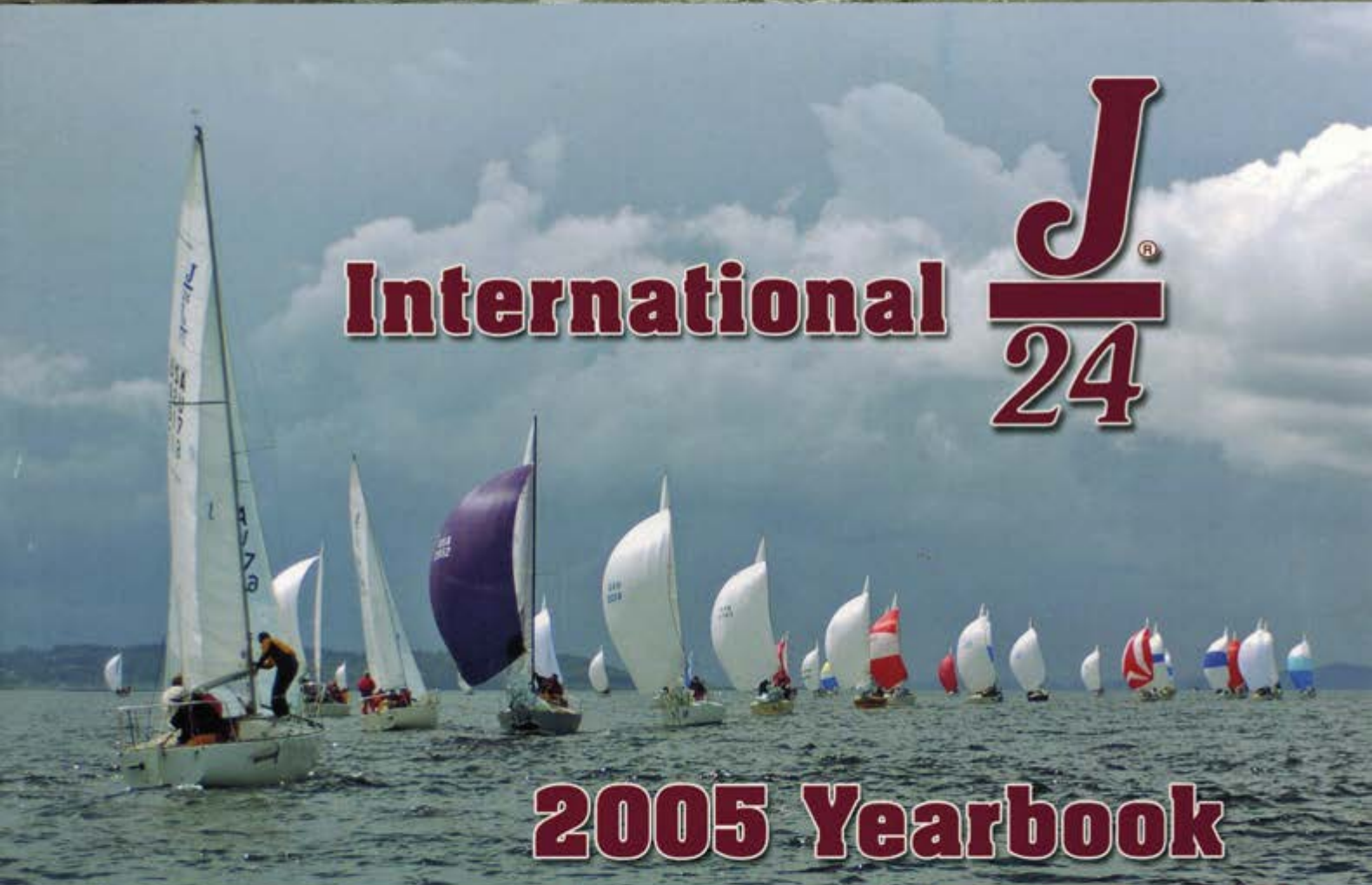




International **J**[®] 24



2005 Yearbook



THE BEST J-24 SAILORS ARE THOSE WHO
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International J/24 Class 2005 Yearbook

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2005 Yearbook

From the Chairman



Bob Turner

Chairman

International J/24 Class

I am absolutely delighted to have been elected as your chairman at the last World Council meeting in Weymouth England. It is both an honour and a privilege, and I know brings with it a responsibility to lead the Class in the right direction at the right rate.

First, however, I would like to thank my predecessor Rudy Wolfs both for his commitment and unstinting work for all of us. Rudy identified the way forward in a series of initiatives, several of which we can now develop as a priority.

***Our boat is sailed
in more countries in
the world than any
other boat except
the Laser dinghy.***

***That is a massive
indicator that we
are a thoroughbred
and durable design.***

Before launching into my vision for the Class, a few words about myself. I joined the Class in 1979 and shared my first boat with my father. We sailed as a family, and my wife and three daughters also helped to make up

the crew for local racing in Weymouth Bay. We were the only J/24 in Weymouth then and had to sail 30 miles down the coast to Poole to join in with the One Design racing, something that I had really missed since my Fireball dinghy days. All that said, my career as a Royal Navy aviator, and more latterly, ship driver, kept me busy and my J/24 sailing was intermittent.

Luckily, in my travels around the world I was able to sail in some great places in the J/24 and meet some wonderful people. This magazine always provided the information on whom to contact before arriving in port. On leaving the Navy and setting up as a Maritime and Maritime Air consultant, I was able to sail much more. I am happy to say that I have been able to sail in five out of the last eight World Championships and four out of the last seven Midwinters in the USA. It was a particularly fine moment to host the last Worlds in Weymouth, seeing nearly 60 boats from 16 nations competing in such a close and exciting series of races.

My vision of the class is very straightforward, that is to strengthen its position as the most successful keelboat class with a cabin, of all time. The boat itself has stood the test of time simply because it is always fun to sail, in any wind strength or sea state, and is relatively simple to own and campaign.

I use the term "relatively" with care. Modern construction techniques and materials and the desire to spend as little time as possible on the off-water peripherals (maintenance, measurement, etc.) may make our other keelboat rivals seem more attractive. Our strategy therefore must aim at building on what is right (a great percentage of it), but not being afraid to evolve, where change is clearly needed.



JCA Chairman, Bob Turner, at the helm of his J/24.

The greatest area for change, I believe, is to acknowledge that the active sailors in the Class generally use their boats for round the buoys One Design racing by day in coastal or sheltered waters. If we accept this, then the scope to reduce un-necessary equipment in the boat needs to be examined even more closely, so that we can save cost, maintenance, hassle and time.

This theme has been very strong in Europe and is widely shared among other nations. It has already led to some sensible rule changes recently and there is room for more. The other very important point to note is that you can still sail and race the boat offshore in more demanding scenarios if you wish, but that is when the Notice of Race, and Regatta Instructions can be modified accordingly to include, for example, further safety items.

My other fundamental issue is that of promoting the Class more widely. It should be easy as we have a great and continuing story to tell. Not all of us knew, for instance, that our boat is sailed in more countries in the world than any other boat except the Laser dinghy.

That is a massive indicator that we are a thoroughbred and durable design. Let's build on that strength. Observe, too, where potential is still being realised. New Zealand, certainly among one of the World's top Sailing Nations, has just formed its National J/24 Class Association! Congratulations and welcome to the team.

Getting these sorts of messages across to the sailing fraternity and potential sponsors is, of course the business of all of us. However, we do need a focus and a more professional approach and the creation of a formal Marketing and Promotion sub Group within our Class is widely welcomed. Please assist the Chair, Nancy Zangerle, in every way in this venture.

Finally, it is my intention, and I know that of the Executive Committee, to reflect the wishes of the majority of the Class membership. To do that, we encourage communication through both formal and informal means. Please tell us what you want to see happen with your Class; we are very motivated to make it happen for you.

Very Best Wishes and great sailing in 2006.

Executive Director's Report



Eric Faust

Executive Director
International J/24 Class Association

provide the best mix of high-level competition and pleasure sailing available in any keelboat class. From the local beer can races to the World Championship, there continues to be a place in our Class for every skill level and budget.

For those of you who haven't heard, I have been named the new IJCA Executive Director, taking over for John Peck, who served in the position for almost five years. With a new set of twins in the house, John decided to step down from day-to-day operations of the class and focus his energies on his role as the Chairman of the International Technical Committee. We all owe John a big debt of gratitude for his work over the past few years in keeping our Class thriving around the world. Having worked for the U.S. J/24 Class since 2001, I am looking forward to the new challenges and opportunities involved with running the Class on the international level.

I have to say it's a big honor to work for the International J/24 Class and especially to be involved with the great bunch of folks we now have on our International Executive Committee. As Chairman, Bob Turner brings new energy to our Class leadership along with years of J/24 experience. It doesn't hurt that Bob is also very experienced with leadership positions from his extensive military service. Besides Bob, the Executive Committee is packed with some of the most experienced J/24 sailors in the world, and I'm always amazed at the extent of their knowledge. Since taking on my new role with the Class, we've instituted regular Executive Committee conference calls and implemented an accurate system for email voting in order to keep things moving between calls. What this means to you is that if you have a question or concern that you'd like to see addressed by the Class leadership, you can contact any of the Executive Committee members to get your thoughts in the forefront of our ongoing conversations.

The purpose of this magazine is to take a look back on the year 2005 in J/24 sailing. And what a great year it was. Class membership remains strong worldwide and the J/24 continues to

It's the one-design nature of the J/24 that keeps our Class strong and the International Technical Committee has been working hard to keep our rules up to date and evolving with the times. The ITC recently got together in Houston, Texas to work on some new rules proposals and had the pleasure of spending the day with Jeff Johnstone to discuss the future of our Class. It should be noted that the ITC is committed to making the rules proposal and approval process as open and transparent as possible. If you visit our Class website (www.j24class.org) you'll find information regarding all the current rules proposals and how you can get new proposals onto the agenda for discussion. In addition, Class members can now download a copy of the J/24 Measurement Manual so that boat owners can assure their J/24s meet the requirements of our rules and help avoid any surprises when it comes to measurement. Future plans also include making measurement certificates available from an online database so that you can download a current version of your boat's information at any time from our website. There are a few technical requirements to work out with this system, but look for this feature to come online in the next year.

Looking forward, we've got a great year of J/24 sailing ahead of us. In 2007, we'll see the World Championship head to Mexico for the first time ever. The proposed venue has been changed, and the regatta will now be sailed in the city of Nuevo Vallarta (near Puerto Vallarta) on the Pacific Coast of Mexico. By the time you read this report, the official Notice of Race and all the other relevant information should be available at www.j24mex.com. If you've ever wanted to sail in a World Championship, this would be the one to shoot for. Mild temperatures, consistent winds and great hospitality are already in the forecast for the event.

I hope you all have a great year sailing J/24s in 2006 and I look forward to seeing many of you on the water at a regatta soon. As always, please feel free to contact me if you have any questions or suggestions.

J/24 World Council Takes Action

The World Council of the International J/24 Class Association (IJCA) held their Annual General Meeting on 9 September 2005 at the Weymouth and Portland National Sailing Academy. The Sailing Academy was the site of the 2005 International J/24 Class Basilica World Championship and sailing events for the 2012 Olympic Games.

Details of the modifications will be released in the minutes of the Annual General Meeting (see page 50). In support of the one-design nature of the Class, the World Council elected nine members to the International Technical Committee.

The World Council was presented with twelve Class Rule proposals for consideration. In the summer of 2005, the International

Among the significant approved recommendations are the elimination of the sail weighing requirement for measurement purposes; the deletion of certain required equipment; wording modifications to the outboard motor requirement and the anchor requirement; and, the reduction of the all-up weight for racing, from 1,375 kg. to 1,345 kg.



During the meeting, the World Council heard the activity reports from national representatives from 22 countries. The International J/24 Class yachts are now found in over 27 countries world-wide, with 2,728 active members.

There was a presentation on the review of the IJCA Constitution. A number of modifications were recommended to the World Council. After much discussion, amended modifications were approved.

Technical Committee introduced a new format that included posting the proposals for comment on the IJCA website (www.j24class.org).

Following a review of the Technical Committee's recommendations, the World Council approved eight of the recommendations as proposed and approved two of the proposals after amendments. One proposal was not approved and one proposal was referred back to the Technical Committee.

The approved recommendations were referred back to the Technical Committee for reconciliation with the balance of the Class Rules.

The Technical Committee was to present their reconciliation to the Executive Committee in November 2005. The final recommendations will be presented to the International Sailing Federation in 2006, and take effect after March 1, 2007.

Improving Your Boat's Flotation

By Tim Winger

As you probably know, the J/24 is not currently delivered with enough built-in flotation to keep the boat from sinking if it fills up with water. We have lost a few boats over the years, perhaps most recently at the 2005 U.S. Nationals in Seattle, WA. I was at that regatta when "Magic Hat" went down. We also took a knockdown on a downwind leg when our spinnaker pole folded up, the chute oscillated and the boat was on its side in a heartbeat. Water was only about two inches from coming in the companionway. I was able to pull the slide back, but the hatchboard was stowed below. Fortunately, the boat did not roll any further, and we were able to get it back on its bottom fairly quickly.

Often when a boat rolls further and water pours in the companionway, even if it goes 360, it will come back up. Then it will sink quickly once the

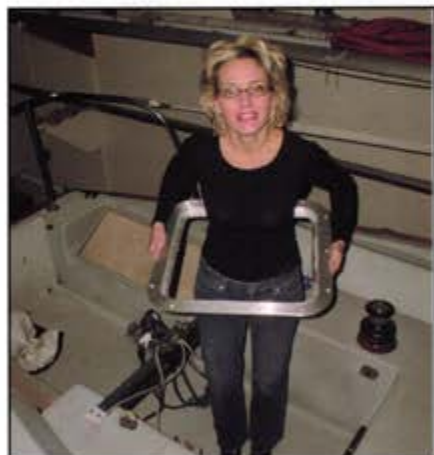
trapped air bubble comes out of the companionway. One good suggestion that came from J-Boats is to pin your hatchboard in place whenever it is windy enough to use the blade. Then all you have to do is pull the slide back to keep most of the water out of the hull...short term...assuming someone can get to the companionway slide.

A couple of years ago, I wrote an article about modernizing your V-berth to add about 325 kg. of flotation in the bow. That article should be available on the IJCA web site. The boat weighs 1375 kg. minimum, all up, so that leaves us 1050kg. short of floating the boat. We gain some flotation from the balsa core in the hull and deck, but the real opportunity is about 1160 kg. of flotation to be gained by sealing up the lazarettes.

I know one member of the 360 Degree Club, Stuart Jardine, that glassed in his lazarettes years ago

and believes that it helped him survive the full capsize. They were able to bail the boat and go home. I took the hinges off my lazarette hatches and screwed them down with three screws several years ago because I was tired of tearing my pants on the hinges and tired of people putting things in there that just got forgotten.

Never being able to get the kind of access to the lazarette spaces that you get from the hatches bothers me because I don't want to have to crawl all the way to the transom through a small access port to do any fiberglass repairs in case of a hole or to repair or replace the motor mount or rudder gudgeons on the transom. I really don't like dark sweaty places with stale, musty air. I propose just sealing the lazarette hatches with caulk and screwing them down so they could be removed if necessary without damage, like the seahood over the cabin top. You will need



Beth fits easily through the large, cast aluminum access ports I used.



G10 epoxy board baffles installed in drainage gutter exits. Note location of weep hole above the baffle.



Prepped lazarette, ready to be sealed.

some access from the inside to check for water.

The access can be a reach-in through a sealed inspection port all the way up to a port through which a person of smaller stature could actually enter the lazarette. There is a great deal of difference among ports in size, degree of sealing, material, weight and price. I would recommend no less than an eight inch (200mm) diameter, sealed, plastic, inspection port. These are available from many marine sources for less than \$30 US each and will add next to nothing to the weight of the boat. A large selection of larger, rectangular hatches is available from Bomar at www.Pompanette.com. These hatches can also be purchased from Coastal Marine 800-262-1889. Check price from each. Coastal was actually less expensive for my selection, and both companies were very pleasant to deal with.

The larger plastic access ports, although they have seals, are not guaranteed leakproof. You have to go up to the cast aluminum ports to get leakproof, and that is a considerable jump in cost and weight. I wanted better access and was thinking leakproof was why I was doing the job, so I went for the cast

aluminum. In hindsight, I believe the sealed plastic ports would be adequate even though they are only water resistant. They should give you the time you need to get the boat back up and bailed. If they blow out when the boat is three meters under water, it was lost anyway.

This article is aimed at the large number of boats that have lazarette hatches in the cockpit. Boats that were manufactured without these hatches usually have open access to the lazarette area from the inside. The boats with open access may want to consider air bag floatation. Older TPI boats that have both hatches on the outside and open access from the inside, should at least seal up the outside hatches.

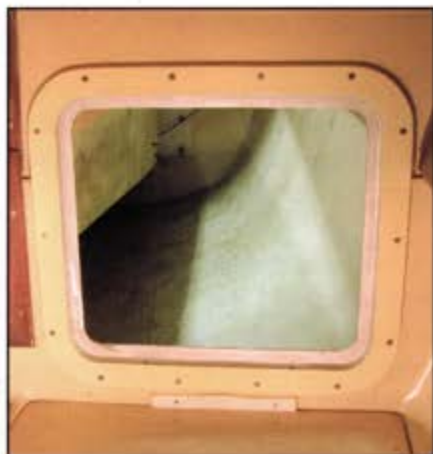
It is best to eliminate the hinges on the outside hatches and fill in the pockets in the deck that accommodate the hinges to allow a complete seal. Obviously, fill the bolt holes from the hinges in the deck and the hatch. Next you should fill in the drainage gutter exits that come down each side of the hatches in the area you wish to seal off – in line with the bottom of the hatch. G10 epoxy board may be cut to fit and epoxied in to fill this space. When

the epoxy is cured drill a weep hole into the gutter just above the G10 baffle you installed. Make sure the areas to be sealed are clean and dry, and sand the surfaces with 80 grit to improve adhesion. Screw or bolt the hatch down to the deck for fit without sealant, then remove.

Install the inside access port before sealing the outside hatches. On most of the TPI boats, the inside liner did not come up to meet the underside of the deck. An additional piece was added to accomplish this, so there is about a quarter of an inch offset between the two. If your access port crosses this joint, you will have to add a quarter inch spacer around the upper section. I suggest making a template to trace or transfer for anything other than a round port. Doing layout work on this uneven, vertical surface, in restricted space, while supporting oneself on ones elbows, is nearly impossible. Cut a hole in the bulkhead, prep the opening and install your access ports per manufacturer's specifications or common sense, which ever is available and appropriate.

Cleanup your dust and debris, tape around the outside hatch and install with silicone caulk and screws. Silicone caulk seals well and is removable. You can also get a paintable silicone caulk if you wish to entirely fill the gap and paint it to match the deck (my preference).

While nobody, including me, will guarantee this will make your boat unsinkable (we got over that guarantee with the Titanic), it should at least buy you time and give you a much better chance to save your boat. After doing this job, you should get your boat reweighed by your local measurer – especially if you use the cast aluminum hatches. Above all, try to stay upright – it's faster!



Finished, open access port from the quarter berth inside.



Finished, closed access port from the quarter berth inside.

Tactical and Boat Handling Priorities

One of the many challenges that a team faces is coming up with a game plan or set of priorities for the different conditions that each race or series can present. Because of this, I have developed some ideas – both general and specific – that your team can utilize to help simplify what can very often be difficult and challenging scenarios on the race course. Since one's game plan is heavily influenced by the racing environment, we will look at a fairly wide variety of wind and sea conditions and also factor in the location—be it a lake or the ocean—flat water, choppy or big waves.

For your own team's location, I would suggest you add in your own localized considerations and priorities – be they local knowledge, established weather patterns, geographic and current influences, and other tactical influences where applicable.

Current, which is the topic of a whole article unto itself, is very location specific and can be tricky to deal with. Thus we will concentrate mainly on velocity and wind shift considerations.

To make this article as useful as possible, I've broken down each condition and developed a checklist series of priorities and tactical considerations for the various parts of a race.

Light Air and Flat Water

The start:

Full speed and clear air is the maximum.

Keep scanning upwind constantly to find the areas with the most velocity. Start in an area of the line that gets you to that velocity fastest.

Stay near the starting line – don't wander away, it's easy to be late!

As you sail up and down the line, watch your sail trim carefully to detect any wind shifts during the sequence.

Observe the current. How is it changing the laylines to the starting line? Remember the estimation that 1 knot of current is equal to approximately 5 knots of sailing wind – factor this into your decision making process.

Avoid any sharp turns on your final approach to the start. Don't tack within 1:30 of the gun!

Build speed and trim the sails for every point of sail. Roll tack and roll jibe around the line to maintain your speed. The team should be as smooth and deliberate as possible.

The Beats:

Sailing in the velocity is the top priority.

Minimize your tacks. Sail towards the new wind and try to only tack in velocity. When you do tack – roll tack the boat as smoothly as you can.

Ignore minor oscillations to get to more velocity.

Avoid packs of boats – sail in wide lanes with plenty of space.

Don't lee bow anyone – you will get rolled! If in doubt – duck!

Downwind:

Sail in the velocity. Which side had more velocity on the upwind leg? Go to that side while sailing downwind.

How is the current affecting us? Are we being set? Take a bearing on the leeward mark to determine this.

Don't sail too low in the lulls or too high in the puffs. The trimmer should constantly talk about the pressure on the spinnaker sheet to help keep the boat sailing the correct angle.

Work to keep your air clear from boats around you – avoid packs of boats sailing unusually high.

Jibe when necessary to stay in velocity. When you jibe, try to do it in velocity to minimize the loss and roll the boat smoothly.

On the jibes the goal is to keep the spinnaker filled the whole time (or as much as is possible in the conditions) and to come out of the jibe at the correct angle with enough pressure on the spinnaker sheet.

Protect the inside position during the approach to the leeward mark.



Use your crew weight to help steer the boat in light air.



Rolling the boat during light air jibes can help keep the chute full.

Rounding outside a group of boats in light air is very slow.

Medium Air

The start:

Research the line. How long is it? Do a minimum of five head-to-wind readings in clear air to track the wind and determine which end is favored.

How do the other fleets that have started ahead of us look? Who is crossing from which side? Pick a section of the line that gets you going to the better side of the course.

Where are the safe layline approaches to the committee boat and the starting pin? Try to stay within these laylines in order to avoid trouble.

If the wind is oscillating the option to tack and get in phase with the wind shift is likely the biggest priority. In this case, consider a mid-line start to avoid being harmed by a shift.

If the wind is persistently shifting in one direction then pick a section on the line that allows you to sail in the direction in which the wind is shifting.

Always remember that the start is a means to an end. The question to ask is, "Where do we want to be four minutes after the start?"

The Beats:

Concentrate hard on speed and pointing. Careful steering and sail trim is the key. Don't pinch if you don't have too.

Just after the start, focus on sailing faster than the boat to leeward and the boat to windward so you can jump out into a space in the front row with tactical options.

Pay attention to the compass – tack on the shifts and keep your bow pointed toward the weather mark as much as you can. The angles you sail are now becoming high on the priority list.

When you tack, look ahead and make sure you are not tacking away from velocity.

Consolidate when you can – tack and cross as many boats in your area as possible to consolidate your gains. Keep in touch with the bulk of the fleet – don't go to a corner by yourself. The goal is to stay between the fleet and the next shift.

Don't get to the layline too early. Go to a later layline to make your judgment of when to tack for the mark better.

If sailing in chop or with bigger waves: Tack less and when you do tack either tack in a flat spot or on the top of the wave if possible.

If you are going to lee bow another boat in chop, you need to have been able to cross them in order to make your lee bow stick; otherwise your team will get rolled. When in doubt, a duck is a safer option!

Downwind:

Get yourself on the tack that takes you closest to the mark (i.e. the headed jibe.) and keep your air clear. The angles you sail are becoming more and more of a priority.

Monitor the compass—ibe on the lifts and constantly watch the velocity behind you to stay in it.

Avoid luffing duels! Negotiate early! Avoid packs of boats—jibe away if you have to in order to maintain clear air and keep the boat moving fast.



In medium air, getting to the front row of the start is the top priority.



In breezy conditions it's often best to minimize your tacks and focus on straight-line speed

Go to a later/closer layline to the leeward mark to avoid misjudging the approach. On the final third of the leg, protect the inside position for your rounding.

Take the spinnaker down early and capitalize on the errors of other boats. Your leeward mark rounding practice will pay dividends here!

Heavy Air and Waves

The Start:

Make sure you are perfectly set up for the beat with sufficient rig tension, backstay and jib halyard tension.

Avoid boats that appear to be out of control!

Pick a section of the line to start on and defend it. On the final approach, consider dumping the vang to be able to slow down and maintain position on the line.

Really work on sailing the boat level (minimum heel) to maintain a gap to leeward off the line. Hike harder than the other teams!

The Beats:

Minimize tacks—particularly if it is choppy.

Focus on a constant minimum angle of heel and anticipate the gusts and big waves.

Monitor the compass – the angles take precedent over velocity as you have more than enough wind for maximum performance. The shifts can be subtle (sometimes substantial too) and the compass will help a lot with this.

Avoid an early layline to the windward mark so you can play the shifts and reduce the tendency to over stand the mark.

If ducking—consider dumping the vang to help the boat bear away—particularly if you are caught with the genoa up in 20-plus knots the boat is very difficult to bear away quickly and smoothly without both sails being eased.

Downwind:

Consider easing the vang slightly to help the boat bear away around the weather mark. Do a delayed set—make sure everyone is ready. If very windy leave the jib up—no need to douse it.

Make sure you are on the correct jibe.

Keeping the boat under control is the key element! Watch behind you very carefully for the gusts and shifts. Keep your weight back (sometimes way back) and take the tail end of the vang back with you.

Minimize jibes - it may possibly be better to douse, jibe and then consider resetting.

If it's simply too windy consider another mode of sailing—wing-on-wing with the jib on the correct jibe can be perfectly acceptable taking in to account the experience of your team in big breeze.

Get the spinnaker down early...very early!

Conclusion

Each sailing location will have its own set of priorities that you will need to keep in mind for the various conditions in which your team sails.

The important aspect though is to try and have a set of consolidated priorities—both boat handling and tactical—so that your team can get more of an overall grasp about what to focus on.

We have found, particularly as we travel to new locations, that this is a never ending process of constant learning, note taking and observations that keeps us all coming back for more.

Another intriguing aspect of our sport is that it is very easy to make the same mistake numerous times. But with a consolidated checklist of priorities, perhaps we can minimize that number in the future. Best of luck and have fun at your next regatta!



Andrew Kerr is a full time coach and speaker with North U seminars, giving seminars on tactics and sail trim all over the country. He has

been a part of teams that have won the J/24 Nationals 4 times, placed 3rd in the J/24 World championships, won the Santana 20 Nationals 4 times and has won various championships in a wide variety of one-design classes.



REGATTA ANNOUNCEMENT

WORLD CHAMPIONSHIP 1st - 9th March NUEVO VALLARTA, NAYARIT, MÉXICO

Invitation

Vallarta Yacht Club and The Mexican J/24 Class Association invite you and your crew to the J/24 World Championships 2007. The waters of Banderas Bay (*Bahía de Banderas*) will be the venue for the event.

Organizing Authorities

The Vallarta Yacht Club, Nayarit State Government, Nayarit Tourism Bureau, Nuevo Vallarta Municipality and The Mexican J/24 Class Association in conjunction with the International J/24 Class Association

Site

Vallarta Yacht Club (VYC) shall be the Headquarters for the event. VYC is located inside the Paradise Village Resort (www.paradisevillage.com). Regatta Dates are March 1st through March 9th. VYC and the Mexican Sailing Federation shall coordinate Race Committee efforts. The Regatta Organizing Committee is comprised of the Mexican J/24 Class Association, Vallarta volunteer group and the Mexican Sailing Federation. For additional information and contacts please refer to www.j24mex.com

DATE

- Thursday, March 1st
- Friday, March 2nd
- Saturday, March 3rd
- Sunday, March 4th

TIME

- Monday, March 5th
- Tuesday, March 6th
- Wednesday, March 7th
- Thursday, March 8th
- Friday, March 9th

EVENTS AND/OR RACES

- Registration & Measurement
- Welcome Cocktail
- Registration & Measurement
- Registration & Measurement
- Practice Race
- Opening Ceremonies & Cocktails
- Race 1
- Post Race Social
- Races
- Post Race Social
- Races
- Theme Beach Party
- Races
- Post Race Social
- Races
- Award Dinner & Ceremony

Charter

A number of charter boats will be available through the organizing 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 before December 31st 2006. For Chartering information please contact Pablo Gutierrez at clasart@prodigy.net.mx

Entry

Entrants are requested to register in advance on-line. The entry fee will be \$350 USD per boat. Entry fee includes launching/hauling and all social events. Entry fees received before October 15th will have a \$50 USD discount.

www.j24mex.com

Contact

Requests for information please contact:

• Peter Wiegandt at peter_wiegandt@del.com • Rosalia Lechuga at nauticov@prodigy.net.mx • Kenneth Porter at kenporters@hotmail.com
For additional information see www.j24mex.com

J
24

NOTICE OF RACE

South American Championship 2006

XXII Campeonato Sudamericano de Veleros Callao, Perú – 2006

*The Peruvian J-24 Class Association
has the pleasure of announcing the
XXII South American Championship 2006
and cordially invites you to participate with your yacht.
Guido Carabelli - President*

The Championship The South American J/24 national class associations have been organizing since 1985 the annual regional championship of the class. This is the seventh championship organized by the Peruvian association. Since this is an open championship, a great number of competitors are expected who undoubtedly will make the championship a success.

The Venue Callao, the main port of Peru located in the Pacific ocean is the maritime access to Lima, the capital of Peru. Sailing conditions are excellent, with moderate winds and a calm sea. In the southern hemisphere we will be in the middle of spring and the temperature of around 20 degree Celsius is very comfortable.

The city of Lima, with its fascinating historical monuments of the pre-Columbian and colonial times, as well as of the early republic make great contrast with modern building and avenues.

The excellent and delicious Creole food, as well as the Chinese – in the famous "chifas" – and the international food, that can be found in restaurants in Lima and neighboring residential districts, cannot pass unmentioned.

Notice of Race

- 1 Event** XXII J-24 South American Championship
Qualifier championship for the 2006 Pan American Games in BRASIL (2 places)
- 2 Venue** Callao Bay, Lima, Peru
- 3 Dates** From Saturday, October 28, 2006 to Saturday, November 4, 2006

4 Organization Asociación Peruana de Veleros Clase J-24

5 Auspices Federación Peruana de Vela

6 Host Club Yacht Club Peruano

7 Rules

- 1 The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS) (RRV).
- 2 The prescriptions of the Federación Peruana de Vela will not apply for this championship.

8 Advertising

- 1 The championship is classified as a Category "C" event according to the Appendix 1 of the Racing Rules of Sailing, with the restrictions of Class Rule 2.6.1.
- 2 The organizing committee of the championship requires that each yacht permanently display during the championship the advertisement chosen by the organizing committee, according to rule 20.3(d)(i) of Appendix 1.
- 3 Racing rule 79 will be in effect from Saturday, October 28 until Saturday, November 4 - 2006.

9 Schedule

Day and Date	Event	Warning Signal
Saturday 28	Registration and measurement	0900-1800
Sunday 29	Registration and measurement Opening ceremony	0900-1800 1900
Monday 30	Measurement Skipper's meeting Practice race	0900-1200 1000 1400
Tuesday 31	1st. and 2nd race	1300
Wednesday 01	3rd and 4th race	1300
Thursday 02		
Friday 03	5th and 6th Race	1300
Saturday 04	7th Race and reserve Closing ceremony and prize giving	1300 1900

10 Eligibility

The championship is open to all J/24 boats that possess a valid measurement certificate. Membership in a J/24 National Class Association is required for all owners and skippers.

11 Registration

- 1 Registration shall be in writing on the special form which will be sent by the organizing committee to anyone who requests it.
- 2 The registration fee is US \$300.
- 3 The registration form and the registration fee must be received together at the office address not later than August 30, 2006, any registration sent after will cost \$500 for registration.

12 Measurement and Inspections

Measurement and inspection will take place on each yacht before registration is complete. Yachts must be available for measurement at the Yacht Club Peruano, prior to launching, not later than 0900 hours of Saturday, October 28, 2006

13 Appeals

Decisions of the international jury will be final in accordance with racing rule 70.4.

14 Scoring

- 1 The Low-Point Scoring System of Appendix A of the racing rules will apply.
- 2 Seven races are scheduled. The championship is valid with four completed races. If less than six races are completed no race will be excluded, and each yacht's total score will be the sum of her scores for all races.

15 Penalty for breaking a rule of Part 2

The Scoring Penalty, rule 44.3 will apply. Do not forget your yellow flag.

16 Sailing Instructions

Sailing instructions will be available from the initial date of the championship, during registration

17 Prizes

- 1 Prizes will be given to the first, second and third place in the championship.
- 2 A prize will be given to the first of each race.
- 3 Participation awards will be given to all boats.

18 Responsibility

Responsibility of each yacht is determined by Rule 4 of the Fundamental Rules of the Racing Rules of Sailing of the ISAF.

The organizing committee and the institutions and persons involved in the organization and conduction of the championship do not accept any liability for loss of life or property, personal injury or damage to property, caused by or in connection with this championship.

19 Yacht Chartering

The organizing committee has a reduced number of yachts for chartering. Please contact the office for details.

20 Office Address

Mail for information and registration should be addressed to:

Ms. Ana Teresa Balbuena

Asociación Peruana de Veleros Clase J-24

Malecón Cisneros 280 - 2A, Miraflores

Lima 18 Perú

Tel. fax: +51 1 447 4559

E-mail: j-24peru@wayna.rcp.net.pe

Web: <http://sailperu.tripod.com.pe/J-24/sudamericano02/sa2002.htm>

Announcement

2006 World Council Meeting

Each officially recognized National J/24 Class Association is eligible to have one voting member in attendance at the IJCA World Council Meeting. Don't miss this opportunity to represent your country at this important meeting.

Date: August 5, 2006

Location: Lough Erne Yacht Club, Enniskillen, Northern Ireland

Schedule:

<u>Date</u>	<u>Event</u>
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08/04	Welcoming reception
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08/05	World Council Meeting
-------	-----------------------

08/06	Motor cruise on Lough Erne
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Accommodations: A special meeting rate has been arranged at the Mahons Hotel in Irvinestown. www.mahonshotel.co.uk. Rooms can be booked via email at info@mahonshotel.co.uk. Make sure to mention the J/24 Class to get your special room rate.

Further Information: For more information regarding travel arrangements or club facilities contact Robin Eagleson at robin@eagleson.co.uk.

The Bacardi 2006 J/24 North American Championship Regatta

September 20-24, 2006

Hosted by Rochester Yacht Club, Rochester, New York

5555 St. Paul Boulevard, Rochester, New York, 14617;

office 585-342-5511, fax: 585-342-8116

Organizing Authority: Rochester Yacht Club and J/24 Fleet 41

in conjunction with the US and International J/24 Class Association (IJCA)

Club website: www.RochesterYC.com

Regatta website: www.J24NA2006.com

1. Rules

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS.)
- 1.2 With permission of the IJCA, the following IJCA class rules are modified:
 - (a) IJCA rule 5.1 is changed to permit a boat to sail with different crew on different days provided the crew changes are declared at registration. Crew changes not declared at registration require advance written approval of the jury and will only be approved in exceptional circumstances.
 - (b) IJCA rule 2.5.2 is changed in accordance with RRS Appendix G3, such that a chartered or loaned boat may carry a sail number other than her hull number.
- 1.3 RRS 64.1 will be changed in the sailing instructions to permit penalty ties other than disqualification for breaking some IJCA rules.

2. Advertising

- 2.1 This regatta is designated Category C in accordance with ISAF Regulation 20 as modified by IJCA rule 2.6.1.
- 2.2 All boats may be required display bow numbers provided by the organizing authority. Boats may be requested to display bow stickers provided by the organizing authority in accordance with ISAF Regulation 20.3 (d)(i).

3. Eligibility and Entry

- 3.1 The regatta is open to any J/24 as defined by the IJCA Rules.
- 3.2 Helmspersons must be either citizens or residents of the country they represent and must be registered members of the relevant National J/24 Class Association.
- 3.3 If a boat has co-helmspersons, one of them must be specified as the primary helmsperson.
- 3.4 All boats are required to have a minimum of \$150,000(USD) marine liability insurance (property and injury) covering the person in charge.
- 3.5 Entries and fees may be submitted in advance by mail or online, or onsite until the close of registration.
- 3.6 To register by mail, fill out the on-line form, print it out and mail it to Rochester Yacht Club, 5555 St. Paul Boulevard, Rochester, New York, 14617. Make checks payable to Rochester Yacht Club.
- 3.7 Online entries and fees shall be submitted no later than August 25th, 2006 at www.layline.com
- 3.8 Boats requiring measurement to obtain or modify a Measurement Certificate must make advance arrangements with the Rochester IJCA Measurer, Reid Stava, 585-288-7183 or at rstava@rochester.rr.com Advance arrangements MUST be

made prior to Friday, August 18th, 2006.

4. Fees

- 4.1 The entry fee will be \$300 if received no later than August 25th, 2006. After August 25th, the entry fee will be \$350.
- 4.2 The entry fee includes boat launching and haul out, boat docking/rafting and trailer storage during the regatta, racing, and social activities for five competitors. Additional social packages can be purchased online or at registration for \$30.

5. Qualifying and Final Series

- 5.1 If more than 70 boats enter, the regatta may consist of a qualifying series and a final series.

6. Schedule

- 6.1 The schedule of events is:

Wednesday, September 20

- | | |
|-----------|--|
| 1000-2200 | Registration, measurement, and crew weigh-in |
| 1600 | Warning signal for practice race |
| 2200 | All boats in the water per NOR 12.1 |

Thursday, September 21

- | | |
|-----------|---|
| 0800-0900 | Late registration, sail measurement and crew weigh-in |
| 0900 | Competitors' meeting |
| 1030 | Warning signal, first race.
Three races scheduled |

Friday, September 22

- | | |
|------|--|
| 1030 | Warning signal, first race of the day. Three races scheduled |
|------|--|

Saturday, September 23

- | | |
|------|--|
| 1030 | Warning signal, first race of the day. Three races scheduled |
|------|--|

Sunday, September 24

- | | |
|------|--|
| 1030 | Warning signal, first race of the day. Two races scheduled |
| 1330 | No warning signal after 1330 |

- 6.2 Social events will be scheduled each race day evening with the exception of Friday, September 22, 2006. A schedule of regatta social events is available at on the regatta website.

7. Registration and Measurement

- 7.1 The registration desk will be located on the ground floor of the Rochester Yacht Club's main clubhouse. A representative of each boat must report to the registration desk to check in and pick up its registration package.

7.2 At registration, all boats shall present: a valid J24 Measurement Certificate (including Part C: Inventory of Required and Optional Equipment), proof of current marine liability insurance coverage, and proof of IJCA membership for the owner and helmsperson.

7.4 All competitors will be weighed during registration (except that crew substitutions may be weighed during the designated Substitute Crew Weigh-In period on the first day that they will compete). All competitors will also be required to sign a Competitor Liability Waiver form to be provided in the registration package.

7.5 All boats will be weighed during registration for compliance with IJCA rule 3.7.1 and all sails will be measured during registration for compliance with IJCA rule 3.6.

7.6 All boats will be subject to random inspection at any time during the regatta.

8. Sailing Instructions

8.1 Sailing instructions will be available at registration and will be posted to the regatta website.

9. Venue and Courses

9.1 Racing will be on the open waters of Lake Ontario.

9.2 Courses will be windward-leeward with either 4 or 5 legs. Offset marks at the weather mark and gates at the leeward mark may be used.

10. Penalty Systems

10.1 The Scoring Penalty, RRS 44.3, will apply, modified such that code flag "I" is acceptable and the flag must have a hoist of not less than 150mm and a fly of not less than 200 mm.

10.2 RRS 61.1(a) will be modified such that the protest flag must have a hoist of not less than 150mm and a fly of not less than 200 mm.

10.2 An arbitration system may be used for protests involving RRS Part 2.

10.3 Decisions of the international jury will be final in accordance with RRS 70.4.

11. Scoring

11.1 When fewer than five races have been sailed, a boat's series score will be the total of all her race scores. When five or more races have been sailed, a boat's series score will be the total of her race scores excluding her worst score.

11.2 Eleven races are scheduled. A minimum of four races are required to constitute a championship.

12. Haul-out Restrictions

12.1 All boats shall be afloat before 2200 on Wednesday, September 20, 2006 and shall not be hauled out during the regatta except with and according to the terms of prior written permission of the jury.

12.2 Hauling of boats at completion of the regatta shall be done in ascending order of bow number. The organizing authority will attempt to assign bow numbers by the distance the boat has to travel immediately following completion of the regatta. Boats that register after August 18th, 2006 may not receive haul-out priority.

13. Other Prohibited Actions

13.1 A boat shall receive no outside assistance, except as provided for in RRS 41, after leaving her mooring for the first race of each day until she returns to her mooring. This changes the preamble to Part 4 of the RRS.

13.2 Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta.

13.3 Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. The hull may be

cleaned at any time by swimming or keelhauling using ropes or cloth.

14. Radio Communications

14.1 It is the intent of the organizing authority and race committee to use marine VHF radios to communicate with the fleet when outside the RYC harbor.

15. Prizes

15.1 Prizes will be awarded to the top ten finishing boats.

15.2 A total of two (2) berths to the 2007 J/24 World Championship will be awarded at this event as follows:

(a) The top-finishing, not previously qualified primary helmsperson who is a current member of the USJCA and meets all other eligibility requirements will earn a berth to the 2007 J/24 World Championship. Once this helmsperson is determined, he/she will be considered "previously qualified" for the purpose of allocating the next berth as outlined in #2 below. This berth is allocated by the USJCA.

(b) The top-finishing, not previously qualified primary helmsperson who is a current member of any NJCA as recognized by the International J/24 Class (including the USJCA) and meets all other eligibility requirements will earn a berth to the 2007 J/24 World Championship. This berth is allocated by the International J/24 Class and is available to sailors from any country.

16. Media Rights

16.1 Competitors give absolute right and permission to the IJCA, the US J24 Class Association, Rochester, NY J/24 Fleet 41, Rochester Yacht Club and the event sponsors to use, publish, broadcast or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

17. Disclaimer of Liability

17.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race.

17.2 The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

17.3 Skippers and crew will be required to sign a waiver of liability during registration.

18. Contact

18.1 Requests for information may be directed to the Regatta Chairman: Lambert Lai, Regatta Chairman; The Bacardi 2006 J/24 North American Championship Regatta 1655 Waterford Road; Walworth, NY 14568. email: LLai1@rochester.rr.com

Contact

For further information go to our

website at www.j24na2006.com

or www.rochesteryc.com

or contact Lambert Lai, Regatta Chairman

phone home 315-986-4495

cellular 585-330-1753

Email LLai1@rochester.rr.com



NOTICE OF RACE

2006 J/24 Women's Open Championship

July 13,14,15,16, 2006

Beverly Yacht Club

Host

Beverly Yacht Club, 99 Water Street, Marion, Ma.02738

Tel. no. 508.748.0540

Fax. no. 508.748.0771

Web address: www.BeverlyYachtClub.org

Organizing Authority

The Organizing Authority is J/24 Class Association Fleet 16 and the Fleet 16 Women's Racing Program hosted by Beverly Yacht Club, in conjunction with the United States J/24 Class Association. Web address: www.j24fleet16.com

Venue

Beverly Yacht Club will be the host club and headquarters for the event. Beverly Yacht Club is located approximately 1hr. 15 min. south from Boston Massachusetts and 1hr. east from Providence Rhode Island on the western shore of Buzzards Bay. The Regatta Organizing Committee is comprised of members of J/24 Fleet 16, the J/24 Fleet 16 Women's Racing Program and Beverly Yacht Club. Beverly Yacht Club is a past recipient of the St. Petersburg trophy three times and a past host of the J/24 North Americans.

Rules

The regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing except as modified by the Notice of Race or the Sailing Instructions. If there is a conflict between a rule in the Notice of Race and a rule in the Sailing Instructions, the Sailing Instructions and any amendments thereto shall take precedence. This modified RRS 63.7

Advertising

This regatta is classified as a Category C event per ISAF regulation 20 as amended by the IJCA. Bow numbers and event sponsor documents may be issued for this event and, if so, all competitors will affix the numbers and/or sponsor information for the duration of the event in accordance with the instructions provided at registration.

Eligibility

The regatta is open to all J/24 sailboats (as defined by the IJCA) crewed entirely by women. ISAF eligibility (ISAF regulation 19) is required of all competitors. Competitors must meet all class membership requirements and must complete all aspects of the registration process (e.g. crew weigh-in, fee payment, measurement sheet sign-off, proof of insurance, etc.) to become official participants. Each boat shall submit a proof of marine liability insurance (property and personal injury) that is not less

than \$300,000 covering the person in charge as defined in RRS 46. All boats must complete the registration process by 0830 on Friday, July 14, 2006.

Entry and Fees

Registration forms can be downloaded from the Event Website at www.j24womensopen.com beginning Jan 9th, 2006. Entries shall be submitted on an event registration form with the entry fees and must be received by June 15, 2006. The entry fee is \$275 and includes: launching & hauling; mooring & rafting; racing, security, trailer storage; Friday evening buffet (5), Saturday evening cookout (5) and light fare (5) for the awards ceremony on Sunday. Completed registration forms received after June 15th shall include a late registration payment of \$50.00. Additional tickets for non-participants can be purchased with the registration form or at the registration desk. Checks for all fees must be made payable to "J/24 Fleet 16". Completed registration forms and payments are to be mailed to:

Susan D. Granger

102 Converse Road

Marion, Massachusetts 02738

Attn: J/24 US Women's Open Championship

Tel. no. - 508.748.6937 email address - sailorsue@juno.com

Registration

A representative of each boat must report to the registration desk at the Marion Music Hall on Front Street, Marion, MA near from the launching site at Burr's Boat Yard to check in and pick up its registration package. All boats shall present a valid measurement certificate, an inventory of required and optional equipment (part C of the measurement certificate), proof of IJCA membership for the boat owner and helmswoman, proof of current insurance liability coverage, a declaration of crew weight with a weigh-in form, a declaration of any planned crew substitutions during the regatta and a competitor liability waiver form. Crew substitutions declared at registration and crew substitutions approved by the Jury need no further authorization from the Race Committee. This changes IJCA Class Rule 5.1

Schedule

A maximum of seven (7) races are scheduled. No Race shall be started on Sunday, July 16, 2006 after 1330.

Thursday, July 13, 2006

Check-in & Registration

Crew weigh-in

Boat launching & trailer storage

Grill Open

0900-1700

0900-2000

1830

Friday, July 14, 2006

Last Chance registration	0700-0830
Skippers' meeting	0900-0930
First Warning Signal	1100
Friday Night Buffet	1830

Saturday, July 15, 2006

First Warning Signal	1000
Saturday Evening cookout	1830

Sunday, July 16, 2006

First Warning signal	1000
Awards Ceremony	After racing
Haul out	After racing

Penalty Systems

The Scoring Penalty, rule 44.3, will apply.

Scoring

The Low Point scoring system RRS Appendix A will be used modified such that when six (6) or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score. Seven (7) races are scheduled.

Prizes

Both series and daily prizes will be awarded to the top 15% of the fleet. A Sportsmanship Prize will also be awarded as voted by the competitors. Prizes will be awarded at the Beverly Yacht Club on Sunday, July 16, 2006 following the races.

Inspection & Measurement

Sail royalty tags with the sail maker's number will be recorded at the Marion Music Hall near to the boat launching site during the Thursday registration period. At registration, all participants are required to present a current, measurement certificate along with proof of a valid insurance policy for boat damage and third party liability coverage (minimum of \$300,000). All crews shall weigh-in at registration, except that crew substitutions declared at registration and crew substitutions approved by the Jury may be weighed during the designated Substitute Crew Weigh-In period on the first day that they will compete. Boat measurement services will not be provided as part of the regatta by the Organizing Authority. Boats requiring measurement to obtain or modify a Measurement Certificate must make advance arrangements with a national J/24 Class measurer. A list can be found at www.j24class.org/usa/org/usmeas.htm.

Racing

Races will take place in the waters of Buzzards Bay off of Marion, Massachusetts on windward/leeward courses as described in the Sailing Instructions. Offset, gate and RC boat keep-away marks may be used.

Launching, Hauling and Rafting

All boats will be launched and hauled by crane at Burr's Boat Yard, next to Beverly Yacht Club. Bow numbers will be assigned in order of registration. All boats must be afloat before 2000 on Thursday, July 13, 2006. No boat shall be hauled during the Regatta except with and according to the terms of the prior written approval of the Jury. Hauling of boats after the Regatta shall be done in accordance

with ascending bow numbers. The Organizing Authority will attempt to assign bow numbers by the distance the boat has to travel. Mooring and rafting assignments will be distributed at registration. All boats shall have the proper equipment for rafting including dock lines, spring lines and two fenders with a minimum diameter of 8".

Prohibitions

A boat shall not dispose of any refuse into the water. The Jury and Race Committee intend to protest as necessary. The penalty for violating this prohibition will be disqualification from the race in progress, or the nearest race sailed if a violation occurs before or after racing.

Lodging

Private housing for crews will be assigned on a first registered, first served basis. There may also be berths on private sail and power boats. Competitors will be asked to car pool from their lodgings as much as possible to minimize parking in the residential areas of Marion.

Charter Boats

The regatta will be sailed on a bring-your-own boat basis. There may be a limited number of charter boats available. The Organizing Authority will provide assistance on a best efforts basis to connect those wishing to charter and owners willing to charter. In accordance with RRS Appendix 3, a chartered or loaned boat may have a sail number that differs from the boat's hull number. This changes IJCA rule 2.5.2.

Transportation and Directions

The Marion area is served by two major airports: Logan International in Boston, Ma. and T. F. Greene in Providence, Rhode Island. Both airports are serviced by major airlines and rental car companies. Logan has direct flights from (or to) almost all major destinations, worldwide. T.F. Greene has service to all major North American destinations with connecting flights to major foreign airports.

Directions for driving are:

From the west, follow interstate 95 to 195 East toward Cape Cod. Exit at route 105 south. If coming from the west on the Massachusetts Turnpike, proceed east to 495 south, then go west on 195. Exit at route 105 south.

From the north, take interstate 95 South or Mass. Route 24 south. Take 495 toward Cape Cod then west on 195.

Exit at route 105 south.

Follow route 105 south. At the red light intersection of Front Street and Route 6, proceed straight down Front Street to the launch site at Burr's Boat Yard (on the left) where there will be signage. An event team member will direct you where to park your car and boat.

Media, Images and Sound

The Organizing Authority, U.S. J24 Class Association and the event sponsors shall have the right to use, publish or otherwise distribute any images and sound recorded during the event of persons and boats free of any charge.

Contacts

Event Chair: Nanna Buckley – tel. no. 508.748.2342; email – nanna.blueocean@earthlink.net

Websites: www.j24womensusopen.com
and www.j24fleet16.com

J/24 European Championships

22 – 29 September 2006
Parkstone Yacht Club, Poole, UK
www.poolej24.co.uk

1 Invitation

Parkstone Yacht Club (PYC) and the UK J/24 Class Association (UKCA), invite you and your crew to the 2006 J/24 European Championship to be held at Poole, England.

2 Organising Authorities (OA)

PYC in conjunction with the UKCA and the International J/24 Class Association (IJCA).

3 Rules

- 3.1 The regatta shall be governed by the rules as defined in the Racing Rules of Sailing for 2005–8 and this NOR and the Sailing Instructions (SIs) for the event.
- 3.2 In the case of conflict between any of these rules, the SIs and English text shall prevail. This changes Rule 63.7.
- 3.3 This regatta is classified as a Category "C" event in accordance with Class Rule 2.6.
- 3.4 Rule 44.3 Scoring Penalty shall apply.
- 3.5 Rule App G3 shall apply. Boats chartered or loaned may carry national letters or a sail number in contravention of class rules.
- 3.6 The organising authority shall appoint an International Jury constituted in accordance with Rule App N.

4 Advertising and Bow Numbers

Competitors may be required to display bow numbers and/or event sponsor advertising in accordance with ISAF Advertising Code, in ISAF Regulation 20.3.(d)(i). These shall be provided by the OA at registration.

5 Eligibility

Helmsmen must be members of the International J/24 Class Association. The Organising Authority has stipulated a maximum of 80 entries on a first come basis.

6 Entries and Entry Fee

- 6.1 The completed entry form and entry fee specified in the Entry Form payable in £ Sterling per boat shall be received by the OA on or before 1 Sep 2006. Late entries, with additional fee, may be accepted at the discretion of the OA up to 16th September.
- 6.2 The entry form, fees and payment procedure shall be forwarded to each NJCA and shall also be provided on the web site <http://www.poolej24.co.uk>

6 Schedule of Events See Attachment 1.

7 Venue

- 7.1 Parkstone YC is the host YC, and a map of the area is available at <http://www.parkstoneyc.co.uk/pagelocation.html>
- 7.2 Racing will take place in Poole Bay on windward/leeward courses as defined in the SIs. The centre of the course area will be located at approximately 50:41.0 N, 01:53.0 W.

8 Penalties

Shall be Scoring Penalties, as specified in RRS 44.3

9 Scoring

- 9.1 The Low Point System of Appendix A shall apply.
- 9.2 12 races are scheduled of which 4 are required to be completed to constitute a series.
- 9.3 When fewer than 5 races have been completed a boat's series score shall be the total of her race scores.

10 Coach and Support Boats

All coach and support boats shall be registered at the Regatta Office and shall be marked with the National flag of the country they represent

11 Measurement and Registration

- 11.1 Measurement, registration and launching shall take place at Parkstone Yacht Club during the times prescribed in Attachment 1.
- 11.2 Inspection and measurement shall be undertaken on each boat before its registration is complete.
- 11.3 All crew will be required to weigh-in.
- 11.4 There will be no first-time measurement of hulls, sails, or equipment.
- 11.5 When all measurement and registration criteria are completed to the satisfaction of the Chief Measurer and Registrar, eligibility will be confirmed and the Sailing Instructions issued. The following shall be presented to complete registration:
 - a) Receipt of a completed entry form, entry fee and late payment fee if applicable.
 - b) Copies of the owner and helmsman's IJCA membership cards.
 - c) Copy of the boat's valid insurance certificate.
 - d) Copy of the boat's valid International Measurement Certificate.
 - e) Completed measurement and registration pack.
 - f) A crew list with individual weights recorded at the official crew weigh-in.
 - g) Copy of the Optional and Required Equipment list, a copy of which must in addition be carried on board the boat at all times when racing.
- 11.6 Boat, crew, equipment and sails may be subject to re-measurement at any time in accordance with the IJCA Rules. The jury may order spot checks on the water.

12 Substitution of Crew

- 12.1 A member of the crew may only be substituted for reasons of injury, illness or serious unforeseen personal circumstances.
- 12.2 The number of crew cannot be changed.
- 12.3 A replacement helmsman shall be a member of the original registered crew.
- 12.4 Any changes shall be approved by the jury in writing prior to taking effect, and the new crew member(s) officially weighed in.

13 Launching, Berthing and Haul Out

- 13.1. Boats wishing to arrive before 21st Sept or depart after 1200 on 30th Sept shall make arrangements with and pay required fees to Parkstone YC Marina Office. Any launching or haul-out outside the times declared in Attachment 1 shall be at extra cost.
- 13.2 All boats shall be afloat by 1630hrs Sunday 24th September. Boats shall not be hauled out before the end of the regatta except with and according to the terms of prior written permission of the jury.
- 13.3 All boats shall be berthed overnight in Parkstone Marina from 24th to 29th Sep inclusive.
- 13.4 Haul-out at regatta end shall take place to a pre-announced priority order.

14 Hull Cleaning

- 14.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between 1630hrs Sunday 24th September 2006 and the end of the regatta.
- 14.2 Careening by any means for the purpose of cleaning or inspecting the hull is prohibited.
- 14.3 The hull may be cleaned at any time by swimming or keel-hauling using ropes or cloth.

15 Radio Communication

- 15.1 All competitors are required to carry a serviceable VHF radio capable of operating on Channel 37, for communication with the Race Committee.
- 15.2 A boat shall neither make nor receive radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones.

16 Prizes

- 16.1 Perpetual Trophies:
 - a. The Adams Perpetual European Championship Trophy will be awarded to the leading European helmsman.
 - b. The "Old Boat Trophy" will be awarded to the helmsman of the leading boat built prior to 1984.
- 16.2 Prizes will be awarded to the top 10 boats overall, as well as a variety of additional special prizes.

17 Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

18 Car and Trailer Parking

- 18.1 One car pass per boat will be provided for Parkstone YC car park.
- 18.2 Trailers shall be parked as directed by the berthing master at Parkstone YC.

19 Insurance

Each participating boat shall hold Third Party Liability insurance, valid for the duration of the regatta, with a minimum coverage of £2,000,000 Sterling or the equivalent in the currency of the country of registration of the boat. Personal insurances such as accident and health are the sole responsibility of each competitor.

20 Web Site and Information.

20.1 For more information and specific points of contact, please refer to the website <http://www.poolej/24.co.uk>

20.2 For further information on general matters contact David Ellis (Chairman J/24 2006 Europeans Steering Committee). Email: landlellis@yahoo.co.uk

Club Security

Access to Parkstone Yacht Club grounds, the clubhouse and the marina are all controlled by electronic proximity cards. Each boat will be issued one card on deposit of £10, refundable at the end of the regatta on return. These cards can also be used to purchase food and drink within the club, at a 5% discount. Extra cards may be borrowed for the regatta, each on £10 deposit, to allow all crew members and supporters to have one, if so desired.

Parkstone YC Restaurant

Will be open for Breakfast from Sat 23rd Sep to Fri 29th Sep.

Sailing Lunches may be pre-ordered at Registration.

Lunches and Suppers will be available from Thur 21st Sep onwards.

Entertainment

A full programme of entertainment will be promulgated in due course.

Charter Boats

A limited number of charter boats may be available. Chartering arrangements shall be made directly between competitors and boat owners. Inquiries may be directed to Mark Penfold, email @ mark.penfold@oracle.com

Attachment 1 - Schedule of Events and Races

Day	Date	Time	Events and/or Races
Thur	21 st September	0900 onwards	Early arrival of competitors & boats
Fri	22 nd September	0900 -- 1800	Measurement, crew weighing, registration & launching
Sat	23 rd September	0900 -- 1800	Measurement, crew weighing, registration & launching
Sun	24 th September	0900 --1200 0900 -- 1630 1400 1700 1800	Crew weighing & registration Launching Practice race (first warning signal) Skippers briefing Opening Ceremony and welcome party
Mon	25 th September	1030	First warning signal for 1 or more races
Tue	26 th September	1030	First warning signal for 1 or more races
Wed	27 th September	1030	First warning signal for 1 or more races
Thur	28 th September	1030	First warning signal for 1 or more races
Fri	29 th September	1000 asap after last race a.s.a.p.	First warning signal for 1 or 2 races Haul out Prize giving ceremony at Parkstone YC

1. When two or more races are sailed on one day they will be scheduled "back to back"
2. No warning signal will be given after 1230 hrs on Friday 29th September.
3. There will be a daily prize giving in Parkstone YC on completion of each day's racing.

2005 Basilica J/24 World Championship Jigalo's Conquest



Photo by Rachel Hutchinson

With 55 boats hailing from some 16 nations, the Basilica J/24 World Championship enjoyed close racing of the highest order

Stuart Jardine, Bob Turner and Nancy Zangerle contributing
Reprinted with permission of Yachts and Yachting

The 2005 Basilica J/24 World Championship was truly a world-class event. It was the first trip for the J/24s Worlds to visit Weymouth and the new Weymouth and Portland Sailing Academy, a world-class venue and site of the sailing events for the 2012 London Olympics.

The World Champion crown went to Anthony Kotoun and the crew of Jigalo from the US Virgin Islands. With the top nine places filled by different nations, the international standard of J/24 racing was once again proved to be of the highest order.

The J/24 Worlds were the first international Championship to visit the venue since the Olympic Committee's selection of London for the 2012 Games. It was clear that the Organising Authority, the Yacht Clubs of Weymouth Championship Committee, pulled out all the stops. Their concept was to combine the superb and spacious facilities of the Sailing Academy with the scenic charm of Weymouth Harbour, where the fleet was based during the racing week. Based upon the welcome received from the boroughs and the Combined Yacht Clubs of Weymouth, the venue has to be the prime spot for future sailing championships.

A spectacular Opening Ceremony, hosted by the Mayor of Weymouth, was complete with a special fireworks display sponsored by the Waterside Holiday Park, and set the scene for a memorable week. Many thanks must be given to the numerous sponsors, including Basilica, the event sponsor. Jaeger, the women's clothing designer and manufacturer, presented a perpetual trophy to the International J/24 Class to be awarded to the top finishing all-women crew in a World Championship. Acropolis Hotel sponsored the party at the mid-week prize giving. Among the many other sponsors whose significant contributions made for a marvelous event were Bussells, Dean & Readdyhoff Marinas, Enterprise Rent-a-car, Fluidfotos.com, Gerrard Investment Management, GUL manufacturers of sports apparel, Harken, Hi Fli Banners & Flags, Hyde Sails, John Pipe Export Packers, Martin Dawes Marine, Palmers Brewery, Portland Port, Sea Dog, Selden, Sgt. Bun Bakery, South West of England Regional Development Authority, Tacktick, Thornlow Preparatory School, West Cornwall Pasty, Western Marquees and Wright Homes.

When the national flags were obtained



Photo by Rachel Hutchinson

for the Opening Ceremony, Captain John Harvey, who was in charge, could not find a national flag for the U.S. Virgin Islands. Not to be thwarted, he obtained a design from the internet and made one himself! For those of you not familiar with the flag, this was a complex task. The efforts were hugely appreciated by Anthony Kotoun, who was, of course, the eventual winner. John Harvey's commitment was typical of that found in Weymouth during the week.

Light Beginnings

The first day of racing proved a long one for competitors and officials. The first start was scheduled for 1030 hrs. However, after two recalls the breeze disappeared and it was 1345 hrs before the first race got underway. Max Skelley (USA) had a clean start at the committee boat, with Tomomi Hatakeyama (JPN) tight at the pin. At the first windward mark, they were boat for boat. It was a case of the rich getting richer as the fleet stretched out behind them across the racecourse.

Day Two dawned with similar conditions and the fleet was held ashore for an hour, followed by another hour of waiting on the water before Race Two started in 5-8 knots of pressure. The middle of the course was favoured by the leaders. Fiamma Gialla driven by Italy's Luigi Ravioli led from start to finish, Anthony Kotoun from the US

Virgin Islands finished second with Peter Bream (USA) in third.

A general recall for Race Three saw the black flag raised for the second attempt. The breeze was up to 8-10 knots and had shifted from 230 to 240 degrees. It was another Italian boat in front, this time Pasquale Mario di Fraia's Botta Dritta, followed by Brazil's Mauricio Santa Cruz in second and Manfred Konig sailing Vitesse (GER) third.

Third Day is a Charm

Day Three found the breeze up to 18 knots and there was no question of a delay. Most of the fleet opted for jibs rather than genoas. The stronger breeze saw some fresh faces at the front of the pack. With a general recall for the first start, again the black flag came out to play and the tightly bunched fleet only started to spread out after the second beat. Time for a home team to take a win, with Jon Powell (GBR) helming Peggy to victory ahead of Sean Kirkjian (AUS) who finished second and Hatakeyama (JPN) in third.

The breeze dropped to 15 knots for the second race of the day and the fleet was split between those racing with jibs and those racing with genoas. The pack got away at the second attempt, a slight shift to the right favoring those at the committee boat end. Luigi Ravioli (ITA) was first round the windward mark and held his lead to the finish, with David Ellis (GBR) on Hitchhiker second and Sean Kirkjian's Jobs for the Boys in third. Anthony Kotoun on Jigalo climbed through the fleet to finish sixth and retain his overall lead.

Royal Entertainment

Day Four dawned with 18 knots, building to 25, and building seas, which sent the fleet rocking and rolling around the racecourse. Shredded spinnakers, gear failure and even a holed boat provided plenty of entertainment for the day's guest, HRH Princess Anne, The Princess Royal and President of the Royal Yachting Association.

The first race started with the familiar general recall. Max Skelley (USA) on Murder Picture was an early casualty as her rudder exploded on the second downwind leg, banishing her to the dock for the day. Ian Southworth's Enchidna took the race ahead of Italy's Alejo Rigobi on Luca Vive, Mauricio Santa Cruz's (BRA) Bruschetta was third.

The British Serco Defence team managed to put their earlier gear failures behind them



to record their first world's victory in race eight, with Al Clarke at the helm. They had swept past the USA and Argentine challenges downwind in the 25-30 knot breeze, using their upwind speed carefully to marshal these two boats, plus a challenge from the Australians on Jobs for the Boys. They held their lead all the way to the finish under the watchful eye of Princess Anne, who much enjoyed the spectacle despite the robust weather and rain.

Wednesday's strong finisher, Luigi Ravioli, was involved in an incident with Jobs for the Boys that left the Australian boat with a hole, and the Italians a damaged push pit.

Fitting Finale

The last race of the series was held under sunny skies with a fresh 24-knot breeze. After the rudder breakdown forced him out of the previous day's racing, Max Skelley and his crew on Murder Picture climbed back on the proverbial

horse to win the last race of the championship. Teams for Argentina, Australia and Italy fought for second, third and fourth at the finish. Sean Kirkjian (AUS) and his Jobs for the Boys team were rewarded for their long night of boat repairs with a well-deserved second, and Luigi Ravioli (ITA), also subject to a night of repair work, was third.

And so it was, with many different boats featuring in the top three that the US Virgin Island's Anthony Kotoun and his crew on Jigalo took the overall title at the end of a spectacular event. On receiving his crown, Kotoun commented, "Coming to the J/24 World Championship you know you have to have the best crew possible. I'm lucky to have the best crew with me!"

Ian Southworth was the top British boat, finishing ninth overall. Japan's Tomomi Hatakeyama was the best helmsman under 30 years old. Antigen helmed by Kirsten Harmstorf, of Germany, finished 39th to take the inaugural Jaeger Trophy for the best all-women crew. The oldest boat entered (hull number 191) was Tim Sheard's Jay Kay from Ireland which finished 51st.

All agreed that the event had been impressive. The new world champion, Anthony Kotoun summed it up, "The race committee, the venue, the welcome from the town has been outstanding. How many regattas can you go to where three of five days of racing the 24s are sporting jibs?"



Photos by Rachel Hutchinson (water photos)



Photos by Nancy Zangerle (land photos)



2005 J/24 World Championship Results

Place	Sail Number	Hull No	Name	Helm	Race 1 12Sep	Race 2 13Sep	Race 3 13Sep	Race 4 13Sep	Race 5 14Sep	Race 6 14Sep	Race 7 15Sep	Race 8 15Sep	Race 9 16Sep	Gr Pts	Nt Pts
1	ISV2329	86	Jigalo	Kotoun, Anthony	14	2	7	1	5	6	9	3	-20	67	47
2	BRA 37	53	Bruschetta	Santa Cruz, Mauricio	5	10	2	7	8	7	3	6	-22	70	48
3	ITA 434	32	Fiamma Gialla	Ravioli, Luigi	21	1	8	6	6	1	6	-56	3	108	52
4	AUS 145	5	Jobs for the Boys	Kirkjian, Sean	10	17	-22	13	2	3	7	3*	2	79	57
5	JPN5317	74	Gekko	Hatakeyama, Tomomi	2	12	6	5	3	-26	13	16	8	91	65
6	ARG5194	31	Luca Vive	Rigoni, Alejo	-23	9	13	9	14	23	2	2	4	99	76
7	IRL 727	76	Carrabeg Two	Hyde, Stefan	4	18	-21	5*	12*	12*	12*	12*	12*	108	87
8	USA4161	71	Murder Picture	Skelly, Max	1	4	4	3	10	11	-56	56	1	146	90
9	GBR4270	22	Echidna	Southworth, Ian	22	-24	17	15	4	9	1	4	21	117	93
10	GBR4223	43	Roger Rabbit	Watson, Gavin	8	8	9	14	9	13	-56	15	19	151	95
11	GER5266	58	Rotoman	Krüss, Hauke	9	5	19	21	23	-37	4	13	6	137	100
12	JPN5179	24	Siesta	Sakamoto, Wataru	6	23	10	19	16	16	-56	8	5	159	103
13	USA5287	39	Team Tarheel	Bream, Peter	3	3	25	2	33	8	30	12	-34	150	116
14	GER5281	59	United Five	Kaehler, Jan	-52	13	27	10	17	4	16	24	10	173	121
15	NED 62	88	UGS-J/SPOT	D'Englesman, John	-41	20	5	16	31	10	10	9	29	171	130
16	AUS 186	45	Code Voilation	McGain, Doug	32	-35	16	31	20	5	25	5	7	176	141
17	GER5282	61	Vitesse	König, Manfred	24	11	3	24	26	-33	22	27	9	179	146
18	GBR4247	42	Serco Defence	Clarke, Alistair	40	19	11	26	29	-56	11	1	15	208	152
19	GBR4268	37	Peggy	Powell, Jon	33	31	20	37	1	-43	12	10	11	198	155
20	ITA 460	33	Botta Dritta	Di Fraia, Pasquale Mario	7	-38	1	31	35	27	26	17	16	198	160
21	ITA 466	34	Avoltore-Finnat	Cruciani, Francesco	-48	27	39	8	24	29	8	11	14	208	160
22	GBR4264	29	Rumble	Williamson, Ben	19	21	-36	25	19	20	15	23	18	196	160
23	AUS 190	38	Fly Emirates	Wallis, Sean	17	32	12	27	18	28	20	7	-56	217	161
24	GBR4245	40	Madeleine	McCarthy, Duncan	13	54	23	11	22	17	-56	14	23	233	177
25	GBR4242	41	Hitchiker	Ellis, David	50	34	18	32	25	2	-56	21	13	251	195
26	GBR4260	20	Jeeves	Trathen, Neil	35	29	33	-41	13	32	5	30	24	242	201
27	GBR4265	99	Reloaded	Peace, Duncan	28	25	25	18	26	42	17	25	-50	256	206
28	GER5381	64	Max Bahr	Karsunke, Stefan	25	28	15	29	39	18	35	33	-56	278	222
29	AUS 108	89	Ju Ju	Stevenson, Alyn	-56	44	34	38	27	21	19	19	27	285	229
30	GBR4253	46	Howden	Reed, Tom	34	-50	30	49	37	22	14	34	12	282	232
31	GBR4232	17	Boomerang	Anderson, Jim	26	45	-54	30	11	-39	24	28	33	290	236
32	IRL4212	84	Scandal	Algeo, Andrew	29	41	38	22	-56	19	23	36	28	292	236
33	GBR4219	13	Jooler	Libby, Robert	38	22	35	28	7	35	37	35	-56	293	237
34	SWE5330	67	Sailing Planet	Rosenquist, Peter	49	15	35	17	12	25	-56	56	28	293	237
35	GBR4237	6	Riot	Wright, Michael	15	30	-49	34	30	30	40	22	42	292	243
36	GER5210	57	Gunni	Garzmann, Matthias	-56	51	42	4	41	12	31	38	31	306	250
37	SWE4896	30	Front Runner	Persson, Per-Håkan	46	14	-53	45	28	45	27	18	30	306	253
38	BER3254	47	Fruitcakes	Lewis, Mike	42	26	-43	23	43	25	36	26	38	302	259
39	GER4746	54	Antigen	Harmstorf, Kirsten	31	38	37	39	34	-44	18	37	41	319	275
40	JPN5273	63	Gyousyu	Ezaki, Goro	20	7	-51	51	44	48	49	20	37	327	276
41	IRL4794	85	Hard on Port	Fortune, Desmond	18	40	41	46	21	38	33	-56	40	333	277
42	MEX 444	48	Microsoft	Wiegandt, Peter	11	-56	32	48	49	46	36*	31	25	334	278
43	ITA 474	35	Marmellata	Forndro, Andrea	16	33	48	12	46	47	21	-56	56	335	279
44	GBR4222	12	RSJ	Edwards, Tony	44	48	26	36	38	40	28	-56	26	342	286
45	HUN 203	49	Euphemya	Madarasz, Tamas	27	42	29	40	45	34	40	32	-56	345	289
46	MEX3303	23	Legal Alien	Wiegandt, Klaus	39	36	-50	43	40	24	41	40	36	349	299
47	SWE5368	69	Superliga	Walkusch, Klaus	12	50	-53	44	48	49	39	39	32	366	313
48	NED 28	44	J' Entre	Hussem, Hans	54	37	40	35	32	31	-56	56	35	376	320
49	GBR4497	10	Coolskyn	Woolf, Peter	36	-56	28	56	36	15	56	56	56	395	339
50	IRL 448	80	Taz	Taylor, David	51	46	44	47	-56	41	32	29	56	402	346
51	IRL 191	79	Jay Kay	Sheard, Tim	30	52	52	42	-56	56	34	41	56	419	363
52	NED 51	73	De Jans	Jannichsen, Nils	37	47	45	55	47	36	-56	56	56	435	379
53	ITA 480	36	L'Allegro Sommelier	Maremmani, Carlo	43	6	55	-56	56	56	56	56	56	440	384
54	DEN5380	65	Gammel Dansken	Holzer, Paul	53	53	47	52	50	51	42	42	-56	446	390
55	IRL4384	82	Jibberish	Bradshaw, Stephen	47	49	-56	56	42	56	56	56	56	474	418

Races preceded by a dash (-) are discards.

There were 9 races scheduled in this series, 9 races have been sailed. 8 have been counted.

* denotes boat given redress

Princess Royal Visits the Fleet

Her Royal Highness, Princess Anne, watched the racing from the aft deck of the motor yacht *Timbo* on the coldest, wettest and ugliest day of racing at the 2005 World Championship. As patroness of the Royal Yachting Association, the Princess Royal endured the weather for a view of spectacular racing. Her visit brought obvious good luck to two British teams, Alistair Clarke's *Serco Defense* and Ian Southworth's *Echidna*, as they broke the host country's dry spell and each won a race.

After the racing, the Princess Royal toured the jetty and chatted with the teams about their experiences in Weymouth. The Princess participated in the daily prize giving and raffle. Her visit, accompanied by the entourage and security one might expect, drew large crowds to the quay.



Photos by Nancy Zangerle

The 2005 European Championships

July 1-8, 2005

Le Crouesty - Arzon, France

Photo by G. Vuillemin



Yacht Club Crouesty Arzon, in conjunction with the French J/24 Class, Le Crouesty harbour and the Town of Arzon, welcomed the European contingent of J/24 sailors to the 2005 European Championship.

After a grey day for launching, the first races of the 2005 European Championship got underway with sunny skies and puffy clouds. The 34-boat fleet had a clean start in Race #1, with a 14-knot breeze, which increased throughout the day to 22 knots. There were a few gusts to 26 knots. Race #2 only saw a few individual recalls and the fleet again chased *Hitch Hiker* around the racecourse.

At day's end, *Hitch Hiker*, helmed by Dave Ellis (GRB 4242) had two excellent races and was on top of the leader board. Ian Southworth's *Hedgehog* was sitting in second and Pasquale di Fraia on *Botta Dritta* (ITA) in third.

The teams enjoyed cocktails and the daily prize giving at the private residence of Pierre Kalon. Flahault Marine, the European J-Boat distributor, sponsored the event.

Day Two of the European Championship brought cloudy skies with a slight drizzle. The excellent race committee kept most of the fleet in line at the starts with the I-flag. The first attempt for Race #3 resulted in a

general recall. The race committee had no hesitation in bring out the black flag. But the black flag did not control all of the fleet, with seven boats over the starting line, consequently receiving BFDs.

Races #4 and #5 continued under a lessening breeze at 14-16 knots. The race committee managed a change of course during Race #4, with the wind veering left. At day's end, *Peggy* (GBR 4268) was the new regatta leader, with *Hedgehog* holding steady in second and Team GUL (GBR 4223) in third. The previous day's leader *Hitch Hiker* dropped to 6th. The crews gathered at Pub Le Killary for dinner and the daily prize giving.

The competitors rallied for another day on the water on Day Three. The enthusiasm was curbed by a postponement during the Race #6 start due to a wind shift. The Race Committee, now familiar with the starting habits of the fleet, brought out the ZULU flag for the start. The RC stayed busy during Race #6 with a backing wind shift and a course change adjustment to the bottom gate.

A nice 15-18 knot breeze settled in for Race #7. The first starting attempt resulted in a general recall. The ominous black flag appeared for the restart. The winds increased to 24 knots with gusts to 28 knots.

Rather than attempt a third race with the building breeze, the race committee sent the fleet to shore for the day. The prize giving for the day was accompanied by Happy Hour at YCCA. *Hedgehog* stepped up to the top of the fleet, with *Peggy* falling back into second and *Bruschetta*, sailed by Brazilian Mauricio Santa Cruz and his team, moved into third.

Thursday brought a lighter breeze for the start of Race #8. With 12 knots of wind, the fleet got off to a clean start. In a repeat of the day before, the race committee stayed on top of the shifts, adjusting the course at the bottom mark to accommodate a 15-degree shift. Races #9 and #10 followed in similar fashion with clean starts and lighter breezes. YCCA sponsored a Paella Party dinner on the yacht club terrace. The party continued after the daily prizes with a Heineken Party at the Marcellin Landrieul. *Hedgehog* maintained her lead and remained in first. *Bruschetta* continued to improve with two bullets, and trailed the second place Team GUL by just one point.

The final day of racing dawned with blue skies and much anticipation. The northerly wind managed only 5-6 knots, very different from the start of the regatta. After two postponements, the first to accommodate

a wind shift and the second as a general recall, the final race started. The race committee was forced to stay on their toes and manage the fickle wind with a course change for the last leg to the finish. Only one race was possible, *Hedgehog* and *Bruschetta* finished 3rd and 4th to claim 1st and 2nd and Team *GUL* with a DNS put her back to 3rd Overall.

The final day prizes and event prizes were presented to the winners on the yacht club terrace. Overall, this was a great event, brilliantly hosted in style by the French in Crouesty, both on and off the water. The varied conditions provided opportunities for all J/24 crews to enjoy close and classic one-design racing. Whilst the final results were headed by two-time Olympian Mauricio Santa Cruz from Brazil, the consistent performance of the British teams of *Hedgehog* (Ian Southworth), *GUL* (Gavin Watson), and *Serco Defence* (Alistair Clarke) took the gold, silver and bronze in the European Championship.



Photo by G. Vuillemin

GBR 4223, Team Gul, finished third overall

2005 European J/24 Championship

Finish	Sail No.	Boat Name	Helm	Club / Pays	Final Points after throw-out	Total Points
1	GBR4177	HEDGEHOG	Ian Southworth	Royal Lymington YC	32	49
2	BRA37	BRUSCHETTA	SANTACRUZ Mauricio	BRA	46	81
3	GBR4223	TEAM GUL	WATSON Gavin	Royal Cornwall YC	54	72
4	GBR4247	SERCO DEFENCE	ALASTAIR Clarke	Castle Cove Sailing Club	59	72
5	GER5281	UNITED 5	KÄHLER Jan	Altonaer Segel Club	70	105
6	GBR4242	HITCH HIKER	ELLIS David	Parkstone Yacht Club	79	100
7	NED62	UGS J/SPOT	KOK Ivo	KNRZV	82	99
8	ITA460	BOTTA DRITTA	DI FRAIA Pasquale		89	124
9	GBR4268	PEGGY	POWELL Jon		89	124
10	GER5266	ROTMAN	KRÜSS Hauke		107	142
11	ITA461	MIKI II	TRUMPY Eugenio	Circolo Velico Antignano	115	150
12	GBR4215	STOUCHE	JARDINE Stuart	Royal Lymington YC	125	160
13	ITA474	MARMELLATA	NOCERA Fabio	LMI ROMA	141	176
14	GBR4265	RELOADED	PEACE Duncan	Royal Western	145.8	180.8
15	FRA5148	JARNICOTON	MOUSSELOIN Pierre	Y C C A	147	182
16	FRA3231	ANTHOLOGIE	NADAL Luc	Y C C A	148	172
17	FRA4112	GIGI	FLAHAULT François	Y C C A	158	193
18	GBR4222	RSJ	EDWARDS Tony	Royal Yorkshire YC	164	191
19	GBR4232	BOOMERANG	ANDERSON Jim	Island Sailing Club	174	201
20	IRL4533	CRAZY HORSE	HEATH Frank	Royal St. George YC	183	218
21	GBR4170	TIGER	GRANT Barry	Castle Cove Sailing Club	191	217
22	GER1624	NO NAMES	HELMS Jan Peter	ESV-HAMBURG	194	219
23	FRA4357	JULIA	AUBERT Penny	S N TRINITE S/MER	207	242
24	FRA4240	HORS J	JANOD Nathalie	Y C C A	208	238
25	IRL680	KILCULLEN	O'COINEEN Enda	National Yacht Club	217	245
26	GER4495	OSTE STROLCH	LANGHANS Peter	SGO	219	254
27	NED64	VISIONWORKS	FEENSTRA Luuk	WVDTP	231	266
28	FRA4226	MAJIC	DEHERCE Francois	S N TRINITE S/MER	236	271
29	FRA1723	JALAN	MADLINE Luc	Y C C A	261	296
30	ITA470	DJKE	CICCOTTI Ugo	SEZ. VEL. D.A.P.	261	296
31	FRA4230	JIFFY	CABANAS Eric	Y C C A	273	308
32	FRA3234	JAMING	SALAÜN Jean-Paul	Y C C A	287	322
33	FRA4171	JKL	JEAN JARRY Alain	Y C C A	321	356
34	GBR4253	HOWDEN	REED Tom		330	365

J/24 North American Championship
September 20-24, 2005—Corinthian
Yacht Club, Marblehead, MA, USA
Anthony Kotoun Wins
2005 North Americans

By Mark Toso



The 2005 J/24 North American Championships were held in Marblehead, Massachusetts from September 20-24 under virtually perfect conditions (assuming you didn't want any more gale force conditions like those experienced at the U.S. Nationals in Seattle). The weather was in the low 70s with sunny skies for the entire regatta. The winds varied from light to moderately heavy, which allowed the regatta to get in ten races over a four-day period. The Corinthian Yacht Club in Marblehead was very pleased to be the host for this regatta and provided a great venue both on and off the water for the sailors who participated in this event.

Anthony Kotoun and crew demonstrated that practice makes perfect. After winning the 2005 J/24 World Championships in Weymouth, UK in early September they arrived in Marblehead, Massachusetts prepared to win the 2005 J/24 North American Championship. Although the conditions in England were very consistent, requiring the jib for virtually every race, the conditions in Marblehead varied from very light to moderately heavy with steep seas with

continuous course changes due to shifting breezes. Apparently, the changing conditions had no impact on Anthony's performance as he convincingly won the 2005 J/24 North American Championships.

Anthony indicated that being on the water for most of September was a significant advantage at the beginning of the North Americans, as he won the first two races in a moderate breeze on day one of the Championships. Mark Hillman, Chris and Valdek Zaleski, Thomas Barbeau, Stuart Challoner, Paul Scalisi and David Carlson were in the hunt after the first day of racing. As the regatta progressed, however, Anthony found himself being pressed by Mark Hillman and Chris and Valdek Zaleski.

The second day started with the sort of flat glassy water Marblehead often delivers. However, as was typical last summer, with a little patience, some great air filled in built to 10 to 12 knots. The race committee got off three great races, and although Anthony Kotoun and crew continued to show great speed, the day belonged to the Zaleskis. Two firsts in challenging conditions that are making a lot of the locals look like *they* flew

in from out of town showed everybody that luck doesn't just happen. Mark Hillman and Stuart Challoner had good performances to remain within striking distance of the leaders.

The day turned out to be one of the most beautiful sailing days of the summer in Marblehead with warm sunshine, challenging breezes and "humpback whale sightings" on the course. And then, upon reaching the Corinthian Yacht Club, the sailors were treated to a phenomenal sunset on the porch over Marblehead. On top of that, the CYC treated the sailors to a wonderful dinner and the sponsors treated us to more swag than I have ever seen. Few people walked away without a new sheet, halyard, hat, shirt, or even a spinnaker pole.

The third day started out with a light building breeze and then it disappeared, which is how Marblehead received its undeserved reputation of "Marble Dead." Well, it didn't really disappear into no breeze, but it sure was a challenging breeze. And of course, to finish the day, we had a classic Marblehead epic—5 long legs of huge shifts, dying and reappearing breezes, and lead

changes like you could only see here. In this race, we saw the beautiful yellow boat *Rental* way out in front with what seemed like an insurmountable lead. Yeah *Rental*! Oh, wait, welcome to Marblehead, where anything can happen, and it often does. Well, *Rental* saw the front for a while, which is more than a lot of boats saw (*Rental* ended up in 4th place in Race 8).

As with many great championships, the stage was set for a classic showdown on the last day of racing. While Anthony Kotoun (24 points) continued to lead the regatta after an 11th and 10th place finish, the story of the day was all Mark Hillman (27 points). While most boats were busy scratching their heads, Mark and his crew figured out how to scratch out two bullets, and claw their way into second place. And, the stars from the day before, Chris and Valdek Zaleski (29 points), still had a chance to win the regatta.

The J/24 North American Championship came to a close on Saturday, September 24, with one of the best days of racing in the regatta. The morning opened with a

puffy 12-15 knots of breeze and big steep waves. The race committee ran another fantastic day of racing, with two long courses and course changes at every mark to keep the course square to the wind. The Zaleskis were called over early and had to fight their way back to a 4th place finish in Race 9 while Mark Hillman was 2nd. However, Anthony Kotoun got a 1st in the 9th race and kept the Zaleskis and Hillman in his pocket in the 10th race. With another solid day of racing, Kotoun held on to first place and become the newest J/24 North American Champion.

But that was just the beginning of the story. The challenging conditions made for good racing for everyone in the fleet right up to the last race. After 4 days, 10 races, and over 65 miles of sailing, second place was a tie between the Zaleski brothers and Mark Hillman. After three tiebreakers, Mark Hillman was awarded second place. Racing doesn't get any tighter than this. Most of the fleet finished within a point or two of the boat in front of and behind them in the standings. It is a true testament to the qual-

ity of the venue, the race committee work, and the quality of all the racers who came to Marblehead for this great championship.

The good times extended right to the last minute. The regatta committee put on an excellent awards ceremony, with awards for many more than just the winners of the regatta. In addition to the leaders of the regatta already mentioned, Thomas Barbeau (1st in the last race with a HJ) and Stuart Challoner (1st in Race 6) walked away with impressive half hull trophies for fourth and fifth place. Bob Kraemer was crowned the first J/24 North American Masters Champion (Skipper over 55 and average age of crew > 39). Caleb Sloan won the Peter Milnes Sportsmanship Award for the hard work that he and his team did in boat and sail measurement. They helped us get the regatta off on the right foot.

And, as has become the tradition in this fleet, in an effort to make sure that everyone goes home happy, some of the best trophies went to those who struggled the most. The mid-fleet boat, *Rental* (mentioned previously) went home with a new North Sails jib.

2005 J/24 North American Championship Final Results

Pl	Skipper	1	2	3	4	5	6	7	8	9	10	Tot
1.	Anthony Kotoun	1	1	6	1	3	2	(11)	10	1	3	28
2.	Mark Hillman	9	2	(15)	3	6	5	1	1	2	11	40
3.	Chris Zaleski	2	6	1	(11)	1	11	6	2	4	7	40
4.	Thomas Barbeau	5	(15)	5	7	11	10	4	12	6	1	61
5.	Stuart Challoner	12	4	10	5	2	1	14	(30)	29	4	81
6.	Will Welles	27	8	12	(35)	8	4	5	15	3	2	84
7.	Mike Ingham	15	14	4	10	5	9	3	(17)	13	12	85
8.	Aidan Glackin	7	13	17	(31)	9	12	7	14	8	28	115
9.	David Carlson	8	7	(35)	8	29	7	17	3	25	18	122
10.	Brett Detels	13	19	3	(21)	19	20	2	18	15	14	123
11.	Paul Scalisi	4	5	2	24	(28)	21	26	22	12	8	124
12.	Jeff Dinse	36	10	8	4	13	18	10	5	(38)	21	125
13.	Bob Kraemer	3	16	21	15	(24)	16	13	19	9	16	128
14.	John Denman	14	9	22	9	15	15	15	(25)	17	13	129
15.	Scott Harrison	22	3	(28)	23	26	14	9	7	19	20	143
16.	David Bonney	21	24	(34)	14	25	8	8	20	5	25	150
17.	Paul Van Ravensway	11	36	(38)	2	4	19	33	8	20	23	156
18.	Chris Liebel	28	(29)	18	19	21	25	12	4	11	22	160
19.	Kris Werner	(38)	12	29	17	7	6	16	32	22	19	160
20.	Paul Adam	6	18	25	26	16	13	21	11	(27)	24	160
21.	Josh Kerst	(33)	20	7	6	14	23	20	6	32	33	161
22.	Robert Matthews	18	17	20	12	10	32	19	16	(33)	17	161
23.	Steven Lopez	17	27	11	27	12	27	23	(29)	14	5	163
24.	Jeff Earl	25	23	(31)	13	20	26	22	31	7	10	177
25.	Terry Naylon	19	22	9	(34)	30	29	32	21	10	6	178
26.	Ted Johnson	29	(31)	26	16	17	3	25	23	16	26	181
27.	Michael Whitfield	(35)	18	13	29	18	17	18	26	23	31	193
28.	Roger Voss	10	25	19	25	33	(36)	34	16	21	27	210
29.	Frank McNamara	16	32	27	22	32	24	27	13	(34)	28	221
30.	Jim Andrew	23	33	14	20	(35)	22	28	27	30	29	226
31.	Caleb Sloan	30	(34)	32	30	22	30	31	24	18	15	232
32.	John Surguy	34	21	16	28	27	31	24	(36)	35	35	251
33.	Joseph Grenier	24	26	30	18	30	33	(36)	33	28	32	254
34.	John Groskoph	26	30	24	33	(36)	28	30	34	26	36	267
35.	John Caldwell	32	28	33	(36)	34	35	35	28	24	30	279
36.	Dan Busch	31	(35)	23	32	31	34	29	35	31	34	280

Tundra Rose Takes the 2005 J-24 Canadian Championship



Team Tundra Rose (Keith Whittemore skipper) walked away with a ton of silver after dominating the 27-boat fleet at the 2005 J-24 Canadian Championship presented by BMW and sailed at the West Vancouver Yacht Club in British Columbia. Robb Bassett, the chairman and head race officer, and his team did a commendable job of shifting gears and marks to equalize a very tricky racecourse. Making mark changes in over 400 feet of water with 90 degree wind shifts can be challenging.

It was a spectacular venue, with 3,000-foot evergreen-covered mountains draped in cotton candy white clouds overlooking the racecourse. The course was set at the entrance to Howe Sound on the north side of English Bay, 20 minutes north of Vancouver, B.C. The Canadians are so friendly even the rain and cold could not overcome their warm hospitality.

Marc Belcourt, the event marketing manager for BMW Canada, jumped in as the title sponsor with a fine display of shiny new BMWs at the club, along with sponsorship and support that we only dream about for regattas in the states. Ten boats made the

trip from Seattle and were warmly welcomed by the club's manager.

The first day of racing started with a strong tide and eight knots of wind favoring the left side of the course. Not much the RC could do in these conditions to equalize the course: start left and go left. All the favored boats were there. Steve Fleckenstein (Babalouie) - West Vancouver's golden boy, Rossi Milev (Blurr, the defending Canadian Champion), Rob Wissensz (Voyageur) from the Royal Van, Harry Dursch in Self Abuse with his very capable team from Seattle, and then Keith Whittemore with Tundra Rose. Leading the pack to the left was Blurr, trying to hold a lane and not get bounced back out into the stronger current. Following Blurr to the left was Tundra Rose.

The light breeze rewarded the leaders with a swift tide at the weather mark to stretch the distance on the rest of the fleet. The rich got richer and the fleet stretched out. In the first race it was Tundra Rose finishing in first followed by Self Abuse, Babalouie, No Name (Paul Bagatai) and Voyageur.

The second race was much like the first. Those fast off the starting line were the ones

who could hold their lanes and were able to capitalize. The top contenders remained consistent: Tundra Rose took another first with a horizon-job of a lead, followed by Babalouie, Blurr, and Self Abuse. But all good things must come to an end and they did with the change of the tide and the third race. Starting left and going left was no longer the winning formula in tricky Howe Sound conditions. Tundra led left but was beaten by the pack of boats on the right. The leaders out of the right were Voyageur and a surprised Mike Johnson (Seattle) in Hot Pursuit. The former leaders had not adjusted to the change in current and found themselves back in the pack with a long way to catch up. The third race was taken by Voyageur, followed by Hot Pursuit, Tundra Rose and Now (Trevor Tunnaclyff).

At the end of the first day in light, wet (this is the northwest) shifty conditions, top finishers included Tundra Rose, Voyageur and Babalouie, all very capable of winning the regatta. One saying I like to remember is that top ten finishes will get you into the top five and top five finishes will get you the regatta. Self Abuse and Blurr had picked up some big numbers in the third race, which helped



Voyageur and Tundra stretch out the lead. But anything can happen when they bring out the I flag on the starting line.

Day two started with better breeze flowing out of Howe Sound from the snowfields high in the mountains. This cold breeze is called the Outflow (strong on the out), and when mixed with the drizzle, is enough to send warm-blooded San Diego sailors running for an early flight south. The rest of us hardier sailors hoped the Outflow would continue and for a shot of JB at the end of each race.

The line was set and as the gun went off. The breeze filled from the left, followed by a big shift. Fighting back and finding lanes is very tough if you're in the wrong position, but the key is to never give up and keep your head out of the boat. Delirious Too (Karen Johnson) from West Van with the all female crew pulled off the win, followed closely by Tundra Rose and J&B (Jim Burns). The third race of the day saw a win by a top contender, Blurr, followed by Tundra Rose, and close behind in third was a very surprised Scott Milne on Tremendous Slouch. Team Slouch from Seattle has worked very hard and has shown

major improvements this year. It was great to see their hard work pay off at a major event.

Of course, day three started with a light rain and a bit of Outflow. It was shaping up to be the kind of challenging day that brings tacticians and race committees to their knees. First race was all Outflow. Blurr came on strong, winning the first race and placing second in the next. Tundra hung in there with a third and a fourth. When Tundra did the math, the regatta was won. And with the luck of the Irish on their side, the race committee

made another brilliant decision and cancelled the last race because of a huge wind shift.

Tundra Rose would like to dedicate their win at the Canadian Championship to our past tactician and very good friend Jim Tallet, who lost his long and hard fought battle to cancer just weeks before the regatta. His last year was filled with a very impressive list of sailing and racing that most of us can only dream of accomplishing in a lifetime. Jim will truly be missed by us all.

With boats on the trailers ready to travel, we offered thanks to the West Vancouver Yacht Club and Robb Bassett and his team who helped put the event together. Key sponsors included the Title Sponsor BMW Canada, with Yellow Tail, West Marine, Quantum Sails, and Granville Island Brewing. And of course we thank North Sails for making our sails so fast.



Photos by Len Kelsey

West Vancouver Yacht Club BMW J/24 Canadian Championships 2005

Preliminary Results Sailed: 7 Discards: 1

Rank	Boat Name	Nat	Sail No	Helm	Club	R1	R2	R3	R4	R5	R6	R7	Nett	Sail Number
1	Tundra Rose	USA	5	Keith Whittemore	CYC	1.0	1.0	3.0	2.0	2.0	3.0	4.0	12.0	3843
2	Blurr	CAN	19	Rossi Milev	PCYC	6.0	3.0	47.0	8.0	1.0	1.0	2.0	21.0	2827
3	Self Abuse	USA	10	Harry Dursch	CYC	2.0	4.0	14.0	45.0	5.0	11.0	1.0	37.0	2845
4	Babalouie	CAN	15	Steven Fleckenstein	WVYC	3.0	2.0	8.0	49.0	7.0	13.0	RDG(6.7)	39.7	2365
5	No Name	USA	4	Paul Bogataj	CYC	5.0	7.0	12.0	4.0	9.0	RAF	7.0	44.0	2356
6	Voyageur	CAN	18	Rob Wissensz	RVYC	4.0	6.0	1.0	5.0	24.0	6.0	23.0	45.0	2108
7	J & B	CAN	27	Jim Burns	RVYC	7.0	11.0	13.0	3.0	22.0	2.0	14.0	50.0	3729
8	Lola	CAN	25	Stephen Estes	CYC	12.0	10.0	7.0	13.0	10.0	44.0	3.0	55.0	2842
9	Hot Pursuit	USA	9	Michael Johnson	CYC	15.0	49.0	2.0	11.0	16.0	4.0	8.0	56.0	3744
10	Flyer	CAN	22	Bruce Long	RVYC	13.0	15.0	5.0	12.0	6.0	48.0	5.0	56.0	229

2005 U.S. National Championship **May 19-22, 2005, Corinthian Yacht Club** **Seattle, Washington**

Mother Nature lays down the Gauntlet at the Nationals



Photo by Sean Trew

The U.S. National Championship, held in May on Puget Sound in Seattle, Washington, provided for thrilling racing and lots of excitement. The forty-seven boat fleet were participants in some of the wildest racing in recent Class history. The Olympic and Cascade mountain ranges provided a stunning backdrop for the sometimes riotous rides on the race course.

Three races were completed on the first day of racing. A sudden squall, with

winds gusting to 30 mph, tore through the fleet during the second race of the day, causing some sail damage and a few wipe-outs as the fleet approached the finish line. The storm front soon passed, and a third race was started with winds in the range of 10-15 knots.

Leading after the first day of competition was David Klatt, sailing *Jaded*, with Chris Snow and *Bogus* in second and local Keith Whittlemore on *Tundra Rose* in third. Klatt was the 2004 J/24 North

American Champion.

Day Two of racing proved to be a test of the sailor's skill and race committee's patience. The extreme light air only allowed for one race to be completed before noon. The fleet and the race committee waited in vain for another three hours for the wind to fill before the RC called it quits for the day.

The one race didn't change any of the standings for the top three boats from the previous day. Klatt, Snow and Wittle-

more stood one, two and three for the series.

It was obvious that Mother Nature wasn't finished in challenging the fleet on the third and final day of racing. High winds, including a 37-knot puff during the final race, put an exclamation point on the championship series.

Winds were in the 18-20 knot range for most of the day. Of the three races, the final race will quickly become the stuff of legend and bar talk. The big puff that swept over the fleet on the downwind leg knocked about six boats on their sides, two boats fully capsized, and one of those two completed a 360 roll and sank.

Three of five crewmembers on *Magic Hat*, owned by Brian Nagle, were pitched into the water as the boat turned over, while the other two managed to scramble onto the boat's bottom as it turtled. No crew were injured, as chase boats from Seattle Corinthian YC and Seattle Sailing Club were on the scene before the boat sank.

Mike Ingham and the *Brain Cramp* crew managed the conditions well to finish 1st in the last race. Keith Whittlemore's boat also capsized and lay on its side for about a minute before the crew managed to right the boat and recover to finish 2nd in the race. Chris Snow's crew saw the puff before it reached them and were able to douse their spinnaker before being hit with the blast. Snow finished third in the last race of the series.

The preliminary results had Chris Snow and *Bogus* finishing first, with David Klatt on *Jaded* in second and Keith Whittlemore on *Tundra Rose* finishing third. The final results wouldn't be determined until months later. After a lengthy appeals process that wound its way all the way up to US SAILING, Mike Ingham and *Brain Cramp* were granted redress that converted an OCS 48 in race 2 to a RDG 11. The 37 point swing vaulted them into a tie for first place, and winning on a tiebreaker with Chris Snow.



Photos by Sean Trew

2005 J/24 National Championship Final Results

Pl	Boat	Helm	Sail	R1	R2	R3	R4	R5	R6	R7	Tot
1.	Bogus	Chris Snow	5208	4	4	2	8	1	3	3	25
2.	Jaded	David Klatt	1894	2	3	1	3	5	8	4	26
3.	Tundra Rose	Keith Whittlemore	3843	1	14	5	2	3	1	2	28
4.	Self Abuse	Harry Dursch	2845	9	6	6	4	15	4	10	54
5.	Brain Cramp	Michael Ingham	1208	3	OCS	3	1	4	2	1	62
6.	TMC Racing	Michael Whitfield	4906	13	15	4	6	12	7	13	70
7.	3 Big Dogs	Pat Toole	2160	5	10	8	12	6	17	12	70
8.	Oathead	Ron Wilderman	226	44	9	7	11	2	6	6	85
9.	Babalouie	Steven Fleckenstein	2365	30	13	15	18	14	5	5	100
10.	Watermelon	Kent Pierce	1844	36	16	10	13	7	11	8	101

Skelley Wins 2005 Midwinter Championship



Photo by Meghan McGuinness

Forty-five boats returned to Tampa for the 2005 J/24 U.S. Midwinter Championship, the inaugural event held on February 24-27 in the new clubhouse of the Davis Island Yacht Club. Last year's event (although very well done) was run out of a double-wide mobile home and a tent in the shadow of the massive concrete foundation of the forthcoming structure. So this year, with the new building now complete, everyone knew that the Tampa fleet's hospitality would really shine.

The new building is very nice, but definitely made for sailors, featuring a huge bar, on-site camping and incredibly affordable food from the kitchen. Put that together with a team of experienced regatta hosts (headed by District 10 Governor, Jeffrey Siewert) and you have the makings of a great event.

As expected, the measurement went smoothly and all 45 teams soon had their sails measured and their boats in the water ready for racing. As boats were lifted to be launched, U.S. Technical Committee Chairman Reid Stava, who was escaping some upstate New York snow storms, took the opportunity to measure everyone's keel.

With the technical and logistical issues out of the way, food and beer were next on the agenda and the sailors were treated to plenty of both that evening during the opening ceremonies.

Day one of racing was picture perfect. Warm temperatures in the 70s and 10-15 mph southeast winds allowed the RC to pull off four great races. Max Skelley's team jumped out to an early lead in the regatta by taking a bullet in the short three-leg first race followed by Anthony Kotoun, sailing for the Virgin Islands. Race two saw Texas sailor Bob Harden cash in on the right corner for the win with Brazil's Pan-Am silver medalist, Mauricio Santa Cruz close behind. Skelley, with local gurus Doug Fisher and Jeff Linton on board, was a bit inconsistent, taking an eighth in the second race. But the team quickly rebounded with another bullet in race three. Kotoun had his boat going very fast, but maybe a little too fast, as he was over the line early in the third race. However, due to a procedural error in calling the team back to the line, Kotoun was subsequently given redress for the third race, but racked up 12.33 points in the process.

The highlight of the day (or lowlight, depending on where you sat) was at the start of the day's final race when the Japanese boat, helmed by Hiroko Yamaguchi, sailed too close to the transom of the committee boat and managed to stab a large fishing outrigger through the mainsail. This unique maneuver succeeded in both dismembering the outrigger from the committee boat, and puncturing a sail, putting the Japanese out of the race. Meanwhile, Kotoun closed out a good day of sailing with a win in race four. At the end of the day, this put Kotoun in third place overall behind Skelley and Santa Cruz who were tied for the lead with 21 points each.

Day two was another beautiful day in Florida. Unfortunately, this was a better day to be at the beach than on the water sailing. Despite the light winds, the fleet got off a good race in the morning in a 5-knot easterly. Again it was Skelley taking the bullet by a comfortable margin, giving him a small lead over Kotoun who took second in the race. The wind slowly died as a cold front moved through the area and the RC was forced to abandon the next race. After looking around the bay for more breeze,

they sent the teams to shore to prepare for the evening's pub crawl through Tampa's historic Ybor City district.

With the cold front having finally pushed through during the night, day three brought cooler temperatures and shifty north winds, and the RC set a short course with the weather mark fairly close to shore. As with most cold fronts, the wind was strongest in the morning (about 10-15 mph) and slowly decreased as the day progressed. But there was plenty of breeze to allow for four races on the day. With strong lines of pressure pushing in from the sides of the course, having consistent finishes in the 45-boat fleet would prove to be challenging. Although it was unknown at the time, this would be the final day of racing due to a weather system in the Gulf that would force a cancellation on day four.

In the first race, the right side came in big on the first leg. Kotoun crossed the finish line first, but suffered a 20% Z flag penalty. Despite the penalty he was now leading the regatta, as Skelley took a 13th in the race. In the next two races, Skelley took a first and a second to move into the lead once again, nine points ahead of Kotoun. But a lead of that size is difficult to defend in shifty conditions, especially when your competition jumps out and wins the final race. Kotoun finished in first capping off a great regatta. Now, all Skelley had to do was finish in 10th place or better to hold on for the overall regatta victory. In the end



Photo by Chris Russick

Skelley did just that, and his 10th place finish in a dying breeze was good enough to close the day with a slim, 1/3rd point lead.

After a long day on the water it was time to get down to the serious business. Back on shore, all the competitors enjoyed a great regatta banquet in the clubhouse followed by a Pusser's Rum party. Reports have it that the festivities lasted well into the night.

As mentioned previously, the regatta's final day was not a great one for sailing. A low pressure system associated with the passing cold front had built up energy

over the Gulf and was moving back toward land, bringing heavy rains. Seeing a slight break in the weather, the RC sent the fleet out, but the conditions soon deteriorated and forced a cancellation. The regatta was over and Skelley had won the regatta by the slimmest of margins.

A huge thanks goes out to all the folks who helped put on a great event. The 2006 Midwinters are back at the Davis Island Yacht Club once again. If you missed it this year, start planning now so you won't miss out on the great racing, great food and great hospitality again.



Photos by Chris Russick

2005 J/24 Midwintwer Championship Final Results

Davis Island Yacht Club - February 24-27, 2005

Pl	Skipper	Boat	1	2	3	4	5	6	7	8	9	Total
1.	Skelley	Flying Squirrel	1	8	1	11	1	13	1	2	10	48
2.	Kotoun	Bomba Charger	2	7	12.33/*1	1	2	10/ZFP	4	9	1	48.33
3.	Snow	Blind Squirrel	6	12	3	3	6	4	3	13	20	70
4.	Zaleski/Zaleski	Twinz	7	5	5	4	8	15	7	7	17	75
5.	Mollicone	Pipe Dream	8	3	11	15/SCP	3	2	18	1	21	82
6.	Moore	no name	11	4	2	12	20	11	2	12	9	83
7.	Brown	Preparation J	20	10	12	14	7	6	9	14	7	99
8.	B. Harden	Mr. Happy	12	1	46/DSQ	8	13	3	11	4	3	101
9.	Milev	Clean Air	4	9	13	22/SCP	14	9	12	8	12	103
10.	Santa Cruz	Bruschetta	10	2	7	2	46/DSQ	18	10	3	11	109

ARG-JCA—Argentina

New Boats Hard to Come by; But Competition Remains Intense and Active

Despite the fact that several used boats were sold to Uruguay and no new boats were built for the Argentine fleet during the last two years, the remaining fleet in Buenos Aires is very active, racing about twice a month. The class organizes a Grand Prix with rules aimed to promote participation. This GP lasts through the whole year featuring very attractive prizes.

Our general average is 16 entries per race. Some events attract 20 boats. The quality of the competition has gotten very high and even.

The Club Náutico Mar del Plata fleet hosted a wonderful na-

tional championship in December 2004 but during 2005, the activity in Mar del Plata dropped and some boats were sold to Uruguay.

The Cumelen Fleet holds a constant level of activity but did not experience further growth during the last two years.

(Just a note: Our Argentinean boat builder is currently active building J/24s for other countries due to very convenient money rate of exchange that makes the price attractively low combined with high construction quality and full commitment to rules respect.)

AUS-JCA—Australia

Sean Wallis and Fly Emirates Earn Australian Champion Title

By Alyn Stevenson, Vice President

J Racing in Australia continues to grow with every State in the country now boasting a J/24 fleet. Tasmania has re established their fleet and North Queensland have purchased six boats to form a new fleet.

The highlight of the 2005 season was the enormous effort of Sean Wallis' Fly Emirates from Western Australia. Wallis traveled all over Australia to win West Australia's, South Australia's, and NSW State Championships. Sean also was runner up in Victoria's State Championship and went on to become 2006 Australian Champion. Sean and his team have traveled more kilometers than any other J/24 team pursuing success. (Probably close to 50,000kms in 2005).

Close behind Wallis' efforts was Sean Kirkjian sailing Death Star to become the 2005 National Champion. Kirkjian and crew capped a great year by traveling to the 2005 Weymouth World Championship, finishing 4th out of a fleet of 55.

Four Australian teams traveled to Weymouth to compete in the 2005 World Championship. In addition to Sean Kirkjian and Death Star from NSW, Doug McGain and Code Violation (NWS), Sean Wallis with Fly Emirates (NSW), and Alyn Stevenson with Fun (SA) all made the trip to compete. Congratulations to all the Australian teams for an outstanding performance.

South Australia is fast becoming the largest club fleet in Australia with its 21st boat on its way. Formed only five years ago, the fleet based at the Cruising yacht club boasts world-class facilities and sensational clear waters with plenty of breeze, big swells and wild rides. The club owns four J/24s and these are leased to those entering the Class, as well being used for an extensive match-racing programme. The local fleet has just built



six road trailers to enable them to travel to regattas and the 2006 Worlds.

There is a wealth of information and updates on activities available for members on the Australian J/24 Class Website www.j24australia.com. Other websites for following Australian J/24 Class activities are www.j24southaustralia.com and www.funyachtracing.com. Australia's Vice President, Alyn Stevenson, is always available to provide information on J24 Racing in Australia. You can reach him by email at alyn.stevenson@j24australia.com.



Peter Stevens hard at it preparing JU JU for the 2005 Weymouth Worlds. Peter did five keels and four rudders at the 2006 Worlds much to the gratitude of those who chartered boats. Peter is Tactician/Trimmer on FUN AUS108 and spent six months totally rebuilding it for Melbourne 2006.

CAN-JCA—Canada

New Faces in Canada

The Canadian Class went through a transition year in 2005 across the country. There was a change in every district governor and even a new president. Katie Coleman Nicoll (Treasurer) and Lorne Chapman (National Measurer) continue to serve the country well in their roles among an otherwise new Class Council.

While fleet size and participation across the country continues to be a concern, we have seen some great activities in all districts that have contributed to increased hype and excitement around the class and events this year. It is creating a strong foundation for a banner year in 2006!

On the east coast, Dale Robertson's work to revitalize interest in the class has resulted in a huge turnaround. The bribery with beer doesn't seem to have hurt much either. Work in Quebec continues at a one-on-one level with the team of Cyrille Vittecoq and Dave Cobbett who are working tirelessly to track down every J/24 owner they can to get them out on the line for 2006. Ontario remains strong and Nick Jako continues to rally the troops to provide strong sponsor support and event coordination. The Western District and the team of Robb Bassett, Lorne Chapman and Rebecca Tunnacliffe continue to set the benchmark for hosting big events. Following a very well-run NAs in 2004, Robb & Company secured BMW as a title sponsor for the Canadian Nationals in 2005 and have built a superb program both on and off the water as a result.

2005 was an experimental year for the CJCA with respect to the National Championships. We put in place a subsidy of \$1,000, reduced entry fees and billeting for one boat from each of the other districts to entice participation from across the country. Our goal was to ensure that the Nationals was truly a national event and not just a regional one due to geographic and financial constraints. Next year this program will continue as we move the event to the Ontario and Quebec Districts.

For 2006 we expect numbers will increase in a season where the World Qualifiers earn a berth in Acapulco and in a season punctuated by a week-long event in September with the Canadian Nationals being run back-to-back with the North Americans in Rochester. Since the NAs will be the Pan Am qualifier for both Canada and Mexico, these two events will be the highlight of the CJCA calendar. We look forward to a great 2006!

Atlantic District

Dale Robertson, Governor

The Atlantic District had a busy and successful year after a quiet start. The major regattas had attendance ranging from 8 to 13 boats, with the Fall One-Design regatta attracting 80% of all of the boats that exist in Atlantic Canada. Sponsorship was provided throughout the season by Propeller Brewery, and two regattas had specific sponsorship support by Propeller and QTG (Quaker Tropicana Gatorade). Attendance at Wednesday night races was certainly enhanced by the regular Propeller six-pack handout to anyone who attended. Dale Robertson, the new District Governor, found out that he had several new best friends! As usual, the regatta wins were led by Don Williams with a variety of others occasionally in the winner's circle. A few social events, and particularly Chester Race Week, attracted enough J/24 fans to create pretty good parties. Next year both social and sailing activities will be at least as active as this year, and we're all looking forward to another year of great fun.

Quebec District

Cyrille Vittecoq, Governor

2005 was a transition year in the Quebec District. 2004 saw the attendance at the District Qualifiers go down to 6 boats, with the last regatta of the series being cancelled. Dave Cobbett and Cyrille Vittecoq took over the Quebec District affairs in May after the resignation of Ron and Erin Harris, both still big J-Boats enthusiasts, Erin now in Toronto and Ron chasing us (beating us many times) on his new J/22. A lot of good things have happened this year in Quebec, although no official World Qualifier District Regatta has been held. We updated the database of active boats, directly contacted each of them, we gathered a few times during other Regattas (Hudson Club Races, Labour Day Regatta). The J/24 was selected as the official boat for the CYA (Canadian Yachting Association) Championship of Champions event held for the first time in Quebec on September 23-25. We had 8 boats aligned in a new formula, matching two elite Canadian sailors with two local crew. For all those reasons, we are optimistically working on next year's season with two goals: Have all the active boats (and their crew) in the province be members of the association, and increase the participation to Local, District and North American Regattas.

Ontario District

Nick Jako, Governor

After a hectic 2004 sailing season that culminated with the World Championships, the Ontario District took a more relaxed attitude towards the 2005 season. Attendance at regattas was the most visible sign of a number of boats taking some time away from J/24 sailing – with numbers being down approximately 7-8 boats at our largest events. Most notably, boats that campaigned hard for the 2004 Worlds are taking time away from the circuit.

Despite the reduced attendance, the competition has been as intense as ever. Rossi Milev has continued to sail at the front of the fleet but has been closely pursued by Thomas Barbeau (*Navtech*), Todd Irving (*Narcoleptic*) and "newcomer" Peter Wickwire (*Sunnyvale*). The Ontario Series Championship will be determined during the last regatta of the season and is a testament to the excellent sailing by Todd and Peter during the course of the season.

Sponsorship was good again for this year with the likes of Tropicana, Mercedes, and Quantum stepping up to the plate for the Series Leader battle-flags, Race Winner shirts, and Poker prize (the boat with the best poker result at an event; i.e. 24, 17, 23, 17, 17, 24 –full house). We had a top attendance of 27 boats at our World Qualifier regattas this year.

Interest in the J/24 class is still very strong in Ontario. Newcomers are being attracted to the class by the high quality of racing...which is also keeping existing members in the class. As the qualification process for the Acapulco World Championships begins in 2006, along having the NAs in Rochester as a Pan Am games qualifier in September, we expect the numbers to once again return to their normal level.

Western District

Robb Bassett, Governor

After a very busy season of racing in 2004, and a little burn-out from running the 2004 North Americans, things started a little slower than usual in 2005 in British Columbia. Several boats were inactive due to maintenance and the arrival of new babies. In May, eight boats traveled to Seattle for the US National Championships, which was a great event. With the Canadian Nationals in early October, things were building towards a great finish to the season.

IRL-JCA—Ireland

Report from Ireland 2005

By Michael Clarke, President,
J/24 Association of Ireland

Constitutional Duties Done

This was another superb season for over sixty J/24s in Ireland. One is Europe's first J/24, Tim and Shirley Sheard's Jay Kay, USA built and sent to the UK to make the mould for hundreds of Westerly boats. Jay Kay came home from the 2005 World Championship with the Old Boat Trophy. Half of Ireland's fleet are old Westerly built boats. The others are Rogers or Italian-built in 1980s and 1990s, six are recently Italian-built. More boats, recently built or new, are expected in 2006. About one third are in Northern Ireland, which is part of the UK, and two-thirds in the Republic of Ireland. Like many sporting and other bodies, our J/24 Association for practical reasons is one organisation for the whole island.

The International J/24 Class Constitution's preamble declares - "The J/24 Class is a one-design class created to fulfil the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap sailing". After the same preamble, duties that follow in the J/24 Association of Ireland's Constitution include - "shall work with Clubs and others, to secure an annual programme of national, regional and other J/24 events in Ireland and shall encourage members to participate in J/24 events at international level". Ireland's J/24s did all this in good measure during 2005.

The balance and range of J/24 activity in Ireland can be summarised as constitutional duties done. Almost two thirds of J/24s took some part in a busy six event J/24 championship season and one third raced or cruised on home waters.

Cruising and Club Racing

Let first mention go to these cruising and club racing J/24s. On the north coast, they include Andy Sloan's Sandpiper in Portrush, cruising the wild beauty of Scotland's western islands and winning cups in local handicap racing. Eileen McLoughlin's Breakaway, her joy in J/24 sailing expressed in evocative marine paintings, is based on Lough Foyle, whence the ancestors of the J in J/24, Rod Johnstone embarked in 1796 on the Cleopatra bound for a new life in the USA. Tom Kennedy races After Hours on Tralee Bay, the only J/24 in Kerry, and is eager for other J/24s to join him.

Neville Cromie's Jurassic with keen crew, son Andrew and daughter Katie race and cruise inland on Lough Erne. Dave Constant, once a championship J/24 sailor now uses Janus for day sailing on Dublin Bay.

A long-time J/24 class member, Dave has a rare collection of every International J/24 Magazine, issues 1 to 48. While none here mentioned were able to take part in J/24 championships in recent years, they and others like them are valued fleet members who hopefully will get to a J/24 event in 2006, of which there is a lively choice the length of Ireland, inland and coastal.

Regional and National J/24 Events

Almost 40 boats took some part in the 2005 season's five weekend, eight-race regional, and three-day National J/24 Championships. Michael McCaldin's Murder Picture won April's Western event at Lough Erne Yacht Club - inland venue for the World Council meeting in August 2006. Andrew Algeo and Ben Cooke's Scandal, Royal St George YC, won May's Eastern on Dublin Bay and June's Carlingford Championship, where best Westerly was

Robin Eagleson's Luder Too, from Lough Neagh SC, a club that missed hosting a J/24 event in 2005 due to building works on site.

Luder Too did well too at July's Northern Championship, again won by Scandal, but only after a tie-break of equal points with Stefan Hyde from Royal Cork YC in Ray Deasy's Carabeg, RStGYC. This was an excellent first J/24 event at a new Belfast Lough venue, hosted by Carrickfergus SC, and a hard fought contest among US designed boats on waters where an RN warship in 1778 famously fought and surrendered to John Paul Jones, a founder of the US Navy.

August's 26th Irish National J/24 Championship was hosted by the National YC. It attracted 25 boats with 125 sailors and helmsmen from 10 clubs across the island for 10 races over three days on Dublin Bay. Scandal, defending champion, retained the title, with scores that included five first places. They had won 2004's Silver An-



Michael Clark's Jeriatrix on an Irish lake. Photo courtesy of John McVitty.

niversary 25th National Championships in a record fleet for an Irish championship of thirty J/24s. A month after winning the 2005 championship, Scandal's team made a creditable 30th place at the J/24 World Championship in Britain.

Friday's northwest wind with boisterous rain squalls produced lively close racing, but also unfortunate collision damage that forced retirement on a top contender, Barry O'Neill in Just 4 Fun. Saturday's lighter variable winds delayed the first start by over two hours. While waiting, Gerry Dowling's crew in Bád trolled under easy sail for a fine catch of mackerel. In another and very unusual incident, an incoming Stena HSS, a very large high speed twin hull ferry, crossed the finish line at the pin end exactly as the first J/24s were finishing a race at the Committee Boat end. Sunday's bright breeze allowed three races to make a full ten as planned for the championship. Ron Finegan from Carlingford SC, in Just 4 One, won the Westerly prize among the six of these older boats competing.

Typical of Irish J/24 events, racing was close and competitive throughout the fleet. Start lines and mark roundings were often tight and crowded. First places were shared among five boats, seconds among six and thirds among seven boats. Indeed, half the 25 strong fleet each scored at least one first, second or third place across the ten races. For this genuinely national event, over half the fleet were visiting boats from around Ireland, towed by road from Loughs Erne, Neagh and Ree, inland, and from Belfast, Strangford and Carlingford Loughs on the coast.

2005's sixth and final gathering for Ireland's J/24 fleet was October's Autumn J/24 Championship hosted by Lough Ree YC on a big lake at the exact centre of the island of Ireland. David Taylor and Paul Barbour's Taz team took the J/24 Autumn Trophy back to Carrickfergus, a full-rig J/24 model in a glass case. Stephen Atkinson's new purchase, J/24 Bád, followed to make two J/24s at the Carrick club and the start of another local J/24 fleet on Belfast Lough.

Irish at International Events

Ten J/24s, about 1 in 4 of our regular home J/24 eventing boats, also took part in international J/24 championships nearby in France and Britain. Two, Enda O'Coineen's Kilcullen, crew family and friends, and Frank Heath and Ivan Schuster's Crazyhorse went by ferry to the European mainland and enjoyed July's European J/24 Championship in France. Six helmsmen and boats likewise crossed to Britain to represent Ireland at September's J/24 World Championship, where Ray Deasy's team in Carabeg



Scandal's crew, Irish National Champions 2004 and 2005. Photo by Nigel Thompson.

Two, helm Stefan Hyde and Roy Darrer, tactician, achieved Ireland's best ever J/24 world championship result, seventh overall in a 55 strong fleet from 15 nations world-wide.

Two more Irish J/24s went over with their owners in the crew to compete with helms from other nations. The Champion, Anthony Kontoun was from the Virgin Islands. His winning boat was Irish, Tim Rippey's Jigalo from Lough Erne. Tim was top news back home in the Impartial Reporter with his champion crew prize, a J/24 half model hull on a mahogany board with brass plates naming past world winning crew – a valuable J/24 historical artefact in its own right.

Lough Erne club-mate, Michael McCaldin took Murder Picture over, and with helm Max Skelly representing the USA, this crew led the world event for several days until set back by a broken rudder to emerge eighth overall after a morale restoring win in the final race. Michael was back with Max – and a spare rudder – at January's 2006 world championship in Australia. With helm Ian Southworth, for Britain, they emerged third overall, a remarkable achievement in very competitive company and challenging weather, and in a boat that was significantly overweight.

Early interest suggests that perhaps five Irish boats may go over to Britain for September's European Championship, and also, says a well informed rumour, a brand new Italian built J/24 will be delivered there for Michael McCaldin.

Looking ahead to 2006

– ISAF Nations Cup

Ireland's most important sailing event in 2006 will be September's grand final of the ISAF Nations Cup match racing championships, hosted by Royal Cork YC. About 65

nations world-wide are selecting teams for regional events, which in turn will select for this world final. ISAF plans specified J/24s, and Irish J/24 owners have volunteered boats in negotiation with the Irish Sailing Association. Showing the strength in J/24s being international, we have well informed advice on boat preparation from Stuart Jardine, IJCA Technical Committee and Jon Corless, Bermuda NJCA.

Ireland's J/24 programme was re-organised around Nations Cup needs. An equal target is to encouraging a J/24 fleet again in Cork Harbour with a revived Southern Championship there in August, and boats then left to be prepared for September's Nations Cup. The National Championship moves from August to July at Carrickfergus, leaving September clear for the European event. The remaining three weekend events include a new north coast venue, Portrush. Events from north to south coasts and inland make Ireland's J/24s confident of great season again in 2006.

Conclusion

The J/24s have long been the World's most numerous and widespread class of their type. Now J/24s may well be Ireland's most important keelboats. Evidence, season after season, shows sustained success built up in over a quarter century past for Ireland's J/24s. Owners, helms and crew all enjoy superb sailing at local, regional and national events across the island, and at top international events, in boats that are genuinely good fun to sail as a team, and particularly economic to own and maintain. And, the J/24 social scene ashore complements the superb sailing afloat.

More at www.J24ireland.com, www.sailing.ie, www.nisailing.net

ITL-JCA—Italy

New Members Reflect New Interest in Italian J/24 Fleet

By Edwin Lintout, President



J/24s of Lake Garda fleet race against their spectacular surroundings.



Light air prevailed at the 2005 Italian Nationals

The International J/24 Class in Italy has grown in the year 2005 to about 280 memberships from 250 of the year 2004. This increase of more than 10% definitely shows the revival of interest in the J/24 in Italy. The growth in the ITA-JCA can be partly attributed to the delivery of eight J/24s by JBoats Italy. The Class also benefited by a number of older boats that were not active, changed their owners and are becoming active again.

Italy presently runs 11 active J/24 fleets, from North to South, with two new ones (Lake of Como and High Adriatic sea). A revived fleet has been re-established in Genoa, and a new one is expected in Roma (Flotta di Roma).

An average of 5 local regattas per year

are raced on each Fleet, which means the J/24 are present (stand alone or with other classes) in 150 regattas throughout the year. This number and the consistency of our Fleets represent our strength. No other keel monotype class is near the level of activity and participation.

The 2005 National Championship in Cervia (south of Venice) saw 47 boats on its starting line. The entries increased about 10% when compared with entries at the 2004 (Gaeta) Nationals, in spite of the venue site which was not much estimated by the J/24 sailors.

The good participation was obtained also because the transportation organized and sponsored by GENERAL CAR-GO and by the Italian Class: about 10

boats were trailed by a carrier all the way from Pasquavela to Livorno to Cervia and finally to Porto Rotondo at a highly reduced price for the owners.

The activity, besides the local races, is based on the TROFEO J/24 which is run on 7 different venues (see the 2007 schedule at www.j24.it). The present overall classification shows the participation of 85 boats, the best 3 results will be retained.

Expectancies from the International J/24 Class: a serious revision of the rules for an easier management of the boats, less need of complicated measuring. The owners want to race and not to waste so much time in some unneeded procedures.



XXV CAMPIONATO NAZIONALE J24 2005

(25th Italian J/24 National Championship)

Cervia Milano Marittima

25-28 May 2005

Pl.	Sail No.	Boat	Helm	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Pts.
1	ITA-233	J di F	Ravioli, Luigi	1	4	6	7	3	1	15
2	ITA-434	Fiamma Gialla	Casale, Andrea	2	11	2	1	8	OCS	24
3	ITA-405	Sardares	Bini, Aurelio	3	2	8	2	12	13	27
4	ITA-460	Botta Dritta	Di Fraia, Pasquale Mario	26	3	5	12	2	5	27
5	ITA-479	J di Quadri Dentensano	Buiatti, Claudio	10	7	4	4	OCS	6	31
6	ITA-466	Avoltore Finnat	Cruciani, Francesco	9	23	1	3	4	20	37
7	ITA-458	Enjoy 2 Pretecho	Venturi, Ivan	20	8	7	10	OCS	3	48
8	ITA-269	Gingerin Up	Nocera, Fabio	15	6	13	20	9	8	51
9	ITA-442	Sparviero	Chiattelli, Federico	7	31	16	15	5	10	53
10	ITA-404	Jmix Sermar	Cavallo, Elio	30	15	12	5	13	15	60
11	ITA-401	Dolphins	Campus, Nicola	14	13	3	14	OCS	18	62
12	ITA-473	Solo Affitti Magica Fata	Pellizzaro, Gaetano	8	9	26	13	OCS	7	63
13	BRA-37	Bruschetta	Santa Cruz, Mauricio	11	5	OCS	DQS	1	2	67
14	ITA-347	Enjoy with Eos	Pighi, Valerio	4	24	30	17	17	17	79
15	ITA-461	Miki II	Trumpy, Eugenio	5	10	9	8	OCS	OCS	80
16	ITA-427	EDB Jebedee	Gaglione, Luca	17	28	19	34	6	11	81
17	ITA-400	Capitan Nemo	Magnani, Massimo	31	12	10	27	OCS	9	89
18	ITA-186	Beep Beep	Guiducci, Gabriele	24	29	22	6	OCS	12	93
19	ITA-469	Bruschetta	Domenici, Luca	27	1	15	OCS	10	OCS	101
20	ITA-489	Valhalla	De Rossi, Fabio	16	21	23	19	23	23	102
21	ITA-334	Jam	Gozzo, Luigi	39	19	37	25	7	16	104
22	ITA-196	Zio Celeste	Rossi, Francesco	23	16	21	16	20	OCS	105
23	ITA-480	L'Allegro Sommeli	Maremmani, Carlo	29	25	25	24	OCS	4	107
24	ITA-487	Billo	Muracchioli, Maurizio	6	26	18	9	DNF	DNF	107
25	ITA-399	American Passage	Rinaldi, Paolo	21	37	17	11	OCS	24	110
26	ITA-478	Grissino	Pistone, Franco	22	30	28	21	11	26	116
27	ITA-264	Sir Brandolph	Ugolini, Roberto	12	14	14	28	OCS	DNF	116
28	ITA-46	Bandabassotti	Maltini, Enrico	28	32	38	22	16	19	117
29	ITA-477	Crostino	Passaro, Pierpaolo	38	22	34	23	15	30	124
30	ITA-470	DJKE	Ciccotti, Ugo	13	20	20	30	DNF	DNF	131
31	ITA-402	Kermesse Mareco	Maccaferri, Marco	35	35	27	36	OCS	14	137
32	ITA-455	Bel Colpo	Ghini, Claudio	18	34	35	35	25	25	137
33	ITA-246	Alessandra	Antonelli, Antonio	32	40	31	OCS	14	28	145
34	ITA-337	Solino	Bonatti, Stefano	40	17	19	38	OCS	22	146
35	ITA-371	Joc	Apollonio, Fabio	19	42	36	29	OCS	21	147
36	ITA-385	Kilojoule	Vigato, Silvio	41	33	32	32	19	31	147
37	ITA-474	Marmellata	Gianfreda, Marco	OCS	18	24	18	OCS	DNF	156
38	ITA-463	Guitiau	Sorrenti, Domenico	33	43	40	36	18	29	156
39	ITA-191	Raggio Verde	Belloni, Maurizio	OCS	27	11	31	OCS	DNF	165
40	ITA-320	Jay Jay	Serantoni, Mario	37	44	39	41	21	27	165
41	ITA-98	Le Coq Hardi	Di Stenano, Roberto	43	41	42	37	24	32	176
42	ITA-382	Vento Blue	Brasa, Daniele	42	46	43	43	22	34	184
43	ITA-362	Topazio	Falcomer, Antonio	34	36	41	42	OCS	33	186
44	ITA-456	Jeremy Johnson	Buzzi, Massimo	36	39	33	33	OCS	DNF	189
45	ITA-170	Junior	Luciani, Dario	25	DSQ	DQS	DSQ	DNF	DNF	217
46	ITA-210	Cesare Julio	Ravioli, Antonio	OCS	38	44	40	OCS	DNF	218
47	ITA-78	Colibri	Raulli, Leonadro	OCS	45	DSQ	39	OCS	DNF	228

MEX-JCA—Mexico

Club de Yates de Acapulco Campeonato Nacional 2005

5 al 8 de Mayo

Sailed: 7 Discards: 1 Ratings: None

	Boat Name	Sail No	Helm	R1	R2	R3	R4	R5	R6	R7	Pts
1	Good Vibe	MEX 4390	Yokin Belausteguigolia	3	2	8	1	4	2	5	17
2	Tenaz	MEX 4528	Joaquin Bargallo	5	1	1	4	1	8	6	18
3		MEX 4688	Ralph Nelles	1	6	3	3	2	5	4	18
4	Kawabunga	MEX 1592	Peter Colliard	2	8	2	2	8	OCS	2	24
5		MEX 4545	Miguel Bargallo	7	7	5	7	5	1	10	32
6	El Terror	MEX 4904	Alejandro Terrones	6	3	9	11	6	4	7	35
7		MEX 3788	Thierry Jean	8	9	7	8	12	7	1	40
8		MEX 2165	Pablo Cervantes	14	11	4	6	9	3	9	42
9	Buddy	MEX 3485	Pablo Gutierrez	11	4	6	9	7	11	12	48
10	Zephyr	MEX 3303	Klaus Wiegandt	4	12	11	10	3	9	13	49
11	Cri Cri	MEX 379	Franco Ambrosi	9	10	12	5	10	10	14	56
12	Metiche	MEX 5302	Francisco Usobiaga	10	5	15	14	14	6	11	60
13	Carisma	MEX 2972	Eduardo Porter	13	14	10	15	11	12	3	63
14	Fragata	MEX 444	Peter Weigandt	12	13	14	12	13	14	8	72
15	Bote Botas	MEX 2159	Mauricio Botas Hidalgo	15	15	13	13	15	13	15	84

NED-JCA—Netherlands

By Remco van den Berg, President



After a successful World Championship in Medemblik in 2003, the Netherlands experienced some owners selling their J/24s to competitors abroad. Despite the reduced number of boats competing in Holland, the racing is still very close.

During our 2005 National Championship, we saw ideal conditions for the more experienced crew. It wasn't the 25-30 knots of wind that was the biggest challenge, rather the irregular wave patterns and unforeseeable currents.

While the VIPs in the spectator boats were very uncomfortable and seasick, the

competitors enjoyed the fast downwind sleigh rides. Once back in the harbor of Scheveningen (near the Hague), the salty sailors enjoyed a fresh Heineken.

In the end, it was class veterans Hans Hussem and Remco van den Berg (Mr. President) who were battling for the championship title. When one competitor had an advantage in one race, the other competitor would seize it in the next. In the end, it was the Netherlands Class President and his crew who could celebrate their second title in a row. Later in the year, the champions would go on to win the French Open

in Crouesty.

The J/24 Class was selected as a test case for some new GPS tracking devices. AMB-It, the world's leader in transponder-based automatic timing and scoring systems, has produced a GPS-based timing device. The first test results are really looking well. During the Winter Series, a couple of boats were fitted with a transponder. Much useful data was collected during the testing. The development of appropriate applications is in full progress. So even it is an old design, the J/24 is still an attractive class in Holland.

SWE-JCA—Sweden

Stronger Fleet and New Sponsorship Ideas

By Marianne Schoke, President,
Swedish J/24 Class Association

The fleet in Sweden is getting stronger. More boats are seen on the waters and more crews are joining the class. More crews also travel and attend international events, such as Kiel Week. I am thrilled. Especially the south part of Sweden is really active. Not only do we have two complete women crews, they are really good with great potential. Both helmswomen are outstanding Europe-dinghy sailors and were on the national sailing team in Sweden for some time, and now they wish to compete in keelboats. Due to the growth of the J/24, they had no problems deciding which class to join.

During Americas Cup in Malmö, Aug-Sept 2005, the SWE-JCA arranged many events with potential sponsors and customers, which have given some crews extra money to play with, and with the result better boats and more fortunate crews. Malmö has really become an important spot on the map after the great action of AC. People have turned their faces towards the sea and can see the beauty of sea sports such as sailing. This is something the SWE-JCA takes advantages of for establishing the new Scandinavian J/24 Cup. Further, some of our good crews were coaching two Swedish and two Danish women crews for the World Championship in Woman Match

Racing in Bermuda in 2005, where the J/24 was used this time. That was fun! The ladies had to admit that it was not as easy as first assumed.

Some crews have developed an organisation with the goal to help themselves and other crews to become more skilled in sailing their boats. In this organisation

everyone is working together and uses each others experience for the purpose to attract good sponsors. www.sailsyn-dicate.com is something we wish other J/24 countries would consider adopting in order to help your NJCAs and crews find and keep good sponsorships.



Swedish team prepares for the spinnaker set in Race 7 of the Rolex



www.sailsyndicate.com

Have the Swedes have Found a Solution?

They were seen with large orange text on the hull in Kiel, in Weymouth, and other places. People asked: What is sailsyndicate.com? Let me tell you in short terms. A group of people racing the J/24 in Sweden sat down and tried to figure out a way to attract sponsors. Some had found it difficult because they felt they did not have the experience, had no references, and tax laws in Sweden are somewhat complicated. In general, companies were not easy to convince. This gave birth to SSRS - Scandinavian Sail Racing Syndicate.

SSRS's mission is to attract sponsors by giving them something more than just PR space on the hull or sail. We offer them not only a great opportunity to be seen with their brand in sailing events, but also arranging Team Building and Customer events. A company sponsoring a boat sometimes pays higher taxes; but if you present it to them that they actually can

buy a product, then it becomes something else. They can even use this to reduce their taxes.

SSRS also had in mind to attract new crews to start racing actively, but as you all know travelling with your boat costs money and buying new sails takes even more money. For a new, young crew this is not easy. The next tricky part is to find a sponsor, without experience or references....doomed to fail? That's were the more experienced crews comes in. By using their names and selling the whole package, the sponsor sees another side of it. The question: "What's in it for me" is answered and "good to be doing something for the young sailors" is what companies like to tell.

SSRS started with 3 boats and 3 good crews, but soon had to bring in more boats to be able to take all personnel when having Team Building events. Every new boat

signing up for SSRS will take part of the money when they have contributed to the events. They also know that they need to seek sponsors themselves, otherwise there will be those who work and those who only follow the train. No work, no money! Another thing is that when buying sails or other spare parts, SSRS can purchase one order for all crews, which gives better deals instead when buying one piece at the time.

When many boats are seen with the same name or sponsor it makes a good impact on the outside looking in. But most of all, it is really fun to travel with the boat knowing you do not have to explain to your family why you are using so much money on a sport you like so much.

Feel free to ask questions!

Marianne Schoke

Pres. SWE-JCA

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US-JCA—United States

Another Big Year for US J/24 Sailing

By Nancy Zangerle USJCA President

The United States J/24 Class enjoyed another successful year. Although membership dropped slightly, regatta participation remains steady. The USJCA publishes two magazines a year and introduced a new web site in the fall of 2005.

The strength of the J/24 Class and its strong one-design rules is continuously demonstrated as you look through the regatta results. The earliest of the boats built continue to be competitive on the race course today.

The Annual General Meeting was held in Chicago on Oct. 25. After taking care of business, much of the discussion focused on marketing and promoting the Class and its events. Three targets for 2006 are locating all the US J/24s, increasing the numbers of boats on the starting lines across the country, and finding ways to utilize our 501(c)(3) status to further the interests of the Class.

Great Lakes Championship July 23-24, 2005

By Tim Oelschalger

Ken Gray's Stirred Not Shaken, driven by Ed Leslie, dominated the 14 boat fleet to win the 2005 Great Lakes Championship. With seven bullets in the seven race series, Stirred outdistanced the nearest competitor by 22 points.

Wind conditions challenged competitors with a light 6-8 knot breeze, only to be punctuated by the last race seeing a 30 knot gust during the two day event hosted by South Shore Yacht Club in Wilmette, Illinois. It was reported that Stirred may have won the regatta, but didn't win any "style" points as they avoided the "pirouettes" performed by most of the fleet in the strong gust.

2005 Northeast Regional Championship May 14-15, 2005

The Richmond County Yacht Club and J/24 Fleet 153 welcomed 32 boats to the Northeast Regional Championship. The five-race, world-qualifying series was held in the waters of lower New York Harbor and Raritan Bay. Thirty-two

boats competed for the World's berth and championship title.

In addition to the regional championship, a District Challenge was issued for the regatta, with the top three boats of each district being scored and the winning District being crowned "Beast of the Northeast". District 4 won the challenge with the winning team comprised of Mark May sailing Tramp, Stu Challoner on Spoilsport, and Ted Wiedeke with Candy.

Twins, sailed by Zaleskis and crew took the series, with Will Welles and Business as Usual in 2nd and Mark May sailing Tramp. May's boat, with sail number USA 72, was one of three two-digit sail numbers in the championship fleet, a testimony to the competitiveness and longevity of the J/24 Class. Dan Busch's Buschwhacker (USA 78), and Doug Olsen's Outer Limits (USA 71) were the other double-digit J/24s in the regatta.

Hillman Capital Management 2005 J/24 East Coast Championship By Alden Bugly

The J/24 East Coast Championship, sponsored by Hillman Capital Management for the third straight year and, as always, hosted by Severn Sailing Association (SSA), is a beer, hamburgers, and hot dogs regatta. The beer trailer is open and the grills fired the moment check in begins on Thursday, the day before the first race. The former isn't closed and the later not extinguished until the last boat is put away and the awards issued on Sunday.

In contrast to the more heavily populated affairs (albeit more non-sailors than sailors) at that club across the river, where awards are issued from the fantail of a theatrically lighted, 100-foot, mega-yacht tethered below the club's deck, and the libation and cuisine decidedly more upscale albeit via rigid schedule, the SSA affair is where everyone's a sailor, but the percentage of people sporting Rolexes and having their portfolios entrusted to Hillman Capital Management are the same at either.

Great racing in either case, but the J/24 event is to SSA as summer Wednesday

night racing is to AYC. Institutions both. The fancy regattas will go away.

Year after year, from all corners of the country, J/24's come to Annapolis for this event, fifty of them this time. As he downed a cup of Bud and bit into a hot dog, I asked a competitor why the event was so strong. "It's so challenging. This time of year, there's no local-knowledge advantage is the reason," he replied.

In Annapolis in the summer, go left in a northerly, right in a southerly and to the Boatyard Bar and Grill when the wind is from the east, and you'll do well in most cases. Not so when the leaves have turned gold. The wind and current gods are confused. This year the ebb ran more east to west than north to south. The three days of southerlies in which the races were held occasionally oscillated like northerlies are supposed to and on the last day the wind direction was steady as a rock and strong. Local knowledge didn't help. It was challenging. Acute senses and immediate observation were the keys to Mike Ingham's victory. Superb boat handling, preparation, and artful helming were of course necessary too, but the latter characteristics were evident in just about the whole fleet.

Challenging indeed. Ingham started the regatta off with three bullets on Friday and each was a run-away. Brian Bissell broke Ingham's streak in the first race on Saturday, but in the second and third races, Ingham lost the handle and finished 23rd and 14th. Another first and a 5th on Sunday secured the title, but look the score sheet over carefully and challenging again comes to mind. Chris Crockett who was second in the regatta had three double-digit finishes. Mark Hillman—yes, he's the Hillman of Hillman Capital Management—who was third in the regatta has the numbers 11, 19, and 29 on the score sheet. Aden King had a second and a fourth, but wound up 18th in the regatta, and Peter Rich, who was second to Brian Bissell in the third race on Saturday wound up 22nd overall. Challenging!

The southerly in the final race on Saturday was fitful and fading. Had it been summer, it would have strengthened. On Sunday the majority of the fleet opted for blades instead of the big genoa and the southerly hit 22 knots at Thomas Point by 1:00 pm.

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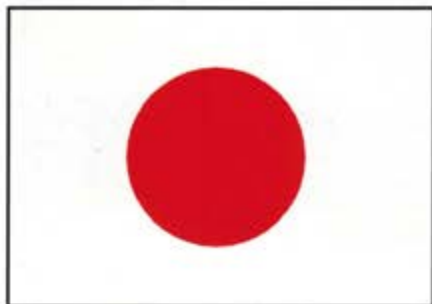
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J24 World Council Meeting 2005

09 September 2005 Weymouth, United Kingdom

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(President, NED-JCA) 1 NED 1 BRA

Robin Eagleson (Council Member) IRL 1

John Peck, Executive Director
and ITC Chairman

Roger Harden (Finance Chair)

Council Members and Votes

Lorne Chapman

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Stuart Jardine GBR 1

Kenneth Porter

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Jim Farmer USA-JCA 2

Alyn Stevenson AUS 1

Thomas Madarasz HUN 1

Marianne Shoke SWE 1

Jen-Marc Ulrich GER 1

Eddie Linthout 1 SLOV 1 ITA

Anthony Kotoun US Virgin Is 1

Nikos Spagos GRE 1

Tomomi Hatakeyama, JPN 1

Miguel Facundo 1 ARG, 1 URU, 1 CHI

Geoff Evelyn 1 BER 1 CAY

Councillor of Honour

John Adams

Observers

Nancy Zangerle – IJCA Promotion Committee

Reid Stava (USJCA Technical Committee)

Sachiko Suzuki JPN

Nils Jannichsan NED

Gustavo Gonzalez ARG

1. Call To Order and Welcome

The attendees of the 2005 World Council Meeting were welcomed by Vice Chairman in the place of the Chairman (Rudy Wolfs). Georgina Reed was appointed Secretary of the meeting, and Bob Turner stated that the minutes of the meeting would be posted in a few days for all to review.

2. Chairman's Update

No report from the Chairman was available at the time of the meeting. The Chairman advised the World Council, through the Vice Chairman, that he wish to resign effective September 8, 2005. The Vice Chairman gave formal recognition for hard work and contribution to the class of Rudy Wolfs.

John Adams reminded the Council that Councillor of Honour Bengt Julian, passed away July 11, 2005, and that his family should receive condolences from the Class for the years of dedication and contributions made.

3. Introduction and Proxy Recognition

Attendees at the meeting introduced themselves and indicated their votes and proxies. The Vice Chairman introduced Nancy Zangerle who had

been appointed by the Executive Committee as Chairman of a newly created Promotion Committee. The Council ratified the appointment and the creation of the new committee.

4. Approval of 2004 World Council Minutes

The meeting Chairman proposed that the minutes of the 2004 World Council meeting be accepted. Moved by Geoff Evelyn, seconded by Jim Farmer. 2004 Minutes Accepted. It was noted that there was an error in Item 12 in the 2003 World Council Meeting minutes. He did not nominate Remco Van den Berg because he had left the meeting. The item will be amended and reposted on the Class Web-site.

5. Financial Report/Discussion

Roger Harden (Finance Committee Chairman) gave a PowerPoint presentation on the finances of the class over the past three years:

- Revenue and Expenses are being managed to approved budgets
- Worldwide Membership has remained relatively steady
 - Australia, Brazil and Hungary growing
- Sail royalty allocation program having good impact.
 - Increase sail maker participation
 - Audits based on sail royalty numbers possible
- Class should find ways to increase promotional spending
 - Current Cash Reserves / Current Revenue cannot sustain significant long-term increase in promotion
 - Creative revenue generating programs need to be created to significantly increase promotional impact
- Draft operating budget for '06 based on '05 budget. Revisions based on today's discussion and full year 2005 results. The full presentation is available from Roger Harden at rharden@harden.net

Royalty Tag revenue numbers were discussed. Proper reporting required and there is a need to increase sail maker participation. It was reported that Royalty Tag numbers provide an audit trail that can be traced to the purchaser. John Peck suggested that each NJCA has the opportunity to record tag numbers at major regattas and apply for a reallocation of the revenue if the tag was imported. For this to be effective, there is a need for standardized cost of the tag to the sail makers. The North Sails system is working in the US and the UK. Quantum needs improvement. Overall the royalty system is improving but demands accurate recording from sail-makers. Robin Eagleson noted the need for transparency in system. There is a need to be credited with sails bought. Roger Harden proposed country review and an audit of tag numbers. Draft budget for next year shown and will be revised based on full year results.

6. National Reports

Fleet reports were submitted and will be available from the IJCA Office. Some countries have a growing class - local reasons, sponsors etc. Others are maintaining level status but danger of threat from other classes noted and possible decline. It was noted that the complexity of the boat is putting people off. Need to focus

on simpler methods to get people on the water and racing.

7. J-Boats/Builders Report

Reports were not available at the time of the World Council Meeting.

8. Technical Committee Report

A) Explanation of Rules 2.8.1 and 2.8.2

– These rules were not agreed on at the last World Council Meeting yet were presented and passed by ISAF. Jim Farmer proposes going to ISAF. John Peck - Action to draft a letter to notify ISAF that rule did not comply with constitution. The issue is to be taken out of meeting to discuss properly. Geoff Evelyn moved that the Executive Committee completes proposal by end of September. The motion was seconded by Jim Farmer.

Motion approved

There was a feeling for a need to change from 2 rule change cycle to a 1 year cycle for rule changes.

B) Pending Rule Change Proposals

– Lorne Chapman gave a PowerPoint presentation on the process that is used to get rule changes from the beginning to actual implementation. The presentation is available from him at lhchapman@shaw.ca. Roger Harden commented that he believes rule changes should be communicated by appropriate means (i.e. - email to make sure everyone aware).

John Peck then opened the discussion of the rule proposals that are posted on the website. He reported only one of the proposals had been endorsed by the Technical Committee and that all of the proposals were rejected by the Designer and Copyright Holder. It was suggested that since there will be no proposals submitted to ISAF until 2006, that there is adequate time to discuss the proposals and re-submit each one that has merit.

The meeting Chairman proposed coming back after 2 months or discussing each point now and voting then.

Remco van den Berg moved that the council vote on each proposal now. Seconded by Geoff Evelyn.

Reid Stava feels that after much discussion within technical committee it is unfair to put them straight to yes or no vote.

John Peck cautioned the Council that in the history of the class, this was an unprecedented move on the part of the Executive Committee to ask the World Council to vote on Rule Changes that had been rejected by the Technical Committee and were not in proper format to be submitted to ISAF.

Marianne Shoke questioned why the Technical Committee was not ready to vote when it was clear that was on the agenda for today.

John Peck responded that the proposals were on the agenda for discussion, and that the Technical Committee was prepared to defend each point as posted on the website. He stated that the proposals as written were in conflict with other rules. Kenneth Porter notes that lots of time was spent discussing committee business leaving little time for proper discussion and voting today. Based on the IJCA Constitution (14.3.1) The Chairman called for a vote

and the original motion was carried.

Stuart Jardine led the discussion of each proposal. Changes to the following rules changes were voted on and the results indicated. Changes to the following rules changes were voted on and the results indicated.

3.2.4 - The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80kg in weight. Proposal not carried (vote count not recorded)

3.7.3 - Change 1375 kg. in the first sentence to 1345 kg. Boats being used at the 2005 World's may be a bad cross section to analyse across the class. Proposed Remco van den Berg; seconded by Jan-Marc Ulrich
Proposal carried 15 - 3

3.8.5 - Delete "manual bilge pump and". Rule to read: A minimum of one bucket of minimum capacity 10 litres.

Proposal carried (vote count not recorded)

3.8.7 - One Anchor (Min weight 6 kgs) or One Anchor (Min 3 kgs) and chain attached (Combined weight Min 6 kgs). Plus 40 m of 8 mm Warp attached. Total Minimum weight 8 kgs

Proposal carried (vote count not recorded)
3.8.8 and 3.8.9

Delete all 3.8.8 and 3.8.9 and replace as one new rule 3.8.8 with the following : One outboard engine of minimum weight of 14 kgs and a container with minimum of 2 liters of motor fuel or one outboard engine of minimum weight 16 kgs . The outboard may be stored under a main berth or aft of the companionway sill. See Rule 4.3.

Proposal carried 12-7

3.6.1 - The total sail weight entered on the Inventory shall always be 21.5 kgs, see rule 3.7.3.

Lorne Chapman proposed an amendment that the weight of the sails not be included in calculating the all up racing weight of the boat.

Proposal

Carried (vote count not recorded)

4.1.2 - Delete all and make rule "not in use".

Proposal carried 13-7

4.1.4 - Delete all and make rule "not in use".

Proposal carried 14-6

4.1.5 - Delete all and make rule "not in use".

Proposal carried 13-7

4.1.7 - Life Jackets or personal buoyancy equipment for each member of the crew. Weight not to be included on the Inventory list. Proposal Carried 13-7.

Analysis needed to support the weight that now comes off.

4.1.9 - Delete all and make rule "not in use".

Proposal not carried due to tie vote 10-10. Tie not broken

4.1.10 - Delete all and make rule "not in use".

Proposal Not carried 14 - 5

The Technical Committee will review each of the rules changes that were approved and re-

work them in a format that the IJCA will be able to send to ISAF for approval by the Keel Boat Committee. The above changes were approved in this meeting pending a review of all the rules are in conformity with the rule changes. Moved by Roger Harden that a formal notification of the changes be prepared by Nancy Zangerle and are to be posted on IJCA web-site to get class feedback.

All Agreed. Action item Nancy Zangerle.

John Peck reported on the Technical Committee's activities over the past year to fulfil the ten guiding principals as directed by the World Council in 2004 and they are as follows.

C) Alternative Penalties for Minor Rule Infringements - It was noted that the Alternative Penalties for Minor Rule Infringements are now incorporated in the Regatta Guidelines and as an Appendix to the Class Sailing Instructions. Lorne Chapman, the primary author, added that the final draft had received favourable reviews from International Judges on four continents

D) Safety Bulletin

A document is being prepared addressing common sense precautions as well as documented procedures mandated by some NJCA in extreme conditions. A draft will be posted on the website in approximately 3 to 4 weeks.

E) Web-site Development

Plans were outlined to create a Forum environment on website to keep the membership better informed and more involved.

9. Constitutional Review

Two sets of changes to the IJCA Constitution were proposed, one from the IJCA Executive Committee and one from The IJCA Technical Committee. A comparison of the two sets of proposals was done. Roger Harden led a lengthy discussion on the two proposals and several questions regarding the activities of the Technical Committee. After lengthy discussion each proposal was reviewed in their order and the following changes were approved.

Roger Harden made a motion to accept the following proposed changes to Item 3.4 of the Constitution, seconded by Robin Eagleson. Motion carried

3. OTHER TERMS AND DEFINITIONS

3.4

A District shall be a territorial unit comprised of three or more Fleets and independent boat owners within a specific geographic region. Designation of Districts shall be the responsibility of the NJCA. Each District shall, by vote of Fleet Captains within the District, elect officers. The chief executive officer of the District shall be known as the District Governor who shall have general supervision over the J/24 activities within that District. Each Governor will represent his/her District in the NJCA. *Roger Harden made a motion to accept the proposed following addition of Item 5.1.5 to the constitution, seconded by Geoff Evelyn. Motion carried*

5. Membership

5.1.5

The term "member" in the constitution shall mean member(s) as defined in Section 5. The term "World Council Member" shall mean the definition as stated in Section 9.1

9. WORLD COUNCIL

Roger Harden made a motion to accept the fol-

lowing proposed changes to Items 9.2.1, 9.2.2, 9.2.3 and 9.2.4 of the constitution, seconded by Geoff Evelyn. Motion carried.

9.2.

Each World Council Member representing a NJCA shall have one vote where that NJCA is current with the Annual Subscriptions and Fees as identified in Section 6.

9.2.1.

Each representative of the Copyright Holder and Designer shall have one vote.

9.2.2.

Each World Council Member has one vote at the WC Meeting where the number of boats owned by members of that NJCA is between 1 and 500 and those boats are registered with the IJCA Class Register.

9.2.3

Each World Council Member shall have one vote for every complete multiple of 500 International J24's in excess of the requirement of Section 9.2.3. *Geoff Evelyn made a motion to accept the following proposed changes to Item 9.8 of the Constitution, seconded by Lorne Chapman. Motion carried*

9.8

If a Member is unable to attend a meeting, the NJCA may appoint a substitute for that meeting only. Such designations shall be in writing and received by the Executive Director of the IJCA prior to the meeting.

Lorne Chapman made a motion to accept the proposed changes to Items 9.9.1 and 9.9.3 of the Constitution, seconded by (?). Motion carried.

9.9 Annual Meeting of the Council.

At its annual meeting, the Council shall:

9.9.1

In even years, elect one of its Active NJCA appointed members or any Full Member, in good standing, of an Active NJCA to act as Chairman of the IJCA for a period of two years and elect at least two members of the Technical Committee for a period of three years in accordance with Sections 11.1 and 11.2.

9.9.3

In odd years, elect at least two members of the Technical Committee for a period of three years in accordance with Sections 11.1 and 11.2., and elect one of its Active NJCA appointed members or any Full Member, in good standing, of an Active NJCA to act as Finance Chairman for a period of two years. The responsibilities of the Finance Committee are defined in the Bylaws of the International J/24 Class Association.

Geoff Evelyn made a motion to accept the proposed addition of Items 9.10.3 and 9.10.4 of the Constitution, seconded by (?). Motion carried.

9.10 Voting, Motions, Resolutions and By-Laws

9.10.3

The Executive Committee may, from time to time, enact By-Laws governing the operation of various committees, the day to day activities of the IJCA and any individuals appointed to perform acts on behalf of the Executive Committee. These By-Laws are separate from and do not form part of the IJCA Constitution.

9.10.4

Any such By-Law must be submitted to the World Council for approval at the next Annual

World Council meeting. Approval shall be by simple majority vote. *Roger Harden made a motion to accept the following proposed change to Item 10.5 of the constitution, seconded by Geoff Evelyn. Motion carried*

10. EXECUTIVE COMMITTEE

10.5

The Executive Committee shall have the power to appoint other committees that shall have and may exercise such authority of the Executive Committee, as it shall prescribe. Such appointments shall be ratified at the next meeting of the World Council.

Roger Harden made a motion to accept the following proposed change to Item 11.1 of the constitution, seconded by Geoff Evelyn. Motion carried

11. Technical Committee

11.1

The Technical Committee shall be composed of experienced sailors who have been nominated by their NJCA; who have demonstrated excellent knowledge and understanding of the One Design aspect of the J/24 as was intended by the Designer and who have extensive measurement experience. The Committee shall be comprised of the Designer or his appointee, and should have six members which reflect the international membership of the class

11.2

The Technical Committee, with the exception of the designer or his appointee, shall be elected by the World Council for three year terms;; at least two of its members being elected each year and operate as an advisory committee to the Executive Committee.

11.3

The Technical Committee shall select one of its members to serve as Chairman for an annual term

11.4

The Technical Committee shall carry out all duties as set out in the IJCA By-Laws and any duty that may be assigned time to time by the Executive Committee *Roger Harden made a motion to accept the following proposed changes to Items 14.3.1 and 14.3.2 of the constitution, seconded by Robin Eagleson for 14.3.1 and Anthony Kotun for 14.3.2. Motion carried*

14. Changes in International J/24 Class Rules (for Measurement Certificates)

14.3.1

A vote of the World Council Members attending the Annual General Meeting held in even numbered years prior to the submission and approval by the ISAF.

14.3.2

A vote of the World Council Members in writing after presenting the resolution/motion in writing by mail, telex, fax or electronic mail prior to the submission and approval by the ISAF.

Two sets of By-Laws, referred to in 9.10 that define the operation of the Technical and other Committees, were presented to the council, one from the International Technical Committee and one from the Executive Committee. The consensus was that those from the Technical Committee were better organized and were adopted in principle. The Executive Committee will review, amend, change and add to where appropriate and present them at the next World

Council.

By-Laws of the International J/24 Class Constitution

1. Technical Committee

1.1. The Class Rules and Rule Change

Process – The committee shall maintain and publish a process for the submission of Class Rule changes.

1.1.1. The committee will maintain intelligibility for the class membership throughout the rule change process by tracking and publishing all proposed changes from receipt through to resolution including comments from the Committee and recommendations to the Executive Committee.

1.1.2. The committee shall receive and publish all rule change proposals, provide and publish comments to the Executive Committee within 30 days of receipt.

1.1.3. The committee shall consult with interested parties in the review of any rule change proposal and include the results of that consultation in the comments to the Executive Committee.

1.1.4. Following approval of proposed changes by the World Council, the committee shall prepare the ISAF Rule Change submission in accordance with the requirements of Section 14 of the IJCA Constitution.

1.1.5. The committee shall ensure that the wording of all Class Rules is clear and easily understandable by members worldwide in order to facilitate selfmeasurement and ensure compliance with Class Rules.

1.1.6. The committee shall annually review the IJCA Class rules to ensure they are consistent with ISAF rules format.

1.2. Measurement Manual

The committee shall be responsible for producing and publishing the IJCA Measurement Manual.

1.2.1. The Measurement Manual shall describe all methods, techniques and devices to be used for measuring boats for compliance with class rules. It shall be designed for use both by Class Measurers and individual measurers.

1.2.2. The Measurement Manual shall be updated at least annually to ensure conformity with class rules including changes to be in effect for the current year and published by March 1st of each year to coincide with the implementation of any approved Class Rules changes.

1.2.3. The Measurement manual shall contain a cross reference to Class Rules that can be published separately and is kept current with rule changes.

1.2.4. The Measurement manual shall contain a section containing "Rule Interpretations" for questions associated with Class Rules, Measurement, rulings that are made in conjunction with duties at World and Continental Championships, and support to Protest Committees relating to class rules and measurement.

1.3. Technological Changes

The committee shall keep informed of technological changes to ensure that appropriate developments are investigated, and if appropriate, are developed into class rule change proposals in support of Section 1.1 of the IJCA Constitution and or changes to the Measurement Manual.

1.4. World and Continental Championships

The committee shall support these championships as follows:

1.4.1. At least one member of the committee will be designated to attend each World and Continental Championships to ensure that the One-Design nature of the Class is maintained and provide support in the interpretation of the Class Rules where required.

1.4.2. Funding for Technical Committee attendance will be provided by the event Organizing Authority.

1.4.3. The committee member(s) will approve and oversee the measurement processes at these championships.

1.4.4. The committee shall create and maintain a process for measurement at all World Championships including appropriate measurement forms in required formats.

1.4.5. The committee shall create and maintain templates of Notice of Race and Sailing Instructions for World and Continental that comply with the racing Rules of Sailing for use by the member NJCA's hosting these events. These shall include a set of "Alternative Penalties" for minor infringements of class rules to be incorporated.

1.4.6. The committee will review all World and Continental Notices of Race and Sailing Instructions to ensure compliance with IJCA Regatta Standards and the racing Rules of Sailing, and recommend any changes for approval by the Executive Committee and the Organizing Authority.

1.4.7. The committee will create and maintain a set of guidelines for the Organizing Authority and the Race Committee that are to be used when conducting World and Continental events.

1.5. Class Measurers

The Technical Committee shall, in conjunction with the NJCA's recruit, certify and support a network of Class Measurers to cover countries and regions where the class is active.

1.5.1. The committee shall develop a process for training and certifying Class Measurers worldwide.

1.5.2. The committee shall monitor the work of Class Measurers to ensure the One-Design Nature of the J/24 is maintained and compliance with measurement methods and techniques as defined in the Measurement Manual.

1.6. Communications

The Technical Committee shall provide intelligibility and continuous access to its work.

1.6.1. The committee shall respond to questions from member NJCA's, Class Members and other interested parties. The questions and responses shall be published so as to be freely available to all members.

1.6.2. The committee shall operate, moderate and participate in an internetbased forum to respond to questions as in 1.6.1, post and comment on rule change proposals, and encourage participation by members on all aspects of the committee's work.

1.6.3. The Technical Committee shall report their activities to the Executive Committee prior to the annual World Council and/or at such times as required by the Executive Committee.

2. Executive Committee

To be developed

3. Finance Committee

3.1 The primary responsibility of the Finance Committee is to be the liaison between the Executive Committee and the Executive Director, assist in the preparation of the annual budget, and to monitor any budget variances.

4. Promotion Committee

To be developed

10. Elections

John Adams, Councillor of Honour, took responsibility for the election of Class Officers. He expressed his regrets that Rudy Wolfs decided to leave the position of Chairman and thanked Bob Turner for taking charge of the meeting today.

A. Chairman - Geoff Evelyn nominated Bob Turner

Seconded by Jim Farmer.

All in Favour.

Bob Turner elected to post IJCA Chairman for next year.

A. Vice Chairman - Remco Van den Berg nominated Jim Farmer.

Seconded by Robin Eagleson. All in favour.

Jim Farmer elected as Vice Chairman for the next year.

B. Roger Harden reconfirmed as Finance Chairman.

Alyn Stevenson AUSTRALIA appointed Executive Committee member according to IJCA Constitution Item 10.1

C. Jim Farmer nominated Remco Van den Berg a second member of the Executive Committee. Seconded by Bob Turner All in favour. Geoff Evelyn nominated by Jim Farmer and seconded by Robin Eagleson. Brad Reid nominated by Geoff Evelyn seconded by Jim Farmer. Geoff Evelyn elected Executive Committee Member by ballot.

D. Technical Committee: The Council regretfully accepted the resignation of Hauke Krause and Francesco Ciccola from the Technical Committee. In accordance with the new 9.1 and 9.3 of the Constitution, the remaining current members of the Technical Committee were elected by acclamation for terms as follows:

John Peck, One year term

Reid Stava, One year term

Stuart Jardine, One year term

Kenneth Porter, Two year term

Lorne Chapman, Two year term

Hank Killion remains as a member of the committee as the Designer's appointee.

Remco Van den Berg nominated Gunther Muller of Brazil, seconded by John Peck. Eddie Linthout nominated Paolo Luciani, seconded by Remco Van den Berg. Stuart Jardine nominated Nils Jannichsen, seconded by Remco Van den Berg. Alyn Stevenson nominated John Crawford, seconded by Lorne Chapman.

There being three vacancies and four nominations the Council elected the following new members by ballot:

John Crawford (AUS-JCA), Three year term

Gunther Muller (BRA-JCA), Three year term

Nils Jannichsen (NED-JCA), Three year term

E. Promotion Chair - Nancy nominated by Robin Eagleson, seconded by Jim Farmer. All in favour

11. Lunch

The Council had a working lunch.

12. Strategic and Operational Discussion

A. 2006-2007 Calendar of events. No comments were made

B. Website

Nancy Zangerle discussed new format. Class constitution should be on there. Recognises needs improvement. Lorne Chapman suggests moving calendar up on the priority list.

C. Meeting of European NJCA's

Stuart Jardine advised that the European members will finalise Greece proposal to host the Europeans. Nikos says shaping up well in Greece. Stuart suggests southern European champs and setting up charter boats as a long way away. Action to play Greece and Italy DVDs later in week in Regatta Village.

D. Nancy Zangerle gave a report on her mandate as Marketing and Promotions Chair which included the direction she received from Rudy Wolfs. They included: the creation of a template for press releases - this has been completed; develop an international media contact list for Class press releases and news - in progress and an ongoing task; develop and on-line newsletter that will contain international content and will include active updates on events etc. and will be published quarterly; develop image branding including updating the J24 logo. There was discussion on the method of distributing the newsletter, e.g. posting the newsletter on the IJCA website and the possibility of emailed distribution direct to members. There was no resolution on how to accomplish an email distribution. It requires further investigation; possibly with a sign-up on the website for receiving an emailed notice when a new issue is posted. There was a concern on the size of the document, which would include photos when possible. A large document may be bounced if someone's email box is full. Other topics discussed were the need to look at branding including updating the class logo; the planning of the 30th Anniversary Regatta in Newport. Nancy Zangerle also indicated that she will need help on sorting out the Open Forum so that only current discussions are maintained. She also suggested that there may be a "Best of the Open Forum"; input from members. Pivotal part of class in next year.

E. Sponsorship.

Discussion led by Bob Turner. He indicated that the response rate was about 2 positives for every 100 contacts. To increase value for sponsors, Bob Turner asked that all notices of race and regatta instructions included asking all competitors to leave sponsors' stickers and logos on their boats until they were back in their home ports. This would give sponsors visibility on the roads and ferries on the return trip.

F. Yearbook

John Peck advised that at advertising rates were unchanged for 12 years It will be a selling point to advertisers, "No rate increase for 12-years, and distribution to every member of the IJCA". If enough advertising is sold it would allow the IJCA to keep the cost of the yearbook at \$5.00US. John encouraged each NJCA to solicit advertisers so that the normal 20% ad commission would be credited to that class Geoff Evelyn recommended Nancy Zangerle

and John Peck look at other International Class Yearbooks for content etc. Contributions to the yearbook will be solicited from all NJCA's.

G. Status/Future of International Women's Open Championship

Marianne Schoke-Holzer reported that support of Women and encouragement for others to get involved is required. She is working with match racing girls in Sweden and Denmark to increase participation. They are lending boats to other women sailors as a means of introducing them to the class. There is need for emphasis on youth promotion. There will be a perpetual trophy for the top women's team at this and all subsequent Worlds. Stuart Jardine indicated that the Class should set a policy that allows more women's teams to enter worlds. The Executive Committee will take under consideration.

H. 2007 Pan American Games

No update was available at the time of the meeting

I. Open Discussion on Executive Committee Initiatives

Action Item: Bob Turner will get status from Rudy Wolfs and advise all present.

13. Proposals for Continental & World Championships

Geoff Evelyn pointed out that each area sorts out their own Continental Championship and there is probably no need to discuss it in the meeting.

All Agreed.

Geoff Evelyn moved to accept Italy's bid for 2008 World Championships in Porto Rotundo, Italy.

Motion Carried.

14. Progress Reports

A. Australian and Mexican World Championship Alyn Stevenson updated the World Council on the preparations for the worlds in Australia. Marianne commended AUS promotion of worlds in Kiel. No Report available from Mexican NJCA

B. 2006 European Championship - Parkstone, United Kingdom Bob Turner reported that good progress is being made.

C. 2006 North American Championship - Rochester, New York Jim Farmer reported that the event is shaping up well and looking forward to a good event.

2007 - Los Angeles, California

D. 2006 South American Championship

No report was available at the time of the meeting.

15. 2006 IJCA Meeting Scheduling

Jim Farmer proposed that USJCA hosts the 2006 meeting in USA in September. All agreed that September was too late to allow proper consideration of rule changes that need to be sent to ISAF by the end of August. Roger Harden proposed that the Executive Committee look at calendar and make a plan for location and time.

All Agreed

16. Adjournment.

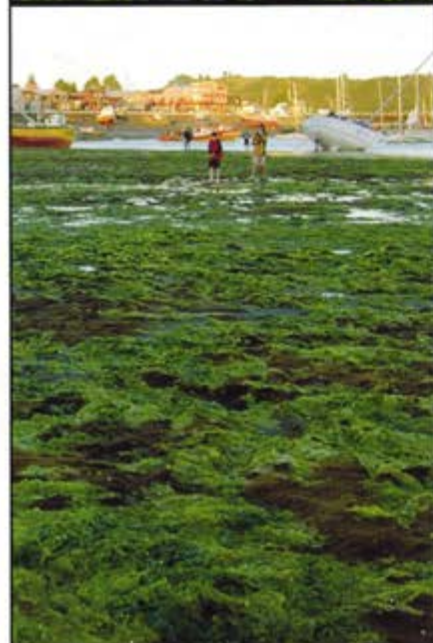
Bob Turner thanked the attendees for their patience. He indicated that there was a need to be much better prepared to make best use of time in meeting.

Meeting adjourned at 19:50

Draft of 4'0"?

Beached J/24s aren't the norm, not even in Chile. But at the Chiloé 2006 Race the "field" of perfectly vertical beached J/24s served as a great spectator attraction for both participants and the inhabitants of the small village of Quemchi. The tides, sometimes varying as much as 8 meters, made for the picturesque scene. Eight hours later, the boats were afloat without damage, though some mental anguish. The regatta boasted 70 boats, nine of them J/24s.

Submitted by Patricio Seguel, Chile



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