaker class, with Doug Cooke, on *Dead Duck*, in third place. Jeff Gilbert, on *Tuxedo*, won the non-spinnaker division.

On the weekend of August 22-23, Jay Lutz won the Corpus Christi Yacht Club Western Open & World Qualifier, and the final race in the Texas Circuit Regatta. Marvin Beckman, on *Hot Blooded*, placed fifth.

The Adams Cup quarterfinals and semi-finals were both held at HYC. Nancy Flynn won both of these events and went on to the finals in Miami on January 15-18. Her best finishes there



were two seconds and two thirds out of ten races, scoring an overall seventh place.

The HYC Labor Day Regatta & Fleet 5 Championship for one-designs were held on September 5-6. Terry and Nancy Flynn won the Fleet 5 Championship, with Tony Nunes second and Rob Mosbacher, third.

Each year GBCA holds the Allied Bank Regatta sponsored by Allied Seabrook Bank, September 12-13. There was, as always, a J/24 Class. The winners were Chris Haycraft, Bill Baker and David Hampp, in that order.

The GBCA Women's Series on September 19-20 had two J/24 entries in PHRF, as there were not enough boats to justify a one-design class. Susan and David Lindsay won class and third in fleet, with Joyce and Gary Groover second in class. Although this is a women's series, only the skippers must be women. There was rivalry and talent amongst the local lady skippers, which made for fun on the starting line with all boats, large and small, starting together.

LYC held a Fall Regatta September 26-27, in which Bill Baker, on *Harbinger*, came in second.

The CLRA held their Wednesday night races during spring and summer, with new winners each week and an overall winner for each month. The overall winner of the J/24 Class for the season was David Hampp, on *Heartbreak Hotel*, with Alan Philoon, on *Corrina III*, second.

The Texas Circuit Regatta at Ft. Worth Yacht Club on October 3-4 was well attended by Fleet 5. Placing first were John Koliis and Doug Cook, second were Clark Thompson and Tony Nunes, and third was Yandell Rogers.

October was a busy month in our area as many skippers, spurned on by cooler weather, competed in several local regattas. There was the Watergate Columbus Day Regatta, October 10-11. This year Chris Haycraft, on *Hurry Now*, was second in class and third in fleet, with *Alchemist* third and fifth. On October 17, HYC held the Fleet 5 Championship in Olympic line. Nancy and Terry Flynn, on *Endless Summer*, took third, with *Piranha*, owned by Per and Becky Huffeldt, in fifth. The HYC fall series, October 4th and 11th, had four J/24s, with *Road Dog*, *Illusion*, *Water Nymph* and *Hocus Pocus* finishing in that order.

The GBCA Fall Series is big on Galveston Bay and usually has from 75 to 100 entries of all types of boats. This year there was a J/24 Class with four entries. The series consists of four events on October 17, 24, 25, 31 and November 7. There was a new winner each week with *Hurry Now* (C. Haycraft), *Harbinger* (B. Baker), *Hot Blooded* (Klein/Stupp) finishing first, second, third, overall.

HYC held an annual Turkey Day Regatta last year on November 21-22. The winners in each class received turkeys. There was an Olympic line and PHRF contingent. The Olympic line winners were Jerry Cooney on *Illusion*, Nancy Flynn on *Wench* and Robert Van Tassel on *Alchemist*.

On January 23-24, GBCA held their Frostbite Series. The first day was sunny with 10-18 mph winds. It was really a nice prescription for cabin fever. Day 2 was still sunny but the breeze was from 20 to 35 mph. Three J/24s entered and used any sails they wanted, as a PHRF Class. Second in class, and third in fleet was Gary Groover on *Black Majic*, followed by Chris Haycraft on *Hurry Now* and David Hampp on *Heartbreak Hotel*.

A lot of HYC regattas are open to all J/24s who wish to attend without being required to join the club. All of us in Fleet 5 wish to extend an invitation to all J/24 sailors to come and join the fun!



Photo by Linda Tillman

Fall Regatta winner, John Landry (back), and crew (from left): Richard Akers, Beite Cook, Russ Matson, and Bill Quantick.

## Fleet 87 Hosts 7th Annual Fall Regatta

Fifteen J/24s and over 75 sailors participated in the 1987 J/24 Fleet 87 Indian River Fall Regatta and District 10 Championship, hosted by Eau Gallie Yacht Club, Indian Harbour Beach, Florida, October 2-4. A welcome party was held Friday evening at the EGYC Captain's Corner, with food provided by Fleet 87 members. On Saturday, four back-to-back races were sailed in smooth water and medium wind conditions, followed by a barbeque buffet on the yacht club lawn under a glorious sunset-red sky. The racing stories continued into the starlit night, as John Landry, of Punta Gorda, and Robby Brown, of Largo, were tied for first followed by Bill Wailes, of Melbourne Beach.

Sunday morning was another perfect day, and Race Committee Chairman Jack Bibb got three races off before 1:00 p.m. At trophy time, it was John Landry taking home the top regatta and District 10 trophies, followed by Robby Brown and Bill Wailes. Dick Tillman was fourth, and Rick Peper, fifth. The 1988 Fall Regatta is Sept. 30 to Oct. 2.

Bill and Christi Wailes hosted a fleet party, "The First Harmonic Convergence of Fleet 87 in the Fall of '87," a potluck supper, grill provided, to kick off the Fall Series. This 12 race series, best 8 to count, was won by Mike Huck and crew sailing *Flight*, with a perfect score of 8. Bill Wailes and company on *Jalapeno* were second overall, with Chris Gates and crew on *J-elio*, third. We welcomed two new boatowners to the fleet in '87: Jim Henry (of Thistle Class fame) and Jim Pettus.

Several Fleet 87 members travelled to Bermuda for team racing over Columbus Day weekend, and had a wonderful, if not victorious, time. We look forward to a repeat challenge back on our own waters next year.

The 1988 Winter Series is now underway, and the J/24 fleet is enjoying two races on each scheduled Saturday afternoon, on excellent triangle, windward leeward combination courses. Most times the March (and February) winds doth blow, and the competition is close what with several boats sporting new bottom jobs and new sails.

Fleet 87's newest little crew member, Kyle Noble, arrived to parents Dave and Lisa Noble on March 23. His first word (after Mama and Dada) is sure to be "boat," if not "J/24."





Jim Brady sailed Bulletproof to win all five races in the 1987 Stone Crab Regatta held Oct. 31-Nov. 1 in Clearwater.

## Jim Brady Sweeps 1987 Stone Crab Regatta

by Jim Whitsett

This year's Stone Crab Regatta was sailed off Clearwater Yacht Club just after the season's first cold front passed through. The wind was brisk out of the north at about 10 to 12 knots on Saturday,

and 12 to 15 on Sunday. With the long northerly fetch off Clearwater bell, the seas built to a respectable 4 or 5 feet, which made the upwind legs challenging and wet.

The nineteen J/24s which competed all carried full mains, but by the fifth race most had changed from the 150% genoa to the small jib. One dismasting was the only significant gear failure and that was assisted (caused ?) by a collision.

The competition was top notch, with three former national champions, but our own Jim Brady was in peak form and took first in each of the five races - he sailed *Bulletproof*, which was. Ed Baird of St. Petersburg Y.C. took second and Mark Ploch, Jim Brady's boss at Ulmer Koliuss Sails, was a close third. Tony Johnson, also of St. Petersburg Y.C., was fourth and Jim Taylor of Davis Island placed fifth. If Taylor had restarted after being over early in the second race he might have done better but he also might have been nosed out by John Landry, a premature starter in the third race.

The Master's Trophy went to Bill Curtis, whose 45th birthday came just in time for him to qualify, and the Couples' Trophy was taken home by Rich Gahn and crew.

At the registration party the keg donated by North Sails was nicely complemented by great quantities of popcorn which Art Johnson had popped for the kid's Halloween party on the preceding evening. I'm not sure why the kids left any, but we ate every bit.

## Fleet 67 News

by Robert F. Key

Greetings from Columbia, South Carolina, where J/24 sailing is alive and prospering on Lake Murray. Boasting a membership of 25, Fleet 67 sponsors a full calendar of racing and social activities. The objective of the fleet is to combine the satisfaction of stimulating competition with non-race activities that enable less skilled skippers and crew to enjoy the fellowship of other fleet members while learning more about J/24 racing.

A ten week series of races on Saturdays during the Fall and

### 1987 Stone Crab Regatta Clearwater Yacht Club

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	TOT
1	1211	<i>Bulletproof</i>	Jim Brady/Craig	1	1	1	1	1	5
2	249	<i>Black Star</i>	Ed Baird	3	2	3	2	5	15
3	3418	<i>Pit Bull On Crack</i>	Mark Ploch	4	5	4	3	3	19
4	2534	<i>Mr. Clean</i>	Johnson/Jennings	7	8	8	6	6	35
5	2436	<i>Liz</i>	Taylor/Taylor	2	22	2	4	8	38
6	4270	<i>Catfish</i>	John Landry/Beite Cook	6	6	22	5	2	41
7	5	<i>Snot Nosed Kid</i>	Paul Jester/Whitehurst	5	4	22	7	9	47
8	1133	<i>Sunshadow</i>	Eich	11	9	9	10	10	49
9	8	<i>Capt. Morgan</i>	Reischmann	8	22	6	8	7	51
10	3464	<i>Twilight Zone</i>	Sprague/Batzer	9	7	7	9	21	53
11	2826	<i>Warpath</i>	Crowe	12	12	10	12	12	58
12	2913	<i>Incredible</i>	Bill Curtis	10	3	22	13	11	59
13	3227	<i>Hot Tamale</i>	Art Ahrens	21	11	5	14	14	65
14	30	<i>Wild Gravity</i>	Graves	17	15	12	17	16	77
15	571	<i>Bad Neuzz</i>	Berry/Stoddard	13	21	22	11	13	80
16	2202	<i>Grayling</i>	Gahn	16	16	22	16	15	85
17	582	<i>Flexible Flyer</i>	Barker	15	14	20	15	22	86
18	2343	<i>Firecracker</i>	Partridge	20	13	11	22	22	88
19	2433	<i>Jest</i>	Bud Picken	21	22	22	22	22	109





John Cochrane in *Far Side* (4028) fights to overtake *Blueprint* (3494), on Lake Murray.

Spring provides the forum for the majority of the fleet's racing. Competing as part of a PHRF division, J/24 sailors vie for two sets of silver by sailing under the PHRF system while simultaneously racing under a class scoring scheme. Naturally, we are proud that two J/24 sailors, Joe Waters and Tom Waters, took first and second places respectively for the Fall Series in the PHRF division while another, John Young, took fifth. These same three individuals led the way under the class scoring system, followed closely by Mike McGinnis, a converted San Juan 21 sailor. Seventeen boats competed in the series, a healthy 75 percent of the fleet.

January 30 and 31 were the dates for a new Frostbite Regatta for Fleet 67. Based on the premise that we were out to have fun, nine boats turned out to enjoy unseasonably warm weather and a snappy southwesterly breeze. Operating under an agreement that as many races would be held as possible, provided none would start after 3:30 on Saturday and 1:00 on Sunday (so some people could watch some dumb football game), we were able to get in six starts. Interestingly, a different boat took the gun in each race, which proves there is hope for everyone.

The Columbia Sailing Club, along with Fleet 67, will host the District 8 Championship over the Easter weekend, April 1, 2, and 3. The Easter Regatta, as it is known, has historically been an E-Scow regatta. Leadership of the club was convinced to change the class to the J/24 and was rewarded with a top flight regatta in 1987. Twenty-seven skippers from six states competed, with the top silver being decided on the last leg of the last race in a fierce duel featuring thirty tacks between the ultimate winner, Jim Brady, and Robby Wilkins, the hometown favorite. The 1988 Easter Regatta will again feature superior racing and social activities for the thirty-five to forty boats expected to participate.

1988 looks to be an exciting year for J/24 sailing on Lake Murray, both socially and racing-wise. With a dedicated core of leaders, Fleet 67 will be an enjoyable home for our skippers and crew, and Lake Murray will be the venue for many exciting races.

## Fleet 41, Rochester Yacht Club

by Mike and Pam Nahmias

Fleet 41, of Rochester Yacht Club, had its best year yet in 1987. Twenty-one boats raced 54 races for a total of 671 yacht starts. In preparation for hosting the 1988 District 7 Championship and the 1989 North Americans, the fleet practiced partying around

cold refreshments after every race. This was definitely one of our most popular events.

In 1987 we again utilized the J/24 MVP Dual Scoring System, resulting in many boats earning flags. The scratch-scored racing was incredibly close, with seven boats in the running for five places on the last weekend, and first place was decided in the last race of the last weekend.

The first place boat, Houghton Wetherald on *Javelin*, took top RYC honors, winning the Madge Cup in addition to first overall in Fleet 41. The second place boat, Gunther Buerman on *Partial Eclipse*, won top RYC honors for the best record in representing the club at away regattas. We are looking forward to another active year, as 1988 is Fleet 41's tenth anniversary, and we plan a J/24 open house and possibly a J/24 - PHRF Challenge Racing Weekend.

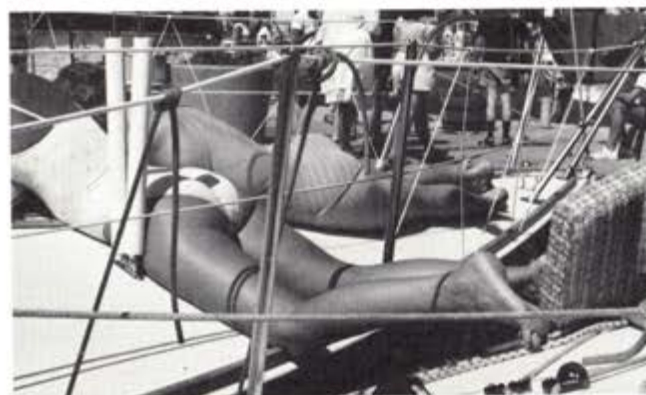
## 1987 Fleet 41 Results

Scratch Scoring:

POS	YACHT	HELMSMAN
1	<i>Javelin</i>	Houghton Wetherald
2	<i>Partial Eclipse</i>	Gunther Buerman
3	<i>Bateau Blanc</i>	Reid Stava
4	<i>Quack</i>	Skip Shumway
5	<i>Sea Cup</i>	Corbishley/Kinsella

MVP Scoring:

POS	YACHT	HELMSMAN
1	<i>Amanda</i>	Mark Lawless
2	<i>Life In The Fast Lane</i>	Mike/Pam Lawless
3	<i>Aragorn</i>	John Texter
4	<i>Leading Edge</i>	Gaenzle/Rote
5	<i>Ya Ya</i>	Bob Castle



Fleet 130 crew members relax after racing.

## Heckler Wins Fleet 130 Fall Series

by Tim Rathbun

Fleet 130, sailing out of Chicago's Monroe Harbor, concluded its Fall Series on September 19, 1987, when Guy & Jackie Kilroy's *Heckler* won its sixth consecutive race to win the eleven-race series by a single point. This was the fleet's second season of racing which was highlighted by Spring Series winner Mark Andrew in *New Wave* and Summer Series victor, *Rudolph*, Columbia Yacht Club's entry in the 1987 Womans Keelboat Championship. The all-women crew was led by Elise Duffy.

Fleet 130 sponsored a J/24 section in the 1987 Chicago to



Michigan City, Indiana, offshore race, touted to be the world's oldest fresh water yacht race. Tim Rathbun's J/24 *Finnese* was the first boat to cross the finish line on the return leg, ahead of the entire 80-plus offshore fleet.

1987 Fleet 130 races were relived in the Columbia Yacht Club bar, with videotapes taken on the race course. Every weekend, the day's fouled spinnaker sets and close mark roundings were displayed on the television overlooking the bar.

For 1988, the Fleet is planning a 32 race schedule that includes another offshore race, match racing, a Saturday/Sunday series and an invitational open to all area J/24s.

## District 21 Midwinters

by Terry Hanna

The weekend of February 13 and 14 found 23 boats on the starting line for the annual Midwinter Regatta held at Alamos Bay Yacht Club in Long Beach, California. Crews showed up from up and down the west coast to sail the weekend regatta of five races. Three boats from the Seattle area, three from San Francisco, and one boat from San Diego made the trip to Long Beach to compete.

Three races on Saturday were held in light to no wind, with the winners able to read the wind patterns the best. Race 1 was won by Mike Bartell who sailed *Silver Rush*, followed by Eric Arndt in *Houdini*, and Bob Richards in *Snowjob* from Lake Tahoe. Races 2 and 3 were won by *Houdini* to give Eric a 5½ point lead over second place finisher, with 14 points, *Too Hip*, sailed by Jay Golison from Long Beach. Third place was held down by *Magic Bullet* from San Francisco, sailed by Brian Thomas, with 15 points. *Snowjob* was sitting in fourth place with 19 points.

After Saturday's racing, the fleet was divided into A and B fleets for Sunday's racing. Sunday was a better day for racing with a nice 8 knot wind holding steadily for two short windward-leeward races, and there was lots of action at the mark roundings. *Magic Bullet* lived up to her name by winning both races that day, while *Houdini* sailed to a second and third in these two races. Jay Golison managed a third and second to hang on to his place in the series. *Snowjob* was over early in the fourth race and did not know it, so slipped out of trophy contention by taking a 24th for that race. *Vanessa*, driven by John Carpenter from Anacapa Yacht Club, sailed consistently and took fourth place overall, to claim the last trophy for A fleet. This was the first race of the California Circuit, and we look forward to the rest of the year's racing.

### A Fleet: 12 Boats

POS	YACHT	HELMSMAN	CLUB	TOT
1	<i>Houdini</i>	Eric Arndt	S.B.Y.C.	8½
2	<i>Too Hip</i>	Jay Golison	A.B.Y.C.	14
3	<i>Magic Bullet</i>	Brian Thomas	C.Y.C.	16½
4	<i>Vanessa</i>	John Carpenter	A.Y.C.	35

### B Fleet: 11 Boats

POS	YACHT	HELMSMAN	CLUB	TOT
1	<i>No Quarter</i>	Scott Deardorff	S.B.Y.C.	55
2	<i>Silver Rush</i>	Mike Bartell	A.B.Y.C.	56¾
3	<i>TnT</i>	Terry Hanna	A.B.Y.C.	59



Fleet 63's crew of Watermelon received first in Wet Wednesday series and most improved boat for 1987.

## Santa Barbara Awards 1987 Trophies

by Jane Watkins

The Santa Barbara J/24 Club held a formal cocktail party for the presentation of their top trophies of 1987, on January 9th at the home of John Schwamm. Master of Ceremonies was Jane Watkins, this year's president.

Eight newly donated perpetual trophies were presented, along with 24 crew trophies and several special awards. Perpetual trophies, which were donated by members, included several nicely framed prints, J/24 models and various nautical memorabilia.

The Wet Wednesday series, which is raced every Wednesday between April and October, had a total of 21 J/24 entries in 1987. First in Class A was *Watermelon*, skippered by Jeff Berkus; 2nd was *IO*, Michael Baran and Larry Freeman. In Class B, first was *Jackpot*, Jack Hawxhurst, and second was *She Bop*, Jane Watkins. The first overall (combination of Spring and Fall Series) went to *Wet Paint*, driver Mike Glick. This was the Michael Baran Memorial Trophy, donated by Jeff Berkus. Second overall was *She Bop*, Jane Watkins.

Opening Day trophies went to *Houdini* in first place with Eric Arndt skipper; second was Greg Larson, in *Vanessa*; and third were Scott and Leslie Deardorff on *No Quarter*. District perpetual trophies went to Eric Arndt, first in Class A, and Jeff Berkus, first in Class B.

Most improved boat for 1987 was voted to be *Watermelon*. Jeff Berkus and crew, Carey Berkus, Jeanine Lucas, Eric Boldt



*She Bop*-pers Kelly Ryan, skipper Jane Watkins, Lori Kan and Charlene Pidgeon won second overall in the combined Spring and Fall series.



and Jeff Wilkes accepted a sailboat stained glass window as their reward for a year of hard work.

A special appreciation award went to Lori Kari for designing the district t-shirts, club stationery, and acting as secretary in 1987. Awards were also given to Jim Rudy for race committee work and Max Lynn for protest committee. It was great to see all of the crews dressed up, and a fabulous array of food and wine completed the picture of a perfect party.

## News on the New Fleet 14, 1987

by Cissy and Greg Hull-Allen

Fleet 14, in the Palm Beach, Florida area, became official in September, 1987. The J/24 sailors have made a lot more friends, fewer enemies, and had some really good sailing, and some even better parties, to mark their entrance into the realm of "Fleet Status".

During the summer, we raced class regattas, with some local sailors volunteering to be race committee, minimal entry fees (just enough to cover the rum purchase), and short courses. In the kick-off, the summer regatta, Eddie Crawford's *Inherent Vice* took first, with Bob Peckham's *Wild Injun* and Greg Hull-Allen's *Twisted* tied for second. (Peckham was robbed of second during the last race by a squall with 40 knot gusts and a 100 degree wind shift, which allowed *Twisted* to recover from two consecutive PMS calls). Our final class regatta of 1987 was sailed in perfect South Florida weather with a 10-15 knot southeast breeze. *Inherent Vice* once again shared the victor's bottle of Mount Gay with the fleet, while *Twisted* sulked in second. In the fall, the J/24s had their own start for the Palm Beach Sailing Club's Sunday series. Chuck Cairnes sailed his *Blueberry Jam* to a win, with *Twisted* second, *Wild Injun* third and George Moore's *Mal De Mer* fourth.

When weather permits, we have raft-ups so the winners can tell us all how super they are and where the rest of us made our mistakes – some things never change! During the summer we also had some evening practice sessions and then gathered at a local "best burgers! coldest beer!" establishment to again trade our tales of wisdom. For one of our social events, we viewed the video, "Advanced Boat Handling," and even got the

non-sailing dates/spouses involved by telling them they couldn't get in the jacuzzi until they had the spinnaker gybe steps memorized! Several boats appear to have been on Santa's "good list," because in January there was a lot more Mylar than before!

Bob Greer has recently been racing with the fleet – he sails *Tethys*. Steve Day and Karlette Peck became the parents of a daughter, Chelsea, born 12/87, who has already been sailing several times. She joins the junior J's alongside Brooke Crawford of *Inherent Vice*, born 5/87, Brandon Cairnes of *Blueberry Jam*, born 10/86 and *Twisted*'s Stev Hull-Allen, born 9/86. Quite a prolific fleet! One of our race committee members, Carl Schellbach (a Laser sailor in his "off time") is due to be a father in May. William Einziger, the foredeck on *Twisted*, was married in January with the rest of the crew in attendance.

At this writing, we're into our Winter Lake Series, sailed on Lake Worth. After three races, Greg Hull-Allen's *Twisted* is in first and Chuck Cairnes' *Blueberry Jam* is in second. We are running some short courses in March and hoping that the boats that have been hauled will soon be put back together again, ready for a new year of awesome sailing!

## The Texas Circus

by Rick Peper

The 1987 Texas Circus Regatta was held at Canyon Lake near San Antonio, Texas, the weekend of November 14-15. Having already attended the Texas Circuit Regatta in Corpus Christi for the previous two years, I was anxious to attend the famous Texas Circus. The lake was a visually startling scene, with layers of green and gray due to a forty foot rise in the water which had occurred earlier this year, leaving what looked like a gray band around the lower portion of the vegetation surrounding the lake.

I was particularly looking forward to this regatta because of the caliber of sailors it has traditionally drawn. This year John Kostecki brought a boat from California and Jim Brady flew in from Florida to sail it with Yan Rogers, and Brian Thomas was in from Seattle, Washington, in addition to the Texas and southwest contingent already present, including Scott Young, John Kolius, Mike Haggerty, Jay Lutz and Kelsom Elam, and many others too numerous to name.

Friday afternoon began with the launching of boats down a 100 yard, 30 degree incline with the festivities being temporarily delayed while the crane nearly did not make it down the incline. Once the majority of the boats had been registered and measured the excitement began to center around the Calcutta which began at 7:00.

The bidding took several surprising turns with the hometown favorites of Peck/Pitcairn/Hallman going surprisingly cheap, while Kolius and Kostecki went quite high. The Haggerty Syndicate were very scientifically weighing each of the crews and skippers before betting, but only they and the IRS know whether their system was a success.

Saturday morning began with near calm winds and gray clouds, with the start of the first race trying the skills of all and those getting into phase with the wind and staying in the velocity shafts opened a huge lead on the first leg. At the start of the race the fleet split equally right and left of the course, with those on the left making out much better than those on the right initially, and those who stayed in phase gaining dramatically. At the first mark



Stev Hull-Allen of Fleet 14 takes over the cockpit position.





Starting line action at the 1987 Texas Circus Regatta.

it was the *Monster Fish* boys who maintained their leads throughout the race, picking the locally shifty winds perfectly to win the race going away. In second was John Kostecki and third was Yan Rogers, with the majority of the heavy favorites having to work extremely hard to get back in the action.

The breeze picked up for the second race and Kostecki led around the course, only to be DSQ'd for tacking too close, so the first place went to Draheim/Schroth on *Psycho*, Yan Rogers in second and John Kolius in third. The third race saw winds at the

top end of the genoa range and just as shifty, with the race being won by Jack Strupp/Kelly Gough, with Kostecki in second and Tommy Meric in third.

At the end of the racing on Saturday, the standings showed Young/Haggerty in first place after Kostecki's hotly contested protest for tacking too close; Yan Rogers was in second place and the Hallman/Peck/Pitcairn team was tied with Brian Thomas for third.

Saturday evening the Lake Canyon Yacht Club hosted a fantastic fajita dinner and margaritas which were enjoyed by all until late in the evening. The only drawback of the evening was the number of protest hearings which were scheduled and the length of time which each hearing took.

The races on Sunday began with more rain and squalls, but fortunately the temperature did not drop as predicted and the rain soon cleared away just prior to the first race. Once again the breezy and shifty conditions prevailed, with the fourth race being won by John Kostecki, followed by Mark Hulings.

The fifth race saw the race committee invoking the black flag as the fleet had been very aggressive in the previous two general recalls. The black flag caught the *Monster Fish* boys, as well as other top contenders, thereby making the first place a real horse race. John Kolius, who had been black flagged the previous race, came back strong to win the last race, with Kostecki in second and Yan Rogers in third.

It is interesting to note that not one of the top six boats won a race, a true indication of the depth of talent at this regatta. I would like to thank Gary and Tommy Davis for allowing me to sail with them, John and Carla Peck, and the entire race committee for putting on a fantastic regatta.

### 7th Annual J/24 Texas Circus November 14-15, 1987 (Top 25 of 53)

POS	BOW NO.	YACHT	OWNER/HELMSMAN	FLEET	1	2	3	4	5	TOT
1	43	Woody Bob	Y. Rogers	5	3	2	11	3	3	22
2	04	Thunderstar	Young/Haggerty	21	4	4	7	9	6	30
3	29	New Boat	M. Hulings	3	11	7	9	2	10	39
4	52	Antibody	B. Thomas	WA	7	8	5	8	15	43
5	10	Flour Power	F. AmRhein	9	14	15	4	5	7	45
6	17	Ghostbuster	J. Lutz	5	13	5	17	10	5	50
7	12	Psycho	Draheim/Schroth	21	22	1	10	6	13	52
8	06	Taliawah	Thompson/Nunes	5	5	6	23	17	4	55
9	60	Wee-Pee	J. Kostecki	CA	2	54	2	1	2	61
10	28	Easy Come	T. Meric	94	8	27	3	19	8	65
11	11	Superman	D. Broadway	21	23	17	6	12	12	70
12	02	Monster Fish	Hallman/Peck/Pitcairn	9	1	11	8	4	54	78
13	40	Mo Jo	T. Ricks	9	12	19	18	20	14	83
14	42	Dead Duck	Kolius/Cooke	5	17	3	12	54	1	87
15	51	Road Dog	P. Masterson	29	15	13	22	26	16	92
16	05	Hot Blooded	Stupp/Gough	5	18	14	1	7	54	94
17	01	Surfer Girl	K. Elam	29	9	9	13	11	54	96
18	66	IBA J	Irwin/Brandon/Adamson	29	10	10	28	54	9	111
19	56	Smokin	Baker/Law	CO	27	22	15	18	30	112
20	69	Ajax	Hobberd/Berg	OK	6	54	25	16	21	122
21	35	Kenboy	A. Everett	54	21	54	14	13	25	127
22	41	Wild Kingdom	T. Jacobs	5	31	25	20	33	20	129
23	30	Bwana	Martin/Dinn	3	38	52	16	14	11	131
24	61	Box Lunch	J. Kern	21	28	28	29	23	23	131
25	64	Blue Jay	D. Tor	3	35	12	20	36	35	138



## News from Japan

by Tomohiko Sekiguchi

A total of 46 teams participated in the 1987 Polo Cup All Japan Championship, hosted by the Kanto Fleet and held October 29-November 3, in Sagami Bay. The championship qualified six boats for the 1988 J/24 World Championship held in Sydney, Australia, January 25-February 5. With twice as many boats to qualify as Japan's regular allocation, sailors from all over Japan gathered at Sajima Marina, the home port of the regatta, located about 50 miles south of Tokyo.

The J/24 is the only one-design keelboat used in tactical races in Japan. The country's top racers reported to the racing site, along with many highly skilled weekend sailors. Among the top sailors showing up were Robert Fly in *Reflection*, Makoto Kikuchi and Kazuma Mifune in *Manta*, Tatsuya Wakinaga in *Butler*, Makoto Namba in *Enterprise*, Shigeki Hidaka in *Nowaki-IV*, and Shin-ichi Menjo in *Chinatown*.

Keen competition was seen in each day's races as the crews vied for the championship. From the Hakata Fleet in Kyushu, *Manta*, 14th overall in the ninth World Championship held in Italy, was leading the competition. A tactician, Kazuma Mifune sailed a sure course in every race, gaining an overall score of 2-2-10-3-1 which put *Manta* in the lead going into the sixth and final race on November 3. Robert Fly in *Reflection* was second with finishes of 7-1-4-4-20. With the throwout, unless *Manta* dropped below ninth and *Reflection* came in first in the final race, *Manta* was set to win the championship. The brisk northern wind blew at 6 to 8 m/s, giving the heavier crew of *Reflection* a good chance to win this race. On the other hand,



Forty-six J/24s gathered at Sajima Marina for the 1987 Polo Cup All Japan Championship sailed on Sagami Bay.

though *Manta's* crew was light, their skill in windy conditions would seem to guarantee them at least second place.

Waves broke against the long concrete jetty stretching out to the sea from the marina, spraying salt water like heavy rain across the faces of the sailors anxiously waiting in the harbor. Then the answering pennant was pulled down and, unfastening

The competition was keen and the winds brisk for this six race championship held Oct. 29-Nov. 3.

Photos by Kaoru Soehata







One evening a special show was put on for the competitors.

their mooring lines and heading out to the open sea, the crews were ready for the race to begin.

Mifune yelled out, "All right, let's go get 'em. This wind's perfect for us!" So as not to get off to a premature start, he positioned *Manta* in the middle of the starting line. The leading group soon formed and pulled away from the fleet. Running ahead of *Manta* were *Chinatown*, *Butler* and *Reflection*, and behind them, *Wonder Woman* and *Enterprise*. The six boats were in a tight heat up to the first windward mark. *Wonder Woman*, of the

Nishinomiya Fleet, came around the mark first and dropped her spinnaker. *Manta* followed but didn't set. "I was thinking of putting it up if we dropped to fifth or sixth," Mifune said later. Falling back to fifth at the jibe mark, *Manta* finally set the spinnaker. Heading toward the leeward mark, she timed her jibe with *Enterprise* and pulled back up into the leading group. Then something happened. The boat suddenly turned a circle. "The rudder pintle had broken," Mifune later explained. With this, *Reflection* took the lead.

*Wonder Woman*, the leader early in the race, had already been dismantled into retirement. "Damn it!" cried out a crew member. "That's the race! Now how do we get back to the harbor?" They found the outboard engine was not powerful enough to propel them to shore against the driving wind. So they made an emergency rudder by tying the spinnaker pole to the board used under the berth cushion, which made it possible for them to return to harbor.

The leading boat at the second windward mark was *Reflection*, followed by *Butler*. Then something else happened. After rounding the mark, *Reflection*'s spinnaker dropped into the sea and filled with water. Seeing her chance, *Butler* sailed by *Reflection* into the lead. Later, while Mifune was getting *Manta* ready to leave the harbor, Kobayashi of *Reflection* approached him, saying, "Congratulations!" Surprised, Mifune replied, "What? Didn't you win?" "No!" said Kobayashi. "We drew in a fishing net, and came in second." Mifune and his crew all looked up and said, "Thanks a lot!"

Competition for third was also severe. *Butler* took third overall by winning the final race, followed by *Enterprise*, *Nowaka* and *Chinatown*. The difference between seventh and eleventh place was only five points, and there was not a famous name like *Kaishin Maru* or *Olive II* among them. As they smiled through salt-caked faces, both competitors and cameramen

**1987 Polo Cup All Japan Championship  
Sajima Marina, Japan  
October 29-November 3, 1987  
(Top 20 of 46)**

POS	SAIL	YACHT	HELMSMAN	1	2	3	4	5	6	TOT
1	2675	<i>Manta</i>	Kazuma Mifune	2	2	10	3	1	RET	18
2	3555	<i>Reflection</i>	Robert E. Fly	7	1	4	4	20	2	18
3	3581	<i>Butler</i>	Takashi Ogawara	1	9	2	DSQ	9	1	22
4	3825	<i>Enterprise</i>	Yasutaro Tsujimura	9	7	11	1	2	4	23
5	3589	<i>Nowaki-IV</i>	Hiroyuki Isaka	11	6	7	2	3	14	29
6	3584	<i>Chinatown</i>	Yukihiro Ishida	3	5	12	14	25	3	37
7	3829	<i>Viva</i>	Takahisa Yamada	10	3	17	DSQ	4	6	40
8	3569	<i>Helter-Skelter</i>	Toshiyasu Higuchi	5	8	15	11	7	9	40
9	3794	<i>Super Kids</i>	Takeyuki Iida	6	16	5	DSQ	6	8	41
10	3827	<i>Kaishin Maru</i>	Hiroshi Suzuki	4	11	1	DSQ	22	5	43
11	2871	<i>Olive-II</i>	Shigekazu Hagiwara	13	4	3	13	16	12	45
12	3796	<i>Kamikaze Again</i>	Mikio Tokano	14	15	6	DSQ	11	7	53
13	3799	<i>Honky Tonk</i>	Moto Hayashi	8	12	18	9	26	15	62
14	2681	<i>Clara</i>	Hiromitsu Yamauchi	17	10	PMS	8	14	21	70
15	2894	<i>Polo</i>	Takashi Sakazaki	19	21	22	5	27	16	83
16	3833	<i>Beppin</i>	Tomonori Matsuno	20	18	24	20	10	17	85
17	3822	<i>Hokurani</i>	Kohzoh Inoue	18	17	21	16	13	22	85
18	2863	<i>Hangover</i>	Shuji Eishin	22	DSQ	13	15	19	18	87
19	4052	<i>Orca</i>	Mitsuaki Ida	16	13	14	19	23	DSQ	89
20	3797	<i>Esmeralda</i>	Makoto Uematsu	DSQ	DSQ	9	6	18	10	91





Photo by Tomohiko Sekiguchi

1987 All Japan Champions Kazuma Mitune (right) and his crew, of Manta.

alike made comments to the committee, such as, "Thanks for a good race. We've really enjoyed it."

"I am so glad we had enough wind, a faultless race committee, and that everybody enjoyed the regatta. This time, two new prizes were added: a ladies' prize and a master's prize. We will continue our efforts to create more enjoyment of yachting," stated Shigekazu Hagiwara, President of the Japan J/24 Class Association.

## Canadian Notes

by Jim Murray

### Atlantic Canada Roundup

Atlantic Canada has Chester Raceweek, something everyone should have a chance to take in before he quits sailing. The J/24 fleet has its own start, and although the size of the fleet may not rival the larger centers, the enthusiasm certainly does. Of the fourteen entries, John Roy (sound familiar?) took home most of the trinkets but not before Donny Williams, sailing *Min. Headroom* (this year's name), made him work for it. Gillian Graves, steering *J-Slocum*, came in third.

In the Eastern Canadian Championships, Don Williams turned the tables on John and won the Atlantic Yachts Trophy, with Michael Kennedy second. Perhaps Don and crew got their edge by sailing in Bermuda raceweek earlier in the season. A nice way to shake off the winter blues.

### Canadian Championship

The main event of the 1987 season was the Canadian Championship. We sailed as a division of the annual Canadian Olympic Regatta Kingston, or CORK as it is called. The buzz and hustle of six hundred odd entries around the harbour set the atmosphere for a great week, something to see everywhere you looked.

The regatta was held over the third week of August with great weather and wind. Some of the lighter crews could have done with a bit less wind but, given a choice, not many J owners would trade a good offwind blast for drifting around. In the fleet was a North Americans fourth place finisher in an NA's, a 12th place Worlds, a Youngstown winner, and a Quebec and Ontario champion.

The series started off with probably the heaviest winds of the week and John Roy of Halifax and Geoff Moore from Newport, Rhode Island, gave notice that they were not going to give anyone a break. Andy Roy, Donny Williams and Greg Bowser were hard on the heels of the two front runners.

The high winds caused problems for the race committee and some of the other classes so the one race was all we got on Day 1. The regatta was planned with a "nine race, two throw out" format, and as the week went on we caught up with the schedule. As the results went up each day it was becoming evident that a real battle was going on for first between John Roy in *Kool* and *The Kubes* and Moore in *Blank Expression*. Bowser in *Heroes and Villains* was slowly gaining the upper hand for third, barely holding off Andy Roy and Donny Williams. Further down the fleet the races within races that develop were being fought with no less intensity. The other pursuit during the week was that of poking around the town of Kingston and finding out where the various fleet watering holes were. Kingston, being among other things a university town, has no shortage of night spots.

Going into the last race it was a must-win situation for Moore and Roy, and the starting line maneuvers were an entertainment for the rest of the fleet. Eventually Roy came to the finish for the gun to win the seventh Canadian JCA Championship, the Gerry Long Memorial Trophy (presented by Gerry's son Jeff) and the Rolex watch that Rolex and CORK so kindly awarded to the J/24 fleet. As everyone hauled out, there were promises to head for Halifax in '88 for the next championship.

John Roy, Regatta Chairman for the 1988 Canadian Championship, extends a hearty invitation to all Canadian and American J/24 crews to participate in the J/24 Bacardi Canadian Championship in Halifax, Nova Scotia, July 12 to July 16, 1988. The host club is the Royal Nova Scotia Yacht Squadron, and



Photo by Joanne Wiggins

Jeffrey Long, sailing *Shane*, finished sixth at the '87 Canadian Championship and won the Ontario Championship and the J/24 Division at the Youngstown Level Regatta.





Photo by Matt Koch

Jeffrey Long presents the Gerry Long Memorial Trophy and a Rolex watch to the 1987 Canadian Champion, John Roy, of Kool and the Kubes, shown with his crew (from left), Paul Gallant, Rob Gale, Harry Fitzgerald and (not in photo) Peter McKenna.

racing will be in the approaches to Halifax Harbour, famous for its 15-20 knot seabreezes out of the southwest. A crane and marina berths will make launching and mooring your boat a breeze. The action packed night life of Halifax is only ten minutes from the regatta site, and cheap accommodations are available at Dalhousie and Saint Mary's Universities. For further information, call John Roy at (902) 857-3322.

### The '87 Quebec Open

Pointe Claire Yacht Club hosted this year's annual Quebec Championship and put on some of Montreal's best racing of the season. Late September usually ensures wind, and we were not let down. Beef on the rail was the order of the day or some very good work on the helm to make up for the lack of it.

Two races on both Saturday and Sunday left everyone with

### 1987 Canadian Championship (Top 15 of 25)

POS	HELMSMAN	1	2	3	4	5	6	7	8	9	TOT*
1	John Roy	2	1	1	2	2	1	2	1	1	9
2	Geoff Moore	1	YMP	3	1	1	3	1	2	4	10
3	Greg Bowser	3	4	7	17	3	2	3	4	2	21
4	P. Kenny/A. Roy	4	3	2	5	14	11	4	7	3	28
5	Don Williams	5	7	5	6	13	5	6	**	5	39
6	Jeff Long	8	10	18	4	5	8	12	10	10	55
7	Chris Koper	9	**	8	3	10	7	RET	12	7	56
8	Jim Beatty	6	DSQ	4	13	4	24	4	5	DNS	60
9	Andy Wiggins	7	14	10	19	11	9	7	11	8	63
10	G. Rogers-Smith	11	5	16	15	9	6	9	8	16	63
11	K. Coleman Nicoll	10	15	14	7	15	12	14	6	6	69
12	Jim Murray	13	8	15	12	6	10	16	9	12	70
13	Ted Reilly	DNF	12	9	8	21	4	17	20	9	79
14	Kevin Armstrong	16	6	11	10	23	18	10	13	14	80
15	Bruce Johnston	DNS	**	6	11	25	19	11	16	11	90

\* 2 Throwouts

\*\* 20% penalty



enough time and energy to enjoy a chance to meet the other J sailors and hoist a few with their friends. A throwout race prevented the results from being a fait accompli, or close to it, on Saturday night. Sunday was still the decider.

Most genoas stayed in the bag except for the hardy few, but it was hard to tell if it paid to carry the 150 genny instead of the jib. At the end of Saturday's two races Andy Wiggins in *Party Shoes* and Greg Bowser in *Heroes and Villains* from Hudson Yacht Club were in first and third, with Jim Berwick in *Snow Job* between them. Behind them the finishes were of the multiple overlap variety, with a boatlength being all that many of us needed but could not quite get. Sunday served to confirm that the leaders of the previous races meant business and were not

suffering too much from the night before. Andy Wiggins threw out an eighth to count three firsts for a pretty convincing win, followed by Roy Folland sailing in his first regatta of the year. Greg Bowser filled in the third place.

The J/24 Quebec Open is becoming one of the premier events of the season for Montreal racing crews and will be hosted by the Royal St. Lawrence Yacht Club in September '88, so mark your calendar.

## J/24 On The Move in Western Germany

by Mark Hustede and Victor Laffert

In Western Germany, the J/24 Class is quite a young class, but it is growing quickly and the interest of sailors in other classes is remarkable. Today more than 20 boats are actively sailing races. As most of these appear all together in big events as well as in smaller club races, there are always good public relations everywhere. Our community is a lot more than the quite common "sailing and going home" of other classes in Germany. We are always organizing something, and we are happy that we are familiar to each other. So we often meet also in the wintertime which begins at the end of October and ends at the end of March.

The majority of us are sailing in the northern parts of Germany; i.e., the River Elbe or the Baltic Sea. On the River Elbe which leads to the North Sea is situated the beautiful city of Hamburg.

1987 Quebec Open

POS	HELMSMAN	CLUB	1	2	3	4	TOT*
1	Andy Wiggins	HYC	1	8	1	1	3
2	Roy Folland	HYC	4	1	8	2	7
3	Greg Bowser	HYC	3	2	2	6	7
4	Jim Berwick	PCYC	2	5	7	5	12
5	Barb Staniforth	RSILYC	8	4	5	3	12
6	Tom Thompson	PCYC	6	3	8**	8	17
6	Cork Winters	HYC	9	11	6	4	19
8	Art Sanders	BDYC	7	10	3	9	19
9	Jim Murray	BYC	10**	7	9	7	23
10	Martin Koch	BYC	5	12**	10	10	25

\* 1 throwout

\*\* 20% penalty

Greg Bowser, skipper of *Heroes and Villains*, finished third in Canadian Championship.

Photo by Joanne Wiggins





with one of Europe's biggest marinas and most of the German J/24s.

On the Baltic Sea, we have Kiel as a well-known town, where a lot of our J's are situated. On the River Elbe, we usually have our own class starts and it is really great sailing a J/24, finishing the race and having a talk with one another and a beer, while other sailors get crazy fiddling around with their complicated handicap system.

But most of you might be more interested in how our 1987 season has been in Germany. During springtime, the first big event was the MAIOR, a three day's racing spectacle in the Kiel bight on the Baltic Sea, in the end of April. This race is held together with the first races for the German Admirals-Cuppers and 1 ton 3/4 ton, 1/2 ton and 1/4 ton ships.

To get there, the foreign sailors need trailers. As many owners are not fitted with a trailer, our busy Jan Fertig (who is the responsible contact man for the races on Elbe River) trailered all boats from Hamburg to Kiel with an old lorry and a rented trailer. Winner of the MAIOR was Rolf Meister and crew on *Fragile*, followed by Mark Husted and crew on *Unputdownable* and Manfred König and crew on *Viva*.

The following weekend we sailed the Stollergrund Race, the first stronger wind race with about 6 - 7 beauforts, where Peer Kock and crew were leading on their "*Werbefläche zu Vermieten*" (i.e.: "space for sponsors available"). Between this weekend and the middle of June, lots of smaller club races were held in Kiel and on the River Elbe, but the biggest event in every year is always the Kiel Week, which was held this year together with the anniversary of 100 years of the Kieler Yacht Club, with more than 1700 boats participating. 1987 was the first year where the J/24 class got their own starts at Kiel Week on a special racing course. That is indicating the rising publicity of our class finally also in Germany. We started - don't laugh! - with the respectable quantity of 18 (eighteen) boats, a... handful from the Netherlands and one boat from Sweden. A pity that there weren't more boats from other countries! The winner of Kiel Week was again Peer Kock and crew, followed by Torsten Dmoch.

Our next rendezvous was the Hamburg Championship in August on the Elbe River. And nearly all boats appeared to have a beautiful weekend in Blankenese which is situated on the only existing little hill in the area, with a beautiful view on to the river-side and to Lower Saxony. Again Peer Kock won the race.

As we were quite well equipped with rainy days last year, it was a real holiday trip to the "Open Netherlands Championships" at Muiden, to our good friends where we had really Mediterranean temperatures, beautiful winds and a lot of fun at the Royal Netherlands Sailing Club. Winner was Marten Kimman from the Netherlands, followed by Bernt Bresse and crew on *Just for Fun*.

In September, the end of the season, we were sailing the Senatspreis, a big keelboat race on the River Elbe, where we had, of course, our own start in one class. This race is a combination of long distance and triangle racing and lasted about five hours, with a fresh eastern wind of about 6 beauforts. The winner - please guess - was once more Peer Kock and crew on the eldest boat in our fleet, a Westerly built hull from '77 to '78. This shows the possibilities of an international one-design class, if it is well organized. Congratulations.

In all the races during the 1987 season we have had a good reputation, so that we are looking straight into the future to double our fleet, perhaps in a shorter time than in the next two years.

## Bermuda, 1987

by Teresa Chatfield

Bermuda, 1987. The Chinese may believe that last year was the Year of the Rabbit, but those of us in this storm tossed isle in the midst of the Atlantic will remember it as the year of the Hurricane!

The year started off auspiciously enough with the gradual reappearance of J/24s on the racing scene (our indication that spring has hit the island!). By International Race Week at the beginning of May, the season was in full swing and the arrival of invited guests for our annual extravaganza included new faces: a strong contingent from Newport (Jeff Johnstone and Mike Hill/Jim Miles), Don Williams from Canada and Carl Knight from North Carolina, all came to face the old hands, which included Jim Brady, Carter Gowrie, Chuck Millican and Lew Gunn amongst others. The fun on the race course was augmented by what has been traditional weather for this regatta: blue skies and blustery conditions, with a few keels baring their lovely lines unexpectedly, rudders breaking and the few local sailmakers having a bonanza in ripped sails. Jim Brady won the first place trophy in spite of fierce opposition from Carter Gowrie and Jeff Johnstone, who placed second and third. Carter had his revenge in a riotous game of "Twister" (see photo), where his down to earth approach managed to unseat Jim and other contestants!

With Race Week over, the fleet settled into the summer racing, a review of which reads like a social column (did we really go to that many parties?), kicking off with the Mumm's weekend (no wind but plenty of champagne), a J/24 barbeque for 250 (after our normal Saturday racing), the St. George's and Longtail weekends (sailing with the "big" boats and overnighing in the East End of the island), the Beefeater Round the Islands race (they give out the gin before we start racing), and then, of course, our National Championship at the end of August when it *always* blows. This year we started in a good breeze but by the end of the three races on the first day, the wind and sea had built, equipment was breaking and the majority of the other classes were fleeing back to harbour to keep their boats intact. The J's



All twisted up at a Race Week party are, from left, Liz Marenakas, Jim Brady, Linell Greer and Carter Gowrie.





Competitors enjoy top notch Bermuda hospitality at a traditional Italian dinner during Race Week.

survived and were out again, albeit in reduced numbers, the following day for the next three races and some wild reaches and runs. Thankfully, we all had Labour Day to rest our battered bodies before going back to work.

The Piper Heidsieck race, the next major event on our sailing calendar, never took place as Hurricane Emily decided to pay the island an unexpected visit on September 25 when most of us were readying ourselves for work. For two hours, wind to 150 mph and small tornadoes whipped the island, tearing out trees and flinging off roofs, leaving a battered island with little electricity and boats piled high and dry along the coastline like beached whales. The J/24 fleet came through unscathed and managed to go ahead with plans for team-racing against an invited group from Florida who came over the Columbus Day weekend to give Bermuda some very close racing.

In addition, as in previous years, we got to as many overseas regattas as we could, starting with the team racing in Florida, then the Worlds in Capri (where we gave a 'Bottom of the Fleet' rum party! And in Rome, a 'Top of the Coliseum at midnight' wine party), the Women's Worlds in Newport and the East Coast Championship in Annapolis (3 crews from Bermuda for what has become an annual event, through Chuck Millican/Don Delorme's aegis).

We finished the year with our second annual prize giving dinner (oh no not another party?) and are now well into planning our 1988 schedules. We start racing again on March 5 (it is still cold by our standards, and half the races get blown out), and Race Week is only ten weeks away . . . . .

## A Report From Brazil

by Phil Jenkins

Paolo Pirani and I have stepped down from the leadership of the Brazilian J/24 Class Association, and the new board was elect-

ed this month. The new President is Gilberto Barreto; Vice-President, Patrick Mascarenhas; Secretary, Sergio Oradovschi; Treasurer, Everardo Abramo.

Gil Barreto is on his second J/24, *Volta Seca II*, which raced in the Newport Worlds and in Italy. With Luis Lebreiro as helmsman and Patrick as permanent crew, they are current South American Champions and intend to race again in Peru this March. There may be two more competitors from Brazil.

Sergio Oradovschi is a new owner, but not new to the fleet. With Jose Assuncao at the helm of my *Viracao*, he crewed in the '87 South American Championship, being runners-up. He also came to the '86 Worlds with us. In his new boat, *Matchbox*, 028 (the latest local production number), he took the '87 Brazilian Championship, with Jose Assuncao at the helm.

Brazil had one competitor at the '88 Worlds in the person of Marcos Soares, a familiar face on the J/24 circuit internationally.

Our first match race event went off well in December. It was not a class event, being organized by the Buzios Yacht Club in memory of their founding Commodore, Jose Laport. J/24s were lent for the occasion, with eight crews disputing, including an all female team. Fittingly enough, the trophy was won by the donor, the current Commodore Laurits Lachmann, with Marcos Soares at the helm. We hope to make it an annual event in J/24s, as it is a big boost for the class and the boat is ideal for the task.

## Jubilee Lady J Championship in Holland

by Theda Gulcher

The 1987 Open Jubilee Lady J Championship was hosted by the Royal Netherlands Yacht Club, September 19 and 20. Four races were sailed on the Zuiderzee, near Muiden. Competitors consisting of five women per boat came from Germany and England to compete with eight teams from the Netherlands. The social program included a dinner dance on Saturday evening, and a prize giving and cocktail party following Sunday's races. The Lady J Challenge Trophy was presented to the overall winner, Mrs. B. Van der Werff. Awards went to the top three overall as well as to the first, second and third place finishers of each race. The dates of the 1988 event are August 25-28 (see Calendar of Events).

### 1987 Open Jubilee Lady J Championship

POS	SAIL	SKIPPER	1	2	3	4	TOT*
1	H-14	B. Van der Werff	3	2	1	1	8.7
2	H-1	D. Gorrod	2	7	2	4	27.0
3	H-3	M. Betist	1	RET	3	6	37.4
4	H-8	M. Daarnhouwer	12	1	4	8	40.0
5	H-10	G. Strik	5	3	8	7	42.7
6	H-11	A. Thies	RET	4	5	3	43.7
7	H-6	M. H. Key	6	5	RET	2	44.7
8	G-9	G. Westphalen	4	8	6	10	49.7
9	G-683	E. Scheder	10	6	7	9	55.7
10	K-4010	G. Empson	9	10	11	5	58.0
11	K-4124	L. Rendall	7	9	9	12	61.0
12	H-12	K. Dekker	11	11	10	11	67.0
13	G-1878	H. Niederbracht	8	DNS	RET	DNS	74.0

\*Olympic scoring



### 1988

#### MAY

##### 6-15 Ultimate Yacht Race Series

Corpus Christi, TX  
Toby or Glenn Darden  
(817) 332-2431

##### 7-8 District 10 Championship and Sunshine State J/24 Championship

Platinum Point Yacht Club  
Punta Gorda, FL  
John Landry  
(813) 639-7626

##### 14-15 District 11 Championship

Percy Priest Yacht Club  
Nashville, TN  
Kevin Manner  
H: (615) 646-7517  
B: (615) 386-7144

##### 14-15 Gull Lake Regatta

Kalamazoo, MI  
Art Riley  
(616) 345-1781

##### 21-22 Charleston Spring Regatta

Don Shaw  
1 Eliza Ct.  
Charleston, SC 29407  
(803) 571-3806

##### 21-22 Spring-For-It-Regatta

(For Benefit of Red Cross)  
Sarasota Sailing Squadron  
Sarasota, FL  
Pat Murphey  
(813) 388-2355

#### JUNE

##### 4-10 UK Nationals

Royal Thames Yacht Club  
David Colman  
59 Queen's Rd., Cowes  
Isle of Wight PO31 8BW  
England

##### 4-11 North American Championship

Corpus Christi, TX  
Randy Poelma  
H: (512) 993-2999  
B: (512) 851-8381

##### 18-19 Indiana Governors Cup

Lake Monroe, IN  
Mark Gehlhausen  
H: (812) 824-7444  
B: (812) 854-1808

##### 24-25 Milwaukee Bay Invitational

Douglas Kracht  
(414) 964-7499

##### 25-26 J/24 Jr. North American Championship

Oakville Yacht Squadron  
Oakville, Ontario  
Terry Still  
H: (416) 842-4173  
B: (416) 842-4172

#### JULY

##### 2-3 Radison Cup Regatta

Hampton, VA  
Britt Drake  
H: (804) 426-2429  
B: (804) 465-3411

##### 2-4 2nd Annual Firecracker Regatta

Rochester, NY  
Pam Nahmias  
(716) 425-4046

##### 12-16 Bacardi Canadian Championship

Royal Nova Scotia Yacht Squadron  
Halifax, Nova Scotia  
John Roy  
(902) 857-3322 (days)



Royal Nova Scotia Yacht Squadron, Halifax.

##### 16-17 State of Maine Championship

Portland Yacht Club  
Falmouth, ME  
Terry Naylor  
(207) 799-1310

##### 16-17 Texas Circuit Regatta

Houston Yacht Club  
Terry Flynn  
(713) 474-4168

##### 15-22 European Championship

Cowes Corinthian Yacht Club  
Isle of Wight, England  
Brian Goulder  
UK (0983) 291572

##### 22-24 District 12 Championship

North Star Sail Club  
Lake St. Clair, MI  
Greg Swetka  
(313) 754-9757

##### 22-24 Volvo Newport Regatta

Sail Newport, Inc.  
53 America's Cup Ave.  
P.O. Box 3305  
Newport, RI 02840  
(401) 846-1983

##### 22-30 Ultimate Yacht Race

San Francisco, CA  
Toby or Glenn Darden  
(817) 332-2431

##### 23-24 District 12 Championship

Lake St. Clair, MI  
Greg Swetka  
H: (313) 754-9757

##### 30-31 Ontario Championship

Whitby Yacht Club  
Whitby, Ontario  
Jim Murray  
(514) 697-0272

##### 30- Aug. 7 Cowes Week

Cowes Corinthian Yacht Club  
David Colman  
59 Queen's Rd., Cowes  
Isle of Wight PO31 8BW  
England



## AUGUST

**2-5 Atlantic City Race Week**  
Atlantic City, NJ  
Jack LeFort  
(215) 557-6814

**5-7 Buzzards Bay Regatta**  
Marion, MA  
Jim Hackett  
(617) 758-4718

**5-7 Wilmette Race Weekend**  
Sheridan Shores Yacht Club  
Wilmette Harbor, IL  
Rich O'Donnell  
(312) 291-1495

**6-8 Great Lakes Championship**  
Buffalo Canoe Club  
Frank McGarry  
H: (716) 874-5798  
B: (716) 856-6066

**12-14 District 15 Championship**  
Chicago Yacht Club  
Belmont Harbor  
Michael McKearnan  
(312) 386-3329

**12-14 District 7 Championship**  
Rochester Yacht Club  
Pam Nahmias  
(716) 425-4046

**17-21 NOOD Regatta**  
(Nat'l Offshore One-Design Reg.)  
Newport, RI  
Sailing World  
71 Front St.  
Marblehead, MA 01945

**20-21 Western Open**  
Corpus Christi Yacht Club  
Randy Poelma  
(512) 851-8381

**20-21 J/24 Southern Bay Championship**  
Hampton, VA  
Britt Drake  
H: (804) 426-2429  
B: (804) 465-3411

**25-28 Open Jubilee Lady J Championship**  
Royal Netherlands Yacht Club  
P.O. Box 30  
1398 ZG MUIDEN  
The Netherlands

**26-28 Manhasset Bay Challenge Cup**  
Ida Lewis Yacht Club, Newport  
Sail Newport  
(401) 846-1483

**27-28 District 3 Championship**  
Seawanaka Yacht Club  
Lee Corbin  
(203) 637-3343

## SEPTEMBER

**2-4 McNamara Bowl**  
Royal Lymington Yacht Club  
David Colman  
59 Queen's Rd., Cowes  
Isle of Wight PO31 8BW  
England

**10-11 District 1 Championship**  
Portland Yacht Club  
Falmouth, ME  
David Hill  
(207) 883-8311 or  
(207) 799-6611

**10-11 Quebec Championship**  
Royal St. Lawrence Yacht Club  
Montreal, Quebec  
Jim Murray  
(514) 697-0272

**17-18 Captain's Quarters Regatta**  
Louisville, KY  
Mike Godfrey  
H: (502) 459-9085

## OCTOBER

**1-2 District 2 Championship**  
Milford, CT  
Vin Bitel  
(203) 347-6433

**1-2 Indian River Fall Regatta**  
Melbourne, FL  
Gary Smith  
(407) 768-9558

**8-9 Oktoberfest**  
Percy Priest Yacht Club  
Nashville, TN  
Kevin Manner  
H: (615) 646-7517  
B: (615) 386-7144

**8-9 Northeast Regional Championship**  
Noroton, CT  
Lee Morrison  
H: (203) 655-7769

**9-16 Ultimate Yacht Race**  
New London/Mystic, CT  
Toby or Glenn Darden  
(817) 332-2431

**22-23 Chattanooga Challenge**  
Privateer Yacht Club  
Chattanooga, TN  
Bill Denes  
H: (615) 877-4723

**22-23 West Coast Championship**  
Seattle, WA  
Harry Dursch  
(206) 632-2534

**22- Nov. 5 World Corporate Games**  
Stn 1988  
444 Market St.  
San Francisco, CA 94111  
(415) 781-1988

**28-30 East Coast Championship**  
Annapolis, MD  
Peter Driscoll  
(202) 659-7588

## 1989

## JANUARY

**1-6 Midwinter Championship XII**  
Coral Reef Yacht Club  
Miami, FL  
(305) 858-1733

## MAY

**28- Jun. 3 1989 Italian Championship**  
Porto Rotondo, Sardinia  
Tony Bassani  
(02) 5790404

## JUNE

**18-25 1989 European Championship**  
Porto Rotondo, Sardinia  
Tony Bassani  
(02) 5790404

**29- July 7 World Championship XI**  
Kingston, Ontario  
Jim Murray  
(514) 630-1988

## AUGUST

**18-25 1989 North American Championship**  
Rochester Yacht Club  
Rochester, NY  
Pam Nahmias  
(716) 425-4046



## Annual Meeting U.S. J/24 Class Association October 17, 1987

1. The 1987 Annual Meeting of the Board of Governors of the U.S. J/24 Class Association was called to order by the President, Hank Killion, at 9:30 a.m. at the Sheraton Marina Captain's Boardroom, Corpus Christi, Texas. District Governors or representatives present were: Bob Melrose, District 2; Frank McGarry, 7; Newton Howard, 8; Rick Peper, 10; Greg Swetka, 12; John Peck, 14; Glenn Gustafson, 15; Chris Towles, 17; Rip Kirkland, 18; Ted Beck, 22; and Dick Tillman, Executive Director; Linda Tillman, Magazine Editor; and Carla Peck.
2. The 1986 Annual meeting minutes were approved as published in the J/24 Magazine (Volume 18).
3. Reports:
  - 3.1 Executive Director: Dick Tillman recognized new District Governors since the last annual meeting: Nancy Canard, D-10; Greg Swetka, D-12; Rocky Milford, D-17; Harry Dursch, D-19. The computer purchased in November, 1986, is fully operational, and membership is up slightly. The 5 largest districts in terms of membership are Districts 14, 3, 15, 2, and 10; the smallest is District 22, Hawaii. The Fall '87 issue of the J/24 Magazine is due for distribution in early November. Tillman expressed appreciation to Joe Thompson and Randy Poelma of Fleet 3 for making arrangements for this meeting and for obtaining J/24s from fleet members for the District Governors' race.
  - 3.2 Finance: Hank Killion explained the income and expense statement which shows the class to be in sound financial position, and explained the 1988 budget. John Peck suggested changing to the accrual method of accounting. Rick Peper moved that the Executive Committee, through Dick Tillman, investigate the costs of changing to the accrual method of accounting and, if not more than a 20% increase, implement it.
  - 3.3 Technical Committee: John Peck, Chairman, reported the formation of a District 14 measurement committee set up to maintain continuity by certifying boats, using the certificate in the magazine. The most significant advance was the development of a set of keel templates which were used to measure the 70 boats at the '87 North Americans, as well as over 100 boats in District 14. A set is being shipped to Australia for use at the '88 Worlds. The District 14 committee also developed a device to measure the "J" dimension. Mast and I Beam measurement are areas of concern. Bob Melrose moved that the USJCA purchase six keel templates, to be made available to districts with orders to be placed through the class office. Rick Peper added to the motion that John Peck be authorized to investigate costs and that the class purchase six sets if cost per set does not exceed \$400. The motion was seconded and passed.

Weight of the boat is another critical area. Rod Johnstone has proposed to the IJCA that the minimum weight of the boat be 1375 kg. The theory is to not obsolete the old boats. Newer lighter boats will be required to carry extra provisions, etc. to reach the minimum weight. Peck recommends that boats be weighed before racing, and that the top finishers' boats be weighed after the series. Scales are available that can be used on a hoist, between the hook and the boat, at \$1700. Certificates should no longer be waived at major class events. A hull template is also needed. Ideally the weighing and checking of keel and hull can be done all at once, and once certified, the owner need only attest that the boat has not been altered, making it unnecessary to re-certify the boat. It is a gradual process, and is being done within District 14 a few items at

a time, so that by the time the N.A.'s is held in June, all District 14 boats should have a valid measurement certificate.

As builder spec's seem to vary, Glenn Gustafson moved that the Board of Governors direct the Technical Committee to draft a resolution to the J/24 Copyright Holder expressing concern over the emergence of a trend toward variations in the boats, and suggesting that a set of detailed specifications for the boat and mast be compiled and distributed to each NJCA and the builders, and that each builder certify that they have and will comply with the specifications to maintain the one-design nature of the boat. The motion was seconded and passed.

John Peck proposed that the Western Open, and North American and Midwinter Championships be Class IV events (jury has authority over race committee). Rick Peper moved that the class require that Regional Worlds Qualifiers be designated Class IV events, and that this requirement be incorporated into the Regatta Guidelines. The motion was seconded and passed. Rick Peper moved that the Executive Committee develop a set of standard sailing instructions which must be used for all Regional Worlds Qualifying events, with the recommendation that it be used at all levels, to be accomplished by January 1 for approval by the District Governors in a ballot by mail. The motion was seconded and passed.

Hiking through double lifelines is perceived by some to be hazardous to crew and contrary to the one-design nature of the J/24. Class Rules do not address how the second lifeline is to be attached and how taut it must be. Reportedly some crew members are suspended out, trapeze style, giving the boat a tremendous speed advantage. Rick Peper moved to recommend the class rules be amended to prohibit hiking outside the upper lifeline. The motion was seconded and defeated. After further discussion, Rick Peper moved to table the discussion to allow the Technical Committee to study the issue and come back with suggestions regarding the attachment and tautness of the second lifeline. The motion was seconded and passed.

Ted Beck brought up the problem of bumper boat racing, with the result that insurance could be difficult to acquire. He suggested eliminating the 720 rule to reduce collisions. Regatta guidelines now recommend the percentage penalty. It was agreed that sailing instructions and jury policy should discourage contact between boats.

### 3.4 Rule Submissions

The following rule changes have been submitted to the IYRU pending approval by the IJCA World Council Meeting in London, November 1, 1987.

Rule 3.5.4(d) - Allows a wire strap on the boom vang, between vang and mast.

Rules 3.6.2 and 3.6.9 - Allows a Mylar genoa of 108 grams per square meter cloth weight.

Rule 5.1 - A crew of not less than three persons, and total crew weight not exceeding 400kg.

Rule 6 - Makes tack horns optional equipment.

Rule 7.1.18 - Prohibits placement of the outboard motor bracket forward of the transom.

Additionally the following was submitted by the Copyright Holder and the Designer:

Rule 3.7.1 - Provides all-up racing weight of not less than 1375 kg, including provisions, equipment and personal gear but excluding crew. Flotation marks in still water shall not show above the surface. A detailed inventory of provisions, etc. shall be carried aboard and be available for inspection by race officers.

Rick Peper moved that the U.S.J.C.A. directive at the IJCA Meeting be to vote against Rule 7.1.18 regarding the motor bracket. The motion was seconded and passed. Rick Peper moved that the U.S. Class vote in favor of Rule 3.7.1 regarding a minimum all-up racing weight of 1375 kg. The motion was seconded and passed.



A discussion of the trial use of Mylar genoas to date indicated there was little speed differential, possibly better in puffy air and in a narrow wind range, not as durable in terms of holding shape.

- 3.5 Constitution Revisions Committee – Rick Peper presented the constitution revisions with reference to work begun by a previous committee chaired by Al Constants and John Beckman in 1984.

Article 9.1 – to remove the appointees of the Copyright Holder and the Designer from the Board of Governors. Chris Towles moved to reject the proposal. It was seconded and passed.

Article 8.1 – Rick Peper moved that "The day to day affairs of the class shall be managed by the Executive Director." Glenn Gustafson amended the motion to read "... by the Executive Director under the supervision of the Executive Committee." The amended motion was seconded and passed.

Article 10.1 – Hank Killion moved the wording be: "The Executive Committee shall consist of the President, Vice President and Immediate Past President of the USJCA, the Technical Committee Chairman, the Finance Committee Chairman, the Copyright Holder, the Designer and the Executive Director." The motion was seconded and passed.

Article 10.4 – Peper moved to accept the proposed amendment, "The Executive Committee shall appoint the Executive Director and shall set the terms of compensation and remuneration for the Executive Director and all salaried individuals. The Executive Director shall report to the USJCA President and the Executive Committee as required herein." The motion was seconded and passed.

Article 11.1 – John Peck moved that "The Technical Committee shall consist of a Chairman and a representative from each district." The motion was seconded and passed.

Article 9.4 – Glenn Gustafson moved to add that "Approval by two thirds of the Board of Governors shall be required in order to make a constitutional change." The motion was seconded and passed.

- 3.6 Junior Sailing Program – Bob Melrose reported that he has compiled a recommended outline for a junior sailing program, which will appear in the Spring '88 issue of J/24 Magazine. To carry out such a program on a national level would require considerable funds and a person to implement it.

- 3.7 Junior North American Championship – Frank McGarry reported on the first Jr. N.A.'s, which he organized at the Buffalo Canoe Club, July 31-August 2, 1987. Eleven boats entered the three day event; it was a success and hopefully will become an annual event. The USJCA provided the permanent trophy, a J/24 half hull. McGarry suggested holding the Jr.'s in conjunction with the N.A.'s, i.e., two days in advance. McGarry moved that future North Americans hosts be required to host a Junior N.A.'s in conjunction with the N.A.'s. The motion was seconded and passed. Bob Melrose moved to amend the motion to "request" rather than "require" the host to also host the Jr. N.A.'s. The motion was seconded and passed. New Orleans, via Chip Carpenter, had offered to host the 1988 Jr. N.A.'s in June. John Peck moved that we accept the New Orleans invitation if Corpus Christi is not able to host the Jr. event in 1988 in conjunction with the N.A.'s.

- 4.0 Old Business

- 4.1 USISA Funding – The amount available is in question at this time. The USJCA Executive Committee will determine the distribution once the amount is known.

5. New Business

- 5.1 North American Championship venues

1988 Corpus Christi – June 4-11

1989 Rochester – Helen Ingerson reconfirmed the invitation of Rochester J/24 Fleet and Rochester Yacht Club to host the 1989 North American Championship. Sailing will be on Lake Ontario. Dates and entry fee were discussed; number of entries will be unrestricted. Ted Beck moved that we accept the invitation. It was seconded and passed.

1990 Canada

- 5.2 USJCA Worlds Qualifying events for the 1989 Worlds in Canada will be determined by the Executive Committee by March 1, 1988.

- 5.3 The Ultimate Yacht Race – Toby Darden gave a presentation on the plans for the Ultimate Yacht Race circuit of three regattas, to be sailed in J/24s. Entry fee is \$20,000 and there is a one million dollar purse for each event. This is considered an opportunity for

the J/24 Class, with the event to be held under rigid class rules. John Peck will be in charge of the measurement. The regatta dates/locations are: May 6-15, Corpus Christi; July 22-30, San Francisco; October 6-15, Southeast Connecticut.

- 5.4 District Administration – At the request of Don Lasky, District 4 Governor, the fleets in District 4 will be absorbed by Districts 7 and 1. John Peck suggested that 10% of national dues be allocated back to the districts to cover administrative costs. Another alternative discussed was a separate district fee. The Executive Committee will pursue the subject.

- 5.5 Sponsorship Seminar – Rick Peper reported on a USYRU seminar on advertising which he attended in March. Recommends designing an event for a particular sponsor. To attract a sponsor, media coverage is a must, and press must be educated on the sport. Suggestions for promoting an event are: arrange for a comfortable press boat; set up interviews of sailors by TV, radio, newspaper reporters; get media coverage and then go to sponsors with evidence of publicity available. Educate sponsors on regulations regarding advertising; tell them what to expect and what you expect, and follow up. Promote continuing sponsorship of an annual event. Prepare ahead of time, show what can be done.

6. Election of Officers:

The following were elected for FY 1988:

President: Rick Peper

Vice President: John Peck

Technical Committee Chairman: John Peck

Finance Committee Chairman: Chris Towles

7. Adjournment – The meeting adjourned at 4:30 p.m.

Respectfully submitted,

Linda Tillman

Secretary to the meeting



U.S. District Governors Ted Beck (22), Greg Swetka (12) and Glenn Gustafson (15) at the 1987 USJCA Annual Meeting in Corpus Christi.

## 1987 IJCA Annual Meeting Royal Thames Yacht Club London, England November 1, 1987

1. The 1987 Annual Meeting of the IJCA World Council was called to order by the Chairman, Hank Killion, at 9:30 a.m. at the Royal Thames Yacht Club, London, England. Introductions were made and all present were welcomed by the chairman. National associations and proxies represented were as follows: Brazil – Phil Jenkins (1); Canada – Jim Murray (1); Greece – Apostolos Georgopoulos (1); Holland – Donald Schotel (1) plus Germany's proxy (1); Ireland – Roy Howard (1); Italy – Tony Bassani (1); Sweden – Bengt Julin (1); United Kingdom – Chris Torrens (1); United States – Hank Killion (4); Designer, Rod Johnstone (1) plus the Copyright



Holder's proxy (1); Australia's proxy (1) held by Executive Director, Dick Tillman; a total of 16 votes. Also present were John Adams, Councilor of Honor; Paolo Boido of J Boats Italy; David Colman, UK Secretary; Graham Hughes, UKJCA Vice Chairman; Gian Putaturo of Italy, and Linda Tillman, Secretary to the Meeting.

2. Minutes of the 1986 IJCA Annual Meeting were approved.
3. Reports by NJCA Representatives:

**Greece** – The class had its best year to date. In March, 14 boats competed in the national championship. The 1987 European Championship held in Athens was very successful and good for the class. Some of the most important yacht clubs of Greece have agreed to buy J/24s to be used as training boats in their sailing programs.

**United Kingdom** – There are 271 boats with 12 new boats over the past year, and sale of secondhand boats was up 25%. There was a high standard of racing in 1987 with 20 plus boats competing in main events, and 45 competed at the national championship at Abersoch. The UKJCA hopes for 60 entries at the 1988 Europeans to be held at Cowes.

**Holland** – The J/24 Class has a 22 boat fleet, the fastest growing fleet in the country. Every weekend there is a regatta, and there were five major regattas held only for J/24s in 1987.

**Ireland** – Experienced financial depression over last three years. The class is strong and J/24 sailors meet regularly. Communication has improved with the distribution of the J/24 News Sheet. The class is becoming stronger through sail training sessions and match racing. There are 30 boats in the fleet, with hope for six new boats next year.

**Canada** – With import taxes, the cost of a J/24 is very high in Canada. There are 105 members at present, scattered over Ontario, Quebec and Halifax.

**Sweden** – J/24 activity is declining; there were 80 boats in 1979, now 8 are active. There are no J/24s in other Scandinavian countries.

**Italy** – Reports 230 boats. Class has minor problems with building specifications and rating rules, which are being resolved. Mr. Bassani provided proof of delinquent 1987 IJCA dues payment.

**Brazil** – Four events are held each year in Rio, the major scene of J/24 activity. It is hoped to hold the first match racing championship at Buzios Yacht Club in December, 1987, in J/24s which, if successful, will become an annual event. One crew from Brazil sailed in the 1987 South American Championship, and won it. Two crews sailed in the 1987 Worlds, and one crew will travel to Sydney for the 1988 Worlds.

4. Technical Committee Report  
Rod Johnstone, Technical Committee Chairman, reiterated the necessity of enforcing class rules and interpretations. Many of this year's rules submissions are not changes but clarifications, so that the J/24 can remain a one-design class where each competitor can begin a race with equal equipment.
- 4.1 Rules Submissions (circulated to NJCA's in advance and if approved were to be presented to the IYRU Keelboat Technical; if approved by the IYRU these rule changes become effective March 1, 1988.)
  - A. Rule 3.5.4(d) Running Rigging – Amend by adding second sentence: "A wire strap of not more than 305mm in length may be used to attach the kicking strap to its attachment point at the mast." Approved.
  - B. Rule 3.6.2 Sails – For the present rule substitute: "All sails shall be constructed of a single layer of fabric except for permitted reinforcements, constructional seams, tablings, reefing and anti-chafe patches, camber lines, numbers, and repairs to damage. All sails shall be made of woven polyester or nylon so that when the material is torn it shall be possible to separate the fibres without leaving evidence of a film, except that the genoa may, alternatively, be made of polyester substrate/polyester film laminate." Approved.
  - C. Rule 3.6.5 Sails – For second sentence substitute: "Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham or reefing eye reinforcement of not more than 1500mm." Approved.
  - D. Rule 3.6.9 Minimum Sail Cloth Weights – Delete present rule and insert: "Cloth weight shall be defined in the case of woven

materials, as the weight of the finished coated woven material used in the sail and, in the case of substrate/film laminate, as the weight of the finished fabric, including substrate film and adhesive, used in the sail. The actual cloth weight used in the sail shall be indelibly marked near the head of the sail by the sailmaker, together with his or her signature or stamp. Minimum cloth weights for class sails shall be as follows:

MAINSAIL minimum cloth weight shall be 260 grams per square meter, except for a foot shelf not exceeding 300mm in width.\*

JIB minimum cloth weight shall be 260 grams per square meter.\*

GENOA minimum cloth weight shall be 200 grams per square meter of woven material; 138 grams per square meter of substrate/film laminate.

SPINNAKER minimum cloth weight shall be 33 grams per square meter.

Approved.

- E. Rule 3.7.1 Weight – Delete present rule and substitute: "The all-up weight for racing excluding crew shall be not less than 1375 kg. The all-up racing weight is indicated by the flotation marks. In still water these marks shall not show above the surface. The all-up racing weight may be verified by scale weight at regattas." Approved.\*
- F. Rule 3.8.10 Fixed Fittings and Equipment to be Carried When Racing – Delete and substitute: "A complete outboard motor bracket fixed to the transom." Approved.
- G. Rule 5.1 Crew – Delete first sentence and substitute: "A crew shall consist of not less than three persons and total unclothed crew weight shall not exceed 400kg." Approved.
- H. Rule 6 Optional Equipment – Add 6.1.21 "Tack horns, either one or two, installed at the stem fitting." Approved.
- I. Rule 2.6 – Insert new Rule 2.6 "Advertising – National authorities are authorized to permit further limited advertising, as prescribed by IYR Rules 26.2 and 26.3, at World and Continental Championships upon the approval for each event of the IJCA Executive Committee." Renumber existing Rule 2.6 as 2.7, and existing Rule 2.7 as 2.8. Approved.

#### 4.2 Additional Rules Proposals presented by John Adams, UK, many of which were clarifications.

- A. Rule 1.4 Objectives of the Class Rules – Add at the end "and the IYRU." Approved.
- B. Rule 2.1 Authority – Add at the end: "and the copyright holder." Approved.
- C. Rule 2.7.1 Measurement – Insert "the" before "IYRU". Approved.
- D. Rule 3.2.5 Lifelines – Delete last sentence and substitute: "Where a second lifeline is fitted port and starboard this shall be of a wire of not less than 3mm diameter and shall comply with ORC Rule 60. Approved. (Submission withdrawn; reference not applicable.)"
- E. Rule 3.3 Keel – Add Rule 3.3.3: "The distance measured from the junction of the transom and hull at the centerline to:
  - a.) the trailing edge of the keel at the hull shall be not more than 3015mm or not less than 2991mm.\*
  - b.) a point 603mm down the trailing edge of the keel from the hull shall not be more than 3125mm or less than 3095mm." Approved.
- F. Rule 3.3 Keel – Add Rule 3.3.4 "The leading trailing edges between Sections II and IV as defined shall be straight within a tolerance of +/-5mm." Approved.\*
- G. Rule 3.5.1 Spars – Delete first two sentences and substitute "All spars shall conform to the Standard Spars Specification and shall be supplied by a licensed builder, except that replacement spars may alternatively be supplied by a licensed spar manufacturer." Approved.\*
- H. Rule 3.5.3(h) Standing Rigging – Delete second sentence and substitute: "A straight line between the shroud bearing surface of each spreader shall not be less than 95mm measured as the shortest distance from the aft edge of the mast, measured with or without rig tension." Approved.
- I. Rule 3.5.6 Spinnaker Boom – For second sentence, substitute: "The weight of a replacement pole and fittings which was not supplied by a licensed builder shall not be less than 3.85kg." Approved.\*



- J. Rule 3.5.6(c) Spinnaker Boom - Delete "c) one full length trip wire" and substitute "c) tripping line or lines." Approved.
- K. Rule 4.1.2 Safety Rules When Racing - Delete and substitute: "Permanently installed navigation lights in working order." Approved.
- L. Rule 3.6.6 Sails - Add: "in accordance with IYRU rules." Approved.
- M. Rule 6.1.2 Optional Equipment - Add second sentence: "These may be used to sheet in the tails of all running rigging." Approved.
- N. Rule 6.1.4(a) Optional Equipment - Insert after "halyards" the words "jib sheets." Approved.\*
- O. Rule 6.1.5 Optional Equipment - Modify to say: "One mechanical masthead wind indicator with or without light." Approved.
- P. Rule 7.1.5 Prohibitions - Delete and substitute: The use of a foresail halyard or mechanically adjustable device to vary the measured length of the forestay." Approved.
- Q. Rule 8.1.1 Restrictions When Racing - Add new sentence at end: "In addition, one storm trysail and/or one storm jib as prescribed by Rule 6.1.7, may also be carried." Approved.
- R. Plan C Modifications as drawn up by the Technical Committee were discussed and approved.
1. Delete slope diagram and definition.
  2. Delete Section I in Table of Offsets.\*
  3. Correct type error (1981) from 3008mm +/- 12mm to read "3003mm +/- 12mm."\*
  4. Substitute new wording under Plan C Table: "The above represent the minimum faired dimensions at each station and offset templates made in accordance with the above and placed not more than 20mm below and parallel to the relevant section represent the minimum faired thickness and maximum length of the keel at that section."
- 4.2 Class Rules Enforcement - The Technical Committee Chairman emphasized that juries at J/24 events must enforce class rules and interpretations.
5. Executive Director's Report - Dick Tillman reported that membership has continued to grow over the past year, spoke on the magazine and its deadlines, and Regatta Guidelines update in Fall '87 issue. Worlds video should be ordered through J World. (Transom stickers and sail royalties as well as a limited number of copies of the Fall '87 Magazine were available at the meeting.)
6. World Championships - Bengt Julin pointed out that the Class should be part of the organizing authority and have a say in selecting international jury members. Host country generally pays per diem but travel expense borne by jury member. Hank Killion asked Bengt Julin to draw up guidelines for jury selection by February 1, for the Executive Committee. John Adams pointed out the importance of an elected, senior member of the IJCA to act as liaison between the class and the world championship host country. Julin suggested a "Championship Committee," to visit and inspect host clubs, sites, to provide continuity in major championships, and assist in jury selection.
- 6.1 World Championship Venues
- A. 1988 - Australia - plans going well, entry and charter fees are reasonable, good turnout is expected.
  - B. 1989 - Canada - Jim Murray reported on plans in progress. Racing is to take place in Olympic area on Lake Ontario, or on a harbor course at RC discretion. Charter boats are available, and accommodations reasonable. Extra allotment for countries in close proximity include Bermuda (+1), Mexico (+1) and U.S. (+9), to provide own boats. The 1987 Women's Keelboat Champion is entitled to 1 slot, with no passdown. All agreed to making this a permanent slot as long as the event is held in J/24s. Discussion followed on giving all past World Champions a permanent slot. It was agreed to invite past champions on a year to year basis, to be determined at the IJCA annual meeting each year. Killion moved to invite Mark Bethwaite and John Kolius to participate in the 1988 Worlds.
  - C. 1990 - Proposals to host the 1990 Worlds were presented by Ireland, Greece and Holland. Ireland was selected for 1990; other proposals will be considered for future events. All were thanked for their work in preparing their proposals.
  - D. 1991 - Greece (tentative)
7. Continental Championships
- A. 1988 European Championship - Cowes Corinthian Yacht Club Expect 60 boat fleet. Ferry subsidies to be provided. Bengt

Julin suggested a format of 6 races with 1 discard, 5 races with 1 discard, 4 races no discard and 3 races to constitute a championship. Representatives from European countries were in agreement. Also, Rule 26 shall apply as pertains to event sponsorship; no individual sponsorship.

- B. 1989 European Championship - Germany, via Donald Schotell, offered a proposal to host the 1989 Europeans in Kiel. Tony Bassani of Italy offered to host the event in Sardinia in June, with ferry subsidies from Genoa to Naples. After discussion, it was decided to hold the 1989 event in Italy.
  - C. 1990 European Championship - Germany's proposal was accepted for 1990.
8. IJCA Financial Report - Hank Killion presented the 1988 budget and explained the IJCA Balance Sheet. Chris Torrens moved that the IJCA purchase one set of keel templates for use of European countries. The motion was seconded and passed. Countries wishing to purchase own templates at approximate cost of US\$450 in shipping case, should send payment in advance to the IJCA office.
9. New Business
- 9.1 Constitution - It was moved that a 2/3 majority of the World Council membership be required to make changes in the IJCA Constitution. The motion was seconded and passed.
  - 9.2 IJCA Subscriptions - The suggestion of increasing the cost of IJCA dues after a given date was deferred to the Executive Committee.
10. Election of Officers:
- A. Chairman - As Hank Killion came into office 6 months late, he was re-elected by acclamation to serve another term, 1988-89. Bengt Julin thanked Hank for his work over the past year and expressed appreciation for accepting the office for another term.
  - B. Vice Chairman - Chris Torrens remains in office through 1988 as this is a two year term.
  - C. Council Members - Chris Torrens moved that representatives from Ireland (Roy Howard), Australia (Alex Nemeth) and Canada (Jim Murray) be selected to serve on the executive committee as council members. The motion was seconded and passed.
  - D. Technical Committee - The Technical Committee shall consist of Rod Johnstone, Dennis Ellis and John Peck (U.S.).
  - E. Executive Director - Continuation of the appointment of Dick Tillman and Linda Tillman was voted by acclamation.
11. Scheduling of 1988 IJCA Meeting - The 1988 AGM will take place in London in November, 1988, in conjunction with the IYRU meetings.
12. Adjournment: 7:15 p.m.

Respectfully submitted,  
Linda Tillman  
Secretary to the Meeting

\*Indicates rule proposals which were subsequently modified, or not approved by the IYRU. See 1988 IYRU approved rules.



Rod Johnstone, Hank Killion and Jim Murray relax at a London restaurant following the 1987 IJCA Annual Meeting.



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Fleet 73



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**SUPPORT YOUR CLASS**



**U.S. FLEET CHARTER APPLICATION FORM**  
*(Minimum of 3 boats with current membership 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 J/24 Class Rules.

FLEET CAPTAIN SIGNATURE _____	PRINTED NAME _____	DATE _____
DISTRICT GOVERNOR SIGNATURE _____	PRINTED NAME _____	DATE _____

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

I wish 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.  
 (Type or print:)

Regatta \_\_\_\_\_ Date of event \_\_\_\_\_

Boat Owner \_\_\_\_\_ Co-owner \_\_\_\_\_

Helmsman \_\_\_\_\_

Helmsman's Address \_\_\_\_\_ Tel. (res.) \_\_\_\_\_

Tel. (bus.) \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Crew \_\_\_\_\_ Crew \_\_\_\_\_

Sail No. \_\_\_\_\_ Hull Color \_\_\_\_\_ Yacht Name \_\_\_\_\_

- ☐ I am a current J/24 Class Association member.
- ☐ I am not now a Class member but will join at time of registration.

Enclosed is my regatta entry fee of \$ \_\_\_\_\_.

Helmsman's Signature \_\_\_\_\_ Date \_\_\_\_\_



**1988 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, 1988 Spring and Fall 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 \_\_\_\_\_ TEL (B): ( ) \_\_\_\_\_ (H): ( ) \_\_\_\_\_

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1988, and agree to abide by all Class Rules.

Membership fee is \$30. Back issues of J/24 MAGAZINE are available for \$7 each, postage paid. Indicate Spring or Fall and year you want, and include payment with your dues check. Make check payable to J/24 Class Association.

☐ This is a renewal.☐ This is a new membership.☐ Send the following magazine back issues @ \$7 \_\_\_\_\_

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.

**1988 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 \$12 per subscription. One subscription includes both 1988 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 1988 magazines, at \$12 for each subscription to the following:

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

SIGNATURE OF CLASS MEMBER \_\_\_\_\_

PRINTED NAME OF CLASS MEMBER \_\_\_\_\_

ALL CORRESPONDENCE: J/24 CLASS ASSOCIATION, P.O. BOX 372578, SATELLITE BEACH, FL 32937-0578



# WE WOULD LIKE TO SHED SOME LIGHT ON THE NEW ANTIFOULING LAW.



If you are currently using Micron 44 or other tin-based antifouling paints you have until July 1989 to change over to a copper-based antifouling.\*

In other words, you can continue to use Micron 44 thru the 1989 season. Then switch to Micron CSC which can be applied directly over Micron 44.

Both offer the finest in multi-seasonal protection.

Both are as effective the last day of the season as they are the day you launch. And both offer a consistent release of new antifouling protection while eliminating the need to paint between launchings.

In light of the new law there is still a choice.

Continue using Micron 44 or switch to Micron CSC Copper.

If you still need more light shed on the subject, call toll free 800-INTRLUX or write: International Paint (USA) Inc., 2270 Morris Avenue, Union, NJ 07083.

\*Some states have already enacted local restrictions.





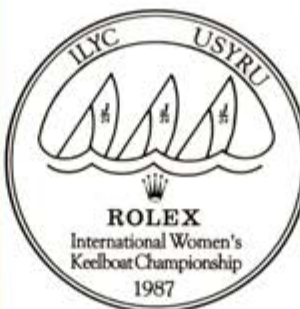
## Rolex Watch U.S.A. congratulates each of the sailors who participated in the Rolex Women's International Keelboat Championships.

Forty-four teams consisting of 220 of the world's best sailors gathered from eight countries to sail in the second Rolex International Women's Keelboat Championships. This highly competitive regatta was hosted by the Ida Lewis Yacht Club in Newport, R.I. Virtually every Rolex Yachtswoman of the Year for the last 10 years participated. The winner, in fact, was the 1986 Rolex Yachtswoman of the Year J.J. Isler and her crew of Sue Blackman, Jennifer Dunbar, Pam Poletti, and Pat Raymond.

Betsy Alison • Bonnie Shore • Karen Fletcher • Wendy Lotz • Kathryn Ritchie • Elizabeth Altman • Diane Burton • Vickie Matthews • Sharon Buckley • Jeanne Ehrenberg • Martha Altruter • Carolyn Brodsky • Sara Deadrick Frye • Nancy Hood • Sarah Maxwell • Heidi Backus • Amy Backus • Gretchen Backus Loper • Susan Backus • Kim Disbrow • Eileen Dawson Baker • Anne Gardner Nelson • Shelley Mitchell • Libby Hutchinson • Anne Platt • Barbara Beigel • Sandy Grosvenor • Debbie Holt • Joanne Schram • Rene Valliant • Teresa Chatfield • Gail Haberlin • Kathleen Morrow Sharpe • Linelle Anstey Greet • Jackie Stevenson • Lenore Collins • Janie Wullbrandt • Patti Waterfall • Candis Lorenzen • Janis Hawchurst • Elise Duffy • Kathryn Garmes • Sarah Jelin • Fiona Place • Mary Weinzirl • Cory Fischer • Irish Yeoman • Mary Bridgen • Susan Dierdorff Taylor • Dina Kowalshyn • Nancy Jane Flynn • Cindy Stieffel • Sandra Newberry • Denise Helm • Linda Holle • Debbie Gorrod • Anna Anderson • Gill Ellis • Roz Bond • Kati Allen • Cathleen M. Graf • Kathleen Kosnek • Margaret Smithberger • Sandra Johnson • Joan Rieke • Bea Grimmitt • Lyn Reid • Terri Petraske • Ellen Curren • Olga Slawinski • Donna Lee Miles • Nancy Haberland • Meredith Adams • Deborah French • Ellen Field • Lee Parks • Nan Hall • Eleanor Wickes • Val Fast • Sheila McCurdy • Juliet Gauntlett • Amy Hawkins • Lynn Hornosky • Eileen McFadden • Mary Siravo • Melissa Brown • Lisa Hix • Lynn Spingler • Ann Ewing • Amy Wardell • Janna Cole Pederson • Sandy Parks • Nancy Harley • Stefani Hulitar • Gay Sheffield • Sandra Mitchell • Elizabeth Ferenbach • Nancy Henning • June Halliday • J.J. Isler • Pamela Poletti • Sue Blackman • Pat Raymond • Jennifer Dunbar • Lynne Jewell • Lydia Langston • Patricia Clark • Belinda Emerson • Susan Noyes • Helen Johnstone • Hanna Swett • Heather Miles • Pam Vanderkloot • Erin Gilligan • Jackie Kessler • Anne Barliss • Mimi Todd Bosley • Barbara Walton • Mildred Keim • Gale Lockwood • Ali Hill • Alexandra Garmany Walters • Geneil Hailey • Heather Lockwood • Consolata Massone • Maria Pia Bassani • Giovanna Bianchi • Sciacche' Bonadeo • Micaela Bazzini • Kathleen Mullen • Nance Frank • Dee Spear • Sandy Frazer • Cecile Castruccio • Mitsuko Nakajima • Mikiko Tsuchiya • Tomoko Inoue • Yumiko Takano • Tomoko Sakai • Susan Pease Nicholson • Barbara Pease • Joanne Wiggins • Kate Schweitzer • Rosemary Wendt • Lisa Cook • Lee Siravo • Annette Milberg • Hannelore Niederbracht • Susanne Milberg • Doris Meyer • Janne De Jong • Margarita Nylén • Annilea Wester • Kerstin Tempelman • Agneta Franzen • Britt Fagerlin • Karin Olsen • Andrea Olsen • Beth Burn Joosten • Rose Hoeksema • Nina Kuzazian • Kathy Warman • Jane Anne Pincus • Mary Babcock • Carol Stout • Alix Morgan • Vicky Stebbins • Carol Robinson • Leslie Clark • Cari Billingsley • Elise Anderson • Marney Buchanan • Kelly McSweeney • Denise Robinson • Eva Egnell • Alyce Robinson • Nicky Biddle • Anne-Sophie Klippur • Elizabeth Scheder-Bieschi • Kirsten Brandt • Constante Kramer • Hilke Schmidt • Catharina Gnass • Lee Corbin Scowcroft • Nancy Canard • Mary Ann Crandall • Mary Cuthbert • Heidi Sauerbrey • Mary Pullan • Suzanne Spangler • Vicki Sodaro • Liz Baylis • Nancy Grams • Stephanie Elliot • Betsy Steigerwald Yinling • Maureen Ford • Julie Steigerwald • Trish Walcott • Lynn Bethell • Cathy Chrisman Swanson • Ann Boyd • Carolyn Griffith • Lorraine Perry • Sarah Ashton • Jody Swanson • Jill Swanson • Brenda Crane • Christie Wardwell • Debbie Hopkins • Maria "Mia" Thompson • Jan Coates • Sarah Ramsdell • Laura Neff • Kim Zuckerman • Cecelia Cooper • Susan Milnes Wallace • Michelle Milnes Kirby • Martha Parker MacKechnie • Barb Lyon • Carol Vernon • Becky Wilson • Lise J. Miner • Terrie Nunes Kalil • Jane Floyd • Sandy Carney • Heidi Ziegler • Missy Flanagan • Betsy Madden • Hope Hild • Chris Cormack



Past Rolex Yachtswomen of the Year with Rolex Watch U.S.A. President Roland Pufon



Winning skipper J.J. Isler.