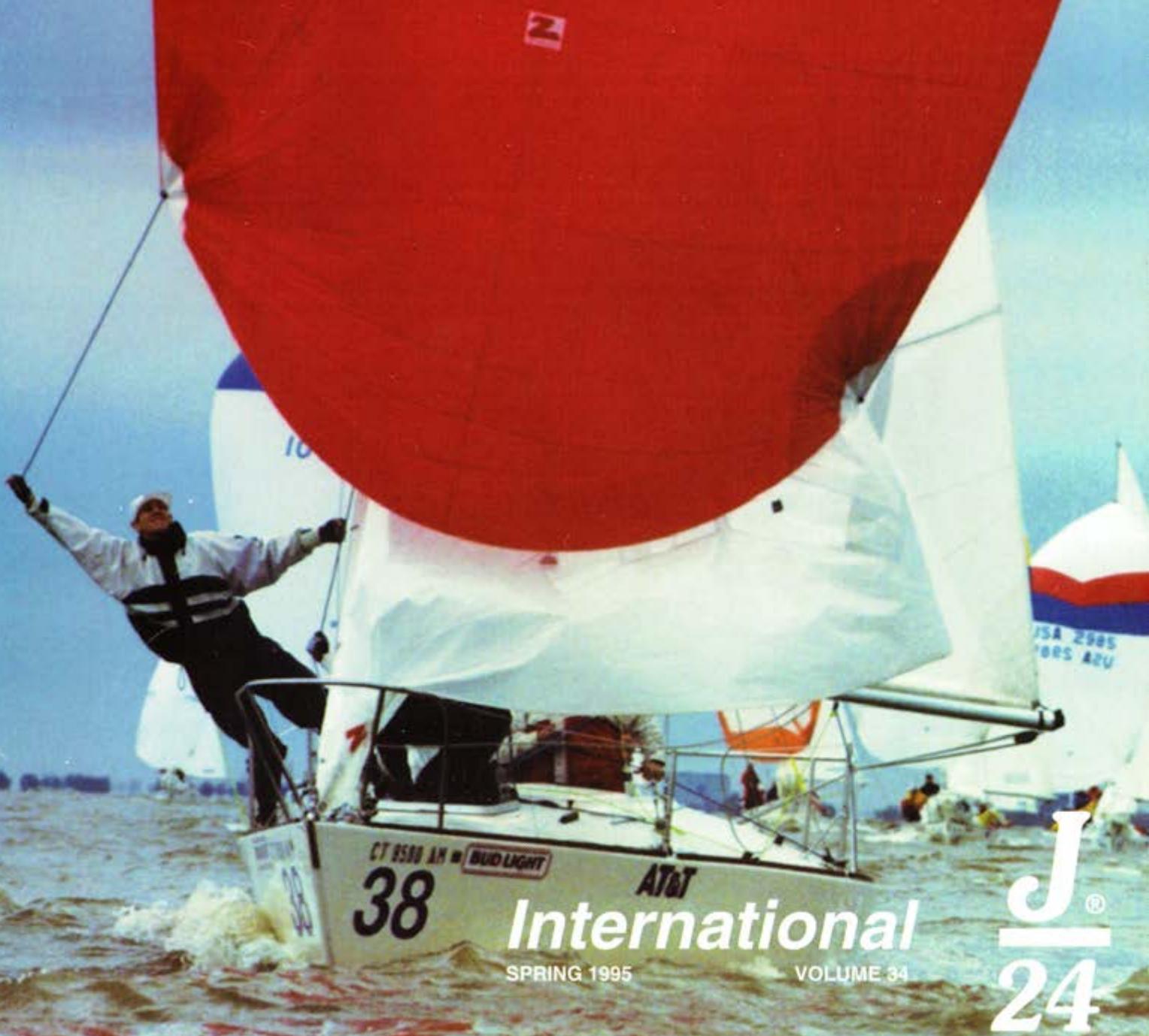


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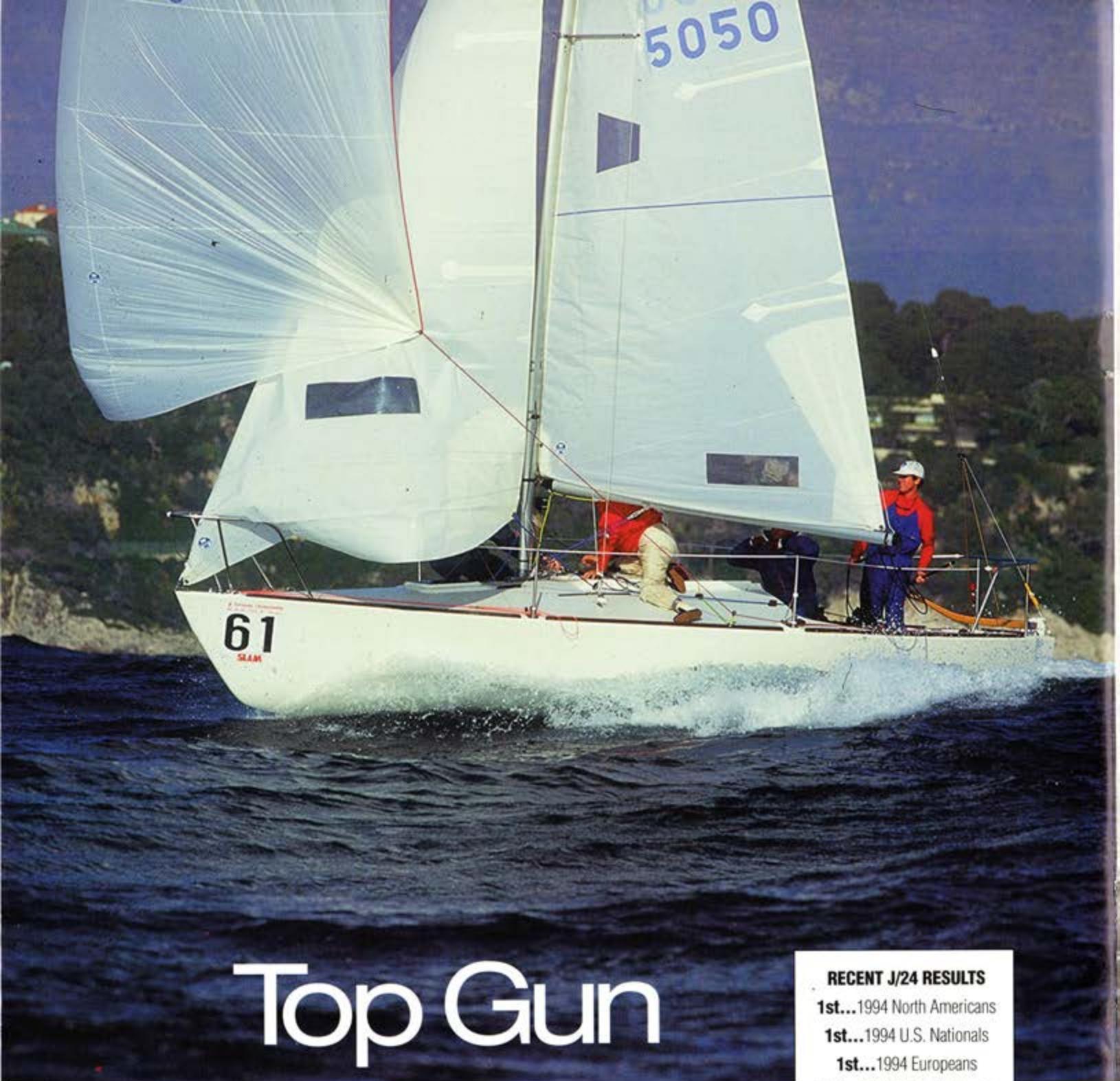


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Photo by Geri Conser

Cover: Hang on! Chris and Valdek Zaleski's boat seen at the Midwinters in New Orleans, Louisiana.

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Direction, Marketing and Cooperation

by Geoff Evelyn

These three concepts, direction, marketing and cooperation, are tied together in that once a direction has been chosen, we will have to market it and only through everyone's cooperation will we get there.

The Class at the international level has four main targets that we can work towards. They are, and not in any particular order:

- Obtaining the Copyright;
- Participation in the Olympics;
- Class Growth; and
- Regatta Organization.

Copyright

In his last report as Chairman, Glenn Gustafson raised the issue of transferring the copyright to the Class. The ability to "control our own destiny" has been a constant theme at the recent World Council meetings. At the last WC meeting, a committee was formed, headed by Glenn, that will develop an action plan to transfer the thought to reality.

By having the copyright assigned to the Class, we will ensure the one-design nature of the boat is maintained and that decisions for change are not based on commercial considerations. Obtaining the copyright could be onerous to the Class and before proceeding feedback is needed from everyone.

Olympics

Some background is needed here. The IYRU decides the types of sailing events and the boats to be used at the Olympics. At this year's IYRU meeting the type of events will be decided for Sydney. At next year's meeting, they will decide what boats to use. In the meetings that were held to decide what boats were selected for Atlanta, the J/24 was considered without our involvement. At the 1994 World Council meeting, the consensus of those present was that we should not support the concept but that if there was involvement it should be in manufacturer supplied boats and the boat should only be used in the Match Race event. I would ask that you read Jim Keesling's comments of the recent discussions that took place at two recent meetings in the U.S. and provide us with feedback.

There are several proposals being put forth by member IYRU Nations that include a strict match race event for a



keelboat. The J/24 is somewhat of a natural for the event and has proven its popularity by being used in the recent Pan-American Games and its continued use in the Nations Cup. There are other more recent designs (read Melges 24) that could be chosen and we have to consider the impact of that happening.

Class Growth

Class growth is always a subject that comes up and is affected by a number of variables such as competition from other classes, age of fleet members, marketing, lack of a builder, and in general, a sense of organization or lack thereof.

The IJCA executives are attempting to address class growth in a variety of ways. In conjunction with the U.S.JCA, we have designed a Class brochure that can be used throughout the world. It is in English and generic enough that it focuses on the worldwide use of the boat. To promote each nation's activities, there is sufficient blank space to add text in the language of your choice. The brochures are available from the class office at no charge.

In conjunction with J Boats, we have an agreement in place that allows the UK Class Association to obtain boats directly from J Boats Italy. This agreement was needed to provide fair-priced new boats to current owners so that older

boats will become available. Most of the older boats in the UK have been sold to new members in other European countries that are catching J/24 fever. Also, in agreement with J Boats, we have started down the path of licensing certain boat shops to supply replacement parts such as rudders. We expect to have this firmed up by July 1995.

Competition from other classes and/or boats is an ongoing challenge. While it may appear that there are lots of other types of boats being built; approximately 200 J/24s were built in the last year. J Boats Argentina is cranking out boats at the rate of 2 or 3 a month and can't keep up with the demand. It got to the point where one of the partners can't get his new boat because it keeps getting bought before he can take delivery.

The Class is developing a certain expertise in providing equalized J/24s for match racing events. This type of activity, cross usage, provides us with a way of introducing the boat in such a way that we can continue to promote the boat as a fleet racer to other sailors that have not raced the boat while getting them to realize how much fun can be had. The Class has supervised the use of the boat at the recent Pan-American trials both in the U.S.A and Canada and will be heavily involved in the Nations Cup final to be held in San Francisco in September. These are great opportunities.

Regatta Organization

The U.S. and Canadian Class Associations have over the past several years had some success in controlling how J/24 regattas are run. I would like to build and solidify this success internationally over the next few years because I think we have the depth of experience and knowledge to know how the regatta should be organized. This is not to say that we are going to stand fast with what has been done to date. Evidence of this can be seen at the World Championship in Rochester where we are increasing the number of races and using a leeward gate. There are still changes to be made both in the way our race instructions are written and the way regattas are awarded. I don't have all the answers and I would like your thoughts on the matter so that changes can be proposed for this year's annual meeting.

OK, I've rambled enough and we'll try to tie this up. My title was Direction, Marketing and Cooperation. I think we've set some goals for ourselves. I need your cooperation in bringing them to some resolution. The IJCA executive has started to coordinate a marketing campaign. Additionally the U.S. Class is returning to major events like the NOOD regattas and Key West Race Week. I encourage other nations to find the "name" regattas in their countries and participate in them. With your cooperation, we will again see the J/24 up front and in the news.

I would like to remind everyone that your executive can't do everything by themselves. They and I need your constant feedback on our progress or lack of. As I mentioned in my message in the fall 1994 *International J/24*, I look forward to meeting many of you and hearing your comments.

Smooth Sailing,

Geoff

Are You Tired Of The Same Old Line?



Photo by Geri Conner

The rules have changed and we know you'll want to change along with them. Now that the Class permits the use of Spectra, Vectran or Technora anywhere on your J/24, you'll want to make sure you're optimizing your rig. The experts at Hall Rigging will help you make the most of the rule change as well as your budget. Call us to discuss what line changes make the most sense for your program.

Shown above: Sobstad's Brad Read with all new lines on Blind Squirrel. "Hall Rigging gave us fantastic service. All the new gear is the minimum weight and diameter allowed per the rules and is by far the lightest, strongest and most durable line I've ever used!"

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Class...A Different Approach

by Jim Keesling

Last issue I touched on several promotion items and have received many positive replies from these ideas. This column I'll throw out a few more topics of discussion for everyone to think about: Measurement and Olympics.

Measurement. One of the reasons the J/24 is so popular is that all boats are somewhat the same. The playing field is level no matter if your boat is a 1978 or a new 1995. The Class is seeing almost no measurement of boats at major regattas since most show up with a valid certificate. However, we are seeing the same faces at the travelling regattas and no new ones. We know that the measurement process is intimidating, to say the least, to the grass-roots guy. On the other hand, I hear a lot of comparisons to other "tough" classes that our measurement is nothing. That is not the point I want to make here. The future of the J/24 Class is the new faces and crews we see buying boats. The older boats are coming out of the woodwork and attending regattas.

I would like to see no premeasurement at USJCA regattas. I want to help the new sailors have a pleasurable time at our travelling regattas and not a headache. I'm not proposing lack of enforcement of the rules, I am suggesting getting your boat measured well in advance before you go to these regattas. If you can't and you show up to race, you should be welcomed, registered and launched. Any yacht that finishes in trophy position is subject to full measurement. Obviously, a yacht with a certificate will need less work. If anything fails, then they are disqualified. The rules have not changed. It needs to be the responsibility of the sailors to have their boat "legal." This way, the class measurers are measurers and not policemen.

Olympics. At SAIL EXPO, we brought up the notion of the Olympics. We did the same at the Midwinters. Here is what happened. 1) Does the idea of the Class making the push for Olympic status scare you? Yes. 2) Are you in favor of the J/24 in the Olympics if the venue is the same as the Soling-BYOB fleet racing/match racing finals? *100% answered no.* 3) Are you in favor of the J/24 in the Olympics if boats are provided and match raced only? *70 - 90% answered yes.*

What do we want? The Olympics have been the death nail for several classes of boats. Expense, drastic measurement processes, and constant image of "pure race." I can address all of these points quite easily. 1) Expense. Probably the most important. I have heard that to campaign a Soling for Atlanta or even Sydney, the cost is close to \$200,000.00 Why? Bring your own boat. Spend, spend, spend to make it the fastest boat you can at the same time trying to make your team the best sailors they can be.



With 5100 J/24s all over the world, it is quite easy to find two even boats to sail and train with. Boats provided take away the expense of spending your training dollars on bottoms and sails and not on sailing.

Measurement. Match racing format and boats provided saves the Class. Our measurers have enough things to think about, not to mention trying to find other illegal items from a boat brought to a regatta for an Olympic campaign. Boats provided is easy. Equalize the boats and let the sailors battle it out on the water, not in the speed shop.

Image. The J/24 Class is still the Class to beat. The Rolex Yachtsmen of the Year came from our Class...again. The America's Cup Defender teams are a Who's Who of J/24 sailing. It's a great feeling that these "dinosaurs" are that strong and helped train the best in our sport. With a background like that, the deck is stacked in our favor not to have wild ideas as the Olympics strain our Class... it could only help. What do you think?

Volunteers Are Our Greatest Strength

by Steve Podlich

One of the great joys of this job is the opportunity it affords me to meet volunteers who are some of the nicest and hardest working people. These people fall into at least two categories. Long term volunteers and result oriented volunteers. Without these people our class would not be so strong. These people are the strength of our class and deserve our gratitude.

The people who fall into the first category are far too numerous to start to name each one. They are people like Hank Killion, LJCA Chairman 1986 to 1992 (now he is "just" a measurer and adviser to the USJCA District 7 Governor); Stephen Hunter, former Australian Class President and 1994 Worlds Regatta Chairman; Erich Hagen, Sweden's perennial Class Secretary and Chairman of the '92 Europeans. You may think it strange but I'll also put several of our builders in this category. Paolo Boido, Roberto Authier, Jeff Johnstone and Don Trask all sail actively in our class in addition to building and marketing the boats.

The result oriented volunteers are a special breed. They accept a job and see it through to completion. Before, during, and after the job they sail their boat, which is why they are in the class. But when asked to step up to the plate they deliver an extraordinary product to the benefit of the Class and its members. A regatta chairman is a common example.

Recently I have had the pleasure to work with a couple of these people on a specific job. During the Midwinters, Jim Keesling asked me to develop a survey of U.S. members to update our demographic information of the members and to learn what makes a regatta attractive to sailors. I have absolutely no education on how to develop such a survey but enough experience to know there are many pitfalls to be avoided. Lori Bollin, a crew member on a boat competing in the Midwinters, develops surveys professionally and volunteered to help. Upon returning to the office I was speaking to Fleet 95 Captain, Karen Lynch and learned that she too develops and processes surveys as part of her job. Karen and Lori teamed up to develop the survey and to set up the process for us to tally the results. The resulting professional quality work is something the office staff could not do but seemed to be simple for these two volunteers.

USJCA members, your magazine was delivered with a mailing wrapper which has the survey on it. If you tore off the survey before you realized what it was and threw it away, please contact the office, we will send you a replacement survey.



The regatta sponsors at the '95 Midwinters provided a beautiful Hatteras for spectators. Steve grabs a chance to get some work done.

Allow me to thank all the volunteers which add to the strength of the J/24 Class, both the long term and result oriented volunteers. It is a pleasure to work with you, but more importantly, the J/24 Class is so much better for your efforts.

Smooth Sailing,

Take the following quiz from the U.S. Midwinters:

If the U.S. Class President, in a J/24 Class regatta, rounds the leeward gate in the wrong direction, what action should be taken?

- A. If the Executive Director sees him, he should protest and be fired.
- B. If the judges see him, they should protest and he will be scored DSQ.
- C. If the team from Japan sees him, they might tell him to go see the Red Baron after the finish.
- D. If he does it while thinking he is rounding the left-hand mark and is told by the Japanese, he should withdraw and be scored DWF.

Sail Expo Features J/24 Sailing

On February 4th, Sail Expo in Atlantic City, NJ featured a full day devoted to One-Design Sailing. Each day of the nine-day sailing show and expo featured a different topic. The International J/24 hull #5171 was displayed in the booth with the other J Boats in the East Hall.

The U.S. J/24 Class hosted lectures by Doug Clark from North Sails on Upwind J/24 Sailing; Terry Hutchinson from Sobstad Sails, on Downwind J/24 Sailing; Gordon Borges from Waterline Systems, on Maintenance Upgrades; and Jim Keesling of Rocky Mountain Boat Works and U.S. J/24 President, on Stepping and Unstepping a J/24 Mast.

The final seminar of the day was a J/24 Issues Forum. 65 Class members and others interested in J/24 sailing attended. Also present were Geoff Evelyn, International J/24 Class Chairman; Jim Keesling, USJCA President; Jeff Johnstone, copyright holder; and Steve Podlich, IJCA Executive Director. Many of those who attended had never attended a major regatta and provided a different perspective to the Class on what is going on at the local level.

Each day of Sail Expo, Class volunteers staffed the IJCA booth. A special thanks to those who volunteered; Kim Coranz, Margaret Podlich, Robby Robinson, Ed Dupont, Mike McGuckin, Shelley Erickson, John Erickson, Steve Ward, Art Topilow, Art Olsen, Joe Salustro, David Sawyer, Tim Ryan, Charles Boeddingh, Bob Cofod, Andy Oeftering, John Tompkins, Stu Challoner, Elaine Haher, and Sue Stevenson, who went above and beyond the call of duty by overseeing the volunteers each day and keeping things running smoothly for almost the entire nine-day run of the show.



Hull #5171 featured prominently at Sail Expo.

Make Your Mark: Design Contest



The Class is sponsoring a design contest for a new transom sticker. The new decal design will be used from 1996 through 2001. The transom sticker that you receive with membership is redesigned every six or seven years. 1997 marks the 20th Anniversary of the International J/24 Class Association and the sticker might celebrate the 20th anniversary of the best and biggest one-design keelboat and class association in the world.

Guidelines The sticker may be one or two color, must use the J/24 logo (available through the Class Office), and must not be larger than 75mm square. Exact shape is the designer's option. Other than that, all entries will be considered. Remember, it's a transom sticker.

Call for entries The contest is open to any current IJCA member. If you would like your entry returned, send a self-addressed, stamped envelope. Otherwise, we'll keep them and do whatever we wish.

Wait! There's More! The winner will receive a Datascope from KVH Industries. The winning design will be featured on the cover of the 1996 International J/24 Wall Calendar and transoms the world over.

Deadline Entries must be received by July 31, 1995. Send to: IJCA, 612 Third Street, Suite 4A, Annapolis, MD 21403, USA.

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Calendars, Get Your Calendars!

The 1995 International J/24 Wall Calendars are now available. Thirteen months of exciting and inspiring photos from regattas around the world. Did you see Betsy Alison winning the Rolex International Women's Keelboat Championships? How about Vince Brun on his way to winning the '94 US Nationals? You can see these great J/24 sailing moments, and more, by ordering today on the last page of this magazine. Stock up, they make excellent gifts, crew thank-you's, and best of all, are now offered at a reduced price of \$US5.00.

You Say You Want to be an International Measurer?

The IJCA will sponsor a Measurement Seminar for any interested members who wish to become certified Class measurers. The seminar will take place immediately before the World Championship in Rochester, NY, in August. To register or for more information, contact Steve Podlich at the Class Office.

J/24 Info Superhighway

In the back of the magazine, you'll see listings of just about every person in our organization. If we have the info, then we've added e-mail addresses. The Class Office communicates via CompuServe to volunteers around the world. If you're on the 'NET and we do not have your e-mail address, let us know. We can be reached at CompuServe 71562,2514.

Back Issues of International J/24

Volume 30 (Spring, 1993) contains a back issue index which lists, by subject, all of the articles that have appeared in the thirty volumes prior of International J/24 magazine. All back issues are available, except volumes **6, 7, 13, 17 and 24**. However, if you would like a specific article(s) from out-of-print issues, you can order them for \$3.00 US each. To receive an article found in an in-stock volume, you must order the whole magazine. Details on ordering back issues are found in on page 62.

Copy Deadlines

USJCA Waterlines #14 June 1, 1995

USJCA Waterlines #15 July 1, 1995

USJCA Waterlines #16 August 1, 1995

International J/24 Vol. 35 September 1, 1995

International Wall Calendar September 1, 1995

As you read this, we are working on the Fall issue of the magazine and the next few editions of Waterlines. Just about every day of the year we are in need of first-hand contributions from our members. Here is what we need: regatta reports containing a write-up, results and photographs; updates on regatta dates; changes of fleet captain or district governor; photographs for our wall calendar. If you're in doubt as to whether we could use it, the answer is most-likely YES! Thanks for keeping our Class publications in your mind.

J/24 Sightings

Sailing World Kudos To Read, Rogers, Larson & McClintock

Sailing World has named Ken Read as Skipper of the Year. Noting his outstanding accomplishments in J/24 racing, Read was also named Rolex Yachtsman of the Year for the second time (for a related story, see page 57).

Jon Rogers was named Crew of the Year for his noted crew work aboard Chris Larson's J/24, *Love Shack*, as well as the winning crew in the U.S. Nationals and East Coasts. Larson received an honorable mention in the Skipper of the Year category. Honorable crew mention went to Moose McClintock, a frequent contributor to *International J/24*. Our congratulations to these fine J/24 sailors!



Photo-Offshore Photo

Jon Rogers on the bow of Chris Larson's Love Shack at the 1995 Midwinter Championship in New Orleans, Louisiana, U.S.A.

Durability of J/24 Hulls Praised in Baltek News Flash

Baltek News Flash, the newsletter of Baltek Corporation, featured the durability of J/24 hulls and their continued competitiveness. At right, Eric Leitner's *Apple Pie* is an excellent example of the enduring J/24 hull. Notice the original hatches. Reprinted from the *Baltek News Flash*, Vol. 8, No. 2 December 1994 courtesy of Baltek Corporation. Bill Wilson photo.

J/24 Sighting in Harken Catalog

Quick! Grab your recent Harken catalog and turn to the front section, page 9. Yes, that's a J/24 alright. It has been almost 20 years since the J/24 was introduced and 1995 is the most active and competitive time for our Class. The boat is still featured around the world in promotional catalogs such as Harken What? You say you don't have the new Harken catalog? Call them at (414) 691-3320.

B A L T E K

NEWS FLASH

With Proper Maintenance, Early J/24s Stay Highly Competitive.



representative in the health care field, acquired "Apple Pie" in 1979 as second owner and in 1994 won the Garden State (District 4) J/24 championship against 30 other boats.

Hull #456 built in June '78 was bought by Geoff Moore of Shore Sails, Newport, RI, in the mid-'80s and with his 12-year-old "Not To Worry" won the 1990 North American championship. He also won the Newport/Velvo regatta twice in fleets of 92 and 90 boats before selling the boat in August '94.

Kenny Read of Sosset Sails, Newport, RI, has won six J/24 world championships in five different boats, the 1992 one in his own "Moose" (hull #2194 built in 1981). Asked the condition of its hull and deck, he said, "It's as good as it gets!"

Read bought his first J/24 in 1983, hull #196 built in Nov. '77. It had been accidentally dropped 12 feet into the water on delivery in Annapolis causing two small cracks near the keel. The first

owner never knew and blamed the leaks on its construction so J/Boats and TPI arranged to replace it.

The hull lay around in the TPI yard several years until it was repaired. Everett Pearson loaned it to young Kenny Read, a friend of the family, for a Buzzard's Bay regatta in '83.

Christened "Maggie" by Read, it won every race in that regatta by huge margins, so he arranged to buy the "orphan" at a bargain. The next two years Read and "Maggie" won the North American J/24 class championships. Also in '84, he arranged the boat to Betsy Allison for the Women's Keel Boat Championship Regatta, and she won.

Read and brother Bob Johnstone made the decision to core the J/24s when they signed the first contract with Pearson. The first production boat to sell was hull #2 "Red Pepper" in Washington Harbor, CT, March 1, '77.

Honoring the J/24's durability, the U.S. J/24 Class Association in '94 established the annual "This Old

The first production J/24 slopped the water in early 1977, designed by Rod Johnston and built by Tilston Pearson (now TPI Composites) with hand-laid Baltek cored hull and deck.

Nearly 5,200 boats later, all with the identical construction, it is the second largest one-design keel boat class in the world with fleets in more than 25 countries, according to Steve Podlich, Executive Director of the International J/24 Class Association. Only the Stars with more than 7,000 built over eight decades is larger.

Many J/24s built in the five years 1977-81 are still actively sailing and winning races in local, national and international competition.

Hull #38 built in September '77 is still in first-class condition and winning races in New Jersey. Eric Leitner of Perth Amboy, a sales

Boat" award open only to boats competing in the U.S. Nationals. Until the J/24s turn 20 years old, only 1977 and '78 hull numbers are eligible. Starting in 1999, eligibility will be open to all boats 20 or more years old with the award going to the boat that best meets the conditions of the deed of gift. That includes the original Baltek-cored hull and deck.

The first "This Old Boat" award was presented at the '94 Nationals in Seattle to hull #92, "Casablanca," built in October '79 and owned by Tom Bremer of Denver, CO.

The TPI-built J/24s with Baltek-cored hull and deck not only have stood up well over years of tough competition racing under all conditions, but also to the brutal punishment of trailing hundreds, sometimes thousands of miles a year over highways and byways.

No doubt about it, Baltek-cored J/24s are durable over the long haul.



J World Cup Announced

J World has announced the J World Cup, a regatta system for J World students. The purpose of the Cup is to identify, encourage, develop and sponsor promising J World students who have demonstrated ability and spirit through a multi-level race training and competition program.

The Cup system provides J World racing students a performance pathway to the highest levels of racing. The Cup is an in-house student championship, a major three-day regatta sailed in J/24s, with the best students competing from all the J World schools. At the same time, it provides a program of coaching all the way up the ladder. Training and qualification for the Cup will be done at all J World locations: San Diego, Annapolis, Key West, and Newport. The qualification course, open to all graduates of the Advanced Racing Course, will begin June 1.

Sailing is a co-ed sport and it should be. The J World Cup represents the best racers in the J World School system. For more information, contact Geoffrey Clifford at J World Newport at (401) 849-5492.

J — 24

Five for the Hall of Fame

"A boat that has earned lasting recognition by fostering new enjoyment and growth in the sport of sailing through excellent design and production ingenuity"

This was the standard by which John Burnham, Patience Wales and Bill

Schanen (editors of *Sailing World*, *Sail* and *Sailing*) chose the first five boats to be inducted into the American Sailboat Hall of Fame.

The J/24 was in the inaugural Hall of Fame class announced at Sail Expo on Thursday evening, February 9. Also inducted were the Sunfish, Catalina 22, Triton and Bermuda 40. The J/24 is the newest design in the class and is the only "racing" boat in the class. The Sunfish, Triton and Bermuda 40 were all introduced in 1959, the Catalina 22 in '69, and the J/24 in '77.

The hall of fame will be kept at the Museum of Yachting in Newport, RI. A fully rigged half-model of each class inducted will be displayed.



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Above: Everett Pearson, TPI; Bob Johnstone, former president of JBoats; Ed DaSilva, production manager, TPI; and Rod Johnstone, designer share the good news during Sail Expo.

Letters to the Editor

Dear Editor:

I want to inform you about the name of the winning boat in the 1990 European championship: *Jet*. You can imagine my satisfaction in reading the name of my loved boat on the pages of Class Record... and so I thank you in advance. I want to wish you and all the people interested in the J/24 International magazine the best for the new year.

Sincerely, Massimo Tucci, Napoli, Italy

Thank you for your observant eye. We've updated the Class Record with your correction. Ed.

Dear Editor:

While reading a friend's Spring 1994 *International J/24*, I noticed an error on page 69. The name of the boat that won the 1992 US Midwinter Championship was *Snake Wake*, not *Dashboard Mary* as noted. I know this because I owned *Snake Wake* at the time, and I sailed on the winning boat. This can also be verified by checking the Shore Sails ad on page 31 of the Spring 1992 *International J/24*.

Thank you for your attention to this matter. The J/24 Class magazine continues to be the finest that I have ever seen.

Sincerely, Denise Mitrano Sheaffer, Texas, USA

Your boat name has been correctly noted on the Class Record. Thank you for noticing and we appreciate your kind words. Ed.

Dear Editor:

In the article about Sheridan Shore YC Race Weekend racing (Fall, 1994) the winner of the first race was incorrectly given as Mark Harms, *J-Force*. The real winner was Mike Janssen on *Silk*, #3273.

Sincerely, Greg Mack, Fleet 100

Greg, Thanks for the correction and congratulations to Mike Janssen! Ed.

In Memory Of Steve Ulrich

Steve Ulrich, the young sailor responsible for the formation of J/24 Fleet 150, of Muskegon, Michigan, died February 28, 1995, at the age of 31. Steve died after a long illness with a rare immunological disease, primary amyloidosis, which causes an abnormal buildup of protein in tissue and blood.

Co-owner of *Stirred, Not Shaken*, Steve participated in numerous regattas in the Midwest, along with regattas in Toronto, Key West, New Orleans and Columbia, South Carolina. Steve's other sailing interests involved him with operations of the Muskegon Yacht Club, where he was past Fleet Captain of Sail, and began this year as Commodore. Steve is survived by his wife Anne, and by many relatives, friends, and competitors who will miss him greatly.

Worlds Invitations and 1994 IJCA Membership

Each NJCA is entitled to the following number of qualifiers based upon the number of paid members as of Dec 31st in the year prior to the event:

# of paid IJCA memberships	# of qualifiers
10-25	1
26-50	2
51-150	3
151-250	4
251-500	5
501-750	6
751-1000	7
1001-1500	8
1501-2000	9

Each additional 500 paid memberships +1Membership

National J/24 Class Assoc.	as of Oct. 30
Argentina	67
Australia	180
Brazil	15
Canada	156
Chile	51
Croatia	13
France	40
Germany	40
Gibraltar	40
Greece	15
Ireland	32
Italy	255
Japan	252
Mexico	51
Monaco	15
The Netherland	28
New Zealand	15
Peru	25
Puerto Rico	5
Sweden	85
Spain	2
Switzerland	32
United Kingdom	120
United States	1700
Gibraltar	4
Mexico	51

Hull Numbers Assigned

5171-5190 USA
5191-5200 Argentina



Dear Dr. J:

In ghosting conditions, how should the spinnaker clews be trimmed?

Signed, Scared of Ghosts in Vermont

Dear Scared of Ghosts:

During ghosting conditions, the spinnaker pole tip should be positioned 6-12 inches lower than the spinnaker sheet clew to encourage twist and flow in the full and powerful J/24 spinnakers. Dr.J

Dear Dr. J:

What are the minimum cordage dimensions in fractions of inches for those of us where the marine chandleries don't stock metric sized lines?

Signed, At the End of My Rope in Wisconsin

Dear At the End:

The metric equivalent for line sizes, as determined by the J/24 Technical Committee is as follows (this data was first published in volume 23, page 9 of the International J/24 magazine).

6 mm line = 1/4 inch line
8 mm line = 5/16 inch line
9 mm line = 3/8 inch line
10 mm line = 3/8 inch line

By the way, Dr. J wants to know why you are putting a chandelier in your boat? Dr.J

Dear Dr. J:

I had read somewhere that you could point higher when spinnaker close reaching by trimming the pole high and letting the chute's luff edge fall off some, getting a better angle of attack. This would seem logical to me as it would be the equivalent of forestay sag with the genny. However, it has not produced "profound" results. I wonder if there are additional trim adjustments that need to be made in order to get it to work properly.

Signed, Clewless in New York



Photo-Offshore Photo

Dear Clewless in New York:

We agree that trimming the pole tip 6-12 inches higher than the spinnaker sheet clew will flatten the entry on the spinnaker luff resulting in better performance. However, this results in a very unstable edge. The whole leading edge can easily collapse and makes things very difficult for the spinnaker trimmer. This could be the cause of your inconsistent results. In addition, we think this technique only works in the 8-14 knot range. Dr.J

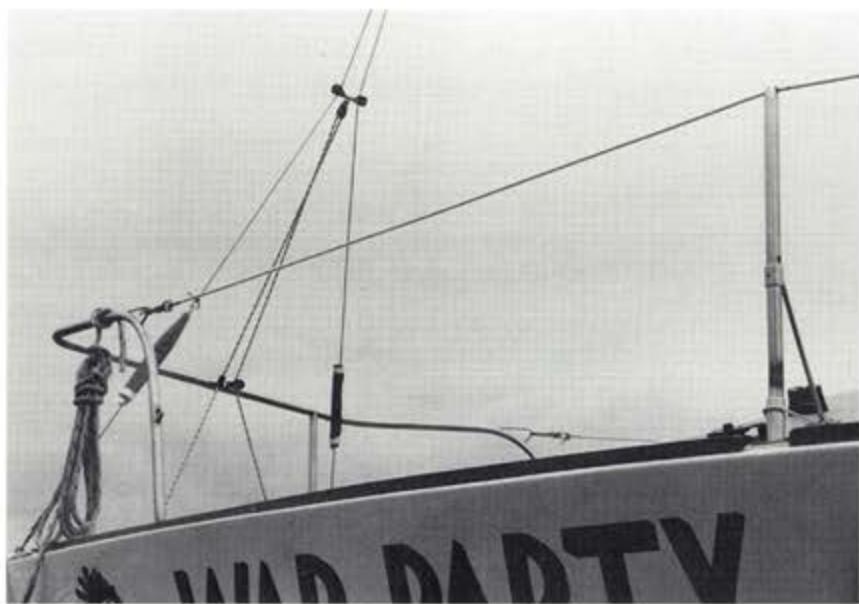
Dear Dr. J:

I would like to lower my lifelines as much as possible. Can I keep my stanchions at the stock 620 mm and sag my lifelines to 500 mm?

Signed, Confused in Maine

Dear Confused in Maine:

Class rule 3.2.5 states lifelines must be taut at all times, regardless of how high they are. Webster (and Dr. J) defines taut as "1. tightly stretched 2. tense 3. trim, tidy, etc. (hopefully you're getting the idea by now). Your now tightly stretched and tense lifelines may not sag to less than 500 mm above the sheerline. The lower lifelines allow the headsail to skirt much easier. We suggest the installation of an approx 3-1/2 inch diameter sail chafe protector (commonly used on shrouds to keep headsails away from the spreader tips) in front of the forward stanchion to allow the sail to "roll over." The plastic coating on the lifelines should be removed so the roller bearing surface is against the wire. In addition, some boats are only lowering the front stanchion and keep the back stanchion at stock height which they claim aids in the comfort of the helmsperson's back. Dr. J, being a helmsperson, thinks the helmsperson's comfort is very important to a successful finish.



Dear Dr. J

Is there a speed and/or durability improvement in J/24 sails each year?

Signed, Wondering What Sailmakers do in the Off/Season

Dear Wondering:

We asked a prominent J/24 sailmaker to help us with this one. The response was as follows: Yes to your question.

We work hard on making improvements as the J/24 market is very important to us. Class sailmakers are always pushing themselves to prove new ideas and test theories. J/24 sailors benefit from the sailmaker's decision to build a better sail, by improving their own previous design or by incorporating a competitor's design or features (Dr. J calls this reverse engineering). As long time J/24 sailors are aware, there are several fast J/24 sail shapes. Sailcloth is always being improved and, if Class rules permit, implemented into J/24 sails. For example, the sailcloth suppliers have been responsive to suggestions on mixing different combinations of scrims, taffetas, and films on genoas. These improvements result in different amounts of fullness due to different stretch characteristics which lead to design adjustments. For any changes in design or materials, we have to build prototypes, test against the current



Photo-Offshore Photo

Do they really improve the sails or just change the corner patch?

Dr. J's Tip of the month. As the correct rig tension is critical to good upwind boat speed, you should replace your tension gage every 2-3 seasons. If you don't believe me, take your old gage, borrow a newer one and compare readings. We think you might be surprised!

design, and determine rig tuning changes that will work with the prototypes. Most of all we have to have the confidence that the new design is faster and/or more durable before deciding to make the new design the new standard. **Dr. J**

All relevant questions and comments will be answered by experts who, for their own protection, shall remain anonymous. Send your questions for "Ask Dr. J" to the Class office.



ADVANCE NOTICE

1996 European Championship XV July 26 - August 2, 1996

The Gothenburg Royal Yacht Club and the Swedish J/24 Class Association invite all J/24 Class members to the 15th European Championship in Marstrand, Sweden, July 26-August 2, 1996. Marstrand is located 50 km north of Gothenburg on the Swedish west coast. The weather in July is often quite settled with mild temperatures of 18-24 (C) and seabreezes of 5-15 knots. This championship is open to any current J/24 Class Association member, except the number of Swedish entries may be restricted.

Registration and measurement will take place on Friday, July 26 to Sunday, July 28. A practice race will be

held on Sunday. A total number of twelve races will be held with a maximum of three races per day. Racing will be on windward-leeward courses using a downwind finish. The low point scoring system shall be used.

Information may be requested from the Swedish J/24 Class Association, Per Lindell, telephone +46-31 147871 (home) or +46-31 639519 (office), fax +46-31 639624 or from Gothenburg Royal Yacht Club, telephone +46-31 299040, fax +46-31 690048.



ADVANCE NOTICE

1996 North American Championship September 7-13, 1996

The U.S. J/24 Class Association and Fleet 102 of Edgewater Yacht Club in Cleveland, Ohio, cordially invite you to attend the 1996 North American Championships to be held September 7-13, 1996. The 1996 North American Championship will be held on the open waters of Lake Erie. The Edgewater Yacht Club (EYC) is located on the south shore of Lake Erie less than 1/4 mile from the open waters and two miles west of the main Cleveland harbor entrance. EYC is situated approximately 4 miles west of Downtown Cleveland. The regatta is open to all J/24 yachts as defined by the International J/24 Class Rules.

Registration will take place Saturday, September 7 through Sunday, September 8. Racing will be windward-leeward, Olympic or variations thereof and the low point scoring system will be used, except that in the Champion-

ship Series, each boat's score shall be the sum of their scores for all races (i.e., no throw-outs). The percentage penalty will apply. Trophies will be awarded to the top 10% of the fleet, or the top 10% of each division if the fleet is split. Daily awards will be presented.

The completed entry form, found in the back of this magazine, and a fee of \$375 U.S. must be received by the organizing committee by July 1, 1996. A late fee may apply after that date. Checks should be made payable to J/24 Fleet 102.

Information may be requested from The Edgewater Yacht Club, 6700 Memorial Shoreway NW, Cleveland, Ohio 44102, Tel. (216) 281-6470: Barb Rosenbaum (216) 371-2461; Joe Colling H: (216) 671-1995; B: (216) 941-5000; F: (216) 941-7267.

1995 European Championship
July 7 - 14, 1995**Invitation**

On behalf of the J/24 Association of Ireland, the Royal Irish Yacht Club invites all J/24 sailors to the XIV J/24 European Championship to be held in Dublin Bay, Ireland, from 7-14 July, 1995.

Organising Authority

The organising authority will be the RIYC Events Ltd.

Rules

The Regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the Class Rules of the International J/24 Class Association, this Notice of Regatta, except as any of these are altered by the Sailing Instructions, and the Sailing Instructions. Protests and requests for redress will be heard by an International Jury whose decisions shall be final in accordance with IYRR 1.5a. The International Jury will be appointed by the organizing authority constituted in accordance with IYRR Appendix C1. This Regatta is classified as a category A event (as per Appendix A3) of the IYRR.

Eligibility

The Regatta is open to all J/24 Class yachts as defined by the rules of the International J/24 Class Association. Participants must meet all ownership, class membership and boat requirements and must have paid all event fees before becoming official competitors.

Schedule

Friday	July 7	Registration and Measurement
Saturday	July 8	Registration and Measurement
Sunday	July 9	Registration and Measurement, Practice Race at 1300 hrs.
Monday	July 10	Race 1, 1100 hrs.
Tuesday	July 11	Race 2 and 3
Wednesday	July 12	Race 4 and 5
Thursday	July 13	Race 6 and 7
Friday	July 14	Race 8 and Prize Giving Ceremony

Course	Courses will be as described in the sailing instructions.
Scoring	The low point scoring system (IYRR Appendix B2.2) will be used.
Alternative Penalties	The 720 degrees turn penalty (paragraph 1 of IYRR Appendix B1.1) shall apply.
Prizes	Prizes will be awarded to yachts finishing in the top 10% of the fleet.
Registration	All participants must present a current valid measurement form, certified as valid by the J/24 Class, at registration. Additional measurement and inspection may be required before participants may register. Boats may be inspected and/or measured at any time during the regatta, to verify compliance with Class rules. Participants must present themselves for measurement and inspection before 9 July, 1000 hrs. Sailing Instructions will be available on or before registration.
Launching & Berthing	Yachts may be launched and hauled free of charge at the Royal Irish Yacht Club. All boats must be afloat by noon, 9 July, and shall not be hauled out before the end of the series without prior permission of the International Jury. Careening and divecleaning shall not be permitted during the regatta. Yachts will be allocated free berths in the Harbour.
Liability & Insurance	See Entry Form.
Charter	A limited number of charter boats will be available through the organising committee to those who enter from overseas countries. In addition to the charter fee, a refundable damage deposit will be required. Application for charter must be made prior to 1 May 1995.
Entry	The completed entry form and racing fee must be received by the organising committee by 15 May 1995 together with the entry fee of IR£200.00. Late entries at an additional fee of IR£00.00 may be accepted at the discretion of the Regatta Committee up to close of registration.
Information	<p>Royal Irish Yacht Club Dun Laoghaire Co. Dublin Ireland</p> <p>Attn: Mr. Sean Dillon</p> <p>Tel: 353-1-668 8857 Fax: 353-1-668 8609</p>

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CompuServe: 73441,1237
Internet: spdwach@dc.mfi.net
In Canada: North Marine/416-252-7841

1995 J/24 World Championships
August 17-26, 1995



Invitation

On behalf of the U.S. J/24 Class Association, the Rochester Yacht Club invites sailors from around the world to enter the J/24 World Championship XVII regatta from August 17th to the 26th, 1995.

Rochester Yacht Club has hosted numerous one design world championships in its 107 year history and takes great pride in a tradition of organizing superior events featuring both exciting and enjoyable water and shoreside activities.

Site

The 1995 World Championship XVII will be held in the fresh waters of Lake Ontario off the mouth of the Genesee River in Rochester, New York.

Rules

The event will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the 1995-1996 Class Rules of the J/24 Class Association, this Notice (except as modified by the Sailing Instructions), and the Sailing Instructions. This is a Category 'A' event (IYRR Appendix A.3 & IJCA Class Rule 2.6.1).

Eligibility

The World Championship is open to yachts nominated by their National Authority whose entry has been accepted by the regatta committee. Helmsmen must be registered members of the National J/24 Class Association of the country they represent and be either nationals or residents of that country. The number of entries per country shall be decided in accordance with the International J/24 Class Association Regulations.

Thursday	August 17	0900-1900	Measurement & Registration
Friday	August 18	0900-1900	Measurement, registration
Saturday	August 19	0900-1200	Measurement, registration
		1400	Practice Race 1

		1800	Opening Ceremonies
Sunday	August 20	1100	Warning signal, Race #1
Monday	August 21	1100	Warning signal, 1st Race of the day
Tuesday	August 22	1100	Warning signal, 1st Race of the day
Wednesday	August 23	1100	Warning signal, 1st Race of the day
Thursday	August 24	1100	Warning signal, 1st Race of the day
Friday	August 25	1100	Warning signal, 1st Race of the day
		1800	Closing Ceremonies & Awards Banquet

If conditions permit, the Race Committee may hold a second race on any given day. No warning signal will be made after 1500. A maximum of 9 races may be held.

Courses

Olympic and Alternate courses per the Sailing Instructions

Scoring

The Low-Point Scoring System, Appendix B.2 of the IYRR will be used, with seven races scheduled of which three shall be completed to constitute a series. If only 4 races are completed, all shall count. A version of IYRR Appendix B1, Paragraph 2 'Scoring Penalty' as modified by the sailing instructions will be used.

Prizes

In addition to the perpetual World Trophies, there will be prizes for the skippers and crews finishing in the top 10 positions and for the winner of each race.

Inspection &

Measurement Inspection and measurement will be required for each yacht and crew before registration is complete. Yachts and sails must be made available by 1200 on Friday, August 18th for measurement before launching. Measurement must be completed before 1200 on Saturday, August 19th. Crew weighing will begin at 0700 on Saturday, August 19th.

At the recommendation of the USJCA and acceptance of the IJCA, the race committee will hail PMS yachts using VHF radios (rule 6.1.11). The World's Committee is negotiating with a domestic VHF radio supplier to have handheld radios available for purchase at the regatta.

Launching, Hauling, and Mooring

Boats can be launched and hauled free of charge at the Rochester Yacht Club. Yachts will be moored within the club basin during the regatta. All yachts shall be afloat by 1800 Saturday, August 19th and shall not be hauled out before the end of the regatta without prior permission of the jury. Rudders shall remain affixed. Neither careening or the use of underwater breathing apparatus for the purpose of cleaning or inspection of the hull shall be permitted during the regatta. Yachts are subject to inspection by the jury for IJCA Class rules compliance at any time during the regatta.

Charters

Charter boats will be available through the organizing committee for those outside the U.S. and Canada. Applications for charter must be received before 1 May, 1995.

Entries

The completed entry form and a fee of \$400 U.S. must be received by the organizing committee by 1 June, 1995. A late fee of \$100 U.S. will be levied after that date. Cancellation policy is as follows: 60 days prior, 100%; 59-30 days prior, 75%; 29-19 days, 50%; 18 days or less, 0%.

Housing

The host club will provide housing for the skipper and their crew provided arrangements are made prior to June 1st 1995. After that date housing will be provided as available. Transportation will not be provided, therefore private transportation is suggested.

Additional Events

The Lake Yacht Racing Association (LYRA) regatta will be held August 5-7 1995. There will be a J/24 class start for the course racing series.

Jury

For the World Championship, an International Jury has been appointed in accordance with IYRR 1.4(d), 1.5(a), and Appendix 5.

Requests for information should be sent to:

1995 J/24 Worlds Committee
c/o Rochester Yacht Club
5555 St. Paul Blvd.
Rochester, NY 14617
USA
(716) 342-5511
(716) 342-8116 (FAX)

1995 U.S. National Championship
September 1-4, 1995



Invitation

Rush Creek Fleet #158 invites all J/24 sailors to the 1995 U.S. National Championship Regatta to be held in Heath, Texas, September 1-4, 1995. Races will be sailed on Lake Ray Hubbard, a 22,000 acre reservoir located 20 miles east of Dallas, Texas.

Eligibility

The Regatta is open to all J/24 yachts as defined by the International J/24 Class Association. Participants must meet all ownership, class membership, yacht measurements, and must have paid all event fees before becoming official competitors.

Rules

This Regatta will be governed by the 1993-1996 International Yacht Racing Rules (IYRR), the class rules of the International J/24 Class Association, this notice (except any modifications included in the Sailing Instructions), and sail instructions. The top finishing USJCA helmsperson will qualify for the 1996 J/24 Worlds to be held in Italy. If there are to be co-skippers, one must be designated as primary helmsperson for World Championship purposes.

Schedule	
	Friday, September 1
	0800-1900 Registration, Sail Measurement Boat Inspection and Crew Weigh In
	1930 Skippers Meeting
	Saturday, September 2
	0950 Warning Signal Race 1 Race 2 may follow immediately after Race 1 or after lunch at Race Committee decision
	Sunday, September 3
	0950 Warning Signal Race 3 Race 4 may follow immediately after Race 3 or after lunch at Race Committee decision
	Monday, September 4
	0950 Warning Signal Race 5 Race 6 may follow immediately after Race 5 No warning signal for any race will be signaled after 1300 Monday, September 4.

Courses All courses will be Olympic or windward/leeward, or variations, thereof, and will be described in the Sailing Instructions. Course length will be determined based on sailing conditions. The courses will be sailed on the southern half of Lake Ray Hubbard.

Scoring The low point scoring system (IYRR, Appendix B2) will be used. The series will consist of six (6) races. The percentage penalty will apply. Three (3) races must be completed to constitute a series for World qualifications.

Prizes Prizes will be awarded to skipper and crew of the ten (10) finishers.

Inspection All participants must present a current measurement form, certified as valid by the J/24 Class at registration. Additional measurement and inspection may be required before participants register. For boats without a current measurement certificate, measurement will take place by appointment only on Thursday, August 31 and until Friday Noon, September 1. (Make appointments by Friday, August 24.) Boats may be inspected and/or measured at any time during the Regatta to verify compliance with Class Rules. Sails must be presented for measurement by 1500 Friday, September 1.

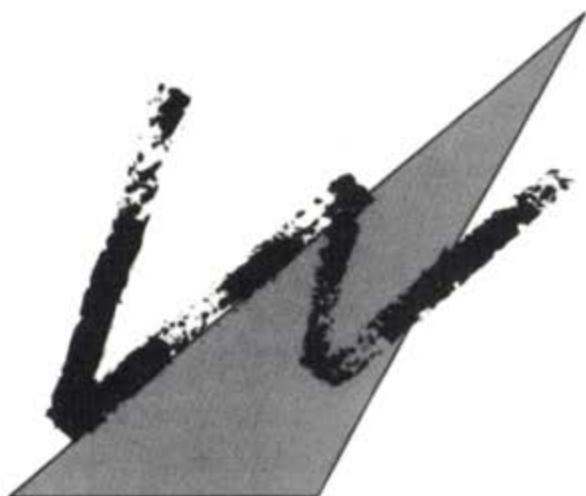
Launch Rush Creek Yacht Club has two hoists capable of launching J/24's, plus a launching ramp capable of handling two boats at a time. There is a mast hoist available for rigging. Trailers shall remain on the Yacht Club premises. All boats must be in the water by 0800 Saturday, September 2, and remain in the water until the conclusion of the Regatta, unless specific permission is granted by the jury. Out of town boats will be given priority haul-out on Monday.

Entries Each entry must be submitted on an entry form such as included in this publication. The entry fee is **\$150.00 US** by check made payable to "RCYC" and postmarked no later than August 7, 1995. Entries mailed after that date and at Registration will be \$175.00.

Contacts Mail entries to (with check made payable to RCYC):
Rush Creek Yacht Club
320 Rush Creek Drive
Heath, Texas 75087

To make appointments for measuring, contact:
Jim Anderson - (214) 771-6823

For additional information, call Rush Creek Yacht Club:
Phone: (214) 771-6500 or Fax: (214) 722-3202

1995 Rolex International Women's Keelboat Championship
September 8-15, 1995**Objective**

To provide women keelboat and offshore sailors throughout the world with high quality racing competition in keelboats against the top women sailors in the world.

Host National Authority

United States Sailing Association

Organizing Authority

The International Women's Keelboat Championship Organizing Committee of the United States Sailing Association

Host Club

Ida Lewis Yacht Club

Registration & Measurement

September 8-9, 1995 (Fri. and Sat.) Boats and sails will be measured. Competitors will be weighed. Competitors' meeting Sunday, September 10, 0930 hours. Pre-registration Clinic, September 7 (Thursday).

Races

Practice Race - Sept. 10, 1300 hours. Seven (7) races scheduled September 11-15 (Monday - Friday).

Eligibility

Open to women sailors (skippers and crews) each of whom is a member of a yacht club, or a class association or a national federation. Membership in US SAILING is required for US participants in this sanctioned event.

Entry Fee

\$350 US per boat payable to Ida Lewis Yacht Club by August 1, 1995. There is a \$50 Late Fee if received after August 1.

Liability Insurance

Proof of liability insurance is required.

Rules

The regatta will be governed by the International Yacht Racing Rules, the rules of the International J/24 Class Association, and the sailing instructions. Class rules concerning class membership are waived. One additional spinnaker for advertising may be permitted. An amended version of Appendix B1.2 (Scoring Penalty) will be used. Decisions of the International Jury will be final in accordance with IYRR 1.5(a).

Advertising

This is a Category B event, as specified in Appendix A3, with these additional restrictions:

1. No advertising will be permitted for tobacco, spirits or watches (other than Rolex).
2. No advertising will be permitted on hulls and spars.
3. No advertising will be permitted on headsails.
4. Advertising will be permitted on spinnakers only while not racing.
5. Advertising on main sails shall be in accordance with Appendix 3, Section 4 placed below the lower batten so that the after edge is within 100mm of the leech.
6. All advertising must be submitted to the Organizing Committee for approval by August 1, 1995.
7. Advertising on crew clothing shall fit within a 900 sq. cm. rectangle.

Scoring

Low-Point Scoring (Appendix B2.2)

Courses

Traditional Olympic, modified Olympic and Windward/Leeward courses on Rhode Island Sound and on Narragansett Bay.

Prizes

First place prizes for each race and 1-10 place prizes for overall will be awarded.

Boats

J/24s on bring-your-own-boat basis. Some boats available for charter with priority given to overseas entries prior to August 1, 1995.

Housing

Lodging information for motels/hotels available on request. Housing in local homes of ILYC members available to contestants only. Number is limited.

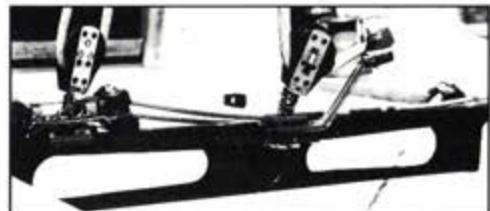
Further Information

Contact
Event Chairperson
Pam Kirk
141 Immokolee Drive
Portsmouth, RI 02871 USA
(401) 683-0486
Fax: (401) 847-1031

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1995 Junior North American Championship
November 24-26, 1995

Site The 1995 Junior North American Championship will be held Friday-Sunday, November 24-26, 1995, on the waters off Waikiki, Hawaii. The Waikiki Yacht Club and District 22 will be the organizing authority.

Rules This regatta will be governed by the 1993-1996 International Yacht Racing Rules, the International J/24 Class Rules, this notice (except as any of these are identified by the Sailing Instructions), and the Sailing Instructions.

Eligibility The competition is open to J/24 class members as defined by the International J/24 Class Association. Competitors must not exceed the age of 19 before December 31, 1995. All skippers must be or become members of the J/24 Class Association before the regatta begins.

Schedule				
	Friday	November 24	0900-1200	Registration & Measurement
			1230	Skippers Meeting
			1400	Practice Race & Race 1 to follow
	Saturday	November 25	1100	Race 2, 3, 4 to follow
	Sunday	November 26	1100	Race 5, 6 to follow
				Resail and awards

Racing The regatta will consist of as many as 6 races. Only Class jibs (100%), mains, and spinnakers will be used (no genoas).

Courses Racing will be windward-leeward. Course length and number of legs will be determined by the race committee based on the sailing conditions.

Scoring The Low Point Scoring System will apply with 1 throw out if all 6 races are sailed.

Prizes Awards will be given to the top 3 finishers and crews.

General Launching and haulout are available at the Waikiki Yacht Club. Some local housing will be made available to participants. An adult supervisor should accompany each entry and be responsible for the crew actions. Alcoholic consumption by any member of a crew will result in their removal from the regatta.

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 DSQ of all races up to that point, at the discretion of the jury.

Charter A limited number of charter boats will be available, though the organizing committee, to those who enter from overseas. A refundable damage deposit will be required. Application for charter must be made before September 15, 1995.

Entries Please complete the entry form in the back of the magazine and return to address below, or contact Fuzz Foster at (808) 591-9192, or fax (808) 593-8199.

Waikiki Yacht Club
1599 Ala Moana Blvd.
Honolulu, Hawaii 96814

An entry fee of \$100.00 must be received by November 1, 1995.

Downwind Sailing

by Terry Hutchinson



Life is no longer a reach. Gone are the days where the rich get richer and downwind is a parade to the reach mark. The trend in the J/24 class has been towards windward/leeward which in itself is making our racing more competitive and challenging with each race. Unlike the upwind legs, the wind is harder to see and the lanes of clear air vs. dirty air are harder to identify. The slightest change in boat angle is the difference between clear air and being blanketed. The focus of this article is to help figure out how to get downwind without losing and hopefully passing boats.

When rounding the weather mark and racing to an off-set mark, we are immediately faced with some tactical decisions. How do we get in phase? What is the quickest jibe to clean air? How do we stay in clean air the longest? What's our competition doing? To be successful downwind, all of these questions should be in your mind and the mind of your tactician.

Out of these decisions my #1 priority is clean air. If you sail in phase in dirty air, more than likely you are battling with other boats. All that you gained from being in

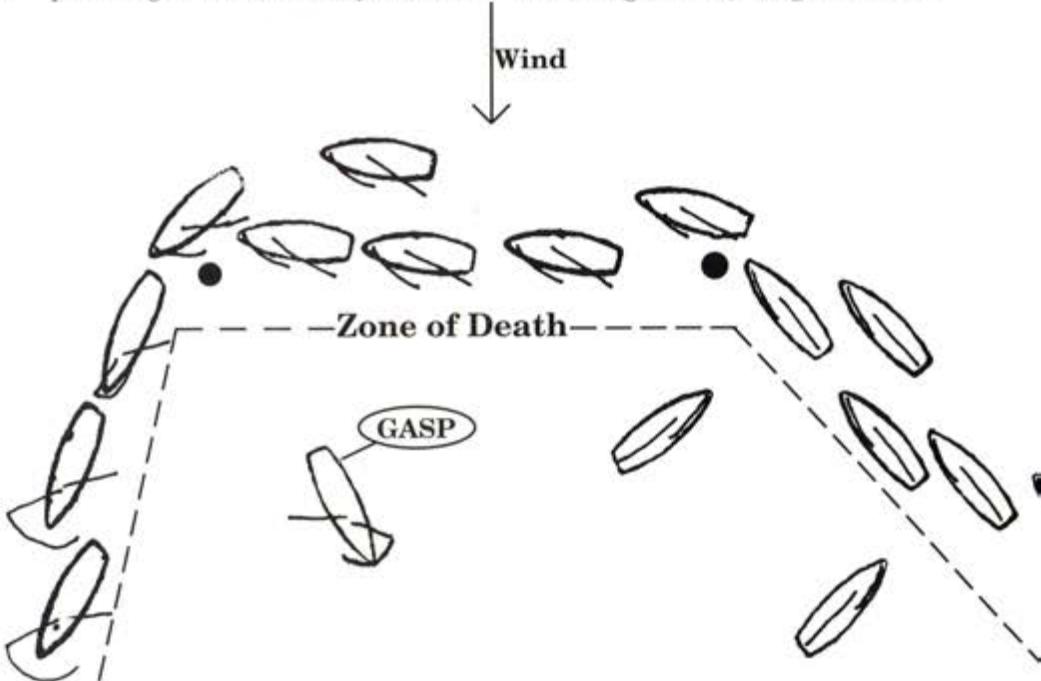
phase is now lost because you have sailed extra distance to keep your air clear.

Once in clean air, priority #2 becomes what phase are you sailing? Don't forget downwind you sail headers. For example, if you were sailing a starboard tack lift upwind, downwind you want to sail on port tack in the header. Clean air permitting in that scenario, you would

want to jibe as soon as possible after the off-set mark. While this sounds easy, you still have one more consideration with an immediate jibe. It is what I call the "zone of death." You definitely want to avoid this area, especially in light air. The line of starboard tackers creates a big void in the wind and will cause a boat that has jibed immediately to sail a lot of extra distance to get clean air.

Priority #3 is the competition. Through all of this, the tactician should be keeping an eye on the competition and making sure that you are staying in touch with the fleet. On our boat, there is a running dialog about the risk in each move that we are doing. When we begin to separate from a pack of boats, we talk about how much risk we want to take and when we are going to jibe back towards the fleet. We never go for all the boats at once. Having a plan of attack for the whole leg will enable you to pass boats and more importantly gain distance on the leaders.

Now that we have sailed the perfect downwind leg, we are faced with another big decision, the gate. The in-



Introduction of the leeward gate has made our racing a lot more exciting. The leeward gate has opened up new tactical decisions and gives the boats behind options to pass the competition. Again, a couple of things to keep in mind when you are approaching the leeward gate. Everything being equal, round the mark with less traffic. Less traffic obviously means less boats in the rounding. But, less traffic also means a path that takes you through less spinnaker traffic. Nothing is more painful than having to go to leeward of a wall of boats. A quick, clean air escape will be the fastest. If you are completely undecided about traffic and clear lanes, round the mark that looks bigger. Assuming the marks are the same size, the appearance of a bigger mark means that the mark is closer. Hence, less distance is sailed to get on the upwind leg.

If one side of the race course is heavily favored, I treat the leeward gate as if there is only one mark. That means I protect the inside when necessary and do what I have to do to tactically stay in front of the group. If you round a mark going the wrong way, you are giving up too much distance to the competition. Every boat that rounds while you are sailing the opposite direction is gaining leverage towards the favored side of the race course.

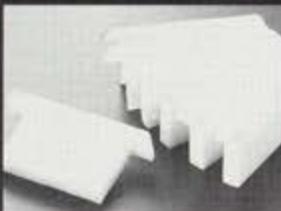
With the elimination of reaching legs, the rich get richer theory is thrown out the door. Windward/leeward courses have kept racing close and exciting. Hopefully these tips will get you to the front. Good luck!



Terry Hutchinson, 1994 Midwinter champion, works for Sobstad Northeast in Rhode Island.

Layline and Your J24 Mast

Center it!



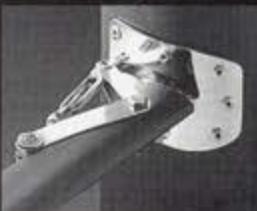
Mast Block Kit

First block it back for max. 1/8" then side to side to center your mast over and in line with your keel. Once set up, a few drops of superglue will hold the blocks together. From Allis Racing.

#J24MBU

List \$68.25/Layline \$62.95

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Spreader Adjusters

Kill the snakey twist caused by uneven and sloppy spreader rake. Installation can be an easy project or more complex, call us and we can discuss it with you.

From Allis Racing, #J4SA

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Thru Bar Kit #J24TBK \$97.75

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NEW! Stainless Wrench

No more rust! Smooth accurate operation. Added features.

"Greaney" bottle opener, shackle inside and on end of handle, lanyard hole, 7" of high tensile stainless. List \$39.95/Layline \$34.95

Bend it!



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Induce prebend without relieving rig tension or stringing lines out of the companion way. Retrofits to the bottom of your mast and shoves your mast butt around with a high power stainless turnbuckle.

From Allis Racing, #J24MBA

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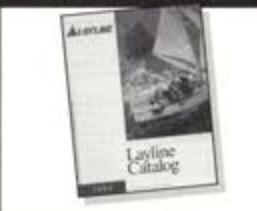


Tension Gauge

Measure it, record it and if it is fast, repeat it. This gauge will give you consistent tension readings so you can experiment with settings maybe a little different from the ones your sailmaker recommends. #LOOSB

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Fast Upwind Sailing

by Doug Clark

Let's take an in-depth look at what it takes to make a J/24 go fast upwind in a variety of conditions. We will start with those ever so lovely light air days that so often accompany our J/24 racing and conclude with the necessary changes in attitude for heavy air performance. We will include boat set-up, importance of crew weight, steering, and sail trim.

Light Air

Light air, high temperatures, and high humidity are the perfect conditions to capitalize on your competitors. When most people are looking for those three guns to head back to the keg, you can utilize the time to improve your team approach to these sometimes frustrating conditions.

The first thing to think about is how tight you want the rig. Knowing that you will probably be sailing in fairly smooth water, set the rig with a lot of pre-bend so that the mainsail is relatively flat to keep the flow attached. Additionally, this will induce headstay sag to increase power in the genoa. You can achieve this by setting the rig so the uppers are slightly tighter than the lowers, thus allowing the middle of the mast to bend.

Sailing upwind in light air requires an intense amount of concentration. There has to be a team attitude and you have to really enjoy light air. Your main priority in light air is to keep the crew weight off the ends of the boat and as low as possible. Unfortunately, it does pay to have at least two crew members down below to reduce the boat's pitching movement. It makes a huge difference in boat speed. Be sure to have magazines and plenty of Chips-Ahoy.

Your goal in light air is to steer using weight placement and sail trim as much as possible while minimizing helm movement, thus reducing drag on the rudder. Keep crew weight as close together as possible and use it to heel the boat making it automatically turn in the direction you are trying to go. If you think about the concept of sailing rudderless,

when you are trying to head up, heel the boat to leeward, trim the main and don't trim the jib (this would bring the bow down). Consequently, when trying to bear away, heel the boat to weather, ease the main, and keep the jib trimmed. This will allow the boat to pivot on the keel and turn in the direction you want.

Sail trim in these conditions is constantly changing as the velocity changes. I want to bring up two major points. First, it is very easy to overtrim the mainsail, thus stalling the boat and keeping it from tracking upwind. Keep the traveler to weather and ease the main sheet until the boom is centerline. The top batten will be twisted considerably, allowing the sail to breath more. Second, the genoa should be set so the halyard just has the beginnings of wrinkles along the luff. The sheet should be eased somewhere between 4" and 8" depending on the velocity.

Heavy Air

Attitude is everything in the big breeze. Enthusiasm and killer instinct are imperative to heavy air performance. While most boats are still at the dock waiting for the next boat to leave, your boat should already be dressed and leaving the dock. These conditions are what make the J/24 one of the best one designs in the world.

Having the rig set up properly is the most important thing to heavy air performance. Starting with rig tension, as the wind velocity increases and you are tensioning the uppers and lowers, remember that the lower shroud tension gets tighter relative to the uppers as you increase tension on both. This will help prevent the middle of the mast from overbending and eliminate the possibility of the mainsail becoming too flat. The backstay turnbuckles will need to be tightened when the rig is adjusted. This will help you flatten the mainsail, open the leech, and most importantly



eliminate headstay sag. Your goal with the backstay is to have the turnbuckles tight enough so you can tension it where the blocks are in line with the stern pulpit without getting those nasty overbend wrinkles in the sail. With the additional boom vang purchase now allowed on the boat, you can more effectively use vang to add boat control in the breeze. Vang sheeting allows you to keep control of the mainsail leech and prevents you from having to drop the traveler too far, which reduces the slot and creates unnecessary backwind in the sail.

Crew weight in these conditions will either make or break you. Try to be at or as close to the maximum as possible. No matter what the conditions are, having maximum weight in the breeze more than pays itself off and can be counterbalanced in light air. Keep all weight on the rail and as close together for as long as possible. Only let one person off the rail at a time when needed and pick the lightest person.



Correct headsail choice is imperative. All the technique in the world will not make up for a bad call.

It is sailing in heavy air that requires the most steering technique. Therefore, it is most challenging and tiresome. Your primary goal is to keep the boat upright and prevent the bow from pounding in the waves. The best way to make this happen is through crew communication. Information needed includes anticipating puffs and waves. This allows the helmsman and jib trimmer to ease the sheet when the puff hits. Remember three words—“ease, hike, trim.”

Just as in light air, constant sail adjustments are imperative for consistent performance. As I mentioned before, vang sheeting is essential. Just prior to the puff, ease the main and stick the boat toward the wind, trying to keep the boat level. When you feel that the boat is under control again, trim back in and get the boat rolling again.

When the seas are rough and the boat is pounding, ease the jib a few inches. This will open the jib leech and will help keep the skipper from having to turn the “barn door” too much. Whenever you feel an excessive amount of weather helm, ease both sails and

steer through the chop to keep the boat tracking upwind.

These are only a few suggestions that I have for making your J/24 go faster upwind. Bear in mind that nothing in this world comes easy. Whether you are sailing in light air or the “howling infinite,” remember you are out there to have fun.



Bodies on the rail are necessary until the mark is rounded and the next leg begun.



Doug Clark, Intercollegiate All-American and former sailing coach at the U.S. Naval Academy, works for North Sails One Design East.

Spend Some Quality Time With Your J/24

by Gordon Borges

I don't know exactly when it happened. I just know that at some point last month, the sky was light and a faint, pale quantity of sunlight began appearing in my window before I began requesting nine more minutes from my alarm clock. I am by no means a morning person. Work starts early for me and rising before the sun involves overcoming serious genetic resistance. It is for me, however, the first sign of spring. Shortly after the morning sun, we will get a warm week and the calls at work change. "What should I do to get my boat ready for the season?" Somehow, we in the Northeast consider sailing a four-or-five month sport. Rather than asking in October what to do, many tend to ignore the boat through the cold months. Truly, maintenance and upgrades should begin in earnest as soon as the boat is packed up in the fall and should continue throughout the year. I invariably stress structural maintenance and repairs before all else. If the boat is falling apart, why spend money on hardware upgrades?

As soon as the boat is pulled in the fall, remove everything from the boat. All lines, cushions, loose gear, old sailing instructions glued to the shelves, everything. Duct tape the mast partners, dog the forward hatch, and open all interior cabinets. Remove the wooden v-berth and quarterberth pieces. The fall and winter are the best times to dry out a boat and let it shed a few pounds before bikini season. The air tends to be drier than in the spring and summer. On nice weekends, open the hatches and lazarettes to further dry the boat and to prevent that famous musty smell your crew complains about in light-air regattas. Sunlight is a great disinfectant. Remember to close the boat before the sun goes down. Taking a step back, think before parking your boat for the off season. Don't store it under a tree. Sap may fall on the boat, leaves may clog the cockpit drains and prevent it from draining, and birds returning to

the tree in the spring may also make a mess of the deck.

With everything removed, the fall is a great time to make a list of problems which arose in the summer. That nagging ratchet block is fresh in your mind. Inspect everything you remove for storage and ask yourself two questions; will it hold up for another season? And, is it needed in the first place? If it needs replacing, start a list of needed parts and repairs. If you don't know what an item is or what it is used for, it is probably safe to get rid of it. Start repairs and replacement in the fall. Discounts are typical from November to January. You may expect delays from March onwards and you run the risk of paying a premium for work or merchandise in the spring.

Clean the boat and interior thoroughly once it has been emptied. Then begin your first visual inspection of the off season (there should be several). Look for cracks around corners and under stanchions. Pad eye bases may be bent and many hardware shackles may

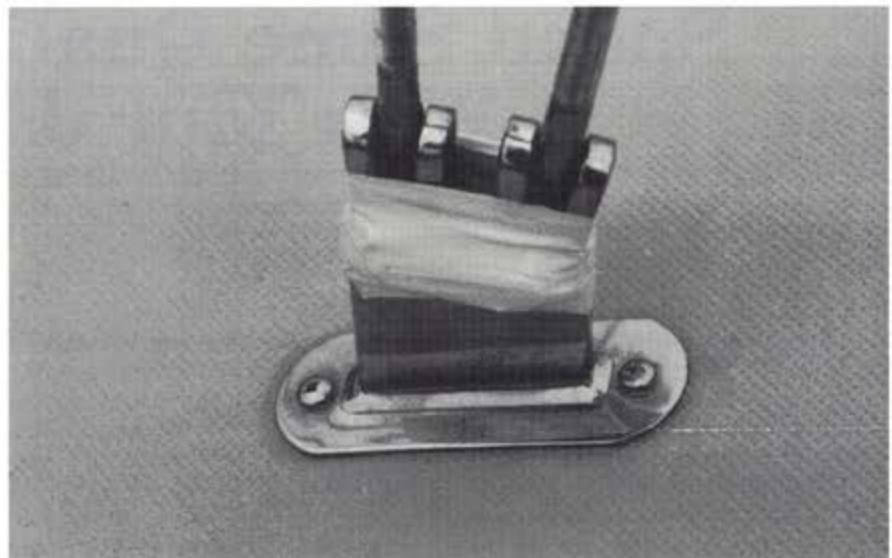
be deformed. Add these items to your list. As you spend an hour here and there replacing these little items, continue to inspect the entire boat. This is a simple way to minimize the chances of overlooking things. Rewiring the running lights is a good idea. The wire ends corrode easily and bulbs burn out. Once you have listed all these five-minute jobs, look for things that may require professional help like soft spots on the deck that are outside your expertise. Establish a procedure and repeat it yearly. My recommended yearly maintenance program includes the following.

Remove the chainplate covers from the deck. Remove some of the old caulk. Rebed the chainplates and reinstall the covers. This will help prevent the dreaded bulkhead replacement as well as deck core damage. Probably the leading cause of deck core damage is improper or nonfilling of old deck holes. Any time hardware is moved or removed, the old holes should be filled immediately. There is no more direct



access to balsa core than drilling a hole through it and leaving it exposed. Before filling the holes, decide what to fill them with. My two favorites are epoxy resin or gelcoat. Epoxy is very good but its color is all wrong. Gelcoat can be purchased to match the deck color. From ten feet away, holes filled with gelcoat are all but invisible. From a structural standpoint, both are acceptable.

The procedure is fairly simple. Drill out the old hole with a drill bit slightly larger than the hole. If the balsa shavings are not blonde, repeat the procedure with a slightly larger bit until the shavings are blonde. Counter sink the tops of the holes slightly. This is to provide more bonding surface. Duct tape the bottom of the holes from underneath the deck to prevent the resin from dripping into the interior of the boat. The next step is getting materials together to begin filling. The following are needed: acetone, rubber gloves, the resin in a small pot or syringe, some rags, and a thin piece of wire or a straightened paper clip. Carefully drip or inject the resin into the hole. Poke the resin with the wire to let trapped air escape and drip some more resin until a round button remains above the hole. Wipe up any accidental drips on the deck with the acetone and rags. Always wear rubber gloves when working with solvents or resins. In the case of gelcoat, curing times depend on how much hardener was used. With epoxy, the amount of hardener cannot be varied. Epoxies will only cure properly if the base and hardener are mixed per the manufacturer's



The removal of the chainplate cover could not be easier. When did you last rebed yours?

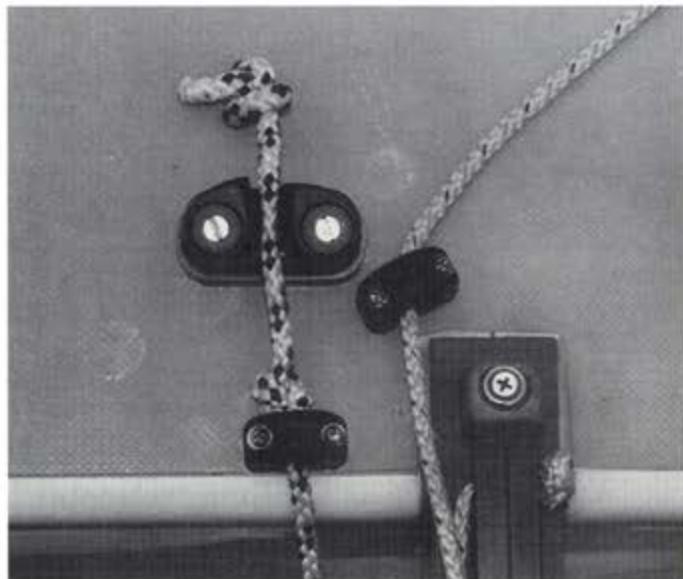
instructions. Once the resin begins to harden but is not fully cured, a straight-edge razor blade pushed down the deck will cut the button off and the fill will be flush. Clean up and cross your fingers. The next day, remove the duct tape and verify that the fill went all the way to the bottom of the hole. If not, go back to the beginning of this paragraph.

Tighten the keel bolts. This can help prevent cracks around the keel root and will let you know if you need to remove the vermiculite in the sump and replace it with more durable materials. For those of you who think you have a post-vermiculite boat, look under the lifting plate in the aft sump compartment. There is often vermiculite lurking there. If, while checking the keel

bolts, you notice cracks in the vermiculite or the nuts seem to be sinking, replacement is a pretty good idea.

Remove the winches and repack them. I would strongly advise putting the entire winch in a paint pot before you begin disassembly to prevent lost parts. A great tip Cara Read of Hall Rigging taught me has

to do with removing the circular retaining ring from the top of the drum. Put your finger or a long screwdriver in the handle slot while removing the retaining ring. This way, if the ring tries to spring away during removal, you will find it safely around your finger or the screwdriver. Pretty low-tech but very effective. Remove the old grease with lacquer thinner or acetone (wear heavy rubber gloves and beware splashes and inhaling the solvent). I use three pots, one with no solvent containing the entire winch. As I remove each piece, I clean it in a second pot containing solvent. Once the part is clean, I place it in a third pot containing solvent. The second pot will get dirty quickly. The third pot should stay clear through the process. After the parts are clean and grease free, there are two choices. Lubrication with heavy winch grease or with a very light oil such as WD-40. Winches will spin very freely with light oil but the oil will not last for long. I do not like heavy winch grease as salt and contaminants will remain trapped but the heavy grease lasts all season. I use WD-40 but repack the winches religiously prior to every regatta. Another factor in my choice is that removing the heavy grease takes a long time. Once I removed it all and began using light oil, the process took about fifteen minutes (but I do it much more frequently, so maybe it's a wash). I like the sound of the winches spinning freely and maybe I need professional help but I get really fired up listening to them when I'm done. It gets me thinking about the regatta. One less problem and one less excuse. I start



There are five deck repairs in this photo. Can you find them?

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1st Great Lakes Championships
1st, 2nd, 3rd District 4 Championships
1st, 2nd, 3rd District 19 Championships
1st, 2nd, 3rd Heart Cup
1st First Interstate Regatta
1st WSA Women's Regatta
1st, 2nd Raritan Bay Regatta
1st, 2nd San Jacinto Regatta
1st Cape May Spring Regatta
1st Mass Bay Championships
1st Halloween Texas Circuit Regatta
1st, 3rd Garden State Parkway Series
2nd Puget Sound Sailing Championships
3rd Changing of the Colors Regatta

1ST
PLACE

2ND
PLACE

3RD
PLACE

'91, '92, '93 - Worlds • '91, '93 - North Americans • '92, '93 Midwinters • '93 Mexican Nationals • '93 Canadian Nationals • '93 Dist 1 • '92, '93 PSSR • '93 Muskegon Invite • '93 Buzzards Bay

'93 Worlds • '93 North Americans • '93 Michelin • '93 S.O.C.K.S. • '93 Western Regionals • '92, '93 San Fran Memorial Day • '93 Midwest Fall • '93 Dist 2 • '93 Dist 15 • '93 Muskegon Invite • '93 J/Fest NW

'93 North Americans • '93 U.S. Nationals • '93 Michelin • '93 Muskegon Invite • '93 PSSR • '93 Texas Circuit • '93 Dist 2 • '93 S.O.C.K.S. • '93 Changing of the Colors • '93 PSSC

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visualizing the tacks and prestart maneuvers. Cockpit is a tough position physically and I like to think that I've made a tough job that much easier for the crew.

Check and replace or at least lubricate the mast sheaves. Sheaves should be lubricated several times throughout the summer. Keep in mind that many masts were built when wire halyards were the norm. The sheaves at that time were made with a V groove for wire halyards. With the advent of better synthetic halyards (not to mention the newest rule changes), new sheaves with round grooves are desirable. You may be surprised to find that some of the sheaves do not spin freely or at all. You may also find that some are pretty chewed up. A set of five replacement sheaves (the spinnaker halyard has two) costs about \$55. Replacement is fairly simple but extreme care should be exercised to avoid dropping the new or old sheaves into the mast. Sheave inspection is a good time to inspect the mast, standing and running rigging for wear.

Seriously consider a spreader through bar retrofit. I prefer this to adjustable spreaders, and a through bar also prevents the spreader tips from moving vertically. This upgrade is not as easy as some would lead you to believe. Count on two people spending three hours to remove the old spreader tangs and install the through bar. The most common situation is that the inboard ends of the spreaders do not sit flush on the mast. Use an aluminum file to file the opposite (fore or aft) bar tip of the spreader not touching the mast. In other words, if the spreader is angled forwards (the aft end of the spreader is not flush), file the forward tip of the through bar to allow the spreader to sit flush on the mast. Once both spreaders fit fairly well, the next step is to drill the four holes for the bolts or clevis pins that hold the spreaders to the bar. Before drilling, compress the mast tube (very slightly!) by putting a wood clamp (with a large bearing surface) just below the spreaders. Compress the mast a bit and drill the bolt holes. After this is done, and the clamp is removed, the mast will expand back and hold the spreaders quite nicely. Do not clamp the mast too much or it may kink with a resulting cost of about \$2200. The point here is that a spreader through



In addition to the mainsail cleat, this owner has elected to put the jib halyard cleats to port also.

bar is a good idea but is not that easy to do. As with all spar and rigging items, if you are at all unsure, call a local rigger for advice.

Count the number of cleats on your mast. There should be a horn cleat for the main halyard and cam cleats for the spinnaker and genoa halyards. This will allow you to remove several turning blocks and cleats from the deck and the crew will thank you profusely for sparing their flesh during tacks. If possible, cleat the spinnaker and genoa halyards on the starboard side of the mast and place the main halyard cleat and topping lift exit on the port side of the mast. With this arrangement, coming into port mark roundings, all necessary activity takes place on the weather side of the boat. If you switch any halyards from one side of the mast to the other, make sure that the halyards haven't become twisted inside the mast. As with any changes, allow some practice time for the crew to become acclimated prior to race situations.

When racing, it is not currently possible to put favorable wind shifts in your pocket and burn off a few bad ones

when they will hurt least. By the same token, a perfect mark rounding when you are deep is just as likely as a bad one when you are with the leaders. A great quote from a legendary golfer (I think Ben Hogan) resulted when an interviewer asked him if he thought luck was important. "I am lucky," he responded, "and the more I practice, the luckier I get." Mistakes and bad shifts happen on a race course. Practice will minimize but never eliminate the chances of them happening. It is possible, however to guarantee one thing before racing. Ensuring that the hull is as fast as possible is no different than putting a few lifts in your pocket. All the prep time spent on the hull eliminates any slowness due to this aspect of sailing. It is the only guarantee one has on the race course. A little theory here may help. In principle, it is beneficial to get a thin layer of water to stick to the hull as the boat travels through the water. This is often referred to as a boundary layer. The idea is to get a thin film of water to stick to the wetted surface and stay there. The same water that was on the hull at the start of the race would still be stuck there when crossing the finish line. While it may not be possible for this to happen completely, the closer to this absolute we get, the better. To determine where your boat is in this regard, simply sponge a bit of water on the hull below the waterline. The water should make a thin film and stay put. To see what is not desired, repeat the process on the topsides (waterline to shear) on gelcoat or Awlgrip. Normally, this water will bead up, in other words, not stick to the hull. Depending on the difference between these two tests, one can gauge how much work the bottom needs.

There are many products on the market for finishing bottoms and I have not worked with all of them. I can, however, recommend two antifouling bottom paints and two finish epoxies (for dry sailed boats) that I know will pass the sponge test. If a boat will be moored, VC Offshore and Baltoplate are outstanding. Both are very hard and once wet-sanded make good benchmarks in the sponge test. Keep in mind that typically as antifouling paints get harder, their antifouling performance drops. This means that a hard bottom paint will need cleaning more frequently

than a softer bottom paint. That's the tradeoff. If a bottom paint is hard enough to wetsand, it's probably not as good in the antifouling department and if not cleaned regularly, may become very fouled. If properly maintained, though, it will be very fast. In the drysailing department, Awlgrip 545 epoxy primer is the standard against which others are judged. A recent entry is VC Systems' Underwater Epoxy (any color you want as long as it's white). 545 is designed to be the primer under Awlgrip topcoat. Available in grey or white, it sands nicely and has good boundary layer properties. It does have a tendency to yellow if the white version is used. This is not really the fault of the primer as it is not designed to be a finish. VC Underwater Epoxy, on the other hand, is designed to be a finish by itself. As a result, it has more UV stabilizers, is harder and shouldn't discolor as fast. This is what the manufacturers say--anyway, time will tell. I do know this, it is very, very hard. This bodes well for its longevity and may prevent some scratches. Unfortunately, it takes much, much longer to wetsand after it has been applied to a boat. Once sanded, its properties seem equal to the 545.

One final factor that should never be forgotten is that weight kills. I am a measurer and I can't begin to count the number of times after weighing a boat and installing the bare minimum amount of corrector weights that an owner will begin to put all the loose gear back on the boat without giving it a second thought. Yes, the boat weighs 1270 kgs. but putting three flashlights (two of which don't work), three left-handed sailing gloves and one right-

handed glove, lines for nothing, a radar reflector, etc., increases the racing weight of the boat with absolutely no benefit. Those of you thinking that I'm condoning bending the rules are dead wrong!

My boat, *Blind Squirrel*, upon which I sailed with Steve Ulian in the District 1 Championships last year, received a very nice comment from the jury which was quoted in the fall, 1994 issue of *International J/24*. I quote from page 50, "It is important to note that *Blind Squirrel*, the dominant boat throughout the first day of the regatta" (which we went on to win) "was squeaky clean with all aspects of rules compliance in order. The lesson to be learned is that compliance with the rules does not hurt performance." My point is to carry all required items and spares as needed, but to not carry more than that unless absolutely necessary.

A spare winch handle is a good idea but two extras are unnecessary. Remember that a few ounces here and there add up to pounds. Nothing is too insignificant to ignore. I assure you that the top boats are equipped to handle most breakages during a race and carry all required items in working order. They do not, however carry any ounces that they do not.

What strikes many people looking at a top boat is how clean most seem.



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Removing unnecessary items eliminates much of the clutter. Continuously drying out the interior and cleaning it reinforces good weight habits and inspection. Maintenance should be a year-round effort and by itself makes most of the topics listed above simple. A little effort throughout the year goes a long way to ensuring top performance as well as eliminating the mad dash in the spring to cover everything before launching.



Gordon Borges is vice president of Waterline Systems, Inc., a marine repair business. Gordon is District 2 Governor, a certified Class measurer, and active with Fleet 50, sailing #3314 *Blind Squirrel*. Waterline Systems moved into a new 14,000 sq. ft. facility in Bristol, RI, in 1994 and recently became a new boat dealer for J/Boats, Inc., in Rhode Island and southern Massachusetts.

'95 Midwinters

BIG win, but not so EASY for Brun

by Jon Rogers

The U.S. Midwinter Championship returned to Lake Ponchartrain, in New Orleans and the Southern Yacht Club again ran a well-organized and fun event. The boat measurement and registration went extremely quickly and many teams were able to get some solid practice in before the regattas. With strong winds (12-22 knots for most of the regatta) steep chop, and tough competition the racers experienced a challenging environment that required strong teamwork, and patience to deal with the numerous variables.

The most difficult variable throughout the week was an erratic chop that required aggressive sailing, and created a predicament. Should the boat be depowered for the wind or powered up for the waves. Many boats decided to use the genoa, instead of the jib, even as the wind pushed up to 20 knots. This helped them power through the waves, yet it caused a lot of unnecessary heeling. Therefore, tight shrouds and a tight backstay were required to help keep the sails and the boat flat. A few boats sailed with the jib but had difficulty powering through the chop and slowly dropped back. The genoa needed to be adjusted quite regularly to keep the helm balanced as the boat zig-zagged through the waves. By driving off very slightly for the big sets and then pointing high in the flatter patches, the boat could be sailed at a manageable heel.

The team that did this very well, and eventually won the regatta, was led by Vince Brun of San Diego aboard *Bogus*. The '93 and '94 national champ, Vince sailed with an impressive crew of Tim Duffy, Eric Doyle, Alex Camet, and Bobby Brooks, and was able to string together bullets in races 4, 5, & 6! Random patches of wind crossed the race course dictating the outcome of each leg. By positioning themselves well, especially when sailing to windward, the *Bogus* crew was able to hang in the top five for all but one race and therefore held off Terry Hutchinson, who sailed

well both upwind and down to finish second overall.

Terry was often seen battling out of some tough situations with good speed and pointing. Also, his boat *Mookie* was positioned well for the gusts of wind that rolled down the course. By avoiding the big areas of light winds that stagnated throughout the course, they were able to stretch out over much of the fleet and then fight for the lead. With most teams still unsure of which headsail to use, many decided to continue upwind for awhile before returning to restart. As the fleet charged on starboard tack, *Bogus* shot head to wind to check the wind direction. Unfortunately their genoa backwinded and forced them onto port tack. With ominous weather on the horizon, the race committee decided to abandon the race for the day.

The fastest boat throughout the event appeared to be the team aboard *Blind Squirrel* skippered by Brad Read of Newport, Rhode Island. Sailing with a new team, they were just slightly less sharp strategically than the top two, yet were especially impressive while sailing downwind as they chased the gusts, not hesitating to roll gibe to get in line with the breeze.

The regatta series got under way a couple of hours after practice race which was abandoned after a 25 knot squall filled and caught most of the fleet by surprise. Many teams were well off the



Photo: Geri Conner

line for the start of race one as the chop made accelerating very difficult and held most of the boats back. *Mookie* pulled the trigger at just the right time, shot off the line just up from the pin end and were able to get out to more breeze on the left, and cross the fleet early on their way to an easy victory. Brun wore down his nearest competition with good speed to finish a distant second, and Chris Larson on board *Love Shack* sailed an excellent last beat to move into third just ahead of Doug Clark and Read.

Race two and three took place in a strong breeze with large right-hand shifts rolling in. Josh Adams and crew aboard *Bloomdido* legged it out to the right on the second beat of race two, and took the lead from Brad Read who covered the majority of the fleet, which was forced left as the wind was in a right phase. Read finished second, with Hutchinson close behind. The Japanese team, led by Akira Iwade aboard *Siesta*, were leading early in the race and went on to finish fourth. Benz Faget and

Even with a small fleet there was enough congestion at the end of the runs to justify a leeward gate.



Photo-Geri Conser



Photo-Geri Conser



Photo-Geri Conser

Josh Adams and crew romped in race 2 but was next to Dumpster in this race.

Bob and Marie Sauer of Hampton, VA have become regulars at the Midwinters.

Jerry Coogan aboard the top local boat, *Bad Boys*, were in the hunt, and finished a close fifth. Brun made less of a commitment to the right for race three, yet was able to squeeze out to the front of the fleet with consistent boat handling and tactics to take first. Positions changed randomly among the top six boats depending on which boats found more wind. In some cases, a boat sitting within a couple of boat lengths of another would watch helplessly as the other sailed higher and faster. Chris Larson dialed into a huge righty on the last beat to move from eighth to third as others watched him sail right around them. Some teams that charged right a few minutes after Larson lost huge amounts as the gust and shift vanished.

Race four saw Brun jump off the line well and get in phase with the wind by tacking across the fleet on port tack. Hutchinson kept it close for much of the race and nearly took the lead by playing the wind shifts nicely downwind. Brun waited patiently for his gust and was able to hold the inside position, and the lead. Charlie Ogletree sailed very well to take fourth, his best finish for the regatta.

Race five again had Brun taking the lead. The last beat became interesting at the finish with Brun actually slowing down in an attempt to spill disturbed wind down upon *Mookie*. The rationale was for boats to pass *Mookie* and therefore provide a greater point cushion between the top two boats. The plan worked as Hutchinson dropped to fifth behind Benz Faget, the Zaleski's, and Read. Larson again came back on the last beat and nearly caught the whole bunch.

Going into race six, *Bogus* had a four point lead over *Mookie*. The wind was the most moderate to date and threatened to die out as the race progressed. The fleet could only watch as Brad Read and crew jumped out to a remarkable start and extend on each leg to win the race by a huge margin. It appeared that *Mookie*, also with a good start, would have a shot of pulling ahead of *Bogus* in the overall standings as Brun struggled to get a lane. Yet when the teams converged at the windward mark, Brun had battled back to fifth and quickly moved into third on the first run. The teams stayed in this position to the finish leaving Brun with a three-

point lead. Fortunately for the *Bogus* crew, the wind continued to drop and race seven was abandoned, which sealed the victory and started the race to the hoist.

A huge thank you must go out to all the people involved in making this a successful, and very hospitable regatta.



Jon Rogers, member of the U.S. sailing team, is Director of J World in San Diego.

Midwinter Championship Results:

Pos	Sail#	Bow	Skipper	1	2	3	4	5	6	Total
1	5014	11	Vince Brun	2	6	.75	.75	.75	3	13.25
2	2934	13	Terry Hutchinson	.75	3	4	2	5	2	16.75
3	3314	32	Brad Read	5	2	5	3	4	.75	19.75
4	4467	07	Chris Larson	3	9	3	5	6	5	31.00
5	2537	35	Benz Faget	6	5	7	7	2	7	34.00
6	3379	33	Doug Clark	4	7	7P20	6	9	11	44.00
7	5019	17	Akira Iwade	7	4	9	8	8	8	44.00
8	4802	38	Waldek Zaleski	11	11	15	13	3	4	57.00
9	4905	04	Charlie Ogletree	14	8	13	4	13	6	58.00
10	1330	25	Fauss Hull	12	12	12	12	15	9	72.00
11	4029	24	Ken Porter	9	14	11	15	14	12	75.00
12	2985	31	Jim Kinsey	8	18	8	10	23	10	77.00
13	4109	21	Josh Adams	26P50	.75	18	9	10	15	78.75
14	4457	36	Peter Allen	10	13	19P20	11	21	13	87.00
15	2901	01	Al Hobart	17	16	6	17	20	18	94.00
16	4269	15	Rob Overton	15	15	19	19P20	12	14	94.00
17	4437	02	Paul Boemar	27DNF	10	10	21P20	16	17	101.00
18	558	22	Bob Sauer	19	19	20	23	18	16	115.00
19	912	08	Tom Bremer	22	22	21P20	21	11	19	116.00
20	4171	37	Peter Weil	27PMS	23	17	24P20	7	20	118.00
21	3686	28	Tim Rathbun	16	17	23	25P20	17	21	119.00
22	5173	10	Jim Keesling	21	20	27RET	18	24	23	133.00
23	3351	05	Willy Watson	23	21	22	22	22	24	134.00
24	2185	30	Frank Keesling	25P20	24	24	24	19	22	138.00
25	1877	40	Alan Dille	24	27DNF	21	25	25	25	147.00
26	2404	12	Scott Lammers	18	25	25	27DNC	27DNC	27DNC	149.00

A View From the Back

by Frank Keesling

Southern Yacht Club once again overflowed on the hospitality. It's always been fun to travel to this place because the sailing is great and the people are so friendly. This is the second year that we traveled to New Orleans to participate in the 1995 Midwinter Championship. And what a trip it was.

We arrived on Thursday, March 23 to six inches of standing water in the boat that had been sitting there since the end of January. It's always a pleasure to throw away perfectly good tools that were left on the floor and are now completely rusted. After an hour of pumping out water, the boat was clean and ready to go. We launched on Friday afternoon in very still, air. Temps in the 80s and not a cloud in the sky. It made for a perfect day to sit on our boat with a beer, or fifty, and figure out the game plan.

The first part of the plan was to enter the 2nd Annual Leukemia Cup hosted by the New Orleans Yacht Club. It was a prime opportunity to take the remaining 49 beers out on the water with us and race the 16 mile course each day. There is nothing like coming around the windward mark and hoisting the chute in 5 knots of wind, proceeding to the reaching mark, which was 7 miles away, cleating off the chute and not touching it again for an hour. The beer ran out.

After the race Sunday, most of the other remaining 25 J/24s had gone into the water and were out practicing. It seemed that measurement was pulled off without a hitch and all boats were ready to sail. The rigs were set loose for the light air and flat water, gearing up for the practice race and race one on Monday. Sunday night was rather amusing event at the opening ceremonies because I have never seen people move so fast as to when the var was announced open. Everybody was on one side of the room listening to the Commodore's opening address and then it happened. It was announced, "The bar is now open." People went running, screaming, getting trampled, cats sleeping with dogs, police were called. Whew! To tell you the truth, this was the only race we won.



Frank, from the back of the pack, discusses tactics with Akira Iwade, from the top of the fleet.

Monday's weather started out with a light cloud cover and winds around 5 knots. The practice race was about to begin. After all the preparatory signals and probably every boat over early, (which is normal) the race was off. Amazingly enough, our view of the pack was around 7th at the windward pin. We rounded and the chute was flying. This started as a pretty uneventful ride towards the leeward gates and as we floated on down, what to my wandering ears should hear, but all kinds of ruckus coming from the rear. When I turned around to take a look, people were not sailing their Js by the book. I bet half the boats were on their side wondering what hit them. The wind had increased from 5 to 30 knots in a matter of seconds. It made for a great ride until we figured, with only four on the boat and a light rig, it was better to drop the chute. This pretty much set the stage for the rest of the week.

Race one, all jibs, four to six foot waves and more chop than you can imagine. This is typical for Lake Ponchartrain and brings out the best in all sailors. Well, for us Colorado boys and girls, when the starting gun sounded, we were quickly squirted out the back.

It was all we could do to keep the ten gallons of water taken on down to a minimum. Once we figured out the water problem, it was now a race not to come in dead f#@* last. We fought with another boat all the way around the course but still, by one boat length, we lost. If you haven't tried this before, I highly recommend it at least once. To loose sight of the boats that are in the lead and only concentrate on one boat for last place is an incredible rush. It was very depressing sailing back to the dock until we got the results. By the luck of the geniuses, there was a 50% penalty on a boat. That took us out of last place. Boy'O'Boy! What a feeling. The bar had now opened. Congratulations to the top three boats that we only see twice a day. That's at the dock when we leave and at the dock when we get back.

Tuesday, race two. Sailing out to the start we decided to apply our new game plan that we found in the French Quarter. The winds were the same, the waves were the same, and of course, the chop was the same. It didn't take long for my stomach to tell me that. So, in the starting sequence, we put on our game faces, did all our prep checks and picked where we wanted to start. We were all



Frank and Christy with the Siesta crew at shot time sharing a round of red barons. Red barons are made with vodka, triple sec, and lime juice.

set to go and at the starting gun, we were squirted out the back. Once again, we were right at home eating dirt, couldn't find a clean lane, taking on water. But the thing is, our game plan was working. We were ahead of the other boat *plus* one more and stayed that way for the rest of the race. This plan worked.

Race three was attacked the same way: game plan, prep check, wind check, picked a start, squirted out the back, ate dirt, finished 24th. The view was beginning to look the same. This was also your USJCA president, Jim Keesling's birthday, who while blowing out candles by the leeward gate, lost all concentration and now has a plaque on how to properly round the gates.

Race four. We had this one all figured out. We went back to the old game plan in the French Quarter plus we picked up some new tactics on Bourbon Street. We were ready. Prep check, wind check, picked a start, and yes, squirted out the back and fought to stay out of last place for the rest of the race. The reason to stay out of last is because if you did come in last, you and your crew visited the Jagermeister chiller machine. After some races, this couldn't be that bad. The competition in the back can be just as stressful as being in the front, from a liver stand point.

We attempted race five but due to a general recall and technical difficulties between the race committee and the chase boat, the race was postponed. Just after the general recall an unfortunate occurrence happened between two boats. A hole showed up in the side of *Mookie* from a boat that was forced onto port with not much room for avoidance.

Fortunately, the hole was fixed and *Mooke* was able to race the following day.

Thursday, race five. This was a whole new day for us. A great dinner the night before, a run at Filexes for six dozen oysters and once again, a new game plan. This game plan worked in the beginning and I only wish I could remember what we did. We completed all-out prep checks, and the *pin* was the favored side. Well, we started at the boat. The next thing we knew, there were all these boats behind us with names we usually see just at the dock. All the boats that started at the pin, except one, crossed behind us. Something was wrong. I don't mean to pick on Terry Hutchinson and crew, but to hear his genoa being cracked off to cross behind us *twice* is a great feeling. I talked with one of his crew after the race and he told me that no one wanted to tell Terry that he was ducking a boat with only four on board, 262 pounds light.

At the windward pin we developed a new game plan and dropped anchor to wait for our buds in the back. The rest of the race was now normal and we finished 19th. It was nice sailing with you guys for a little while.

Race six. It was a pretty close race for the top three spots and, after that last race, we were out of a tie for last. This race was normal and instead of telling you we did all our prep checks, we just got squirted out the back. Before this race was over and the regatta came to a close, my crew and I have developed an acquired taste and respect for eating dirt. Dirt with *Blind Squirrel*. Dirt with *Mooke*. Dirt with *Slug* is pretty good, of course, and dirt with some *Bad Boys*. I would also like to mention the new international bond we have developed with the crew of *Siesta*. This is the Japanese team that Seattle's Herb Cole sails with. One particular evening Herb, while recovering from laryngitis, left us with his crew. I don't think he'll ever do that again. Basically the night consisted of *Red Barons*, great music, and a conversation that was pretty much understood as "blah, blah, blah, blah, blah." The only thing that we understood was "shot time."

I would like to extend my great appreciation to Jerry Coogan for organizing this whole event and the professionalism of the registration and race committees. It is always a pleasure to have the chance to compete and learn from top sailors because it just makes us that much better at home. Sailing is the only sport where you can buy a boat and compete and learn with the world's best. All in the same day.

Frank Keesling, shown here with the crew of *Dumpster* in the dumpster, is the District 18 Governor.



Larson Wins '94 North Americans

by Carol Newman

Chris Larson and crew won the 1994 J/24 North American Championship, hosted by the St. Petersburg YC on November 12-18. Though tropical storm Gordon was forecast to track right over St. Pete during the regatta, seven races in four days were fit in because after some hemming and hawing, the storm finally ignored the west coast of Florida altogether.

The first day of racing took place in a 25-30 knot northeaster, the first sign of Gordon. Teams who had gone sailing on the practice day were prepped for the wild conditions, and the first race was to some extent a survival contest. Larson and crew showed their dominance early by winning the first race on the windward-leeward course. After an attempt at a second start, the race committee abandoned since winds had increased to a steady 30 knots.

Most conversations dockside centered around Gordon's path, and most were pessimistic about the possibility of racing the next day. However, the first gun went off on schedule, and two races were run in a building northerly breeze. Both wind and current favored the left side for both races, particularly at the top of the beat, and even boats that significantly overstood the left layline rounded ahead of anyone caught to the right. Chris Snow and his team from San Diego played the left the best and won the first windward-leeward, while Larson was second, and Terry Hutchinson, from Newport, RI, was third.

An Olympic course with a tight first reach separated the front of the fleet from the back in the second race. Jeff Johnstone, sailing a brand-new "out-of-the-box" boat, rounded the weather mark first, but he couldn't hold off Hutchinson on the first reach and later lost Snow as well to finish third. Larson finished fifth, leaving him in third place overall behind Snow and Hutchinson, who were tied for first.

Gordon had crossed Florida well south of St. Pete during the second day of racing, and the third day two more windward-leewards were sailed in a gradually diminishing northerly. Again the left paid, and lanes in that direction

were hard to find as the fleet tracked west. Larson's finishes of 4 and 2 put him into the lead for the regatta, but Hutchinson with a pair of 6's for the day, was only a quarter point behind. Snow posted an 11 the first race, but came



North American champ Chris Larson rounding the gate.



Tropical storm Gordon provided plenty of wind and gray skies during the regatta. Locals lamented, "It's never like this in St. Pete."

Photo-Bill Wilson

1994 North American Championship Results:

Pos	Bow#	Skipper	Race 1	2	3	4	5	6	7	Total
1.	07	Chris Larson	1	2	5	4	2	8	6	27.75
2.	11	Terry Hutchinson	2	3	1	6	6	13	5	35.75
3.	22	Doug Clark	7	4	7	5	11	11	8	53
4.	34	Chris Snow	3	1	2	11	1	DSQ	2	62.50
5.	30	Brad Read	5	5	6	12	12	16	7	64
6.	24	Jeff Linton	14	14	10	15	4	14	1	71.75
7.	02	Jim Kinsey	4	18	4	17	13	7	9	72
8.	39	J Coogan/B Faget	13	6	15	2	9	19	11	75
9.	13	Mike Dow	12	15	8	16	10	2	13	76
10.	35	Martin Kullman	16	7	22	3	5	12	16	81
11.	37	Jeff Johnstone	17	16	3	19	3	23	3	84
12.	26	Zaleski	10	19	14	1	14	18	14	89.75
13.	29	Al Hobart	6	8	28	24	18	5	4	93
14.	10	K. Kuramichi	9	11	9	21	7	27	12	96
15.	05	Tim Ryan	15	10	13	7	21	17	21	104
16.	28	Douglas Weatherby	11	13	16	9	27	21	15	112
17.	19	Eric Leitner	8	17	23	18	16	4	33	119
18.	04	John Clark	21	12	12	PMS	15	6	20	129
19.	25	Greg Eiffert	27	30	21	13	8	3	37	139
20.	08	Jim Pearson	18	9	17	31	19	20	26	140
21.	31	Josh Kerst	20	25	18	14	25	10	28	140
22.	38	Josh Adams	DNF	23	19	10	25	15	10	145
23.	09	Maurizio Constanzo	DNF	22	11	8	24	9	34	151
24.	21	Fauss Hall	19	27	26	22	20	30	17	161
25.	20	Jeffret Gale	22	21	31	27	22	28	26	177
26.	00	Howard Miller	23	24	24	26	DSQ	22	24	186
27.	32	Steve Wells	26	DSQ	29	20	23	29	19	189
28.	03	Marshall Lytle	24	33	28	25	29	25	27	191
29.	17	Mike Horan	28	20	25	23	30	PMS	25	194
30.	01	Jack Elfman	DNF	29	35	35	32	1	36	210.75
31.	14	Gail Rosenke	DNF	26	27	29	26	26	PMS	220
32.	16	Kent Irving	30	36	37	34	28	37	31	233
33.	33	Andres Gerard	DNF	28	30	DNS	DNC	24	22	233
34.	23	Andrew Hayward	DNF	34	36	28	35	31	32	239
35.	27	David Malkin	DNF	DNC	33	32	33	34	23	241
36.	18	Lee Cash	29	35	34	DNS	DNC	33	30	247
37.	15	Edwin Joy	32	DSQ	32	DSQ	31	32	37	250
38.	41	Bill McKenzie	31	38	40	30	34	35	PMS	251
39.	06	Kingsley Purton	33	37	39	36	37	36	38	256
40.	36	Gregory Moore	DNF	31	38	33	36	PMS	35	259
41.	40	F McCarthy/C Kropp	33	32	DNF	DNC	DNC	DNC	DNC	280
42.	12	Ben Capuco	DNF	DNC	DNC	DNC	DNC	DNC	DNC	301

back to win the second, and was close behind in third overall.

Remarkably for St. Pete, the final day of racing provided a pleasant 8-12 knot northerly that backed over the course of two races to the northwest and strengthened just after the second start. Larson, Hutchinson, and Snow all had trouble getting off the line in the first race, and none could escape to the left as quickly as they preferred. Class newcomer Jack Elfman won the first race, while the leaders battled with each other in the teens.

At the leeward mark, both Snow and Brad Read elected to round the starboard gate. Snow, on the outside, denied Read buoy room and was subsequently protested. Unfortunately for Snow, the judges were sitting in full view of the incident and must have agreed with Read, since Snow was eventually disqualified. The incident cost Snow and his team the regatta.

Just after the start of the final race, the wind increased to 10-14 knots. The shifty, puffy conditions rewarded those that kept their eyes open and stayed in the breeze. Although the upper left was still favored, the key to getting there first was to stay in the breeze. A surprise right shift filled on the first beat scrambled up the fleet. Big gains and losses were the norm, and though the runs were mostly starboard gybe, staying in the puffs still enabled some lead changes. When the gun finally went off, local sailor Jeff Linton just squeezed out Snow and his team. Johnstone posted his third 3 for the regatta, which established the consistency of his second-race-of-the-day finishes. However, the regatta was finished ashore, and Snow's impressive consistency on the water could not overcome the DSQ, which, in a regatta without throwouts, eventually dropped him to fourth overall.

Carol Newman sailed the J/24 East Coasts with Jeff Johnstone, on the brand-new out-of-the box boat Talking Heads. A freelance writer, she lives in Newport, RI.



Chris Larson and crew accept the North American Championship trophy. Beside Chris are Love Shack crew members Stuart Flinn, Gavin Flinn, and Jon Rogers. Missing from the photo is Tom Hill.

On Being New to the Class and the North Americans

by Sue Stevenson

I came home from the East Coast Championships and called Jack Elfman to tell him we had to go to the North Americans, that I wasn't ready for the season to be over yet. The time on the new boat only started to pay off by the end of October. With ten days until Race 1, we quickly pulled a crew together from Liberty Sailing Club in Philadelphia. With a crew of seven years racing experience total between the four of us, we set off from Pennsylvania.

As tired as one feels after driving to Florida, the excitement of doing a regatta such as the North Americans gave me a high when we got there. I was nonstop! I was relieved to see two of the locals I had raced against all summer. We stepped the mast and basically got organized.

Hurricane Gordon lurked over us that afternoon. I wanted to practice but Jack thought it would be too hard on the boat. If we had practiced, we would have learned that the snaps on our blade would not hold out in strong winds and might not have had to retire from the first race. The crew was silent and in total concentration in the 30-35 knot winds on shore. After watching

practice, I woke up at night worrying I wouldn't be strong enough to fly the chute. Just watching, my stomach was in my mouth. As soon as Terry and Kenny got in from practice, I was over there asking a million questions to be sure I understood how to depower the boat and set backstay, tension, pole height, and so on. They were absolutely exhilarating!

During Race 3, when we rounded the first weather mark in first place, Jack said, "Look back now sports fans, you may never see this again." At the same time, I was trying to concentrate on lifts and headers and covering other boats. When we rounded the second leeward mark, I knew my part was done with the chute and actually reached down nonchalantly to grab a throw-out camera to take a picture of all the spinnakers behind of us that we'd only seen in front of us all week. Somehow the twing got wrapped into the windward jib sheet and I panicked. If the boat we were in a tacking duel with had noticed this, it could have cost us the race. As we were nearing the finish line we were trying to hide our smiles, and I kept thinking, "CONCENTRATE, it's not over yet," feeling



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my stomach again in my mouth. I held my breath the whole leg clinging to Fred and Amy. I was in total disbelief when we won the race. I screamed and hugged everybody. The Race Committee boat was even cheering us on.

I knew Jack and I had purchased a good boat and I realized its potential, and now know it is up to me to figure out how to make it go fast. I think I beamed the only sunshine we had all week when Kenny Read told me he was going to go have Brad tune his boat and congratulated us. There was nothing that was going to wipe the smiles off all of our faces. The champagne was flowing.

I am still on a high that we even *did* the North Americans. I am still in awe of the hurricane and what I learned, the people I met, and most of all I know my learning curve will only be higher because we were there. I realized the North Americans were extreme by the way the regatta was re-

ferred to in most lectures at the recent SailExpo.

When I think of the fact that in 1991 I was still holding my finger up to figure out where the wind was coming from, I know I've come a long way. We have a great class, and I'm amazed by

what there is to be learned out there and how every day is unpredictable. Ken Carpenter, Dave and Cindy did a great job organizing the race, and I hope we go there again. It's a great place to sail.



Sue Stevenson, who joined the Class in July, sails Bunk's Boat. That's Jack Elfman at the helm.

Delivering a J/24 to Mexico

by Doran Cushing

When Alejandro "Alex" Bulajich became the J/Boat dealer for the Yucatan peninsula of Mexico and Belize, he hadn't logged a lot of miles in a J/24. After four days of big-weather racing at the '94 North Americans on his newly acquired J/24, *Talking Heads*, Alex still hadn't gone far miles-wise, but he had firsthand experience seeing what the boats could handle when raced hard in some 30 knots of breeze.

Somewhere in the process, Alex decided to personally deliver *Heads*. It was to be the first of five new J/24s headed for a new resort at Isla Mujeres, Mexico, the tourist-friendly island near Cancun. We are NOT talking about a trailer or truck. Deliver, as in "sail" his very shiny but definitely "spartan" 24-footer about 500 miles across the Gulf of Mexico.

"Luxury accommodations" and "J/24" don't come out often in the same sentence. *Heads* is a raceboat. Nav lights and instruments? Not really. An inexpensive handheld GPS was the only high-tech gear aboard. The low-tech inventory included the provisions. "We ate very healthy foods," Alex said. "Lots of carrots, celery, onions, dried salami...the boat was quite stinky when we got home."

Breakfast was dry cereal with unrefrigerated long-life milk. Did they try to catch fish along the way? "No, we ate canned sardines. We were too busy to fish." Alex added that the motion of the boat surfing across a bumpy Gulf was not conducive to cooking, or sleeping in the bunks, or sleeping in general. "We found that the easiest place to sleep was on the floor," he said.

Two crewmen who normally sail with Alex on the resort's Swan 44 joined him for the ride from St. Petersburg to Isla Mujeres. "They didn't know what they were getting into," he said. I sensed a sly, wry smile as he relayed that tidbit of info.

The trio left on a warm, sunny Sunday after the North Americans, hoisting some "retired" sails (with Rus-



Photo-Offshore Photo

Jeff Johnstone seen aboard *Talking Heads*, a brand-new J/24. Sailing with Jeff is Alex Bulajich who delivered *Talking Heads* to Mexico, by water.

Who is Alex Bulajich?

Alex Bulajich works for a new hotel and marina complex, Puerto Isla Mujeres Resort & Yacht Club. He plans to launch a J/World program at the resort, which includes a 200-berth marina. The hotel opened January 15. He is also the organizer of the Cancun Cup, a new western Caribbean regatta that hopes to attract international competitors. According to Bulajich, the '94 Cancun Cup in May had 28 boats ranging from boardsailers to ocean racers and attracted sponsorship from Ft. Lauderdale's Derecktor Gunnell shipyard.

Bulajich plans to move the '95 regatta up to early May to coincide with the arrival of the St. Petersburg-to-Isla Mujeres racers. He pointed out that a Mexican entry has never competed in the annual race, which is cosponsored by the St. Petersburg YC and the Club de Yates de Isla Mujeres and he hopes to bring the resort-owned Swan 44 to Florida for the race back to Isla Mujeres. It certainly would be a different ride than on *Talking Heads*.

sian sail numbers) provided by Jeff Johnstone, Alex's skipper for the NAs. The first 12 hours were slow, but the winds steadily climbed to more than 25 knots as a cold front came down the Gulf.

"It was exciting. We saw winds of Force 5, maybe some Force 7," Alex said. "The boat was very, very stable with the main and the poled-out jib. We were surfing most of the time after the first night. It was hard to tell our speed... sometimes 10 knots. It was like a mini-Whitbread."

The GPS was used sparingly just to get a noon position each day--their route followed the rhumb line. Wine was the only other frill on board--a bottle shared each day at sea. "It was our moment of luxury," Alex remembered.

Big boats and small ones have to confront the strong currents flowing north along the Yucatan coast. When the current collides with the north winds, the sea gets ugly. "It was a little bit discouraging in the Yucatan Channel," Alex said. "We were still surfing but only making 4 or 5 knots."

At sunrise Thursday morning, three and a half days after sailing under the Sunshine Skyway Bridge, *Heads* spotted the light on Isla Contoy, an undeveloped island 14 miles north of "home." They rested at Contoy before finishing the delivery.

I queried Jeff Johnstone at J/Boats about this trip. He said, "The Irish take these boats out all the time in 30 to 40 knots and think nothing of it," and added, "but this trip across an open body of water was out of the ordinary."

Alex was pleased with the boat. "Nothing broke, no mishaps. It's just not very comfortable for that long a sail," he added. "We were on [watch] two hours, then four off, but it was hard to sleep. But the trip down was exhilarating!"

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Pan Am Games

by Geoff Evelyn

After an absence of thirteen years, J/24s once again participated in the Pan-American Games. Under a unique arrangement, combining the entrepreneurial spirit of J/Boats Argentina and the persuasive efforts of the local Class Association, six brand new J/24s were used in the match race event in Mar Del Plata.

Sailing at the Games was split into two parts: fleet racing for Lasers, Boards, Snipes, Europes, 470s and Lightnings; and match racing with J/24s.

Mar Del Plata is a vacation resort located 400 kms (240 miles for some of us) southwest of Buenos Aires and was a stop-over point for this year's Whitbread race. Courses for fleet racing were outside the harbour, while all the match racing was done inside the port. This presented some unique challenges for the organizers as the port is used by a large variety of fishing vessels that can't manoeuvre as quickly as a J/24. With the help of the local PREFECTURA NAVAL (Coast Guard) boat traffic was directed around the course or the AP was raised to allow the gross tonnage rule to take effect (read large steel boats painted grey with guns and guys in uniforms).

When Argentina was chosen as the site for the 1995 Games, the local builder and the Class Association thought it would be a great idea to use J/24's in the event. Their initial thoughts were directed to having the boat used in the fleet racing portion of the Games. In spite of a ton of obstacles that were encountered when dealing with the two authorities involved, they were successful in having the boat used for match racing.

A deal was worked out whereby three yacht clubs each purchased a boat and the Pan-American Organizing Committee purchased three boats with the provision that one boat would be given to each of the three yacht clubs at the end of the event. The net effect was that the clubs got two boats for the price of one. These boats then could be used by members of the clubs to race in J events and for sailing school training. This way



The Texas team of Rob Johnston (Dallas), Troy Lawson (Austin), John Bartlett (Austin), and Paul Foerster (Skipper, Dallas) won the USA's only gold medal at the Pan American Games. By winning the J/24 berth to compete at the Games, the team members became part of the 1995 US Sailing Team.

the competitors got to use boats that were equal and in excellent race ready condition.

Speaking of racing, let's get down to the action. The J/24 event attracted twelve entrants, the second largest number of entrants in the sailing competition. Only the board event was larger with fifteen entries. In sheer numbers, the match race event had far and away the largest number of people participating; 48 competitors, 12 Umpires and 10 Race Committee. The event was set up as a single round robin followed by the semi's and the medal round; all to take place over four days. Two days were kept in reserve in case of weather interruptions.

A look at the list of competitors showed that it would be a highly competitive event with a good mix of world class fleet and match racers competing. Peter Bromby of Bermuda, who is well known in match racing from his involvement with the Nations Cup and IOD's; Peter Holmberg of the U.S. Virgin Islands, also a well known match racer and large boat sailor. The U.S.A. and Canada were well represented by Paul Foerster from the Dallas area and Ross MacDonald, from Vancouver, who over the past year seems to have a virtual lock on Star boat racing.

MacDonald arrived at the venue on Sunday after having won an eighty boat Star Bacardi Cup Regatta in Rio de Janeiro to go along with his 1994 North American and World Championships. The unknown factors in the regatta were the teams representing Argentina, Chile and Peru, the hot beds of J/24 activity in South America. Their ability became apparent as the round robin portion unfolded.

Preparation for racing got underway on Wednesday, March 8th with Roberto and Mercedes Authier (J/Boats Argentina), Ziggy Spitzky (Argentina Class President), Christen Firstenbush (Class Measurer) and the writer preparing, measuring and tuning all six boats. While we were getting the boats ready, competitors from several nations chartered local boats and sharpened their match racing skills. Carlos Alvarez and crew seemed keenest of the lot by getting out on the water on Thursday and practising until Monday. The only speed-bump in this part of the regatta, as far as the sailors were concerned, was the inability to get out on the water and work out any kinks in the new boats. This was due to a break down in communication between the competitors and the organizing authorities who were under the impression that the

competitors wanted to actually race against each other which might have resulted in damage to the boats.

Round Robin

On Monday, the umpires, Race Committee and teams got together for a briefing session and the round robin draw. The sessions with the umpires and Race Committee became a regular post-race event that gave the competitors a chance to discuss the day's calls. With twelve teams competing, a total of 66 races were scheduled to determine the four finalists; followed by the semi's, which were a best of five, and the medal round, a best of seven, for a grand total of 108 races scheduled.

Day 1, the Race Committee set the course at the "working end" of the harbour in response to the 12 knot northeasterly. The RC was able to get off 4 flights of the round robin with a few interruptions from the local fishing industry.

The first race of flight 1 saw a tight race between Canada and the U.S.V.I. team. Canada took a penalty in the pre-start and had to do a quick 270 just after the start. This gave Peter Holmberg a quick advantage that unfortunately disappeared on the first beat when Canada took the left side, found a good shift, and passed U.S.V.I. on the first beat. Holmberg never recovered and Canada posted a quick win against one of the favoured teams.

Flight two saw some great matchups between Chile and the U.S.A. While the U.S.A. team was winning by 10 seconds, Peru beat the Brazilian team by 8 seconds. Canada lost to Argentina by 8 seconds after one of the Canadian crew fell off the boat in mid-tack. The big surprise of the day was the match between Bermuda and Argentina where the host country team blew the Bermudian team out of the water with superior boat handling.

In the last flight of the day, in what was considered by many as a precursor to the finals, Bermuda beat U.S.V.I. In the pre-start, Bermuda was fouled and Holmberg had to do a fast 270. The race remained tight up to the point where the U.S.V.I. team broached in the middle of an intense downwind gibing battle. This allowed Bromby to coast to a 23-second win.



Six new boats from J Boats Argentina were built for the Games.



Sailing in a working harbor provided more than a good photo backdrop. Occasionally the movement of commercial vehicles interrupted the races.

At the end of the four flights, U.S.A. and Argentina were leading 4-0 followed by Bermuda and Chile at 3-1, Canada and U.S.V.I. at 2-2, and the rest of the teams at 1-3. The day's debriefing session was a spirited affair with good dialogue in both Spanish and English taking place between the Race Committee Chair, the umpires and the racers.

On day two, the Race Committee set up for the northeaster, however they were only able to get in three flights as the "Pampero" came in from the southwest bringing with it 30 knot winds and torrential rain. In the interest of safety, all racing was cancelled mid-afternoon. The highlights of the day were the continual excellence of the Argentineans at 7/0, U.S.A. at 6/1 and the logjam in third place with Canada, U.S.V.I. and

Bermuda all tied at 5/2. Chile ended the day at 4/3, Brazil improved to 3/4 and Venezuela and Peru sat at 2/5 with the remainder at 1/6.

At the end-of-the-day debriefing, the Chief Umpire highlighted the fact that the umpires can't be perfect and that there were mistakes made in some of the matches. These continuing discussion sessions allowed the competitors to understand how the umpires were thinking and gave valuable feedback to the umpires on the consistency of their performance. It was particularly interesting to hear Tony Jack (IU) give a complete description of a "failure to sail a proper course" incident that lead to a penalty being assessed against Chile on the last leg of the match with Canada.

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The ever present umpires are part of match racing.

by beating U.S.A. by a whopping 1.04 minutes before they had their first stumble of the regatta. About 20 meters from the finish line, the Argentine spinnaker touched the Chilean mast forcing them to do a quick 270 and lose the race by one second. Bermuda suffered a bit of a meltdown by also losing to the never say die Chileans. Unfortunately for Chile, they lost a key matchup to the U.S.V.I. team in the next flight putting them at 7/4 for the round robin and out of the semi's.

The results after 10 1/2 flights were Argentina 9/1, U.S.A. 8/2, U.S.V.I. 8/2, Canada 8/2, Chile 7/4, Brazil and Bermuda 6/5, Peru 4/7, Venezuela 3/7, Antigua 2/8 and Puerto Rico and Mexico at 1/10. This set the stage for Friday's racing when Argentina and the U.S.V.I. team would be paired in the final race to determine first place.

force the Argentineans to do a 270 just after the start. In addition to having to do the 270, Campero was called over early allowing Holmberg to sail to an easy win, wrap up first place and have first pick of boat and team to race-off against in the semi-finals.

Semi Finals

There was a quick meeting of the four semi-finalists on the committee boat where Holmberg picked the Argentinean, Francisco Campero as his opponent in the semi's. This left Paul Foerster racing off against Ross MacDonald from Canada.

Holmberg, as the "hunter" boat, aggressively started race 1 of the semi's by forcing Argentina to take three penalties during the pre-start; two port/starboards and a windward/leeward. Both boats were called over early and after Holmberg restarted, he found himself on starboard heading towards Campero who was in the middle of doing his three 270's. In a classic match race manueuvre, Holmberg continued his role of hunter and bore off towards the Argentine boat and forced them into another penalty turn. This unnerved Campero and crew and Holmberg was able to cruise to a 21 second victory. After a boat change for race 2, no penalties were assessed during the prestart. However, Campero was called over early and Holmberg never looked backed as he again won by a substantial margin. Prior to race three, there was a 30 degree shift and the wind picked up to about 20 knots. This made the prestart a little hairy and the U.S.V.I. team took full advantage by forcing Campero into multiple penalties both before and after the start. Holmberg took the semi's 3/0.

Meanwhile in the other semi-final, Ross MacDonald was not having a good day. In the first race he led on the first two legs after forcing Foerster to take a penalty in the pre-start. Foerster played the shifts much better on the second beat and won by 15 seconds. To make matters worse, the RC noted that Canada had not actually entered the start area and would have been disqualified if they had won. Score one for Foerster and his team.

In race 2 the Canadians ran aground during the prestart and two crew jumped overboard to push the boat off the sand. Things continued to go downhill as MacDonald was called over



The Argentine and Canadian teams press for the finish line in the petit-finals.

On the third day, the RC set up for the normal southeaster that started out at 8 knots and built to about 18. The day deteriorated from a pleasant sunny day to another Pampero threat. Fortunately it went south of the harbour and the committee was able to get 4 1/2 flights completed before the 6:30 time limit. Argentina continued its winning way

Friday found the RC dealing with a westerly and a comfortable 15 knot breeze. Canada and U.S.A. won their last two matches bringing them both to 9/2 with U.S.A. ahead of Canada by virtue of their win in the third flight. In the last race of the round robin, Holmberg was able to out-duel Francisco Campero during the prestart and

early and Foerster showed his J/24 fleet racing skills and won the start. Things got no better in race 3 as Foerster got MacDonald on a port/starboard and compounded his problems by touching the pin during the start. After this, Foerster put the "pedal to the metal" and again cruised to a comfortable win and wrapped up the series 3/0.

Finals

Saturday brought roughly the same conditions the competitors had faced on Friday; winds in the 10 to 12 range from the south/southwest. First up were the U.S.V.I. team hunting the U.S.A. entry. With each team taking a penalty during the pre-start, the race became a case of who could make the boat go fast and catch the shifts. Holmberg held a small lead halfway up the first beat but Foerster tacked away, caught a huge left shift, and passed Holmberg before the weather pin, never looking back.

In race 2 neither boat was able to get an advantage over the other during the pre-start. Foerster and crew showed their ability to consistently hit all the shifts and held a commanding lead down the last beat. Holmberg and his crew started to hack (yes I mean hack and not tack) away with some well-timed gibes and good covering to regain some lost ground. Unfortunately he needed another 1/2 mile of race course to pass U.S.A. and Foerster was able to hold on for a five second win.

While all of this was going on, Canada and Argentina were having their own fun to determine the Bronze Medal. Race one proved to be a bit more active with an intense tacking duel on the 2nd beat (read 30 tacks each in half a leg). Canada held the lead throughout the duel but the Argentine team gained a lot of ground. On the downwind leg Argentina was able to pick up a freshening breeze and pass the Canadians to hold a five second lead and win race one. Race 2 was started without penalty. On a port/starboard situation halfway up the first leg, Canada forced Campero to do a 270. Canada appeared to be on their way to tying the series at 1 each. This was not to be the case as the Umpires protested Canada for not taking sufficient action to avoid a collision on the earlier port/starboard. A hearing was



Holmberg pursues Foerster in the finals.

held on the RC boat and the decision was to resail the race. The resail was a bit of a repeat of the original race with lots of tacking and one small exception. Francisco Campero and his team led from start to finish and took a commanding 2-0 lead in their series.

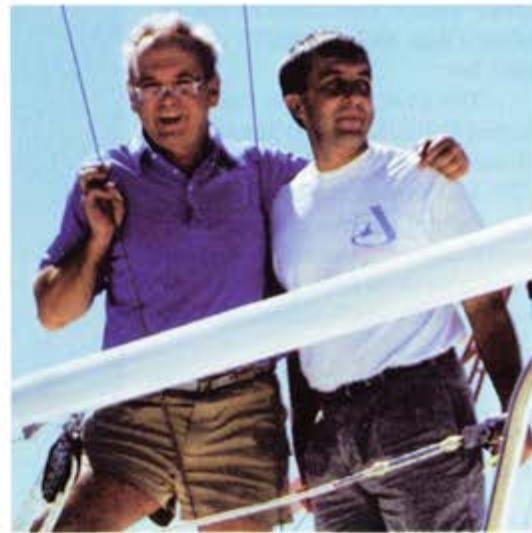
Meanwhile, back at the ranch, Foerster and his team were getting ready for race 3. Holmberg, who was once again the hunter for this race was able to force U.S.A. into a penalty turn and what appeared to be a substantial lead up the first beat. Foerster finally caught the Virgin Islanders halfway up the last beat and held onto a ten second victory.

Back on the bronze medal side, Canada and Argentina were still battling away. Both were called over early in race 3. Passing each other upwind and downwind, Canada was able to catch Argentina with a windward/leeward situation on the last beat and forced Campero to do a 270. Argentina showed great downwind ability by closing in on the Canadians to hold onto a one second win.

Race 4 between the U.S.A. and U.S.V.I. teams got underway with Foerster managing to tag Holmberg with a penalty in a windward/leeward situation. This left Holmberg in a rather large hole against someone who has shown a great ability to get the boat moving fast through the water and read all the shifts. (Sounds like a

helluva combination to this writer). Holmberg and his team attempted a comeback by trying to nail the shifts before Foerster. Team U.S.A. cleared without incurring the wrath of the umpires and held onto the lead. Foerster executed every gibe while Holmberg's team missed one gibe and folded the spinnaker around the forestay. This allowed Foerster and his crew to sail to a comfortable 20 second win and claim the gold medal with the silver going to Holmberg.

While Team U.S.A. was celebrating their four straight wins over the U.S.V.I. team, Canada and Argentina were trying to settle who would win the bronze. Race four and five turned out to be a delight for the local spectators as Argentina beat Canada in both races to win third place.



XI South American Championship

by Enrique Vallejos

The XI South American Championship was held in Rapel, Chile, on an artificial lake, approximately 100 miles from Santiago. Seven windward-leeward races were held with one throw-out. An offset buoy was used to minimize collisions. In general, the wind ranged in intensity from 10 to 20 knots, and increased during each day. Every race took about 75 minutes for the winner to complete and no more than 85 minutes for the last of the 29 boats racing to cross the finish line.

We had one boat skippered by Argentinian Alejandro Irigoyen, one Peruvian boat, driven by Juan Carlos Maury and one Ecuadorian boat, driven by Juan Santos, plus other non-Chilean helmspersons participating with the Chilean boats. For example, the boat *Los Patos* was helmed by Lars Grael of Brazil, who was a gold medalist in Los Angeles and Seoul. The boat *Coyote*, with Roberto Authier driving, from Argentina.

The regatta kept many in suspense up to the last day because up until that time, there were three boats with the chance to win the championship. *CTC Mundo*, with Alberto Gonzalez, at the helm; *Los Patos*; and the boat helmed by Juan Carlos Maury. Two DSQs by the Peruvians kept their possibility of winning low.

The crew of Alberto Gonzalez, Miguel Gonzalez, Marco Montalbetti, Marcelo Avaria, and Luis Nunez on *CTC Mundo* won the regatta.

Special thanks goes to members of the Jury: Juan Carlos Soneyra and Carlos Diehl from Argentina and Jorge Galindo and Patricio Lara, from Chile.

The experience of organizing and developing a continental championship was a great one— a lot of work and a lot of fun.



Ed. note: We do not know much about this fleet but we suspect they drank rum at the parties. Look at the bow.



Photo-Patricio Lara

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Results of the XI South American Championship, Chile:

Pos.	Sail#	Bow#	Boat Name	Skipper	Race 1	2	3	4	5	6	7	Total
1.	CHI-4191	88	CTC Mundo	Alberto Gonzalez	1	5	1	6	2	6	5	20
2.	X-3712	02	Los Patos	Patricio Reitze	4	14	3	4	6	1	10	28
3.	X-40	04	Macaco	Dag Von Appen	12	1	7	3	9	3	8	31
4.	CHI-4689	70	Rockford	Rodrigo Zuazola	10	6	4	5	5	30	6	36
5.	X-3456	28	Entel	Manual Gonzalez	7	7	17	2	1	30	4	38
6.	CHI-4433	01	Clan Becker	Juan Edo Reid	22	10	6	14	4	4	2	40
7.	ARG-1	21	Ladeco	Alejandro Ingoyen	2	30	12	8	19	2	1	44
8.	CHI-5093	77	Coyote	Carlos Celedon	14	11	11	1	13	10	18	60
9.	CHI-3535	07	Fuji Film	Fernando Boher	30	30	2	17	3	5	3	50
10.	CHI-5131	42	Satiro	Thomas Engell	6	15	8	10	10	15	11	60
11.	CHI-3699	43	Alcris	Alex Bernard	9	8	14	21	7	12	12	62
12.	X-1983	08	Chinchilla Buck	Erick Velasquez	5	3	5	22	16	20	14	63
13.	PER-693	72	Thunder Star	Juan Maury	3	4	9	7	30	11	30	64
14.	ECU-3	11	Euroamerica	Juan Santos	17	2	22	13	11	9	13	65
15.	X-4880	15	Match Point	Patricio Seguel	16	12	23	16	8	8	7	67
16.	US-4549	55	San Felix	Escuela Navel	8	17	24	18	18	7	23	91
17.	X-2299	22	Locomotion	Francisco Perez Yoma	11	26	19	15	21	16	15	97
18.	CHI-5128	81	True Blue	Rodrigo Peon Veiga	23	16	16	9	17	30	21	102
19.	CHI-5132	54	Deep Blue	Vernon Roberts	13	13	30	20	30	18	9	103
20.	X-4945	37	Popeye	Carlos Ward	15	9	20	19	23	23	17	103
21.	CHI-4843	13	Sunset	Enrique Vallejos	19	30	10	25	15	19	16	104
22.	X-2296	03	Barracuda	Pablo Gallyas	20	23	25	10	14	21	19	107
23.	X-208	87	Lascia Stare	Lucas Peschiera	18	18	24	23	12	12	30	108
24.	CHI-4612	24	Attoc	Pedro P. Pizarro	30	19	15	12	24	17	24	111
25.	X-96	96	Mansel	Manuel Gonzalez	25	22	13	24	25	14	26	123
26.	X-4845	12	Aloha	Renato Werth	24	21	18	26	22	25	25	135
27.	CHI-5086	60	Trueno II	Fernando Magnasco	21	24	21	27	26	24	22	138

Masters Regatta: No Place for Geezers

by William Cantrell

The St. Francis International Masters Regatta is sanctioned by US SAILING, hosted by the St. Francis Yacht Club, and sailed in J/24s (the master boat). It is open to helmspersons over 55 and crew over 45, except for an owner's representative who may not get in the cockpit or on the bow. When I was invited to the event to crew for Texas Circuit stalwarts Jim Anderson and John Peck, I jumped at the opportunity. I was a little miffed that US SAILING did not ask to verify my age, but I attributed that to premature grayness (or slickness?). It really sounded fun - drink a few Geritol and gins, reminisce about the Great Depression, compare pictures of grandchildren, maybe a little low key sailing - neat stuff.

We arrived at the gorgeous St. Francis YC on a sparkling San Francisco afternoon and began to assess the competition as they arrived. Who's that over by the bar? A Star World Champion! And there - on the patio - a Mallory Cup winner. There were sailors from Japan and Hawaii. There was even a crewman from a J/24 World Champion. Hmmmm. This is starting to look serious. Maybe we better skip the afternoon nap and get out for a little practice.

Peter Young, our owner and local knowledge guru, showed us the intricacies of two knot current, square waves, and how to sail about three feet off the rocks in front of the St. Francis to stay out of adverse current - overly stimulating with the chute up in 20 knots of gusty wind. The practice went well. Jim and John coordinated the steering and trimming to get on the big Pacific swells (and stay on them), Louis Conger was agile as a gazelle on the pointy end, and I managed not to fall overboard. Memories of JAWS added to my already good survival instinct. We came in from practice wet, tired, and sore, but confident that we would be competitive.

The racing was varied, exciting, and fair. The Race Committee did a wonderful job setting fair lines and fair courses. We had some of the usual slam-bang 20 knot gut-busting that San Fran-

cisco Bay is famous for, but we also had some light air sailing in current and chop - very interesting for us inland lake sailors! The teams were closely matched and the boats all seemed quick. There was really a lot of top level, skilled sailing.

There were a number of memorable moments. Charley Dole from Hawaii celebrated his eightieth birthday during the regatta. Charley is an excellent sailor, but when he gets in his own conditions he truly kicks butt. And what are his conditions, you ask? 25 knots and up! About the time I get scared, Charley gets going! He's a really impressive sailor and man. A huge cargo ship, about the size of San Antonio, but not nearly as pretty, plowed right through the middle of the race course at about 25 knots. Its bow wave looked like a tsunami. We very seldom see anything like that on Lake Ray Hubbard. All the competitors looked very lean and fit. One of the skippers brought his nine month old child to the Saturday night dinner. Talk about all systems go!

After the spray had settled, John Scarborough, from San Francisco had won the regatta. Our group of lake sail-

ors had finished in fourth place. We were hurt by a broken gudgeon in 25 knots of wind at a very crowded weather mark. The Jury gave us average points for that little adventure. And we were helped, in the last race, by a port tack start at the pin. We cleared the first starboard tacker by a foot or two, got in the favorable current offshore, and then just cruised around the course, watching the other eighteen boats fight to see who would be second!

But most of all we had a wonderful time. The St. Francis Yacht Club was a wonderful host and the venue is truly spectacular. If any of you fuzzy-faced youngsters live long enough to qualify, you should try it sometime.

Ed. note: The 1995 event will take place October 13-15. Contact the Race Office at (415) 563-3262 for further information.

When not waiting at the Post Office for his Social Security check, William Cantrell practices medicine in Greenville, Texas and sails Lightnin', #2975, on the Texas Circuit. He is Governor for District 14, Texas and Louisiana.

Masters Regatta Results:

Pos.	Sail#	Skipper	Boat	Race 1	2	3	4	5	Total
1.	3454	John Scarborough	<i>Electra</i>	4	4	2	2	2	14
2.	1980	Dave Williams	<i>Sockeye</i>	.75	2	9	.75	5	17.5
3.	5008	Don Trask		6	.75	.75	8	4	19.5
4.	1040	Jim Anderson	<i>YMP4</i>	7	4	5	.75	20.75	
5.	8363	Bruce Munro	<i>J-Walker</i>	2	14	7	3	9	35
6.	3276	Malin Burnham	<i>Casual Contact</i>	12	3	11	7	3	36
7.	4961	John Niesley		7	8	10	6	6	37
8.	4553	John Rumsey		9	5	3	13	10	40
9.	5015	Dick Lootens		3	9	15	9	8	44
10.	2108	Gene O'Hagan		5	17	5	11	7	45
11.	226	Bob Kieding		8	12	12	10	13	55
12.	2737	Henry Grandin	<i>Nixon Was Cool</i>	15	13	8	4	16	56
13.	4306	Jocelyn Nash	<i>We Eat Veal</i>	11	10	16	15	14	66
14.	4266	Jim Dewitt	<i>SnowJob</i>	10	15	18	12	11	66
15.	2997	Walt Lewis	<i>Jump Start</i>	16	16	6	14	15	67
16.	1861	Charles Dole		14	6	14	18	17	69
17.	1878	Paul Watson		13	11	17	16	18	75
18.	4526	Max Gordon	<i>Downtown Uproar</i>	17	19	13	17	12	78
19.	5003	Takashi Takamura		18	18	19	19	19	93

Summer Sailing in Rochester

by Reid Stava

For those of you planning to attend the 1995 J/24 World Championships in Rochester, one of the best references on sailing conditions is Stuart Walker's "The Sailor's Wind." It would be difficult to find a more concise description of the topography and geography affecting the area's wind. We plan on having copies on hand for all participants interested.

Those of us who have sailed on Lake Ontario over past years start the season in mid-May in weather that requires warm clothing as the inshore lake temperature is usually in the 40's(F) at that time. Frequently, the temperature ranges from shirtsleeve on the beach to winter clothing 1/2 mile offshore. Fog is a frequent occurrence until the lake surface warms up in mid-June. Sailing conditions are usually predictable with winds in the 8- to 12-knot range for most of the day. A rite of passage in Lake Ontario sailing is the offshore Scotch Bonnet Island race timed for the weekend nearest the solstice in mid-June. The 90 or so mile race course crosses the lake twice and rarely allows participants to sail in anything less than winterware under foul gear as mid-lake temperatures are usually in the low 50's.

This situation changes rapidly by early July with near shore lake temperatures rising into the 70's(F) allowing the more normal shorts and t-shirt attire for sailing. Usually from mid to early August, conditions are light and variable due to the effect of the Bermuda high. By mid to late August the conditions become more predictable with the beginnings of the autumnal seasonal changes, yet the relatively warm lake offers some of its best sailing conditions. We have deliberately scheduled the Worlds during this period to maximize the chance of conditions that challenge sailing skills rather than luck. While infrequent, there is an occasional lake current due to the "slosh" effect from storms at one end of the lake or the other, (make a note to check the starting buoy or the stern wake of the committee boat during the sailby check-in process)



Photo-Lee Corbin

and usually runs opposite to the normal west-east lake flow.

By and large daytime conditions favor shorts with foul gear only if a strong NW system has passed (winds from 270-350 degrees). Usually a high pressure system result in 2-3 clear, cool days of wind in the upper range of a genoa. If the wind shifts to the SW the seas are knocked down to a short chop but winds can build to 25-30 knots and usually require jib sailing (windsurfer heaven!). This is when you can find out just how fast a J can go under a chute! And the jibes are a real acrobatic act!

The only wind that causes havoc with sailing conditions is a Nor'easter that has the fetch of the lake to build 6-8 ft. seas with a pitch of 30-40 ft. While infrequent, such conditions have been known to ruin a suit of sails due to the gusting winds and heavy seas. Conditions are overcast and long pants under foul gear are the norm. The condition rarely lasts more than a day usually followed by warm variable winds. Still, should there be a NE storm system, the race committee may find the conditions for sailing impossible. Since there is a risk of losing a day of sailing under such conditions, the Worlds Committee has asked that the race committee be able to hold more than one race per day to compensate.

Clothing recommendations: While all places require shirts and shoes,

"summer casual" is the norm in Rochester and almost any attire except beachwear is acceptable throughout the city. Daytime temperatures easily reach the 90s and are usually 75-85 degrees. Like many areas, the wind tends to die with the sunset and it is rare that a sweater or jacket is needed at night.

The Worlds Committee has planned extensive entertainment including three live bands during the regatta. For party animals, the Lake Avenue section across the river from the club has several live band night clubs, and the Rochester Visitor's Bureau will sponsor evening concerts at the Charlotte Beach Park pavilion.

For those interested, the Lake Yacht Racing Association (LYRA) is holding their annual regatta at Rochester Yacht Club on August 5-7. This is an association of Lake Ontario yacht clubs and their annual regatta has both long distance and course racing. They plan on having a J/24 start for the course racing portion. For more information, contact the RYC office at (716)342-5511 or fax (716)342-8116. All in all it promises to be an exciting week and we look forward to seeing all of you that can attend.

Reid Stava is the Great Lakes Region representative to the USJCA Technical Committee and Regatta Chairman for the 1995 World Championships.

From J/24 Worlds to San Diego

by *Melissa Purdy*

Going from the J/24 Worlds in Australia to sailing America's Cup boats in San Diego was an adventure I had not imagined. I never followed the America's Cup, or even thought about seriously racing boats larger than 24 feet, especially boats that are 75 feet and dry sailed. The drastic change was not the actual on-the-water sailing, but the organization involved. The America 3 Foundation is an amazing group that starts with Bill Koch and includes an excellent marketing group, design team, shore crew, and of course, our ever faithful coaches.

I was in Aspen, following the J/24 Worlds, when I unexpectedly received a call from Kimo, our coach. He asked me if I would be interested in trying out for a position on the America 3 Women's Team to defend the America's Cup. So, off I went to San Diego to begin to put the boats and compound together from containers stuffed full of gear and heaps made of titanium and carbon fiber. I and three other unsuspecting girls took part in this major project and proceeded to participate in the first round of tryouts. We then stayed to help make the following two tryouts run smoothly. We took some of the girls out in the evenings for several rum drinks, and a few pints at the Brig, a local sailors hang-out. The 6:30 a.m. workouts became such a joy to look forward to with Dick Dent, former Padres trainer. We also tried to make sure that the visiting Whitbread girls, who flew out during their stop over in Ft. Lauderdale, were well fed so that they would be thrilled to get back on the Whitbread 60 for some freeze-dried food on their final leg to England. At last the team was announced in June and we were ecstatic to find out that our four names were included in the crew list.



Photo-Daniel Forster

Now after a tremendous amount of sailing, training in the gym, hard work, and hard play, we are arriving upon our one-year anniversary at America 3. Every day has been a different learning experience, from the coaching on the water to the maintenance of the boats and compound on shore. The top-notch shore crew have taught me a tremendous amount, from driving fork trucks to operating mega saws of all sorts and sizes. They even gave us a demonstration on what it is like when there is a rig failure. We were all just outside the shed when suddenly huge amounts of carbon came flying down from two containers high. It was shocking. Even Shelley, who communicates by reading lips and sign language, could hear it. Luckily, we have avoided that tragedy.

Our coaches, Kimo and Stu, keep us in line. They have been amazing both on and off the water, managing to keep 28 girls sailing intensely without having any sense of humor failures. Not only have they helped improve our sail-

ing skills tremendously, but they have accomplished much more.

On occasion they must quickly change roles from sailing coaches to television commercial producers and directors, such as when we must don our blue blazers and look our best for the Chevy photo shoot, or slurp down our sixth Yoplait yogurt without wearing it. However, applying L'Oréal make-up to attempt to cover raccoon eyes from sun-tanned faces was over their heads. As sailing team members we have little to stress about as long as we wear the clothing attire scheduled for the day and show up on time. We need to stay focused on how to get around the race course the fastest, as well as make big decisions about what to have for dinner, since it is the only meal not provided.

As a sailing team member, life at America 3 is extremely well organized. Our days are full from the first ten minutes we arrive for our warm-up run at 6:30 a.m. to the debrief and video at about the same time in the evening, twelve hours later. The training of

weight lifting and aerobic exercise ends at 8:00 a.m. when we shower, eat a buffet-style breakfast at Tarantino's, an Italian restaurant down the street, and then rush back to the compound for the 8:30 a.m. meeting.

The plan for the day is announced, which sends everyone off to prepare the two boats for the dock start at 9:30 a.m. The tow out is approximately one hour—a great time to do a phone interview, check over the boat, or read over your notes or a chapter in your *Psyching for Sports* book. I usually choose to take a nap on the tows or play *America 3 Jeopardy* with the other boat over the handheld radios. We arrive back at the dock between 4:00 and 5:00 p.m. when we begin to put the boats away for the night by offloading the sails, wrapping the boats with huge tarps or "skirts," power-washing and hoisting them out of the water. Our final duties of the day are to finish up all items on the work list to make sure the boats are in good shape for the following day. If you need treatment you make a stop at the training room and then attend the meeting to go over the day's sailing with the coaches.

We are each responsible for a different area to maintain. The sails are my area of specialty, along with two other trimmers, while others are responsible for winches, deck hardware, rigging, hydraulics, wash down, and of course, lunches. I help in the sail loft and with the inventory of sails, making sure that the sails we will use that day are ready and on the boat before the dock start. Our Cuban Fibre sails are claimed to be extremely light in weight, but that is relative as it still takes at least eight of us to carry a mainsail. Trimming the main on *America 3* has definitely been the largest sail I have ever trimmed.

Our thirteen-hour days, six days a week are finally paying off. We finished second at the IACC Worlds and we are looking forward to sailing our new boat and winning many more races leading up to the America's Cup.

Small Flying Patio Furniture, the J/24 my brother and I own, has not been forgotten. It has just been taking a short holiday from traveling.



Photo: Daniel Forster



Photo: Daniel Forster

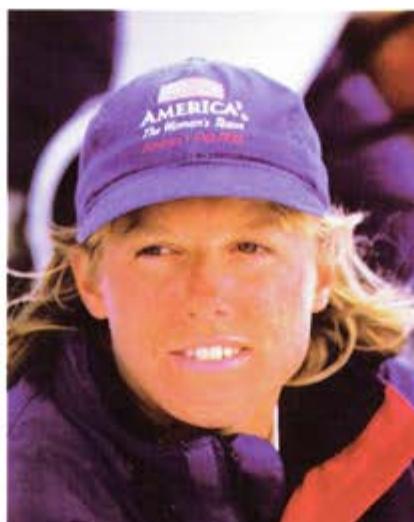


Photo: Daniel Forster

Melissa Purdy, All-American Woman Sailor of 1990 and 1991, has sailed her J/24, *Small Flying Patio Furniture*, around the world. She is a member of the *America 3* team training in San Diego.

All About Knotmeters

by Tim Ryan

I'm a sucker for go-fast advice and technology. I've been racing sailboats, mostly J/24's, since 1989, after not sailing at all for ten years. I'm not a product of a college sailing program where sailors practice every day for four years and finish thousands of races. What I'm saying is, I need to catch up with those guys.

One of the things that I've started to notice is that some of the top sailors use various instruments, and others don't. My theory, which was taught at an Ockam Instruments seminar several years ago, is that instruments are tools to train the senses. You should be able to grow out of them. The smaller the boat, the easier it is to get away without instruments. Conversely, they are almost essential for bigger boats. The J/24 is somewhere in the middle, so there is a range of instrumentation that is used, even by the best sailors.

Let me illustrate with a very basic instrument, the masthead fly. Most J/24's have them. In fact, most of the readers of this article would think that this is a standard piece of equipment. But not everybody uses them. Terry Hutchinson, for example, told me last year that he doesn't like to use a Windex because the competitors in front (if there are any) can see where his wind shadow is. Besides, he can feel where the wind is coming from. I think he might also be trying to reduce weight aloft. On the other hand, Dennis Connor sailed with my home fleet a couple years ago. His assigned boat didn't have a masthead fly, and the first thing he did was to send some guy up the mast to tape on a stick with a piece of yarn attached. You decide.

Another example is wind meters. Take a look at any J/24 tuning guide. They all say to adjust the shrouds to this or that tension depending on the wind speed. In fact, the North guide, printed in a recent issue of this magazine, called for changing the tension with *two knot increments* of wind speed. Did you ever see Kenny Read out there with an anemometer? I never have, and still feel a bit goofy holding my wind gauge up before the race. The point is that these

pros can feel how strong the wind is blowing. My technique is to have the crew guess the wind speed, then check using the gauge. Eventually, we'll be able to calibrate our senses of sight and hearing like the pros have, and won't need the wind gauge anymore. That was the point of the guy from Ockam.

This brings me to knotmeters. The first thing to know is that none of the top guys have them. Not Read, not Larson, not Moore, not Brun. *They don't need no stinkin' speedos!* Of course, they've been racing since they were three, and can feel how fast they're going, probably within a couple of tenths of a knot. But wait. Didn't I see Jim Brady on that

want to use the thing for practice, and remove it for that district championship.

OK, how do you take advantage of this new toy? First, you can use it for **acceleration practice**. Try holding your boat on a close-hauled course with the sails luffing and speed at 0 knots. Pick a speed goal, say 4 knots. Then try to go from 0 to 4 as fast as possible without heading off more than 10 degrees. Time how long it takes. Then try to improve on that time. The whole team should work at this, paying attention to sail trim, heel, body movements, etc. This exercise is very helpful for better starts.

Wind Speed (knots)	Tack Angle	Target Speed Upwind	Target Speed Downwind	Gybe Angle
8	90	5.01	4.80	73
10	84	5.39	4.94	40
12	79	5.54	5.47	24
14	77	5.62	5.92	15
16	76	5.67	6.34	13
20	76	5.75	7.18	14

Derived from US SAILING J/24 Performance Package. Courtesy of US SAILING

America's Cup boat? Wasn't that a knotmeter there right next to the electronic wind speed indicator? You bet! What happened was that the IACC class is such a big boat that the sailors can't quite feel things like they could on their Laser. That's kind of the way I feel about speedos on my J/24.

I wouldn't be writing about this if the knotmeter technology hadn't changed. When I bought my boat, I saw that it used to have a speedo, and the through-hull was glassed over. The last thing I want to do is to drill a hole through the hull for an impeller. However, there is now a new kind of device that doesn't require a hole. The impeller glues on to the hull, and transmits magnetic impulses to a detector glued inside. You can even use silicone adhesive, which comes off easily if you only

Second, try **tacking and gybing practice**. Look at your speed, tack (or gybe if you are going downwind), and see how long it takes to get back up to your former speed. Again, try to improve on that time. Try roll-tacks and gybes. Part of the drill is to figure out how best to accelerate, i.e., how and when to trim, how much to steer, etc. This immediate feedback to the crew is much more useful than the usual subjective evaluation of these maneuvers.

Third, use the knotmeter to **practice holding speed constant upwind**. This is particularly useful in heavy wind and chop. Pick a speed target, then try to hold your speed constant. Success here means that you are keeping the boat "on its feet" and moving through the water. If speed drops below the target speed, foot off and ease sails a bit.

On the other hand, if speed exceeds the target, pinch up to bleed some off. It might not seem that a speedo would be helpful with this, but I have found that I can react much faster to speed changes when I see the numbers changing than if I wait until I can feel the boat slowing down or speeding up. It's also a lot faster than waiting for the crew to say "I think we've slowed down." Again, the top guys don't need the speedo for this. I guess they have one built into their butt, while my "internal knotmeter" isn't very sensitive yet.

Polar Diagrams

In the above discussions, I talked about a "target speed." You can use your knotmeter to optimize speed upwind or downwind. To do so, let me use the following example:

Suppose you are heading upwind toward a mark, sailing in a steady, non-shifting 8 knots of breeze. You are tacking through 90 degrees; in other words each tack is 45 degrees away from the wind. A quick look at your speedo shows that your J/24 is moving at 5 knots. How fast are you moving *toward the mark*? In other words, what is your *velocity made good upwind*? Naturally, you remember from trigonometry class that the formula for this calculation is:

VMG = Boatspeed x cos(Wind Angle)
Therefore, your VMG is 3.6 knots.

Now let's say that you want to go faster. You foot off by 15 degrees, so you are now 60 degrees from the wind. Boatspeed is now up to 5.7 knots. But are you moving any faster *toward the mark*? The calculation, in fact, shows that your VMG has dropped to 2.9 knots.

You are starting to realize that there is a tradeoff between wind angle and boatspeed. If only you could figure out what is the *optimum*!

It turns out that US Sailing has run lots of calculations about sailing a J/24 at various angles in various wind speeds. They have graphed all of this data on what are known as "Polar Diagrams." You can get these from US SAILING in Newport as part of their *Performance Package*, which I recommend you look at, perhaps as a reference book split between members of your fleet. US SAILING is an excellent source of information for sailors and it doesn't hurt to join. You even get a good deal on a *Sailing World* subscription.

In any case, I extracted the relevant information from that book and list below the target velocity and tack-

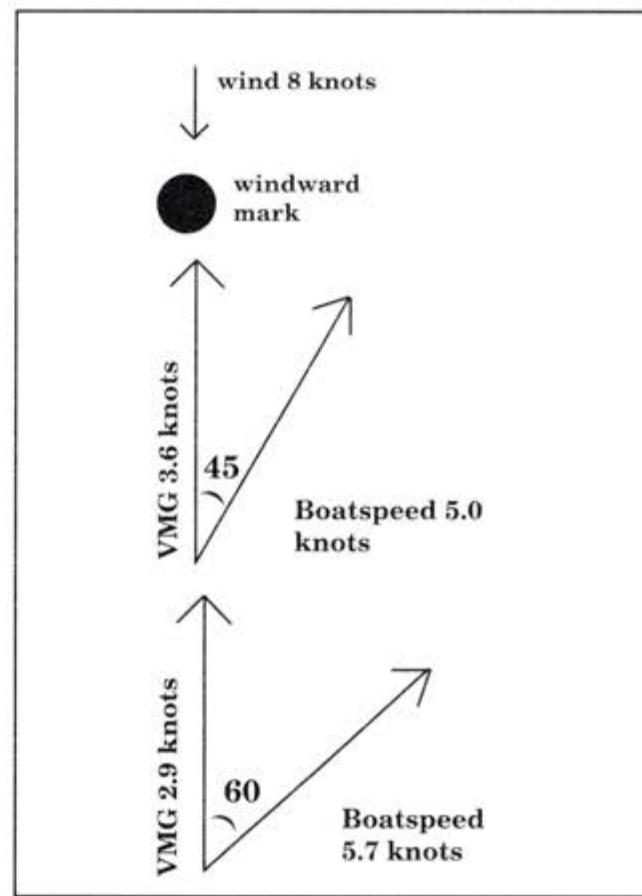
ing/jibing angles for the J/24.

I look at this chart with a certain amount of skepticism. For one thing, the hull speed for a J/24 is about 6.25 knots. There's no way you'd hold a speed of 7.18. In 20+ knots of breeze, you'd either be going at hull speed, or click into a wave and do 10+.

Secondly, I don't think you can literally "sail to the targets" like you might do on an IACC boat. Without an anemometer, it is very hard to precisely determine wind speed and therefore if you should be going, say, 5.54 or 5.67 knots upwind.

For me, the best way to figure out a target speed is to sail near other boats, hold steady with them, and use that speed as my target. You can do this before the race with your "tuning partner" or right after the starts when all the boats are next to each other.

I think that a lot of sailors could benefit from a knotmeter. I also hope that we all learn to feel the speed, too.



Tim Ryan has been racing his J/24, Racer X, in the New York area since 1989 and is the District 4 Governor.

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Calling All Women! Rolex Women's Event To Offer Go-Fast Tips from the Experts



Betsy Alison in her clinic-instruction mode. The four time Rolex Yachtswoman of the Year will hold a pre-regatta clinic for September's Rolex International Women's Keelboat Championship.

All women heading to Newport, R.I., for this Fall's Rolex International Women's Keelboat Championships are invited to attend the official pre-regatta clinic that is sure to start off the September 8-15 event with a bang, even before the official starting gun goes off. In keeping with the spirit of making the week an enriching experience for all levels of women sailors, the race organizers have invited the local talent from Sobstad Sailmakers to host a free one-day clinic on September 7.

In Newport, local talent means world-class superstars. The clinic will be run by six-time J/24 World Champion and 1985/1994 Rolex Yachtsman of the Year Ken Read, along with colleagues Terry Hutchinson and Brad Read, both top-notch J/24 competitors in their own rights. Also joining the team of instructors is fellow sailmaker Betsy Alison, a three-time Rolex

Women's champion and four-time Rolex Yachtswoman of the Year.

The seminar will feature both on-land and water segments with lectures on local knowledge, rig tuning, boathandling, crew organization and sail trim. "Rolex, through its sponsorship of events such as the Rolex Women's has raised the level of competition for all sailors," said Alison, also a US

SAILING certified clinic instructor who has become a familiar fixture at pre-regatta clinics for the Rolex Junior Women's and Rolex Junior Championships. "In coordina-

tion with the Rolex Women's regatta organizers, Kenny, Terry, Brad and I are working to insure that this trend continues." Alison added that while the Rolex International Women's Keelboat Championship offers outstanding competition, it also has established an atmosphere of camaraderie where women can learn from one another. "The real champions of this regatta are the women who come out to compete in a world-class event for the first time and learn as much as they can," said Alison. "Exposure to someone like Kenny and his go-fast tips is a once-in-a-lifetime chance for some, and it will make a difference in every competitor's performance, no matter what her level of expertise."

Again, the clinic welcomes all participants. It's free and will expose you and your team to the world's best J/24 sailors and the sport's best-organized fun for women J/24 sailors! Mark your calendars for September 7, from 9:30 to 5:00. Competitors will find sign-up information for the clinic in their registration packages. For more information, contact Event Chair Pam Kirk, 401-683-0486.

Official Pre-Regatta Clinic Schedule

Thursday, September 7, 1995

9:30-11:30 am	On-land lectures re: local knowledge, rigtuning and crew organization
11:30-1:00	Rig boats. Bring an older genoa and spinnaker for practice
1:00-3:30	On-the-water starting, upwind, downwind andmark-rounding drills
4:00-5:00	Debrief with critique on sail trim and boathandling

Six-Time World Champion Ken Read Named 1994 Rolex Yachtsman of the Year

Ken Read of Newport RI, was named 1994 Rolex Yachtsman of the Year, an annual designation which recognizes excellence in sailing during the year just concluded. The award is sponsored by Rolex Watch USA and administered by US SAILING—the National Governing Body of the sport.

Read wins the Rolex Yachtsman of the Year Award for the second time. He also holds the distinction of having been nominated every year since his 1985 reign as Rolex Yachtsman for his enduring superiority in national and international competition.

"I'm not sure if this is something that ever sinks in," said Read, "I thought winning it the first time was overwhelming, but this is just incredible."

In selecting Read, the panel not only valued his demonstrated versa-

Photo-Carolyn Thornton



Photo-OttoShore Photo

That is Kenny in the middle crewing for Terry Hutchinson at the North Americans last Fall.

tility in 1994—he won national and international class championships in seven different classes of boats—but applauded his victories when vying for championships against some of the biggest names in sailing..

Highlights of Read's 1994 season included branching out into the new one-design MUMM36 Class and winning many major regattas. In the J/24 Class, Read captured the World Championship title for the fourth consecutive year, making it the sixth time he has risen to the top of this very competitive fleet.

Read also demonstrated his prowess by dominating the competition in the Etchells-22 class—a new boat for him.

Recruited for his obvious tactical expertise, Read is now aboard the PACT '95 International America's Cup Class Yacht

Young America. A native of Rhode Island, Read makes his home in Newport and is a partner in the Sobstad Sail loft. During the America's Cup Campaign, Read and his wife Kathy are temporarily headquartered in San Diego, California.

The International and United States Class executives extend their sincere congratulations to our Class' most celebrated sailor.



Foerster, Johnston and Crew Argentina Bound

by Peter Gerard



Representing the U.S. at the Pan Am Games, with Tom Christopher (whose company, Kitty Hawk Airways, was the major sponsor of the event) are Foerster, Johnston, Bartlett, and Lawson.

Paul Foerster and Rob Johnston of Rush Creek Yacht Club and John Bartlett and Troy Lawson of Austin Yacht Club combined to sweep the all-Texas finals of the 1994 Pan American Games Match Racing Trials. Their victory earned them the right to represent the U.S. in the 1995 Pan American Games to be held in Mar del Plata, Argentina in March. The four day event was sponsored by Kitty Hawk, Inc. and hosted by RCYC.

The nineteen crews that showed up at Rush Creek Yacht Club in December made this one of the largest all match racing events in the country. The size of the field, the nature of the event and the weather made this regatta a major logistical event. 570 gallons of gas, 14 powerboats, 12 borrowed boats, 14 suits of borrowed sails, 14 umpires, two race courses and forty volunteers all went into making the 1994 Trials.

The events began on a high note. Tom Farquhar, an IYRU Umpire and head of officials for the 1996 Olympics, conducted a well-attended match racing rules seminar on Thursday.

Friday brought with it reality in the form of rain, wind and cold weather. The PROs, Jim Craig and Jim Anderson, marshaled their brave volunteers and ran 31 races before darkness de-

scended. This was a major feat, given that each crew changed boats after each race, even in good weather; a masterful feat given the conditions.

Saturday saw an improvement in the weather, i.e. no rain, but the wind increased to the 18 to 22 knot range and the cold remained. And there were 45 races to be run. There were many heroes that day. William Cantrell was the bosun extraordinaire, Gary Brown and Tom Jacobs proved their skill at checkers by jumping crews from boat to boat. All the stalwarts on the *Betty A* and the *Grady White* and on the chase boats did the club proud. And the staff, Lise Paterson and JD and his beef soup made the day.

As Saturday drew to a close, eight crews remained in the running, four from Texas and four from California. Sunday was scheduled with a 21 race quarter-finals.

Sunday brought with it warmer temperatures, a past front and light fluky air. Down to one race course, PRO Craig was severely challenged to keep the event on schedule and the racing fair. Kitty Hawks and RCYC's Tom Christopher and daughter Julie joined us on the race course, for what would prove to be a frustrating day, but one that would produce a final four that included Texan Scott Young, two Californians; Jeff Merriman and Morgan Larson, and RCYCers Paul Foerster and Rob Johnston.

Monday brought with it the weather we had hoped for all along, 10 to 15 knot southwest breezes and 55 degree, sunny weather. The battered band of race management folks used the day to rejuvenate themselves and enjoy some very exciting match racing. The semi-final round pitted the number one qualifier, Scott Young, against the number four qualifier, Morgan Larson, and the number two finisher, Paul Foerster, against number three, Jeff Merriman. When the smoke cleared, the two Texans had sent the two California



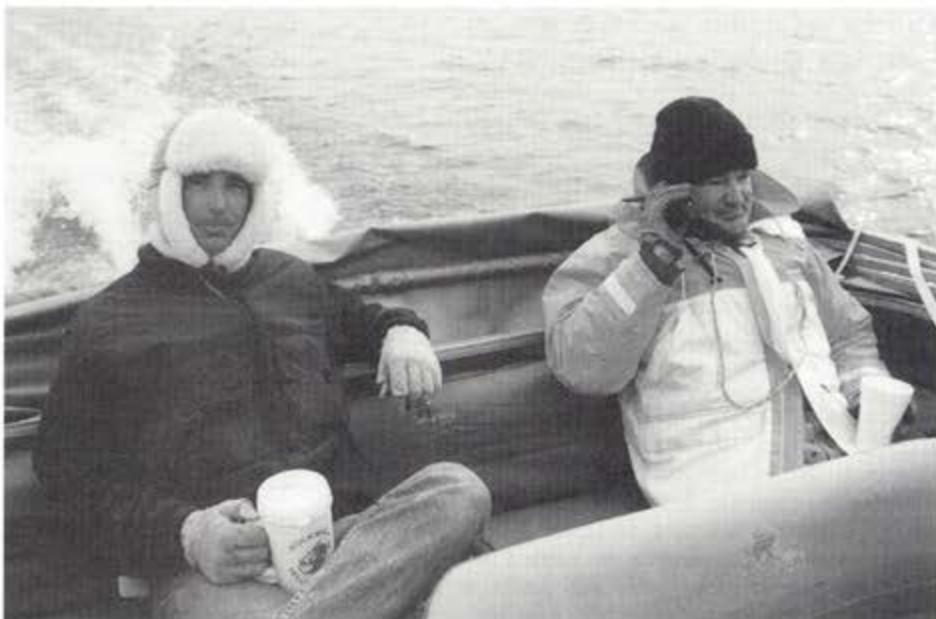
Troy Lawson, John Bartlett (bending), Rob Johnston, and Paul Foerster caught between starts.

teams to the Petit Finals, reserving the Finals arena for themselves.

The Finals began around 1100 in a steady southwest breeze and bright sunshine. By 1500, Messrs. Foerster and Johnston had swept the series and were headed in as the U.S. representatives to the 1995 Pan Am Games. The Petit Finals went to Morgan Larson.

As the event drew to a close and the trophies and congratulations were passed around, it became obvious that Rush Creek Yacht Club had once again shown the sailboat racing community that it was one of the preeminent racing venues in the United States. It was also obvious to all the competitors and visiting umpires that we have a membership that is willing to devote time and resources to support the sport and did so in a first rate style.

It would require too much space to list all those who made major contributions to this event. Kitty Hawk has been a major backer for a number of years and to them we say "Thank You." To all the individuals who helped prepare the boats, staff the registration desk and the race course, loaned their boats, both power and sail and opened up their homes - you



Survivors of the Shackleton Antarctic expedition? No! Committee heroes Ron Hanna and Bob Broun enjoying the balmy weather.

made this happen! You are what Rush Creek Yacht Club is all about! And if you hear it from nowhere else - thank You! And to the Rush Creek Yacht Club and its staff, thank You! For a complete report from the 1995 Pan American Games, in Mar del Plata, Argentina, see page 39. Ed.

Bad Boys Dominate Gulf Coast Championship

Bad Boys, co-skipped by Jerry Coogan and Benz Faget, sailed away from the fleet in the 10th Annual Gulf Coast Championship by winning four of the five races. Their other finish was a second. *Bad Boys* crew included Tim Mowry, Rory Hebbler, and Mark Hallman.

Although the regatta was regional, participation was national. *Baby Doll*, skippered by Yandell Rogers of Houston, was second, followed by Charlie Ogletree, also from Houston, in third aboard *Dashboard Mary*. Finishing fourth was the Zaleski brothers sailing *Twins*, out of Connecticut. Fifth was *Tool Time* skippered by Kirk Livingston, out of Austin, Texas.

The regatta was the fourth stop of the Texas Circuit which is made up of eight regatta stops in District 14.

The event was sailed in a consistent breeze of 10 to 16 knots with that famous Lake Ponchartrain chop. Its famous because it is like nowhere else in the world.

Everyone enjoyed the *Big Easy*, its good food, and Southern Yacht Clubs hospitality. Fleet 94 would like to congratulate Benz Faget for winning the 1994 Mallory Cup Championship.

Results: Top 10 of 22:

Pos.	Skipper	Boat	Race 1	2	3	4	5	Total
1.	Faget/Coogan	<i>Bad Boys</i>	1	1	2	1	1	5
2.	Yandell Rogers	<i>Baby Doll</i>	3	3	1	2*	4	16.75
3.	Charlie Ogletree	<i>Dashboard Mary</i>	4	4	3	7*	3	21
4.	Zaleski	<i>Twins</i>	5	2	7	4	7	25
5.	K. Livingston	<i>Tool Time</i>	7	5	4	10	6	32
6.	David Smedley	<i>Bon Temps</i>	11	10	8	8	2	39
7.	Lewis Conger	<i>More Grief</i>	9	7	6	9	8	39
8.	Meric/Barrett	<i>Carnival Time</i>	8	9*	5	6*	5	41
9.	Eric Nelson	<i>Mr. Happy</i>	2	8	12	12*	9	47
10.	Jim Anderson	<i>Sly</i>	6	12	9	5DNF	54	



Kinsey is District 10 Champ, Kullman Qualifies for Worlds

by Doug Wilson

Jim Kinsey and John Landry, sailing Landry's boat *Camel Toes*, won the District 10 Championships held February 25 and 26 on Biscayne Bay, Florida. The Ft. Myers crew, who had already qualified for the 1995 Worlds at the Southeast Regional Championships, won only one of the five races, but never finished worse than sixth in a regatta where consistency was in short supply. Marty Kullman of St. Petersburg sailed *Marty Gras* to second place and won the District 10 world qualifier spot. Kullman, a newcomer to the class who finished in the top ten in the 1994 North Americans, struggled to a 12th in the first race but came back strong to win races 3 and 4. Drama was added by Biscayne Bay sailor Jeff Rubin, sailing Fleet 10 Captain Dave Brennan's *Cobalt*, who lost a second race protest (heard Sunday after completion of racing) to drop from second to fifth. The top five was rounded out by Jeff Linton, of Tampa, on *Liz* in third and Mauricio Constanzo, of Venezuela, sailing Louis Vecchi's *Fastac* in fourth.

At the Friday night skipper's meeting at Key Biscayne Yacht Club, eight Biscayne Bay boats and eight out-of-towners were pleased with the forecast of 15-20 knots of wind from the north. Saturday morning, found the predicted cold front slow to pass through and the first race was started in a light, shifty northwesterly. As the fleet struggled to make the first beat time limit, a 45-degree shift to the right brought out the 'abandon' flag from PRO Mark Mayer of the U.S. Sailing Center, and a sigh of relief from some top sailors who were struggling in from the left-hand corner.

Those who paid attention were rewarded for the rest of the day, as the right side paid off all day. The wind stayed light and shifty and the course was full of holes, as the sea breeze battled with the weather system winds to finally fill in from the southeast. Biscayne Bay Fleet 10 boats took 1-2 in the first race, with *Cobalt* and *CRAFT Society* moving right early and covering well. *Camel Toes* tipped her hand, moving through the fleet to third.

Race two was won by *Blind Pig*, sailed by Jeff Gale from Hopetown, Abaco, Bahamas. A single digit hull number (they're not sure exactly what), the boat began making the 150 mile sail over about five years ago and is a D10 favorite. *CRAFT (Can't Remember a F***ing Thing) Society*, a recently formed syndicate of four over-50 Key Biscayne sailors helmed by Ray Sullivan, pulled out another second to lead after two races. *Marty Gras* began her climb back with a third and *Cobalt* took a fourth but was protested on a close part-tack cross with *Liz*.

With the sea breeze filling in by race three, *Marty Gras* continued to improve with a strong first, followed by *Camel Toes*, *FASTAC*, and *Liz*. *Blind Pig* was fifth, but



Photo-Bill Wilson

the *CRAFT Society* forgot what made them successful in the first two races and pulled a fifteenth.

Sunday brought more wind, unfortunately in association with black squall lines that regularly swept across the course. Sailing to the darkest clouds was pretty much the strategy of the day, and *Marty Gras* continued her climb with a first. She was followed by *Liz* and Peter Benziger's *Gotta Go, Blind Pig*, second to *Camel Toes* by .75 points going into the race, made some bad decisions and finished in a painful 16th (last) place. With the race two protest still pending, *Cobalt*'s fourth set up an exciting last race: *Camel Toes* 16.0, *Marty Gras* 16.5, and *Cobalt* 16.75.

With the squalls persisting and the wind building, everyone started the last race with working jibs. *Fastac* jumped out to an early lead, but was run down by *Camel Toes*, who clinched the regatta with their only win. *Cobalt* (third) out-duelled *Marty Gras* (fourth) to look good for second overall, but when the jury finally heard Saturday's protest, *Cobalt* dropped to fifth and Kullman took the Worlds spot.

Old boats continue to shine, even at this level. Both *Camel Toes*, hull 2985, and *Marty Gras*, hull 154, were bought last year for under \$5000 and refinished by Tony Cellamare of Clearwater, who crewed on *Camel Toes*. *Cobalt*, hull 1482, is an older British boat kept in good shape by Fleet 10 captain Dave Brennan. District 10 sailors thank Key Biscayne Yacht Club, PRO Mark Mayer, and the U.S. Sailing Center for regatta support, and Dave Brennan for his hard work in obtaining regatta sponsorship. Good luck to District 10 qualifiers Kullman and Kinsey & Landry in Rochester!

District 10 Championship Results: Top 10 of 16

Pos.	Sail#	Helm	Boat Name	Race 1	2	3	4	5	Total
1.	2985	Kinsey	<i>Camel Toes</i>	3	4	2	6	1	16
2.	154	Kullman	<i>Marty Gras</i>	12	3	1	1	4	21
3.	2436	Linton	<i>Liz</i>	9	5	4	2	5	25
4.	4546	Constanzo	<i>Fastac</i>	6	6	3	9	2	26
5.	1482	Rubin	<i>Cobalt</i>	1	17	8	4	3	33
6.	1989	Schubert	<i>Sufferin' Succotash</i>	4	8	9	5	10	36
7.	4185	Sullivan	<i>Craft Society</i>	2	2	15	10	8	37
8.	BAH1373	Gale	<i>Blind Pig</i>	5	1	5	16	15	42
9.	3636	Benziger	<i>Gotta Go</i>	14	7	10	3	9	43
10.	91	Southam	<i>Dr. J</i>	7	10	7	13	7	44

Light Air...Not!

A Tale from the Junior North American Championship

by Fuzz Foster

In no way, shape or form could the 1994 J/24 Junior North American Championship be considered a light air regatta. For those of you whom decided not to attend this year's event, due to the regatta's location...in Hawaii...you all missed an excellent opportunity to surf ballistically out of control and get a suntan at the same time! However, you all have another chance in 1995 as Hawaii will again hold this regatta.

Holding the regatta over Thanksgiving weekend provided an excellent opportunity to feed all the travelling competitors a "local style" tradition... IMU Turkey! Imu turkey is prepared underground, not in the oven in your kitchen. The taste is one to ruin all memories of oven-baked cuisine. All the competitors and families gathered together at John and Veronica Taubman's estate in Kahala for a Thanksgiving Day feast...grinding 'til the stuffing came out of our ears.

After resting peacefully Thursday night, Friday's practice day arrived in full force...30 knots true! All of the competitors pleaded with regatta chairman, Fuzz Foster, to lift the "no spinnaker" restriction in winds over 20 knots. After a speech about safety, their wish was granted and an additional spinnaker was allowed to be taken during the race, just in case a chute was destroyed. While setting the course, the Race Committee had a blow out of their own as a bimini top was torn off the frame of a scat boat. Winds were steady 28+ true, with puffs of 38- to 40-knots. And it was 84 degrees and sunny. With water peeling down the side of the boat, at boom level or higher, all the crews enjoyed great rides. Mark roundings were fun to watch for spectators. Only the crew from *Road Kill Weasel* with Matt Cochran at the helm, managed to wash their windex in a spectacular gibe broach. Even the Russian judge was seen giving high-fives on this one!

Saturday brought slightly less wind, 23-25 true with gusts to 35+ knots. Race one saw Team Hawaii, University of Hawaii sailor, Brian Hill, launched for the entire race, until the final downwind leg to the finish. One of those 35+ knot blasts came down Manoa Valley and caught Team Hawaii on the wrong gibe heading away from the finish in ballistic fashion. Afterwards, Hill's tactician, Chris Jewett, explained that Brian had a death grip on the tiller and was simply trying to keep the chute in front of the boat. *Road Kill Weasel* rounded the weather mark about one minute behind and bore away in the puff, crossing the finish line one boat length in front of Team Hawaii.

In race two, *Road Kill Weasel* led wire to wire, with the team from the St. Francis Yacht Club and Paul Allen at the helm, second. Race three consisted of a three boat tacking duel for most of the race, which made for some interesting arm



1994 Junior North American champs Mike Hill, Brian Hill, Chris Jewett, Jane Gardner, and Keah Ho.

Photo-Renee Taubman

chair tactics by the Race Committee. Everyone has their own opinion on what should have happened, but in the end, Team Hawaii won the race, St. Francis was second, and *Road Kill Weasel*, third.

Race four, the final race of Saturday, saw Paul Allen and St. Francis YC in the lead for most of the race. Spinnaker problems around the final weather mark, allowing both *Road Kill Weasel* and Team Hawaii to catch up by the leeward mark, spelled trouble for St. Francis. All three boats went hard left, so hard that the last half of the weather leg consisted of blast reaching to the finish. Team Hawaii won the race, one boat length ahead of the overlapped *Road Kill Weasel* and St. Francis. *Road Kill Weasel* edged out second by half a bow pulpit. You can't get much closer racing in this much breeze. The end of day one had Team Hawaii and *Road Kill Weasel* in a tie for the lead.

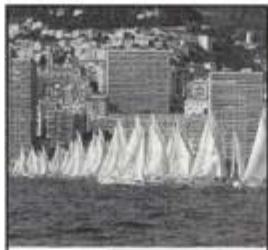
Sunday saw the winds lighten to a mere 18-20 true, puffing to 28+ at times. Race five had St. Francis gone up the first beat, then trouble arrived at the leeward mark. While doing a weather drop, the spin halyard released itself on the way down. With a man aloft, they were unable to tack and go left to the favored side. This cancelled any hope of a victory for St. Francis. Team Hawaii, on a roll, won their third straight race to set up a match race for the championship, in race six, with *Road Kill Weasel*.

After a mating dance before the start, both Team Hawaii and *Road Kill* were in the cheap seats at the gun. Screaming and hollering, and possible contact between the two boats, extracted the protest flags. Birthday boy, Paul Allen, sailed St. Francis to a runaway victory in this race. Second went to the youngest team, from Waikiki Yacht Club, with Christian Taubman at the helm. They improved through-

out the regatta and will be back again next year. With protest flags flying, Team Hawaii and *Road Kill* attacked each other the entire race. However, what *Road Kill* failed to realize was that they needed to wind the race, not just beat Team Hawaii, to win the championship. A trip to the room didn't help either, as Team Hawaii won the 1994 Junior North American Championship.

Team Hawaii consisted of Brian Hill, Michael Hill, Chris Jewett, Jane Garnhart, and Keahi Ho. I would like to thank Charley Dole, Ken Kaan, Fuzz Foster/Bob Ale, Tina Austin, John and Veronica Taubman, Joe and Renee Cochran, Susan Jacquelin, Margaret Haig, the staff and management of the Waikiki Yacht Club, Commodore Frank Thomas, Steve Thomas, and all the members of the Race Committee for making this regatta one to remember.

Hope to see all of you junior sailors next year and may the wind gods prevail. Chris Snow reported that the 1994 North American Championship in St. Petersburg, November 13-19 was a heavy weather regatta...I don't think so.



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1994 Changing of the Colors Regatta

by Michael Slaughter

October mornings in far upstate New York are uncommonly crisp and beautiful, but participants in the Lake George Club's Changing of the Colors Regatta have little time to actually enjoy the scent of wood smoke and the muted colors of the fall leaves. Unbending from stiff berths in the back of a van, musky-mouthed from the welcoming beer and chili party the night before, the skippers and crew are obliged to muster out onto the terrace of the old Adirondack club for an early morning briefing on the unpredictable, shifty winds of fabled Lake George.

The Changing of the Colors Regatta is a key event in the Northern Circuit Series and District 7 Championship. Teams campaign here from as far away as Newport, Marblehead, Maine, Long Island Sound, Toronto, Michigan and the Great Lakes. If they can ignore the distractions of the scenery, the crafted architectural joinery inside the clubhouse, and the echoes of history here in the heart of *Last of the Mohicans* country, one of the first things that occurs to them is that they'll probably need a brand new strategy for this venue.

Betsy Alison, eventual Regatta Champion on *Mookie*, decided just to take it as it came—a necessity since her Sailcomp wasn't working. Unable to locate some missing parts, Betsy insists she and her crew converted the disaster to a plus. Without instruments, they were obligated to keep their heads out of the boat and rely on seat of the pants sailing, often a shrewd plan on Lake George. Betsy's tactician, P.J. Shaffer, sailed at Boston University and on various Midwestern lakes, so he was used to shifting conditions. With Rich Brown as bowman, Dan Dickison stationed on twing, and Jock Hayes assisting in the cockpit *Mookie* took two firsts, a second and two thirds for an overall point total of 9.5. Betsy says she looks forward to returning each year to the COC on Lake George—it's a challenging regatta and the people make it fun.

Barnyard Frenzy with Brandon Flack at the helm won second place in the competitive fleet. An ardent proponent of teamwork, Brandon has developed crew participation into an art. His strategy is to put the emphasis on preparation, and he always makes it a point to fully understand his crew's skills. Knowing they're being utilized is what keeps them showing up, he insists. To best exploit Lake George's uncertain conditions, the team repeatedly practiced and refined their roll-tacking choreography, and as a result, were consistently able to use crew weight to steer through the course. At the leeward mark they came in with heel, so the boat headed up and turned with scant tiller, then at the windward mark they worked together to keep the boat flat. With Cutter Smith as bowman, Julie Minihan on twing, Hank Williams guiding tactics, and Dave Sprang as Jib-trimmer, I had little to do, Brandon says, most of the time, the crew was dragging me around the course.

Lake Champlain's *Snowbird*, owned by Ken Tefft and Gardener Lane, placed third. Skipper Don Brush and his wife, Ann, who does foredeck, are among those people who come back to the Changing of the Colors Regatta year after

year. Their strategy was always to get a clean start. That's the important thing on a fifty boat line, Ann reports. In the minutes before each gun, they tried to work their way into the first tier, close to the favored end and in clean air. But not too early, she says. We didn't strain to be in the position too soon where we might get buried or shoved out. The crystal winning team included Ken Tefft in the pit, Sean Carroll as jib-trimmer, and mid-woman, Julie Weaver.



Best Local Boat honors went to blue hulled *Stoojies*, captained by Jeff Underhill, with the aid of Don Santella, jibman, and Walter Harrison on foredeck. Those three co-owners, on their aptly named boat, had a very successful season, winning the Fleet 24 championship and placing second in the Lake George Club Series to Fred Merchant on *Stinger*. Jeff has an uncanny sense of the wind on this lake, and his strategy for the COC was to take a contrarian's view of the favored side. That strategy, at least on the first day, paid off handsomely. *Stoojies* crew was rounded out by pit-man, Michael Slaughter, and rail-rat, Jane "Swimmer" Davis, who sensing that the boat was going too fast in the final leg of the fifth race, courageously leapt off and placed herself in service as a human drogue. Jane's husband, Harvey, veteran of many successful Hobie and J-24 campaigns, ably served on the Protest Committee for the series.

Lake George Club Commodore Fred Merchant gives Vice-Commodore, Ed Koncikowski, and the other members of the Race Committee, tremendous credit for running an exceptionally smooth regatta, particularly in view of the complicated logistics of maneuvering the fifty participating boats around the wooded and hilly clubhouse grounds. This was the 16th year of the Changing of the Colors. V.C. Koncikowski urges would-be participants to get their applications in early next year. Dan Dickison, associate editor of Sailing World, observes: You're wise to limit the entries. The fact that so many would-be participants are turned away, and that so many people travel so far to take part, says a lot for the COC. The turn-of-the-century hunting lodge atmosphere, he muses, the whole business of driving five hours or so, erecting your rig, getting the boat in the water, then into the grotto for beer, lies and video tape, and finally the challenge of reading the wind changes on Lake George, that's what keeps people coming back.

District 21 World Qualifier: 15 Boats, 5 Races, No Throwouts

by Bill Worsham

A talented group of sailors from far and near gathered in early March to determine Southern California District 21's representative to the '95 Worlds to be held in Rochester, New York. California Yacht Club in Marina del Rey hosted the event, which attracted 15 boats from four SoCal fleets and sailors from across the country. Local skippers welcomed top sailing talent including Bart Hackworth, Doug Clark, Chris Snow, Doug McLean and Craig Leweck as guest crew to raise the level of competition to first-class. Five races were held over the two-day event in conditions that definitely highlighted all-around performance.

Saturday's three races saw conditions ranging from lack-of-wind postponement to moderate breeze and ever-present MdR chop. In general, the rule was to get off the line clean and don't trim too tight. Downwind holes and blanketing by the very tight fleet were the bane of those who let their guard down off the wind. Most successful in the quest for open lanes and steady breeze were Bob Little, Klatt/Phillips, Baraka and Bill Fortenberry. These four crews finished the day with ten points or less and in contention for the invitation to Rochacha.

Overnight, the arrival of a "pineapple express" winter storm straight from Hawaii meant plenty of rain for Sunday's festivities. While everyone was well equipped with foulies, few of us realized until we headed out the jetties that rain was the least of our problems. Eight to ten foot confused seas greeted us at the breakwater entrance, along with well over 20 knots of sustained wind. Most boats doubled back and hunkered on little

jibs behind the detached breakwater prior to venturing out for the day's racing. Thankfully, this Pacific storm was of the relatively warm variety, as opposed to its Alaskan relatives.

Although the race committee had its doubts, the fleet was good to go as soon as a course could be set in the very difficult conditions. Watching the RC boat at anchor, I was very glad to be sailing on a J/24 instead. Two very short races were sailed in the big breeze, and Bob Little led the pack in both, with Klatt/Phillips staying near the top. Wally Hollyday, Charlie Kelley and Worsham/Steele found the heavy going more to their liking, but could not overcome big scores from Saturday.

Final results showed the top three from Saturday remaining intact (Little, Klatt/Phillips and Baraka), while consistent finishes by Doug Weitz landed him in fourth overall. Hollyday edged out Crane in a tiebreaker for the fifth and final trophy position. Beautiful embroidered crew wear was awarded to the top five skippers and crew at the post-race festivities which featured tons of food and free beer. Thanks go to CYC regatta co-chairs Ray Mahaffey and Dick Schmidt and all their volunteers.

District 21 World Qualifier Results:

Pos	Sail	Boat	Skipper	1	2	3	4	5	Total
1.	3596	<i>La Vitesse</i>	Bob Little	4	1	1	1	1	7
2.	1663	<i>Majic</i>	Klatt/Phillips	2	2	4	3	2	13
3.	1898	<i>Beyond the Beyond</i>	Baraka	1	4	5	6	7	22.75
4.	2181	<i>Aug. White Boat</i>	Doug Weitz	6	7	3	7	8	31
5.	4246	<i>Gunba</i>	Wally Hollyday	7	13	6	2	5	33
6.	2966	<i>Fish Lips</i>	Kevin Crane	9	3	7	8	6	33
7.	4461	<i>24 Karat</i>	Charlie Kelley	8	8	10	5	3	34
8.	4305	<i>Fluid Ice</i>	Worsham/JSteele	5	10	11	4	4	34
9.	1	<i>Rosa Loves OJ</i>	Bill Fortenberry	3	5	2	16	16	42
10.	682	<i>Duct Tape</i>	Grollman/DSteele	10	6	8	9	9	42
11.	3466	<i>Whiteout</i>	Howard Chesley	11	9	9	12	11	52
12.	345	<i>Grinch</i>	Madsen/Rowland	14	12	12	11	12	61
13.	3745	<i>Rock It</i>	Pete Ross	13	15	15	10	10	63
14.	1930	<i>Relentless</i>	Dave Zumbrun	15	11	13	16	16	71
15.	1790	<i>Lago</i>	Marc Skipwith	12	14	14	16	16	72

1994 World Championship Qualifiers

The J/24 World Championship XVII will be held in Rochester, New York, U.S.A. from August 18-25, 1995.

IJCA QUALIFIERS:

Past World Champions

Founders - Rod Johnstone, Bob Johnstone

South American Championship, Alberto Gonzalez

North American Championship, Chris Snow

European Championship, Anders Edblad, Chris Larson

Asia Pacific Champion, Akira Iwade

Rolex Intern'l Women's Keelboat Champion, Betsy Allison

IJCA INVITATIONS:

Host Fleet Invitations - To be determined by the host

IJCA Chairman - Geoff Evelyn

Here, TO DATE, USJCA QUALIFIERS: 1994 Membership

- 1) USJCA President Jim Keesling
- 2) South West Reg. Champ May 28-29 Scott Young
- 3) South East Reg. Champ Sept 16-18 Jim Kinsey
- 4) Great Lakes Reg. Champ June 16-19 Josh Kerst

5)	North East Reg. Champ	Sept 24-25	Waldek Zaleski
6)	Western Reg. Champ	July 23-24	Bill Fortenberry
7)	US Open Champ	May 27-30	Vince Brun
8)	'95 Midwinter Champ	Mar. 27-31, '95	Charlie Ogletree
9)	East Coast Champ	Oct 28-30	Terry Hutchinson
10)	Dist 1 Champ	Sept 17-19	Steve Ullian
11)	Dist 2 Champ	Aug 5-7	Brad Read
12)	Dist 3 Champ	Oct 8-9	Britt Hughes
13)	Dist 4	Parkway Series	Eric Leitner
14)	Dist 6 Champ	Aug 20-21	Doug Clark
15)	Dist 7 Champ	Aug 11-14	Jody Swanson
16)	Dist 8 Champ	July 2-4	Henry Amthor
17)	Dist 10 Champ	Feb 95	Marty Kullman
18)	Dist 11 Champ	Oct. 22-23	Chuck Trotter
19)	Dist 12 Champ	Aug 5-7	Scott Sellers
20)	Dist 14 Champ	TX Circuit	Benz Faget
21)	Dist 15 Champ	Aug. 27-28	Mike Dow
22)	Dist 17 Champ	Sept 10-11	Mark Foster
23)	Dist 18 Champ	July 29-31	Steve Law
24)	Dist 19 Champ	Aug 13-14	Paul Bogataj
25)	Dist 20 Champ	May 7-8	Seadon Wijzen
26)	Dist 21 Champ	Mar. 3-4	Bob Little
27)	Dist 22 Champ	Aug 20-21	Steve Thomas

Fleet 95 Gears Up with Winter Seminar Presented by Brad Read & Terry Hutchinson

by Liz Menis

Winters in New England tend to be longer and colder than most of us would like. Between October and April some hardy types frostbite in J/24s in Boston harbor or in ICs in Scituate. For seven months of the year there is not much for the sailor to do except pour over Layline catalogs and wait for the day when the boat goes back in the water and the sailing season begins. So, what can you do when it's blowing the dog off the chain but you can't go sailing and you desperately need that sailing fix? Buy a few beers, arrange some entertainment, and invite 60 of your closest sailing buddies. That is what Scituate Harbor, Fleet 95 did one dark evening at the end of January.

The entertainment for the evening was Brad Read and Terry Hutchinson, from Sobstad Sails. Brad in awe of the crowd, hoped that he could compete with the other double bill playing that evening: Bill Clinton and Dennis Miller. Brad's talk was in two parts; the development of the deck layout in J/24s and racing tactics and strategy. I never did find out what Bill talked about.

According to Karen Lynch, the seminar was the easiest thing she has organized in her new position of fleet captain. Apart from pre-performance anxiety- what if no one comes? who will drink all the beer? what if Brad and Terry don't show? will there be enough beer to calm the angry mob? - everything went well. In the past, fleet 95 has invited many industry professionals to share their knowledge with the fleet, on and off the water. Steve Ulian, Geoff Moore, and Brad White have all talked to our group. We hope that we have provided more than just an opportunity for them to flaunt their product. As Brad explained, "Helping people improve their sailing skills, makes the class stronger, the competition tougher, and sailing more fun for everyone.

You will find that the lofts often have a presentation ready to bring to you, which Brad used in the first half of his talk. The second part he prepared at the request of the fleet. We asked for a talk on tactics and it was generally agreed to be the best part of the evening. Brad explained the difference between strategy - the steps taken to achieve a goal, and tactics - how you take the steps. Then he discussed how you choose your strategy, and the tactics involved to put your strategy in motion. He covered pre-start data collection, the start, the first beat, and rounding the weather mark. Terry, who Brad described as his straight man, added comments throughout the tactical talk and proved to be as informative as Brad was entertaining.

Preparing to write this article has forced me into a process that should probably be part of every seminar - evaluation. Those hateful questionnaires which make great paper airplanes, would have saved me several hours of telephone calls and really helped us plan future events. From

my conversations, I discovered a need for more basic information. Also an interest in hearing an expert in local conditions. It was good to find out that most people left the seminar with at least one new weapon to work with next season.

One highlight was the Port-Tack approach to the starting line, which was a new idea to some people. It allows you to see the starboard boats setting up and where the spaces are. Another topic mentioned was Terry's description of how to pull off the perfect lee-bow. Don't think about it unless you would be almost able to cross the other boat. Don't tack too late so that your tack becomes a panic response, which results in a bad tack. Do go out and practice tacking on the lee side of a stationary object, such as a buoy. This will teach you the needed space to tack, and how to position yourself before you try it on your friends. Brad also suggested that "cross or tack?" should be in all our vocabularies. It gives the other boat the chance to avoid a nasty lee bow situation, and being forced to tack away. However, keep your response to the words "cross" or "tack" so there is no doubt what you want the other boat to do. Brad's final point of the evening was also worth remembering. On a windward-leeward course, when approaching the weather mark on a starboard lift, have your crew prepared for a quick jibe after rounding. However, make sure you are not jibing into the wind shadow of boats on starboard still approaching the mark.

For most people, the evening was a great success. It also had hidden benefits. On a social level, it was good to see old friends. People began to arrange crew for the summer, information was exchanged about boats for sale. Participation was good from local PHRF and 210 sailors, so it helped publicize and stimulate interest in our fleet. Many of our new members are disenchanted PHRF sailors. It also showed that there is a huge local interest in off-season sailing related activities. And everyone was pleasantly surprised at how big we have grown. For future seminars we may need a bigger space!

A glance around the room showed how much Fleet 95 has grown over the past two or three years. For future seminars, we may need a larger space. This summer we will have 15 boats active for Wednesday night races with a few more possible, two years ago we had 7 or 8 boats on the line. Enthusiasm is high, new members can't wait to get their bottoms wet. For spring we are planning an on-the-water clinic including boat handling drills, practice starts, etc. with Doug Clark, from North Sails. Brad is also going to return to help us with sail trim. But between now and then, we have the Fleet 95 ski trip. Riding uphill lifts, working on downhill speed, it's all the same game.

Frigid February Weather During Southern California Midwinters

by Bill Worsham

Somewhere in the country, there was frigid February weather—but not in Marina del Rey, where record high temperatures and sunshine prevailed for the two day Southern California Yachting Association Midwinters.

Very little clothing was worn and plenty of bad tans were sported (especially by the four fine crews visiting from San Francisco led by Neil Weintraut!). As Venice Beach filled with landlubbers trying to escape the 90 degree heat, a mild seabreeze overcame the hot offshore Santa Ana winds often enough to provide classic Midwinter conditions off of Venice Pier—light to medium breeze and lumpy water.

Nineteen J/24s toed the line from all across California. Standard J/24 sailing instructions with VHF recalls were used. The racing began on Saturday with a late shift causing an over-early pile at the committee boat and a general recall. An RC glitch (hey, it happens!) caused some confusion at the restart, but a good race was completed before the wind turned fickle. Deke Klatt and Jay Phillips' *Majic* bested the fleet, with Seadon Wijesen on *Casual Contact* in second. Baraka's *Beyond the Beyond* and Kurry Kurita's *Speedy Blue* turned in their best races of the weekend, in third and fourth.

After a delay for lack of wind, race two got off in a drifter, with ex-local Wayne Clough's *Downtown Uproar* clawing out to an early lead. Wijesen and Bob Little on *La Vitesse* passed them to take 1-2 after breeze filled and then died again as the fleet finished downwind on the out-and-back twice course. The downwind finish consolidated the fleet with a close finish. Charlie Kelley, *24 Karat*, and Doug Weitz, *Average White Boat*, rounded out the top five.

The overnight results showed a strong lead by Wijesen, but a large pack of boats was poised for second. Wijesen led Sunday's first race wire to wire, followed by Worsham/Steele on *Fluid Ice* and Howard Chesley on *Whiteout*. Klatt/Phillips and Clough also rejoined the top 5, while Pete Ross' *Rock It* hit single digits. Three boats crossed the finish line to the dreaded silence, despite VHF over-early hails.

The fourth and final race turned into a battle for second overall between Little and Worsham/Steele, who eventually finished the race in that order. Wijesen sailed through the fleet to capture third in the race and seal the overall victory with only 6.5 points, an outstanding regatta. Clough capped a strong, consistent weekend with a fourth, and the other San Francisco boats stretched their legs in the windiest race with Don Nazzal and fleet 17 captain Steve Pugh posting a sixth on *Cool Breeze* and Weintraut's *Escalation* gaining seventh in the race.

Thanks go to all the volunteers from Santa Monica Yacht Club once again for their race management and hospitality.



Neil Weintraut and crew, bow #19, leading the San Francisco contingent at the SoCal Midwinters.

Results:							
Pos.	Bow#Boat	Skipper	1	2	3	4	Total
1.	18 Wijesen/Oliver	<i>Casual Contact</i>	2	1	1	3	6.5
2.	14 Little	<i>La Vitesse</i>	2.9	2	6	1	11.65
3.	06 Worsham/Steele	<i>Fluid Ice</i>	3.3	6	2	2	13.3
4.	20 Clough	<i>Downtown Uproar</i>	6	3	5	4	18
5.	02 Klatt/Phillips	<i>Majic</i>	1	10	4	9	23.75
6.	07 Baraka	<i>Beyond the Beyond</i>	3	7	8	14	32
7.	19 Weintraut	<i>Escalation</i>	14	9	7	7	37
8.	05 Kelley	<i>24 Karat</i>	12	4	20	5	41
9.	11 Crane	<i>Fish Lips</i>	8	13	10	13	44
10.	04 Chesley	<i>Whiteout</i>	10	20	3	12	45
11.	08 Steele/Grollman	<i>Duct Tape</i>	20	8	11	8	47
12.	10 Weitz	<i>Average White Boat</i>	13	5	20	10	48
13.	21 Nazzal	<i>Cool Breeze</i>	15	17	12	6	50
14.	01 Tabor	<i>Tiny Dancer</i>	11	11	13	16	51
15.	09 Skipwith	<i>Switzerland</i>	9	12	14	18	53
16.	12 Ross	<i>Rock It</i>	16	14	9	15	54
17.	25 Kurita	<i>Speedy Blue</i>	4	20	20	11	55
18.	24 Rowland/Madsen	<i>Grinch</i>	17	15	15	17	64
19.	22 Paredes	<i>El Morochuco</i>	18	16	20	19	73

Photo-Bob Moore

Gulf Coast Championship Trip

by Tim Rathbun

When Bernie "Barnie" Soya and I agreed to sail with Scott Lammers on his boat, *Intuit* for the 1995 Gulf Coast Championship, it seemed like nothing more than another chapter in a history of road trip regattas for the three of us. Bernie, Scott and I had raced with or against each other around the country, in New Orleans, Annapolis, Canandaigua, Milwaukee, Lake Geneva, Lake Michigan, a couple of trips to Texas and Miami, with races in Toronto, Erie, Nashville, Atlanta and Minnetonka, as well as places that we forgot as we hoped that they had forgotten us. We were club sailors who liked to leave the shame and ignominy of our performances at home to lie about our skills to folks in far away cities. The pitiful results of these distance races were quickly forgotten as we claimed skills, at least, in the ability to take a J/24 from home to somebody else's home and brag about our adventures to the timid souls who rarely venture from their own pier.

Sailors who live in Chicago cherish those rare chances to leave winter's dark skies, dark snow and dark moods. 1995 was the first year in six that I had not left a boat in New Orleans for the winter and when Scott invited me, I packed my seabag (three weeks in advance) and read the Chicago Tribune each day, just to check out the temperatures in New Orleans. Everyday the N.O. temps were in the 70s, I went to work with a smile and a song. When they were in the 40s, I'd come home at lunch to repack my bag with long johns and those sailing gloves with the liners that you buy but never wear. To say I was excited was an understatement as I went to the airport five hours before my flight! Fortunately, Barnie and crewmate Mary were there and I was able to get on their 11:00 a.m. flight, the last standby.

Because we were close to the 882 pound weight limit, we had all dieted for two weeks before the trip. Barnie and I looked longingly at the beverage cart as it slid down the aisle, with our beloved brewed screaming out for attention. Loyal crew that we were, the beer stayed on the cart and we looked down with contempt at our fellow passengers who could not control their overused appetites. Half ounce peanuts never looked so good, but team spirit (and peer pressure) kept us pure.

When we arrived in N.O., our objective was clear: get to Southern Yacht Club, get on the scale and then get to Brunnings Restaurant, home of Crawfish, oysters, shrimp, and forbidden brew. At 1:30p.m., we had lots of time to rig the boat before tomorrow, but we had lots of lost time to make up for weeks of diet pop and soup for lunch. We pulled onto Roadway Boulevard at 2:15p.m. and could see Southern Yacht Club around the turn... **Wait. This is an article about a yacht race, not a travelogue. Excuse me while I get back to the topic.**

The first race of the Gulf Coast is always 1100H on Saturday to allow late comers to register and make sure every boat is in the water before the harbor start signal. The late winter weather is always unpredictable, warm or really cold, windy or no air at all. This weekend was no exception. At 11:00 a.m. it was 74 degrees with a 12 knot breeze from the Northeast. Within 45 minutes the temperature dropped 10

degrees and the wind had picked up 5 more knots. By noon the sky was black and a slight drizzle had picked up to a steady downpour, a rain which would last until 4:30 p.m. By 1:00 p.m. the temperature had fallen to 57 and the rain temperature was no warmer than the air. It was clearly an unpleasant day to be on a boat on Lake Ponchartrain. Wind gusts to 30 knots ruled the afternoon and the lake had 26 miles to build real swells on to the lake's usual chop. As Lake Ponchartrain is no deeper than 20 feet, the chop makes a light air day's sail like sailing on a washboard. With 30 knot gusts, there is the narrow chop with the tops flying off of the waves such that if you saw a picture, you'd say "this is impossible." In person, you say "Why are the waves so close together? Why are the swells deeper? Why am I in the back of the fleet, looking at waves, instead of in the front of the fleet looking for a way to find the next leg's favored side?"

We spent Saturday night in Biloxi, Mississippi on the "Red Neck Riviera." Some genius had taken one of the nicest stretches of sandy beach, 40 miles from Bay St. Louis, Mississippi to Mobile, and decided to interrupt it with acres of asphalt parking lots for the dozen casinos floating on barges in the gulf. Gambling, not water sports, is the king of the Mississippi gulf coast. The miles of white sand beach and bikini clad maidens of my youth had been replaced with the platinum haired matrons of the slot machine. Miles upon miles of one armed, no brain bandits facing miles of one armed, no brain senior citizens, returning my social security donations to some millionaire casino owner. Because of my contempt for gambling and the desecration of the beach, we only stayed out until 2:30 a.m. at the casino.

Sunday was the opposite of Saturday in every possible manner. The sky was clear and the air cold (read cold this time: 43 degree high for the day!). A light easterly breeze and the attendant high pressure guaranteed a drifter. At the end of the afternoon we were safely ensconced in Deanies Seafood Restaurant, marveling that the same flat lake we gazed at through the window had been a raging sea only 24 hours before. Before the last crawfish lost his head and the last beer hit the table, we had to rush back to the airport to return to Chicago where 42 degrees would be a heat wave and the lake was frozen over solid. The airport was also the location where we would be reunited with our skipper, Scott, who we saw last Friday evening after we consoled him with, "It could happen to anyone." "Of course, we understand." "We'll have a good time anyhow." "It's not really your fault."

The 1995 Gulf Coast Championship was scheduled and held March 11 & 12, not the weekend five of us flew from Chicago to New Orleans. Most articles in this publication usually describe some disaster and then end with an all-knowing discussion about how to avoid disaster. Anyone bright enough to set a spinnaker does not need to know how to avoid this calamity. Just don't be so smug as to think it can't happen to you because you've done this so many times.

Australian National Championship Won by Hagan

by Matt Kirlew

A fleet of 26 J/24s met on the waters of Botany Bay January 22 to the 27, to fight out an eight race series for the Australian National Championship. The strong Australian fleet was joined by two international entries from Japan and Italy. Sydney turned on perfect weather for the four days with southeasterlies of between 5 and 12 knots - a J/24 sailor's dream. The racing was extremely close with six different heat winners and the whole fleet finishing within five minutes of each other. The championship came down to the last race to decide the winner.

Every series has its dramas and this Nationals was no exception. *Haywire*'s Bob Hagan and crew started their campaign with an intensive training schedule began on the water every day for two weeks and finished their training with a spectacular yet graceful wild broach. With the top of the mast in the water, crew in the mainsail, and a strong run-out tide, the top of the mast disappeared under the boat, perpendicular again - keel on top! With a few dingy sailing techniques, some help from a passing Police boat and a SCUBA tank, the boat was soon righted and *Haywire* was ready to sail.

The first race saw everyone off to a good start with a close race until the bottom mark came into sight with a shorten course flag being flown from the start boat without the start boat having changed ends of the line. Pandemonium broke out with protest flags flying everywhere and everybody reaching for the Sailing Instructions for that bit about which side of the boat to finish on. Final Results: *Convicts Revenge*, driven by Steve Girdis; *Old Italia*, driven by Antonio Sodo Migliori; and *Haywire*.

In Race 2, after two general recalls, Geoff Pearson's *Stock Car*, PMS-ed and the fleet got away in slightly fresher breeze than the morning race and hustled their way around the course. Final Results were: *Convicts Revenge*, *Old Italia*, and *Haywire*.

By Race 3, the starts were getting even more aggressive and a good start was the difference between first and last. Three boats went out with a PMS and *Code Violation* led the

fleet around the course. First was *Code Violation* driven by Grahame Taylor; Brett Lewis' *Just A J*; and in third, Geoff Pearson's *Stock Car*.

Race 4 saw the Victorian boat *Wildfire* showing some of their form and they won handsomely. In second, *Convicts on Fire* driven by Jan Sholten and *Old Italia*.

The fleet had worked out by race 5 that the right side of the course was the favoured side and the buoy roundings became crucial. In race 6, after rounding the top mark, the top half of the fleet sailed 30 degrees too high on the wing mark and jibed back to meet the tail of the fleet. The whole fleet together at the wing mark what a mess! At the end of the next hot dog, the fleet was still closed up together and rounded the bottom mark with protest flags flying like confetti.

After three general recalls in race 7, the fleet divided with 22 boats going right and four going left. This time going left paid off and at the top mark, the four that went left came out in the lead. *Haywire* had built up a lead that no one could catch and crossed the line well ahead of the fleet with *Old Italia* in second, and *Take 3*, driven by Chris MacMahon, in third.

In the final race of the series, with such tight racing, the championship came down to the last race with only five points separating the first six boats. *Old Italia* and *Convicts on Fire* practised their match racing skills, while *Haywire* went left yet again and led the fleet across the finish, giving them the championship. Obviously the rigorous preparation Bob and his crew put into their campaign paid off! *Siesta J* crossed second and *Code Violation*, third.

Australian National Championship Results:

1.	Bob Hagan	<i>Haywire</i>	4	3	PMS	7	4	6	.75	.75	25.5
2.	Antonio Sodo Migliori	<i>Old Italia</i>	2	2	9	3	12	.75	2	8	26.75*
3.	Jan Sholten	<i>Convicts on Fire</i>	7	.75	14	2	.75	5	5	9	29.5
4.	T. Maeda	<i>Siesta J</i>	6	8	6	4	7	2	4	2	31
5.	Gary Greitz	<i>Biza</i>	3	9	4	8	3	4	7	7	36
6.	Brett Lewis	<i>Just a J</i>	5	5	2	11	11	3	13	DNF	50
7.	Lindsay Irwin	<i>Wildfire</i>	11	18	10	.75	5	9	12	4	51.75

Siesta Takes 1st Asia-Pacific Championship

by Koji Matsumoto

The first Asia Pacific Championship was hosted by the Kanto fleet of Japan in Miura, on November 1-6, 1994. Miura is located in Sagami Bay, south of Tokyo. The regatta consisted of four races raced by 54 boats. This is the first time a continental regatta was hosted by the Asia region. Race organizers kept in contact with other national J/24 Class Associations in the Asia Pacific region for assistance.

The race site of Miura is one of the biggest yachting areas in Japan. Competitors enjoyed the stay in Miura where they dined on fresh fish, since Miura is a fishery town. The strong Yen was a big deterrent against competitors from other countries coming here to compete. Although there were not any English-speaking helmspersons, the Race committee and Jury used English as their official language. Jury members came from Thailand, Pakistan, Holland, and Japan.

On the first day, racing was cancelled due to lack of wind. The first race of the second day was started in wind conditions of 7 knots. Many boats selected jibs but *Butler*, driven by Mr. Ogawara, chose to use their genoas. Fleet was led by *Butler*, *Siesta* and *Cosmos*. By the second weather mark, wind dropped to 4 knots. *Siesta*, driven by Mr. Iwade, finished in the top spot with splendid boat speed. The second race was sailed in 5 knots of wind. *Shogun*, helmed by Mr. Kai, the 470 World Champion, led all legs and finished at the top.

The third day, *Popgun*, with Mr. Hashiba at the helm, started at the Committee boat and tacked to the right side. Breeze came from the right hand side, but at the weather mark, the left hand side was better. The fleet was led by the boat that took the wind shift near the mark. Wind decreased in the afternoon and the Race Committee couldn't start the afternoon race.

On the final day, the Race Committee tried to get off two races. The black flag was hoisted and some boats were out of the race. *Siesta* took

first at the finish with a strong overall performance. Conditions became worse with heavy rain.

To sum up, *Siesta* qualified to go to the World Championship in Rochester. Asia-Pacific Championship is good for promoting and strengthening J/24 activity in this region.



J/24 sailors belly up to the sushi bar. Miura, the race site for the Asia-Pacific Champs, hosted regatta attendees each evening.



Above: Team Siesta lines up for recognition and prizes. Left: The harbor at Sagami Bay was full of J/24s.



Bermuda Fleet Interest Explodes

by Jonathan Dyer, Class Vice-Captain/Secretary

The Bermuda J/24 Class is going through a revival as the 1995 sailing season starts. Born out of an initiative to sign-up racing crews as associate members and aided by the popularity of adult sailing courses run on J/24's in 1994, there is a huge surge in interest in the class and a flood of eager new sailors clamoring to crew.

1994 was not a sterling year for the fleet, membership was down, it was a struggle to get sufficient boats on the line each Saturday. Several boats changed hands, more often than not to owners who could not or would not race them. Finding crew was a constant competition with the golf fairways. Fortunately the two largest yacht clubs, the Royal Hamilton Amateur Dingy Club and the Royal Bermuda Yacht Club both recognized the excellent potential of the J/24 for training adults to sail. For many adults, the prospect of being cast out into Hamilton harbour in a Laser II while an adolescent instructor in a whaler hollers abuse at them, had little appeal compared to the safety in numbers as a J/24 crew with broad decks, safety lines, little chance of capsizing and above all, lots of other people to point a finger at. Several owners leant their boats free of charge. The class captain Kate Williams and Secretary Jonathan Dyer supplemented the club instructors by taking a class and by the end of the summer more than 60 people had completed introductory sail training on J/24s.

Recognizing the declining fleet membership, the fleet also began an initiative to sign up all the regular crew members, at least as associate members, to involve them in the fleet and its activities more. The program was championed by one of the newest members, Jonathan Custance-Baker, who can only be described as ENTHUSIASTIC in pulsing, capitol, neon letters. Interpreting crew member in the broadest sense, he compiled a database of some 80 names including every biped that had ever set foot on the decks of a J/24. He then proceeded to phone every last one of them and persuade them in his own inimitable fashion that their lives would be woefully incomplete if they did not sign on. The fleet organized a new crew night at the RHADC in March and fliers went out (promising free drinks, in small-ish letters) to cast our net as far afield as possible. Then we waited. I expected 10-15 people to show, tops. They would drink our booze, take a newsletter, drink our booze, take a membership form, drink our booze and bail out to the next party. The place was packed. Standing room only. We were out of free booze tickets in minutes and out of membership forms twice despite a heroic photocopier mission. The most common comment of the night was, "Why didn't you ever do this before?" or "I've always wanted to do this but never knew where to go or who to talk to." The club loves us, "Do this any time," they said. They haven't sold so many drinks since Newport-Bermuda.

The fleet has more potential crew than boats to put them on. The new people are rabidly eager (more flashing neon letters) to sail, now, yesterday if possible. To satisfy some of the demand, help train the novices and supplement Saturday fleet racing, the fleet will be commencing Wednesday evening sailing as soon as the clocks change for summer time. J/24

participation in the Bermuda Offshore Cruising Association events (PHRF handicapped course racing) looks to be increasing this year. We had been excluded until very recently because of an uncanny knack of winning but BOCA is trying to increase its membership too and their races provide a less stressful forum for training new skippers and crews. The moral, if the story needs one, is ADVERTISE!! I'm a believer. With a little media and a lot of effort the fleet has gone from famine to feast and 1995 looks to be a bumper year (if only for all the new helmsmen on the course!).

Argentina Reports...

by Mercedes Guerrero

Fun for Everybody in the River Plate

Here in Argentina we have different kind of events to suit all the people who want to have fun racing the J/24s, which is a way of encouraging them to join the Class. Also, we have tried (and so far, so good) to be present in the most important J/24 events throughout the world. So 1994 saw us in Melbourne for the Worlds, in Louisiana for the U.S. Midwinters, in Rio de Janeiro, Brasil for the South American Championship, in La Rochelle, France for the IYRU Worlds (where we got a 4th) and in January, 1995 for the South Americans in Chile.

Argentina's National Championship, Baquerizas Unbeatable

On October 30th, after the first race of the day, the sixth of the event, Guillermo Baquerizas, on his boat Frana and the same crew that has been going on for the last two years: Juanjo Frande, Carlos Blotta, Gustavo Mariani and Eduardo Rascilla, retained for the second year our National championship. They were due in a way staying down the result of having been sailing together for along time and also of having acquired various international experience. Over 30 boats were present in this event, with a lot of crew that are the very best in our country; Borgstrom, Campero, Mc Call, Irigoyen, Parada, Garcia Guevara, Contessi, so it was not easy to being the top ten, even for Baquerizas. The regattas took place during two weekends and were organized by the Yacht Club Argentino. They were held just out of the Buenos Aires port on the River Plate, where the club has his Darsena Norte site. As usual, we had previously had a strict measurement of sails and boats.

During the race's days we had all kind of weather conditions so as not to bother anybody: one sunny with low breezes, another cold and rainy with a lot of wind, and yet another one so varying that it demanded a peeling from genoa to in the second downwind leg. Courses were upwind-downwind type of six legs.

To the last day there were four crew to win the Championship but the wind shifts made a bad joke to Campero who was two points behind Baquerizas. Everyday is more fun racing the Js as the fleet is very sharp and there's no more the classic we had some years ago; some boats very far ahead, a

big bunch in the middle on others far behind. Not anymore! Now everybody is very close together and a little mistake can take you from the lead to a last place in just one mark rounding.

Results:

1.	G. Baquerizas	Frana	15
2.	G. Parada	Multicanal	24
3.	J. Mc Call	Cala	29
4.	A. Irigoyen	Tadeus Easy Bank	30
5.	G. Campero	Banco Roberts	31
6.	T. Borgstrom	Guajira Gandalf	33
7.	D. Contessi	Porca Miseria	48
8.	J.P. Calabrese	Quinto	49
9.	F. Garcia Guevara	Pata 'e Lana	51
10.	G. Salinas	Extasis	54
11.	A. Domato	Caido del Cielo	60
12.	R. Authier	Otro Penny	69

IV Mixed J/24 Championship

For some years now we've been holding the Mixed J/24 Championship, in which women must fill the jobs of skipper, sail trimmer, and foreman, being the other two or three people women or men, with at least one man in the crew.

Last November we held our fourth edition with the participation of eight crew. What we encourage in this event is that everybody comes back to the same club and share the after racing time together (here the Js come from various clubs along the river side so usually everybody after the race goes back to their club and people don't get a chance to share a beer with their opponents after sailing). After three hard and very competitive races of the type upwind-downwind, we even had a call back).

1.	Verena Zagno	Otro Penny	8.5
2.	Mariana Seminara	Frana	12.75
3.	Kika Borgstrom	Guajira Gandalf	14
4.	Isabel Parodi	Mamey	16
5.	Jessica Camnasio	Eureka	19
6.	Valeria Vila	Cala	20.75
7.	Lucia Camou	Canopus	26
8.	Gabriela Perez	Arrayan-Nasa	27

Yacht Club Argentino - Club Nautico San Isidro Challenge

Another event which is becoming a classic is the annual challenge between the two major yacht clubs in Buenos Aires: the Yacht Club Argentino and the Club Nautico San Isidro, which has a special quality - the crews must be 40 years old or more. The regatta is held on a fixed circuit about 20 miles long for IMS boats, classic boats and J/24s. In each category each club has to enter three boats. On December 17th, with mild winds from the south and a sunny day the CNSI was the overall winner.

J/24s and Limbo Classes Together

As a way of encouraging people to come to the Class last December, J/24 owners invited the Limbo Class to race in their boats. The Limbo is a 21 foot boat which holds a crew of three plus the helmsperson, so every J owner invited to race

an entire Limbo crew. The "Confraternity Championship" consisted of a series of three races followed by a prize giving ceremony with beers and hamburgers for everybody. Although the racing day started with calm wind and the probability of shore it ended with hard winds so that jibs had to be pulled out. In the end, the ten boats participating had a good time and a better feeling of the boat.

News From the Italian Fleet

From the Italian Press Office, Roberta Pugliese and Franco Rodino

Dear friends scattered all over the world, here we are with the Italian fleet news. Unfortunately, we have some good news and some bad, but that's the world! First of all, our Antonio Sodo Migliori from Rome and the Australian contingent qualified for the Worlds in Rochester. It's satisfying for those of us who foresaw a rosy future for our champion. Also, our Australian friends, who so many years ago were opposed to our little champion D'Ali, nowadays they are suffering a great defeat. I don't want to sound polemic because I like J/24s all over the world.

Back to what I was saying. We spent the winter with our usual championship and Roberto Martinez won the most important of them that takes place in Genoa. But our Robby, who belonged to the Moro di Venezia crew of that magical adventure named America's Cup, has succeeded in another goal: the 1994 Italian Championship. But you will say, "How is that possible, you said Luca Santella was the winner." Unfortunately, everything has changed because the National Jury admitted Roberto's protest. A race was cancelled and consequently there was a new nomination. It's very sad and personally, I'm ashamed to tell it.

Our 1995 National Championship is not very far away and Martinez has a good chance of winning again. In fact, he is in good shape and so this would be his second victory in just over one year. In Italy, Martinez is considered our national Ken Read. In fact, Roberto has always been at the helm of Barladi's boat and he has won the National Championship five times.

I have to tell you to pay attention to our champion at the World Championship. It has been a long time since the victory of the great Francesco De Angelis of Capri. Do you remember that mythical World Championship? It is time for another important victory. The Italian fleet is growing even though we have a lot of problems transporting our dear little boats. The Italian road regulations do not permit the transport of such a weight with our drivers license. Italy is a long and big country and we don't know what to do about it. Maybe we have to go abroad for regattas and try to win.

Next up, news about the next World Championship in a wonderful place called Porto Cervo in our great Mediterranean island, that's to say Sardinia. I promise you incredible sun, a blue sea and fantastic wind. Dear friends, come here to enjoy the beauty of Italy and please, try not to win. I'm joking, naturally. We are waiting for you. Good wind to everybody. I hope to see you in Ireland next summer and maybe in Rochester.

IJCA Annual Meeting
Royal Thames Yacht Club, London, England
November 5, 1994

I. The 1994 Annual Meeting of the IJCA World Council was called to order by World Council Chairman, Glenn Gustafson at 0921. Glenn thanked Simon Slater, John Adams, and Dennis Ellis for arranging for use of the Royal Thames Yacht Club and thanked the club for their hospitality. Glenn welcomed all NJCA representatives and guests and reviewed the day's agenda and indicated that although he would be retiring as World Council Chairman after the meeting, he will stay active in international class activities. He concluded his opening remarks by reflecting on the growth of the Class over the past sixteen months, and the significant challenges we face from increased competition from new designs and the Etchells Class. He also remarked on the need to more strongly control our destiny by securing control of the copyright plus controlling licensed builders and the yacht specifications.

Nine nations were represented: Canada, Don Williams (1 vote); Germany, Hauke Krausse (1 vote); Holland, Jan Willem van Crevel (1 vote); Ireland, Sean Dillon (1 vote); Italy, Pinetti Massini (1 vote); Japan, Koji Matsumoto (1 vote); Monaco, Donald Manasse (1 vote); United Kingdom, Simon Slater (1 vote); and United States, Jim Keesling (3 votes). The proxies for Argentina and Puerto Rico were held by Canada and the proxy for Mexico was held by the USJCA. 14 votes present. Members of the Executive Committee present were: Chairman, Glenn Gustafson; Vice-Chairman, Geoff Evelyn; Technical Committee Chair, Dennis Ellis; Councillor of Honour, John Adams; Councillor of Honour, Bengt Julin and Executive Director, Steve Podlich. Guests present: John Peck, IJCA Technical Committee member; Don Oliver, US. District 20 Governor; Sean MacDermott, Canada; Phil Owens, England and Dana Paxton, IJCA Editor. It was noted that although only 11 of 27 NJCA's were represented at the meeting. This represents a large percentage of the number of active members worldwide.

II 1993 Annual General Meeting Minutes: The minutes of the 1993 World Council meeting in Monaco were approved without modification.

III Reports:

A. NJCA Written reports are summarized. A full copy of each report is on file in the Class Office and is available by request.

1. Italy. Report given by Pinetti Massini. Class is in stand-by mode due to economic position of country. Perhaps Italy is full at 255 boats. There is little turnover, although there are several new classes introduced in Italy. Could be a good time for the builder to promote the boat.

2. Ireland. Report given by Sean Dillon. Plans for the 1995 Europeans are coming along well. The Irish JCA is looking forward to having everyone come over for the regatta.



Simon Slater, J.W. van Crevel, Jim Keesling, and John Adams.

3. Canada. Report given by Don Williams. The CJCA has had an active and successful year. Total membership for '94 is down by about 5% to 152 members. Financially, the Class stayed even after two consecutive years of being in the red. Dues were increased for '94 to \$45 and will increase again this year. The US Nationals in Seattle proved to be of great interest to the Vancouver fleet as they had 8 boats attend and prove to be very competitive. The Montreal fleet is in the process of preparing for the 1995 North Americans. The notice will be published in the Fall '94 International J/24 magazine. Plans are being put in place by the Kingston fleet/Ontario district to hold the 1995 Canadian Nationals at CORK in Kingston as a feed-in to the Rochester Worlds.

4. Monaco. There is an influx of young sailors to the area. The J/24 fleet is strong without much competition from other classes.

5. Germany. The membership is steady. Competition for J/22s is not a problem. Don't have the international competition in the German class. For example, would like to see Kiel Week tied into a continental regatta or organized for more competitors from other countries.

6. Mexico. Submitted via fax by Kenneth Porter. The Mexican JCA has at least 50 active members and the Class has been growing at a very good pace. There are more than 70 J/24s in the fleet. For 1995, the National Championship over 2 weekends to make sure that everyone can race. The last four years the MJCA has been sponsored which helped with the costs of the national championship and providing very generous awards to the participants of the race. For the 1995 annual series, we have arranged a new format that will consist in 10 series of races, one for every month to make sure that everybody

participates. However, we will keep on doing our usual schedule of having a weekend series every 15 days. 1994 has been a very busy year for boat measurement. We have measured more than 30 boats and we keep on measuring more boats. The point is to have legal boats before the next national championship.

7. United Kingdom. Over the 1994 season there has been much activity in the UK J/24 Class, with a number of members registered with the Class Association on par with previous years. With boats constantly changing hands, there continues to be a shortage of both new and second hand boats on the market that the Class Association, in conjunction with the International Association, is trying to solve, probably by organizing a supply from Italy. Rule stability is likely for the foreseeable future with some limited UK-only variations such as leaving off bunk cushions for heavier boats. The Class is a true one-design class with boats winning events from various builders. The recent increase in the minimum weight limit gave older/heavier boats parity at all but top international events.

8. United States. Slight increase in membership over the year. The decline over the past several years cannot be attributed to any one factor. There are many: other classes, family and work commitments, etc. The USJCA is looking to tie into the magazine-sponsored regattas and Key West Race Week to increase exposure of the J/24 and promote the Class.

9. Netherlands. It became clear during 1994 that the Dutch J/24 Class recovered from the dip caused by several key sailors leaving the Class in 1991 and 1992. We have seen about five new owners appear at the national events, bringing some boats back to the racing scene. Membership has grown a little from last year, but we foresee no spectacular growth.

10. Sweden. 1994 was a tough year. While international results have been excellent, the membership has declined. Participation in regattas at home has been extremely low. Only 10 boats attended the national champs. Almost all one-designs in Sweden are facing the same problems.

11. IJCA Vice Chairman, Geoff Evelyn. Attended the Central American and Caribbean Games in Nov '93 on behalf of the Class in the role of International Measurer. 19 Nations participated including three teams from the host country, Puerto Rico. CAC Games are held every four years in between the Olympics. These games were held one year early due to the 500th anniversary of Puerto Rico. All boats were supplied by the host nation by way of charter with complete measurement of all boats and sails prior to racing. M. Constanzo, from Venezuela won the event with Tom Hall from Puerto Rico in second. Well-run event with one race per day using two race courses, one for J/24s, Snipes and Lasers and another for Sailboards and Hobies. An International Jury was in attendance. Wind conditions were excellent and predictable which lead for fair racing throughout the event.

B. Executive Director, Steve Podlich reports Dana Paxton is the new IJCA Editor and Marilyn Sharane is the new IJCA Administrative Assistant. Say hello when you call the office. The US measurement certificates are kept up-to-date by Fritz Musser. In the last year, have travelled

a lot. Went to the Europeans in Holland, spent 3 weeks in Australia for the Worlds, US Midwinters, and the US Nationals in Seattle, Washington. Most important aspect of position is communication with individual members. Created the "Members' Meeting", an open discussion held at regional and national US regattas. Encourage all NJCA's to try the format out at large regattas and national events. Found that the discussion is best done during protest time, members are hanging out anyway. There is \$11,000 US in past due receivables from various NJCA. Steve asked all NJCA's to help relieve the burden these past due accounts cause the IJCA by seeing that these accounts are given prompt attention.

C. Copyright Holder, Jeff Johnstone. Not present. No report presented for the meeting. (Note: After the meeting adjourned, a faxed report was received. The report was circulated, by mail, to all NJCAs.)

D. Financial Report. Glenn presented the 11 month Financial Statement and indicated that the final year-end statements should show a surplus. He also presented a budget for the Fiscal Year 1995 that had been reviewed and recommended for approval by the IJCA Executive Committee. A motion to accept the budget, as presented, was made by D. Manasse (Monaco) and seconded by J. Keesling (USA). Motion Passed.

Discussion then turned to the need to increase cash reserves to support future marketing and promotion of the J/24 by the IJCA. It was suggested that we increase amount of International Sail Royalties and that the funds go into a special fund. Motion to increase International Sail Royalty by \$3.00 US to \$10.00 US. Funds raised to be put into a special fund. Motion S. Dillon (Ireland), Seconded by P. Massini (Italy). Passed and effective immediately. Glenn again reminded all NJCA's to get NJCA accounts paid.

E World Championships:

1. 1994 Melbourne. Reported by Steve Podlich. Race management and venue are among the best in the world. The IJCA owes a debt of thanks to Steve Hunter and the Royal Brighton Yacht Club for a superb job hosting the regatta.

2. 1995 Rochester (to be held August 18-25) Reported by Jim Keesling. Currently testing how to manage different sized fleets. A request was received from the USJCA to amend the SSI for the '96 Worlds. The following amendments were approved for the Rochester event: Leeward Gates; and Up to Nine Races. Plans for the event are coming along well.

3. 1996 Costa Smeralda. Reported by Pinetti Massini. Planning on hosting in May or June, 1996. They agreed to use the IJCA Standard Sailing Instructions (SSI), to send their Chief Judge to the 1995 Worlds in Rochester, and to accept a Chief Measurer from the IJCA Technical Committee.

4. 1997 Argentina. Report not submitted.

5. 1998 North America. Review of proposals from Halifax, Nova Scotia, Canada and San Francisco, California, USA. Discussion of both proposals. Ballot of voting members resulted in the awarding of the 1998 Worlds to



Would you trust your Class to this group?

San Francisco. Glenn thanked the Canadian JCA and Don Williams and Sean MacDermott for their excellent work and wished there were two events to award.

6. 1999 Europe. All NJCA's are encouraged to submit proposals for selection at the 1995 World Council meeting. European NJCA's are reminded that proposals should be submitted to the Class Office and all NJCA's not less than 30 days before the 1995 World Council meeting.

F European Championship:

1. 1993 Monte Carlo. (Held October 22-19, 1993, Monaco JCA) Reported by Steve Podlich. An excellent and glamorous event. For a full story, see International J/24, Spring '94.

2. 1994 Medemblik, Holland (Held July 2-9, 1994, Holland JCA) Reported by Jan Willem van Crevel. During the regatta, PMS boats posted at weather mark. Gives an opportunity for any PMS boats to protest or leave the course. Every morning, there were weather briefings and questions by the competitors to the Race Committee. Used a midline boat, a floating inflatable that cleared the start area 10-15 seconds to gun. Recommended that the current Class SSI's are too long to read and discussion should happen as to ways to reduce and make them similar to the IYRU SSI. Would also like to see the I-flag replaced with a 720 degree penalty and make a case for the diamond finish.

3. 1995 Dublin. (to be held July 7-14, 1995, Irish JCA) Reported by Sean Dillon. Royal Irish YC is the venue, the same as the '90 Worlds. They are very advanced in their planning. At this time, they have budgeted for 40 entries, although hoping for more. Have negotiated ferry discounts from Holyhead and Liverpool. Race format has not been finalized. Charter boats will be available. Of the 30 boats in their fleet, 25 are sailed, requests assistance from the UKJCA in acquiring boats. The first entry is in and it is from North America. They have 4 proposals out now for sponsorship. A very attractive venue and inconsistent weather is assured. He also noted that there is a new high-speed ferry with access to Dublin Bay.

4. 1996 Sweden. Reported by Per Lindell. The venue

will be Marstrand although dates have not been set. The preliminary dates are July 6-13 or 13-20, directly after the Marstrand regatta that is usually the biggest keelboat regatta in Sweden.

5. 1997 One written proposal received from Plymouth, England. Pinetti Massini presented an oral proposal for Modelo. Plymouth was selected as the site of the 1997 Europeans. Glenn Gustafson reminded all NJCA's that written proposals are accepted for every World Council meeting.

G North American Championship:

1. 1994 St. Petersburg, Florida, USA (to be held November 13-19, 1994, USJCA) Reported by Jim Keesling. Everything is set and ready to host. Looking forward to hosting.

2. 1995 Montreal (to be held June, 1995, Canada JCA) Reported by Don Williams. Dates will be finalized in the near future.

Glenn Gustafson reminds all NJCA's that there is a rotation for North Americans. Steve Podlich reminds all NJCA's that the '95 North American and '95 Europeans will be published as PRELIMINARY Notices of Regatta in the Fall '94 International J/24 and encourages regatta reports for the magazine.

H South American Championship: No reports or representatives from South America present.

I Asia Pacific Championship

1. 1994 Japan Reported by Koji Matsumoto. Distributed an impressive program from the regatta. Noted that the SSI and all protests are in English.

2. 1995 Koji Matsumoto reported that the site for the 1995 event has not been finalized yet and Japan, Australia, Singapore, and Korea are talking to determine who would like to host.

J International Technical Committee: Reported by Dennis Ellis.

1. Discussion on corrector weights. Builder is supplying boats with corrector weights and not indicating their weight on the builder's declaration, Part C. A motion to add builder's corrector weight to measurement certificate and change builder's declaration, Part C, Section 2c. Motion by J. Keesling (USA), seconded by S. Slater (UK). Passed unanimously.

2. Discussion on the current practice of "moving" the keel on older boats by speed shops and building up the leading edge and trimming the aft edge. This causes problems with the stub since it must be cut and re-built up. Further discussion and work are needed in this area.

3. Discussion of interior design of new boats. The Executive Committee has instructed the Technical Committee to get complete Specs and Plans on the boat, plus document all variations permitted by Licensed Builders. Since drawings and specs from J/Boats are non-existent, Hauke will draw interiors and consult with J/Boats. Glenn Gustafson asked the Technical Committee to keep Executive Committee informed on progress.

4. The status of the technical interpretations was discussed. Dennis noted that 24 have been issued over the years and were being reviewed by the Technical Committee. A complete report will be submitted to the Executive Committee by April 1, 1995 as previously requested by the USJCA.

5. The Technical Measurement Manual status was discussed. The measurement manual will be completed by the 1995 Worlds in Rochester.

7. Rule Change Proposals. Discussion was held on each proposal and all were accepted unanimously except as noted. Proposal #3 objected by US due to the term "comparative density". Proposal Accepted. Proposal #5 (Mast Tip Weight) was withdrawn for further investigation. It will be left on the measurement certificate and marked "not in use". Proposal #6 US objected. The Class is creating a rule that shouldn't be there because it is in the builders' specs. J/Boats needs to keep better track of specifications and Builder approved variations. The IYRU and the Class need to enforce the specs more effectively after discussion. Accepted. Proposal #13 Accepted. UK objects. Disclaimers should be made. The PFD will not save someone who is unconscious. Geoff Evelyn pointed out that liability waivers are made at regattas for skipper's responsibility. Proposal #15 Objection by US. The Class is creating a rule instead of a technical interpretation. Accepted. All rule changes are effective March 1, 1994.

K Old Business

1. Constitution Changes. Glenn Gustafson distributed an updated constitution, which has been grammatically cleaned up by him and Geoff Evelyn, as requested by the World Council at the previous meeting. He also expressed gratitude to Geoff Evelyn for working so hard on the IJCA constitution. Also included in the proposed Constitution Changes was a proposal to allow any NJCA member to serve as World Council Chairman or Vice-Chairman. This brings the Constitution into compliance with actual practice. All of these changes were deemed to be "minor" and as a result, the 30 day advance notice was period not required. Motion by J. Keesling (USA) to accept revisions as stated by JW van Crevel (Holland) second. Accepted. A copy of the revised Constitution will be published in the new Rule Book to be distributed in the Spring.

2. Regatta Guidelines. Motion to change name to Regatta Standards by S. Slater (UK), seconded by J. Adams (COH). Approved. Steve Podlich encouraged the group to accept progressive evolution of standards. Glenn Gustafson suggested the Executive Committee be charged with initiating changes to Regatta Guidelines. Glenn Gustafson asked all NJCA's to review Regatta Standards and submit any changes by December 31 to the Class Office as the next Rule Book will be published in February.

3. Discussion on the Percentage Penalty vs. 720 degree Penalty. Motion by van Crevel, Holland, to change the I-flag to a 720 degree penalty in Regatta Standards. 4 in favour, 4 oppose, 7 abstentions. The Chairman broke the tie by keeping the I-flag. As there was no clear consensus, Glenn felt it better to keep the Status-quo.

4. Discussion of content of Regatta Standards. Bengt Julin pointed out that many of the points in the Standard Sailing Instructions are already found in the Rule Book.

L New Business

1. Allocation of Slots. See Appendix. Glenn Gustafson added that the padding of IJCA membership to increase the number of World Qualifying slots is wrong and we all need to play fair. By March 1, all NJCA's are asked to submit to the Class Office a list of members, hull #s, addresses, and boat name as required by the IJCA constitution.

2. Glenn Gustafson suggested a modification to the rule change procedure to avoid the last minute changes often required under our current system. Motion that all rule change proposals shall be submitted in final form to World Council at the International Meeting the year preceding the rule change deadline. For example, if the deadline is September 1, 1996, all rule changes must be submitted in final form by the 1995 World Council Meeting. Seconded and accepted.

3. Allocation of World Qualifying Slots to Italy. Motion for the IJCA to qualify all past champs, 4, continental champs, IWKC champ, IJCA invitations - 5 to the host fleet, founders, IJ Chair, XC invitations. Double entries for Europeans who do not draw from the charter pool. Triple for Italy. Passed without objection. It was asked of Steve Podlich to publish and updated list for Pinetti Massini. Steve Podlich asked all NJCA's to furnish the Class Office all world qualifiers names and addresses.

M Elections

1. The nominations for the IJCA Executive Committee were: Chairman, Geoff Evelyn, Canada; Vice-Chairman, Jim Keesling, United States; Technical Committee Chair, Dennis Ellis, UK; Council Members, Pinetti Massini, Italy; Roberto Authier, Argentina; and Simon Slater. Councillors of Honour, John Adams, UK, and Bengt Julin, Sweden. Motion to close nominations. Passed by acclamation.

N Marketing, Promotion and Miscellaneous.

An open forum discussion was held on the direction our Class should be headed to sustain our membership and support growth regionally and internationally.

Glenn Gustafson suggested we formally contact the IYRU and inform them on position of Olympic Class status. An informal vote was taken as to interest in Olympic Class status. No members were interested in fleet or team racing. 6 were interested in match racing, 9 were not interested in any involvement.

A committee to explore the copyright was formed with Gustafson as chair, Jim Keesling, John Adams, Dennis Ellis and Donald Manasse as members.

O Venue for 1995 meeting.

The 1995 International World Council meeting will be held the Saturday before the IYRU meeting in Hamburg, Germany.

P Adjournment

Motion by D. Manasse (Monaco) to adjourn the meeting at 1650. Second by J. Keesling (USA). Accepted.

Respectfully submitted, Dana A. Paxton, Publications Editor

An * indicates World qualifier

MAY

12-14 **IBM/Sailing World/NOOD Regatta**
Los Angeles Yacht Club
Bill Worsham
(818) 342-2411

20-21 **J/24 Spring Regatta**
Muskegon, MI
Bruce Baty
(616) 733-5460

20-21 **SOCKS Regatta**
Harry Dursch
(206) 747-4065

26-28 ***Southwest Regional Championship**
Rush Creek YC
Dallas, TX
Jim Anderson
(214) 771-6823

27-29 **BMW Memorial Day Regatta**
St. Francis YC, CA
Bill Worsham
(818) 342-2411

27-28 **Memorial Day Regatta**
Raritan Bay Yacht Club
Perth Amboy, NJ
Bob Matthews
(908) 937-5595

JUNE

4-9 ***North American Championship**
Beaconsfield Yacht Club
Beaconsfield, Quebec, Canada
(514) 695-1272
(514) 695-9794 FAX

10-11 **Seawanhaka One-Design Regatta**
Al Constants
(201) 994-1700

16-18 **IBM/Sailing World NOOD**
Chicago Yacht Club
Doug Nestler
(312) 472-7908

17-18 **Wilkins Cup**
Ocean City, NJ
Mike McGuckin
H: (609) 346-3077

17-18 ***Great Lakes Championship**
Ithaca Yacht Club
Ithaca, NY
Brad Buell
(607) 272-3976

17-18 **J-Fest**
Seattle, WA
Harry Dursch
(206) 747-4065

22-23 **District 17 Championship**
Oklahoma City Boat Club
Scott Greenawalt
(405) 522-4109

22-23 **Cleveland Race Week**
Edgewater Yacht Club
(216) 281-6470

23-25 **Trimble/North Sails Race Week**
Long Beach Seaport
Marina Hotel
Golison & Golison
(310) 438-1166

24-25 **Jersey Coast Regatta**
Cape May Corinthian Yacht Club
Cape May, NJ
Christine McShane
H: (610) 648-0615

23-25 **Last Stop Regatta**
Corpus Christi YC
Laura Stampff
(512) 888-5533

JULY

8-9 **Semana Nautica**
Santa Barbara YC
Jody Dolan Holehouse
H: (805) 962-5910

15-16 **District 7 Championship**
Sodus Bay Yacht Club
Sodus Bay, NY
Lambert Lai
(315) 986-4495

14-16 **Michelob Regatta**
Newport, RI
Sail Newport
(401) 846-1983

22-23 **Interclub Regatta**
Richmond County Yacht Club
Staten Island, NY
Paul Scalisi
H: (718) 356-2069

22-23 **Pacific Corinthian Yachting Cup**
Pacific Corinthian YC
Channel Islands Harbor
Ron Jackson
(805) 650-8588

28-30 **Sheridan Shore Yacht Club Race Weekend**
Willmette, IL
Greg Mack
H: (312) 988-7171

AUGUST

4-6 **Heart Cup**
Ocean City, NJ
Mike McGuckin
H: (609) 346-3077

5-6 **Dillon Open/District 18 Championship**
Dillon, CO
Frank Keesling
B: (303) 321-0080

5-7 **Lake Yacht Racing Association**
Rochester YC
(716) 342-5511

10-13 **1995 Canadian Championship**
Kingston, Ontario, Canada
Ross Cameron
CORK Inc.
(613) 545-1322
(613) 548-3752 FAX

11-13 **Lon Fest**
North Cape Yacht Club
Lon Ethington
H: (419) 726-5690
B: (419) 241-1277

12-13 **District 12 Championship**
Bob Netkowicz
(814) 866-1730

12-13 **Northeast Harbor Regatta**
Northeast Harbor, ME
Alan Joseph
H: (707) 276-5684

1995 Garden State Parkway Circuit

May 27-28
Memorial Day Regatta

June 17-18
Wilkins Cup

June 24-25
Jersey Coast Regatta

August 4-6
Heart Cup

September 23-24
NorthEast Regional Regatta

17-25 **World Championship**
Rochester Yacht Club
Rochester, New York
(716) 342-5511
(716) 342-8116 FAX

18-20 **Yachting Verve Cup Regatta**
Chicago Yacht Club
Doug Nestler
(312) 472-7908

19-20 **District 22/Hawaii State Championship**
Waikiki YC
Bob Ale
(808) 546-7497

19-20 **Leukemia Cup**
Cape May, NJ
Christine McShane
(215) 648-0615

19-20 **Penobscot Bay Regatta**
District 1 Championship
Camden, ME
Jeff Dinse
H: (707) 236-4182

26-27 **Scituate One Design Regatta**
Scituate Harbor Yacht Club
Scituate Harbor, MA
Chris Clancy
(617) 545-6934

26-27 **Ventura Reporter Regatta**
Ventura YC
Dan Chepley
(805) 985-4769

SEPTEMBER

1-4 ***U.S. National Championship**
Rush Creek Yacht Club
Rush Creek, TX
(214) 771-6500
(214) 3202 FAX

2-4 **San Francisco/IBM/Sailing World NOOD Regatta**
St. Francis YC, CA
Bill Worsham
(818) 342-2411

8-15 **Rolex Int'l Women's Keelboat Championship**
Ida Lewis YC, RI
Pam Kirk
B: (401) 683-0486

9-10 ***Southeast Regional Championship**
Charleston, SC
Melissa Commander
Carolina Yacht Club
(803) 722-0209

9-10 **Erie Yacht Club 100th Anniversary Regatta**
Erie, PA
Bob Netkowicz
(814) 866-1730

15-17 **Beasley Cup**
Houston YC
Tim Napp
(713) 480-0665

16-17 **District 6 Championship**
Havre de Grace, MD
Tim Winger
H: (717) 392-1128

16-17 **J-Jamboree North New Hampshire State Championships**
Gilford, NH
Lake Winnipesaukee
Ed Philpot
B: (603) 528-2900

21-24 **International Yacht Club Challenge**
Manhattan YC
Michael Fortenbaugh
(908) 362-8145

23-24 ***NorthEast Regional Regatta**
Barbara Gold (908) 238-8438

23-24 **Lake Champlain Championship**
Burlington, VT
Paul Beaudin
B: (802) 862-6554

24-Oct.1 **IYRU Nations Cup Final**
St. Francis YC
San Francisco, CA
(415) 563-6363

30-Oct 1 **Changing of the Colors Regatta**
Lake George Club
Lake George, NY
Charlanne Ryan-McDonough
(518) 793-3827

30-Oct. 1 **District 1 Championship**
Scituate Harbor, MA
Karen E. Lynch
(617) 724-4448

30-Oct. 1 **Radisson Cup/District 8 Championship**
Hampton, VA
Bob Sauer
H: (804) 587-2361

30 - Oct. 1 **Milford Fall Regatta**
Britt Hughes
(203) 375-2495

1995 Texas Circuit

May 6-7
Texas Chute-Out

May 26-28
Southwest Regionals

June 23-25
Last Stop Regatta

September 15-17
Beasley Cup

October 20-22
Halloween Regatta

November 17-19
Texas Circus

OCTOBER

7-8 **Columbus Day Regatta**
Noroton, CT
Betsy Myers
(203) 762-2536

20-22 **Halloween Regatta**
Austin YC
Austin, TX
Kirk Livingston
(512) 328-4704

21-22 ***Western Regional World Qualifier/District 21 Championship**
Ventura Yacht Club
Gary McPike
(818) 225-5800

27-29 **East Coast Championship**
Annapolis, MD
Ben Capuco
H: (410) 263-8854

NOVEMBER

17-19 **Texas Circus**
Lake Canyon YC
New Braunfels, TX
Fred AmRhein
(210) 494-6383

18-19 **Turkey Day Regatta**
Alamitos Bay YC
Long Beach, CA
(310) 434-9955

24-26 **Jr. North American Championship**
Waikiki, Hawaii
Fuzz Foster
(808) 591-9192

SEPTEMBER, 1996

7-13 **North American Championship**
Edgewater YC
Cleveland, OH, USA
Barb Rosenbaum
(216) 371-2461

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1995 European J/24 Calendar of Events**MAY**

15-21 Italian Championships
20-21 Bjoerlanda Cup
21-22 Welsh Championship

JUNE

3-5 Pfingstbusch
3-5 Yeoman Challenge
4-10 95 North Americans
8-11 Sweden National Championships
17-20 Kieler Woche
17-18 Rutgerrson Cup

JULY

1-5 Marstrand Regatta
1-2 UK Northern Area Championships
7-14 '95 Europeans
26-29 German Nationals
30-Aug. 6 Cowes Week

AUGUST

10-13 Canadian Championship
18-25 '95 Worlds
26-27 Goteborg District Championships

SEPTEMBER

1-3 Zuiderzee Regatta
3-9 UK National Championships
23-24 Dutch National Championships
30-Oct. 1 Autumn Cup

Porto S. Stefano, Italy
Gothenburg, Sweden
Cardiff

Kiel, Germany
Scheveningen, Netherlands
Montreal, Canada
Gothenburg, Sweden
Kiel, Germany
Marstrand, Sweden

Marstrand, Sweden
Holyhead, Wales
Dublin, Ireland
Travemunde, Germany
Cowes, England

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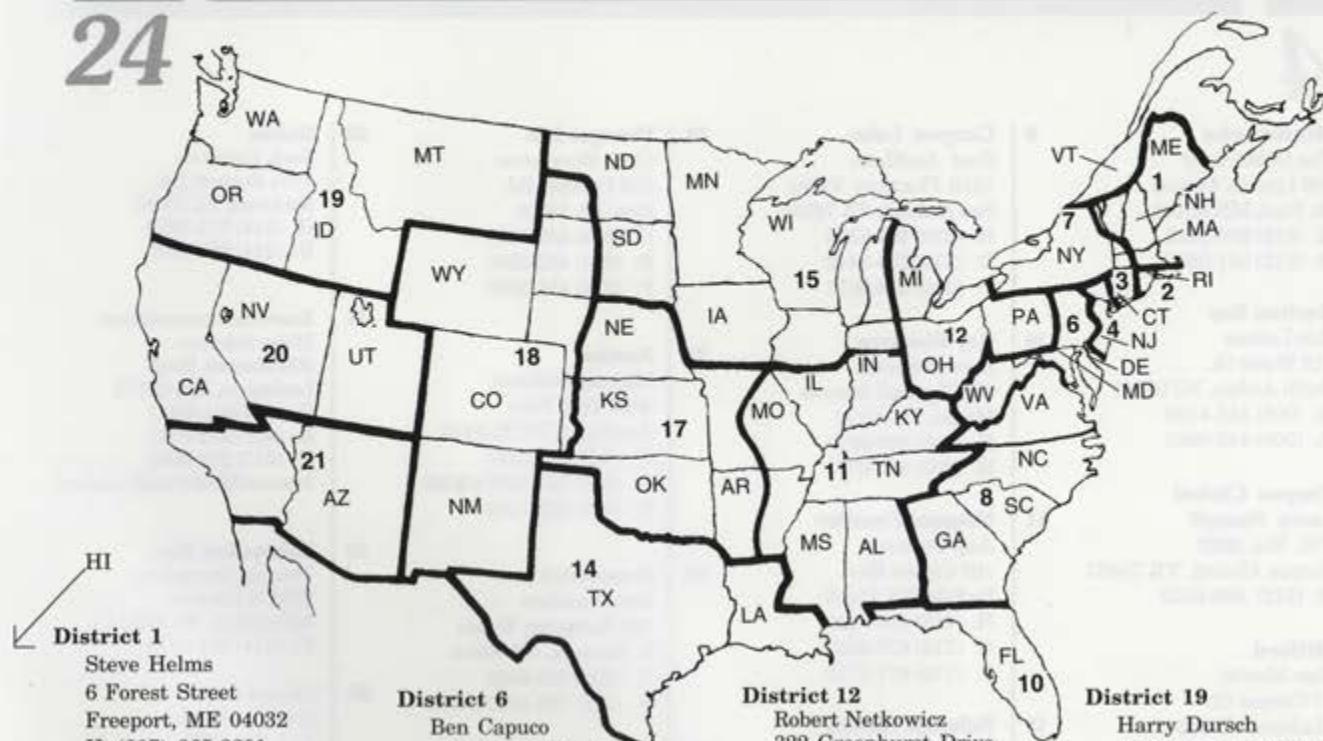
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District 3

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Flts: 4, 22, 61, 99, 106, 154

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District 6

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88, 108, 110, 146

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CompuServe: 75410,2126
Flts: 3, 5, 9, 21, 29, 54, 92,
94, 158

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123, 126, 130, 137,
149, 150, 152

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Flts: 46, 141

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Flts: 25, 26, 27, 90, 121

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CompuServe: 75557,3342
Flts: 17, 116

District 21

Flts: 49, 57, 59, 63, 70, 145,
155

District 22

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3	Corpus Christi Laura Stumpff P.O. Box 3923 Corpus Christi, TX 78463 H: (512) 888-5533	11	Niagara Frontier Jody Swanson 162 Crosby Blvd. Buffalo, NY 14226 H: (716) 835-7261 B: (716) 877-6900 F: (716) 877-1713	22	Greenwich Dave Lovelace 195 Rowayton Woods S. Norwalk, CT 06854 H: (203) 838-5092 B: (212) 736-4433 x4762	37	Milwaukee Bay Thomas Shropshire 2704 N Hackett Milwaukee, WI 53211 H: (414) 961-8746
4	Milford Tom Merritt 17 Carmel Ct. Madison, CT 06643 H: (203) 421-5025	12	Belmont Harbor - Chicago Doug Nestler 350 W. Dickens Ave. Chicago, IL 60614 H: (312) 472-7908 B: (312) 853-5388 F: (312) 853-5229	23	Lake Champlain Paul Beaudin c/o North 266 Pine St. Burlington, VT 05401 B: (802) 862-6554 F: (802) 860-1935	38	Grand Lake David A. Bond P.O. Box 1900 Broken Arrow, OK 74013 H: (918) 543-2697 B: (918) 258-9688 F: (918) 251-6405
5	Galveston Bay Tim Napp 15908 Seahorse Dr. Houston, TX 77062 H: (713) 480-0665 B: (713) 588-3924 F: (713) 588-3950	14	West Palm Beach John J. Kearns 2406 24th Ct. Jupiter, FL 33477 H: (407) 743-0416 B: (407) 796-4422	24	Lake George Charlanne Ryan- McDonough 8 Fort Amherst Rd. Queensbury, NY 12804 H: (518) 793-3827	39	Oklahoma City Chris Towles 3117 Kerr Ln. Oklahoma City, OK 73103 H: (405) 751-2934
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55	Jacksonville Floyd Bates P.O. Box 2858 Jacksonville, FL 32203 H: (904) 389-0992 B: (904) 355-2080 F: (904) 355-7021	69	Cape May Christine McShane 134 Valley Stream Circle Wayne, PA 19087 H: (215) 648-0615	85	Tulsa Bruce Hurst 1539 S Norfolk Ave. Tulsa, OK 74120 H: (918) 599-0904 B: (918) 234-4621 F: (918) 234-4626	99	Noroton Ed Levene 56 Vanech Drive Stamford, CT 06902 H: (203) 324-6030 B: (203) 359-1583 F: (203) 363-5383
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128	Atlantic Highlands Marti Segal 212 Irving Place Basking Ridge, NJ 07920 H: (908) 580-1091 Internet: MS@Thumper.Bellcore.com						

U.S. FLEET CHARTER APPLICATION FORM

(Minimum of three boats with current membership required)

FLEET CAPTAIN'S NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP CODE _____ E-MAIL: _____

TELEPHONE: H: _____ B: _____ FAX: _____

I do hereby apply through my District Governor for registration of the _____ fleet.

NAME	ADDRESS	HULL NUMBER
1	_____	_____
2	_____	_____
3	_____	_____
4	_____	_____
5	_____	_____
6	_____	_____

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 _____

Helmsperson _____

Helmsperson's Address _____ Tel. (H) _____

_____ Tel. (B) _____

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 Measurement Certificate enclosed time of registration.

Enclosed is my regatta entry fee of \$ _____.

Helmsperson's Signature _____ Date _____

INTERNATIONAL

J.
24

CLASS ASSOCIATION

1995 USJCA MEMBERSHIP APPLICATION FORM

\$40 per Calendar Year for U.S. Residents/\$52 per Calendar Year for Non-U.S. Residents*

All J/24 owners, co-owners and helmspersons 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, 1995 Spring and Fall issues of **International J/24** magazine, four issues of **Waterlines** newsletter, and be eligible to participate in J/24 racing at all levels.

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TEL (H): () _____ (B): () _____ FAX: () _____

E-MAIL ADDRESS _____ HULL# _____

YACHT NAME _____ FLEET NO. _____ DISTRICT NO. _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 1995, and agree to abide by all Class Rules. I am a (check one) J/24 owner; co-owner; helmsperson only; other

Enclosed is my check, payable to "J/24 Class Association" for:

1995 membership dues: new member: _____ renewal: _____ (\$40.00) _____

Junior member (not older than 19 on 12/31/95). DOB: _____ / _____ / _____ (\$20.00) _____

Crew magazine subscriptions (refer to form below) (\$14.00) _____

Magazine back issues _____ (full listing of back issues in Volume 30) (\$8.00) _____

Send _____ 1995 calendars (add \$3.00 for overseas addresses) (\$5.00) _____

(add 5% sales tax in MD on everything except dues) TOTAL _____

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.

1995 MAGAZINE & NEWSLETTER SUBSCRIPTION FORM

(For Crew and/or Friends of USJCA Class Members)

A USJCA Class member may order a year's subscription of **International J/24** and **Waterlines** for crew and/or friends, at a total cost of \$14 per U.S. subscription. A \$26 overseas subscription can also be ordered. This is available only to crew and/or friends of a U.S. J/24 Class Association member (owner, co-owner, or helmsperson) and must be ordered by that member.

Please send 1995 publications, at \$14 (\$26 overseas) for each subscription to the following:

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Name _____

Name _____

Street _____

Street _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

SIGNATURE OF CLASS MEMBER

PRINTED NAME OF CLASS MEMBER

INTERNATIONAL J/24 CLASS ASSOCIATION • 612 Third St., Suite 4A • Annapolis, MD 21403-3213
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1st - 1994 World Championship, Melbourne, Australia / *Jazzed, K. Read*
1st - 1994 Mid-Winters, New Orleans, LA / *Northern Exposure, T. Hutchinson*
1st - 1993 World Championship, Abersoch, North Wales / *Head Case, K. Read*
1st - 1993 Women's International Keelboat Championship / *Whatever, B. Allison*

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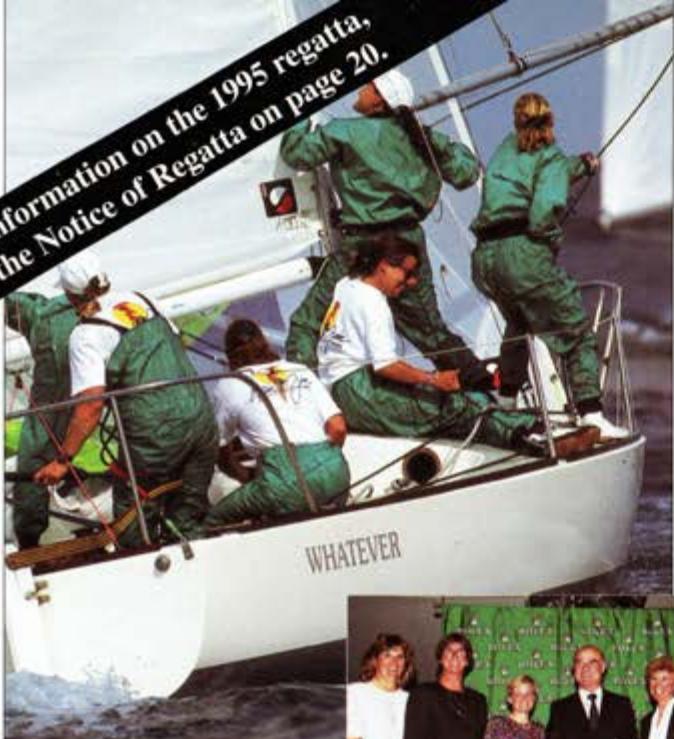
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For information on the 1995 regatta,
see the Notice of Regatta on page 20.



Photos by Orne Van Der Wal/Stock Newport

Rolex Watch U.S.A. salutes the fifth running of the biennial Rolex International Women's Keelboat Championship and the accomplished sailors who made last year's event in Newport, Rhode Island, among the finest in the world.



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By day, it was a raging battle among top seeds and up-and-coming talent. By night, it was a rich tapestry of cultural exchange, international goodwill, and heart-warming hospitality.

Australia Faye McKenzie Sue Smith Robyn Primrose Athene Lecke Dee Medhurst Prudence Gregson • Jacinta Scott Nikole Scott Emma Lawrence Jenny Craney Melissa Ford Margaret Makepeace • Susan Walters Kerrie Shimeld Karyn Gojnich Alex Murray Jennifer Dunbar Melanie Scott **Canada** Debbie Jeffcoat Norma Grittani Astrid Peterson Joanna Perry Linda Montgomery Carrie Noack • Mary Fraser Debbie McCloskey Kim Dwyer Yvonne Petersen Shauna Fenwick Doris Leopold • Ann Acland Jessica Brown Sarah Dennis Becky Hardie Janet MacMillan Kathy Thomson Margaret Hurley Michelle Cimon Carolyn Mackenzie Jeanette Hepburn Lyn Williams Anna Lombardo • Judy Lugar Carla Dale Cathy Sapp Mary Filbee Stephanie Barbara Jill Graves **Japan** Mikiko Tsuchiya Midori Kameyama Tokiko Mori Mami Ogino Kaoru Hiramatsu Mikiko Yagi Satoko Inuzuka • Sumiyo Kaneko Akiko Kohyama Kaoru Igarashi Michiyo Ishimaru Nagisa Tanabe Naomi Tsukinuki **Mexico** Jennifer Holden Sharon Holden Leonor Marron Susana Moreno Susana Moreno, Jr. Graciela Hentschel **New Zealand** Leslie Egnat Michelle Baker Tracy Stanton Jennifer Brooke Keryn McMaster Jacqui Fyfe • Sharon Ferris Kim Arnons Marleen Cleynard Patricia Dudok Van Heel Jerry Armstrong Francoise Broekhof **Norway** Trine Lunde Kristine Schussler Margit Gyllenhammar Lise Landmark Tonje Kristiansen Didgie Vrana **Russia** Ludmila Gozodetskaya Natalia Fzolova Natalia Gay Lidia Boitsova Svetlana Saricheva • Victoria Veselova Nadezda Adamova Elena Lavrentieva Nadezda Chouvalova Tatiana Korobenikova Olga Sabourouva Elena Pospolova **The Netherlands** Berita Van der Werff-Valk Josje Dominicus Caroline Vogelzang Anneke Vlieger Petra Verhaar Klaartje Zuiderbaan **USA** Jody Swanson Debbie Hopkins Jill Swanson Kiki Couch Brenda Crane Abby Ruhrlman • Pat Raymond Meredith Adams Louisa Holt Carol Newman Alyce Robinson Jessie Johnstone • Susan Madrigali Anna-Furth Peachy Jan Critchley Stephanie Wondolleck Melinda Erkelens • Cory Sertl Donna Corbishley Sandy Sertl

Eve Peck Julie Minahan Amy Moran • Gail Rosenke Mary Rodgers Kathleen O'Neal Marsha Malkin Maggie Liss Anne Picozzi • Francine Alheid Sharynne Wilder Ellen Murphy Susan Benua Susann Fitzgerald • Molly Hughes Heather Bonner Carol Tierney Susan Storey Marney Hague Sandra Swenson Laura Black • Nancy Haberland Debbie French Amy Iverson Theresa Parker Kathy Romanek Lisa Ryan • Adrienne Mendell Carni Battaglini Courtney King Susan Swenk Luisa Skoble Chris Canham • Sherry Welch Alyson Utter Trudy Bixby Linda Brehmer Didi Plessner Ritchie Sonner • Nancy DeVries Laura Sudarksy Joan Hurban Judy Hanlon Corrine West Lyn Rockhill • Vicki Sodaro Liz Baylis Susie Humphrey Ruth Pauling Sue Thomas Tara Fitz-Gerald • Katherine Morgan Jennifer Ross Courtney Corroon Linda Kaiser Dawn Donoghue Ingrid Christiansen • Holly Wolford Susan Walker Julie Arthurs Janice Smith Almee Walker Char Mashyna • Margaret Podlich Kim Couranz Joni Palmer Joyce Ferguson Beth Scheidt Jill Sander • Kimberly Smith Mary Boyington Karen Shields Dana Melchar Jean Lambert Donna Flannery • Oricchio Becky Wilson Lise Merrifield Heather Johnson Betsy McClintock Lydia Langston Brooke Harris • Betsy Alison Kristan McClintock Karen Neri Nancy Hood Cara Read Hannah Swett • Melissa Purdy Whitney Connor Dawn Riley Carol Connor Carrie Clifford Carol Vernon • Kerry Tyson Diane McGee Susan Legg Allison Peter Deb Sparks Alex Barton • Susan Wallace Lynne Shore Denise MacGillivray Lori Dobbins Michelle Kirby Joan Touchette • Heidi Backus Riddle Amy Backus Kim Disbrow Betsy Yingling Susan Backus Starr • Heidi Ziegler Benjamin Linda Lindquist Renee Mehl Marie Kropp Wizzy Deans Bonnie Shore • Ellie Field Ingalls Joan Thayer Kate Jennings, AUSTRALIA Nikki Claringbold, AUSTRALIA Sally Gilder, AUSTRALIA Martha Dillon • Karen Lynch Cindy Oben Leah Harris Kiki Zainea Mary Dee Glynn Sara Daily • Susan Walsh Liz Menis Monica Martin Colleen Doyle Bev Leuve Bruce Ruth Myott • Rosalie McClintock Casey Kirwin Jill Pask Pam Markewicz Liz Walsh Mitzie Wagner Sandy Pillsbury

Top: Betsy Alison of Newport, with her local crew, successfully defends her Rolex Women's title, beating 43 teams from nine nations. **Inset top:** Rolex Watch U.S.A. President and CEO Roland Puton (middle) shares a moment with Rolex Yachtswomen of the Year (from left) Lynne Shore ('88), Heidi Backus Riddle ('85), Jody Swanson ('89), Bonnie Shore ('78), and Betsy Alison ('81, '82, '84). **Above:** Berita Van der Werff-Valk's Dutch team wins race 7 to become the top finishing foreign team.