

A composite image featuring a white sailboat with four crew members sailing on a blue globe. The background is a collage of various national flags, including the Argentine flag (sun emblem), the United Kingdom flag, the United States flag, the Australian flag (star emblem), and the Japanese flag (red circle). The sailboat's sails are white, and the hull is white. The text 'International J/24' is prominently displayed in a stylized red font with a black outline.

International J/24

2006 Yearbook

THE BEST J-24 SAILORS ARE THOSE WHO RECOGNIZE A PERSISTENT SHIFT FIRST.



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International J/24 Class 2006 Yearbook

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2006 YEARBOOK



Bob Turner

Chairman

Those who read my report in last year's Yearbook will know that my aim is to strengthen the position of the J/24 Class as the most successful keelboat class with a cabin of all time. In achieving this, we needed to build on what is right about the boat and the regatta programmes that we create for it, but not be afraid to evolve and initiate where change is clearly needed. Let me now briefly outline where I think we stand.

At the World Council Meeting in Ireland, your representatives voted on a large number of Rule Changes. These encompassed both the Constitutional parts of our rules and those specific to the boat itself. The former not only brought us up to date with more modern commercial practice, but also enabled your committees to operate more efficiently, and most importantly, more quickly. On the latter, you will have followed the debates on the class website and will have noticed that we are trying to make the boat cheaper and easier to own, maintain and race.

In making the changes, please note that as an International Class we do require the endorsement of the Interna-

**My aim is to strengthen the position
of the J/24 Class as the most successful
keelboat class with a cabin of all time.**

tional Sailing Federation, and this again takes a little more time and liaison with the appropriate officials. That said, I am very pleased to report that we are no longer tied to a 2-year timescale for rule changes. This means that it is even more important for class members to make their views known to their NJCA, and the Executive or Technical Committees, because we are now in a position to respond swiftly. Hopefully, the frustrating delays of the past are now well astern.

In my ideal world, I wish to see fewer rule changes, because after 30 years and a big effort in the last 12 months we should have just about got it right. However, we do not live in an ideal world, and there will always be the odd surprise or further good ideas to react to. Nonetheless, if your Class Representatives can spend more of their time and energy on the regattas, marketing, promotion and sponsorship elements, then we will make owning a J/24 even more fun.

Let me give you two examples of what I mean. Last year, we held a J/24 Women's Open Championship, hosted by Beverly Yacht Club on Buzzard's Bay, Massachusetts, USA. It is proposed to make this an annual event and move the event's location around the world. A second initiative seeks to create a Continental Championship in Asia, an area where there is certainly scope for growth in our Class.

In preparing for the next World Council Meeting in October in Italy, the Executive Committee is hoping that with the new rule change process in place, we will not have to spend a large proportion of the Council's time on debating and voting on the rule changes. This again will free up more time to consider future initiatives, and target class finances to the greater benefit of the membership. This is already reflected in our Annual Action Plan. Please channel your personal views early through the system. For instance, what about more match racing? The Nations Cup held in Dublin using the J/24 was a fantastic success, thanks to the drive and enthusiasm of the Irish NJCA. Similarly, the Bahrain Match racing series in November was a hugely successful event. Is there a desire and scope for more of this?

Sometimes you need to look backwards to move forwards. In the United Kingdom, I continue to be impressed by the number of relatively old classes of dinghies and keelboats that enjoy excellent racing and consistently large turnouts. I know it is the same in some other countries. In other words, you do not need to be modern, light and ultra fast to be successful. What you do need is for all the factors

that make competitive sailing such fun, to be in place; that includes many factors off the water, as well. I hope that you can sense the flavour of the next WCM, so please do contribute your thoughts.

In summary, the last year has seen a large volume of committee energy devoted to Constitutional and Rule Changes. I believe that we are now in a position to capitalise on these and your class officials are ready and willing to do so. I have many, many people to thank on your behalf. Please look at the list of people who form your committees and the International Class Directory elsewhere in this ever informative yearbook. Every one of them has worked hundreds, and in some cases thousands of hours for you.

Please support them in every way you can, by for example helping with a project or regatta, getting some sponsorship, or dare I say it paying your dues on time!

After just over a year as your Chairman, I must confess that I am enjoying it immensely. The people I work with, communicate with and sail with or against are a constant source of inspiration and encouragement. I look forward to seeing you at the World Championships in Mexico and at many other regattas. Get out on the water and have fun!



Eric Faust

Executive Director
International J/24 Class Association

2006 was another great year for J/24 sailing around the globe and in this magazine you'll see some of the highlights. From our World Championship to local club racing, J/24 sailing offers something for everyone, and we continue to be one of the strongest one-design classes in the world.

As a testament to the vitality of our Class, worldwide membership remains strong and this year we're looking forward to bringing more countries into our J/24 family.

Our year kicked off early with a great World Championship held in Melbourne, Australia during January. Just four months after our 2005 Championship, Brazil's Mauricio Santa Cruz took the podium as the 2006 World Champion after a windy regatta down under. Mauricio is a fine competitor and is another great representative for our Class in the world sailing scene.

On the continental level, our Class held three major championships. The European, South American and North American Championships were well attended and

and beyond to make this a memorable experience for everyone. Aside from the standard administrative work, the World Council voted to approve a number of changes to our Class Rules.

You can read a description of each of the changes elsewhere in this issue in the minutes of that meeting. Our Technical Committee Chairman, Lorne Chapman, spearheaded the rules change process and has subsequently successfully shepherded the approved changes through the ISAF approval process.

We all owe Lorne and the rest of the Technical Committee a big "thank you" for their efforts. Now that we have ISAF approved rules, I will be working to print a new Class Rule Book for distribution to all the members. Until that time, you can access the rules through our website at www.j24class.org.

Speaking of the website, we also owe a debt of gratitude to Mike Lucas, who has been serving as the volunteer IJCA webmaster for the past few years. Mike is a die-hard sailor,

Worldwide membership remains strong and this year we're looking forward to bringing more countries into our J/24 family.

well organized events in 2006. Our Class organizers have been working hard to develop consistent standards for our major regattas, and the success of these events shows that we're making good progress. As always, this is a work in progress and we're always looking for ways to make our regattas fairer, more affordable and more fun for the sailors.

Aside from the established Class events, 2006 also saw the J/24 used in major match racing regattas around the world. Underscoring its true global ubiquity, in this issue you'll read about J/24s racing in Bahrain and Ireland in top-level international competition.

These events not only show the strength of our Class, but are also a great way to introduce new sailors to the boat. Our Executive Committee is committed to pursuing more of these opportunities in the future, so please let us know if you have any events that could involve J/24s and we will work to accommodate the organizers.

In August, the Irish J/24 Class hosted J/24 sailors from around the world for the 2006 World Council Meeting, held in Lough Erne, Northern Ireland. The IRL-JCA went above

but has recently moved on to another class and he would like to hand over the reins to a new volunteer.

We are in the process of making this change and are looking forward to adding more functionality and information to the website over the coming months.

The 2007 sailing season is already underway, and as I write this we're gearing up for the World Championship in Puerto Vallarta, Mexico. The MEX-JCA has put forth a big effort and we're confident this will be a fantastic event. In addition to the Worlds, we have a full schedule of regattas for every skill level and budget.

I encourage everyone to check out www.j24class.org for the worldwide regatta calendar, and if you don't see your regatta listed, feel free to add it to the schedule.

Finally, if you have any questions or input about the J/24 Class, please feel free to contact me or one of the other Class officers. We are committed to making the J/24 Class the benchmark by which other classes are measured and will be happy to help you have more fun with your boat. I look forward to seeing you on the water soon.



Lorne Chapman

Chairman, International
Technical Committee

Looking ahead as we start 2007, there are a number of open and active issues that the ITC is working on to improve our service to the Class. We have sub-committees working on specific projects and handle a steady stream of both requests for things like rule interpretations and development of ideas for improving the measurement process. It never stops.

By the time you read this, we should have the batch of rule changes passed at the 2006 World Council Meeting through all the hurdles in effect. The Class will be printing a Rule Book this year, and the full rules are published on the IJCA web site. While on the subject of rule changes,

we're able to use a more open process with the tools such as the forum and documents on the web site that enable free discussion. ITC members monitor the forums

All of this material is available in the Class Documents part of the web site under Organization. There you'll find an index of all the documents and related material that we look after, and what triggers updating each.

From the ITC perspective we are grateful for the web site and accompanying tools that Past Chairman Rudy Wolfs and Michael Lucas have donating to the Class. This provides the platform for making all our information freely available and easy to update — and most importantly making the workings of the ITC visible to the Class.

Another area where the ITC is active is improving the measurement processes. We are aware of the challenges in being consistent in some of the measurements such as the point for measuring the forestay length and "J", and for the 400 mm mark on the mast, and are investigating alterna-

On the subject of rule changes, we're able to use a more open process with the tools such as the forum and documents on the web site that enable free discussion.

and try to interact wherever possible. Formal proposals for rule changes, however, still need to be directed to the Chairman of the ITC.

The Class technical documents that the ITC maintains have all gone through an update cycle to make them consistent and comply with the 2005-2008 Racing Rules of Sailing. These include the Regatta Regulations (formerly the Regatta Standards), and the Class standard Notice of Race and Sailing Instructions. Regatta organizers are advised to use these for J/24 regattas.

All include options and flexibility appropriate to the level of the event — so it's time to retire that set of 5-year-old SIs that have served you well and pick up the updated document templates that all help to provide the consistency from event to event — all part of the One Design principle.

The Class web site has allowed us to make the Measurement Manual freely available so that if you are making changes to your boat, you can measure them yourself using the same techniques Class measurers use. We are using the web site to publish the ITC's rule interpretations — answers to questions about whether certain practices or modifications are acceptable under the Class rules.

tive approaches to these. This is ongoing work and you might see some experimental measuring at regattas as this work continues. We are also working with a template made from sail pattern material for measuring sails rather than having to lay out the floor each time there are sails to be measured.

This was started in the UK and is being picked up in North America to help with consistency in sail measurement while saving measurer time. Current plans are to use this at the Mid-Winters and at the 2007 Worlds. The parallel effort in Europe that started with the 2006 Europeans will continue at major 2007 regattas.

Tim Winger is heading a sub-committee with Stuart Jardine and Hans Spiller, the Seattle fleet measurer, to bring together recommendations and best practices for improving safety and making the boats sink resistant. We expect to see the results of this before mid-year.

There's a project underway led by Stuart Jardine in the UK and Alyn Stevenson in Australia to rejuvenate old boats in need of serious upgrading including weight reduction to get them back to being potentially competitive. This is in the early stages but a promising initiative considering the age profile of our fleets and access to builders.

ITC REPORT Continued

An initiative we have planned for the first half of 2007 is a survey of sailmakers and sailcloth manufacturers to see if there are any new materials or other changes that could positively impact the sails being used in the Class. This is a topic that comes up in the forums and we believe will benefit from a structured and objective study approach. In keeping with the open approach, the results will be published as soon as we have something meaningful.

As the ITC looks at the potential changes arising from the work that is underway, we are always conscious of keeping the three-way balance between preserving the one design principle that is the foundation of the Class, introducing changes that benefit members and keep the boat attractive, and making the cost and rate of change manageable for owners. This is a subject that consumes a good part of our discussion time and where we need regular input from members.

The ITC welcomes your input and we encourage your communication in any form. It is the best source for us to keep in touch with the many different viewpoints in the Class. We can't always agree with or act, but we do listen and dialogue.



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Santa Cruz is 2006 J/24 World Champion

By Di Pearson



Photos courtesy of Sail Melbourne

The Brazilian crew of *Bruschetta* (BRA 37), skippered by two-time Tornado Olympian Mauricio Santa Cruz, won the 2006 J/24 World Championship in Melbourne, Australia in convincing fashion.

"It is awesome to win," said Santa Cruz, "I have a very good team behind me – we have spent three years in the J/24 and have trained every week. We came second at the Worlds last year, that was a bit lucky because two other top boats had a prang (one of them was Australian champion Sean Kirkjian) so we moved to second."

"This is just fantastic, of course we are very happy. The sailing is very nice here and the race officers are very good," said Santa Cruz, who represented Brazil as a skipper in the Tornado class at both the Sydney and Athens Olympic Games. The winning crew included boat owner and Europe's J/24 builder, Paolo Boido (mast),

Alan Adler (tactician), Alex Saldanha (bow) and Daniel Santiago (trimmer).

With the final day of racing cancelled after huge winds pummeled Port Philip, many teams hoping for one last chance to move up in the standings left disappointed. Forty J/24 teams participated in the Sail Melbourne J/24 World Championship, January 16-20, at the Sandringham Yacht Club.

While the Brazilians made it look easy, winning Race 1 and sailing a most consistent series, Saldanha said that was not so. "It was very tough competition and anything could have happened. ... There are a lot of high standard people here."

For the Japanese, the crew's shouts of excitement as they ran to tell skipper Sakamoto aboard *Siesta* of their second place was impossible to miss. Sakamoto was mid-interview with reporters when three of his crew jumped aboard yelling excitedly. They then

shook his hand, picked up the 26-year-old, and in the old tradition, threw him into the Bay amid much laughter.

Their happiness was palpable – and rightly so. This was the biggest win of their career. “We did not do so well at the last Worlds or our Nationals – we are very happy. We trained every Saturday and Sunday since the last Worlds,” said Sakamoto, who comes from Wakayama City, just south of Osaka. “We enjoyed sailing here very much – the people are nice too and the race people (officials) do a very good job – the best,” he added.

For the *Inmarsat* crew it was a bittersweet third place. Their first four races kept them in second place, but disaster struck in Race 5 when the Brazilians won a protest against them, and although they recovered well, recording more consistent results, a 16th place in Race 10, coupled with a shortened series, the one-race drop did them no favors. Nor the fact their that charter boat weighed heavier than expected.

“We’ve had a ball though,” said *Inmarsat*’s co-owner Chris McLaughlin, who is Vice President Corporate Affairs for *Inmarsat*. Skipper Ian Southworth from the Hamble echoed his co-owner’s thoughts, “Fantastic conditions here and we’re absolutely thrilled with our third.”

“This is the first time I’ve ever sailed here and we’ve really enjoyed the conditions, except for yesterday – it was too brain testing,” added McLaughlin, who’s sailing base is Cowes, on the Isle of Wight.

McLaughlin said the partnership between skipper Ian Southworth and American Max Skelley was “brilliant – one compliments the other – it’s a lethal combination.” The Brit last sailed the Worlds in 1993 and finished sixth, then decided “I’m not playing anymore,” and put the boat away for some time.

American Susan Taylor, helming *Five to Six* (USA 2223), was awarded the Jaeger Trophy for the top finishing woman helm in the regatta.

Day One

“Shifty, light and choppy,” was how Luigi Ravioli (ITA 233), skipper of *Black Jack*, described the long first day of racing at the J/24 World Championship. “It was too choppy for upwind racing in the second race, but we are happy to lead,” said Ravioli, who finished the 2005 Worlds in third place. Ravioli’s three second-place finishes on the first day placed the Italian team in a seven-point lead.

Ravioli’s sentiments on the sailing conditions were validated by others. “Very fickle – it was strange,” said 12th placed Sandringham Commodore Phil Coombs, “choppy for the light wind strength (around 5 knots) – it didn’t add up. The breeze shifted, it was frustrating.” Coombs was the leading Aussie until Race 3.

The international entries fared well in the fickle breeze, with the much fancied *Bruschetta* crew, helmed by Mauricio Santa Cruz (BRA 37), in second place and Ian Southworth’s *Inmarsat* (GBR 4270) third. Santa Cruz was the only one of the three top boats to score a win. Other wins went to the lone female skipper in the fleet, American Susan Taylor sailing *Five to Six* (USA 2223), and *The Pie*, (USA 1892) skippered by David Klatt.

The Australians languished in the light air and chop. Sean Wallis’ *Fly Emirates* (AUS 190) crew from Western Australia, fresh from their National title win the prior week, finished seventh overall following mixed results. Their best finish of the day was a sixth in Race 2. NSW champion and former National titleholder Sean Kirkjian on *Death Star* (AUS 145) had a disappointing start to the regatta, sitting in 17th overall after three races. “We looked good in the first race up the first beat, but from there we went backwards.”

With three races sailed, and one race shortened under the light conditions, competitors hoped for a better Day Two of racing.



Photos courtesy of Sail Melbourne



Photos courtesy of Sail Melbourne



Photos courtesy of Sail Melbourne



Day Two

Breezier conditions (15 knots) found favor with the leading competitors and Australian teams in the second day of racing at the J/24 World Championship. While the crew on *Bruschetta*, finished the day in the lead, all the wins in Races 4, 5 and 6 went to Australian boats at the Sail Melbourne event.

Three races were sailed off Sandringham Yacht Club in winds that built all day and reached the 20-25 knot range by Race 6. Although the Brazilian crew took the lead on points from the Italian team, neither scored a win.

New Australian champions Sean Wallis and crew on *Fly Emirates* notched two wins – in Races 4 and 6, with a 14th in Race 5. "The conditions in the first race were right for us. The chop just killed us yesterday," Wallis said. "We don't mind the stronger winds, but we have a very good Italian boat and a very good Brazilian boat that are going to be very hard to beat," Wallis said, referring to *Bruschetta* and second placed *Black Jack* (Luigi Ravioli). Wallis, from Royal Perth Yacht Club, said *Bruschetta* had come through the fleet very quickly in Race 4 and then he had the Italians to contend with in Races 5 and 6.

Bruschetta's Santa Cruz was happy with their performance and to be leading. "I have a very good crew; that is why we do well. The first race was light and shifty – very difficult, but after that, it got windy and we were sailing well downwind. This is a very nice place for sailing; we are all enjoying it. We had a very nice start in the third race, but we had our genoa up and everyone else had a jib. It was a big mistake for us," he said.

Doug McGain was the other winner on Day Two, taking out Race 5, which lifted his *Code Violation* (AUS 186) crew from NSW up the board into ninth place overall.

Day Three

A perfect day's sail was how competitors described the big gusty southeasterly winds on Port Phillip. The Brazilians were not deterred by the breeze, as they continued to capitalize on their lead at Sail Melbourne after winning Race 8. The *Bruschetta* crew, skippered by Santa



Photos courtesy of Sail Melbourne

Cruz, handled the gusty and lumpy seas to finish seventh in Race 7 and win Race 8 to lead the 12-race series.

Wataru Sakamoto's *Siesta* (JPN 5179) moved into second place after Luigi Ravioli's *Black Jack* (ITA 233) scored an OCS in Race 7. The Italians dropped down to fourth place overall. Ian Southworth's *Inmarsat* (GBR 4270) retained third place, despite being disqualified from Race 6 overnight following a protest by the Brazilians.

Winner of Race 7 was Ben Lamb's crew on *Kaotic* (AUS 160). "I got a good start quarter way from the boat end – we hit the line with speed. Our tactician Ben Morrison did a good job of sending us the right way – which was the left side. After that we just kept it simple – we went for speed, but played it safe."

In Race 8, Olympic Laser medallist Michael Blackburn, *J-Spot* (AUS 167), put a cat amongst the pigeons to finish second. As the *Black Jack* crew match-raced the Brazilians for first place to the finish, Blackburn sailed between the two to snatch second place – his years of Laser racing skill showing.

While most of the host Australian teams had a good day of racing with improved conditions, Nev Wittey, *Starpac* (AUS 206), had his worst day. A 19th in Race 7 looked good after a 31st in Race 8. "We lost our owner, Terry Wise, over the side and it took a while to haul him back onboard. He didn't let go, so that shortened the period somewhat," Wittey said, adding, "Conditions were magic, just perfect out there, despite what happened."

Winds reached 17-23 knots and there were plenty of waves to surf out on the windward/leeward course, where many broached and wiped out, including the Brazilians. "Yes, there was a lot of action out there today," said Race Director Kevin Wilson, "quite a few broaches coming up to the second mark and a couple of wipe-outs under spinnaker as they went through the gybe, then a couple hit the top mark and a further two hit the finish mark, costing them all quite a few places."

Protests and breakages were common. Sean Wallis protested Stephen Girdis' *Convicts Revenge* (AUS 161) amongst others. Tadeusz Bartlewski and the Canadian crew aboard *Single Malt* (CAN 4013) had a particularly rough regatta. After being holed near their stern on day two, they broke their rudder, while the Simon Grain's Kiwi crew on *Kicking Bottom* (NZL6) experienced everything but that – their mainsail tore during Race 7, they did not finish Race 8 and finished the day at the bottom of the table.

Day Four

Most of the 40 crews came ashore frustrated after the fourth day of racing in the J/24 World Championship off Sandringham Yacht Club. One team without frustration were the Brazilians on *Bruschetta*, who despite patchy up and down winds, managed fourth and second places in Races 9 and 10 at Sail Melbourne.

"We had a bad day – no good – not happy," said Anna Sargenti on the Italian entry *Black Jack*. She referred to their 18th and 14th places today. Luigi Ravioli's boat seemed to be going backwards since scoring 2-2-2 results on the opening day of the regatta.

Following a number of protests from Day Three races, the overall standings changed. After disqualification in Race 8, Wataru Sakamoto, *Siesta*, moved from second overall down to fourth. *Inmarsat* with Ian Southworth moved up into second place and Luigi Ravioli's *Black Jack* moved to third.

The Brazilian crew, skippered by Mauricio Santa Cruz, had a better time of it on the J/24 course on



Photos courtesy of Sail Melbourne



Photos courtesy of Sail Melbourne

Maurico Santa Cruz pounds through the surf on his way to winning the 2006 World Championship.

Port Phillip, holding a five point lead over *Siesta*, with the Brits on *Inmarsat*, retaining third place.

However, a new player emerged at the end of Day Four, when the American crew on *Brain Cramp* (USA 1208), skippered by Mike Ingham, scored two bullets, moving them up from seventh into fourth place.

The best-placed Australian crew sat in sixth place. Doug McGain and his crew on *Code Violation*, finished their day with 22-6 results. Asked was he surprised by the Aussie results, McGain said, "I guess I thought the local guys would do a bit better, but not the rest. The international standard here is really up there – they are world class."

Day Five

Huge 30-40 knot winds swept Port Phillip and Race Officials at Sandringham Yacht Club felt it prudent to cancel the final two races of the 12-race J/24 World Championship series. Mother Nature's sudden declaration that the party was over left a happy



Werner Horn

Susan Taylor was awarded the Jaeger Trophy for the top finishing woman helm in the regatta.

Brazilian, Mauricio Santa Cruz, and his crew of *Bruschetta* (BRA) as the new J/24 World Champions. The *Bruschetta* team finished a whopping 20 points ahead of 2nd place Japanese entry, *Siesta*, skippered by Wataru Sakamoto. Ian Southworth's British entry, *Inmarsat*, took third place, just four points adrift of the Japanese.

The all-international affair at the top of the podium surprised the Australian hosts. The best-placed Australian was Doug McGain and his crew on *Code Violation* from Middle Harbour in Sydney. McGain said they were disappointed that racing was canned and the series finished early. "It would have been nice to have another crack today, we were hoping to move up the scoreboard a bit – and we like a lot of wind. Having said that, we are pretty pleased to beat the two Sean's (Wallis and Kirkjian) and be top placed Aussie boat."

The third placed British crew would have liked the extra two races and so would the Italians on *Black Jack* who started the series so



well – for the same reason as McGain. Even the *Bruschetta* crew were looking forward to more racing, but were very excited to win the event none-the-less. Santa Cruz paid tribute to his boat owner, Italian J/boat builder Paolo Boido and Brazilian crew members Alex Saldanha, Daniel Santiago and Alan Adler. Alder was the 1989 Star World champion and current team manager for Brazil in the Volvo Ocean Race.

The regatta end brought a round of thanks to Race Directors Kevin and Ross Wilson, and their team of Race Officials who ran a fantastic event. Thanks were extended to all the ground volunteers. Sail Melbourne was made possible by the support of event sponsors: Sport & Recreation Victoria, Collex, Parks Victoria; associate sponsors Bayside City Council and Menere's BMW Brighton and support sponsors Ronstan International, Schenker Australia, the City of Kingston and the City of Port Philip.

**The Sail Melbourne International Regatta Presents
2006 INTERNATIONAL J/24 WORLD CHAMPIONSHIP
Hosted By Sandringham Yacht Club
FINAL RESULTS**

Place	Sail No	Boat Name	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	BRA 37	BRUSCHETTA	2	4	1	7	[13.0]	5	2	5	7	1
2	JPN 5179	SIESTA	4	9	[41.0Q]	2	5	7	6	3	8	10
3	GBR 4270	INMARSAT	16	5	8	4	[41.0Q]	3	9	4	5	4
4	USA 1208	BRAIN CRAMP	1	1	13	10	10	4	[16.0]	12	3	11
5	ITA 233	BLACK JACK	14	18	3	[41.0O]	2	12	18	2	2	2
6	AUS 186	CODE VIOLATION	6	22	7	6	8	1	5	8	15	[24.0]
7	USA 1892	THE PIE	3	8	11	18	18	11	[41.0Y]	1	4	9
8	AUS 190	FLY EMIRATES	[20.0]	16	14	12	1	14	1	9	6	15
9	JPN 5289	CEREZO	[40.0]	3	12.0Y	13	3	2	12	20	12	14
10	AUS 145	DEATH STAR	9	10	6	8	6	22	8	15	[23.0]	16
11	AUS 171	PACEMAKER	5	19	5	3	14	6	20	18	[24.0]	18
12	GBR 4268	CRAZY GOALS.CO.UK	19	7	19	[29.0Y]	12	15	3	7	11	23
13	AUS 172	INNAMINCKA	8	20	15	9	20	[25.0]	7	6	14	17
14	AUS 160	KAOTIC	17	11	9	1	9	16	[39.0Y]	22.0G	19	25
15	JPN 4085	SLED	28	14	12	11	21	20	11	[28.0]	9	3
16	AUS 198	SECURITY BLANKET	12	12	18	19	16	21	4	27	[28.0]	7
17	JPN 5260	GEKKO	32	2	10	[41.0O]	11	17	10	23	26	6
18	AUS 167	J-SPOT	11	[41.0F]	2	14	15	21.0Y	23	32	13	8
19	AUS 161	CONVICTS REVENGE	23	17	[41.0Q]	5	4	9	15	22	27	22
20	AUS 201	HYPERACTIVE	10	24	25	16	[41.0F]	18	14	26	16	5
21	CAN 4865	REX	7	15	27	22	26	23	19	11	10	[31.0]
22	AUS 128	JPEG	33	13	16	[41.0O]	22	24	24	10	25	12
23	AUS 195	CRACKERJACK	22	23	[41.0Q]	15	17	19	17	16	34	20
24	AUS 206	STARPAC	21.0Y	26	36.0Y	[41.0Q]	7	8	13	31	17	27
25	JPN 4907	DABOHAZE	27	6	20	26	24	[33.0]	28	14	28.0Y	19
26	USA 2223	FIVE TO SIX	35	28	23	31	35	29	21	[35.0]	1	21
27	AUS 193	WILDFIRE	24	30	22	17	29	30	32	19	22	[38.0Y]
28	AUS 66	NO EYE DEER	31	33	17	25	23	[37.0]	22	21	21	34
29	AUS 184	ACE	25	21	24	28	28	[31.0]	27	25	29	29
30	JPN 4855	STELLA	26	32	26	28.0Y	25	32	26	[36.0]	18	28
31	AUS 108	FUN	30	29	21	33	19	26	25	29	30	[35.0]
32	CAN 4013	SINGLE MALT	15	27	41.0F	32	41.0F	10	34	30	[41.0Q]	13
33	BER 3158	PACATAACK	18	37	29	29	27	35	[38.0]	17	32	33
34	JPN 5019	ENTERPRISE	29	39	[41.0F]	23	34	40	29	13	31	26
35	BER 3254	FOOLISH BEHAVIOR	36	25	30	24	30	36	33	[37.0]	33	32
36	AUS 205	MR BRIDGER	34	31	31	30	32	28	37	24	35	[37.0]
37	AUS 170	WHISPER	21	34	32	27	33	27	36	34	[41.0O]	40
38	GBR 127	GOOD COMPANY	39	35	41.0F	[41.0F]	31	34	30	38	36	36
39	JPN 5016	SURFMAID	38	38	33	35	37	38	[39.0]	33	38	38
40	NZL 6	KICKING BOTTOM	37	36	41.0F	34	36	39	40	[41.0Q]	37	39

Hedgehog Repeats as J/24 European Championship

By David "Jobs for the Buoys" Lush



David Harding — SailingScenes.com

Ian Southworth and his crew aboard *Hedgehog* raced to a commanding lead to take the 2006 J/24 European Championship for a second year in a row. *Hedgehog*, along with second place finisher Alistair Clark and the crew of *Serco Defence*, had outstanding regatta performances that allowed them to sit out the final day of racing for the Championship.

Parkstone Yacht Club, located on the northern shore of Poole Harbour in southern England was host to the 2006 J/24 European Championship sponsored by Dubarry Shoes of Ireland.

Leaders in the pre-Regatta warm-up included two-time Olympic gold medalist Shirley Robertson; J/24 and X-boat legend Stuart Jardine; and Ian Southworth, the 2005 J/24 European Champion. Parkstone sailors, 2006 J/24 British National Champion David Ellis, and Duncan McCarthy were among the local sailors hoping to show the visitors the way home.

Shirley Robertson, in a J/24 for the first time, served notice on the fleet by running away with the practice race, before in time-honoured fashion, not passing through the finish line.

Day One of the event started with drama, when Robertson, sailing in Jobs for the Buoys renamed as *Volvo*, with her Yingling crew of Annie Lush from Parkstone and Poole Yacht Club member Lucy MacGregor, was black flagged for being over the start on two occasions. With only one discard allowed for the week, this put *Volvo* out of title contention.

Day Two saw Parkstone's Duncan McCarthy in *Madeleine* win over Southworth and Jon Powell, but Southworth showed that consistency is the key by taking the fifth race ahead of Stuart Jardine and Klaus Walkush from Sweden.

The race committee enjoyed, or endured, a day of wallowing and rolling on Wednesday, Day Three, as the infamous Poole Bay

'chop' built under a fresh Southerly breeze. The J/24s had a hard day's sailing. At the end of the day there was a fair amount of damage from the very close and competitive sailing. Victims included Lis Bennet who lost her rudder in *Jam* and Max Bahr from Germany who had to retire from the regatta with major damage to his own boat after a helm-ing error led him into contact with *Owen's J*.

After three days of sailing, Robertson showed her form by winning with a convincing margin, despite being the only boat to launch her kite from the fore hatch! But it was too little too late, as Southworth chalked up his fifth 1st place finish.

Thursday, Day Four, was the defining day for the leader board, when Race 10 went to Ken Read's old boat, *Headcase* (renamed *Serco Defence*), now owned by International J/24 Class Chairman Bob Turner and helmed by Alistair Clark, with MacCarthy second. Southworth won the Regatta with a day to spare by taking Race 11 and Clark confirming second place.

With these two ashore for the final day, it left the door open for a new winner on the last race. Germany's *Roto-man*, helmed by Greig Wilcox from New Zealand, crossed the finish in first place, closely followed by Robertson in second place. Nicholas Hirst's *Team Gul* with Gavin Wat-son at the helm finished third.

The event was a great success, and proved a good practice event for Robertson, sailing in an event for the first time since her Gold at the Athens Olympics, and having had twins in the summer. She went on to win Gold at the Weymouth Olympic Regatta.

Brian Drake, as the Principal Race Officer, and his team ran a superb Regatta, managing excellent racing for 43 competitors over twelve races, in conditions ranging from under 5 knots to over 25 knots of wind, and from Mediterranean sun to cold and rain.

The event has further entrenched the J/24 at Parkstone YC, with two more new owners joining this winter. The Class continues to grow in both numbers and quality.

A quick clue for non-J/24 owners at the Club as to who is the local J elite; look at their feet. If they are adorned with shiny new Dubarries, they probably did quite well, or as in my case, they lent their boat to someone who is fairly useful on the stick!



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Team Serco Defense.



Ian Southworth and Team Hedgehog.

2006 J/24 European Championship
Parktone Yacht Club – Poole Harbour

Position	Helm	Sail Number	Boat Name	Total Points	After 1 Discard
1	Ian Southworth	GBR 4177	Hedgehog	58.3	14.3
2	Alistair Clark	GBR 4247	Serco Defence	97	53
3	Gavin Watson	GBR 4243	Team Gul	114	80
4	Duncan McCarthy	GBR 4245	Madeleine	116	94
5	Jon Powell	GBR 4268	Peggy	134	101
6	Stuart Jardine	GBR 4215	Stouche	149	105
7	Greg Wilcox	GER 5266	Rotoman	161	117
8	Ivo Kok	NED 62	J Spot	172	125
9	Jan Kaehler	GER 5281	United 5	165	140
10	Shirley Robertson	GBR 4263	Volvo	188	144
11	Libby Robert	GBR 4219	Jooler	171	145
12	Gareth Robinson	GBR 4255	J Whizz	194	160
13	David Ellis	GBR 4242	Hitch-Hiker	208	164
14	Paul Toms	GBR 4213	Joya	196	168
15	Klaus Walkush	SWE 5368	Superliga	217	173
16	Neil Trathen	GBR 4260	Jeeves	234	190
17	Brian Steptoe	GBR 4115	John Bravo	229	196
18	Jon Dowty	GBR 4164	Speedy bean	246	206
19	Ronney Ball	GBR 4206	Jam Too	248	213
20	Diarmuid O'Donovan	IRL 5285	Sayonara	261	217
21	Jan-Peter Helms	GER 5269	Three Chicks Two Guys	277	238
22	William Pollock	GBR 4090	Rolling Stock	282	242
23	Craig Brown	GBR 4027	Jiggy With It	282	246
24	Nick McDonald	GBR 4064	Legal Alien	292	253
25	Ben Williamson	GBR 4264	Rumble	297	248
26	Roger Morris	GBR 4270	Echidna	297	259
27	Phil Owen	GBR 4239	Zaphod	319	280
28	Andrew Hill	GBR 4235	Wijit	329	285
29	Owen Kerr	GBR 4236	Owen's J	330	286
30	Gerry Jones	IRL 1686	Just In Time	332	288
31	Roderick Harris	GBR 4067	Why J	325	289
32	Bryan Downing	GBR 4252	Jumanji	333	289
33	Lee Elford	GBR 4243	Fruitcakes	338	294
34	Sue Proudfoot	GBR 4254	Ju Ju	336	296
35	Alan Bennett	GBR 4153	Jam	347	303
36	Stephan Mais	GER 4785	Zicke	368	324
37	Stefan Farsunke	GER 5381	Max Bahr	371	327
38	David Pipe	GBR 4194	Jeepers	374	330
39	Andy Gaunt	GBR 4261	Jinseng	380	336
40	Barry Rolfe	GBR 4248	Ballisitic	422	381
41	Richer Cross	GBR 4266	Helms Deep	456	412
42	Richard Hornby	GBR 4147	Hi Jack	459	415
43	James Martin	GBR 4202	Easy Tiger	488	444

The Bacardi 2006 J/24 North American Championship Regatta

By Lambert Lai, Regatta Chairman



Tim Wilkos

The dapper Bulgarian from Canada, Rossi Milev, and his team of Gayle Gray, Mike McKeon, Mark Goodyear and Jeremy Edwards sailing *Clear Air* won the 2006 Bacardi J/24 North American Championship at Rochester, New York. They prevailed over an extremely tough 60 boat fleet and eleven races, which included the reigning J/24 World Champion, Maurico Santa Cruz from Brazil.

Rochester Yacht Club, located on the south shore of Lake Ontario, played host to the 60 competing teams September 20-24. The grounds surrounding the club were covered with dining tents, party tents and a stage for daily entertainment and post-race celebration. Those familiar with the fresh water sailing found on the Great Lakes know that September always brings the best breezes and sailing conditions of the season. The 2006 North American competitors found the broadest variety of challenging conditions on the water and welcoming hospitality on shore.

In an effort to bolster cross-border participation, the Canadian National Championship was scheduled immediately prior to the

start of the North American Championship. Both events were sailed on Lake Ontario – with Canadian Nationals sailed out of Royal Canadian Yacht Club in Toronto. The Canadian Nationals can hardly be called a “warm-up” to the North Americans, but the back-to-back events attracted several dual competitors. Per van Appen from Santiago, Chile, Rochester local Mike Ingham and *Brain Cramp*, and Canadian Class President, Todd Irving helming *Narcoleptic* finished the Canadian Championship 1st, 2nd and 3rd respectively. The seven-race championship had the top four boats separated by 3 points, a precursor of an intense North American Championship.

With the 2006 J/24 North American Championship selected as a qualifier for the 2007 Pan Am Games in Rio de Janeiro, the event attracted a world-class field of boats from Argentina, Chile, Canada, Mexico, Puerto Rico and Brazil. On the water competition and on shore post-race parties displayed a decidedly exciting international flavor. Milev's North American's victory qualified Canada for the 2007 Pan Am Games, and the right to represent Canada in the Games.

Day One

The offshore, southerly breeze of 7-9 knots created calm seas. With her renowned efficiency and open mike communication with competitors, PRO Sandy Grosvenor set the course and got racing underway. Despite being well offshore, a current pushing out of the Genessee River caused boats to be pushed back at the start. This allowed for a clean start and the fleet got off. Only two boats were called "OCS" in the first race. Early shifts favored the right side, but coming in deep off the left allowed those boats to get out of the current and the worst of the developing lumpy seas. The wind swung westerly, with wind speed building to 10-15 knot range and continued to move to the right. There were shifts aplenty and if you weren't in position to catch them, you automatically were deep.

Competitors started to anticipate the conditions and current, and the start of the second race became notably tighter, as the fleet pushed the line hard leading to the first of several general recalls. Regatta PRO Grosvenor began ramping up the starting penalties, ultimately starting the fleet under the Black flag on the fourth try. Tensions ran high and there was the all too familiar crunching sound of boat-on-boat heard, causing the appearance of several Protest and I-flags. By the start of the third race, the gods of wind had favored the fleet with stronger winds moving to the west and the appearance of the infamous Lake Ontario "lumps." Defending World Champion Mauricio Santa Cruz and *Bruschetta* had a bad first race with a 43rd place, but rebounded strongly in the Race 2 with a 3rd, and finished strongly with a win in Race 3.

After the jury heard nine protests, the first day belonged to Mike Ingham and the crew of *Brain Cramp*, sailing to a 23rd-2nd-5th, with Stu Challoner posting a 26th-6th-2nd, followed by John Mollicone. Rossi Milev ended up in "the room", losing a protest to take a DSQ. It would be the only blot on his regatta as things turned out.

Peter Wickwire's *Sunnyvale* became involved in a hard collision with Roger Harden's *Get 'er done* during the first general recall of the day and was forced to head in with a hole in her port side. Rochester Yacht Club's yard crew put in a patch within hours of the boat's forced retirement and got the boat out on the course by the next day.



Tim Wilkes



Tim Wilkes

Day Two

The second morning of racing saw light winds of 5-10 knots, which slowly built into the afternoon, eventually ending up in the 10-15 knot range. While the day began with the winds from the south, there were several big shifts into the west and back to the south. Taking a throw out at the end of the Race 6, Will Wells with 31 points led Mike Ingham's 32 points with Mauricio Santa Cruz at 34 points in third. The top six boats at this point were only a point apart. Saturday looked to be a day of reckoning for the leaders and as it turned out, a big moving day for Rossi Milev and team on *Clean Air*.

Regatta Chair's Report

By Lambert Lai

"Holy #\$\$&!!! There's a boat down!!!"

"There goes another one!!" yells my crew. The others are yelling at me to drive, and that if I'm looking, no one's driving the boat. It is a good reminder to me, but I sneak a peek anyway. That's when I saw a familiar set of red sail numbers and thought, "Oh my god! It's Jack!" as in Jack Depeters, my friend, and his boat USA 3888 *Jack Be Nimble*. "We're dropping to help!" I yell, and my tactician yells back, "he's got lots of help, let's keep going." I look over and sure enough, there are already boats pulling up to Jack and his crew, all of whom are hanging onto the boat.

The first boat to *Jack Be Nimble* was Scott Baker's boat *No Brainer*. Jack's main is ripped at the mid leech from all the flogging. I drive down, headed to the leeward mark and we keep going but I keep sneaking a look or two to make sure our friend and his crew are okay. The wind is howling so loud through the rigging, it's an effort to hear my crew, who are perched immediately behind me as we try to keep the rudder in the water and the bow from digging into the waves. It's blowing so hard, wind-swept wave tops are blowing horizontally past us, from behind!

The VHF is crackling with traffic by now as RC and safety boats pull up to the carnage and start getting crews out of the water. One of the Chilean boats is down hard and completely swamped. Mark Hillman and his crew are scrambling onto the keel of their boat, and manage to pull off the big save and pop the boat upright. There are shreds of spinnakers and mainsails hanging from several masts and my crew are counting people in the water. "Oh great!" I think to myself, "just how we want to be remembered; the regatta that sank boats!"

It is Sunday, the last race on the last day of the Bardi 2006 J/24 North Americans and there is carnage everywhere. We are planing downwind under main and jib alone, having elected not to put up the chute. What started as low 20-knot winds went off the scale as a localized system swept through the area. While I heard many estimates of the winds ranging from "only in the 20s" to "must have been high 30s!" by my own estimate, and using the Beaufort scale, "moderately-high long waves, crests into spindrift, well marked streaks of foam" and seven foot plus waves, it was anywhere from 34 to 40 knots. Of 60 boats in the regatta, several had not come out for the last race; of those who did, several more withdrew each leg of the race. Ultimately, 17 boats retired.

PRO Grosvenor and event organizers had been watching the weather with great interest all week long. Late Friday night the forecast called for big seas and bigger breeze into the thirties on Sunday. Sandy had wisely amended our sailing instructions so that we could hold more than the three races originally scheduled for each day. This turned out to be a blessing in disguise.

Day Three

The day started out with lumpy seas and a building 7-8 knot southwesterly. As the day went on, the wind continued to build into the 10-15 knot range, much as the first two days of racing had seen. Despite taking a scoring penalty in Race 7, Rossi Milev and his team pulled out a 2nd-1st-3rd in the last three races to vault into the lead. Twelve boats were caught OCS under the Z-flag in Race 10, including six of the top ten. As it turned out, this would be one of the most critical races in the regatta.

With only one last race left for Sunday, competitors must have thought the regatta was over except for the awards, as they hit the beer and rum party with abandon. Rochester Yacht Club pulled out all the stops with a Hawaiian buffet dinner for the racers. To complete the evening's festivities, Hawaiian music and Hula girls beckoned competitors to take the stage, confirming J/24 sailors worldwide reputation as party animals.

Day Four

PRO Sandy Grosvenor held the fleet in the harbor, while a scout boat went out to the course and checked the conditions. The report was 16-18 knots out of the southwest with flat seas. The last race would be sailed in a good stiff breeze and be a good test for a Worlds qualifier.

As the fleet headed out for the last race the wind began its familiar move to the right, allowing the beginnings of a moderate sea to build as the change in the breeze moved out to the lake's long axis. Several boats put up genoas for their trials but quickly changed down to jibs as the wind started to build. By the warning signal, the wind was a steady 20 knots with gusts into the mid 20s. The fleet managed to get off the line clean and started to separate, half the fleet going right towards the expected shift, half going left in search of less waves. As the wind shifted right with gusts by now into the high 20s, the building sea created confused waves – coming at two different angles. This made for some entertaining, and wet, trips upwind. At the weather mark, the leading boats set their chutes and hung on for the most fun downwind rides of the regatta. While there were many boats not flying chutes, and several "chicken jibes" seen, most of the fleet continued to race under good control.

It was at the end of the second beat, as the lead boats rounded the mark that a localized pattern that can only be called "Epic Blast!" rolled across the course. Regatta Chair Lambert Lai was quoted as saying "it was #\$\$& FLAT OUT BLOWING!!" The race committee thought the wind peaked out at plus 35 knots. Many competitors confirmed that they had never sailed that fast on a J/24 before!

Boats started rounding up and broaching across the course. There were several very near misses as boats setting chutes and barely in control started to run through boats still coming into the mark. Just when the competitors thought it wouldn't blow any

harder, "POW!" another set of puffs came roaring through. This last blast laid out every boat sailing downwind with a chute. All of a sudden, there were blown out chutes everywhere. Several boats went down hard and didn't come up. Mark Hillman and crew stood on their boat's keel pulling off one of the best saves ever in a J/24. *Jack Be Nimble* and *Ghost* went down for the count. Suddenly, there were blown out mainsails and chutes all over the course.

The VHF crackled with radio traffic from the RC, safety and mark boats. Those still racing made their way through the mess of downed boats, abandoned horseshoe rings and spinnaker shreds. Mark Hillman's horseshoe ring washed up on the shore several days later. Chris and Waldek Zaleski sailing *Twins* ended up breaking their rudder, ruining their chance for a spot in the top three. Josh Kerst on *Instant Karma* had his rudder crack on the course, and finally broke as they crossed the finish line. Seventeen boats were scored DNF for the race. The two swamped boats, *Jack Be Nimble* and *Ghost*, were towed into a safe leeward position off the harbor entrance break wall where they sunk in shallow water. Both recovered within four hours of having gone down — a tribute to Rochester Yacht Club and its members' hard work. The crews were all picked up safely. Both boats were later towed into the river to a standing ovation.

Despite the throw out after eleven races, the scoreboard was riddled with close calls and near misses. Z-flag penalties played a deciding factor in third through sixth place, putting the hurt on John Mollicone, Mike Ingham, Will Welles and Stu Challoner's hopes for the big win. The Zaleski brother's broken rudder in the last race ended their chance. Dag von Appen of Chile lost his chance with an OCS in race 10 on Saturday.

John Mollicone and his crew on *Rooster* finished third, two points behind second place Mauricio Santa Cruz, winning the US-JCA Worlds Qualifying spot giving to the top U.S. boat at North Americans. All this despite taking a Z-flag penalty in Saturday's Race 9.

During the awards ceremony, Scott Baker received the North American Championship Sportsmanship award for his unselfish action in coming to the aid of a fellow sailor. There were many others who displayed good sportsmanship on and off the water, and it was the regret of the organizers not to be able to recognize everyone properly.

Receiving a loud and appreciative ovation from the field of competitors was regatta PRO Sandy Grosvenor and her team who put on a world class race course all week long. Many thanks to Jury Chairman David Pelling from Quebec, Vice Chairman Hank Stuart from Rochester, Mary Savage from Larchmount, Margriet Pann-evis of the Netherlands, Robert Duffy of Bermuda, and our regatta



Rossi Milev and his crew sailing to victory in the 2006 North American Championship.

Tom Wilkes

arbitrator, Ron Ward from Annapolis. Our jury heard a total of 29 protests of which four were requests for redress.

Well after many of the teams had packed up and hit the road home, Jack Depeters, owner and helmsman of *Jack Be Nimble*, stood in the companionway of his recovered boat with a recovered can of Heineken in hand, receiving a loud ovation from the club patio as his boat was towed up the river.

Thanks to Reid Stava and the USJCA District 7 measurers who worked so hard to weigh in 60 boats and measured too many new sails to count. When that was done, Reid also did Race Committee with Sandy throughout the regatta. Special thanks to Dan Peck, "Tractor Bob" Lasser and Brook Richardson who moved, launched and hauled all 60 boats during the regatta. The Class is most appreciative of all the committee members who gave so unselfishly during the many months of meetings and planning and, when it counted the most, throughout the regatta.

Almost two years ago while the regatta was still in the planning stage, Regatta Chair Lambert Lai had a close friend whose 11-year-old son became terribly ill with a diagnosis of Non-Hodgkin's Lymphoma. Lambert resolved to get the North American Championship hooked up with the hospital where young Corey Kaukeinen was sailing the race of his life. This year's J/24 North Americans was affiliated with the Golisano Children's Cancer Center at the University of Rochester Medical Center. During the regatta, volunteers raised money by raffling off many of the donated items of gear, clothing, bags, etc. Will Welles and Quantum Sails donated a brand new class jib for us to raffle off for our charity, as well. In the end, J/24 sailors kicked in close to \$2,000 for our designated charity, something they should all be very proud of. If you are interested in donating to this very worthwhile cause please go to <http://www.stronghealth.com/services/childrens/patientcare/hemonc/hemoncconditions.cfm>.

Bacardi 2006 J/24 North American Championship
September 20 - 24 , 2006 Rochester Yacht Club

Pl	B#	Skipper	Boat Name	Total	1	2	3	4	5	6	7	8	9	10	11
1	50	Rossi Milev	Clear Air	68	(62\DSQ)	7	8	4	11	4	21\SCP	2	1	3	7
2	4	M. Santa Cruz	Bruschetta	77	(43)	3	1	25	1	1	8	9	10	15	4
3	55	John Mollicone	Rooster	79	18	10	3	6	4	12	1	1	21\ZFP	(28)	3
4	43	Mike Ingham	Brain Cramp	90	23	2	5	5	13	7	2	13	18	(54\ZFP)	2
5	52	Will Wells	Cougar	93	8	(30\SCP)	4	8	10	3	22	4	5	23\ZFP	6
6	23	Stuart Challoner	spoilsport	108	22	6	2	3	16	20	13	10	6	(52\ZFP)	10
7	15	C. & W. Zaleski	Twins	123	15	11	7	12	2	9	28	11	2	26	(62\DNF)
8	21	Mark Hillman	WIP	126	26	13\SCP	31\SCP	20	5	2	5	3	15	6	(62\DSQ)
9	1	D. Von Appen	Pressure Drop	128	21	9	9	24	36\SCP	16	3	5	4	(62\OCS)	1
10	47	Kirk Reynolds	Downtown	162	(57)	19	10	11	37	17	14	7	3	31	13
11	41	Scott Baker	No brainer	164.7	13	(30)	29	9	20	13	6	15	19	23	17.7\RDG
12	24	Steven Lopez	Elvis	192	13\SCP	26	12	2	3	15	27\ZFP	38	(51)	41\ZFP	15
13	60	Mark May	Tramp	193	4	(39\ARB)	16	22	34	27	7	34	11	29\ZFP	9
14	49	Thom. Barbeau	NAVTECH.ca	196	27	13	6	31\SCP	23	18	16	18	25	(32)	19
15	46	Kris Werner	Clearheader	200	6	5	24	15	17	11	41	36	37	(44)	8
16	27	Ted Bartlewski	Drivers Wanted	202	3	33	23	29	30	(62\DSQ)	18	28	12	10	16
17	6	Fraito Lugo	Orion	204	(50\SCP)	8	11	10	26	14	48	12	21	42\ZFP	12
18	32	Todd Irving	Narcoleptic	209	(52)	12	18	16	14	19	31	8	23	45	23
19	7	Roger Harden	Get 'Er Done	221	28	41*1	17	1	19	34	32	(44)	20	24	5
20	31	Scott Collinson	Fiftytwo, Sixtythree	222	37	4	(48\SCP)	14	22	28	25	32	40	9	11
21	14	Scott Harrison	Crushed	223	2	23	20	44	29	42	4	(52)	29	1	29
22	9	Josh Kerst	Instant Karma	248	29	20	31	37	(38)	37	27	20	13	13	21
23	33	Nick Jacko	Taz	249	36	16	35	31	18	(40)	11	37	14	20	31
24	57	P. v.Ravenswaay	Millenium Falcon	254	33	14	38\SCP	34	6	(39)	17	39	34	25	14
25	16	David Carlson	mojo	267	5	27	15	7	51\SCP	46	12	30	28	46\ZFP	(62\DNF)
26	5	Hans Spiller	and your little dog	267	39	32	(62\DNC)	17	51	5	24	16	17	37	29\SCP
27	18	Jeff Earl	Usual suspect	275	16	25	38	27	(49)	45	40	19	35	8.2	2
28	29	Aidan Glackin	mental floss	279	7	21	27	18	9	25	29	41	40\ARB	(62\ZFP)	62\DNF
29	2	Per Von Appen	Reloaded	280	51	36\ZFP	14	26	41	8	35	35	7	27	(62\DNF)
30	20	David Bonney	Tribal Pleasures	280	9	42	56	28	12	30	21	40	30	12	(62\DNF)
31	36	Peter Wickwire	Sunnyvale	298	32	32\RDG	32\RDG	52\SCP	27	21	(54)	43	8	31\ZFP	20
32	51	James Speir	Phantom	299	(50)	48\ZFP	33	42	47	23	30	23	24	4	25
33	28	Scott Weakley	Rex	304	34	28	13	32	44\SCP	6	53	54	33	7	(62\DNF)
34	45	Dan Peck	Plan B	329	30	47	54	13	42	35	(56)	24	26	21	37
35	13	Kevin Gillman	Giddy up	329	46	(58\ZFP)	21	47	21	41	19	57\SCP	31	18	28
36	17	John Denman	Airodoodle	336	11	37	32	50\SCP	33	44	20	26	45	38	(62\DNF)
37	37	Rodger Voss	Spirit	342	25	(62*2)	40	30	46	36	26	49	47	16	27
38	56	Edgar Gardner	Surprise	344	48	50\ZFP	37	43	8	24	42	14	32	46	(62\DNF)
39	59	Kiki Werner	Pee Wee	351	58	31	49\ARB	46	7	47	23	17	(60\SCP)	49	24
40	25	Paul Scalisi	Rabbit Season Duck S 360	45	22	39	50	28	22	10	58	38	48	(62\DNF)	
41	58	John Surguy	Vanishing Act	365	31	45	42	56	56	50	55	6	22	2	(62\DNF)
42	53	Todd Salzman	Joint Venture	373	54	51\ZFP	43	39	40	38	34	(57)	39	5	30
43	19	Mark Toso	High Five	390	20	35	30	21	43	43	36	42	58	(62\ZFP)	62\DNF
44	54	John Fields	Bored Feet	393.5	24	34	22	45	25	(59)	39	55.5\TIE	54	57	38
45	42	Jack DePeters	Jack Be Nimble	396	10	29	46	36	60\SCP	32	37	22	(62\SCP)	62\ZFP	62\DNF
46	11	M. Sudofsky	Gizmo	397	41	40	47	41	55	26	58	29	27	33	(62\DNC)
47	10	Caleb Sloan	Blue Scoop	398	17	44	34	48	15	52	50	27	56	55\SCP	(62\DNC)
48	44	Lambert Lai	Dr. Feelgood	398	42	(62\ZFP)	51	33	53	29	47	51	36	22	34
49	22	Kenneth Felis	Beauty	414	40	(60\ZFP)	55	55	52	33	44	21	44	41	29
50	40	Tom Chapman	Hot air	415	47	56	44	51	54	(57)	33	31	49	14	36
51	34	Matt Kenny	Cluster	421	14	41	48	(58)	50	49	46	50	50	47	26
52	39	John Heretky	Shock Wave	432	44	52	52	23	31	53	(62\DSQ)	46	43	58	30
53	3	Peter Wiegandt	oz	433	59	50	49	49	45	10	43	48	(62\DSQ)	62\ZFP	18
54	12	Nancy Zangerle	Twisted	438	35	55\ZFP	50	52	35	31	51	53	41	35	(62\DNC)
55	61	David Walters	Toxic Avenger	444	12	54	45	53	59	(62\SCP)	49	33	53	53	33
56	48	Charlie Krylo	seaweed	461	53	(62\ZFP)	57	35	44	56	38	25	52	39	62\DNF
57	38	Russel Cook	Significant Other	479.5	19	49	41	54	60	51	57	55.5\TIE	42	51	(62\DNF)
58	26	B. Lambert	Whiplash	482	55	53	28	59	36	48	45	47	57	54	(62\DNF)
59	35	Robin Patterson	Dynamite	554	56	55	53	57	(62\SCP)	55	62\SCP	59	59	36	62\DNF
60	30	Stephen Honeybill	Jag	Jag	561	49	(62\ZFP)	58	60	58	54	59	60	46	55 62\DNF
61	8	Ken Gray		620	(62\DNC)	62\DNC	62\DNC	62\DNC	62\DNC	62\DNC	62\DNC	62\DNC	62\DNC	62\DNC	62\DNC

Kotoun Wins 2006 Midwinters



Anthony Kotoun, the 2005 J/24 World Champion, sailing *Bomba Charger*, added another victory to his resume by winning the 2006 J/24 Midwinter Championship. Hosted by Davis Island Yacht Club, the event saw great sailing conditions prevail throughout the regatta, an unusual occurrence that allowed for completion of all scheduled races.

Thirty-nine teams took to the waters of Upper Hillsborough Bay in Tampa, Florida for three great days of racing. The fleet boasted a true international flavor with IJCA Chairman Bob Turner turning up as middle crew on Jim Farmer's *Party Reptile*, along with Nancy Zangerle, U.S. J/24 Class President. Swedish J/24 Class President, Marianne Schoke-Holzer and J/24 Class Executive Director Eric Faust appeared amongst the crew on Roger Harden's *Get'er done*.

With two days of consistent pressure and dynamic competition, the 2006 DIYC J/24 Midwinter Championships progressed with great anticipation as the last day filled with expectations for the thirty-nine crews. "Just follow Kotoun" was the mantra for the day, as Kotoun's *Bomba Charger* continued to hold the lead.

However, there was quite a shift in the top ten and mid-fleet as can be evidenced in the final results. Conditions on Thursday started off with zero visibility due to heavy fog, but progressed to light wind that built nicely resulting in three races. Friday was a change with complete visibility with consistent breeze, lightening at times, that built to a strong 15+ by the finish of the fourth and last race of the day. DIYC laid out the hospitality while showing off their new \$1.2 million, two-story clubhouse. The 360-degree view from the second story outside deck provides an awesome viewing platform to watch the races. The regatta was further enhanced with Pussers Rum & Mauri Pro Sailing as the title sponsors.

The crews enjoyed DIYC's hospitality aided by the libations served by Toni and Larry, the friendly Club bar staff. Following the races on Thursday, kegs were tapped and conversation created a noticeable din as bruises and battle scars were compared. On Friday, the Pusser's crew eased the continued and augmented pain of the crews and skippers by serving a brew promised to soothe the pain of a rough sail, the Painkiller.



Gary Hufford - Beachmaster Photography

2006 Midwinter Championship Final Results Davis Island Yacht Club – Tampa Florida February 22-25, 2006

Skipper	From	Boat Name	Total	1	2	3	4	5	6	7	8	9
1 Anthony Kotoun	St. Thomas, USVI	Bamba Charger	20	2	1	2	11/SCP	3	6	1	1	3
2 Alejo Rigoni	Argentina	Luca Vive	57	11	10	4	5	10	1	4	8	4
3 Rossi Milev	Canada	Clear Air	71	3	12	14	1	6	17	9	4	5
4 Doug Clark		Flying Squirrel	71	5	7	12	6	17	4	2	16	2
5 John Mollicone	E. Greenwich, RI	Pipe Dream	93	7	2	1	7	2	16/SCP	12	3	18
6 Kris Werner	Rochester, NY	Pee Wee	94	8	9	3	4	9	15	10	30	6
7 Juan Mauri	St. Worth, TX	Mauri Sailing Team	101	21/SCP	8	15	15	12	16	6	7	1
8 Paul Adam	Beverly, MA	Irie	109	6	5	7	17	15	19	16	14	10
9 Peter Bream	Jacksonville, FL	Team Tarheel	117	9	6	11	29/SCP	4	3	15	24	16
10 Daniel Borrer	St. Augustine Bk, FL	Jesus Lizard	123	1	3	18	27/ZFP	15/ZFP	11	13/SCP	10	25
11 Roger Harden	Austin, TX	Get 'R Done	132	10	23	16/SCP	28	1	2	28	13	11
12 Zaleski/Zaleski	Norwalk, CT	Twins	144	40/DNF	13	9	10	23	5	7	17	20
13 Dave Curtis	Marblehead, MA	Hot Chocolate	145	25/SCP	18	6	24/ZFP	17/ZFP	31/ZFP	11/SCP	2	9
14 Tony Park	Washington, DC	Bangor Packet	151	4	16	40/DSQ	2	22/ZFP	40/OCS	8	12	7
15 Nick Jako	Toronto, Ont.	Taz	160	21	4	24	11	13	40/OCS	17	15	15
16 Jeff Siewery	Tampa, FL	Long Shot	161	20	15	25	26	5	10	19	22	19
17 John Wilsey	Cape May, NJ	Red Dawn	167	16	25	23	31	2	13	14	26	17
18 Brian Bissell	Tampa, FL	Blind Squirrel	171	12	24	10	9	34/ZFP	40/OCS	13	9	20/SCP
19 John Denman	Beverly, MA	Airdoodle	176	18	28	40/OCS	12	27	9	24	5	13
20 Robby Brown	Tampa, FL	Preparation J	180	15	27/*1	5	8	25	40/DNF	40/DNS	6	14
21 Brian Malone	Tampa, FL	Supernatural Fish	200	24	19	21	27	18	14	18	32	27
22 Ben Moon	Tampa, FL	Mad Cow	206	26	31	22	24	29	12	21	33	8
23 Mauricio Castano	Venezuela	Fatso	206	19	14	17	14	16	40/OCS	25	40/DSQ	21
24 Jeff Earl	Beverly, MA	Usual Suspect	214	28	22	26	18	30/ZFP	29	26	11	24
25 Vladimer Kulichenko	Tampa, FL	Rental	218	23	26	19	22	32	27	11	18	40/DNF
26 Jason Decker	Jacksonville, FL	Rush	226	25	27	20	29	20	24	33	19	29
27 Jim Farmer	Augusta, GA	Party Reptile	236	35/SCP	17	40/OCS	13	24	36/ZFP	20	21	30
28 Mark Toso	Wenham, MA	High Five	238	14	20	13	20	38/ZFP	34/ZFP	30	29	40/DNF
29 Brian Twomey	Tampa, FL	Mischief	247	22	21	16	30	28	40/OCS	22	28	40/DSQ
30 Robert Ramsey	Gautier, MS	Avalanche	257	30	32	28	36	8	31	36	23	33
31 Terry Neff	Wayzata, MN	Bubbles	261	33	37	32	34	29/ZFP	7	27	34	28
32 David bell	Tampa, FL	Bruiser	270	35	30	30	23	39/ZFP	22	40/DNF	20	31
33 Tim Rathburn	Joliet, IL	Mobile Home	278	31	34	27	32	35	25	35	37	22
34 Stephen Kelley	Blue Point, NY	Outrageous	284	40/*2	37/SCP	40/OCS	33	34	20	23	31	26
35 Pierre Bernier	Quebec, CAN		284	40/OCS	36	29	25	40/ZFP	21	34	27	32
36 Britt Drake	Panama City, FL	AMF	287	34	33	33	37	36	18	31	25	40/DNF
37 Skip Hope	Edenton, NC	Thin Ice	298	32	35	39/SCP	38	37	30	29	35	23
38 Charles Singstad	San Antonio, TX	Code Blue	331	36	38	40/OCS	35	40/ZFP	40/OCS	32	36	34
39 Tim Reitano	Metairie, LA	Blueprint	360	40/DNC	40/DNC	40/DNC	40/DNC	40/DNC	40/DNC	40/DNC	40/DNC	40/DNC

*1 & *2 = SCP + SCP

2006 International J/24 Women's Open Championship



Anne T. Converse Photography

After three days of racing in a variety of conditions on Buzzard Bay, Sarah Buckley and her *Quantum Racing* crew captured the 2006 J/24 Women's Open Championship. Sarah's win qualified her for the 2007 J/24 Class World Championship in Nuevo Vallarta, Mexico.

Beverly Yacht Club in Marion, Massachusetts, hosted the 2006 WOC. Seventeen all-women teams gathered for the gracious hospitality and challenging racing on July 14-16, 2006. Furthest traveled were Gabriela Santanna and her crew from Argentina. Gabriela also sailed with the youngest crew member at age 12.

The teams were welcomed to the venue at the Thursday night Gosling's Beach Party. Crews kicked up their heels in the sand and dined on a pig roast in preparation for the first day of racing.



Anne T. Converse Photography

The first day of racing kicked off with the legendary Buzzard's Bay conditions – clear, sunny skies, and a prevailing southwesterly sea breeze that came in early and built throughout the day to 16-22 knots. The teams that managed the building seas separated from the rest of the fleet. Most teams started the day with genoas, but the breeze had everyone switching to jibs by the third race.

Buckley and Team Quantum held a slim lead after three races and a tiebreak

over Nancy Zangerle and her *No Twisted Knickers* (USA 3757) crew. Buckley and crew posted a 1-1-3 to Zangerle's 2-2-1 finishes in the first three races. Karen Kelley and team on *Pussy G's Circus* sailed a solid 4-6-4 to finish in third for the day. Helly-Han-

sen sponsored the Friday night dinner held on the lush green lawn at a private home, complete with a steel drum Calypso band, plenty of libations and a beautiful view of Sippican Bay.

Day Two's racing was stalled by a stubborn fog bank that took station until noon. Once the fog cleared, a 10-16 knot south-west breeze appeared to provide excellent racing conditions. The flatter waters found favor with more of the fleet. Buckley settled solidly into the lead, scoring a 1-1-2, as Zangerle fell behind into 2nd place. Diane Denman scored a bullet in the last race of the day to pull into 3rd place. The long day of waiting for the fog to clear, then sailing three races ended with a buffet dinner at the Beverly Yacht Club.

The last day of racing brought a new set of conditions for the sailors – light, variable and shifty coupled with a fleet of spectators. Only two races were sailed, with regatta leader Buckley scoring a 3-8. Zangerle scored a 2-1, but it was not enough to overcome Buckley for the lead. Karen Kelley scored a bullet in the first race of the day, followed by a 6. Diane Denman ended her regatta with an 8-2.

Buckley, with her crew of Lindsay Duda and Maura Muma from Chicago, joined forces with Heather Ambrose, Suzy Coburn and Katie Hansmann to form the winning team. Sara Waters substituted for Hansmann on Friday's racing.

The Beverly Yacht Club did a remarkable job in coordinating a multitude of amenities for the competitors. All of the out-of-town teams were provided free housing in private homes. Numerous prizes and giveaways – including carbon fiber spinnaker pole, a full set of running rigging, Helly Hansen spray tops, a tacktick, a new jib from North Sails and much more.

Race Management Chair John Buckley had a special surprise for his wife – competitor and Event Chair, Nanna Buckley. John presented to Nanna a beautiful half-hull plaque as the "Nanna Buckley J/24 Women's Open Championship Perpetual trophy." Nanna graciously presented the plaque to Sarah Buckley as its first recipient.



Anne T. Converse Photography



Anne T. Converse Photography



Anne T. Converse Photography



Sarah Buckley (left) and Team Quantum accept the Nanna Buckley Perpetual Trophy at the Women's Open Championship



The teams enjoyed themselves at the Welcoming Party on the beach at Buzzard's Bay

**2006 Int'l J/24 Women's Open Championship
Beverly Yacht Club - Marion, MA
July 14-16, 2006**

Pos	Skipper	1	2	3	4	5	6	7	8	Total
1	Buckley, Sarah	1	1	3	1	1	2	3	[8]	12.00
2	Zangerle, Nancy	2	2	1	[18/RAF]	2	5	2	1	15.00
3	Demman, Diane	5	3	[18/DNF]	3	6	1	8	2	28.00
4	Kelley, Karen	4	6	4	7	[9]	4	1	6	32.00
5	Mrgan, Kate	11	4	5	5	3	3	[13/20%]	4	35.00
6	Wozniak, Lucy	3	[12]	2	4	4	9	4	10	36.00
7	Dinse, Patti	6	14	6	2	7	[18/OCS]	5	5	45.00
8	Gallo, Danielle	12	[18/40%]	10	6	13/20%	6	9/20%	3	59.00
9	Santanna, Gabriela	7	7	7	[15]	13	10	13	11	68.00
10	Logue, Kerry	9	[18/DNF]	18/DNS	11	5	8	11	9	71.00
11	McCarthy, Meg	10	5	8	10	11	12	[16]	16	72.00
12	Borden, Maggie	[18/DNF]	18/DNS	18/DNS	9	8	7	7	7	74.00
13	Popitz, Freddie	8	10	9	13	14	14	12	[15]	80.00
14	Mead, Susan	14	8	13	12	15	[16]	12/20%	12	86.00
15	Davis, Janie	16	13	[18/DNS]	8	15/20%	11	15	13	91.00
16	Smith, Jodi	15	9	11	14	[18/RAF]	15	14	14	92.00
17	Kirchner, Bonnie	13	15	12	16	[18/OCS]	13	17	17	103.00

MAN Roland

J/24 European Championship

August 24-26, 2007

The German J/24 Class Association welcomes all sailors to Germany and to this year's **MAN Roland J/24 European Championship**. The 2007 edition of the J/24 European Championship will take place in Neustadt on the Baltic waters of the Lübeck Bay in Germany.

Neustadt, the host to the annual Rolex Baltic Week, has become an important focal point in international one-design and offshore racing in Germany. Recently hosting the Dragon Worlds, Star Class Europeans, IMS Worlds and many more; Neustadt and its Ancora Marina premises are more than prepared for the **MAN Roland J/24 European Championships 2007**.

The event sponsor, **MAN Roland Druckmaschinen AG**, is the world's second largest printing systems manufacturer and the world's market leader in web offset printing.

Race Area

Lübeck Bay has hosted first-class racing for many years. International events such as the Travemünder Woche or the Rolex Baltic Week have seen excellent sailing on these outstanding and challenging waters.

During August temperatures will range from 18 to 30 degrees with waters that invite for a swim. Wind conditions can vary from 5 to 25 knots with seas perfect for downwind surfs.

The drive for the competitors to the race area still only takes 20 minutes. This ensures everyone will be in the harbour with enough energy to enjoy the daily social events and after sail.



Schedule

Measurement starts Friday the 24th of August and will be completed by Sunday the 26th early enough for the first gun of the practice race.

Racing will take place between the 25th and the 31st of August 2007. The schedule has been designed to give the contestants enough room and space for social events and to encounter the beautiful Baltic coast.

Venue

Neustadt offers a wide range of accommodation possibilities. From hotel rooms to adjacent camping sites and camper parks, all are in the near vicinity to the race village. Crews bringing their families will find beautiful beaches, cultural venues and even one of Germany's biggest Fun Parks just around the corner.

All further information on the event will be posted on the event website www.j24europeans2007.com

All press enquiries to:

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J/24 European Race Village

J/24 NORTH AMERICAN CHAMPIONSHIP

July 10-14, 2007

California Yacht Club • Marina del Rey, California
www.calyachtclub.com or www.j24na2007.com



J/24 INVITATION TO RACE

California Yacht Club and the J/24 Fleet 49 of District 21 invite you and your crew to the 2007 J/24 North American Championship. This regatta will be sailed on Santa Monica Bay adjacent to Marina del Rey, California.

J/24 ORGANIZING AUTHORITY

The organizing authority is the California Yacht Club in conjunction with the J/24 Fleet 49 of District 21, the US J/24 Class Association and the International J/24 Class Association.

J/24 LOCATION

California Yacht Club is located in Marina del Rey Harbor, just minutes north of the Los Angeles International Airport. There are many hotels and motels in the area, some of which are listed on the CYC website. Los Angeles also has many attractions for family members, such as Disneyland and movie studio tours.

J/24 SCHEDULE

Friday, June 8		Early Entry Deadline
Tuesday, July 10	0800 – 1800 hours	Boat weigh-in and measurement by appointment only
	0800 – 1800 hours	Registration, sail measurement and crew weigh-in
Wednesday, July 11	0800 – 1600 hours	Boat weigh-in and measurement by appointment only
	0800 – 1700 hours	Registration, sail measurement and crew weigh-in
	1600 hours	Deadline for boats to be in the water
	1800 hours	Opening Ceremony & Reception
Thursday, July 12	0930 hours	Skippers' Meeting
	1200 hours	Warning Signal for 1st race of the day
	After racing	Post Race Social
Friday, July 13	1200 hours	Warning Signal for 1st race of the day
	After racing	Post Race Social
Saturday, July 14	1200 hours	Warning Signal for 1st race of the day
	1900 hours	Awards Dinner

J/24 CHARTERS

A limited number of boats will be available for charter. Please contact Doug Hosford, District 21 Governor at j24d21gov@yahoo.com or 714 762-2578.

J/24 ENTRY

The early entry fee will be \$375 USD per boat for entries received by June 8, 2007. The fee for entries received after that date will be \$425 USD. The entry fee includes launching and storage for the duration of the regatta plus tickets for the crew for the Awards Dinner on Saturday night.

2007 J/24 SOUTH AMERICAN CHAMPIONSHIP

NOVEMBER 17 – 24, 2007
OLIVOS- BUENOS AIRES- ARGENTINA

Venue

The South American championship for the International J/24 class will be held from November 17th up to November 24th, 2007 at Olivos, Buenos Aires, Argentina. The regattas will be raced in the Río de la Plata waters, close to Olivos.

Organizing Authority

The event will be jointly organized by the Club Náutico Olivos and the Asociación Argentina Clase Internacional J/24.

Rules

The event will be governed by the 2005-2008 Racing Rules of Sailing (RRS); the Rules of the International J/24 Class; the Notice of Race; the Sailing Instructions, and Modification Bulletins. The regatta is classified as Category "C" event according to ISAF Regulation 20, with the restrictions of Class Rule 2.6.1. 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 ISAF Regulation 20.

Eligibility and Registration

The South American Championship is open to all J/24 boats that possess a valid measurement certificate and have completed their registration. Membership in a J/24 National Class Association is required for all owners and skippers. Eligible boats shall be registered in writing on the special form that will be sent by the organizing committee to anyone who requests it. Completed registering form and registration fee must be received together by the Club Náutico Olivos (Tel./Fax 54114799-9553 or 54-11-4799-8788 E-Mail clubolivos@arnet.com.ar

The registration fee is \$300 US if paid up to Sept. 30th 2007. After that date it will be \$400 US. Entries must be received and completed at Club Náutico Olivos before 13.00hs. Nov.20th, 2007.

Measurement and Inspections

For registration to be complete each yacht shall be measured and inspected, crew weighted and registered, before 13.00hs. Nov. 20th, 2007.

Launching

All yachts shall be launched before 13.00hs November 20th, 2007 and remain on the water until expiration of protest time limit hour on the last day of the regatta on Nov. 24th 2007. Mooring place for each yacht will be designated by the organizing committee.

Scoring

Low-Pointing Scoring System of Appendix A of the racing rules will apply. 9 races are scheduled and the championship will be valid after 5 (five) races. If less than 8 races are completed, one race will be discarded (the worst). If 8 or more races are completed, 2 races will be discarded.

Prizes

Prizes will be given to the best five crews classified in the championship.

Responsibility

The competitors will participate at their sole risk and whole responsibility as stated in the Fundamental Rules, point 4 of the ISAF R.S.S. The Organizing Authority and any other party belonging or working with the organization of this championship will not be responsible of any damage, wound, loss or claims being personal or materials, that may occur before, during or after the Championship.

Charter Boats

In order to coordinate a charter boat, any interested must contact Mr. Siegfredo Spitzky or Roberto Authier, email: info@j24arg.com.ar or roberto@jboats.com.ar.

Further Information:

Club Náutico Olivos
Asociación Argentina Clase Internacional J/24
Puerto de Olivos
E-Mail: info@j24arg.com.ar
(1636) Olivos – Buenos Aires, Argentina
Tel./Fax: 54-11-4799-9553 / 8788
E-Mail: clubolivos@arnet.com.ar
Web: www.clubnautico-olivos.com.ar

Schedule

Saturday 17	0900-1800	Registration and Measurement
Sunday 18	0900-1800	Registration and Measurement
Monday 19	0900-1800	Registration and Measurement
Tuesday 20	0900-1300	Registration and Measurement
	1400	Practice Race
	2000	Opening Ceremony
Wednesday 21	1300	Championship Races
Thursday 22	1300	Championship Races
Friday 23	1300	Championship Races
Saturday 24	1300	Championship Races
	2000	Prize Giving & Closing Ceremonies

There will not be more than three races per day.

2007 Inaugural Southern European J/24 Championship

Hania Sailing Club at Souda Bay

26 October – 3 November 2007

Invitation to Race

The Greek J/24 Class Association invite you to race in the Inaugural Southern European J/24 Class Championship, 26 October – 3 November 2007 at the Hania Sailing Club on the Island of Crete.

Dear Friends from all over Europe,

Hania Sailing Club, together with the Region of Crete and the local Authorities of the Municipality of Hania invite you to a fortnight of sailing in the most beautiful island in the Mediterranean. It is a wonderful opportunity to visit the place, meet the people and discover the history of Crete.

It is a great honor to be the hosts of this inaugural J/24 Class Championship. Moreover, it will be our greatest honor to share the passion and the pleasure of sailing with you.

I look forward to seeing you in Crete.

Anastassios Nikolaou
President, Greek JCA

Location

Souda Bay is situated in northwest Crete. The Bay is roughly 1.8 miles wide and 5 miles long. The Bay is 7 kilometers from the City of Hania, the closest centre of leisure and accommodation, and approximately 8 kilometers from the Hania Airport.

Facilities

Souda Bay Nautical Club features a safe environment and the necessary infrastructure for the berthing of ships of all types. The Club features building installations capable of supporting sailing events of any given magnitude.

Among the Club's many facilities are safe berthing for 100 boats; launching facilities and hoists; a large hangar for boat and sail measurement; gym and locker room; restrooms and showers; secure parking for cars and trailers; and a repair area for boats and sails 1.2 km from the Club.

Weather

Souda Bay is well protected from extreme weather conditions, while it presents stable wind intensity and direction, with minimal undulation that does not exceed one meter in the worst conditions. The mild climate and ideal temperatures, even during the winter, make Souda an ideal sailing location. Temperatures average between a high 75°F and low of 60°F. Sea surface temperature is 73°F. Prevailing winds are typically north to east.

Transportation

The most convenient way for vehicles and boats on trailers to travel to Crete is from Venice or Ancona to Patras by ferry, then to the Port of Piraeus (estimated 1 ½ hours travel by car or train. Travel from Piraeus to Souda by ferry.

ANEK Lines is the only carrier by sea that can transport both passengers and vehicles from Italy to Souda. In cooperation with ANEK, we have ensured discounted prices on tickets with return for the transportation of vehicles and trailers from both Venice and Ancona to Patras, and from Piraeus to Souda. For crews and accompanying visitors, we can arrange charter flights from Italy via Chania at low prices in cooperation with travel agencies. There are also eight flights daily between Chania airport to Athens Eleftherios Venizelos. There are frequent flights from Athens to all major European destinations. More information will be announced shortly.

Accommodations

Lodging in various hotels will be available to competitors and guests at discounted prices. The hotels are located 6 to 8 km away from the race area.

More Information

Visit www.iox.gr

Hania Sailing Club, Tel/Fax: 0030 28210 40265

Email: ioxanion@yahoo.gr



J/24 2008 World Championships

June 12-20, 2008

Porto Rotondo, Sardinia, Italy

ORGANIZING AUTHORITY:

The Yacht Club Porto Rotondo in cooperation with the Italian Sailing Federation, the International J/24 Class Association and the Italian J/24 Class Association.

LOCATION:

The Yacht Club Porto Rotondo will host the event. Races will be sailed in the wonderful waters of the North-East Sardinia. For more information about the club and location please see www.ycpr.it.

Further information about transports facilities will be available in the website www.j24.it/wc2008.

CHARTER BOATS:

A number of charter boats will be available through the Italian J/24 Class Association. The deadline for the application to charter shall be announced on the event website.

For charter information, please contact info@j24.it

CONTACTS:

For further information please contact the Italian J/24 Association info@j24.it or visit our website www.j24.it/wc2008

SCHEDULE

Thursday	June 12th	14.00 - 18.30	Measurements & Registrations
Friday	June 13th	09.00 – 1300 and 14.30 - 18.30	Measurements & Registrations
Saturday	June 14th	09.00 – 1300 and 14.30 - 18.30	Measurements & Registrations
Sunday	June 15th	15.00	Practice Race
		18.00	Opening Ceremony & cocktails
Monday	June 16th	11.00	First Race- Post Race Social
Tuesday	June 17th	10.30	Races - Post Race Social
Wednesday	June 18th	10.30	Races
		20.00	Dinner and Party
Thursday	June 19th	10.30	Races - Post Race Social
Friday	June 20th	10.30	Races – Prize giving cocktail party & buffet – Awards Ceremony

2007 IJCA World Council Meeting

October 5-7, 2007
Riva del Garda, Italy

The Organizing Committee of the ITA-JCA is glad to invite the representative of each officially recognized National J/24 Class Association to the 2007 World Council Meeting that will take place in Riva del Garda, Italy from 5th to 7th October 2007.

All participants are requested to file an attendance form by 15 May 2007 with the ITA-JCA.

Location:

Riva del Garda, North Lake Garda - Italy

Preliminary Schedule:

Friday	October 5	Welcoming Reception
Saturday	October 6	World Council Meeting
Sunday	October 7	Marketing & Promotion Sessions – morning
		Excursion visit of a local wine cellar with wine tastings
		Departures

Accommodation:

Special rates for participants has been arranged at these Hotels:

Grand Hotel Riva	Hotel Portici
Piazza Garibaldi, 10	Piazza 3 Novembre, 19
38066 Riva del Garda Tn	38066 Riva del Garda Tn

Both hotels are very close to the conference centre which is reachable on foot in 2-3 minutes.

For reservation please contact us at info@j24.it.

Transfers:

The Organizing Committee will provide free transfers to Riva and back to the Verona – Villafranca (Valerio Catullo) Airport or train station of Rovereto, for all participants confirming their participation by 31 August 2007.

Further information:

For any information on the location and how to reach Riva del Garda please see our website www.infoj24.it/wcm2007 or contact us at info@j24.it.

ARG-JCA — Argentina

2006 ARGENTINE CHAMPIONSHIP INTERNACIONAL CLASS J/24

By Seigfredo Spitsky



The 2006 Championship event was organized by the Yacht Club Argentino at Dársena Norte, commencing on December 2, 2006 with 20 entries from different sites like Buenos Aires, Mar del Plata, Villa la Angostura and Uruguay. The race course was laid with its 5 legs windward-leeward just in front of Buenos Aires City harbour.

Starting at 1200hs on the first Saturday, 3 races were completed. The wind was NW at 10 knots with strong down stream. On Sunday the wind increased up to 18 knots from the SW with waves, making the races much more demanding. Again the races started at 1200hs and two races were completed with no premature starters.

At arrival to harbour at Darsena Norte, 11 protests were filed, which were heard on the following Wednesday.

The races continued on December 9th and 10th until the end of

the Championship. On Saturday, the race committee had to postpone the start of the first race for half an hour due to lack of wind. Finally a northeasterly breeze built up to 10 knots allowing 3 races to be sailed in the afternoon with plenty of wind shifts.

Sunday showed a nice northerly wind of 14 knots at the start of 1200hs. The last scheduled race started with a slightly longer course (1.5 h). No protests were submitted on this last day, so all competitors enjoyed a nice prize giving ceremony. Competitors were treated to an abundant and tasty barbecue that allowed all to return home with satisfaction.

The winner, Juan Ignacio Grimaldi, has won this championship 8 times since 1991. He has also maintained almost all of the same crew through the time. CONGRATULATIONS!



**2006 Argentine National Championship
Yacht Club Argentino – Darsena Norte
December 2-3 and 9-10, 2006**

Pl	Sail#	Boat	Helm/Crew	1	2	3	4	5	6	7	8	9	Total
1	4677	Tag Heuer	Juan Grimaldi	2	3	(6)	3	2	1	1	1	6	19
2	5094	Tadeus	Federica Calabrese	1	2	1	6	(8)	4	4	2	3	23
3	5398	Bombonaseino	Joaquin Doval	(DNS)	1	2	2	5	6	3	6	5	30
4	5242	Step Floor	Francisco Campero	9	9	7	1	1	2	(10)	5	1	35
5	5396	Luca Vive	Nicolas Rigoni	3	4	3	(9)	7	3	6	7	2	35
6	2753	Jaimanso	Alejandro Rossi	5	5	(14)	4	4	12	8	3	7	48
7	5045	Mataco	Fernando Montes	6	8	(10)	10	10	5	2	8	4	53
8	5229	Las Lenas	F. Van Avermaete	8	7	5	(11)	6	7	7	4	9	53
9	5169	Tsunami	Andres Fox	4	6	8	12	3	8	(15)	13	10	64
10	5191	Ziggy	Federico Reser	14	14	(16)	8	9	14	5	11	15	90
11	5095	Cacique	Sergio Pendola	17	(18)	11	7	15	10	9	15	8	92
12	4561	Genuis	Hernan Salerno	7	13	(15)	14	13	11	13	12	14	97
13	5134	On Line	Gonsalo Miranda	15	12	(17)	5	17	13	12	9	17	100
14	5041	Frana	Gerardo Della Torre	11	11	12	(17)	12	17	14	16	12	105
15	5163	Nubarron	Roberto Authier	(18)	15	9	18	14	9	16	10	16	107
16	5200	Jaguar	Ricardo Stier	13	(17)	13	15	16	16	11	14	11	109
17	5040	Quinto	Vicente Ragognetti	10	10	4	16	11	(21*)	21*	21*	21*	114
18	487	Compínche	Fernando Nandin	12	16	(DQS)	13	18	15	17	18	13	122
19	4679	Hydra	Gabriela Santanna	16	(19)	18	19	19	18	18	17	18	143
20	5230	Dolce Vita	Manfred Finck	(21*)	21*	21*	21*	21*	21*	21*	21*	21*	168

* DNS

Buenos Aires Race Week 2006



Step Floor with helmsman Francisco Campero winner of the J/24 Class at 2006 Buenos Aires Race Week.



J24s in action at the 2006 Buenos Aires Race - with the downtown skyline in the background.



Bueno Aires Race Week.

This annual event is organized by the Argentine Yacht Club and was supported by Telecom. The multi-class regatta saw a record 495 boats with 782 crew in 19 classes. Fourteen countries participated in the regatta. The J/24 Class, among the largest boats in the regatta, attracted 18 entries while the smallest boat, the Optimist Class, had the largest number of entries with 243 boats in two fleets.

The regatta attracts the most important monohull classes in South America. The efforts of the Argentine Yacht Club require six separate racing circles to accommodate all the entries. The multiple race courses require 10 race committee boats, 18 hard-bottomed inflatables, additional Club support boats, and the private boats of Club members. The combined fleets of participants, race committee boats and spectators offered an incredible spectacle along the coast of Buenos Aires.

The first day of the Championship appeared with a spectacular day. The sky was totally cleared with wind from the north at 16 knots rotating to the NNW and diminishing to 12 knots in the evening. Accreditation of the participants continued through the morning of the first day. The accreditation was a new security measure implemented this year and controlled the entry and exit from the facilities. 19 protests were heard after the conclusion of racing on the first day by two jury panels.

At night, the club entertained the participants with the traditional welcome to the Championship regatta. The competitors commented on the very good climate, much sun and warm temperatures enjoyed by the regatta during the first two days of racing.

The second day of racing found the wind staying out of the NE most of the day with 10 knots of intensity, calming towards afternoon. The J/24 course got in three good races before the days end.

Despite the prognosis of bad weather on Saturday, the day was excellent, with clear skies and breeze of 15-17 knots. After overnight storms, the last day of racing had much rain and wind from the south at 25 knots in the morning. The postponement flag kept the competitors on shore until near noon, when conditions improved. The keelboat participants were sent out to the race courses for the final day of racing.

With a crowd in attendance, the final prize giving awarded gifts to the participants from the sponsoring companies and celebratory cocktails. In the J/24 Class, the boat *MERK2*, sailed by Francisco Campera, Ezequiel Mendonca, Diego Dumais, Santiago Morixe, and Carlos Velez Olive from YCA finished in first place. Joaquin Doval and the crew of *U2* finished 2nd and Fernando Mounts and the crew of *MATACO* from Cuba finished 3rd.

All the information and photos of the championship are available at www.yca.org.ar.

AUS-JCA — Australia

By Alistair Morison, AUS-JCA President



A big beginning in 2006 for the Class in Australia, with the National and World Championships in Melbourne, Victoria at the Sandringham Yacht Club on Port Philip Bay. Both events were a resounding success with competitors from Canada, the USA, Bermuda, Brazil, the UK, Italy, Japan, New Zealand and Australia.

Sean Wallis, sailing *Fly Emirates*, secured the National Championship, while Mauricio Santa Cruz sailing *Bruschetta* was convincing in the World Championship. Doug McGain sailing *Code Violation* was the best placed Australian in the World Championship, finishing 6th. The race organisation and on-shore management were commended by the competitors and the racing conditions were excellent. The Class Association in Melbourne, Victoria worked extremely hard to manage the event supported by Sail Melbourne. Herschel Landes, Chris Scott, Hugo Ottoway and their teams are to be congratulated for two fine regattas. The NSW and South Australians supported with transport of boats over large distances both to and from the event, made more difficult with temperatures reaching 45°C during the trips.

Following the Worlds, the Class took a bit of a breather to regain family life but still managed to hold several regattas during the year. Hugo Ottoway came from Melbourne to steer *Kaotic* in the



Code Violation's foredeck takes a plunge.



Sean Kirkjian with NSW State Titles trophy.

sailing *Jack Flash* (USA). The Regatta proved to be a gruelling event with light breezes and choppy seas and close racing all weekend.

The class is well served with a great website at www.j24australia.com that is maintained by Sean Wallis from WA.

2007 commences in January with the Australian Championships to be held at Middle Harbour Yacht Club on Sydney Harbour.

Audi Sydney Harbour Regatta in March 2006 to win the J/24 class and go on to contest for the Audi car in a driving skills competition. Sadly, Arthur Crothers bus driving skills didn't help him get the Audi A4 Avant.

NSW has the strongest regatta program with a mid-winter regatta held in June where temperatures dropped to 13°C. Held up the river at the Parramatta River Sailing Club, it presented some new challenges for the fleet, and was won by Chris Lee on *Vortex*. The Spring Regatta at

Gosford is another popular event in sheltered waters held in October and well attended with John Crawford sailing *Innaminka*.

NSW and South Australia held their 2006 State Championships in November and December 2006. Sean Kirkjian retained the NSW State Championship at the regatta hosted by the Royal Australian Navy Sailing Association at Rushcutters Bay, Sydney, NSW. Alyn Stevenson sailing *Fun* won the South Australian State Championship from *No Eye Deer* and *Jump-*

BER-JCA – Bermuda

By Pete Ramsdale

Teams from Canada, the UK, Cayman, the US and Bermuda came together for Bermuda International Race Week to compete for the Gripper Trophy on the water, and the top boat drink at the now infamous dock party. Sean McDermott and crew from Nova Scotia revelled in the big breeze on the final day of racing, rounding out the week with a bullet that gave him the win over Trevor Boyce, Bermuda. As is tradition, the crews were treated to Hagen Daaz with a Dark and Stormy chaser for the sail in. Despite sore muscles and sore heads, the final dinner and international dance-off were a great success.

The Bermuda fleet started the season in mid-March, with sailing most Saturdays through to December – 23 in all. Ten boats took part in Saturday racing – typically three windward-leeward races on a shared course with IODs, Etchells, and J/105s. 57 of these races counted to the Overall that qualifies boats for International Race Week, and the competition for those slots is intense. Match racing in the summer is used as a qualifier on the road to Bermuda Gold Cup, though the winners usually find the transition to IODs challenging (how can you sail a boat with no cooler?).

Twenty Wednesday Night races get up to 13 J/24s on the line competing for their own division and also the overall handicap trophy.

The top J/24 was *RHADiCal* with a 4th out of 57, there were 7 J/24s in the top 20 boats.

With no drops, the series is very well attended, come rain or shine, or the odd hurricane. All boats survived a visit by Hurricane Florence this year with no troubles – most boats were in the water as is usual here.

Bermuda J/24 Nationals were held in November with the first Saturday being cancelled with a shortage of breeze. The following weekend, 13 boats turned out for a single day of racing, 5 races, with perfect conditions of 10-14 knots and a clear blue sky. Competition was intense, but in the end Luis Chiapparro and team, including 2 Optimist sailors, took the title by one point over Trevor Boyce. This event was the last qualifier for the Mexico Worlds where a strong Bermuda presence was expected. As a result of sponsorship the class was able to purchase an Optimist for one of the smaller clubs to help in establishing a junior program.

The year closed out with the Christmas party, dinner, disco and carnage. Boats will be hauled in January to get ready for March and yet another season of hard core J/24 racing. With IRC starting up this next year, we may see more J's out there mixing it up with the big boats.



Sean McDermott and crew aboard *Gripper* on their way to winning the Gripper Trophy at Bermuda International Race Week.

CAN-JCA — Canada

By Todd Irving



Todd Irving at the helm off Toronto.

There is great momentum building in Canada for the J/24 class. In addition to some renewed interest in the Quebec and Atlantic Districts, we are seeing great relationships developing with our American friends. Both the Ontario District and the Western District have worked hard at building ties with their neighbours to the south. District 7 in NY State is host to some great events that many Ontario boats have as a regular part of their sailing season. Likewise, the J/24 fleet in Seattle plays host to our teams from British Columbia on a regular basis and vice versa.

The Atlantic District is gaining new members and working hard to include all of the fleets and boat owners from Newfoundland to New Brunswick in what has normally been contained to Halifax, Nova Scotia and surrounding areas. District Governor Dale Robertson has found a great sponsor in Propeller Brewing Company, which seems to be setting the tone for some fun times down east! In 2007, the Canadian Nationals will be hosted in Shediac, New Brunswick from August 3-5. Planning is already underway for what is shaping up to be a great event! Check out the details at: www.sbyra.ca.

Led by the efforts of District Governor Cyrille Vittecoq and Treasurer David Cobbett, the Quebec District is seeing a re-birth of J/24 racing. The Quebec District hosted a 2007 world-qualifying event in Kingston, in conjunction with the Ontario district, adding some fresh new teams and faces to the scene.

Playing host to the Canadian Nationals in 2006, Ontario had a great year of racing conditions to test the skills of the 42 boats that participated in events throughout the season. Thanks to Nick Jako for all that he does in his role as District Governor. Ontario is also home to Rossi Milev and the team from *Clear Air* who achieved the honour of being the first Canadians to win the North American Championship that was held in Rochester immediately following the Canadian Nationals. Rossi and team also qualified for the right to represent Canada at the 2007 Pan Am Games to be held in July in Brazil.

The Western district is going strong thanks to the consistent efforts of new District Governor Chuck Ramsay and consummate communicator Rebecca Tunnacliffe. The two, along with some stalwarts of the fleet under the watchful eye of Lorne Chapman, have kept the excitement rolling out west and boast the longest J/24 season in the country.

Some highlights from a national level: We continue to have a healthy balance sheet and we are ensuring that there is good financial support of the districts to help facilitate strong events. One program that has been very successful for us is providing subsidies for the top competitors from each district outside of the one hosting the Canadian Nationals each year. The money is given to off-set travel or charter expenses and to provide extra incentive for there to be a representative from every district at our National Championship. Along with the subsidy, we endeavour to waive entry fees, provide billets and make it as easy as possible for those competitors to attend the event. All feedback to date is extremely positive.

New for 2007, we are introducing new membership bundles where a team can all join the class for a discounted rate as a group. In addition to that we are providing "J/24 Canada" hats to all members as a way of promoting the class and giving them some added value for their membership dollars. We expect this to help grow our number of active members in the coming year and beyond along with all of the other efforts in each district.

A warm thanks goes out to Lorne Chapman as he leaves behind his duties as Canadian National Measurer to take on the challenges of chairing the IJCA Technical Committee. Lorne continues to give back to our class so that we may maximize our enjoyment of the class. Joe Macdonald from Ontario has volunteered to fill those big shoes.

Lastly I would like to thank the efforts of Katie Coleman Nicoll who continues to keep our finances, membership and many of us organized and in good order.



Tom Stocki

QuickNick has a bit of a problem at the Royal Canadian YC Open Regatta in June 2006. Is that the helm in the water?



2006 Canadian National Championship

By Tim Bishop, CAN 3913 - *Narcoleptic*



Mike Kerr

The fleet downwind at Canadian Nationals .

When racing J/24s on Lake Ontario in September, you're sure to get a taste of all possible conditions. This was especially true for the 26 boats entered in the 2006 J/24 Canadian Championships, which was also the first part of the Canadian J/24 Pan-American Games qualifier, held at the Royal Canadian Yacht Club in Toronto, Ontario.

The regatta was held September 16-18 to increase the chances of having windy Championships since the autumn in Ontario is typically windier than the summer. Day One, however, was anything but windy. Despite a light southwest breeze in the range of 3-6 knots at the beginning of the race, and completing three of the four windward-leeward legs, the breeze died completely. The lead boats were able to finish within the time limit, but over 30 percent of the fleet could not finish in time so things could only go up from there.

Seeing that there was no other wind on the horizon or in the forecast, the fleet was content after the single race to head in to the call of the free kegs of beer and other refreshments offered by our beautiful island host club.

Chilean Per Von Appen and his team sailing *Reloaded* (CHI 5223) took the Day One daily prizes with the teams on the podium receiving jerseys to be worn the next day of racing to distinguish

their rank heading into the day.

Following a night on the mainland, which included a trip to Toronto's famous historic Distillery District for more socializing and tales about how the finishing boats crossed the line in time, skipper and crew planned for some solid racing expected the next day.

Racers arrived at the club for Day Two, some more bleary-eyed than others, and started their trek out to the racecourse for another day of racing. As the sea breeze slowly built over the course of the morning, racers were constantly changing rig settings to adjust to the building wind. Races were started in 5-12 knots of breeze throughout the day with wind shifting in a big range of 50 degrees generally from the southwest. The last race of the day saw crews fighting hard for position on the start line and saw at least four general recalls with many start attempts being under the black flag. As a result, nearly half of the fleet was disqualified from the race and left the remaining crews to fight it out on the racecourse with lots of lanes to play.

Heading back to shore in still-building breeze, many teams were in very different positions at the end of Day Two of the Canadian Championships. Results highlights of Day Two included Mike Ingham's crew from Rochester (USA 1208 - *Brain Cramp*) with two

bullets for the day, including the last race. Many crews, due to the black flag incidents, headed to shore looking for more fun around the kegs and later on the mainland for dinner and partying at the trendy Bier Markt in downtown Toronto.

The final day of racing saw 8-12 knots of breeze greet racers on the course. Through the two remaining races scheduled in the Canadian Championship, the breeze flirted from the south to the west and built steadily as a result of a strong low-pressure system entering the area. The Canadian Championships finished on a high note with great racing leading to the close overall results.

Congratulations to Per Von Appen and his Chilean crew on *Reloaded* for becoming the 2006 Canadian J/24 National Champions. Further congratulations are due to Todd Irving and crew as top Canadians at the regatta that saw them winning the Gerald J. Long Memorial Trophy.

Thank you to all of the sponsors, race organizers and volunteers who made this regatta a huge success. We hope to see even more boats on the start line for 2007's Canadian Championships.

For more information:

Regatta website
www.j24can.com/Canadians/2006/index.asp

Full results
www.j24can.com/Canadians/2006/Results/j24-overall-results-2006.pdf

Contact information
<http://www.j24can.com/Canadians/2006/contact.asp>

2006 J/24 Canadians - September 16-18

**Sailed:7, Discards:1, To count:6, Ratings:None, Entries:26, Scoring system:J24
 Royal Canadian Yacht Club**

Boat	Sail#	Owner	Club	R1	R2	R3	R4	R5	R6	R7	Total	Net
1 Reloaded	5223	Per Von Appen		1.0	3.0	2.0	(15.0)	6.0	5.0	8.0	40.0	25.0
2 Brain Cramp	1208	Mike Ingham	RYC	(18.0)	9.0	1.0	8.0	1.0	4.0	4.0	45.0	27.0
3 Narcoleptic	3913	Todd Irving	RCYC	(27 DNF)	4.0	6.0	4.0	4.0	6.0	3.0	54.0	27.0
4 Hot Box	4444	Robert Erglis		4.0	1.0	4.0	10.0	(27 BFD)	8.0	1.0	55.0	28.0
5 Fifty Two-SixtyThree	5263	Scott Collinson	RCYC	8.0	11.0	(13.0)	2.0	3.0	3.0	6.0	46.0	33.0
6 Clear Air	2827	Rossi Milev	PCYC	9.0	(23.0)	12.0	13.0	2.0	1.0	2.0	62.0	39.0
7 SunnyVale	3599	Peter Wickwire	RCYC	3.0	2.0	15.0	5.0	(27 BFD)	10.0	5.0	67.0	40.0
8 Pressure Drop	5014	Dag Von Appen		11.0	10.0	3.0	11.0	(27 BFD)	2.0	9.0	73.0	46.0
9 Navtech.ca	4260	Thomas E.Barbeau	YCQ	7.0	13.0	7.0	9.0	(27 BFD)	7.0	7.0	77.0	50.0
10 Phantom	2280	Darren McArthur		6.0	(18.0)	5.0	17.0	7.0	9.0	13.0	75.0	57.0
11 Drivers Wanted	4013	Ted Bartlewski	PCYC	(27 DNF)	7.0	17.0	1.0	5.0	11.0	17.0	85.0	58.0
12 Taz	4140	Nick Jako	NYC	14.0	5.0	9.0	7.0	(27 BFD)	12.0	16.0	90.0	63.0
13 Rex	4865	Scott Weakley		13.0	19.0	11.0	3.0	(27 BFD)	15.0	10.0	98.0	71.0
14 Quick Nick	3707	Katie Coleman Nicoll		(27 DNF)	6.0	19.0	12.0	8.0	16.0	21.0	109.0	82.0
15 Mr. Wiggly	787	Robin Avery		2.0	14.0	26.0	19.0	(27 BFD)	13.0	11.0	112.0	85.0
16 Syrena	1252	Irek Zubko	YCZC	12.0	(26.0)	8.0	21.0	9.0	20.0	15.0	111.0	85.0
17 Nautical Disaster	2345	Jeremy Crowder	RHYC	10.0	25.0	10.0	6.0	(27 BFD)	22.0	19.0	119.0	92.0
18 Crescendo	3755	Murray Sarafinichin	RCYC	5.0	22.0	18.0	20.0	10.0	23.0	(24.0)	122.0	98.0
19 Whiplash	2250	Brandon Lambert	WYC	(27 DNF)	16.0	14.0	14.0	27.0BFD	8.0	12.0	128.0	101.0
20 Dynamite	3245	Robin D.Pattinson	QQY	15.0	(24.0)	16.0	18.0	13.0	21.0	23.0	130.0	106.0
21 Black Swan	3778	Eli Gershman	ABYC	(27 DNF)	12.0	25.0	23.0	12.0	17.0	20.0	136.0	109.0
22 Wasabi	2623	Fred Curry	RCYC	16.0	15.0	21.0	26.0	(27 BFD)	14.0	18.0	137.0	110.0
23 Humidor	2761	Tim Connolly	ABYC	17.0	21.0	23.0	21.0SCP	(27 BFD)	19.0	14.0	142.0	115.0
24 Cluster	2728	Matt Kenny	RCYC	(27.0)	17.0	24.0	25.0	11.0	24.0	22.0	150.0	123.0

GBR-JCA — Great Britain



David Harding — SailingScenes.com

2006 UK Nationals

Ian Southworth and the crew of *Hedgehog*, 2005 and 2006 European champions, won the 2006 J/24 UK National Champions, held at the Royal Cornwall Yacht Club, Falmouth. The eight race series was closely fought in a variety of conditions from 5 mph to 26 mph as light local winds were pushed out by the arrival of a front.

Southworth and crew had put yet more effort into their restored boat *Hedgehog*. Over winter it has been re-faired and its keel re-profiled to the USA Compukeel template. The crew felt that *Hedgehog* was sticky down wind at the 2005 Europeans, so they went for a new hull before the Worlds in Weymouth. That boat, *Echidna*, was certainly an improvement, but their limited budget forced its sale and they went back to the drawing board. The results have been very satisfactory, though a Falmouth boat, *Roger Rabbit*, still leads on the fairing stakes.

Hedgehog also changed rigs over the winter. At the Melbourne Worlds in January they used a Sparloft New Zealand rig. It seemed softer than the Proctor and easier to set up. So with the sale of the Weymouth boat, the crew changed rigs. They have found it to be a very good spar and Mauricio Santa Cruz, the Brazilian World Champion, has given them similar feedback.

Hedgehog won the series with a race to spare and an 18-point margin over the next competitor, Duncan McCarthy, sailing *Madeleine*. McCarthy has clearly also worked hard on his boat preparation and fought a close battle with Falmouth favourites, *Roger Rabbit* (Team Gul) helmed by Gavin Watson. All three of these boats are mid-eighties Jeremy Rogers hulls. And all three have been subject of fairing and keel profiling.

Madeleine was formerly the infamous *Fuzzy Duck*, and the fourth placed *Johnny Bravo* is an original Contessa J/24 demonstrator brought into the UK.

Comments Southworth, "I don't know of other sports boats that offer this kind of sailing life. The J/24 has great international competition, can be bought cheaply and remains challenging to tune and sail. It has pedigree."

Racing began on Thursday, 6 July with two wins for *Hedgehog*, chased in the opener by *Madeleine* and *Roger Rabbit* and then by Stuart Jardine's *Stouche* and John Allen's *Legal Alien* in winds around 12-14 mph — comfortable genoa weather.

Friday saw very different conditions, with light zephyrs of wind, 20-30 degree shifts and speeds from zero to 5 mph. *Roger Rabbit* took the morning race from *Hedgehog* and David Ellis in *Hitchhiker*.

Race 4 started in very light conditions, with local boat *Johnny Bravo* taking the lead. Southworth in *Hedgehog* found himself last at the end of the first run, but worked his way through the shifts, upwind and down, to take the lead on the final run to the finish line. Gybing to cover boats in pressure on the port side of the course, he could only watch as *Johnny Bravo* slipped ahead again to take the gun. Said Ian, "All credit to the father and son team of Chris and John Derbyshire. They kept it together and took the advantage when it came. We were very happy with our second."

The final race of the day saw wind swinging through 30 degrees and generally trending to the port side of the course, as land effects dominated the approach to the windward mark. *Johnny Bravo* got away to be caught up by Southworth in *Hedgehog* on the final run. As wind died across the course, Duncan McCarthy, positioned to leeward and parallel to Southworth gained by gybing onto port into pressure. The final beat saw *Bravo* and *Madeleine* move forward as Southworth moved up again from fifth to fourth, crossing Ben Williamson in *Rumble*, before returning to the port layline to the finish. *Rumble* tacked to clear him and was rewarded with a fifteen degree lift to the line to regain third place. Said Ian, "We looked at pushing to the left and I think we would have won the race if we had done so. But halfway through a series is not the time to play heroics."

At the end of Day Two, Southworth led the championship with a six point margin. Day Three saw a promised front begin to arrive. Race 6 began in 16 mph winds concluding around 20 mph, as many in the fleet switched to jibs from the genoa, down the run.

Passing *Madeleine* on the first run, *Hedgehog* stayed with genoa throughout the race to take the first win of the day. The second race saw all boats change to jib as the strong frontal breeze white-capped Falmouth Bay. Again *Hedgehog* pushed through the fleet, working to leeward of Stuart Jardine and Falmouth crew, *Roger Rabbit*.



David Harding — SailingScenes.com

With wind swinging 20 degrees, Southworth worked middle and right to cover the approach to the weather mark, gybing immediately for the run to the finish. Strong gusts and big waves provided an exciting run down for the fleet. As he crossed the finish line, Southworth retired from the final race of the day. He comments, "We had a new jib up, so it seemed sensible to head for home and conserve the sails."

2006 European Championships

Ian Southworth is the 2006 J/24 European Champion, retaining the title he won in 2005 and becoming the first three-time winner—having previously won in 1988. Southworth and the crew of *Hedgehog*—an extensively restored 1987 British-built Rogers hull—dominated the championship, held in Poole Bay, Dorset, Great Britain. He scored seven first places, three second places, and 1.3 points for redress, following a successful request to the International Jury after a black-flagged start.

Second was World Class Association Chairman Bob Turner in the former Ken Read boat, *Headcase*, now known as *Serco Defence*. Team Gul helmed by Gavin Watson was third, with Duncan McCarthy in fourth place sailing *Madeleine*. Jon Powell in *Peggy* took fifth place from Class stalwart, Stuart Jardine, in *Stouche*. Greig Wilcox, a former okay dinghy sailor, now based in Germany, took seventh for the German team *Rotoman* — promising to be a real challenger for the 2007 Europeans at Neustadt, Germany.

The fleet sailed in a wide range of conditions with light wind drifters through to 28 mph gusts and jib racing conditions. Poole Bay is renowned for waves and it offered exciting surfing conditions for some races and brain-crunching decisions on tidal flows for others.

Of particular note is that the first six places were taken by GB-built Rogers boats, the oldest being the series winner—proof of the

longevity of J/24 boats.

Southworth's 14.3 points from eleven races—he didn't sail the last—contrasted with the second-place boat's 41 points. Double Olympic Gold medallist Shirley Robertson placed 10th in her first J/24 regatta, on 142 points.

Bahrain Omega J/24 Match Racing

Three-times J/24 European Champion, Ian Southworth, won the Omega Bahrain Match Racing championship, held in the Arabian Gulf State of Bahrain, hosted by the Bahrain Sailing Club on Al Jazira beach.

Teams from Bahrain, The Netherlands, Pakistan, Qatar, Great Britain, Kuwait and Hungary battled for the Trophy and Omega watches in warm winds and sea.

The event, raced in matched J/24s, was delayed for one day as 25-mph winds unexpectedly blew across the course area. The cause was the Shamal – a local warm air breeze that blows in from Iraq toward the island of Bahrain.

The compressed round-robin event saw Southworth unbeaten in eight races across two days as wind gradually moderated to 8-10 mph. In the opening race, one mast was broken, due to an unexpected chain-plate failure, but with great ingenuity it was sleeved and welded over-night – then straightened by Southworth and cockpit-man, Andy McLelland, with assistance from winches on two other boats, manned by crews from across the fleet.

The final had a local edge with Bahrain 1's team, led by Aziz Aziz Yaqoob, the previous year's victors, sweeping all aside to reach the final. The Bahraini team has worked hard to improve its match racing technique and had performance at the forthcoming Asian Games very much in mind.

With the wind lightening, Southworth and his team outweighed the Bahraini crew by around 45 kilos (99 pounds). He hoped for a change up to genoas for the final. But race organisers and the International Jury, led by Luca Babini of Italy, stuck to jibs.

Race One saw Southworth control the start and lead the Bahraini team from start to finish. But the locals fought back in Race Two. Using local knowledge, they tried to get Southworth to run aground off the harbour entrance. Spectators peered down from the wall above enjoying a birds-eye view of both crews as they tried not to be first to ground. Southworth broke clear to lead again from start to finish.

Third and fourth places were hard fought between Pakistan, helmed by Zahid Rauf, formerly a keen Enterprise dinghy sailor – like Southworth – and Bahrain 2, helmed by Abdulla Janahi. Pakistan won the first, Bahrain 2 the second and a close-covering battle in the final race saw Pakistan take third place overall.

Some of the entrants were new to the J/24 and preparing for the



David Harding — SailingScenes.com

forthcoming Asian Games. The GB team helped set boats up and gave handling tips to these crews. Sailing and match racing is being encouraged and supported by Sheikh Kalifa bin Abdulla al Kalifa, who founded the Sailing Club and oversees its development. The Sheikh is encouraging development of sailing and enjoys the support of the Royal Family in his efforts.

Prince Nasser bin Hassan al Kalifa, recently returned from Sandhurst Military Academy, presented watches to the British team of Ian Southworth, Andrew McLelland, Chris McLaughlin, Mark Hayman and Julia Scott.

Commenting on the regatta, Ian Southworth said, "It's early days for match racing and competitive sailing in Bahrain. But it was a privilege to take part in this event. Sailors were treated to brilliant sunshine, sparkling seas and wonderful Bahraini hospitality. We hope to be invited back next year and to encourage Gulf J/24 sailors to build-up for the J/24 World Championship to be held in Sardinia, Italy in 2008."

GER-JCA — Germany

By Philip Nann

20 years have been spent racing since the German J/24 Class Association was founded in 1987. Since then, the German J/24 Class Association has grown and grown. The J/24 has become the most successful and sought after boat in getting young sailors into one-design and later big boat racing.

A true success story indeed!

The 2006 Kiel Race Week had an impressive 39 boats from Germany, Sweden, Denmark and Holland attending. This made the fleet even bigger than the Platu25 and other keelboat one-design classes.

Overall, J/24 sailing is ever so popular as it is the only keelboat one-design class in Germany affordable to a wide range of sailors, especially youth teams. Therefore, clubs in Germany use the J/24 for training regatta skills to youth members willing to go one step ahead in keelboat racing.

The highlight in 2006 was the Dubarry J/24 European Champi-

onship in Poole UK and its perfect organised fleet racing in the ever so sunny Solent.

An unbeatable Ian Southworth showed how it's done properly and even Olympic gold medallist in Yngling, Shirley Robertson, brought her Volvo team to the starting line.

Overall, 2006 has seen very competitive racing in Germany and its adjacent countries. The fleet and the class association is constantly growing and attracting new members.

2007 marks a highlight in the European and German race calendar, as Germany will host the MAN Roland J/24 European Championship in Neustadt. Neustadt is host to the annual Rolex Baltic week, with events such Dragon Worlds, Star Class Europeans, IMS Worlds and many more. If in Germany one should not miss this event in 2007 as it holds promising racing and a heavily loaded after race program.

Hope to see you in Germany soon.



J/24 sailors enjoy the party at Kiel Race Week.

GRE-JCA — Greece



The Greek class has remained stable in absolute numbers during 2006. The 7 races of the annual class program were conducted successfully, with average participation hovering around 80% of the active fleet.

The 2006 National Championship was conducted during the first weekend of November in Athens, and the *Hellenic Police* team (GRE751), showing consistent performance throughout the race, were the winners of the event.

In conjunction with the Nationals, the new council for the Greek JCA was elected. Mr. Tassos Nikolaou was elected as president and Mr. George Papadakis is from now on the general secretary of the class.

The previous president, Mr Nikos Spiggos remains as member of

the council.

The new Greek Council has identified that further J/24 development in Greece should be their topmost priority and are working on a plan to attack this problem for the years to come.

Looking at the year ahead, the Greek J/24 sailors are waiting in anticipation for the South European Championship, the first J/24 international event that takes place in Greece since 1991.

The hosting yacht club and the local authorities are extremely active and preparations so far are right on schedule.

At the same time talks are taking place between the neighbouring countries in order to secure sufficient boat participation to the event.



2006 Greek National Championship

Looking at the final results of the 2006 Greek National Championship, one might think that the *Hellenic Police* Sailing Team, posting 7 bullets in 8 races, had an easy time during the first weekend of November in Athens. But 25-30 knot northern winds made it tough ride for everyone in the race area.

The Sailing Club of Paleo Faliro hosted the 2006 J/24 Championships at the Athens Olympic Games Marina from November 3 through November 5. And they did an excellent job of organizing the event, from measurements through all the off the water activities.

This year, mild winds and summer temperatures of 25 C degrees had extended their presence throughout September and October in Greece. So it was a shock for the crews on Race Day 1 when a fresh low-pressure weather system came from the north and swept

topographer to get some nice shots of the fleet. *Activista* managed to beat *Hellenic Police* at the last of the 3 races that were held, *Spirit* defended the 3rd place from *Kika*, while *Okyroi* had to settle with 5th.

The results for the top 5 boats:

Pos.	Boat	Sail	Skipper	Points
1	Hellenic Police	GRE751	Alex Tagaropoulos	7
2	Activista	GRE1483	Dimitris Lekkas	14
3	Minoan Spirit	GRE007	George Vitsakis	22
4	Kika	GRE5205	Christina Garaki	27
5	Okyroi	GRE3616	George Poliosdakis	32



The highlights of the prize giving ceremony was the special prize given to the sailor who achieved falling overboard on two consecutive race days (!!) and the farewell to the outgoing Greek JCA President, Nikos Spiggos. Elections took place right after the races of Race Day 2 and Tassos Nikolaou was elected the new president of the Greek JCA. Of course, Nikos is still active in the class council, offering his invaluable experience to the Greek class.

At last, special mention should go to the race committee, for they managed to conduct a perfect regatta of 8 races in 3 days of shifty and gusty strong winds, while on the same time having to manage "man overboard" situations and helping boats with ripped sails and various broken hardware. We hope to see everyone at next year's National and South European Championships at Crete in October.

Athens just 2 hours before the start, with temperatures around 10C and 25-knot winds.

Despite the sudden harsh weather conditions, the committee managed to set-up the course perfectly, and the two races of Race Day One saw *Hellenic Police* unquestionable leaders with 2 bullets, the locals *Activista* in second, and *Minoan Spirit* and *Kika* close enough and fighting for third place.

Race Day Two saw the wind increase to a little more than 30 knots, but so did the performance of the *Hellenic Police*, for they posted 3 bullets in 3 races, despite the attack that *Activista* tried to mount (3 seconds). Things didn't seem to clear up for third place, with *Spirit* gaining 4 points over *Kika* and *Okyroi* trailing them just 1 point.

The skies cleared as the day progressed in Race Day Three, the temperature began to rise again, just short of 20C and the wind fell to 15 knots, making it a perfect day for the regatta pho-



HUN-JCA — Hungary

Erik Herscel, HUN-JCA Class Captain



Andi Magrev

The Hungarian J/24 Class Association is a small, but dynamically developing, Class of the International J Class Association. The HUN-JCA was founded with four J/24 keelboats in 1998, and now has 16 boats. 15 of the boats compete regularly and were lined up at the 2006 National Championship, as well.

Every Hungarian J/24 boat races on the biggest lake of Middle Europe, Lake Balaton. Ten of the boats are docked in the same harbour in the Balatonfüredi Yacht Club. The boats are in good condition, with eight of them produced after 2000 from the J-Boats Italy. All of the fleet has North San Diego sails. In 2007, four new boats are expected to be delivered to Lake Balaton from Italy.

2006 HUN-JCA National Championship Results

1	Nelson	Lajos Varga	98.60
2	Egi	Peter Pernes	90.80
3	Oregszem	Andras Gero	83.40
4	Euphemya	Tamas Madarasz	82.00
5	Ossztaps	Erik Herscel	81.00
6	Paganini	Attila Nagy R	80.20
7	Vega	Pal Gal	69.80
8	Break	Janos Barnoczki	58.40
9	Rebel	Istvan Orban	54.60
10	PlayMate	Istvan Mate	43.80
11	Hedda	Adorjan Lettner	38.60
12	Gone with the Wind	Zoltan Kristof	30.20
13	Enigma	Peter Edocs	26.20
14	Young Boys	Kristof Kaiser	13.00
15	Orka	Gabor Kalovics	8.00
16	Kettucat	Balazs Komaromi	0.00



Andi Magrev



Andi Magrev

2006 Hungary National Championship



Heidi Tumbasz



Heidi Tumbasz

Championship Results:

1 Euphemya	Tamas Madarasz	22
2 Nelson	Lajos Varga	20,6
3 Paganini	Attila Nagy R	19,2
4 Egi	Peter Pernesz	17,8
5 Oregszem	Andras Gero	16,4
6 Ossztaps	Erik Hercsel	15
7 Rebel	Istvan Orban	13,6
8 Enigma	Jozsef Bendicsek	12,2
9 Vega	Pal Gal	10,8
10 Break	Akos Csolto	9,4
11 Orka	Robert Sarina	8
12 Hedda	Adorjan Lettner	6,6
13 Gone with the Wind	Zoltan Kristof	5,2
14 Play Mate	Istvan Mate	3,8
15 Young Boys	Kristof Kaiser	2
16 Kettucat	Balazs Komaromi	



Andi Magrey

The Hungarian Sails Association organises competitions on Lake Balaton practically every weekend. Of these J teams prefer to take part in the One Design Trophy organised for One Design Classes at 4 stations.

2006 HUN-JCA Rankings

It is a real challenge for the J/24 teams every year to enter for the longest around-the-lake race, the Blue Ribbon. In 2006, 450 boats, including 13 J/24s, started simultaneously for the 180 km long distance.

Another important event of 2006 occurred in September, when the HUN-JCA and BYC organised the Architects' Sails Cup for the first time. 22 leading Hungarian building industrial firms were represented. It was a successful and enjoyable race that propagated the sport as well as the J boats. The incomes of the occasion were given to the new generation racers. The successful event will be repeated in 2007.

The European JCAs selected HUN-JCA to host the 2008 European Championship. The event can further enhance the popularity of this perfect boat type around Hungary. The 2008 J/24 European Championship will be organised in Balatonfüred in September. The details of the competition will soon be announced. The HUNJCA looks forward to hosting numerous foreign teams. We hope that this event will be a good occasion for the J/24 teams of Europe to discover the Hungarian J/24 Class, this wonderful Lake Balaton and Hungary.

The 2007 rank list of HUN-JCA evolves according to the ranks achieved in the following competitions.



Heidi Tumbasz

2007 HUN-JCA Racing Schedule

Regatta	Trophy	Location	Dates
Tavaszi Regatta	OD Trophy I	Balatonkenese	28-29 Apr
KEREKED KUPA	OD Trophy II	Csopak	16-17 Jun
Raiffeisen Private Banking Kupa	OD Trophy III	Balatonfoldvar	30 Jun-1 Jul
KEKSZALAG	Tókerül	Balatonfüred	6-8 Jul
AUDI KUPA	Nagyhajós Nyílt Bajnokság	Balatonfüred	3-8 Aug
FÜRED KUPA	OD Trophy IV	Balatonfüred	2-3 Szept

IRL-JCA — Ireland



Nigel Thompson

Ireland's main J/24 happenings in 2006 were September's ISAF Grade One Nations Cup World Match Racing Final, August's J/24 World Council Meeting, and a J/24 circuit of eight events, in which David Taylor and Paul Barbour in *Taz* from Carrickfergus SC won the National Championship trophy and three others, including Autumn's much-coveted full-rig J/24 model.

Press Praise for J/24

Reviewing 2006, Ireland's sailing magazine, AFLOAT, declared – "The J/24s have probably the most extensive programme of regional events of any class." AFLOAT listed the season's highlights, A to Z, and for J highlighted the J/24, which had long "captured global sailing's imagination, and it still does," adding, "the J/24 class has a fine sense of camaraderie in Ireland." Alongside was a vivid action picture of J/24s loaned by Irish owners for use in the International Sailing Federation's Nations Cup world grand match racing final hosted by Royal Cork YC.

J/24 Number Nears Seventy

Steady increase in Ireland's J/24 numbers continued. Five J/24s purchased from France, Britain and Japanese owners brought the year-end total to 69. With a third in Northern Ireland, two-thirds in the Republic, coastal and inland, International J/24s are notably widespread in Ireland.

Perhaps half of over 80 sailing clubs have waters and facilities suited to J/24s. Ten hosted J/24 events in recent years, including two new host clubs in 2006; Portrush YC, the Northern J/24 Championship; and Royal Cork YC, the Southern J/24 Championship. Some J/24s are based at ten other clubs, most recently a new fleet of three J/24s at Malahide Inlet on the East Coast.

J/24 Championship Circuit

In a busy winter of administration, Ireland's first J/24 programme for 2006 had to be dismantled then re-built around the need to make space for a six-week loan of a dozen J/24s, via the Irish Sailing Association to Royal Cork YC for September's ISAF Nations Cup world final. The new programme was announced very late and had some awkward changes. This did reduce turnouts.

April's Spring Championship on Dublin Bay, hosted at short notice by the Royal St George YC, was won by Barry O'Neill's team in *Just 4 Fun*. With 15 expected, only 9 boats turned out for well-set racing and a very useful coaching session ashore based on video evidence taken afloat.

For May's Eastern Championship, on Dublin Bay, the J/24 fleet was one of several keelboat fleets in the Royal Alfred YC's Baily Bowl event. As ever, this event saw excellent racing, and a slightly larger J/24 fleet.

New Eastern Champion was David Taylor in *Taz*, Carrickfergus SC.

June's Northern Championship, just three races before Force 6 over tide on an open North Atlantic coast sent the dozen-strong fleet struggling into harbour. David Taylor's *Taz* team won narrowly from second placed club mate, Steve Atkinson in *Bád*, Carrickfergus SC.

July's 27th Irish National J/24 Championship attracted 100 sailors in 19 boats from 10 clubs. Of 10 races planned, 9 were completed over three days on windward-leeward courses set by race officer Jim Shields of Carrickfergus SC. Wind and weather ranged from near calm to force five in driving rain. Typical of the real sailing sport enjoyed by Ireland's J/24s, first places were shared across five crews, and over half the fleet scored at least one first, second or third place.

Second overall was a past national champion, Michael McCaldin's team in *Murder Picture* from Lough Erne YC. Third was Desmond Fortune's *Hard on Port*, Royal St George YC, and fourth Tim and Shirley Sheard's *Jay Kay*, another past Irish champion, from Lough Neagh SC. Fifth was Stuart Harrison, also LNSC, at the helm of Mark Isherwood's *Jadore*, LEYC.

Sixth and most distant travelled was Jamie Bergin's *Jaws* from Lough Ree YC. John Patrick McCaldin's *Jet* from LEYC took the prize for first among the five older Westerly built boats. Second was Graeme Grant in *Juno*, sail 4001 and first J/24 out of the 1979 Westerly mould, with a trainee team from Carlingford Sailing School, best a 3rd place. Third was Elayne Taylor, the one woman helm, from Ballyholme YC with a women team in *Jeratrix* from LEYC, best a 4th place.

Carrickfergus SC and its Belfast Lough waters provide superb sailing sport. Don't be surprised to hear mention of Carrickfergus when next Ireland is to host the European Championship.



Nigel Thompson

Dressed for Irish summer sailing

August's Southern Championship, hosted by Royal Cork YC, was arranged to facilitate boat delivery ahead of September's big ISAF event. Nine of them took part in eight well-set races. Desmond Fortune emerged the new Southern Champion in *Hard on Port*, Royal St George YC.

September's Midland Championship, hosted by Lough Ree YC at the very centre of Ireland, a short-notice extra event for 9 boats, was won by Flor O'Driscoll, *Hard on Port*, Bray SC.

October's Autumn Championship, a popular event to close the season, saw 17 boats at Lough Neagh SC, on the largest lake in the British Isles. David Taylor's *Taz* team again took home the Autumn Trophy, a fine hull and rig J/24 model in a glass case, and much sought after. Even at this autumn event, with only 5 instead of the usual 8 races, four boats had first places and over half the fleet scored a first, second or third—clear indications of close one-design keelboat racing fun.

David Taylor, the 2006 Irish National Northern, Eastern and Autumn J/24 Champion, also had championship firsts in big handicap cruiser events in Scotland and Cork. With Ben Cooke crew, he did well as the J/24 nominee in September's All Ireland ISA helmsman's event



Nigel Thompson

Mickey McCaldin and son John Patrick astern.

ISAF Nations Cup Final in Irish J/24s

September's ISAF Nations Cup, a world match race final championship, hosted by Royal Cork YC in J/24s recruited by the Irish Sailing Association and generously on loan at no cost save transport from a dozen Irish owners in eight clubs, was the only ISAF Grade One event of this kind in Britain or Ireland in over a decade. Ireland's most important international sailing event in 2006, it was a huge success for ISAF, ISA, RCYC, and for International J/24s. Vivid video action in Irish J/24s attracted much favourable attention at November's annual ISAF meeting in Finland.

Ireland's critical resource in achieving this major success was the right keelboats. Ireland's J/24s set a gold standard for suitable and tightly matched boats, tested and found true in over 180

match races between world class teams, selected for Cork by regional qualifying events world-wide.

Programme 2007

On solid evidence above, locally across the island, national and international, from club to world championship racing, the International J/24 Class is the most important keelboat class in Ireland. However, to remain so, we must consolidate, and need major reform of our class administration.

Ingredients for J/24 success are no secret – just plenty of good plain racing on simple well-set windward-leeward courses, in international one-design decked keelboats with a real spinnaker, notably economic to own and run, easy to transport by road, and above all great fun for a crew team of five – a team with room for novices. So, Irish 2007 plans are back to KISS principles.

All but one of six events will be at clubs with J/24 fleets, April to October, with just one an experiment, a J/24 fleet in July's big new Dunlaoghaire Week regatta. Sailing Instructions and event papers are standard, 8 races at weekend events, and 10 for the three day National event, all windward-leeward, with marks moved as often as need be so as to keep all legs always dead true.

After a complex 2006 season, looking forward to lots of simply good racing in 2007. Finally, anyone visiting Ireland is very welcome to come J/24 sailing.

More at
www.j24ireland.com
www.sailing.ie
www.nisailing.net
www.matchrace.ie

Michael Clarke, President 2006, J/24 Association of Ireland



Nigel Thompson

Carlingford J/24 Match Racing

A Dublin women's team won the new J/24 Match Racing Championship in June among 12 teams nominated by J/24 fleets around Ireland. The racing weather was perfect, with sunshine and a lively sea breeze flowing between mountains either side of the race area into the 'big pool' from which, in Gaelic, Carlingford Lough is named. Sunday's stiffer westerly breeze gave more good sport.

Mary O'Loughlin with Karena Knaggs, Katie Dwyer and Kate Kirby, crew in Barry O'Neill's *Just 4 Fun*, had qualified in ISA's April event for the host nation's women's place at September's ISAF Nations Cup final, and went on to do well at that event among top world standard sailors.

J/24 World Council in Ireland

Ireland hosted August's annual World J/24 Council meeting. Delegates from 23 nations came from Japan, Australia, Argentina, Mexico, North America and Europe. Amid worldwide praise, Bob Turner, World J/24 President, declared this Irish weekend gathering an exceptionally productive meeting. The reception and meeting were at Lough Erne YC with accommodation and dinner in Mahon's Hotel, Irvinestown. Ireland hosted 25 representatives of J/24 associations in Australia, Japan, Argentina, Mexico, North America and Europe for a most successful Council, amid much praise for Erne sailing and Fermanagh hospitality. December news was that Italy, host for the 2007 WC meeting, will attempt to match the standards set in Ireland with another inland yacht club venue for World Council on scenic Lake Garda, that country's largest lake.

Irish at International events

In 2005, ten Irish boats had been in World and European events in Britain and France. A lull in 2006 saw Irish crew in the UK boat third overall at January's World J/24 Championship in Australia. A Dublin crew went to New York for August's Dennis Connor Challenge in J/24s. Two Irish boats went to England for September's European J/24 Championship. In tight competition at a very enjoyable event, Diarmuid O'Donovan's Lough Erne team in *Sayonara's* emerged 20th overall, with best results three tenth places and two penalty scores, in twelve races. Gerry Jones's *Justintime* from Dublin arrived 30th overall after two penalty scores and a ninth place best result.



Nigel Thompson

ITA-JCA — Italy



The Italian Championship fleet rounds the leeward mark.

2006 has been an important year for the Association of the J/24 Class with many changes. A meeting of the class members was held in conjunction with the National Championship. The members approved a new charter for the Association; a charter for the 12 fleets; and elected a new Council of Directors. The directors have named Eros Angeli as president of the class. The ITA-JCA saw the registration of 12 new boat owners and improved participation in the year-long series of regattas.

The 2006 season started with the participation of the Italian team, (ITA 233) with Luigi Ravioli, in the 2006 World Championship in Australia. The team finished 6th place. The Italian J/24 racing season continued with the Primo Cup di Monte Carlo (the 1st Stage in a series for the J/24 trophy) that was won by *J Di Quadri* (ITA 479) helmed by owner Claudio Buratti. The event saw the participation of 3 other Italian boats. Stage II of the J/24 Trophy was sailed in Santo Porto Stefano with 42 boats entered. The Stage II winner was *Avoltore* (ITA 466) owned by Massimo Mariotti.

Stage III was the Trofeo Accademia Navale in Livorno where 27 boats competed. Luigi Ravioli sailing *JDF* (ITA-233), emerged victorious in Livorno, beating rival *Fiamme Gialle* (ITA 434) with Andrea Casale helming.

Stage IV was the Italian National Championship at Cala Galera, Argentario where *Fiamme Gialla* (ITA 434) helmed by A. Casale won in a fleet of 50 boats. The Championship marked a 10% increase in participants over 2005.

Stage V of the J/24 Trophy was held at YC Porto Rotondo where Anthony De Stephani's *Miki II* (ITA 461) won the Trofeo Carlin. The Stage VI event was held at Canottieri Domaso on Lake Como. The small fleet on Lake Como has greatly improved and the event attracted 16 competitors. The winner was helmsman Marco Stefanoni sailing *Kong Ipogrifo* (ITA187).

The last event, Stage VII, was held at Marina di Carrara, for the Trofeo Mino Menchelli. *Billo* (ITA 487), owned by Roberto Biagini and helmed by Maurizio Muracchioli won the final event.

Altogether, the J/24 Trophy series had over 98 boats compete. The growth in participation can be attributed to the addition of owner-helmsman Paquale Mario di Fraia, *Botta Dritta* (ITA-460) as Director of the Association. Also in this season, the racing activity has been supported by the contribution of the Association, and the sponsorship of the GENERAL CARGO. General Cargo aided in the transport of the boats between regatta locations. In October 2006, the owner the General Cargo became a part of the Council of Directors of the Association.

Beyond the new boats constructed, there have been changes to the number of boats required to constitute new fleets, and the approval of the boat owners actions to safeguard the rules of the one-design nature, a fundamental characteristic for the growth of the class.

In order to promote the activity and to earn greater possible recognition within the sailing world, the association has accepted the assignment to organize two important international events: the 2007 IJCA World Council Meeting to be held at Lake Garda on 7 October, and the 2008 J/24 World Championship, scheduled for 12th to 20th June, 2008 in Porto Rotundo, Sardinia.

In order to face these challenges and to better support the J/24 activities in Italy, we are engaging to find new sponsors and enter into contracts in order to underwrite the events.

Moreover, in a few months we can count on the collaboration of our photographers, and expect to see their works printed. We are dealing with videographers to complete information on the J/24 to televise, hoping that the J/24 Class obtains the visibility that it deserves.



Andrea Casale and crew on their way to winning the Italian National Championship.

General Results
Open Italian National Championship

Pl.	Sail number	Boat	1	2	3	4	5	6	7	8	9	10	Score
1	434	FIAMME GIALLE	1	1	1	7	1	2	19	1	2	53	16
2	233	J di F	3	2	11	3	5	1	4	3	1	53	22
3	269	GINGERIN UP	8	8	6	1	2	3	43	7	7	6	40
4	5399	FURIO	2	15	15	8	6	8	2	17	5	2	48
5	460	BOTTA DRITTA	9	7	9	5	3	14	53	6	3	17	56
6	466	AVOLTORE	6	53	4	14	8	12	7	2	4	18	57
7	428	KASTER ATLANTICA	4	3	14	22	7	4	9	53	13	4	58
8	487	BILLO	14	6	24	4	4	21	3	8	9	29	69
9	405	SARDARES	5	53	5	17	10	6	16	4	24	8	71
10	2845	MOLLICONA II	11	12	3	2	16	13	21	12	21	14	83
11	461	MIKI II	13	10	13	16	9	15	5	18	25	7	88
12	458	ENJOY 2	15	5	12	21	28	5	26	15	8	13	94
13	268	TANY & TASKY	16	14	8	6	19	11	33	19	12	31	105
14	473	MAGICA FATA	10	23	7	28	32	7	14	11	6	30	106
15	479	J DI QUADRI	15	13	16	33	25	27	13	20	15	10	127
16	264	SIR BRANDOLPH	22	33	18	53	24	16	23	9	16	1	129
17	210	CESARE JULIO	28	9	2	37	21	20	28	30	18	5	131
18	489	VALHALLA	20	25	20	13	12	10	24	21	11	37	131
19	113	INDIANA J	17	11	17	19	29	24	17	14	17	25	136
20	427	JEBEDEE	53	30	36	18	20	19	12	5	14	21	139
21	469	BRUSCHETTA	12	53	21	9	15	31	39	26	19	15	148
22	474	MARMELLATA JJ	7	21	22	42	13	53	18	13	33	28	155
23	318	NORDEST	24	4	30	23	22	18	8	37	31	40	160
23	442	SPARVIERO	23	22	23	25	39	9	15	27	35	16	160
25	371	J Ok	29	53	10	53	26	23	11	36	10	20	165
26	240	VENTO MATTO	38	16	53	11	11	32	10	28	27	34	169
27	241	LIBARIUM	21	24	35	12	17	26	20	25	41	35	180
28	334	JAM	31	18	26	30	30	17	37	16	34	22	190
29	212	JAMAICA	25	17	19	39	34	53	1	38	29	32	195
30	470	DJKE	30	20	29	10	46	30	34	29	23	27	198
31	456	JEREMY JOHNSON	53	28	25	20	18	39	53	40	22	9	201
32	399	AMERICAN PASSAGE	18	38	39	34	14	53	30	45	30	3	206
33	455	BEL COLPO	28	28	28	32	33	37	25	23	32	12	208
34	439	L'EMILIO	53	19	31	36	53	28	6	10	26	53	209
35	447	PELLE NERA	32	31	33	26	23	40	31	34	37	11	221
36	360	DESIRE'	37	53	37	15	36	29	44	35	28	23	240
37	191	RAGGIO VERDE	34	53	32	29	40	22	32	41	20	33	242
38	194	CARBOWAY	53	39	27	24	27	33	29	39	53	26	244
39	402	KERMESSE MARECO	26	26	34	38	42	42	53	32	49	19	259
40	186	BEEP BEEP 1	53	32	42	43	31	36	35	22	38	24	260
41	246	ALESSANDRA	36	27	43	44	38	43	27	24	40	36	271
42	478	GRISSINO	33	29	28	31	44	41	46	31	45	38	275
43	288	SPRIZZI & SPRAZZI	53	41	38	35	37	38	22	33	36	41	280
44	424	KISMET	27	35	41	40	35	25	36	43	48	53	282
45	394	DOMINIANDO IMPRO	35	42	40	47	45	46	42	44	50	42	336
46	450	MARBEA	40	37	44	41	50	45	41	48	46	43	337
47	486	MIKI	42	36	44	48	43	53	38	46	44	46	339
48	224	HOMER J	53	53	53	45	47	35	40	42	42	39	343
49	477	CROSTINO	53	53	53	27	41	34	49	53	39	48	344
50	462	TROJ-HAIO	39	40	45	46	48	44	45	49	43	45	347
51	481	COCCOE'	53	34	53	49	51	47	47	47	47	47	369
52	476	MOLLIKA	41	43	46	50	49	48	48	50	51	44	369

JAP-JCA — Japan Japan National Championship in Wakayama November 3 - 5, 2006



28 teams entered the Japanese National Championship held at Wakayama Marina City. The total number of the competitors is on the decline; however, the overall sailing skills of both established and new crews are developing well and are becoming more competitive in the World Championships.

Siesta, who came 2nd in the 2006 Worlds, won the series for the first time in four years. They finished 2nd in every race except for one where they finished 8th. Their consistency in the light puffy winds put them in the lead for the regatta.

IMS and match-race winner *Cerezo* just missed their first win in the Nationals. They were tied with *Siesta* until Race 4, but *Siesta*'s local knowledge in the final race helped them to finish in second place, winning the Nationals, with *Cerezo* finishing 14th in the race, finishing second overall.

The veteran team *Manta* struggled in Races 1 and 2, but were back on form for the rest of the series and took third place overall.

Gekko, *Siesta*, *Cerezo*, *Ripple*, *Gyoshu* and *Faraway* have signed up for the Mexican Worlds in 2007 and are all aiming to win the title next to *Sled* in 2001.



MEX-JCA — Mexico

Leopoldo (Polo) Ferias

2006 certainly was a very exciting year for the J/24 class in Mexico, with preparations underway for the 2007 UBS World Championship to be held in Nuevo Vallarta, Nayarit, March 1-9. UBS will be the main sponsor, complemented by many others such as: American Express, Paradise Village, Scappino and Globalstar, which is a satellite phone company and will be placing tracking devices on every boat, allowing the races to be followed in real time via the internet. This is a first for a sailing event of this magnitude and will allow anyone around the world to follow the regattas at the very moment the action is taking place!

The qualifying regattas took us to several venues around the country with over sixty races altogether. Starting in Acapulco with three series held at the Acapulco Yacht Club, February 11-12, February 25-26, and March 18-21, determining the first set of qualified boats.

The second qualifying round was held at Lake Valle de Bravo, from April 29 to May 1, at the Club Nautico Valle de Bravo (Coporito), May 20-21 at Club IZAR, and June 3-4, at Club Nautico Avandaro for another four berths.

Finally, the last qualifying round was held in Puerto Vallarta, at the Vallarta Yacht Club, November 3-5 and December 1-3 for the remainder of the spots who would represent Mexico at the worlds.

Racing was extremely close with up to 40 boats participating at a time, making for a very interesting classification round; everyone fine tuned their boats, keels, rudders, bottoms, masts, bought new sails, secured sponsors and took time off from work to attend the various events.



Salvador Ramirez

Hosting the worlds has helped increase the number of active J/24 fleets within the country, such as Acapulco (who's fleet had practically disappeared in past years) Cancun, Puerto Vallarta and Cabo San Lucas. Even at Valle de Bravo, where more than 120 boats are berthed, many of whom were not raced regularly, have now come forth to significantly increase the number of boats out racing. Making it much more fun for all of us!

We are looking forward to having a benchmark event in 2007 and have had the help of upwards of 60 volunteers, both from Valle de Bravo and Puerto Vallarta who have put in considerable time and effort to make this event the success we all anticipate.

The Mexican Nationals will be held at the Vallarta Yacht Club February 24-25, 2007, a week before the worlds so as to allow any international teams wanting to use them as a practice round for the worlds to have the opportunity to do so.

We traditionally have a very full calendar, with races roughly every other week year round, but

this year we had even more racing than normal. The only sour note were the Central American and Caribbean games held in Colombia where Mexico sent two boats only to find that J/24 racing was cancelled once our boats were already there.

Mexico also hopes to host the 2009 North American Championship at Lake Valle de Bravo. Those of you who participated in the 2003 North Americans there will certainly remember the great venue and caliber of racing, plus the quality of our parties!



Jay Allworth



Salvador Ramirez

Ralph Nelles enjoying the on-shore activities with the girls from Grupo Modelo at the Copa Izar- Modelo



Jay Allworth



Jay Allworth

2006 Mexico National Championship
Club Nautico Valle de Bravo
April 29 – May 1, 2006

Pos	Boat Name	Sail No	Helm	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	Chimera	MEX 4439	Yon Belausteguigoitia	17	1	15	10	3	2	1	4	36.0
2	Trinquete	MEX 222	Javier Velazquez	4	9	1	5	1	23	5	11	36.0
3	Jot Tub	MEX 4527	Enrique de la Madrid	2	16	3	2	5	19	8	1	37.0
4	Besanga	MEX 2165	Pablo Cervantes	3	2	OCS	1	6	4	10	13	39.0
5	Tres Velas	MEX 585	Hector Guzman	10	3	17	14	21	6	3	2	55.0
6	Good Vibe	MEX 4390	Julian Fernandez	16	OCS	7	3	4	10	18	3	61.0
7	Digger/ Scappino	MEX 2988	Mauricio Miranda	5	17	13	11	9	1	DSQ	19	75.0
8	Asterix	MEX 3788	Thierry Jean	12	11	2	12	16	12	13	14	76.0
9	Fast Track	MEX 4691	Diego Behro	8	12	16	6	17	13	6	17	78.0
10	Orion	MEX 2970	Luis Morales	7	22	5	4	13	21	7	30	79.0
11	Buddy	MEX 3485	Pablo Gutierrez	6	5	19	9	15	17	21	9	80.0
12	Zorro	MEX 4864	Francisco Guzmán	14	4	4	21	14	20	9	26	86.0
13	El Ta'lento	MEX 4905	Luis Alvarez Figueroa	18	14	8	13	11	25	17	5	86.0
14	Kawabunga	MEX 1592	Peter Colliard	1	7	28	15	28	7	33	8	94.0
15	Hakunamatata	MEX 4017	Manuel Villareal	DSQ	6	6	17	25	3	20	21	98.0
16	El Terror	MEX 4904	Dennis Gentry	27	23	12	19	10	18	2	16	100.0
17	Ayahootz	MEX 3787	Ricardo Brockmann	11	8	11	24	12	24	12	24	102.0
18	Supermachos	MEX 4688	Ralph Nelles	25	18	10	8	18	9	24	27	112.0
19	Instigator	MEX 5265	Jorge Castillo	31	32	32	7	2	5	32	7	116.0
20	Carisma	MEX 2972	Eduardo Porter	22	20	22	27	8	11	22	12	117.0
21	Vieira	MEX 1528	Roberto Vulling	20	21	9	25	26	8	16	20	119.0
22	Zephyr	MEX 3303	Klaus Wiegandt	19	15	25	35	27	30	4	6	126.0
23	Birdie / Fragata	MEX 4590	Peter Weigandt	13	24	14	22	7	31	15	31	126.0
24	Chile Manzano	MEX 2423	Tito Benitez 26	26	19	26	16	19	15	23	18	136.0
25	Metiche	MEX 5302	Francisco Usobiaga	29	30	23	20	23	22	14	10	141.0
26	Chaneque	MEX 5139	Carlos Moreno	21	13	29	34	31	29	11	22	156.0
27	Orixa	MEX 5324	Javier Ruiz Galindo	15	26	OCS	28	29	14	19	28	159.0
28	Arlequin	MEX 2971	Claudio Cozzi	9	27	34	32	30	28	25	15	166.0
29	Pipopos One	MEX 1236	Competitor	23	31	30	23	20	16	28	OCS	171.0
30	Jetón	MEX 5017	Aroldo de Rienzo	32	28	20	26	24	26	26	23	173.0
31	Vientos	MEX 1833	Alfonso Serrano	34	34	24	18	22	27	27	25	177.0
32	Mistral	MEX 3832	Federico Buelink	30	10	33	29	35	36	31	29	197.0
33	Jobbits	MEX 4022	Enrique Alvarez	33	25	18	30	34	35	30	33	203.0
34	Bote Botas	MEX 2159	Mauricio Botas Hidalgo	28	33	21	31	32	34	29	32	206.0
35		MEX 4163	Juan Pablo Marquad	24	29	31	33	DNF	32	DNC	DNC	223.0
36	Temptation	MEX 3779	James Holden	35	35	27	36	33	33	34	34	231.0

NED-JCA — The Netherlands

By Nils Jannichsen
President, Dutch J24 Class Association

Year-end Ranking Prize 2006

In 2006, the Dutch J/24 Class Association introduced a prize for the top J/24 in the country, based on the results of four regattas. The year-end ranking was also used to qualify for the 2007 World Championship. In total, 12 teams competed for the year prize.

The first regatta of the season, the Van UdenReco, sailed in the south of the Netherlands, was won by Nils Jannichsen and his team *De Jans*. This was the first time for the Dutch class to compete in this event. Big party on Saturday, good organisation on the water, a terribly good event.

The SpringCup, organised by RYC Hollandia, was the second regatta in the series. This event always attracts many of the German J/24 teams. The keg party on the wharf was a great success. Thanks to the support by Hollandia and the Dutch teams. The SpringCup was won by team *J-Spot*.

The first weekend of the Dutch Deltaweek was the 3rd event for Dutch ranking. It was the first regatta sailed on waters with current. Unfortunately there was not enough wind to beat the current on the second day and no races were sailed. Winner of the event was Jeanneau Bruggeling with *J.I.P.*

Final event of the yearly ranking series was the Open Dutch Championship 2006, sailed at Muiden. There was close racing between Hans Hussum's *J'entre*, team *Max Bahr* from Germany and Remco and Ivo sailing their *J-Spot*. Team *J-Spot* became Dutch Champion on the edge, with Max Bahr in second with equal points.

Winterseries 2006

During the winter, 6 to 10 J/24s compete in a winter series organised by the KNZ&RV Muiden. The last races in this series were sailed under windy conditions. The series is an opportunity to exchange knowledge and information between different teams.

Dutch Teams International

Team *De jans*, helmed by Nils Jannichsen, went to the KielWeek, and finished 16th in the biggest sailing event in Europe. At the end of the year, the team travelled to Bahrain to finish 5th in the Omega J/24 Bahrain Match Racing championship. Team *J-Spot* finished 8th in the Europeans in Poole, after 2 unfortunate black flags on the first day. In 2007 The Dutch Class organisation will start organising the Europeans 2009, to be sailed in the Netherlands.



Final Dutch Rankings 2006

Pl	Sail #	Owner/Helmsman	Boat Name	Overall final points
1.	NED 51	Nils Jannichsen	JOS v BOXTEL Jans	35
2.	NED 60	Jeanneau Bruggeling	Jee In Planee	26
3.	NED 64	Luuk Feenstra	Driftkop	22
4.	NED 62	Ivo Kok	UGS J-Spot	20
5.	NED 61	Ernst Jan vd Wal	HEINEKEN	11
6.	NED 40	Jan Bart Dekker	RepoMan	10
7.	NED 13	Patrick Kroon	Just Kidding	10
8.	NED 25	Jankovan Elderen	the Jake	10
9.	NED 28	Hans Hussum	HAM J'entre	9
10.	NED 55	Niclas Kuipers	Nou Moe	9
11.	NED 24	Marco Westra	ex fly	8
12.	4567	Paul Schoot	White Moose	5

SWE-JCS — Sweden

Marianne Schoke-Hölzer
President SWE-NJCA

What can a local fleet do to keep their crews interested in sailing? Sailing is not the Number One sport in Sweden and it is struggling to compete with family life, work and other daily activities.

The most active fleet in Sweden is the one in south Sweden. It is one of the smaller ones in Europe, but very strong. The fleet often sails together, leaving a powerful impression on viewers. Although it's small, it's one of the most active classes in our country and they have a concentrated group of really good sailors in one spot.

What have they done to keep going? Their goal is to arrange every event in a way that attracts family members to attend the event. While mom or dad is on the water, the rest of the family is entertained with shore games and activities with lots of adult and children involved. We also try to host events at geographical places where, from a tourist perspective, there is interesting sightseeing. These could include cosmopolitan cities, historical places and beautiful beaches.

One of those events is the Light Vessel Weekend. It's placed in my hometown, Skanör. It is a beautiful old village that once be-

longed to the Great Hansa Era all the way back in the 1200. For those not sailing, it is a beautiful spot with interesting architecture and a small, petite harbour surrounded by kilometres of long white beaches. Over the past two years, we have arranged several J/24 events together with the local club and built up a local town attraction, as well. Last year we held the North Europeans here and this year in August we will sail the Sweden Open here.

We figured out that if we involve an entertainment company to arrange everything (except for the races) we will have a complete package available for our sailors and their families. The entertainment company arranged After Sail, numerous beach activities, a night club and other things that can attract even a non-sailor. This involved the local dealers, restaurants, boutiques and others. For marketing we used radio, TV, newspapers and even my boat, which we draped with sponsor flags and striped with text promoting the event to everyone passing by. The boat was standing right in the middle of things where everyone had to see it when they visit half of the island of Skanör.



US-JCA — United States

By Nancy Zangerle, President



Tim Wilkes

It was a stellar year for the USJCA. The excitement of the 2007 World Championship in Vallarta, Mexico created some hotly contested regattas as teams strived to qualify for one of 18 USJCA berths. The year also brought some new faces among the district governors and with them, new energy and enthusiasm. Below is a recap of the many regional championships held across the U.S. in 2006.

2006 Midwinters February 23-27

Davis Island Yacht Club presented a fantastic Midwinter Championship. An international contingent of 38 boats descended upon the waters of Tampa Bay for three days of racing. 2005 J/24 World Champion Anthony Kotoun of the U.S. Virgin Islands won the championship sailing *Bamba Charger*. Kotoun finished the nine race series with 30 points. Second place finisher, Alejo Rigoni from Argentina on *Luca Vive* finished with 57 points, and Rossi Milev on *Clear Air* of Canada finished third with 71.

The top U.S. boat was Doug Clark sailing *Flying Squirrel*, who finished 4th after losing a tiebreaker with Milev. Doug secured the U.S. world-qualifying berth for the 2007 World Championship. John Mollicone helming *Pipe Dream* was 5th.

Easter Regatta April 14-16

Mike Ingham and his Rochester, NY team sailing *Brain Cramp* bested a 33-boat fleet to win the 2006 Annual Easter Regatta at Columbia Sailing Club, in Columbia, North Carolina. The perennial favorite regatta for most of those east of the Mississippi never fails to provide challenging racing and the finest of southern hospitality.

Scott Griffith and *Team Tarheel* finished 2nd, with Daniel Borrer sailing *Jesus Lizard* in 3rd.

2007 will be the 40th anniversary of the Easter Regatta (with the J/24 Class somewhat taking it over from its origins that pre-date the J/24).

U.S. National Championship

April 26-29

Houston Yacht Club and Galveston Bay was the site of the 2006 National Championship sponsored by Sailing Anarchy. Fleet 5 organized a great regatta for the 55-boat fleet. Boats from both coasts made their way to Texas for some great southern hospitality and a variety of sailing conditions.

Day One of racing started behind a frontal system that left a dying breeze for the first race and 16 boats got off to a rotten start after scoring TLE. A short postponement allowed a sea breeze to develop and two more races to be completed in an 8-10 mph breeze. Day Two brought a strong 20-mph wind with stronger gusts. The fleet saw a postponement on shore at the beginning of Day Three as strong thunderstorms and a couple of tornadoes moved through the area. By late morning, the storms cleared and the fleet was sent out for a final day of racing.

North Sails Chris Snow led the regatta from the first day and never let go of first place in the standings. Chris and his crew of Mark Brink, Brian Bissell, Andrew Kerr and Willem Van Waay finished a whopping 46 points ahead of the 2nd place boat in the no-throw out series. Mike Ingham and the crew of *Brain Cramp* finished 2nd by winning a tiebreaker with the Zaleski brothers on *Twins* settling in third.

Southeast Regional Championship

May 19-21

St. Andrews Bay Yacht Club in Panama City, Florida hosted the 2006 Southeast Regional Championship. Peter Bream and *Team Tarheel* finished four points ahead of Daniel Borrer and *Jesus Lizard* to take the Championship title. Jason Decker and *Rush* finished 3rd, while District Governor, Jeffrey Siewert and his boat *Long Shot* finished 4th.

Western Regional Championship

July 15-16

Eighteen boats splashed the waters of Lake Tahoe for the 2006 Western Regional Championship. This was the first world-qualifying regatta to be held on the mountain lake, in an area better known for skiing and gambling. Windjammers Yacht Club held a great regatta that attracted boats from the states of Washington, Oregon, California and New Mexico. The 5-10 knot northerly wind allowed five races to be sailed with Seattle's Keith Whittemore helming *Tundra Rose* finishing 1st and *Dublin*, California's Ryan Cox sailing *USA 3324* finishing 2nd. David Klatt on *Jaded* finished 3rd overall. Both Whittemore and Cox secured berths to the 2007 J/24 World Championship with their performances.

Great Lakes Championship

August 19-20

North Star Yacht Club in Harrison Township, Michigan hosted the 2006 Great Lakes Championship. Fifteen J/24s from Districts 7, 12, and 15 gathered to compete for two world-qualifying berths. Saturday started with stormy weather and a postponement on shore. Once on the water, the competitors and the Race Committee had

to deal with a backing breeze as the front moved on. Four races on Day One resulted in seven windward course changes – lots of activity for the RC. The long day on the water was rewarded with free beer, a Caribbean dinner and a Reggae band that got those who still had energy out on the dance floor.

Day Two brought sunny skies and a 15-19 knot breeze out of the north. Despite the choppy seas, jibs were the sail of choice among the competitors. Kris Werner and *PeeWee* from Rochester, NY bested the fleet in the seven race series, never finishing below 3rd in a race. Werner's first place finish was followed by Josh Kerst of Ann Arbor, Michigan and Team *Instant Karma*. *Karma* sailed a consistent regatta to finish in 2nd place - two points ahead of Ed Leslie on *Stirred, not Shaken* who finished 3rd.

Northeast Regional Championship

October 7-8

Twenty-five boats gathered at Noroton Yacht Club on Long Island Sound for the 2006 Northeast Regional Championship and the chance to secure a berth at the 2007 World Championship.

Day One started with a 15-20 knot breeze and stronger gusts courtesy of a frontal system. The competitive fleet was a challenge for the race committee, who ended up starting under the Z-flag in the first race. Alphabet soup dotted the first day's results sheet, but the Zaleski brothers *Twins* sat clearly on top of the leader board with three 1s and a 3 after four races.

Day Two provided more of a challenge for the competitors with only a 4-5 knot breeze. The light air proved to be a greater challenge to *Twins*, as there were three different winners in the day's three days. But Zaleskis' solid performance on Day One could not be overcome, as *Twins* became the 2006 Northeast Regional Champions. Charles Enright finished in second, securing the second worlds slot and Mark Hillman finished 3rd.

Southwest Regional Championship

October 21-22

Eleven boats competed at the Dallas Corinthian Yacht Club for the Southwest Regional Championship and a world qualifying berth to the 2007 Vallarta World Championship.

After a close six race series, Bob Harden and *mr. happy* came out on top as the winner, one point ahead of District Governor Kelly Holmes sailing *Bad Moon*. Holmes won a tie-breaker with 3rd place finisher Juan Mauri and the *Mauri Sailing Team*.

Hillman Capital Management

East Coast Championship

October 27-29

Will Welles and his team on *Cougar* won the 2006 Hillman Capital Management East Coast Championship and secured the last USJCA berth for the 2007 J/24 World Championship. The traditional "last" championship regatta of the season attracted 44 J/24s from across the eastern seaboard, Midwest and southern regions of the U.S. to the Annapolis, Maryland yachting mecca.

Upon completing the eight race, no-throw out series, *Cougar* finished with 30.5 points, 16 points ahead of 2nd place finisher Mark Hillman and *WIP*. Mike Ingham and *Brain Cramp* finished third.

Southworth Wins Omega Match Racing in Bahrain



Three-time J/24 European Champion Ian Southworth won the Omega Bahrain Match Racing championship, held at the Bahrain Sailing Club at Al Jazira beach.

The event, raced in matched J/24s, was delayed for one day as 25-mph winds unexpectedly blew across the course area. The wind was caused by the Shamal – a local warm air breeze that blows in from Iraq toward the island of Bahrain. The boats were rigged with mains, jibs and spinnakers.

The compressed round-robin event saw Southworth unbeaten in eight matches over two days as the wind gradually moderated to 8 -10 mph. In the opening race, one mast was broken, due to an unexpected chain-plate failure, but with great ingenuity it was sleeved and welded over-night – then straightened by Southworth and cockpit-man, Andy McLelland, with assistance from winches on two other boats, manned by crews from across the fleet.

Third and fourth place were hard fought between Pakistan and Bahrain 2, with Pakistan winning the first match. Bahrain 2 won the second match. The deciding match for third place was a close-covering battle with Pakistan winning to take third place overall.

With the wind lightening, Southworth and his three crew hoped for a change up to Genoas for the finals. But race organizers and the international jury, led by Luca Babini of Italy, stuck to jibs.

Race One, saw Southworth control

the start and lead the Bahraini team from start to finish. But the locals, and previous years' winners fought back in Race Two. Using local knowledge, they tried to get Southworth to run-aground off the harbour entrance. Spectators peered down from the wall above enjoying a birds-eye view of both crews as they tried not to be first to ground. Southworth broke clear to lead again from start to finish.

Some of the entrants were new to the J/24 and preparing for the forthcoming Asian Games. The GBR team helped set up the boats and gave handling tips to these crews. Sailing and match racing is being encouraged and supported by Sheikh Kalifa bin Abdulla al Kalifa, who founded the Sailing Club and oversees its development. The Sheikh is encouraging development of sailing and enjoys the support of the Royal Family in his efforts.

Prince Nasser bin Hassan al Kalifa, recently returned from Sandhurst Military Academy, presented Omega watches to the British team of Ian Southworth, Andrew McLelland, Chris McLaughlin, Mark Hayman and Julia Scott.

"It's early days for match racing and competitive sailing in Bahrain. But it was a privilege to take part in this event," Southworth commented. "Sailors were treated to brilliant sunshine, sparkling seas and wonderful Bahraini hospitality. We hope to be invited back next year and to encourage Gulf J/24 sailors to build-up for the Worlds to be held in Sardinia, Italy in 2008."



Cayman Islands Update

By Jane Moon



l-r Chantal Voorbraak, Jennifer Ahearn, Candi Whicker, Lindsey MacFee, Pam McDonough, Jane Moon (skipper).

There's not much to report from the Cayman Islands J/24 fleet. We now only have two J/24s left sailing and they really do not race but are used for social cruising by their owners.

We competed in the J/24 Class at Bermuda Race Week 2006. Unfortunately, we did not win any trophies on the water, but did win the "Pretty in Pink" best dressed team award.

Dennis Ellis Great Britain

By Stuart Jardine



Stuart Jardine and Adrian Ellis pose with Councilor of Honor Dennis Ellis on his new scooter.

Dennis Ellis, IJCA Councilor of Honor and the past Chairman of the J/24 Class International Technical Committee, had a special surprise at 2006 Cowes Week. Dennis has been missing from many of the UK Class events because of mobility challenges. His family and the UK Class have been trying for some time to persuade him to accept something to help him get around and walk his dog.

Dennis' son Adrian, his wife Marion, close friends, and the UK J/24 Class set up a surprise presentation of a new Mobility 4-wheel scooter for him during Cowes Week. None were sure that he would take kindly to this type of present, so all took "test" rides on the scooter prior to presentation.

As you can see from the photo there was no need to fear. Dennis was delighted and very soon was off to see all his friends on the Cowes Marine Parade. Note the J/24 Membership sticker on the front of his scooter. The top speed is 8 mph so possibly some of the locals should be a little fearful of their lives once he gets the measure of the machine. His dog has already learnt how to lie on the floor behind his feet on the scooter.

Peru

Peru J/24 Class National Championship

7-8, 14-15 October 2006

Place	Boat	Bow #	R1	R2	R3	R4	R5	R6	R7	Total	Net
1	TSI	1	2	(6)	2	4	1	3	2	20	14
2	Hawk R.	9	4	1	1	1	6	2	(6)	21	15
3	Regatas One	17	1	2	6	2	4	4	(8)	27	19
4	Naval 1 – Ferusa	11	3	5	4	5	5	(5)	1	28	23
5	Naval 6 – Namoyoc	10	6	3	3	3	3	(6)	5	29	23
6	Delfin	8	9	(DNS)	9	8	2	1	4	49	33
7	Vanessa	5	5	4	5	10	8	(11)	10	53	42
8	Curare	19	8	10	(12)	7	11	8	3	59	47
9	Tortuga	6	7	9	7	6	10	10	(11)	60	49
10	Scaramouch	7	12	7	(8)	(12)	9	7	9	64	52
11	Velia	18	10	11	10	11	7	9	(DNF)	74	58
12	Naval 2 – Eupompe	14	11	8	11	9	12	12	(14)	77	63
13	Naval 3 – Melite	12	13	12	13	13	13	(DNF)	DNF	96	80

Irish J/24s in ISAF Nations Cup

By Michael Clarke, President J/24 Class of Ireland



Robert Bateman

Throughout November's Annual Conference of the International Sailing Federation, in Finland, a continuous video showed sparkling match race action on Cork Harbour in Irish J/24 keelboats. At sailing's top world gathering, this video and the reports on September's very successful ISAF Nations Cup grand final event, hosted by Royal Cork YC, brought well-deserved and worldwide praise to RCYC and to Irish Sailing.

ISAF was well pleased with this re-launch of its Nations Cup, aimed at spreading the match-racing bug around the globe. All who saw the video, and Bob Bateman's excellent photographs of the action afloat, were hugely impressed. This was the very best of sailing sport, ISAF Grade One, and the most important international sailing event in Ireland for several seasons past. Moreover, it was a significant and seminal contribution from Ireland to a major ISAF initiative in international sailing.

Key resources to win this international event and make such a success, included will, vision, energy and initiative, RCYC, a club with real international race management competence, experience and equipment, a spectator-friendly sailing area, fair

winds, the support of international sailing bodies, and, last but not least, the right keelboats.

This article is about the latter resources: the dozen J/24 keelboats loaned via ISA (the national governing body) to RCYC by owners from eight other Irish clubs, and the support from the International J/24 Class and the J/24 Association of Ireland.

Ireland-wide J/24 Support

In summer 2005, ISAF's first Nations Cup news made three points: its world final would be in Ireland, hosted by RCYC, and in J/24 keelboats. RCYC Admiral Peter Crowley and Irish J/24 President Michael Clarke immediately agreed in principle. A J/24 paper set out support, for the good of Irish sailing, RCYC and the Class, to revive the Southern J/24 Fleet, and to show J/24s are best for Irish keelboat development.

Winter meetings with J/24 owners were set up for the Irish Sailing Association's then Race Manager, Dave Quinn, who was to recruit a dozen J/24s that could be closely matched. So, old Westerly-built boats were omitted, as were the likes of *Jigalo*,

the J/24 used to win the 2005 World Championship. Dave Quinn, following the discussions, set out an agreed memorandum on boat loan, transport and care issues.

By the spring, 16 owners had responded to commit J/24s via ISA for the ISAF event. RCYC was set to host a J/24 Southern Championship a fortnight ahead of the Nation Cup, the J/24 event planned then for Lough Erne was abandoned, and Ireland's six J/24 event circuit all re-scheduled to make space for the Nations Cup commitment.

At July's Nations Cup press launch organised by ISA, Peter Crowley, PRO for the Nations Cup thanked the class for lending their boats. "The J/24 Class is one of the most competitive and social classes in Ireland. I have worked with them on previous occasions and it has always been a pleasure," Peter continued, "The J/24 is probably the most suitable boat in Ireland available for match racing and the Nations Cup organising committee is deeply grateful for their owners support."

By late August, RCYC had 12 J/24s on site from 8 other clubs - news that was featured on their websites. Four from Northern Ireland were Marcus Isherwood's *Jadore* and Diarmuid O'Donovan's *Virgin*, Lough Erne YC; Stephen Bradshaw's *Jibberish*, Portaferry SC; and Steve Atkinson's *Bád*, Carrickfergus SC. From the Republic came James Byrne's *Gossip* and Roger Bell's *Dandy Rocker*, Carlingford SC, Frank Heath's *Crazyhorse* and Richard O'Connor's *J-Spot*, Royal St George YC, Mark McCormick's *Jana* and Jamie Bergin's *Jaws*, Lough Ree YC, Simon McGibney's *Westmeath*, Western YC, and Enda O'Coineen's *Kilcullen*, National YC.

In September, at the Nations Cup Dinner, ISAF President Göran Pettersson, thanked the owners: their J/24s were vital. At prize giving, Hugh Mockler, RCYC Admiral thanked the owners, the eight clubs, and the J/24 Class, both Irish and International. Michael O'Connor, Event Organiser, gave each owner an elegant souvenir shirt.



Robert Baleman

Matched Boats – International J/24 Support

J/24s, whose designer, Rod Johnstone has Irish ancestry, are the world's most active, numerous and widespread class of this kind. Most Nations Cup competitors were familiar with the J/24. It is used in a whole variety of events around the world.

Stuart Jardine of the International J/24 Class Technical Committee spent several days at RCYC. His international advice and practical help complimented Roy Darrer's local expertise and they did a splendid job matching the Irish J/24s for this most exacting sport. The good information and advice available because the J/24s are a widespread international class was invaluable to Ireland's success in producing a well-matched fleet. One excellent example was a set of practical notes from John Corless in Bermuda, which Stuart had seen used there on local J/24s loaned last year for a very similar international event, and one praised by competitors for its excellent sport in well-matched boats. Even the colour code scheme for Cork sheets was copied from Bermudan photographs. These photographs, incidentally, were already displayed on ISAF and RCYC's Nations Cup event poster and stationery, and website headers.

The Irish J/24s on loan were Rogers or Italian, built from 1984 to 2003. To match all equal, engine and gear were removed. All hulls were cleaned and polished so all looked good. Only basic deck gear was left - no Cunnings, for example. Safety wire and stanchions were removed. Mast position and rig tensions were all set the same to the sail maker's settings using the same brand new tension gauge, then easily seen seals clamped on all rig screws. All were launched first day, even reserve boats.

J/24s can Jive

And so, in September's ISAF Nations Cup Week on Cork Harbour, Ireland's J/24s with unique international J/24 support, set a gold standard for this kind of sailing sport in tightly matched boats, a gold standard tested and found true in over 180 match races between world-class teams, selected by regional qualifying events world-wide.

Match racing, two boats matched, crews win or lose, no other option, is exacting sport and superb to watch. Boat manoeuvrability is paramount, for which the J/24 is very well suited. "J/24s can jive" someone said. An Argentinean umpire said J/24s were best, a simple worldwide one-design decked keelboat with real spinnaker and owners willing to lend them. Another from New Zealand was impressed by how closely matched the J/24s were. Sean Craig, new ISA Race Manager, who watched the action from the PRO's boat, wrote "The J/24s certainly were fantastic at the Nations



Robert Bateman



Robert Bateman



Robert Bateman

Cup."

Those Jiving Irish J/24s featured in the press, including Bob Bateman's superb action pictures, other pictures and a video download on the websites at the end of this article, the video seen at ISAF annual meeting, and in a half hour satellite TV sport channel programme.

Irish Women's Team

Irish J/24s supported the Irish Women's team selected for the Nations Cup final, most of whom were regular J/24 sailors. Entered from the Dublin Bay J/24 fleet, they won June's pioneering J/24 Match Racing Championship at Carlingford Sailing Club. Mary O'Loughlin's team later practiced match racing, one J/24 against another, and both loaned by Dublin Bay J/24 owners. It was good to see them do well in Cork.

Conclusions

There is satisfaction, and pride, among Irish J/24 owners and across the Class with the contribution made to a remarkable success that served well the good of Irish sailing, its international repute, and that of RCYC and J/24s, in Ireland and worldwide.

Much information emerged, what to do and what not to do about J/24 matching, and on boat care and maintenance at such events. The International J/24 Technical Committee asked for a paper on all these issues. Irish experience, added to the Bermudian, will emerge as even better guidelines on preparing J/24s, will be sound practical support for ISAF's ambitions to spread match racing interest world-wide, and will further show that J/24s are by far the best suited and resourced for this sport.

In Ireland, plans for a refreshed and consolidated 2007 season most certainly include an enthusiastic attendance at June's second Carlingford J/24 Match Racing event. We would very much recommend other NJCAs to include such an event in 2007 plans.

More at

www.j24ireland.com

www.matchrace.ie

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Robert Bateman

France's Claire LeRoy and her team celebrate their Nation's Cup victory.



Robert Bateman

Nation's Cup medallists gather for a celebratory photo.

Sodaro Dominates U.S. Women's Championship

It was a Californian sweep at the end of the U.S. Women's Championship, hosted by Edgewater Yacht Club, Cleveland, Ohio and sailed in J/24s, as the team of Vicki Sodaro (Tiburon, CA), Stephanie Wondolleck (San Rafael, CA), Karina Vogen Shelton (Watsonville, CA), and Emily French (Santa Cruz, CA) representing Northern California won the title to take home U.S. Sailing's Mrs. Charles Francis Adams Trophy. This was the second time for Sodaro to win the Adams Cup (she also won it in 2002), one of the oldest women's sports trophies in the U.S. The San Francisco Bay team racked up an impressive 8 wins out of eleven races in the round robin championship series.

The 2006 Championship was hosted by Edgewater Yacht Club and sailed on Lake Erie. Twelve International J/24 Class boats were loaned from private owners for the event and sailed with a crew of four. Eleven teams from across the United States qualified for the Championship series after winning a series of local and regional qualifying events. Each team represents a geographic region and their home club in the finals.

Edgewater Yacht Club, site of the 1996 and 2002 J/24 North American Championships, provided the perfect venue to host the championship regatta. "We are proud to have been chosen by U.S. Sailing as hosts for this event," said Nancy Zangerle, the 2006 event chair. "The Adams Cup is an important fixture in women's sailing at the national level. Edgewater Yacht Club is recognized for its success in hosting national and international events and Cleveland provides a fantastic venue for sailing." EWYC and the North Coast Women's Sailing Association mobilized members and volunteers to help support the event.

Not all the teams were regular J/24 sailors, but the broad appeal of the J/24 across the U.S. made it possible for all the teams to get some practice in the boat before traveling to Cleveland. Many of the top skippers were J/24 regulars, including 2nd placed Susan Taylor who was the Jaeger Trophy winner at the 2006 J/24 Melbourne World Championship, and Sarah Buckey, who won the 2006 Int'l J/24 Women's Open Championship.

Taylor's 2nd place finish, with her Marina del Rey, California crew of Kellie Fennessy, Denise George, and Michelle Ondrey, made it a one-two punch for California in the final standings. Anne Mooney and crew from Oyster Bay, NY finished 3 points behind Taylor in 3rd. Mooney's team of Christina Blaise, Alexandra Hahn, and Nina DeNigris were the winner of the Sportsmanship Award. Sarah Wilkins Weiss, Alecia Milling, Carrie Finch, and Allison Calhoun from Columbia, SC won the Shipshape Award.

September sailing on Lake Erie can test the mettle of any sailor and this year was no different. "The field of sailors saw everything from calm, still water to sustained winds over 18 mph with 4-6 foot waves," Zangerle said. "The teams were challenged by their competitors and the varied lake conditions over the four days of racing."

The Championship provided for a wide-range of activities on-shore, as well as exciting racing. Jody Swanson, the 2004 U.S. Rolex Yachtswoman of the Year, greeted the competitors with a seminar on racing the J/24 and conquering the variety of conditions found on Lake Erie. The Opening Ceremonies and Welcoming Reception hosted by the International Order of the Blue Gavel and Dry Creek Vineyard provided pomp and circumstance, complete with a bagpiper and a burgee exchange ceremony. Daily on-shore receptions wined and dined the competitors with a chili cook-off, Blender Rum Party and Mexican feast.

The championship, governed by U.S. Sailing, began in 1924 and continues the tradition of an all women's sailboat racing challenge. The championship for the prestigious Mrs. Charles Francis Adams Cup is U.S. Sailing's premier women's competition.



Vicki Sodaro and crew on their way to victory in the U.S. Sailing Women's Championship.



Saturday's light air kept the fleet close together at the U.S. Sailing Women's Championship.

2006 U.S. Women's Sailing Championship
Edgewater Yacht Club
September 13-17, 2006
Cleveland, Ohio

Pos	Team	Race Number											Total
		1	2	3	4	5	6	7	8	9	10	11	
1	V. Sodaro, S. Wondolleck, K. Shelton, E. French <i>Belvedere, CA</i>	1	1	1	3	1	1	1	2	1	9	1	22
2	S. Taylor, K. Fennessy, D. George, M. Ondrey <i>Marina del Rey, CA</i>	2	8	4	2	2	12 DSQ	3	8	4	3	6	54
3	A. Mooney, C. Blaise, A. Hahn, N. DiNigris <i>Oyster Bay, NY</i>	5	4	5	1	6	2	8	3	10	1	12 RAF	57
4	J. Warnock, B. Shear, C. Greenlee, L. Simeona <i>Kaneohe, HI</i>	6	3	2	9	5	10	6	5	7	4	3	60
5	N. Coleman-Fuller, A. Coleman, M. Sampson, S. Evans <i>Chatham, MA</i>	8	2	9	5	3	3	2	9	6	10	9	66
6	S. Danielson, J. Bolyard, T. Hamilton, C. Choate <i>Mandeville, LA</i>	4	7	10	4	8	6	11	4	5	6	2	67
7	S. Buckley, M. Duda, C. Norris, L. Muma <i>Wilmette, IL</i>	11	10	8	6	7	8	5	1	3	7	5	71
8	S. Weiss, A. Milling, C. Finch, A. Calhoun <i>Columbia, SC</i>	3	9	6	10	11	4	10	7	2	2	10	74
9	N. Vann, W. Roach, L. Denvir, J. Lewis <i>Fort Worth, TX</i>	10	5	3	7	10	5	7	6	9	5	7	74
10	C. Moss, B. Jones, A. Beck, C. Medland <i>Toronto, ONT</i>	7	6	7	11	4	7	4	10	8	11	4	79
11	C. Ingram, J. Poole, G. Munger, S. Mentzer <i>Oceanport, NJ</i>	9	11	11	8	9	9	9	11	11	8	8	104

2006 World Council Meeting Minutes

Minutes of the 2006 J/24 World Council Meeting
Lough Erne Yacht Club, Northern Ireland
August 5th, 2006
(Unadopted)

1. Call to Order and Welcome

Bob Turner called the meeting to order at 0920. Bob welcomed everyone and thanked the local hosts for their hospitality and for the opening reception.

2. Appointment of Secretary

Bob Turner appointed Eric Faust as secretary for the meeting, assisted by Nessa Murnaghan.

3. Role Call and Proxy Recognition

Each member in attendance gave a brief introduction and indicated his voting rights and any proxies held for the meeting. Nineteen total votes were represented at the beginning of the meeting.

Attendance: Bob Turner – Chairman, Jim Farmer – Vice Chairman, Roger Harden – Finance Committee Chairman, Eric Faust – Executive Director, Lorne Chapman – Technical Committee Chairman, Remco Van de Berg – IJCA Executive Committee, John Adams – Councilor of Honor, Todd Irving – CAN-JCA (1 vote), Nils Jannichsen – NED-JCA (1 vote), Nancy Zangerle – USA-JCA (2 votes), Tomomi Hatakeyama – JPN-JCA (1 vote), Michael Clarke – IRL-JCA (1 vote), Marianne Scholke-Holzer – SWE-JCA plus proxies for GER-JCA & DEN-JCA (3 votes), Eddie Linthout – proxy for MON-JCA (1 vote), Jorge Castillo – MEX-JCA (1 vote), Geoff Evelyn – proxies for BER-JCA & CAY-JCA (2 votes), Tasos Nikolau – GRE-JCA (1 vote), Chris McLaughlin – GBR-JCA plus proxy for HUN-JCA (2 votes), Alister Morison – AUS-JCA (1 vote), Eros Angeli – ITA-JCA (1 vote), Roberto Authier – ARG-JCA (1 vote), Sachiko Suzuki – JPN-JCA observer/translator, Jorge – GRE-JCA observer, Maria Ohm – SWE-JCA observer, Gianpietro Pollesel – ITA-JCA observer.



World Council meetings aren't all work and no play.

4. Chairman's Update

B Turner gave a report on the status of the Class. He indicated that the last 12 months have been somewhat difficult due to a backlog of work last fall. There has now been a change in two key personnel that is helping the situation greatly: E Faust being named Executive Director and L Chapman being named Technical Committee Chairman. There has also been a surge of activity recently with work on the Constitution, Bylaws and Class Rules and regulations. B Turner emphasized that he would like to see everyone move forward in a spirit of cooperation.

5. Approval of 2005 WCM Minutes

G Evelyn made a motion that, "the minutes be approved as written." The motion was seconded and unanimously approved.

6. Constitution and Bylaws

G Evelyn gave a brief background on the purpose of the revision of the Constitution; namely to make the document consistent with itself, to remove ambiguity and to simplify and clarify the document. Also, there was a need to completely capture all the previously approved amendments to the Constitution that have occurred over the past three years. The proposed Constitution has been widely circulated and available for comment prior to the meeting.

G Evelyn then pointed out some of the major changes to the Constitution including how votes would be allocated to NJCAs (based on membership rather than the number of boats) and a section detailing how the Technical Committee is selected and formed. Also a section was added regarding members eligible for suspension from the Class.

R Harden clarified how the new voting rules would affect the NJCAs. The Constitutional revision would give each NJCA one vote plus one additional vote for every complete multiple of 250 members. No NJCA can have more the 1/5 of the total votes at a World Council Meeting.

There was some discussion regarding IJCA membership. It was pointed out that there was no change to the classification of members in the Constitution. Members to the IJCA were those who had paid the annual subscription as prescribed by the Constitution. Each NJCA is responsible for how membership is handled within its own country.

After further discussion and clarification of various sections of the Constitution, **C McLaughlin** made a motion that; **"We approve the Constitution as written effective immediately, while allowing the Executive Committee to make proofreading and grammatical changes of a non-substantive nature subsequent to this vote."** The motion was seconded and unanimously approved.

R Harden pointed out the need to recalculate the votes represented at the meeting based on the criteria in the revised Constitution. Based on membership, **ITA-JCA** and **JPN-JCA** now have two votes. The **USJCA** now has five votes, can only use four at this meeting based on the 20% rule. Total votes at the 2006 J/24 WCM is now 23.

G Evelyn then spoke briefly about the Bylaws stating that there had no changes since last year except for 4.7 and 4.8. There was some discussion about the list of requirements for selection of members for the International Technical Committee. It was agreed that the WC supported the concepts laid out in Bylaw 4.8 stating what qualifications are sought for ITC members. **N Zangerle** indicated that she disagreed with Bylaw 4.4 stating that it put too much burden on the hosts of continental championships. She suggested that all of Bylaw 4.4, except 4.4.7, be removed.

M Clarke made a motion that, **"We approve the proposed Bylaws subject to understanding that the executive Committee will make such amendments as will cater to the comments regarding Bylaw 4.4 raised at this meeting. The motion was seconded by G Evelyn. After some further discussion, the motion was carried by a vote of 14 in favor and 9 opposed."**

7. Elections

J Adams made a motion to accept the following slate of officers: **B Turner** – Chairman, **J Farmer** – Vice Chairman, **L Chapman** – Technical Committee Chairman, **R Wolfs** – Past Chairman, **N Zangerle** – Marketing/Promotions Committee Chairman. The motion was seconded and unanimously approved.

J Adams stated that **G Evelyn** was standing down as a member of the Executive Committee and then made a motion **"that Alyn Stevenson (AUS-JCA) and R v d Berg (NED-JCA) be members of the Executive Committee."** The motion was seconded and unanimously approved.

L Chapman made a motion **"to approve the slate of ITC members as follows:**

Lorne Chapman CAN-JCA, Member since 2004,
Chairman Elect

Nils Jannichsen NED-JCA, Member since 2005

Stuart Jardine GBR-JCA,
Member since 2002

Hank Killion, Member
since 2002 (Designer's
Appointee – not subject
to WCM approval)

Gunther Muller BRA-JCA,
Member since 2005

John Peck USA-JCA,
Member since 1986

Kenneth Porter MEX-JCA,
Member since 2002

Reid Stava USA-JCA,
Member since 1993

Tim Winger USA-
JCA, New member

Alyn Stevenson
AUS-JCA, Advisor



WC members were treated to a boat tour by the Lough Erne Yacht Club.

The motion was seconded and approved by a vote of 17 in favor and 6 opposed.

J Adams made a motion that **"As a representative from the host country for the next World Championship, Jorge Castillo (MEX-JCA) be added to the Executive Committee."** The motion was seconded and unanimously approved.

J Adams made a motion that, **"In recognition of his contribution to the J/24 Class, Geoff Evelyn be named a Councilor of Honor for the IJCA."**

B Turner then presented a plaque in recognition of **John and Lisa Peck's** outstanding contribution to the IJCA over the past years.

M Clarke made a comment that the IJCA should expand the number of non-officeholders on the Executive Committee in order to have an opportunity to include more representation for the South American continent. Although it was indicated that the Executive Committee was very satisfied with its current number of members, **B Turner** invited **R Authier** to bring forward a willing volunteer from South America who could represent the continent on the Executive Committee for the coming year on an informal basis until the proper changes can be made to create a formal position on the committee.

8. Review of Reports

8.1 NJCA Reports

Each NJCA representative gave a brief report on the status of his home Class.

8.2 Executive Director's Report

E Faust stated that the transition of the Class office had gone smoothly with a minimal disruption in Class services. The Class yearbook has been published and the contribution of N Zangerle to that process was acknowledged. Memberships from the NJCA have been coming in on pace with last year's numbers. An online credit card acceptance form has been created to facilitate the transfer of money internationally. Eric concluded by stating that he is happy to discuss any problems or suggestions with anyone.

8.3 Marketing and Promotions

N Zangerle followed up with discussions from last year's meeting regarding branding the class and use of the J/24 logo. J/Boats is opposed to changing the logo, but has agreed to allow the Class to use the logo without reference to J boats. There would be limitations if merchandising through a 3rd party. There are existing trademarks for the J/24 logo in the EU and the U.S. Further licensing of the logo will need to occur on a country-by-country basis. Nancy has had some discussion with J/Boats to develop a system for NJCAs to use the J/24 logo for promotional fundraising efforts, but nothing is in writing at the moment.

N Zangerle mentioned that obtaining information for the Class yearbook had been difficult, with minimal responses to email requests. R Authier mentioned that translating reports to English was part of the problem. E Faust indicated that the Class office could arrange to translate reports.

N Zangerle displayed and distributed a poster that the USA-JCA had created to promote regattas for 2006. She indicated that a similar poster template could be created for use in other NJCAs if there was a desire for such.

N Zangerle also asked that each NJCA send to her a list of non-Class sanctioned events that were using J/24s. Obtaining this list could be good for promoting the popularity of the Class.

8.4 Technical Committee Report and Rule Changes

L Chapman referenced his previously circulated report regarding the recent achievements of the Technical Committee as well as the committee's agenda for the coming year. The committee is working on a system to have measurement certificates in a database that would be accessible through the Internet.

Regatta organizers and others will then be able to check on boats entering regattas in real time. Ideally, we would like to tie this into the membership process for the Class.

L Chapman then indicated that one challenge is that there are many boats around the world that are not in the current database and there may be a call for help in collecting information in the future.

L Chapman then referred the group to his previously circulated document outlining the proposed changes to the Class Rules.



World Council members listen to a presentation on the rule change proposals.

R Harden made a motion to, "Amend the current Rule 3.7.3 as follows:

The all-up weight for racing, excluding the crew, shall be not less than 1345 kg. This weight shall include all items in Rule 3.7.1, items specified in Rules 3.8.5 through 3.8.10 (Equipment to be Carried When Racing), Rules 4.1.1 through 4.1.6 and 4.1.8 through 4.1.10 (Safety Rules When Racing), and Rules 6.1.1 through 6.1.26 (Optional Equipment). All of the above items shall be itemized and listed

on the Inventory of Required and Optional Equipment, which shall be carried aboard the yacht and be available for inspection by race authorities. This inventory shall also list any correctors required under Rule 3.7.2. Specifically excluded from counting as part of all-up weight for racing are sails (Rules 3.6), life jackets or personal buoyancy equipment (Rule 4.1.7), personal clothing and gear, food, galley ware and stores, and liquid beverages other than those allowed under Rule 6.1.26. The all-up weight for racing may be checked by hoisting the boat without the crew and specifically excluded items."

The motion was seconded and approved by a vote of 21 in favor and 2 opposed.

R Harden made a motion to, "make no change to Rule 3.6.1." The motion was seconded and unanimously approved.

G Evenly made a motion to "make no change to Rule 4.1.7." The motion was seconded and unanimously approved.

N Zangerle made a motion to, "Modify the official Class Measurement Certificate - List of Required and Optional Equipment (Part C) to conform to new Rule 3.7.3." The motion was seconded and approved by a vote of 22 in favor and 1 opposed.

J Farmer made a motion to, "Amend the current Rule 3.2.4 as follows:

The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with a basin, sink or stove." The motion was seconded and approved by a vote of 22 in favor and 1 opposed.

R Harden made a motion to, "amend the current Rule 3.8.5 as follows:

A minimum of one bucket of minimum capacity 9 liters." The motion was seconded and unanimously approved.

R Harden made a motion to, "amend the current Rule 3.8.7 as follows:

One anchor with or without chain of combined minimum weight of 6 kg attached to a minimum of 40 m of not less than 8mm rope. When carried, anchor chain shall be attached to the anchor and shall not be stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3 kg and the maximum weight of the chain carried shall not exceed 6 kg." The motion was seconded and unanimously approved.

R Harden made a motion to, "delete the current Rule 3.8.9 and replace it with the following:

There shall be a minimum of 2 liters of motor fuel carried in reserve when the boat crosses the finish line for the last race of the day." The motion was seconded and unanimously approved.

A Morison made a motion to, "delete current Rule 4.1.2 and make it read 'not in use.'" The motion was seconded and approved by a vote of 20 in favor and 3 opposed.

R Harden made a motion to, "delete current Rule 4.1.4 and make it read 'not in use.'" The motion was seconded and approved by a vote of 22 in favor and 1 opposed.

R Harden made a motion to, "renumber Rule 4.1.5 to 6.1.28, thus making the flashlight Optional Equipment." The motion was seconded and unanimously approved.

R Harden made a motion to, "amend the current Rule 2.5.2 as follows:

The boat's sail number shall be her hull number unless otherwise prescribed by the owner's National Authority. When a boat is chartered or loaned the boat's sail number may be that of the member who chartered or borrowed the boat." The motion was seconded and unanimously approved.

L Chapman made a motion to, "amend the current Rule 5 as follows:

5. CREW

5.1 The crew shall consist of not less than three persons and total crew weight (in swim wear) shall not exceed 400kg at weigh-in prior to the start of a regatta.

5.2 A crew nominated or listed for a regatta or a series of races held over consecutive days including any lay day, shall remain the same throughout the event unless substitution is scheduled at registration. Crew changes not declared at registration require advance written

approval of the jury or protest committee, and will only be granted in exceptional circumstances.

5.3 For World championship and Worlds qualifier regattas if there is a substitution for the

helmsperson, he/she must be one of the crew nominated at registration."

After discussion, the motion was tabled without a second. It was recommended the ITC work on revising the proposal.

N Zangerle made a motion that, "the ITC draft a rule which modifies current Rule 3.8.3 such that the primary winches currently installed on newly built boats are deemed legal with regards to their drum diameter." The motion was seconded and unanimously approved. This new rule proposal will be sent to the World Council for approval by email at a later date.

N Zangerle made a motion to, "delete current rules 9.1, 9.1.1 and 9.1.2 and replace them with consolidated Rule 9.1.1 as follows:

"World and Continental Championships shall be conducted in accordance with the Regatta Regulations of the IJCA." The motion was seconded and unanimously approved.

G Evelyn made a motion to, "amend the current Rule 4.1.8 as follows:

A minimum of one throwable lifesaving device with sea anchor attached, on deck and ready for use." The motion was seconded and unanimously approved.



World Council members enjoy some of the local libations.

R Harden made a motion to, "amend the current Rule 4.2 as follows:

The Notice of Race shall prescribe safety equipment required in the jurisdiction in which the event is held." The motion was seconded and unanimously approved.

R Harden made a motion to, "add the following note to the 'Keel Bottom Shape' diagram on Plan C of the Class Rules:

Maximum 90 degrees at 260mm from trailing edge.

On the bottom flat, add 'Maximum 15mm'"

The motion was seconded and approved by a vote of 22 in favor and 1 opposed.

R Harden made a motion to, "To amend the current Rule 6.1.2 as follows:

Two secondary winches with a drum diameter not exceeding 70mm. These may be used to sheet the tails of all running rigging.

G Evelyn made a motion to, "amend Plan A (Deck Layout) as follows:

(Optional) Anti-abrasion strips of any material on the aft edge of the upper deck at the companionway." The motion was seconded and unanimously approved.

L Chapman gave a report on the status of the Regatta Regulations and proposed the formation of small advisory committee to help complete the process of finishing a reworking of the document. Lorne stated that with a working group he could have a draft available in two months time. General discussion from the group indicated that the process and system for funding the ITC members attendance at Continental and World Championships be spelled out clearly in the regatta regulations. B Turner tasked L Chapman with forming an advisory committee and finishing the document in time for publication in the Class Rule Book.

L Chapman gave a presentation regarding a new measurement system being developed to measure the position of the mast on the boats. The ITC will collect more data at future regattas and make a subsequent report to the World Council.

8.5 Financial Report

R Harden gave a report on the Class finances. The class is in good financial shape with revenue coming in as expected. We are projecting a net income of approximately \$6,600 at the end of the year, increasing net assets to approximately \$68,000.

Details of the financial statements will be posted on the Website for further review. At this time, with the transition of the Class office, the Class should have available funds to fund promotional efforts.

As approved at last year's World Council Meeting, memberships for 2007 will be \$13 each, of which \$5 will be allocated to the promotional fund. The IJCA yearbook will be funded from the promotional budget, and any cost savings realized in the production process will be used for additional promotional activities. Looking at the financial reports for this year, the IJCA will be able to credit back each NJCA for shipping charges incurred during 2006. Additionally, shipping charges will be covered by the IJCA in the future. R Harden then made a motion that the IJCA budget for the next fiscal year be approved as presented. The motion was seconded and unanimously approved.



IJCA officers Jim Farmer (Vice Chair), Bob Turner (Chair), Roger Harden (Treasurer) and Eric Faust (Executive Director) listen to debate at the World Council meeting.

R Harden requested that the subcommittee working to fine-tune the Regatta Regulations outline the costs of the ITC involvement in the World and Continental Championships. This would assist regatta organizers in their planning and budgeting as well as allow the IJCA to budget more accurately as well.

9. Submissions

2009 World Championship Bid – Annapolis, Maryland, USA

A proposal to host the 2009 J/24 World Championship was previously circulated as prepared by the Annapolis, Maryland Fleet 6. The proposed dates for the event are May 7-15, 2009. G Evelyn made a motion, "that the bid be accepted as presented." The motion was seconded and unanimously approved.

2010 World Championship Bid – Sweden

The rotation for the World Championship is to hold the regatta in Europe in 2010. Sweden presented a bid proposal to host. The World Council noted the bid and it was decided to take action on this bid, or any others, at the next World Council meeting.

11. Vision for the Future

B Turner stressed that he would like to create a coherent plan how the IJCA will move forward. He asked for ideas from the group regarding specific actions the IJCA can take to help grow the Class as well as volunteers to lead these initiatives.

T Irving would like seeing the reinstatement of a Youth North American/World Championship to promote the Class to young sailors. C McLaughlin indicated that he could work with Todd to develop a "youth initiative" in coordinating Europe and North America.

B Turner presented a new perpetual trophy that he was donating to the Class. It is to be awarded to the highest placing helmsperson under 30 years of age at the World Championship.

N Zangerle gave a brief report on Women's Open Championship held in Marion, Massachusetts. It was a highly successful event that attracted a number of sponsors and was well received by the yacht club. 18 boats in attended including a team from Argentina. Moving forward, the IJCA would like to host this event in Europe in 2007 and then rotate back to the U.S. in 2008. The Marion fleet has already expressed interest in hosting the event again. Nancy also suggested that perhaps the Women's Open could be combined with the Youth Championship in order to leverage facilities and charter boats.

B Turner suggested that N Zangerle work with T Irving and C McLaughlin to look into coordinating this.

M Clarke suggested that the IJCA set in motion a study of how NJCA do things at national level and develop a list of best practices that can be shared. B Turner asked that M Clarke take the lead on devising and implementing this study. Additionally, M Clarke suggested that promoting J/24s for match racing events and creating J/24 specific "celebration events" are a good way to attract attention for the Class.

B Turner suggested that the IJCA needs to start planning for a 30th Anniversary event in 2008. Brad Read had hosted an excellent event in 2003, and we should look into having the 2008 event in Newport, Rhode Island as well. It was mentioned that the 30th Anniversary celebration would not have to be a single event but could be a series of events.

C McLaughlin suggested that we could develop a lead up to 2008 by bridging several events in 2007. We could time a 2008 event so that the high profile America's Cup sailors would be available to attend. We would need to hold the event in a location with a large population of available boats. It was also suggested that the IJCA should develop a more attractive Website for new sailors that would highlight the strengths of the J/24 Class. R Harden added that there are advantages to having consistency among all the NJCA websites and if they were linked and leveraged together. T Irving suggested that the IJCA Website should have a world map on its home page that could direct people J/24 activity in their area.

M Scholke-Holzer mentioned that the SWE-JCA has had recent success contracting with an event promotions company to obtain sponsorship and handle the media and publicity for their events. She suggested that the IJCA could use a single event company to do the same on a worldwide basis in order to bring consistency to events.

T Irving clarified that R van den Berg's idea for a 30th Anniversary event would be to hold J/24 regattas on each continent on the same day such that we could create a 24 hour worldwide sailing event. Competitors could be assigned to teams (red, blue etc.) at each event and the teams could be scored on a global basis and results compiled on a single Website.

E Linthout mentioned that he had started a sailing association for disabled people using J/24s. This has been successful for the last three years and there are many regattas in Italy for disabled sailors. B Turner suggested that this could tie in with achieving a charitable status for the IJCA and accepting donations from the public.

R van den Berg described a company in Holland that animates sailing races using GPS devices attached to the boats. The NED-JCA has been asked to help develop this and he will keep the group posted on the status.

C McLaughlin suggested that in the long-term we should realize that there are a number of competing sailboats in the market. We should look at simplifying the boat and making it as cost effective as possible in order to make the J/24 accessible to those who might not normally choose to sail one. We should all be generous with lending our boats to others in order to promote J/24s on a grass-roots level.

C McLaughlin suggested that the IJCA should seek a global sponsor. N Zangerle mentioned that she was looking into that in an attempt to find multi-year sponsors. She has been talking to sail makers to determine their level of interest. Exclusive sponsorships could be developed with global branded companies to become the "official XYZ of the J/24 Class." J Castillo stated that this needs to be handled carefully in order to avoid any conflicts with existing regatta sponsors.

B Turner thanked everyone for their ideas and input, but reinforced that we need to take action on these initiatives. Our purpose should be to serve the members of the Class.

12. Date and Place of Next World Council Meeting

R Harden suggested that the World Council Meeting be held in the country that will host the World Championship in the subsequent year, i.e. one year in advance of the World Championship. This would standardize the location in the future and de-politicize the process of choosing the meeting site. Thus, the **2007 World Council Meeting will be held in Italy**, host of the 2008 World Championship. Italy accepted the offer to host the meeting and will coordinate the date with the IJCA before announcing the specific location of the meeting.

13. Closing Remarks

B Turner thanked everyone for a long day of work. We will try to refine the meeting process next year to allow the World Council to operate as efficiently as possible. The meeting was adjourned at 1830.

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